

SPRING 2022



I-69 Phase II

#rebuildingmichigan

Flint, MI

Phase II of the I-69 reconstruction project began in mid-February. To recap, ROWE was selected to provide full construction engineering services on I-69 from Fenton Road to M-53 (Dort Highway).

Phase I included bridge rehabilitation and deck replacement work on several structures throughout the corridor along with reconstruction of the westbound I-69 roadway and associated ramps. This massive I-69 rebuild, which stretches over two miles, is made possible through #rebuildingmichigan funds.

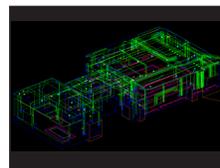
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Aloha State Park Upgrades

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Detroit Metro Airport Extraction

We performed mobile and stationary terrestrial Light Detection and Ranging (LiDAR) scanning and extraction within three tunnels and five control rooms on Dingell Drive.



Oakdale Trails Mountain Bike Course

ROWE partnered with the Parks Department and other stakeholders that completed volunteer and contract work to construct the larger trail system.



CELEBRATING 60 GREAT YEARS!

THE FIRST FIVE

James Redding, PE, LEED AP

Principal: 1992-2018

Dave Rowe, PE, PS, PCP

CEO: 1962-1991

Principal: 1962-1991

Robert Mark

Principal: 1992-2006

William Winiarski, PE, PS

CEO: 1991-2007

Principal: 1986-2008

John Matonich, PS

CEO: 2007-2016

Principal: 1992-2016



A MESSAGE FROM OUR CEO

Leanne H. Panduren, PE, Principal, President

I hope you enjoy this issue of Connexions and that you learn something new about ROWE or even an interesting fact about one of our projects. February 28th marked the end of my 28th year at ROWE. Some days it is hard to believe it has been that long since I came here as a newly graduated civil engineer from Michigan Tech. I remain grateful for the opportunity to lead this company and cannot wait to see where we will go in the future.

To plan for the future, ROWE embarked on a facilitated Strategic Planning process last fall which has helped us prioritize our strategic objectives for 2022-2025. One discussion item that was consistent across all our core value areas (Safety, Quality, People, Service, and Growth) was development and training. While they may look different in each core value area, we know that continuous learning and developing our staff are critical to our success. As design professionals, we must always look for new innovations to implement, products to learn about, as well as non-technical items such as funding opportunities and leadership development. We achieve this training through a variety of mediums including online recorded and live programs, supplier training, and group and one on one training within our teams.

ROWE has always had a strong commitment to our staff and clients' development. We actively support our team members as they join professional and civic organizations. These organizations often offer professional development courses and opportunities for ROWE experts to present a variety of topics to our peers and clients. Be sure to look out for our presentations at various conferences in 2022. Coming up this spring, I will be facilitating a panel discussion at the Michigan Society of Professional Engineers Conference in May and presenting with a planning group team member to the Michigan Municipal Treasurer's Association in April. On-site ROWE education programs are also available to our clients. Our next scheduled program is our semiannual Planning Community Education series to be held April 19th in our Flint office.

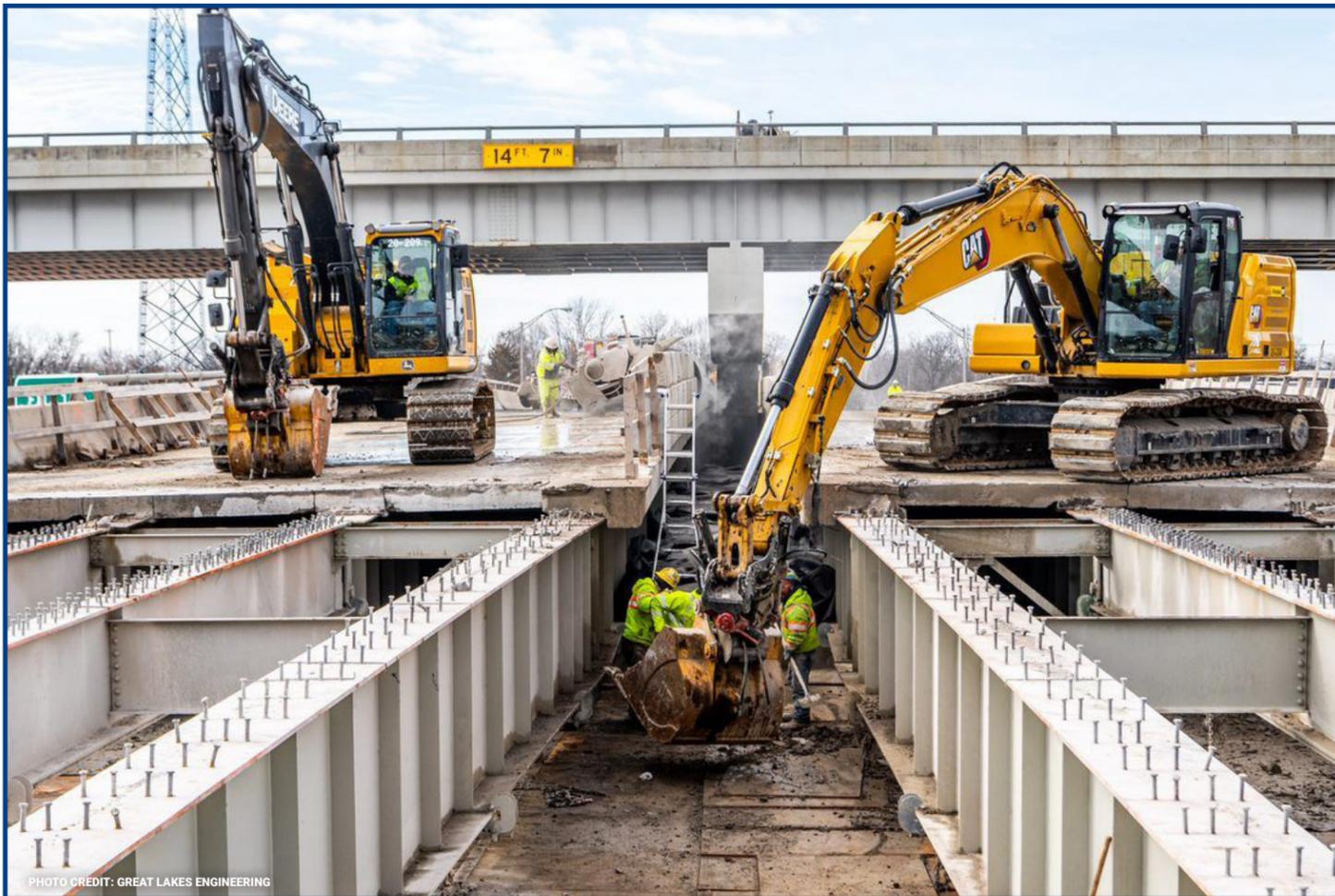


PHOTO CREDIT: GREAT LAKES ENGINEERING

PROJECT PICTURES MARCH 2022



What Cheer Coal Mine



I-69 Phase II Reconstruction Project

Phase II of the I-69 reconstruction project began in mid-February. To recap, ROWE was selected to provide full construction engineering services on I-69 from Fenton Road to M-53 (Dort Highway). Phase I included bridge rehabilitation and deck replacement work on several structures throughout the corridor along with reconstruction of the westbound I-69 roadway and associated ramps. This massive I-69 rebuild, which stretches over two miles, is made possible through #rebuildingmichigan funds.

During this phase of the project, we will be focusing on eastbound I-69 along with all bridge decks within the I-69 and I-475 interchange. Miscellaneous bridge work will also be done on ten additional bridges. Traffic will be maintained on the newly rebuilt westbound side of I-69. This project has a portion of existing freeway that is built over the What Cheer coal mine. Exploration of the abandoned mine shafts will take place during this phase to determine if the mine caps that cover a 235-foot-deep shaft need to be replaced. Once uncovered, the caps will be replaced as part of this project if they are determined to be in poor condition.

The Bureau of Bridges and Structures (BoBS) will be using this project to pilot research for new specifications. They will be saving the shear studs on S10-5/6/7, which are usually removed and replaced by MDOT with a deck replacement. The new specification for this will be written based on experience from this project. Additionally, BoBS will be obtaining samples of the concrete from the facias of several of the bridges to determine the rate of adverse effect that salt has on our bridge decks.

ROWE is proud to be providing the construction engineering services for the Michigan Department of Transportation on this exciting project. Please remember to drive carefully while passing through the I-69 construction zone for your safety and the safety of our staff, construction workers, and their families.

 Flint, MI

2022 HIGHLIGHTS

Miscellaneous bridge work on 10 bridges in addition to the I-69/I-475 interchange bridges.

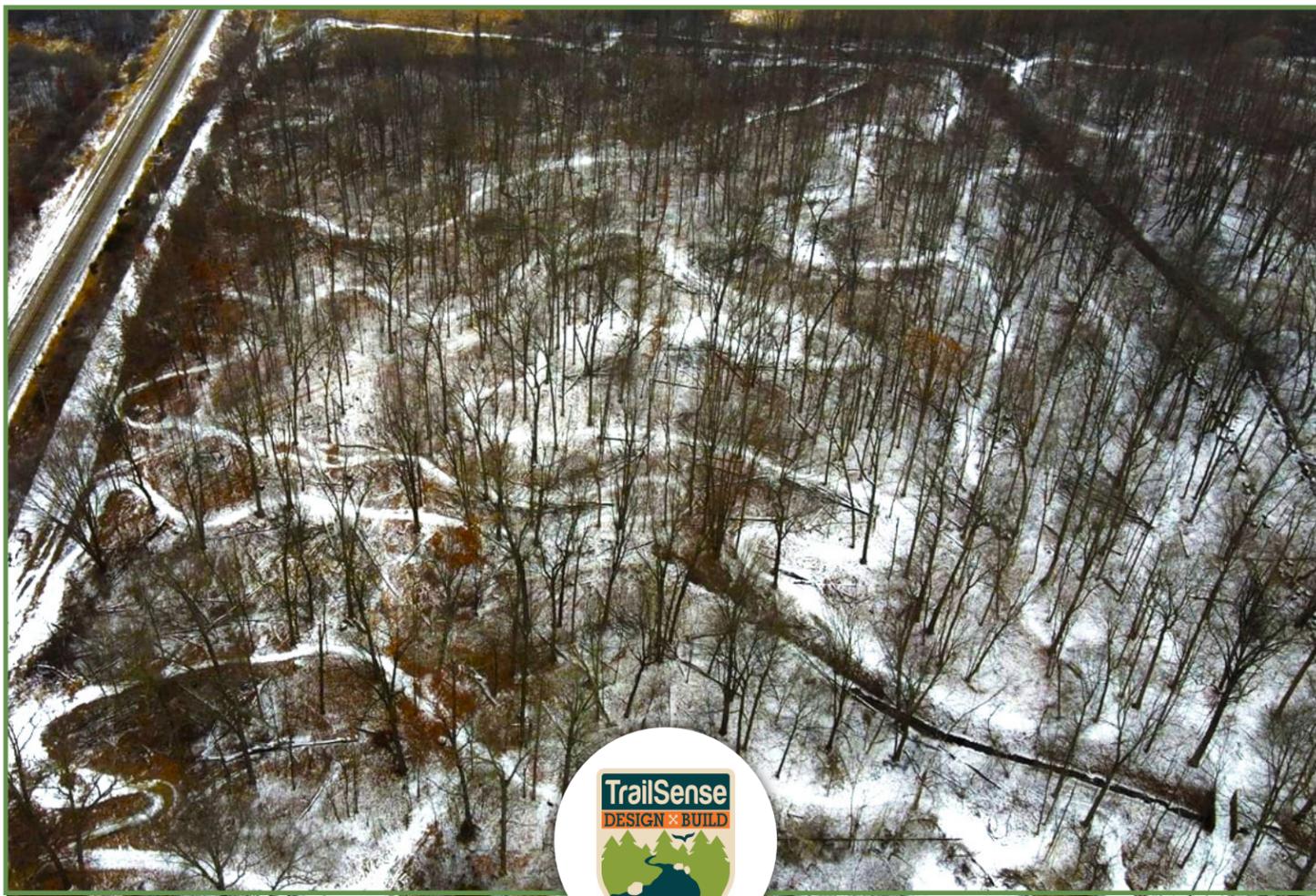
Exploration of the abandoned What Cheer coal mine that runs underneath I-69 to determine if the mine shaft caps that cover a 235-foot deep shaft need to be replaced. Once uncovered, the caps will be replaced as part of this project if they are determined to be in poor condition.

All bridge decks within the I-69/I-475 interchange will be replaced except for the WB I-69 bridge deck over I-475 which was replaced during the 2021 construction season.

Complete reconstruction of EB I-69 from Fenton Road to Dort Highway.

Two lanes of WB I-69 and two lanes of EB I-69 will be maintained on the newly rebuilt WB side of I-69.

 **I-69 Phase II**
#rebuildingmichigan



Oakdale Trails Mountain Bike Trails Project

According to the Outdoor Foundation Outdoor Recreation Report of 2021, over 53 percent of Americans ages six and over participated in outdoor recreation at least once per day, being the highest participation rate on record. More than 7.1 million more people participated in outdoor recreation than in any year prior. (Outdoor Industry Association, 2021.) This data reveals an opportunity to grow outdoor recreation, which is one of our goals when working on projects like the Oakdale Trails Mountain Bike Course.

The Oakdale Trails Mountain Bike Trails project consists of 9.5 miles of natural surface single track owned by the City of Lapeer. The multiuse trail caters to hikers, runners, and cyclists for most of the year as well as snowshoers, skiers, and fatbikers in the winter months. ROWE coordinated the forestry plan that resulted in a timber cut that thinned the site, creating the pathways for future trails and generating the \$65,000 in revenue that was used to build two timber bridges within the site. We designed the structure of the two pedestrian timber bridges sourced from the revenue.

Our team also completed a feasibility analysis to assess 30 acres of woodlands adjacent to a middle school. The concept encompasses a passive recreation area including places for technical

mountain bike skill areas and connections to regional trail systems. The timber study was completed to evaluate the forest and identify a sustainable method to selective-cut within the property. This method will revitalize the forest as well as provide a revenue source for improvements.

ROWE partnered with the Parks Department and other stakeholders that completed volunteer and contract work to construct the northern portion of the trail system. One of our challenges when working on-site were the numerous storm sewer pipes that remained from a previous project left incomplete. They were retrofitted as part of the technical mountain bike course.

Oakdale Trails are an affiliate of The Clinton River Area Mountain Bike Association (CRAMBA), serving as our regional chapter of the International Mountain Bicycling Association (IMBA). CRAMBA exists to maintain and develop mountain biking trail access, support relationships with land managers, and promote responsible mountain biking in Southeast Michigan.

The success of the trails has launched social and economic impacts on the eco-tourism through local non-profit organizations such as Crank for a Cause and local business sponsorships that support large community events such as the Santa Ride and Beaver Dash. With the mission to “bring awareness to community needs through the strength of bicyclists”, Crank for the Cause supports the trail through weekly and annual events supported by local business. Additionally, the 2021 Beaver Dash event raised over \$8,000 to support maintenance efforts of the trail system.

With these trail improvements and more opportunity for diverse outdoor activities, we encourage everyone to get outside and enjoy the outdoors this year!

For more information on this project, or other outdoor recreation, contact ROWE’s Doug Schultz, **(810) 341-7500**.

Lapeer, MI





Huron National Forest Cadastral Surveys

In 2020, ROWE began working as a subcontractor to J. Card Surveying, LLC for the United States Forest Service (USFS). The project is an “as-needed” five-year contract to perform retracement cadastral boundary surveys located in the Huron National Forest. The surveys are performed between recovered or accepted controlling corner positions to reestablish lost or obliterated General Land Office (GLO) corners and to establish section subdivisional corners designated by the USFS representative.

ROWE provides, as a subcontractor, field crews to gather measurements on PLSS corners and lines. Our measurements and evaluation of field and record evidence are used to create reports and retracement of Huron Forest boundaries. A township-wide Control Diagram is drafted to assist in the examination and documentation of our analysis. After discussion and approval from the USFS contract surveyor, ROWE prepares PA 132 Certified Survey drawings to J. Card Surveying, LLC for final submittals as required by the contract. J. Card Surveying will then begin posting the USFS property boundaries per Forest Service standards. Posting of boundaries includes line brushing, setting USFS carsonite posts, marking of line trees, and setting of boundary corners as necessary.

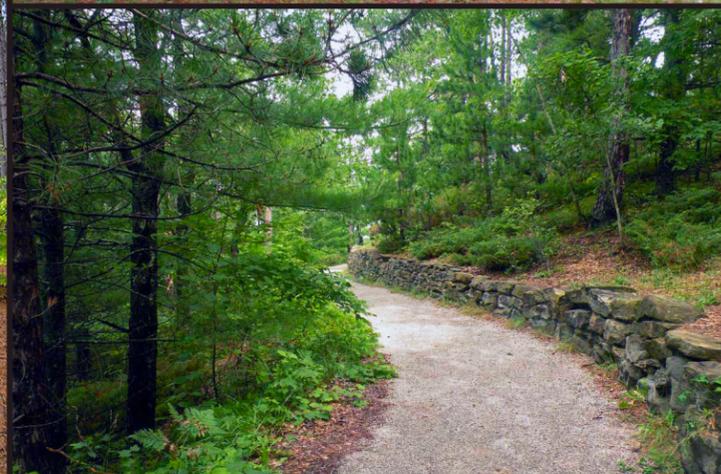
With some areas that haven't been surveyed since the 1850s, this project requires our field crews to piece together historical records of government corners and boundary lines with their findings. Retracing and examining the evidence in the field in comparison to these records is a challenging and rewarding task.

Providing services to the USFS requires adherence to state law and specific USFS standards. These requirements differentiate from previous boundary surveys due to the challenge of adhering to these strict guidelines.

ROWE is grateful to be working with J. Card Surveying on this important project, affecting the logging of timber, asset management, and recreational opportunities in the Huron National Forest.



RETRACEMENT CADASTRAL BOUNDARY SURVEYS



Cadillac, MI



Say Aloha to State Park Upgrades

In May of 2019, ROWE began work on a series of upgrades to Aloha State Park on Mullet Lake near Cheboygan.. The park's campground needed water and sanitary sewer system upgrades. This included an evaluation of the existing water and sewer system, along with recommendations for needed upgrades. During the process of evaluating the water and sewer infrastructure, a decision was made to add full water and sewer connections to the campsites in the south loop.

Divided into three sections, the campground has a north, central, and south loop. The south loop and central loops are divided by the boat basin that provides access to Mullet Lake. The existing water and sewer systems only provided services to three separate shower buildings, the camp host site, RV dump station, and potable water jug fillers throughout the campground. With the evaluation of those existing utilities, the decision was made to demolish the shower building in the south loop and add water and sewer hookups to all the campsites located within the loop. The project itself includes the installation of new water and sewer lines throughout the park, rehabilitation of the existing sanitary sewer lift station, an additional installation of a lift station, a new RV dump station, and services for 97 campsites in the south loop.

Based on a geotechnical investigation noting high water table and poor soils in certain areas

throughout the site, it was determined that the gravity sewer in the north and central loops were to be removed and replaced. This action avoided the need to install a lift station that would have been costly due to the poor soils and additional maintenance costs. The existing sanitary sewer pump station that delivers the effluent to the treatment facility was deemed fit for rehabilitation by adding new pumps and a control panel. In the south loop, eight-inch gravity sewer was installed to provide service to the campsites and a new sanitary sewer pump station was installed to pump the sewage under the boat basin to the new gravity sewer in the central loop. Additionally, six-inch sanitary sewer leads were installed to each campsite in the south loop.

Along with the sewer improvements, new three-inch HDPE water main was extended throughout the campground to provide services to the existing bath houses and new potable water jug fillers. The water main was looped through the south loop and one inch water services were placed on each campsite. Due to the high water table, it was determined that directionally drilling the new water main would be the best installation method. The existing water pumps were used to provide water to the system.

To mitigate the issue of high water table and poor soils, the water main was directionally drilled, and the depth of the sewer was limited as much as possible. Because the Michigan Department of Natural Resources (MDNR) reduces lake levels in the winter season, completion of the underground construction during this time helped with the water table issue.

With the other challenge being the popularity of Aloha State Park, we had to plan the timing of construction carefully to limit the disruption to the campers. Our solution included starting construction of the project in the late fall months due to the park closing for the season as well as continuing in the winter months before the weather forced construction to be halted. The construction is set to continue this spring and be completed late spring 2022.

We look forward to these upgrades being opened to the public in mid-June. With Aloha State Park being one of the busiest campground sites in the state, providing better utility services and new campsite hookups is an exciting project for ROWE!





New Traffic Equipment

ROWE is always looking for ways to improve safety and help meet the needs of our clients in innovative and cost-effective ways. Our team now has new capabilities to provide traffic data collection, such as vehicle turning movement counts (TMCs), roadway volumes, speeds, classifications, and gaps. This data is used in traffic studies as well as for signal timing, review of safety concerns, and pedestrian and non-motorized studies.

We own four MioVision Scout units that can collect video footage of intersections and roadways for collection of traffic volumes. Additionally, we have two Black Cat Radar Units that can be mounted on trees, poles, or signs to collect roadway speeds, volumes, classifications, and gaps. These are new capabilities for ROWE that provide us new ways to serve clients, as well as to be a leader in new technology.

The main challenge with any equipment changes is the set-up. Luckily, the equipment comes with set-up materials such as chains and straps to mount the equipment on any stationary pole, tree, or sign. This easy set-up allows us to gather accurate and reliable traffic data safely without having staff manually counting vehicles or taking numerous steps to set up equipment. Both units are set up outside of traffic, making use of the new equipment a high safety benefit for staff.

With safety being our biggest concern and core responsibility, this equipment will continue to benefit our team. Not only this, but these new capabilities allow for faster set-up, reliable data, and quick turnarounds for clients.

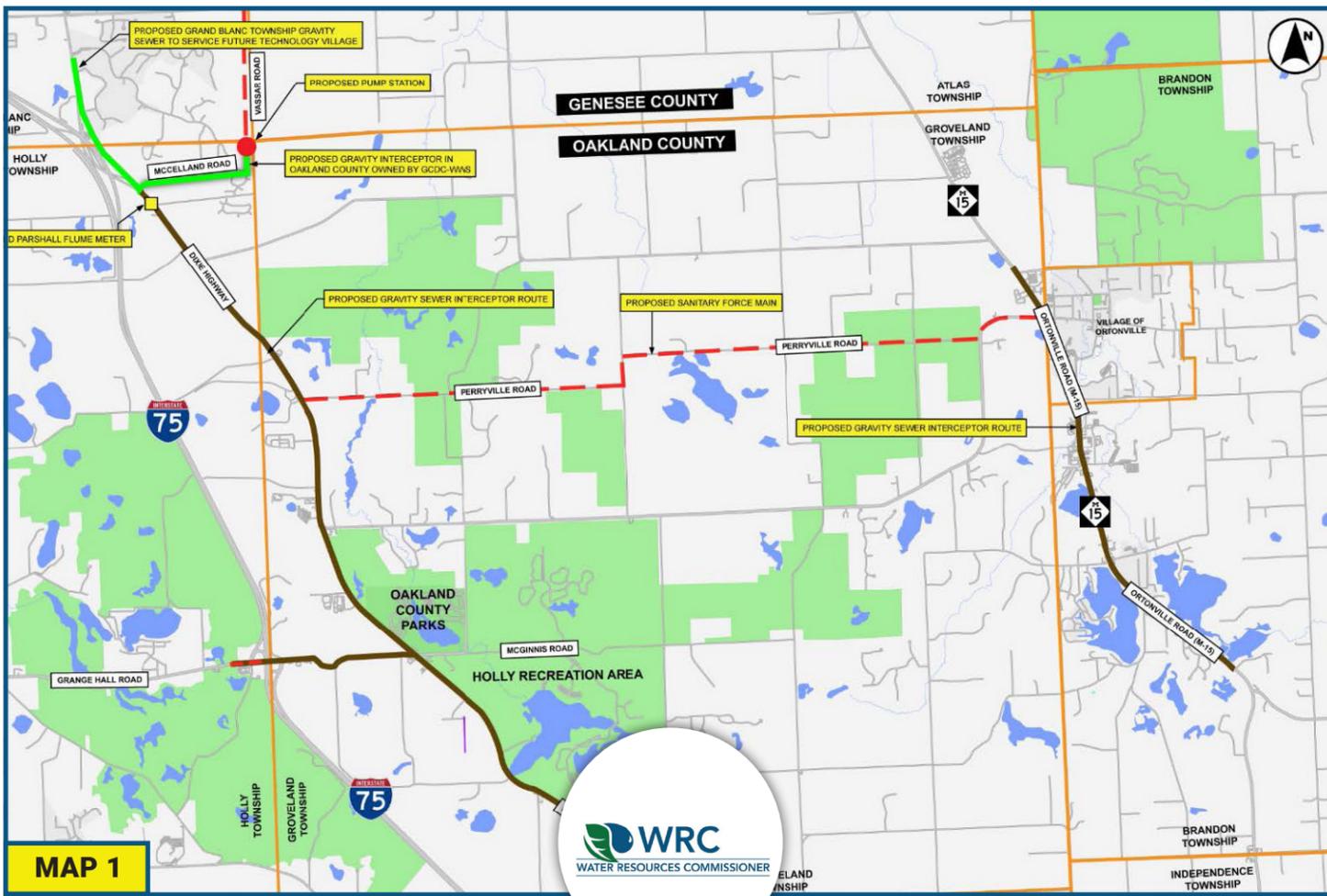
MICROVISION SCOUT UNITS



ROWE TRAINING

Do you want training from a licensed professional for your Planning Commission, Board, Council, DDA, and more? Contact Jack Wheatley at ROWE to get in touch with Professional Civil Engineers, Community Planners, and Surveyors. Topics range from Parks, Trails, Streets, Public Water, Public Wastewater, Stormwater Drainage, Parking Lots, Bridges, Infrastructure Funding Sources, Zoning, Ordinances, and anything else infrastructure related. We can come to you in person or virtually.

Jack Wheatley | jwheatley@rowepsc.com | (810) 869-5121



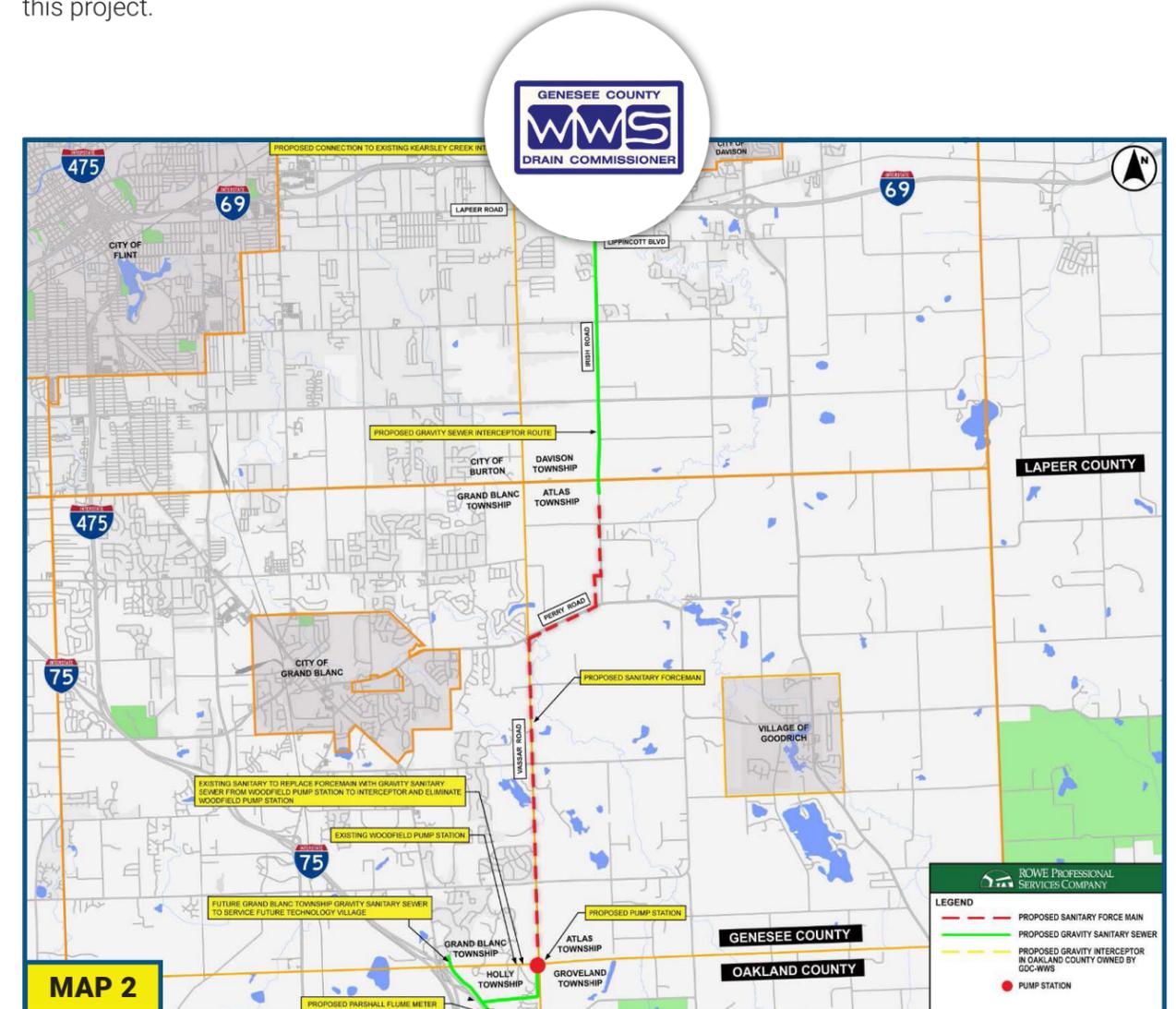
Kearsley Creek Sanitary Interceptor Study

For years, the Village of Ortonville has had issues with failing septic fields and has strived to get public sanitary sewer to service their area, but the cost was too prohibitive. Ortonville, along with neighboring Brandon Township, Groveland Township, and Holly Township are all near the southern border of the Flint River Watershed and are rural communities whose wastewater is handled by septic fields or small lagoons. The area has numerous lakes, marshes, and areas of high-water table. The region is predominantly public park land with pockets of higher density communities and commercial corridors. The nearest existing public sanitary sewer outlet available is in Genesee County, approximately ten miles north of Oakland County's north border. Existing septic field failures, along with new development pressures threatening to install even more doomed septic fields, have forced the Northern Oakland County communities to study the options for public sewer again.

The Kearsley Creek Sanitary Interceptor Study was performed by ROWE for the Genesee County Drain Commissioner's Office Division of Water and Waste Services (GDCD-WWS) and Oakland County Water Resources Commission. The focus of this study was for the proposed extension of the existing GDCD-WWS Kearsley Creek Interceptor (KCI) near I-69 and Irish Road, into northern Oakland County. The KCI extension through Genesee County is on Map 2. Parts of Grand Blanc

Charter Township, Village of Goodrich, Atlas Township, and Davison Township could possibly be serviced through this route. Focusing on sewer extension into Oakland County, the overall KCI route through Oakland County is on Map 1. This route is anticipated to provide service to parts of Holly Township, Groveland Township, Brandon Township, as well as the Village of Ortonville. Stakeholders and community member input had an impact on the final service area boundary. The proposed KCI routes are anticipated to cross wetlands, waterways, floodplains, and drains. Our team aims to minimize the impact to these natural features as well as endangered species and plants.

The overall opinion of cost for the 27 miles of sewer is \$110 million in 2021 dollars. We are currently assisting both counties with potential funding sources to construct the interceptor. Each county is responsible for their own portion of funding. Oakland County will be using the Drain Code Chapter 20 process along with any other infrastructure grant money they can obtain. Both counties may also obtain funding from the Clean Water State Revolving Fund to supplement the initial cost of the project. Our team will continue to assist by exploring new funding sources from the COVID response as well as the Bipartisan Infrastructure funding to help gather other funding sources for this project.





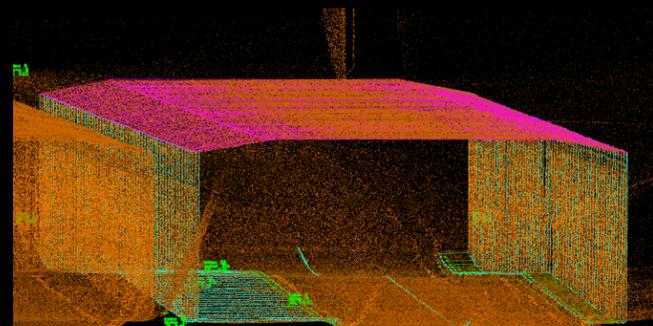
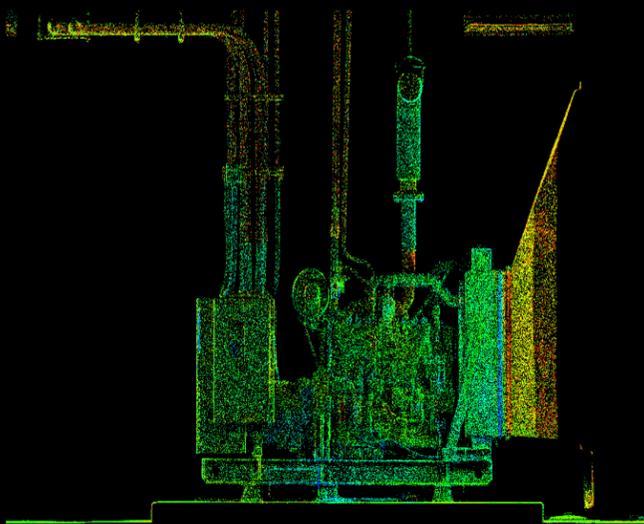
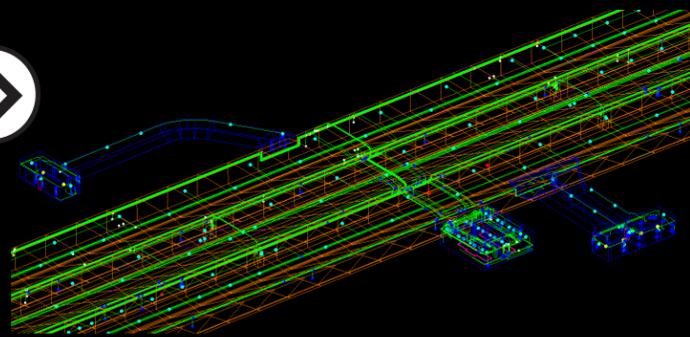
A First for ROWE

Even after 60 years in business, we still come across many unique and exciting projects. Our survey department and extraction team recently worked on an extraction project at the Detroit Metro Airport. While our usual extractions involve roadway, this one also required all conduit, lights, signs, doorways, as well as 3D tunnels, 3D rooms, and 3D control panels inside the rooms. Our team typically works on mapping major roadways or neighborhoods, so this was an exciting new project for us!

We performed mobile and stationary terrestrial Light Detection and Ranging (LiDAR) scanning and extraction within three tunnels and five control rooms on Dingell Drive. Gaining access to the Air Operations Area (AOA) side was one of our main challenges. Being near the airport, there were a lot of security measures to consider. Additionally, two rooms that were scanned were considered confined spaces, creating some safety challenges due to the length and depth of the rooms along with the lack of lighting within the rooms.

We are grateful to have gained experience in a new area and look forward to applying our experience to future extraction projects!

EXTRACTION PROJECT DETROIT METRO AIRPORT



 **Detroit, MI**



Bettering Our Landfills

Annually, ROWE monitors the Wood Road and Grand River Avenue Landfills for Granger Waste Services by providing digital aerial imagery and updated digital mapping. Our services are used to estimate and track waste volumes and compaction at the landfill. Granger Waste Services also uses digital mapping in the first steps of civil designs to get rough estimates of distances, quantities, and volumes. Historical digital maps are used to track trends and to get an overview of the site as a whole.

While providing our services, our survey control points are transferred and used on each new flight mission. Areas of change within the project limits are updated and merged with existing digital mapping for a complete delivery. Our main challenge for this project is the reliance on weather conditions, but our solution is always to work around any unfavorable weather to meet Granger's specific flight requirements. Granger and ROWE serve in the best interest of the community and will continue to service the public in the future.





Disc Golf, Anyone?

Completed in January, ROWE provided a site plan and coordinated with JFR Architects to provide architectural design for the Independence Lakes Disc Golf Pavilion. With a budget of \$300,000, the project was funded by the Washtenaw County Parks and Recreation Commission.

Being one of the largest regional courses in the area, this pavilion provides a facility that supports regional competitions. It is a year-round facility that includes storage for equipment along with a stone fireplace that helps create a rustic atmosphere. The project was designed to complement this existing atmosphere along with the natural setting of the starting area and was nestled into an existing opening area without removing any of the mature trees or vegetation. Because the building also uses solar lighting, the team decided to go solar on updates and not install new electrical services.

The main challenge for this project was the timing in correlation to COVID-19 and supply chain issues. The team worked with the contractor to adjust design and materials to stay on schedule. The project was designed using old trusses, beams, and columns from an old Boat Launch Building, providing cost efficient materials for the new structure. Aiming to be the new starting location for the existing two-world class disc golf courses, the new structure will be able to host future disc golf tournaments, day and night tournaments, and possibly future world championship tournaments.

 **Whitmore Lake, MI**



NEW GRANT OPPORTUNITY

Focused on aiding non-profit organizations, American Trails just announced their new grant program in partnership with the Trails Move People coalition. The program will be known as The Trail Fund, focused on providing funding for improvements to America's trails. The application deadline is April 15th, 2022 and will be available annually.

Visit <https://www.americantrails.org/the-trail-fund> for more information and application details!



INDEPENDENCE LAKE DISC GOLF PAVILION





Weathering the Storm Together

Roles and Responsibilities of Planning Commissions and Zoning Boards of Appeals Relative to Elected Officials | Jason Ball, AICP, ROWE Professional Services Company

Decisions regarding land use and development are often among the most hotly contested and divisive issues that confront local governments. In recent years, we have seen issues like medical and recreational marijuana begin to dominate the discussion for many communities, which are issues that have not been on the radar of most local officials engaged in land use decision making. Further, inconsistent court decisions and evolving legislation around everything from sign regulation to the Right to Farm Act constantly shift the legal landscape under the feet of local communities, making consistent and transparent regulation and good governance extremely challenging. It is becoming increasingly important for Michigan communities to clearly understand the distinct roles of Planning Commissions and Zoning Boards of Appeals (ZBA), and how they interact with local elected officials to avoid legal challenges and provide transparent and responsive land use decisions for residents and businesses.

First, it is important to remember that Planning Commissions and ZBAs are necessary only if your community has adopted a zoning ordinance and/or master plan. But, since most Michigan's communities have found value in planning and zoning, the bodies exist in nearly every municipality. The precise role of the Planning Commission varies by community, based on the ordinance that created it, the planning commission's bylaws, and the processes and procedures set forth in the zoning ordinance. The authority of the ZBA on the other hand tends to be narrower in scope, and the role of a ZBA is more consistent from one community to the next. A summary of a few common roles and responsibilities of each body is provided in the table below. The roles vary between communities based on several factors, but primarily due to the standards and processes adopted in the zoning ordinance.

A= All Communities S= Some Communities

	Legislative Body	Planning Commission		ZBA
	Decision	Decision	Recom.	Decision
Adopt a zoning ordinance	A		A	
Amend the zoning ordinance	A		A	
Adopt a master plan	S	S	A	
Approve site plans	S	S	A	
Approve special land uses	S	S	A	
Approve planned unit developments	S	S	S	
Grant dimensional variances				A
Grant use variances				S
Interpret the zoning ordinance				A
Interpret the zoning map				A
Hear appeals of special land uses				S
Hear appeals of planned unit developments				S

Fundamentally, each of the bodies has a critical role to play in ensuring that Michigan communities have effective land use policies and standards. Legislative bodies are ultimately responsible for adopting and amending zoning ordinances and associated amendments and provisions, while Planning Commissions exist as the administrative body managing the ordinance, and in some cases implementing ordinance standards. Meanwhile, ZBAs review administrative decisions, interpret the zoning ordinance when there is uncertainty, and grant variances from ordinance standards in appropriate circumstances.

This dynamic, with relatively clear roles and responsibilities in theory, can become convoluted and challenging in practice, particularly when the legislative body, Planning Commission, and ZBA interpret their roles and responsibilities differently, or do not have a common understanding of the community's overarching goals. For example, a legislative body can adopt a zoning ordinance with strong standards for landscaping and beautification of commercial properties. But in most communities, it is the responsibility of the Planning Commission to implement the standards through site plan review. If the ZBA consistently grants variances from the standards because its members view them as too burdensome, at best the ordinance becomes ineffective, and at worst inconsistent administration and interpretation exposes the community to legal liabilities and discourages investment.

Effective leadership and consistent interpretation and administration are critical to ensuring that Planning Commissions, ZBAs, and legislative bodies are all working toward the same objectives. Holding bi-annual joint meetings, where members of the bodies openly discuss challenges and establish common goals for implementation of land use decisions are among the most effective strategies to ensure this takes place. Another effective strategy is the development of an annual report by the Planning Commission to the legislative body.

Annual reports formally communicate actions taken by the Planning Commission, and the ZBA if a community chooses to include the ZBA, to the legislative body. According to the Michigan Planning Enabling Act, these reports should focus on "operations and the status of planning activities, including recommendations regarding actions by the legislative body related to planning and development." Typically, this translates into a list of meeting dates and a summary of actions taken during the year, and sometimes a list of members and their terms of appointment. We strongly encourage Planning Commissions to go beyond the base legislative requirements and use the report as a tool to communicate goals for the next year, as well as current or anticipated challenges and opportunities.

While land use regulations and decision making can be complex and technical, the communities that have built most effective processes and regulations have done so by fostering strong channels of communication between elected and appointed officials, citizens, and developers, while consistently exploring new ways to advance toward common goals. Open communication between the bodies is critical, making the role of the legislative body members on the Planning Commission and ZBA especially important. Thankfully, in Michigan we have excellent resources to help communities navigate the current storm of land use issues while also exploring new ways to encourage redevelopment and investment. If your community's land use process isn't working the way it should, we strongly encourage you to reach out to MML, the Michigan Association of Planning, Michigan State University Extension, your county or regional planning agency, or one of our state's many professional planning firms.



I-196 Business Spur (Chicago Drive)

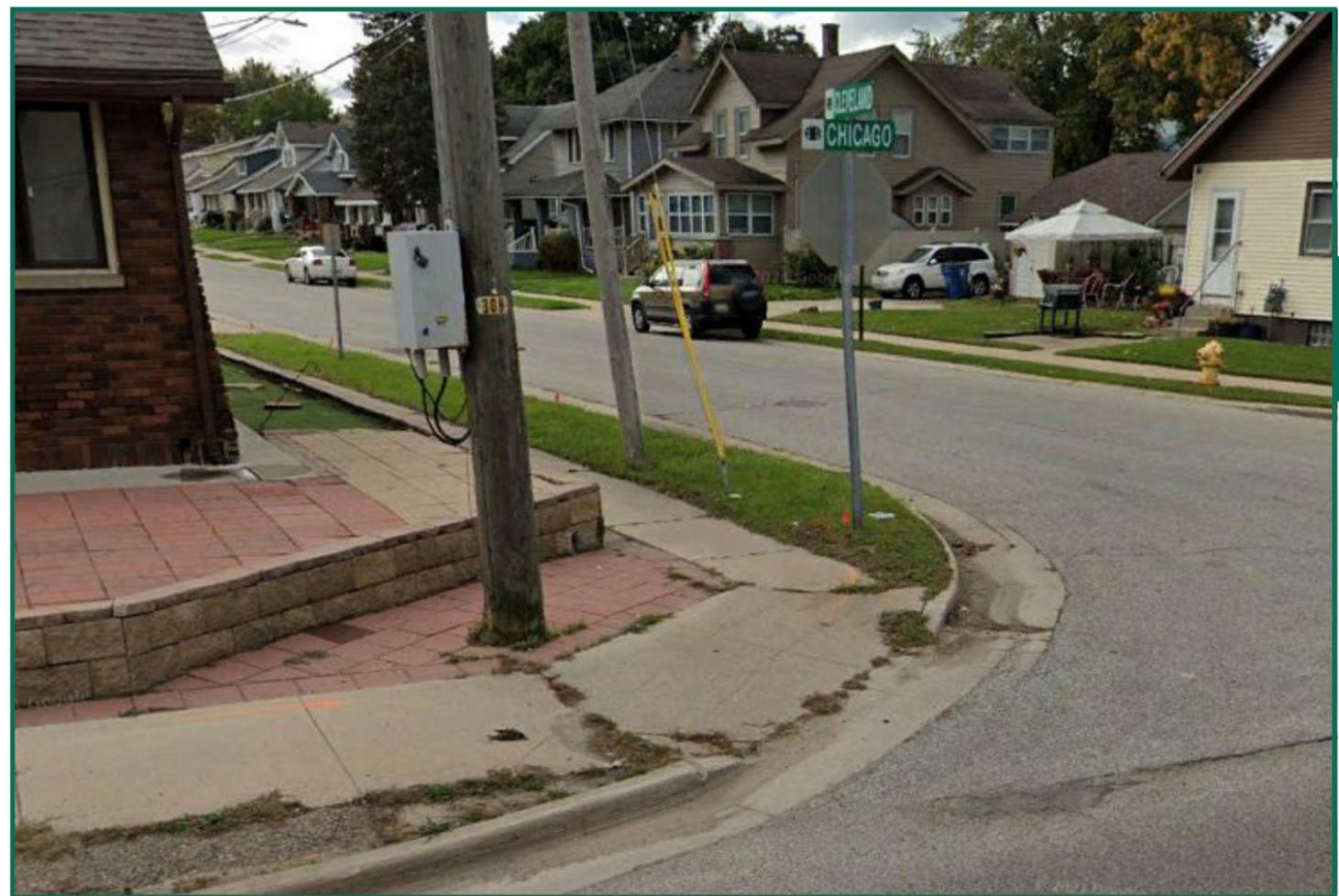
In February of 2021, ROWE was given the opportunity to provide design services for the MDOT Grand Rapids TSC on I-196 Business Spur (BS) from Burlingame Avenue to Clyde Park Avenue in the City of Wyoming, Kent County. These services included topographic and right-of-way survey and road design. The scope for the 4.2 miles of roadway rehabilitation on the I-196 BS includes cold milling and two course HMA overlay and ADA ramp improvements.

A large portion (29 out of 49) of the sidewalk ramps are adjacent to historic parcels, which proved to be the main challenge when working on this project. Sidewalk ramp improvements must not diminish the character of the adjacent historical properties, making a solution-driven team important to this project. Limited space within the right-of-way and steep existing grades also proved to be a challenge when designing the ramps for ADA compliance. These unique challenges provided a great opportunity to gain creative design experience and prepare ROWE for similar future projects. Project administration challenges were also encountered when ROWE had to merge a separate sidewalk ramp improvements project on M-11, designed by others, with our project and assemble the entire package into a single construction contract.

Along with the design-specific challenges, ROWE also developed a safe and effective maintenance of traffic plan for the I-196 BS corridor. To maintain the traffic volume of 16,000 vehicles per day without causing a significant impact on the public, one bound of traffic will be detoured to allow part-width construction of the roadway while maintaining access to residents and businesses.

With construction set to begin in the spring of 2022, the I-196 BS and M-11 corridors will continue to serve both residential and business communities of the City of Wyoming with improved safety, pedestrian accessibility, and smoother pavement.

Wyoming, MI



BEFORE PICTURES CHICAGO DRIVE



AWARDS

ROWE's, Sean Beckman, PE, and Douglas Schultz, PLA, both accepted Excellence awards from the Michigan Concrete Association (MCA) this year! The awards were presented at the Michigan Concrete Association 2022 Winter Conference and Workshop on February 17th. We are proud of their accomplishments along with other ROWE staff and the opportunity to work with the City of Jackson and Oakland County Parks and Recreation Commission. See below for more insight into their awarded projects.

Congratulations to our Senior Planner, J. Douglas Piggott, FAICP, on receiving the Birch Run Chamber Partnership Award!



Douglas Piggott, FAICP

Birch Run Chamber Partnership Award

Established in 2006, this award honors a business or organization that has made notable contributions to the district as well as improved social and economic welfare in the community. Doug has been working with the Village of Birch Run since 1997, helping guide them through proper procedures regarding planning and zoning along with communicating requirements needed for potential developers.



Sean Beckman, PE

Michigan Concrete Association Award

Project Manager Sean Beckman, PE, and key staff members Amanda Hemeyer along with Ryan Bair led the Elmsdale Non-Motorized Trail and Sidewalk Improvements project in Ella Sharp Park, which was awarded the Michigan Concrete Association's Michigan Award of Excellence in the Paving – Trails category.

Being an extension of the city's existing trail system, this concrete trail was funded by Safe Routes to School funding. The City of Jackson, in partnership with Jackson Public Schools, constructed a Safe Routes to School pedestrian and bicyclist non-motorized trail for the benefit of students attending Sharp Park Academy and the Middle School at Parkside. To put safety first, Elmsdale Drive was closed to traffic during construction to maintain a safe work environment and community. This expediated the project's construction schedule, with beginning construction being March of 2021 and completion in September 2021. The trail was constructed in a previously dense vegetative area in an under-utilized portion of Ella Sharp Park. An 81-foot prefabricated steel bridge with concrete deck clear spans the City's sharp drain. Now, a winding trail and custom bridge brings an inviting and safe environment that will last for decades with the concrete.



Douglas Schultz, PLA

Michigan Concrete Association Award

Director of Landscape Architecture Doug Schultz, PLA, led the Red Oaks Waterpark Splash Pad project located in Madison Heights, Michigan, which was awarded the Michigan Concrete Association's Michigan Award of Excellence in the Flatwork – Municipal Flatwork category.

Aaron Wendzel, PE, and Amanda Hemeyer, PE, were key parts of the design team. Because of the outdated water features at the Red Oaks Waterpark, this project required removal of 20,000 square feet of existing concrete and replacement of 18,000 square feet of new concrete surface with a new splash pad. The site was located within an existing 'lazy river' feature that acted as a moat surrounding the island in which the work was completed. A special earth ramp was created for access and protection of the lazy river feature. The concrete surface was required to match the existing perimeter and to adjust for providing drainage within the new basin. The equipment design was coordinated with Penchura, LLC.



CONFERENCES

The ROWE team is looking forward to attending and presenting at many conferences in 2022! We have had a busy first quarter, attending the 14 events listed below.

January 12-24	ISPLS Annual Conference	Indianapolis, IN
January 19-20	MITA Annual Conference	Mt. Pleasant, MI
January 26-28	Wisconsin Society of Land Surveyors Institute	Wisconsin Dells, WI
February 3-4	MDOT/ACEC Partnering Workshop	Lansing, MI
February 8-9	Joint Expo	Lansing, MI
February 9-11	MACDC Annual Conference	Acme, MI
February 16-18	Michigans Premier Professional Surveyor Convention	Acme, MI
February 22-23	APAM Conference	Mt. Pleasant, MI
February 24-25	SCSPLS Annual Conference	Columbia, SC
March 2-4	Michigan Stormwater-Floodplain Association	Virtual
March 3-4	MDA Spring Workshop	Grand Ledge, MI
March 6-9	mParks Conference and Trade Show	Acme, MI
March 15-16	MML Capital Conference	Lansing, MI
March 15-18	MRWA Annual Conference	Mt. Pleasant, MI



At ROWE, we have been expanding our presence across Michigan. Focusing on West Michigan, we have significantly increased the number of projects based out of our Kentwood office in areas such as Sparta, Hastings, Cedar Springs, Wayland, Village of Middleville, Kent County, Calhoun County, City of Grand Rapids and MDOT.

Office	Year Opened	Office Staff	# of Projects
Kentwood	2019	26	145

New Hires

Brendan Thompson - January
Joshua Parsons - February
Lauren Marshall - February
Scott Kaiser - March



Listen In!

"In the words of John Matonich, it's a great day to be a surveyor!" -Aaron Leach, PLS

Discussing his experience in the surveying industry, ROWE Survey Project Manager Aaron Leach, PLS, served as a featured guest on The National Society of Professional Surveyors (NSPS) podcast, "Surveyor Says". He provided insight into the future of the surveying industry, the importance of giving back, and the people who have influenced his career.

While conversing, Aaron also goes over some key moments in his career and his personal life. Be sure to check out the podcast to hear the full discussion, available on Podbean, Pandora, Spotify, Google Podcasts, iHeartRadio, iTunes, YouTube, and the NSPS website!

COMING

SOON

Stay tuned to view our project funding booklet in our next issue!

Careers

We recognize talented, self-motivated, and open-minded professionals are the key to ROWE's continued success and growth. From competitive benefits / compensation packages, to company sponsored events, ROWE takes pride in being a progressive place to advance your career.

Email: employment@rowepsc.com

ROWE is an Equal Opportunity Employer.



ROWE Social Media

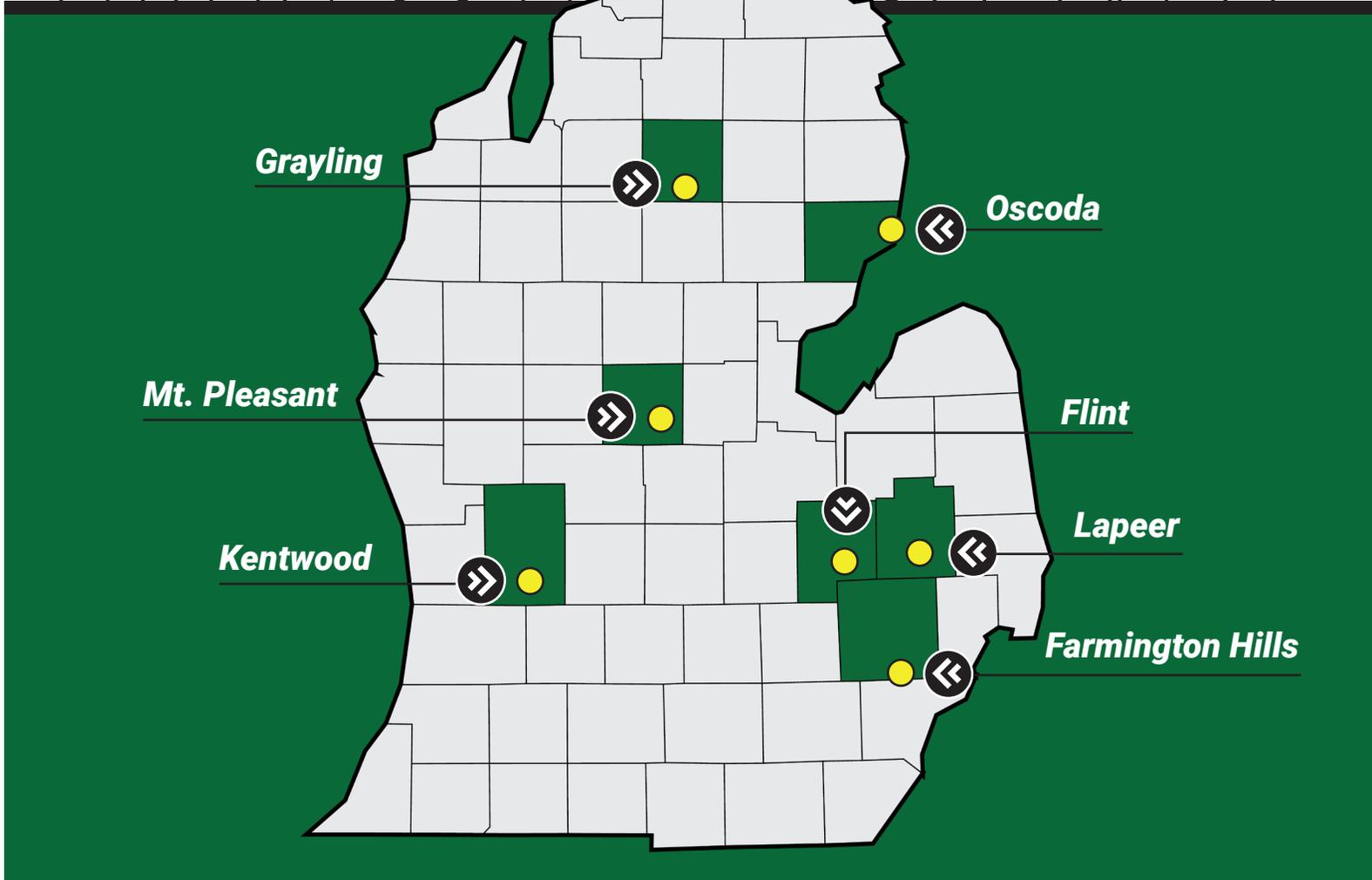
Be sure to follow all of our social medias to keep up with our newest projects, events, and announcements! (scan the QR code)

CES Reminder

On April 19th, 2022 from 7-9 p.m., ROWE will be hosting our Spring Community Education Series. If you would like to attend, please RSVP by 12 p.m. on April 14th.

Contact Lin Callahan (810) 664-9411

MICHIGAN



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