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CITY of NOVI CITY COUNCIL

Agenda Item G

June 15, 2009

SUBJECT: Approval to award an amendment to the engineering services contract for construction engineering services related to the 2009 Neighborhood Roads Program, to Anderson, Eckstein and Westrick, Inc. (AEW), for a not-to-exceed fee of \$73,700.

SUBMITTING DEPARTMENT: Department of Public Services, Engineering Division *AK*

CITY MANAGER APPROVAL: *[Signature]*

EXPENDITURE REQUIRED	\$73,700
AMOUNT BUDGETED	\$200,000 (Design & Construction Engineering)
APPROPRIATION REQUIRED	N/A
LINE ITEM NUMBER	203-203.00-805.429

BACKGROUND INFORMATION:

Each year the City of Novi selects residential streets for reconstruction, repaving, and/or rehabilitation using PASER ratings and Department of Public Services field observations. The 2009 Neighborhood Roads Program's study and design phases are now complete and the project is ready for construction.

AEW was awarded the design engineering component of this project on March 9, 2009. As part of the original request for proposals, the Engineering Division required the consultants to provide construction phase fees to facilitate the eventual award of the construction phase. Of the six firms that submitted proposals, AEW had the highest staff review score, met all requirements listed in the request for proposals, and had the most comprehensive proposal.

The construction phase engineering fees are determined using two components: 1) the contract administration fee, which is a not-to-exceed amount provided by the consultant in its proposal, and 2) the construction inspection fee determined using a cost per inspection (crew) day that is then multiplied by the number of days of inspection specified by the contractor. The construction phase fees for this project include a contract administration fee of \$48,500 and an inspection fee of \$25,200 (\$560 per crew day, multiplied by the 45 days provided in the contractor's bid) for a total not-to-exceed fee of \$73,700 (AEW's fee proposal from the referenced contract is attached).

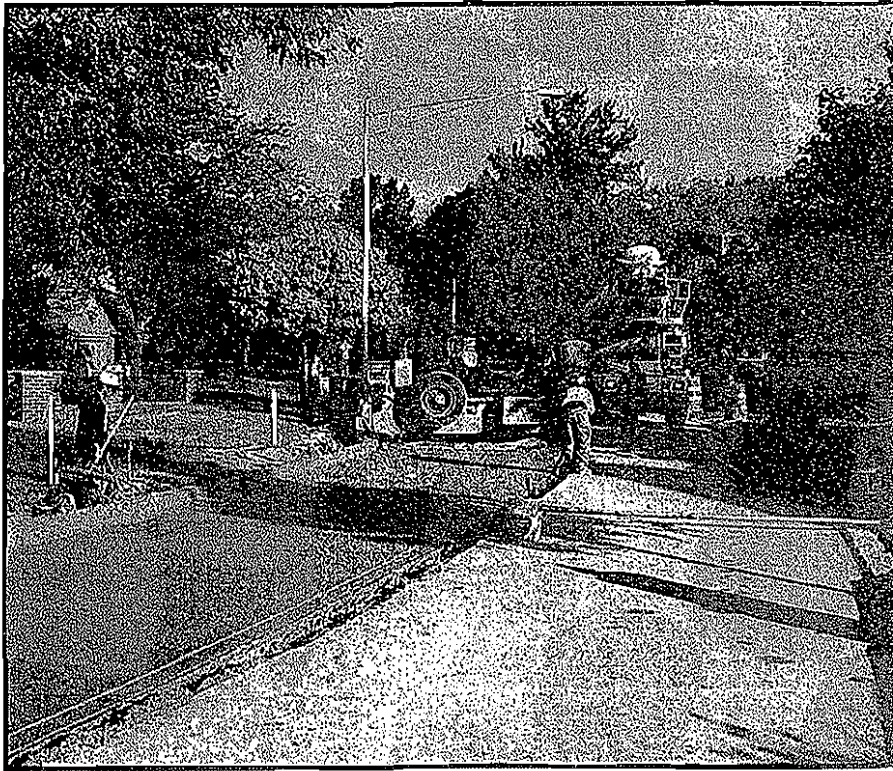
The construction contract award for this project is also being considered on the June 15, 2009 agenda. Construction is scheduled to begin in July 2009 with completion by the end of the 2009 construction season.

RECOMMENDED ACTION: Approval to award an amendment to the engineering services contract for construction engineering services related to the 2009 Neighborhood Roads Program, to Anderson, Eckstein and Westrick, Inc. (AEW), for a not-to-exceed fee of \$73,700.

	1	2	Y	N
Mayor Landry				
Mayor Pro Tem Gatt				
Council Member Burke				
Council Member Crawford				

	1	2	Y	N
Council Member Margolis				
Council Member Mutch				
Council Member Staudt				

**PROPOSAL TO PROVIDE
ENGINEERING SERVICES**



**Prepared for:
2009 NEIGHBORHOOD ROAD PROGRAM**

**CITY OF NOVI
45175 West Ten Mile Road
Novi, Michigan 48375-3024**

February 18, 2009

Anderson, Eckstein and Westrick, Inc.



ORIGINAL

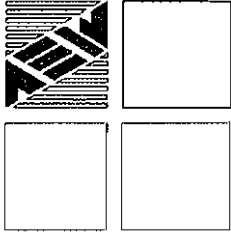
**Civil Engineers
Surveyors
Architects**



Proposal for Engineering Services

2009 Neighborhood Road Program

CITY OF NOVI



ANDERSON, ECKSTEIN AND WESTRICK, INC.
51301 Schoenherr Road, Shelby Township, Michigan 48315
Civil Engineers • Surveyors • Architects 586-726-1234

February 18, 2009

City of Novi
45175 West Ten Mile Road
Novi, Michigan 48336-1165

Reference: Request for Proposal
2009 Neighborhood Road Program

Honored Review Committee:

Thank you for the opportunity to submit our Engineering Services proposal for the 2009 Neighborhood Road Program. In response to your request, Anderson, Eckstein and Westrick, Inc. (AEW) has reviewed the proposal and assembled a team of qualified professionals who are excited about the project and capable of meeting the City's needs. In response to your request, and to provide all design services required to meet the project scope, we propose a team of AEW and Mansell Associates. With a commitment to "**Engineering Strong Communities,**" we pledge to approach the project with innovation, value and engineering excellence.

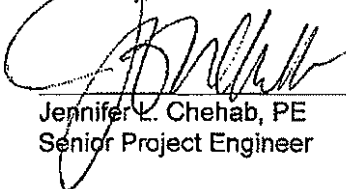
Innovation: It is our belief that each project is unique. We have performed an initial assessment of both contracts included in the 2009 program and have developed an approach to address the diverse needs of the City and its residents. Innovative recommendations, that are best suited for each project, are based on research and experience.

Value-Added: We are dedicated to providing value-based results and responsible solutions. AEW understands the importance of using every dollar wisely and continuously evaluates options consistent with project expectations, as well as cost effective solutions. Our value-added services include grant opportunities and reduced schedules.

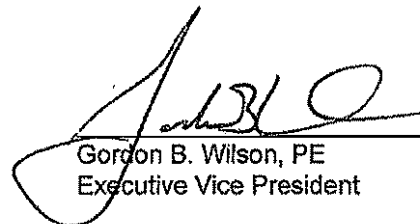
Engineering Excellence: For over 40 years, AEW has provided engineering services that have consistently met or exceeded client expectations. Our award-winning road designs and improvements have had a positive effect on communities throughout southeast Michigan. Further, we are proud of our planning, design, implementation and project management results on City projects and look forward to our continued relationship.

Additionally, our team of qualified professionals has the ability and drive to successfully complete these projects. We are confident that our team approach will prove beneficial for the City and that the requested work will be completed efficiently. Pursuant to your request, the information presented will remain valid for the one-hundred twenty (120) days following submittal.

Sincerely,



Jennifer L. Chehab, PE
Senior Project Engineer



Gordon B. Wilson, PE
Executive Vice President



Understanding and Approach

The City of Novi has issued a Request for Proposals (RFP) to perform engineering services for their 2009 Neighborhood Road Program. This year's program includes Contract 1, Parts A and B, and Contract 2.

A well-planned approach to each project is critical to meeting and exceeding our clients' expectations. To develop our approach, AEW has thoroughly reviewed the RFP and visited each site to ensure we completely understand the City of Novi's requirements, as well as the unique characteristics of each project. We are confident that the following approaches will yield cost effective and smart solutions, which are smoothly implemented from design through construction.

PROJECT KICK-OFF

While we anticipate participating in a single project kick-off meeting that covers both contracts, the projects will diverge after that, including being bid separately. As such, we are presenting our approach to the design of each contract separately.

AEW will meet with the City and key personnel to confirm the scope of services for both contracts, review available documentation, introduce the project teams and establish a project communication plan. The kick-off meeting provides an opportunity to have an in-depth discussion regarding the City's project goals, pertinent design issues and scheduling considerations, as well as request any additional background information that may be available.

DESIGN PHASE

Contract 1

Part A – Vista Hills Pavement Rehabilitation

The City has a defined budget for this project, and would like to maximize these funds to rehabilitate the pavement within the Vista Hills Subdivision. The goal is to return the pavement to a "like new" condition.



Understanding and Approach

A mill and overlay will yield a much more aesthetically pleasing solution than patching, but is it affordable? AEW's team of rehabilitation experts are on the case, and offer the following approach:

- **Project Kick-Off Meeting:** During the kick-off meeting for this project, we will come prepared to discuss the project scope, rehabilitation alternatives for consideration, and budget restrictions.

While the RFP states that the kick-off meeting will include a visit to each site, as part of the PASER analysis performed in 2008 the City of Novi received videotaped documentation of all of the pavement condition of all streets in the City. As a time saving measure, we propose that the project team review the video of the Vista Hills streets and discuss anticipated field conditions. This will allow for discussion regarding the condition of each street in the subdivision before going out in the field for a closer look at areas of concern.

- **Review Existing Studies/Plans:** AEW will review the data and conclusions of the ALNM study, review as-built plans and visit the site to investigate key issues that are contributing to the pavement distress in the Vista Hills Subdivision. Additionally, we will perform a field visit to the site to determine a recommended repair for the street and take measurements for use in cost estimates.
- **Topographic Survey:** Given the site was previously studied, we assume a complete topographic survey is not required for the successful completion of this project. Log sheets will be used, since the roads within Vista Hills are to be rehabilitated or repaved.
- **Preliminary Design (30%):** Based on the review of the site and existing information, AEW will present preliminary rehabilitation options and associated cost estimates to the City. We envision a multi-faceted approach to the rehabilitation, addressing critical infrastructure concerns where needed and targeting specific rehabilitation methods to specific problems. The goal is to finish construction with long lasting city streets that look nice, within the budget.

With this goal in mind, we will present the City with recommended rehabilitation options and two cost estimates, one for pavement patching and rehabilitation, and the other for milling and resurfacing



Understanding and Approach

with base course patching. Although our initial assessment is that milling and resurfacing all streets in the subdivision will likely exceed the fixed construction budget, we will provide an estimate for this option at the preliminary design phase as part of project due diligence.

We anticipate that this rehabilitation project will be set up with an overall schematic plan with project details and quantities for rehabilitation items set up in the proposal on a street-by-street basis.

- **Detailed Design (90%):** AEW will prepare a project plan, contract documents and an updated estimate which present the rehabilitation regimen selected by the City, based on feedback received at the 30% review meeting. The required City of Novi Soil Erosion and Sedimentation Control (SESC) permit application and checklist will be provided with this submittal. Other permits are not anticipated, however will be applied for if necessary.
- **Final Plans, Specifications and Estimate:** Following the 90% review meeting, the plans, contract documents and estimate will be finalized and readied for bidding.
- **Bidding:** AEW will provide construction plans and specifications, and assist the City in the bidding of the project. This includes advertisement, providing bid documents to the bidders, facilitating a pre-bid meeting, answering bidder questions and issuing addenda, as necessary. Once the bids have been opened, AEW will tabulate the bids, check them for accuracy, check references as necessary, and present the City with a recommendation of award.

Part B – Novi Way/Ten Mile Road Intersection Improvements

The City has a traffic issue at the intersection of Novi Way and Ten Mile Road. Specifically, the area gets extremely congested during peak hours (mornings and afternoons on school days) and traffic has trouble entering, as well as exiting, the school parking lot. Exiting traffic queuing at the light conflicts with left turning traffic exiting the student parking lot. Initially, it appears that the construction of dedicated right turn lanes may ease congestion, but an analysis of existing traffic patterns by AEW's traffic and geometric design experts could result in some simple and unexpected solutions.



Understanding and Approach

- **Project Kick-Off Meeting:** During the kick-off meeting for this project, we will introduce our project team, present our project communication plan, and come to the meeting prepared to discuss the existing conditions and safety issues, project scope and goals, alternatives for consideration, and budget restrictions.
- **Value Added – Federal Safety Funding:** Based on the RFP, it appears that funding for the intersection improvement is very tight. A brief review of available data from Southeast Michigan Council of Governments (SEMCOG) reveals that, given the crash history of this intersection, the City may be eligible for federal local safety funding to defray safety-related intersection improvements. Between the years 2003 and 2007, there were 22 crashes reported at this intersection, including one A-Level crash (incapacitating injury) involving a pedestrian. Since the pedestrian crash occurred at night, safety funding may also cover the cost of street lighting at the intersection. If the City would like to pursue these funds, AEW can assist with information gathering and application.

SEMCOG's Federal Local Safety Program Call for Projects for Fiscal Years 2010 and 2011 is due on February 27, 2009. Since the deadline for submission of the application occurs prior to the City's award of this project, we have prepared a preliminary draft application (included in the last section of this proposal) to assist the City with pursuit of these funds, based on readily available information.

It is our understanding that no Michigan Department of Transportation (MDOT) or Federal Highway Administration (FHWA) funds are currently being planned for these projects. However, if Local Federal Safety Funds are secured, the Novi Way and Ten Mile Road Intersection Improvements will be required to be bid through the MDOT Local Agency Programs process. AEW and Mansell Associates are well versed with the requirements of projects bid through this process.

- **Review Existing Information/Traffic Analysis:** AEW will visit the site to gain an understanding of local traffic patterns, as well as thoroughly discuss the site with City staff. Since Ten Mile Road is a County road, and there is a camera at the existing intersection, we assume traffic counts, excluding turning movements, are available through the Road Commission for Oakland County (RCOC).



Understanding and Approach

During the information gathering phase of this project, AEW will make preliminary contact with RCOC and DTE Community Lighting representatives to start the coordination of lighting for the intersection at a field meeting. We will have a representative from our sub-consultant, Mansell Associates, present at a field meeting between all parties so that we may move quickly through the design process once the agencies have come to terms regarding their respective roles.

Based on the information above, AEW will perform counts of turning movements during peak hours, as well as analyze the local traffic patterns to confirm that right turn lanes on Novi Way and Ten Mile Road will ease the congestion and ensure they are adequately sized. We will also consider other solutions that may prove to be just as effective, but cost less. Examples of other solutions considered include signal timing, rerouting traffic and other potential geometric changes. It has come to our attention that the City of Novi may consider an option of making the north half of the student parking lot into a student drop off area. At the City's discretion, AEW could consider this option in recommendations for safety improvements at the intersection, as a Value Added Option.

- **Topographic Survey:** If a geometric change is proposed, AEW will provide a complete topographic survey of the project area, including any trees that may be impacted by construction. Since a geometric improvement for the intersection is likely, we have included the cost of the topographic survey in our proposed fee. All survey data will be compatible with the City's Geographic Information System (GIS).
- **Preliminary Design (30%):** Based on the review of the site, existing information and traffic analysis, AEW will prepare concept plans for City review and comment, including a preliminary cost estimate. The plans will show, in concept, any proposed geometric changes and Americans with Disabilities (ADA) upgrades to the sidewalk, ramps and signal. At this stage and if needed, AEW will assist the City in developing specifications for geotechnical investigation and obtaining proposals from three consultants.

Historically, RCOC has had concerns with the placement of lighting on traffic signal poles. To ensure the project schedule stays on track, AEW will commence discussions as soon as practicable with RCOC and DTE Energy to coordinate the proposed street lighting.



Understanding and Approach

- **Detailed Design (90%):** AEW will prepare a project plan, contract documents and updated estimate for the project, based on feedback received at the 30% review meeting. The required City of Novi SESC permit application and checklist will be provided with this submittal, and RCOC approval will be applied for, as well.
- **Final Plans, Specifications and Estimate:** Following the 90% review meeting, the plans, contract documents and estimate will be finalized and readied for bidding.
- **Bidding:** AEW will provide construction plans and specifications, as well as assist the City in the bidding of the project. This includes advertisement, providing bid documents to the bidders, facilitating a pre-bid meeting, answering bidder questions and issuing addenda, as necessary. Once the bids have been opened, AEW will tabulate the bids, check them for accuracy, check references as necessary and present the City with a recommendation of award.

CONTRACT 2

Contract 2 involves the annual Neighborhood Road Program. This year's program does not include a scoping study, and the RFP states that the roads selected for this year will be reconstructed. Ultimately, the roads selected for the program will be based on priority and budget.

- **Project Kick-Off Meeting/Study Session:** During the kick-off meeting for this project, we will come prepared to discuss the project scope, streets for consideration, reconstruction or rehabilitation alternatives for consideration, study recommendations, and budget.

For this project, we anticipate that the kick-off meeting will act as a project study session, with our team working in conjunction with City staff to develop a ranking of the various streets by need and cost. This will allow us to determine what design work can begin prior to the City's final project budget.

URS's 2008 report recommends full reconstruction for almost every street reviewed. Field review of the surface condition for streets where full removal is recommended would not be prudent. Therefore, we are proposing a different approach. As part of the



Understanding and Approach

PASER analysis performed in 2008 the City of Novi received videotaped documentation of all of the pavement condition of all streets in the City. We propose that in the kick-off/study session the project team review the video of the streets proposed for the 2009 Neighborhood Roads project and discuss field conditions. This will allow for discussion regarding the condition of each street and a side-by-side comparison of the surface condition of each street under consideration.

During this study session, we will develop a list of areas which may require a field visit to determine the scope of rehabilitation work. Preliminary cost estimates from URS's 2008 study will be used to develop preliminary budget figures and rank projects. It is not anticipated that we will have a final project budget at the time of the kick-off meeting. However, it is our goal to leave the kick-off meeting with direction to proceed with the collection of topographical survey for key streets slated for reconstruction, along with documentation and measurements for rehabilitation areas for streets identified in that category.

- **Review Existing Studies/Plans:** AEW will review the data and conclusions of previous studies, review as-built plans and visit necessary sites to investigate factors that may be contributing to the pavement distress for the roads identified in the RFP. To assist in determination of the final scope, AEW will develop preliminary estimates for the roads that were not included in the 2008 scoping study, as well as update existing estimates for 2009.
- **Topographic Survey:** After the kick-off/study session, AEW will perform a complete topographic survey for each road identified as critical for reconstruction in 2009. Upon receiving a final project construction budget, topographical survey will begin on any streets identified as reconstruction, which were not on the critical list. All trees measuring 6" diameter at breast height (dbh) or greater within 25' of each project area will be identified and located on the plans, along with a general assessment of the tree's condition. All survey data will be compatible with the City's GIS.
- **Preliminary Design (30%):** Based on the site topography and existing information, AEW will present preliminary plans to the City. We will coordinate with all companies which own utilities within the influence of construction. At this stage, the team will discuss project elements, as well as revisit the schedule and budget. At this stage,



Understanding and Approach

and if needed, AEW will assist the City in developing specifications for geotechnical investigation and obtaining proposals from three consultants.

During the preliminary design phase of the project, we will make recommendations to the City regarding construction staging and maintaining access for residents and emergency vehicles during construction. This will be crucial in the areas with dead end roads. Prior to proceeding with the final design of detailed staging, construction detours and signage plans, we will reach consensus with City staff regarding maintaining access and construction staging.

- **Detailed Design (90%):** AEW will prepare a project plan, contract documents and updated estimate based on feedback received at the 30% review meeting. The required City of Novi SESC permit application and checklist will be provided with this submittal. Other required approvals will be applied for as well.
- **Final Plans, Specifications and Estimate:** Following the 90% review meeting, the plans, contract documents and estimate will be finalized and readied for bidding.
- **Bidding:** AEW will provide construction plans and specifications, and assist the City in the bidding of the project. This includes advertisement, providing bid documents to the bidders, facilitating a pre-bid meeting, answering bidder questions and issuing addenda, as necessary. Once the bids have been opened, AEW will tabulate the bids, check them for accuracy, check references as necessary, and present the City with a recommendation of award.

Contract 1 & 2 Construction Phase

Construction phase services will be as outlined in the request for proposals. AEW will assign Larry Fontana, Construction Observation Team Leader, as the key point of contact for Construction Phase Services. Larry will act as the City's main point of contact throughout all phases of the construction. Additionally Larry will provide the Project Manager and the City of Novi with Project Progress Reports every other Friday, starting the Friday after the pre-construction meeting.



Understanding and Approach

Further, AEW will assign one construction observer as the primary field person or "resident engineer" on the projects for continuity of service and communication with the City's Construction Engineer.

Generally AEW will perform the following construction administration and observation tasks:

- Attendance at a pre-construction meeting and preparation of minutes.
- Construction staking of reconstruction projects and geometric changes.
- Pavement marking for rehabilitation projects.
- Full time construction observation while the contractor is performing removals, milling, paving or other construction operations. We anticipate spot checks during restoration. Full time observation during restoration is not included in the scope of services.
- Our resident engineer will be in constant contact with the contractor and will keep Mr. Fontana abreast of the contractor's schedule/ progress.
- As a Value Added Item, at key milestones throughout construction which impact residents (i.e., no parking in driveways, limited access, etc.), Mr. Fontana will develop "Notices to Residents". He will submit the Notices to the City for review and approval, prior to distribution by our resident engineer.
- All resident concerns and complaints during construction will be promptly addressed by our field staff. City Staff will be informed of both the issue and measures taken to resolve the issue.
- Daily inspection reports will be prepared by our field staff using Field Book. All contract administration will be performed using Field Manager with digital photos and sketches where appropriate.
- Payment recommendations will be processed and submitted for City review and processing.
- Project Progress Reports will be submitted to the City of Novi on Fridays, on a bi-weekly basis, throughout design and construction beginning on 3/6/09.
- As-built construction drawings will be provided for the City standards, as set out in the RFP.



**EXHIBIT A
FEE PROPOSAL**

**ENGINEERING SERVICES FOR
2009 NEIGHBORHOOD ROAD PROGRAM**

We the undersigned propose to furnish to the City of Novi services consistent with the Request for Qualifications dated January 11, 2007 and Request for Proposals dated January 27, 2009 respectively. Design fees will be paid on an hourly basis for actual work performed to a maximum as proposed. A separate fee schedule is being provided should the City request additional work on an hourly basis.

**NOTE: A FILL IN .PDF VERSION OF THIS FEE PROPOSAL IS INCLUDED ON THE CD
FOR YOUR CONVENIENCE.**

Project	Phase	Total Fee
CONTRACT1 PART A—VISTA HILLS	Design Phase (not-to-exceed fee)	\$ 11,000
	Contract Administration (not-to-exceed fee)	\$ 6,500
	A) Inspection Fee per Crew Day: \$ 560 /day	
	B) Estimated Number of Crew Days: 20 days	
	Estimated Inspection Fees (A x B, above)*	\$ 11,200
	TOTAL ENGINEERING FEE FOR VISTA HILLS:	\$ 28,700
CONTRACT 1 PART B—NOVI WAY RIGHT TURN LANE	Design Phase (not-to-exceed fee)	\$ 10,000
	Contract Administration (not-to-exceed fee)	\$ 4,300
	A) Inspection Fee per Crew Day: \$ 560 /day	
	B) Estimated Number of Crew Days: 6 days	
	Estimated Inspection Fees (A x B, above)*	\$ 3,360
	TOTAL ENGINEERING FEE FOR NOVI WAY:	\$ 17,660
CONTRACT 2— 2009 NEIGHBORHOOD CONCRETE ROAD PROGRAM	Design Phase (not-to-exceed fee)	\$ 64,975
	Contract Administration (not-to-exceed fee)	\$ 48,500
	A) Inspection Fee per Crew Day: \$ 560 /day	
	B) Estimated Number of Crew Days: 87 days	
	Estimated Inspection Fees (A x B, above)*	\$ 48,720
	TOTAL ENGINEERING FEE FOR 2009 NEIGHBORHOOD CONCRETE ROADS:	\$ 162,195
TOTAL ENGINEERING FEE FOR ALL PROJECTS ABOVE:		\$ 208,555

*Only Design Fees will be awarded at the time of initial award. Contract Administration and Construction Inspection fees will be awarded at the time of construction award. At that time, the number of crew days will be provided by the contractor. The total inspection fees will be determined by using the Inspection Cost per Crew Day (provided by the consultant, above) and the Number of Crew Days to be provided by the Contractor. Estimate crew days are used for estimated fee calculation only.

EXHIBIT A
FEE PROPOSAL

ENGINEERING SERVICES FOR
2009 NEIGHBORHOOD ROAD PROGRAM
(CONTINUED)

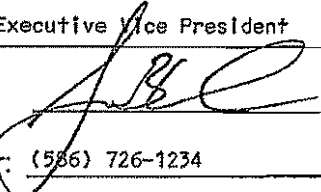
PLEASE TYPE:

Company Name: Anderson, Eckstein and Westrick, Inc.

Address: 51301 Schoenherr Road, Shelby Township, Michigan 48315

Agent's Name: Gordon B. Wilson, PE

Agent's Title: Executive Vice President

Agent's Signature: 

Telephone Number: (586) 726-1234 Fax Number: (586) 726-8780

E-mail Address: gwilson@aewinc.com Date: February 18, 2009



Hourly Charge Rates

EXHIBIT "A"

<u>EMPLOYEE CLASSIFICATION</u>	<u>HOURLY CHARGE RATE</u>
PRINCIPAL ENGINEER / SURVEYOR / ARCHITECT	\$ 138.00
SENIOR PROJECT ENGINEER / SURVEYOR / ARCHITECT	126.00
LICENSED ENGINEER / SURVEYOR / ARCHITECT	113.00
GRADUATE ENGINEER / SURVEYOR / ARCHITECT	93.00
TEAM LEADER	93.00
ENGINEERING AIDE III	78.00
ENGINEERING AIDE II	70.00
ENGINEERING AIDE I	62.00
ENGINEERING AIDE TRAINEE	45.00
SECRETARIAL (Special Projects)	38.00
SURVEY FIELD (3 PERSON)	187.00
SURVEY FIELD (2 PERSON)	157.00
SURVEY FIELD (1 PERSON)	122.00
CONFINED SPACE ENTRY CREW	207.00
DATA COLLECTOR (SURVEY CREW)	26.00
COMPUTER SYSTEM	13.00
GPS SURVEY EQUIPMENT	64.00

EFFECTIVE JANUARY 2009 AND
UPDATED ANNUALLY TO REFLECT CPI



Proposed Schedule

2009 Neighborhood Road Program					
Contract 1 - Part B: Novi Way/Ten Mile Road Intersection					
Task Description	Estimated Timeframe				
	Mar '09	Apr '09	May '09	Jun '09	Jul '09
Notice to Proceed (March 9, 2009)	X				
DESIGN SERVICES					
	Mar '09	Apr '09	May '09	Jun '09	Jul '09
Project Kick-off/Information Gathering	█				
Topographical Survey	█				
Traffic Analysis	█				
Preliminary Design	█				
RCOC and DTE Contact	█				
City Review (30%)		█			
Detailed Design		█			
Specifications		█			
City Review (90%)		█			
Final Design and Permits (RCOC/SESC)		█	█		
Bidding			█		
Recommendation of Award			█		
CONTRACT ADMINISTRATION					
	Mar '09	Apr '09	May '09	Jun '09	Jul '09
Award of Contract			█		
Pre-Construction Meeting			█		
Contract Admin./Construction Staking				█	
Construction Observation and Testing				█	
Record Drawings					█



Proposed Schedule

2009 Neighborhood Road Program						
Contract 2 - Neighborhood Roads						
Task Description	Estimated Timeframe					
	Mar '09	Apr '09	May '09	Jun '09	Jul '09	Aug '09
Project Award (March 9, 2009)	X					
DESIGN SERVICES						
	Mar '09	Apr '09	May '09	Jun '09	Jul '09	Aug '09
Project Kick-off/Study Session						
Information Gathering						
Topographical Survey - Primary Reconstruction Streets						
Field Inspection/Investigation - Primary Rehab. Streets						
Preliminary Design - Primary Projects						
City Council Budget Approval (April 20, 2009)		X				
Topographical Survey - Additional Reconstruction Streets						
Field Inspection/Investigation - Additional Rehab. Streets						
Preliminary Design - Additional Projects						
City Review (30%)						
Detailed Design and Permits (RCOC and SESC)						
Specifications						
City Review (90%)						
Final Construction Documents						
Bidding						
Recommendation of Award						
CONTRACT ADMINISTRATION						
	Jul '09	Aug '09	Sept '09	Oct '09	Nov '09	Dec '09
Award of Contract						
Pre-Construction Meeting						
Contract Admin./Construction Staking						
Construction Observation and Testing						
Record Drawings						

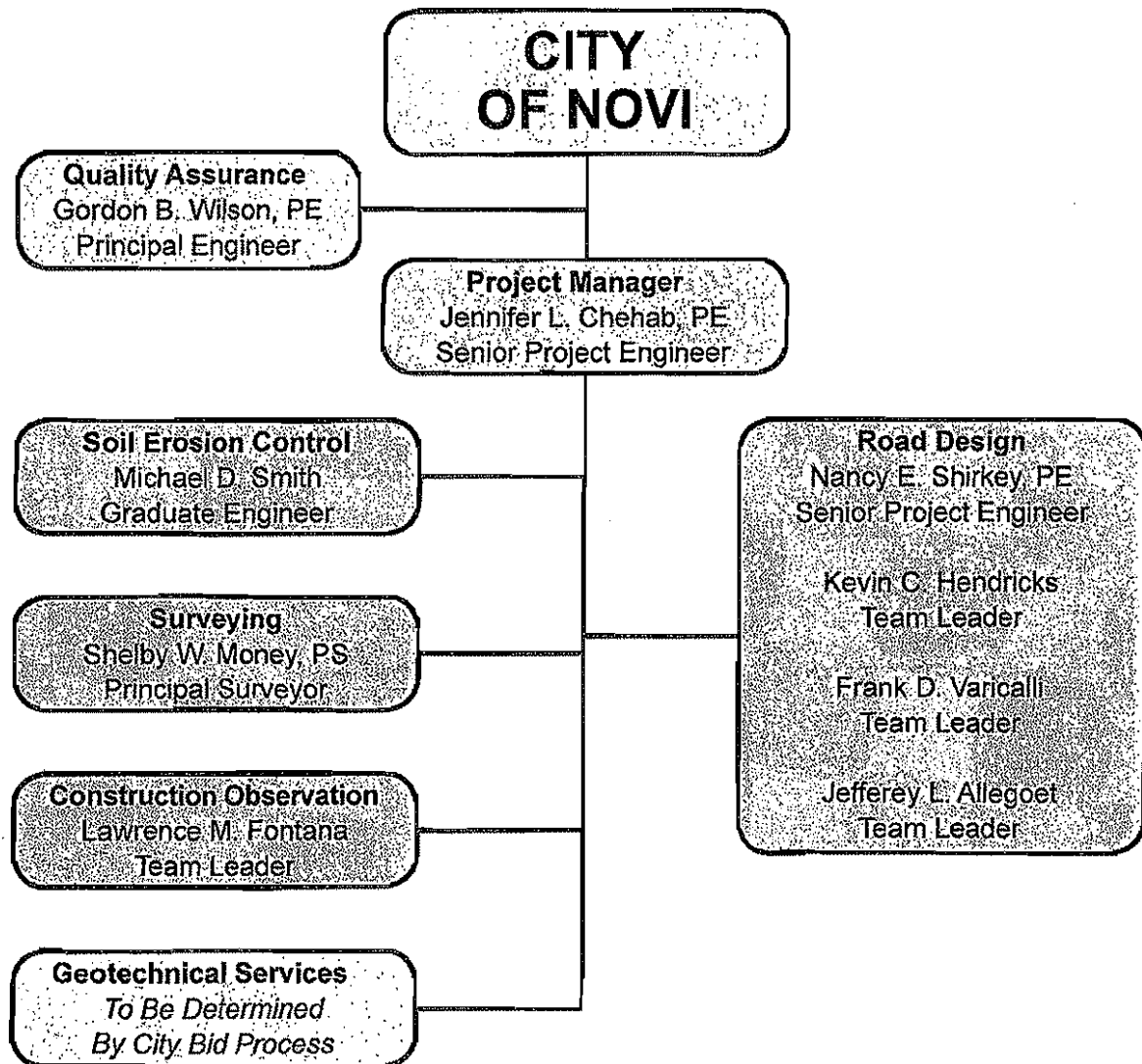


Project Team

This chart represents the team proposed for Contract 1: Part A and Contract 2.

City of Novi

2009 NEIGHBORHOOD ROAD PROGRAM



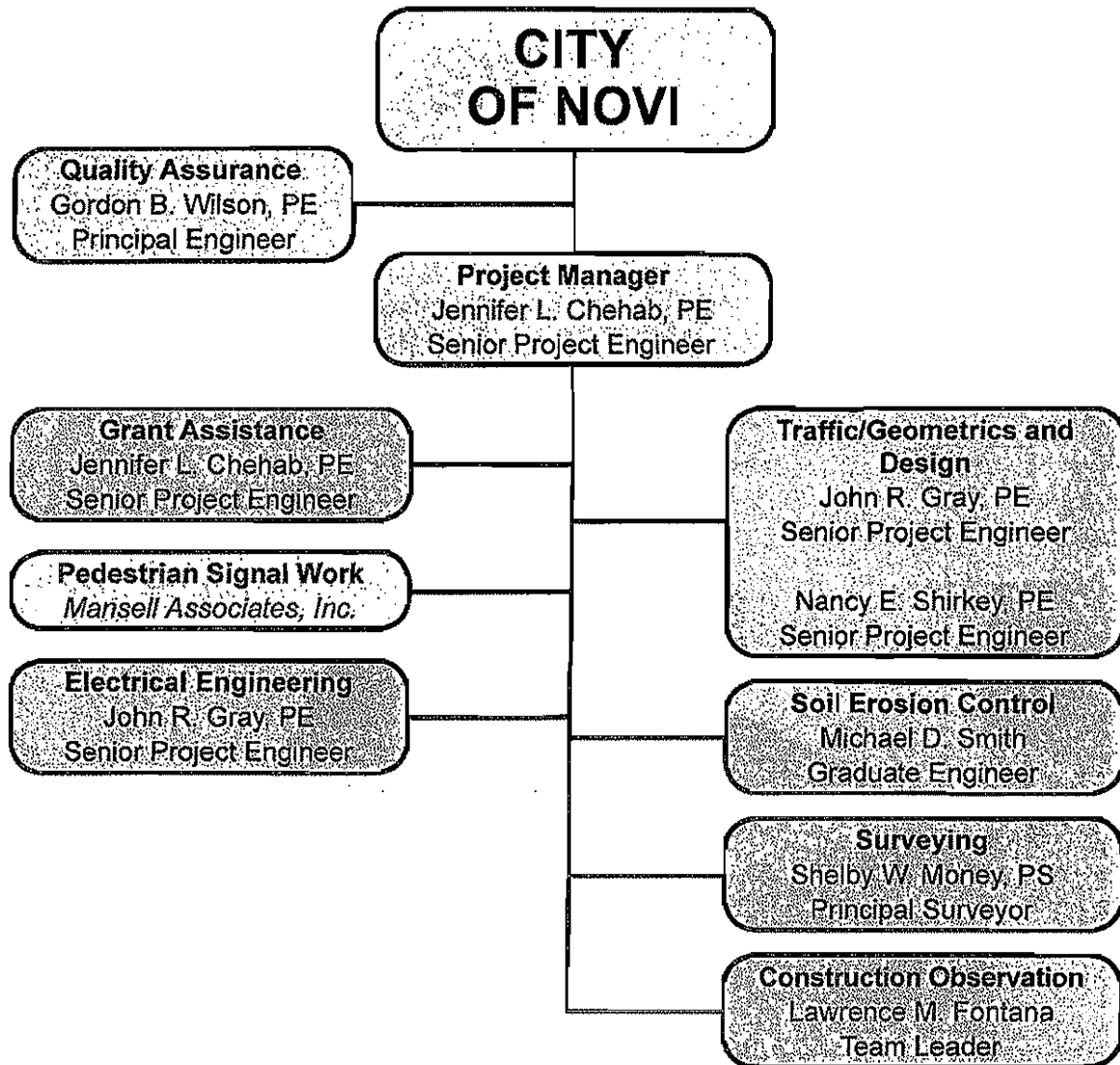


Project Team

This chart represents the team proposed for Contract 1: Part B.

City of Novi

2009 NEIGHBORHOOD ROAD PROGRAM





Project Team

City of Novi

2009 NEIGHBORHOOD ROAD PROGRAM

AEW assigns primary and secondary contacts for client and project management. These contacts are key employees and principal engineers authorized to represent AEW, with experience commensurate with the needs of the City of Novi. Together, they ensure effective communication, quality control and uninterrupted service.

AEW Contacts	
Jennifer L. Chehab, PE <i>Senior Project Engineer</i> jchehab@aewinc.com	Gordon B. Wilson, PE <i>Executive Vice President</i> gwilson@aewinc.com
Anderson, Eckstein and Westrick, Inc. 51301 Schoenherr Road Shelby Township, Michigan 48315 (586) 726-1234 Telephone (586) 726-8780 Fax	

Jennifer L. Chehab, PE, a senior project engineer with approximately 17 years experience, has demonstrated her ability to effectively manage projects and personnel. Jennifer has a strong background in municipal, drainage system design, hydrology, hydraulics, water distribution and sanitary projects including project management for water and sanitary planning, paving, infrastructure repair, pump station design, public utility design and other areas associated with municipal engineering. Jennifer will provide soil erosion and sedimentation control (SESC) plan supervision in the field, in addition to her role as project manager.

Gordon B. Wilson, PE, a principal engineer, has been employed by AEW for over 23 years and has demonstrated his ability to effectively manage projects and personnel. Gordon has a strong municipal background including project management for infrastructure repair, utility design, paving, hydraulics, hydrology, floodplain studies, pump station design, infiltration/inflow studies, recreational projects, site and engineering plan reviews, ordinance writing, and other areas associated with municipal engineering.



Project Team

PROFESSIONAL APPROACH

AEW has a large and versatile workforce of over 100 professional, technical, and support staff. This is an invaluable asset in staffing large projects and completing work in a timely manner.

In addition to her role as Project Manager, Jennifer L. Chehab, PE, will provide project oversight for the design team. Jennifer will coordinate the work of AEW personnel in accordance with expertise, experience and cost effective solutions. The following individuals will provide assistance and backup.

Nancy E. Shirkey, PE, is a licensed engineer with a background in infrastructure maintenance and repair. Responsible for the design and permitting of public/private projects, Nancy administers, as well as oversees the process. Additional abilities encompass parks, pathways, traffic studies, along with water system modeling for complex water distribution systems.

John R. Gray, PE, has been providing electrical and traffic engineering services for AEW since 1993, bringing with him over 50 years of electrical engineering, traffic signal design and operation, and roadway geometrics experience.

Kevin C. Hendricks, is a team leader and paving/road construction specialist with experience covering a wide range of public roadway projects. For more than 35 years, he has been directly responsible for the design and construction of road reconstruction/rehabilitation projects, consisting of both concrete and bituminous materials. Numerous projects have involved design of federally funded projects for various municipal clients.

Frank D. Varicalli, a team leader with over 25 years of experience, is an infrastructure repair specialist with extensive experience in trenchless technologies. Professional duties include management of annual municipal infrastructure, along with Geographic Information System (GIS) projects related to sewer system preservation and rehabilitation. Additionally, Frank offers recommendations for pavement maintenance and repair. Projects have included concrete patching, joint/crack sealing, sidewalk/driveway replacement, and pavement repair (full and partial depth).



Project Team

Jeffrey L. Allegoet is an accomplished team leader available to provide supplemental assistance to the design team as necessary. Jeff has over 17 years experience in drafting and design details for municipal infrastructure and private development projects.

Michael D. Smith, is a graduate engineer involved in a variety of municipal projects, including design, specification development, permits, cost estimating and engineering plan reviews. Mike's primary scope of work includes the design of sidewalks, bicycle paths, roadways, water main, storm and sanitary sewers. Having extensive knowledge with Michigan Department of Transportation projects, including MERL and Field Book protocol, he is additionally certified for soil erosion and sedimentation control, as well as stormwater management NPDES inspections.

Shelby W. Money, PS, will lead the Survey Department for topographical survey and construction layout, with supervision for survey quality control. With more than 29 years of experience, Shelby has been a valuable member of the AEW team since 1979. As the Department Head, he coordinates the administrative support service of our survey crews to assist AEW design staff. Additional duties include completion of topographic surveys, along with construction layout for paving, sanitary, and water main replacement projects on numerous residential streets for our municipal clients.

Larry M. Fontana will lead the Construction Observation Department, which employs up to 30 staff members. With his experience at AEW surpassing 30 years, Larry has obtained numerous certifications and provides invaluable expertise, including MERL and Field Book operation. Project experience has included assessments of sanitary/storm sewers, water mains, sewage pump stations, as well as road rehabilitation and reconstruction.



Key Personnel

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Communities*

JENNIFER L. CHEHAB, PE SENIOR PROJECT ENGINEER

Education
B.S. Civil Engineering, 1992
University of Detroit

Professional Registration
Professional Engineer
Michigan, 1997

Professional Certification
MDEQ Part 91 Soil Erosion
& Sedimentation Control
Certified through
March 3, 2009

Professional Membership
American Society of
Civil Engineers (ASCE)

Professional Development
Project Manager Bootcamp I
PSMJ Resources, Inc.

Design & Construction
of Tunnels
ASCE

Centrifugal Pumps Theory
NTT

Skilled in all phases of municipal engineering, site plan reviews, project management, project estimation, utility master planning and feasibility studies, Ms. Chehab utilizes her knowledge as project manager for a variety of public/private projects. Responsibilities consist of planning, layout, design in addition to contract administration. Provides supervision for construction projects that include streets, sanitary sewers, storm/open drains, water mains, residential developments, commercial/industrial sites, in conjunction with a variety of municipal improvements.

As a municipal engineering consultant and primary contact to the Cities of Clawson, Warren, Keego Harbor, as well as the Village of Bingham Farms, Jennifer has been a valuable member of our team since 1994. Directly accountable for the design/implementation of numerous water mains, sanitary sewer analyses, paving projects, Letters of Map Revision, sidewalk inspection programs, special assessment districts, drainage projects, plan reviews, in addition to other types of projects associated with community construction.

With previous experience as an environmental engineer, additional knowledge includes design, permitting, construction administration and project management for municipal solid waste landfills and transfer stations.

AREAS OF SPECIALTY:

Project Management: Offers experience with projects ranging across all aspects of civil engineering. Knowledge and professionalism, together with communication, contribute to the effectiveness and tracking of project scope, schedule and budget.

Construction Administration: Responsible for document accuracy, organization of meetings, as well as correspondence to ensure a smooth transition between the phases of project planning, design and construction.



Key Personnel

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GORDON B. WILSON, PE PRINCIPAL ENGINEER

Education

B.S. Civil Engineering, 1982
Michigan Technological
University

Professional Registration

Professional Engineer
Michigan, 1988

Professional Membership

Michigan Stormwater and
Floodplain Association

American Society of
Civil Engineers

Michigan Association
of County Drain
Commissioners

Professional Development

Design & Construction
of Tunnels, ASCE

Principals Bootcamp
PSMJ

Centrifugal Pumps Theory
NTI

Pressure and Flow
Distribution in Pipe Networks
University of Kentucky

HEC-2 Floodplain Hydraulics
Pennsylvania State
University

HEC-1 Floodplain Hydrology
University of Texas

Hydraulics of Bridges and
Culverts, Michigan DNR

As an executive vice president with a strong municipal background, an ability to effectively manage projects/personnel, and over 25 years of engineering experience, Mr. Wilson has been a positive attribute to our firm since 1985. Accomplishments consist of management for infrastructure repair, utility design, paving, hydraulics/hydrology, studies in floodplain and infiltration/inflow, pump station design, recreational projects, site/engineering plan reviews, ordinance writing, and other areas associated with community engineering.

With principal engineer status, Gordon is the primary contact for the Charter Township of Chesterfield and Rose Township, in addition to having worked with numerous private AEW clients. Other communities utilizing his capabilities are the Cities of Warren and Clawson, the Township of Bruce, in addition to the Village of Bingham Farms. Directly responsible for review, approval, permitting of multiple projects/developments, as well as other aspects of municipal business, he is accountable for quality assurance for developments which are consistent with good planning, engineering and local ordinances.

In addition to project management experience, Gordon is the principal in charge of our hydraulics/hydrology and flow metering department, which has developed computer models simulating the hydraulic/hydrologic characteristics of watersheds. Also knowledgeable in sanitary sewer system evaluations, inflow/infiltration, rainfall simulation and flow metering. Interprets collected data, provides recommendations for rehabilitation, and prepares reports in conformance with Michigan Department of Environmental Quality (MDEQ) and Environmental Protection Agency (EPA) requirements, as necessary.

AREAS OF SPECIALTY:

Municipal Engineering: Performs all facets of project management and municipal engineering. Works closely with community officials, their staff, as well as jurisdictional authorities to identify project goals/objectives to provide comprehensive, cost effective solutions. Knowledgeable in infrastructure, land usage and expansion requirements, for both municipal/private developments, in addition to assisting in providing continuity along with uniform communication between all participants.



Key Personnel

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NANCY E. SHIRKEY, PE SENIOR PROJECT ENGINEER

Education
B.S. Civil Engineering, 1997
Michigan State University

Professional Registration
Professional Engineer
Michigan, 2002

Professional Development
Designing Wastewater
Pumping Systems
and Lift Stations
University of Wisconsin

Pipe2008 and Water
Systems Modeling
KY Pipe, Inc.

Joining AEW in 2002, Ms. Shirkey administers all aspects of design, as well as permitting requirements associated with public/private developments. Also, reviews plans for ordinance compliance, provides estimates, bid documents and specifications.

Involvement in a variety of municipal projects, including water main construction/replacement, sanitary sewer construction, together with municipal pump stations, have contributed to Nancy's knowledge and understanding. Additional experience consists of the master planning process for water/sanitary sewer systems. This process involves modeling, existing systems analysis, in addition to sanitary sewer tracking.

Accomplishments include being directly involved in the Macomb County Public Works Office North Gratiot Interceptor project. Phase I of this development includes a 66" gravity relief sewer that extends approximately 13,000 LF along I-94 in Macomb County and will serve three communities.

Nancy is also knowledgeable with conducting, as well as reviewing traffic studies. Experience incorporates capacity analysis, background growth projections, geometrics, along with traffic impact mitigation.

AREAS OF SPECIALTY:

Water/Sanitary Sewer System Master Planning: Accomplished in the modeling and analysis of existing systems, along with sanitary sewer tracking.

Traffic Study Preparation/Review: Knowledgeable in the use of traffic analysis software, as well as Institute of Transportation Engineers recommended practices.

Engineering Plan Review: Skilled in the review of engineering, in addition to site plans for compliance with generally accepted engineering/municipal standards.

Private Site Design: Prepares construction plans for a variety of private developments, as well as commercial and residential sites.



Key Personnel

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JOHN R. GRAY, PE SENIOR PROJECT ENGINEER

Education
M.S. Civil Engineering, 1971
Wayne State University
B.S. Electrical Engineering,
1951
University of Detroit
A.S. Climate Control, 1981
Macomb Community College

Professional Registration
Professional Engineer
Michigan, 1956

Professional Membership
International Electrical and
Electronic Engineers
Current Member
Institute of Transportation
Engineers
Past President,
Current Member
National & State Committee
on Uniform Traffic Control
Devices
Past Member
National Committee
of Traffic Signal Head
Specifications, Past
President

Professional Development
Positive Guidance in
Traffic Control
Federal Highway
Administration
Legal Regulations of
Highway Operations
Wayne State University

With more than 50 years in his field, Mr. Gray provides traffic and electrical engineering consultation to our staff and clientele. Gaining this knowledge from the Road Commission of Macomb County (RCMC) and City of Detroit, he joined AEW in 1993 as a senior project engineer.

John's career began with the City of Detroit, performing street lighting, along with traffic signal operation and maintenance. At the RCMC he progressed from Traffic Engineer to County Highway Engineer. Duties included traffic operations, geometric design, planning, administration, legal work, public hearings, in addition to coordination of meetings with utilities and railroads. Additional responsibilities included the supervision of the Right-of-Way Department, as well as over 80 employees in the sign, signal and engineering divisions.

Current project involvement includes traffic studies, geometric design, signalization recommendation, construction signing, system wiring for sewage treatment plants, parking lot lighting, electrical for pump stations, along with assisting our architecture department with lighting and utility coordination.

Accomplishments have included teaching traffic signalization/maintenance courses at Michigan State University, as well as awards from the Macomb Traffic Association for outstanding service. Additionally, John served on the State and National Committee which composed the manual for traffic control devices.

AREAS OF SPECIALTY:

Traffic Engineering: Presently conducts traffic studies with a focus on safety and function. These studies have been conducted for highways, roundabouts, as well as traffic signal control. Continues education to facilitate the improvement of community traffic concerns.

Electrical Engineering: Assists in the development of emergency power systems, lighting, electrical systems for pump stations, sewage treatment plants and building services.



Key Personnel

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KEVIN C. HENDRICKS TEAM LEADER

Education
37 years of hands-on
roadway experience
Performed \$30 million worth
of roadway projects within
last 12 years at AEW
Comprehensive knowledge
of MDOT procedures and
specifications for both
concrete and asphalt
projects

Joining AEW in 1997 as a team leader, Mr. Hendricks has over 37 years experience, with an emphasis on road infrastructure rehabilitation undertakings. Such projects include bituminous street resurfacing, miscellaneous municipal improvement endeavors, in addition to concrete pavement and drainage replacement.

Primary responsibilities consist of site data collection, project research/development, technical design/layout, construction drawing, bid document preparation, coordination of project design, as well as construction activities in conjunction with governmental agencies and public utility companies. Kevin is also skilled in other various phases of the construction process, such as staking, observation and administration.

Actively engaged in the civil engineering profession since 1972, a wide range of projects have been completed. Experience includes concrete and bituminous pavement/drainage infrastructure rehabilitation, public/private site development, in addition to general municipal work throughout the Detroit metropolitan area and Southeast Michigan.

Kevin is highly knowledgeable in Michigan Department of Transportation (MDOT) procedures, has designed numerous specifications for pavement/drainage reconstruction and rehabilitation projects throughout Southeast Michigan. Also has played a lead role in federally funded projects for various municipal clients.

AREAS OF SPECIALTY:

Road Reconstruction/Rehabilitation: Directly responsible for the design and construction of road reconstruction/rehabilitation projects, consisting of both concrete and bituminous materials for public and private clientele. Numerous projects designed require high levels of consideration for traffic maintenance/control and temporary traffic detours.



Key Personnel

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FRANK D. VARICALLI TEAM LEADER

Education
A.S. Civil Technology, 1984
Macomb Community College

Professional Certification
Pipeline Assessment
Certification Program
(PACP)

Professional Membership
Southeastern Michigan
Water and Sewer Utilities
Association

National Association of
Sewer Service Companies

Professional Development
Sanitary Sewer Maintenance
University of Wisconsin

Building Durable Pavements
University of Wisconsin

Concrete Durability & Repair
Michigan State University

Public Works Inspection
University of Wisconsin

Pavement Rehabilitation
University of Wisconsin

A team leader since 1994, Mr. Varicalli is experienced in managing infrastructure projects. With a specialty in trenchless rehabilitation, a cost effective and minimally invasive procedure for communities, he provides solutions for clients, as well as residents.

Professional duties include management of annual municipal infrastructure, along with Geographic Information System (GIS) projects related to sewer system preservation and rehabilitation. Additionally knowledgeable in pavement maintenance/restoration, planning and administration with further skills in structure inspection, construction observation supervision and procedures. Project estimates, contract specifications, as well as administration are also offered to clients.

Honors were awarded by the Michigan Concrete Pavement Association (MCPA) for work achieved on the 2002 Concrete Pavement Repair Project in the City of Harper Woods. Because of his knowledge and experience in the industry, Frank was honored to participate in the 2003 MCPA judges panel.

AREAS OF SPECIALTY:

Trenchless Rehabilitation Specialist: Reviews construction recommendations for pipe bursting, full/sectional cured-in-place lining, drilling, sewer grouting, sewer slip-linings, water mains, and laterals.

Sewer System Evaluation: Performs assessments for projects involving the cleaning, as well as televising of sewers, full/sectional cured-in-place lining, pipe bursting, slip lining, lateral rehabilitation, manhole rehabilitation, sewer grouting, along with infrastructure mapping (GIS).

Pavement Evaluation and Inspection: Offers recommendations for pavement maintenance and repair. The resulting projects include concrete patching, joint/crack sealing, sidewalk/driveway replacement, pavement repair (full and partial depth), along with structure repairs (manholes, catch basins, water gates).



Key Personnel

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JEFFREY L. ALLEGOET TEAM LEADER

Education
Civil Engineering
Coursework, 1988-1993 and
1985-1986
Macomb Community College

Engineering and Architecture
Coursework, 1986-1988
Lawrence Technological
University

Professional Development
Moving to MicroStation
The Bentley Institute

Management Training
Program
ACEC

AutoCAD
Land Development Desktop
Avatech

Autodesk/Softdesk
Michigan Society of
Professional Surveyors

As a team leader for our drafting department, with more than 23 years experience, Mr. Allegoet is accomplished in Autodesk Land Desktop with additional experience in MicroStation. Responsibilities incorporate supervision of design/drafting personnel, coordination of work, submissions of plans to outside agencies, as well as verification for project comprehensiveness, accuracy and progress.

Also, provides design and details for paving, drainage, sanitary sewer, as well as water main developments for both public/private clients. Jeff communicates with outside agencies and clients regarding design research, layout for updating community master plans along with as-built utility mapping.

Since joining our firm in 1985, Jeff has gained additional experience in field survey and is capable of managing over 50 projects at one time.

AREAS OF SPECIALTY:

Site Development: Comprised of planning, design and management of residential subdivisions, condominiums and commercial sites.

Municipal Design: Projects have included water main, sanitary sewer, storm sewer, drain improvements and pavement design for public sector clients.



Key Personnel

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MICHAEL D. SMITH GRADUATE ENGINEER

Education
B.S. Civil Engineering, 2003
Wayne State University

Professional Certification
Michigan Department of
Environmental Quality
(MDEQ) Part 91 Soil Erosion
& Sedimentation Control

Michigan Department of
Transportation (MDOT)
Field Manager

Certified Stormwater
Management Operator
NPDES

Professional Membership
American Society of
Civil Engineers

Engineering Society of
Detroit

Professional Development
Materials Acceptance
Process Training
American Council of
Engineering Companies
(ACEC)

Stormwater Management

Storm-Tech Stormwater
Management

A graduate engineer involved in a variety of municipal projects, Mr. Smith is currently pursuing his professional engineering license. Qualifications encompass engineering plan reviews, design, specification development, construction observation, permits, stormwater management, in addition to cost estimating.

Joining AEW in 2001, primary scope of work consists of design for water main facilities, storm/sanitary sewers, paving projects, sidewalks, along with bicycle paths. Also possesses over two years of experience in the fundamentals of paving equipment, together with work skills on a variety of paving projects within the tri-county area.

Additionally, Michael's Michigan Department of Transportation (MDOT) experience is comprised of infrastructure rehabilitation for bituminous street resurfacing, recreational bike/hike paths, as well as concrete pavement and drainage replacement. Project requirements include site data collection, research/development, technical design/layout, bid document preparation, coordination between governing agencies and utility companies, construction staking and observation, along with administration. Knowledgeable in software related to federal aid projects such as MERL Project Estimator, Field Manager, along with Field Book.

Skilled in stormwater management, including National Pollutant Discharge Elimination System (NPDES) inspections, Michael is also certified to administer Part 91, Soil Erosion and Sedimentation Control (SESC) of the Natural Resources and Environmental Protection Act (1994 PA451, as amended).

AREAS OF SPECIALTY:

Engineering Design: Experienced in the design/implementation of water supply systems, roadways, along with sanitary/storm sewers for municipal agencies. Additionally skilled in the review of engineering plans for both public, as well as private developments.



Key Personnel

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SHELBY W. MONEY, PS PRINCIPAL SURVEYOR

Education
B.S. Surveying, 1979
Ferris State University

Professional Registration
Professional Surveyor
Michigan, 1983

Professional Membership
American Congress of
Surveying and Mapping
National Society of
Professional Surveyors
Michigan Society of
Professional Surveyors

With more than 29 years of experience, Mr. Money is the director of our survey department and has been a valuable member of the AEW team since 1979. Responsibilities consist of coordinating field efforts with the needs of design staff, in addition to management and quality control for up to 11 survey crews. Also, supervises preparation of subdivision plats, condominium documents, construction control drawings, as well as ALTA surveys. Knowledgeable in the operation of such software programs as Autodesk Land Desktop in conjunction with TerraModel.

Duties include completion of topographic surveys, along with construction layout for paving, sanitary, and water main replacement projects on numerous residential streets for our municipal clients. Shelby has executed utility/as-built surveys at various hospital/industrial sites in southeast Michigan. Additionally, has performed topographical surveys for multiple school site improvements for districts in Macomb and Oakland Counties.

Further responsibilities consist of performing ALTA/ACSM surveys for residential/commercial property sites varying in size, in addition to construction staking for private and Michigan Department of Transportation (MDOT) projects. Tasks include planning, as well as supervision of Global Positioning System (GPS) control surveys for large mapping projects.

AREAS OF SPECIALTY:

Boundary/Topographic Surveys: Experienced in performing this type of survey for the development of residential properties ranging in a variety of sizes, as well as new road and utility construction in municipal, residential and rural communities.

Construction Layout: Qualified in all phases of residential and commercial developments requiring sanitary/storm sewers, water mains, in addition to paving.



Key Personnel

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Communities*

LAWRENCE M. FONTANA TEAM LEADER (CONSTRUCTION OBSERVATION SUPERVISOR)

Education
A.S. General Studies, 1978
Macomb Community College

A.S. Surveying
Technologies, 1976
Macomb Community College

Professional Certification
Certified Construction
Inspection, Levels 1, 2, 3
Macomb Community College

Michigan Certified
Aggregate Technician

Michigan Bituminous
Laboratory Technician

Bituminous Paving
Operations
Ferris State University

MCA Certified Concrete
Technician, Level II

Public Works
Construction Inspection
University of Wisconsin

MDEQ Part 91 Soil Erosion
& Sedimentation Control
Certified through
March 3, 2009

Professional Development
MDOT Highway
Construction Office
Technician Course

Confined Space Entry
Awareness Course
Michigan State University

With client experience surpassing 34 years, Mr. Fontana is our construction observation supervisor, entrusted with the management of nearly 30 observers, whose experience ranges from 1 to 50 years. In addition, throughout peak season, it is customary to coordinate approximately 30 projects at one time.

Having joined AEW's observation team in 1974, knowledge includes assessments of sanitary/storm sewers, water mains, sewage pump stations, as well as paving for both public and private development construction. Several multimillion-dollar site improvement projects for the Utica and Romeo Community school districts, along with many major road paving projects in various cities/townships, have occurred under his supervision.

Additionally, Larry serves as a consultant to the Shelby Township Building Department, and assists with the resolution of grading discrepancies.

AREAS OF SPECIALTY:

Construction Observation: Over 34 years experience performing construction observation services for numerous projects, varying in both type and size. Skilled in all aspects of the construction process. Offers constructive advice for unique design requirements.

Construction Administration: Executes administration services for projects focusing on, but not limited to, road reconstruction/rehabilitation, water/sewer systems and booster facilities. Also experienced with Michigan Department of Transportation (MDOT) requirements.

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID .1
ANDER-1

DATE (MM/DD/YYYY)
05/30/08

PRODUCER Professional Underwriters, Inc 39475 13 Mile Road, Suite 106 Novi MI 48377 Phone: 248-553-8300 - Fax: 248-553-8305	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
	INSURERS AFFORDING COVERAGE	NAIC #
INSURED Anderson, Eckstein & Westrick, Inc. 51301 Schoenherr Shelby Township, MI 48315	INSURER A: Continental Casualty Company	20443
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR ADD'L TR	INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
		GENERAL LIABILITY <input type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC				EACH OCCURRENCE	\$
						DAMAGE TO RENTED PREMISES (Ea occurrence)	\$
						MED EXP (Any one person)	\$
						PERSONAL & ADV INJURY	\$
						GENERAL AGGREGATE	\$
						PRODUCTS - COMP/OP AGG	\$
		AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS				COMBINED SINGLE LIMIT (Ea accident)	\$
						BODILY INJURY (Per person)	\$
						BODILY INJURY (Per accident)	\$
						PROPERTY DAMAGE (Per accident)	\$
		GARAGE LIABILITY <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT	\$
						OTHER THAN EA ACC	\$
						AUTO ONLY: AGG	\$
		EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE <input type="checkbox"/> RETENTION \$				EACH OCCURRENCE	\$
						AGGREGATE	\$
							\$
							\$
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below				WC STATO-TORY LIMITS	
						OTH-ER	
						E.L. EACH ACCIDENT	\$
						E.L. DISEASE - EA EMPLOYEE	\$
						E.L. DISEASE - POLICY LIMIT	\$
A		ARCH/ENG PROF LIAB CLAIMS MADE BASIS	AEA003011886	06/04/08	06/04/09	PER CLAIM	5,000,000
						AGGREGATE	5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

CERTIFICATE HOLDER

CANCELLATION

PROPOSAL "FOR PROPOSAL PURPOSES ONLY"	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED REPRESENTATIVE
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ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
8/15/2008

PRODUCER (586)598-7300 FAX: (586)598-7308
Blanchard Agency
22955 21 Mile Road
P. O. Box 606
Mt. Clemens MI 48046-0606

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED
ANDERSON ECKSTEIN & WESTRICK INC
51301 SCHOENHERR RD
SHELBY TOWNSHIP MI 48315-2733

INSURERS AFFORDING COVERAGE
INSURER A: Ansur
INSURER B:
INSURER C:
INSURER D:
INSURER E:

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR/ADD'L LTS/INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR	CPP0718942	7/1/2008	7/1/2009	EACH OCCURRENCE \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO- JECT <input type="checkbox"/> LOC				DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000
					MED EXP (Any one person) \$ 5,000
					PERSONAL & ADV INJURY \$ 1,000,000
					GENERAL AGGREGATE \$ 2,000,000
					PRODUCTS - COM/CP AGG \$ 2,000,000
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	BA 0718942	7/1/2008	7/1/2009	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000
					BODILY INJURY (Per person) \$
					BODILY INJURY (Per accident) \$
					PROPERTY DAMAGE (Per accident) \$
	GARAGE LIABILITY <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$
					OTHER THAN EA ACC \$
					AUTO ONLY: AGG \$
A	EXCESS/UMBRELLA LIABILITY <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE	CPP0718942	7/1/2008	7/1/2009	EACH OCCURRENCE \$ 5,000,000
	DEDUCTIBLE <input checked="" type="checkbox"/> RETENTION \$ 10,000				AGGREGATE \$ 5,000,000
					\$
					\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below	WC 0718942	7/1/2008	7/1/2009	<input checked="" type="checkbox"/> WC STATU- TORY LIMITS <input type="checkbox"/> OTH- ER
					E.L. EACH ACCIDENT \$ 100,000
					E.L. DISEASE - EA EMPLOYEE \$ 100,000
					E.L. DISEASE - POLICY LIMIT \$ 500,000
	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENGAGEMENT/SPECIAL PROVISIONS

CERTIFICATE HOLDER

"For Proposal Purposes Only"

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 10 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE
David Meldrum/RM

David A. Meldrum



Indemnity

As you are aware, the State of Michigan has recently amended its indemnification requirements for the Office of Management and Budget under Public Act 429, which amended Public Act 431. The purpose of this amendment was to limit the exposure of design professionals to the extent that such liabilities, obligations, damages, etc. are caused by or resulting from their negligent or tortious act, error or omission. As such, we propose the following language in lieu of the City's. Obviously, through preparation of the proposal, we are excited and anxious to work under contract with the City of Novi and are open to discussion relative to the final contractual language to be used.

Proposed:

The Engineer agrees to defend, indemnify and hold the City, its agents and employees, harmless from any and all liabilities, obligations, damages, penalties, claims, costs, charges and expenses (including without limitation of fees and expenses of attorneys, expert witnesses and other consultants) which may be imposed upon, incurred by or inserted against the City, its agents or employees, arising from the services rendered by the Engineer to the extent that such liabilities, obligations, damages, penalties, claims, costs, charges and expenses are caused by, or result from any negligent or tortious act, error or omission of the Engineer, or anyone directly or indirectly employed by it, or anyone for whose acts any of them may be liable.



Fair Employment Practices

Fair Employment Practices

It is the policy of Anderson, Eckstein and Westrick, Inc., to ensure equal employment opportunity for all without regard to race, color, religion, age, weight, height, sex, national origin, handicap, marital status, veteran status, or any non-job related characteristic.

This policy applies to all areas of employment including recruitment, hiring, training and development, promotion, transfer, termination, layoff, compensation, and all other conditions and privileges in accordance with applicable federal, state, and local laws, and with the basic dictates of human dignity.

AEW is fully committed to this concept. All personnel are expected to participate in the firm's Affirmative Action policy. All matters concerning the concepts of equal employment opportunity may be discussed with the firm's Equal Employment Opportunity officer, who reviews the firm's progress in these areas.

The **Michigan Department of Civil Rights** has reviewed Anderson, Eckstein and Westrick and provided our firm a **Certificate of Awardability**, eligibility to do business with the state on transactions administered by the Michigan Department of Management and Budget—Acquisition and/or Infrastructure Services, and/or various other state and local governmental units.

MBE/DBE Participation

AEW is a full service firm. We typically subcontract geotechnical, mechanical, and electrical services only. In such cases, we consider Women and Minority Owned Business Enterprises (WBE/MBE) and Disadvantaged Business Enterprises (DBE) to the fullest extent possible. We take affirmative steps to utilize these firms for subcontracted services. We are happy to select firms that meet our clients' criteria.

**FEDERAL LOCAL SAFETY PROGRAM
FY 2010 AND 2011 CALL FOR PROJECTS**

**TEN MILE ROAD AND NOVI HIGH SCHOOL/NOVI CIVIC CENTER
TRAFFIC SIGNAL REPLACEMENT**

**IN THE
CITY OF NOVI**

FEBRUARY 13, 2009

Prepared for
City of Novi
45175 W. Ten Mile Road
Novi, MI 48375

Prepared by
Anderson, Eckstein and Westrick, Inc.

Main Office
51301 Schoenherr Road
Shelby Township, MI 48315
586-726-1234



FEDERAL LOCAL SAFETY PROGRAM

FISCAL YEAR 2010 AND FISCAL YEAR 2011 CALL FOR PROJECTS

PROJECT APPLICATION FORM

Read the Program and Application Information section of this application before starting. It contains essential information on the program and documentation that must be submitted along with the application.

INSTRUCTIONS

COMPLETE A SEPARATE APPLICATION FORM FOR EACH PROJECT SUBMITTED

The following items on the SEMCOG Web site must be completed and submitted electronically by emailing them to brudzinski@semcog.org:

1. This application form
2. The benefit/cost ratio worksheet

MDOT Form 1627, which can be found with the other Safety application materials on the SEMCOG Web site, must be completed, printed, and a copy either faxed to (313) 961-4869 or mailed.

Supporting documentation must also be submitted electronically (see instructions) unless the applicant does not have the ability to do so. In this case, supporting documentation should be mailed to:

Steve Brudzinski
Southeast Michigan Council of Governments
535 Griswold, Suite 300
Detroit, MI 48226-3602

This application is due by the close of business on Friday, February 27, 2009.

Projects located in Washtenaw and St. Clair counties may have additional requirements and/or schedules. See the section entitled "What is the deadline to apply for funding?" for more information.

For assistance in completing this application, contact Steve Brudzinski at (313) 324-3321 or by email at brudzinski@semcog.org.

Program and Application Information

Fiscal Years 2010 and 2011 Federal Local Safety Program—Southeast Michigan

What is the Federal Local Safety Program?

The Federal Local Safety Program is intended for highway safety improvements on the local road system.

What is eligible?

Examples of eligible projects include:

- Replacement, installation, or elimination of guardrail;
- Removal of fixed objects from clear zones;
- Traffic and pedestrian signal installation, optimization, and upgrades;
- Access management;
- Horizontal and vertical curve corrections;
- Sight distance and drainage improvements;
- Bridge railing replacement or retrofit;
- Roadway intersection improvements to improve safety and/or capacity;
- Mid-block pedestrian crossings;
- Improvements to school zones;
- Shoulder and centerline rumble strips;
- Improved permanent signing and pavement markings; and
- Traffic signal optimization (completion and implementation of traffic signal optimization studies to allow a minimum one-second all-red phase and evaluate yellow-phase interval to meet current guidelines). This is limited to \$5,000 per signal location and cannot be used for equipment upgrades.

Other improvements may be eligible for consideration. **Work on state-owned roads is ineligible for funding.** Contact Steve Brudzinski at SEMCOG's Transportation Programs Department for more information (313-324-3321 or brudzinski@semcog.org). All projects must meet current standards and warrants. Projects must also meet current Americans With Disabilities Act (ADA) requirements. Only the construction phase is eligible for federal aid. Costs related to right-of-way, design, and construction engineering are ineligible for Safety funds. The **only exception** to this rule is if the project is at a location listed in the State of Michigan's Five Percent Report, which describes at least five percent of the locations in the state exhibiting the most severe highway safety needs. The Five Percent Report is required from each of the states by federal legislation and can be accessed on the Web at <http://safety.flhwa.dot.gov/fivepercent/index.htm>. If the proposed project is at a location named in the report, MDOT will consider funding preliminary engineering costs up to 10 percent of the estimated eligible construction costs, as well as the construction phase itself. If the project is at a location in the Five Percent Report, contact Mr. Jim D'Lamater, P.E., MDOT Safety Engineer at (517) 335-2224 or dlamaterj@michigan.gov to discuss specific details before submitting this application to SEMCOG (and WATS if the project is located in Washtenaw County or SCCOTS if the project is located in St. Clair County—see the section entitled "What is the deadline to apply for funding?" below for information on projects in these two counties).

Who can apply?

Eligible applicants include incorporated cities, incorporated villages, and county road commissions.

What funding is available?

Federal funding up to \$400,000 per project is available. A minimum 20 percent match from non-federal sources is required for all projects. Projects may be funded by a “pro-rata” or “lump-sum” basis at MDOT’s discretion. There is no set limit to the amount available to the region, so the total number of Safety projects awarded in Southeast Michigan can vary from year to year.

MDOT has set statewide financial goals for the Safety program for FYs 2010 and 2011. The agency will use these goals when making final decisions on projects submitted through the Metropolitan Planning Organization (MPO) process in our region. MDOT’s goal is to provide 87 percent of Safety funds to projects with scopes directly correcting areas with a concentration of K (fatal) or A (incapacitating) crashes; nine percent to guardrail upgrade and clear zone improvements projects, two percent to centerline and shoulder rumble strip projects, and two percent to traffic signal optimization (all red phase).

What needs to be included in each application?

Each application must include:

- This application form;
- The Local Agency Programs Safety Project Submittal Form (MDOT Form 1627) with all fields completed except the “Time of Return (Years)” field;
- The benefit/cost ratio worksheet on the Web site with this application. Use the benefit/cost ratio derived from this worksheet to complete the “Benefit to Cost” field on MDOT Form 1627;
- Copies of UD-10 reports for all fatal (K-level) and A-level accidents listed on the Benefit/Cost worksheet and the Crash Detail by Year and Level of Severity worksheet. Also, submit any UD-10s for crashes of lesser severity of injuries (i.e., B- and C-level) supporting the scope of work for the area. All crashes must have occurred within the most current five-year period of available data. **DO NOT include crashes in the application, regardless of level of severity, if the cause of the accident was unrelated to the condition of the highway infrastructure**, such as driving while intoxicated, mechanical problems with vehicles, or medical emergencies such as seizures. All UD-10 report copies should be sent electronically if possible. If not, all paper copies should be one-sided (i.e., do not photocopy two pages on opposite sides of one sheet); and
- An engineering report clearly identifying the route, location (city/township/village), project termini and length, and existing and proposed cross sections. The report must also contain the following information:
 - A map clearly identifying the location of the proposed project;
 - Crash history or potential for crashes, crash analysis, crash concentration, and collision diagrams;
 - Roadway classification, traffic analysis, ADT, and condition diagrams;
 - Existing condition and character of proposed work;
 - Engineer estimate of project cost;
 - Support statements, resolutions, and evidence of public support, if available at the time of the application;
 - Overall safety benefits of the proposed work, American Association of State Highway and Transportation Officials (AASHTO) guidelines, and Michigan Manual of Uniform Traffic Control Devices (MMUTCD) warrants;

- Project coordination with other construction projects;
- Statement of ability to deliver a complete construction package by July 2010 (for FY 2010 projects) or July 2011 (for FY 2011 projects); and
- A list of Safety-funded projects successfully completed by your agency in the year they were awarded (a five-year history is acceptable).

You are also encouraged to include pictures, graphics, and preliminary plans if available. If there are any social, economic, or environmental impacts within the project limits, all impacts must be mitigated before federal funds can be appropriated and obligated. Project applications which are expected to have significant public controversy and/or require an environmental assessment will not be considered until these outstanding issues have been resolved.

How do I send the application materials to SEMCOG?

This application form and the benefit/cost ratio worksheet must be sent electronically to SEMCOG. Save a copy of these materials to your computer, then fill them out. When complete, send to brudzinski@semcog.org. The maps, engineering reports, plans, pictures, graphics, and other supporting materials must also be sent electronically unless the applicant does not have the ability to do so. In that case, paper copies should be mailed to Steve Brudzinski at SEMCOG at the address on the front cover of the application. Finally, complete MDOT Form 1627, print a copy, and either fax it to (313) 961-4869 attn: Steve Brudzinski or by mail to SEMCOG offices at the address on the front cover of the application.

How are Safety applications ranked in our region?

Projects are ranked by benefit/cost ratio; that is, by the cost of traffic crashes prevented through the safety treatment versus the cost of implementing the project. Therefore, the greater the number and severity of traffic crashes in the project area, the greater the chance of the project having a higher benefit/cost ratio, depending on the cost of the treatment itself. The traffic volumes and functional classifications of roads on which potential projects are located will be taken into consideration when evaluating applications. Safety treatments on roads with higher average daily traffic (ADT) and functional classifications are likely to have a greater positive impact per dollar spent than Safety treatments on roads of lower traffic volume and functional class, particularly when the congestion that typically occurs at traffic crash sites is considered. Congestion avoided by reducing traffic crashes is a significant benefit to the users of the road system. Projects will be ranked by benefit/cost ratio by county (for purposes of the Safety program, the City of Detroit is considered a "county"). Projects with benefit/cost ratios under 1 to 1 will be rejected. We will request the Michigan Department of Transportation (MDOT) to award, at minimum, the project with the highest benefit/cost ratio in each county. MDOT will also utilize its financial goals for the Safety program when awarding projects (see the section entitled "What funding is available?" above for details).

What is the deadline to apply for funding?

Applications are due to the Southeast Michigan Council of Governments (SEMCOG) no later than Friday, February 27, 2009.

What if my community or agency is in St. Clair County or Washtenaw County?

Communities and agencies in **Washtenaw County** must also submit a copy of the application to the Washtenaw Area Transportation Study. Contact Eric Bomberly at (734) 994-3127 or bomberly@miwats.org for more information. Communities and agencies in **St. Clair County** must also submit a copy of the application to the St. Clair County Transportation Study. Contact

Michael Latuszek at (810) 989-6950 or mlatuszek@stclaircounty.org for more information. These agencies may have a due date earlier than February 27, 2009, so it is important for communities and agencies in St. Clair and Washtenaw counties to contact their respective transportation studies for more information.

For more information or application assistance, contact:

Steve Brudzinski, Policy Analyst, SEMCOG Transportation Programs, at (313) 324-3321 or by e-mail at brudzinski@semcog.org.

Crash Data Resources

Communities and agencies may use their own crash data when completing these forms. However, if crash data are not internally available, they can be found in many cases by using the SEMCOG Web site. Go to <http://www.semcoog.org/Data/bysubject.cfm> and scroll down to the subject heading "Transportation" (subject headings are in the light blue horizontal bands on the page). This area contains a number of links to data, including traffic crash data from 1998 through 2007, as well as data on high-crash intersections.

MDOT has maps of fatal and A-level crashes by county. These can be found at http://www.michigan.gov/mdot/0,1607,7-151-9615_11261-182140--,00.html

If you have any questions about SEMCOG's crash data or accessing the data through our Web site, contact Tom Bruff, Engineering group coordinator, at (313) 961-4266 or by e-mail at bruff@semcog.org . All other questions about the Safety program, or about completing Safety project applications, should be directed to Steve Brudzinski, Policy Analyst, at (313) 324-3321 or by e-mail at brudzinski@semcog.org .

Project Funding Information

Federal Local Safety Program

Funding Year Requested (Choose Either FY 2010 or 2011): 2010

Legal Jurisdiction: City of Novi

Project Name: Ten Mile Road and Novi High School/Novi Civic Center Traffic Signal Replacement

Federal Amount Requested***:	\$ 88,000
Non-federal Matching Funds (must be at least 20 percent of total project cost):	\$ 22,000
Total Project Funding:	\$110,000

***If this project is at a location listed in Michigan's Five Percent Report for 2006 or 2007 as found at <http://safety.fhwa.dot.gov/fivepercent/index.htm>, and your community or agency is applying for federal aid for both construction and preliminary engineering, complete the table below:

Federal Amount Requested for CONSTRUCTION:	\$
Federal Amount Requested for PRELIMINARY ENGINEERING*:	\$
Total Federal Amount Requested (MUST EQUAL "Federal Amount Requested" in the Table Above):	\$

*Up to 10 percent of estimated eligible construction costs.

Crash Detail by Year and Level of Severity

FY 2010 and FY 2011 Federal Local Safety Program

Project Name:
Legal Jurisdiction:
Year (FY 2010 or 2011)

Line	Crash Severity	Year				
		20	20	20	20	20
1						
2	K Level (Fatal)					
3	A Level					
4	B Level					
5	C Level					
6	PDO (Property Damage Only)					

Instructions:

1. Use the most recent five years of crash data available. The crashes must have occurred within the segment on which the proposed improvement(s) will take place, if this is a segment project (for example, Main St. from First to Third Avenue). If this is an intersection project, include crashes within a radius of 150 feet of the intersection. If your agency uses a different standard, note the standard and explain why it differs in the spaces below.
2. Note the years of crash data you are using on line 1 (example, 2006).
3. Provide copies of UD-10 reports for all K-Level (fatal) and A-Level crashes, and UD-10s for B- and C-Level crashes supporting the project's scope of work. Do not include crashes in this table or in the Safety application where the cause of the accident was unrelated to the condition of the highway infrastructure, such as driving while intoxicated, mechanical problems with vehicles, or medical emergencies such as seizures.
 Intersection crash radius (if different from 150-foot standard): _____ feet.

Road Jurisdiction Questionnaire

This must be completed for each project

Projects proposed by one agency or community that are to be implemented, even in part, on another agency or community's road or right-of-way require a signed letter from the owner granting permission to undertake the project. For example, projects proposed by a city for a county-owned road require written permission from the county road commission. If the project is at the intersection of two roads, one of which your agency owns and one it does not, you will need a letter from the agency owning the road you do not control, unless the improvements will only take place within your right-of-way.

1. What is the functional classification of the roadway on which this project will take place?
(If this project is located at an intersection, use the functional classification of the road on which the improvements will take place. If improvements will take place on both roads comprising the intersection [for instance, signal improvements in all four directions], provide the functional classification of the highest-classified road).

<input type="checkbox"/>	Urban Principal Arterial
<input checked="" type="checkbox"/>	Urban Minor Arterial
<input type="checkbox"/>	Urban Collector
<input type="checkbox"/>	Urban Local
<input type="checkbox"/>	Rural Principal Arterial
<input type="checkbox"/>	Rural Minor Arterial
<input type="checkbox"/>	Rural Major Collector
<input type="checkbox"/>	Rural Minor Collector
<input type="checkbox"/>	Rural Local

2. Does your community or agency own all of the road or right-of-way on which this project will take place?

Yes No

3. If you answered no to question 2, what agency or community owns this road or right-of-way? For intersection projects where your community/agency owns the road and/or right of way and another agency owns the cross street and its right of way, which agency owns the cross street and/or its right of way?

Name of Community or Agency:
City of Novi

If another community or agency owns any part of the road and/or right-of-way on which you plan to implement this project, you must have a signed letter from an authorized representative of the community or agency granting permission to undertake this project. Attach the signed letter to this application.

4. Is this project at a location identified in Michigan's Five Percent Report for 2006 or 2007 as found at <http://safety.fhwa.dot.gov/fivepercent/index.htm>?

Yes No

5. If you answered yes to question 4, are you planning to apply for preliminary engineering funds for this project?

Yes No

If you answered yes to questions 4 and 5, remember to contact Mr. Jim D'Lamater, P.E., MDOT Safety Engineer at (517) 335-2224 or dlamaterj@michigan.gov to discuss specific details before submitting this application to SEMCOG (and WATS if the project is located in Washtenaw County or SCCOTS if the project is located in St. Clair County—see the section entitled "What is the deadline to apply for funding?" for information on projects in these two counties).

Remember to include copies of UD-10 reports for all fatal (K-level) and A-level crashes reported in this application, as well as any UD-10s for crashes with less-severe levels of injury (i.e., B-and C-level) supporting the scope of work for the area.

DO NOT include crashes in the application, regardless of level of severity, if the cause of the accident was unrelated to the condition of the highway infrastructure, such as driving while intoxicated, mechanical problems with vehicles, or medical emergencies such as seizures.

If sent by mail rather than electronically, all UD-10 report copies must be one-sided (i.e., do not photocopy two pages on opposite sides of one sheet).

Remember to include the engineering report with elements specified earlier in this application. This must be sent electronically unless the applicant does not have the ability to do so. In this case, the report can be sent by mail.

SEMCOG Major Road Segments in Novi

Please set your page orientation to landscape before you print.

New search

Download search results [xls](#)

Road Name	PR	From Road	BMP To Road	EMP	FC	Dir	2007 Lanes	2007 Rating	2007 Type	Postd Speed	2007 Crash	2007 Volume
10 Mile Rd W (PR Number 656510)												
Crash summary report												
10 Mile Rd W	656510	Napier Rd	5.791 Wixom Rd	6.783	16	2WAY	2	Fair	Asphalt	50	9	MAP
10 Mile Rd W	656510	Wixom Rd	6.783 Beck Rd	7.803	16	2WAY	2	Fair	Asphalt	45	18	MAP
10 Mile Rd W	656510	Beck Rd	7.803 Taft Rd	8.811	16	2WAY	3	Fair	Asphalt	45	13	MAP
10 Mile Rd W	656510	Taft Rd	8.811 Novi Rd	9.819	16	2WAY	3	Fair	Asphalt	45	24	19152 MAP
10 Mile Rd W	656510	Novi Rd	9.819 Meadowbrook Rd	10.820	16	2WAY	2	Fair	Asphalt	45	33	16644 MAP
10 Mile Rd W	656510	Meadowbrook Rd	10.820 Haggerty Rd	11.854	16	2WAY	2	Fair	Asphalt	45	21	16432 MAP
11 Mile Rd (PR Number 661506)												
Crash summary report												
11 Mile Rd	661506	Wixom Rd	0.000 Beck Rd	0.996	17	2WAY	2	Fair	Asphalt	30	1	3333 MAP
11 Mile Rd	661506	Beck Rd	0.996 Taft Rd	2.001	17	2WAY	2	Fair	Asphalt	30	1	3333 MAP
12 Mile Rd W (PR Number 662106)												
Crash summary report												
12 Mile Rd W	662106	Beck Rd	0.000 Beck Rd	0.115	14	2WAY	4	Good	Concrete	45	5	MAP
12 Mile Rd W	662106	Beck Rd	0.115 West Park Rd	0.512	14	2WAY	2	Fair	Asphalt	45	6	11472 MAP
12 Mile Rd W	662106	West Park Rd	0.512 Novi Rd	2.015	14	2WAY	4	Fair	Asphalt	45	26	14349 MAP
12 Mile Rd W	662106	Novi Rd	2.015 End of Road	2.739	14	2WAY	4	Fair	Concrete	45	16	MAP
12 Mile Rd W	662106	End of Road	2.739 Meadowbrook Rd	3.018	14	1WAY	2	Fair	Concrete	45	2	MAP
12 Mile Rd W	662106	Meadowbrook Rd	3.018 Ramp - E 12 Mile/E M 5	3.369	14	1WAY	3	Fair	Concrete	45	0	MAP
12 Mile Rd W	662106	Ramp - E 12 Mile/E M 5	Ramp - E M 5 CD/W 12 Mile	3.411	14	1WAY	3	Fair	Concrete	45	0	MAP
12 Mile Rd W	662106	Ramp - E M 5 CD/W 12 Mile	3.411 Ramp - E M 5 CD	3.503	14	1WAY	3	Fair	Concrete	45	3	MAP
12 Mile Rd W	662106	Ramp - E M 5 CD	3.503 S M 5	3.521	14	1WAY	3	Fair	Concrete	45	0	MAP
12 Mile Rd W	662106	S M 5	3.521 N M 5	3.542	14	1WAY	3	Fair	Concrete	45	1	MAP
12 Mile Rd W	662106	N M 5	3.542 Ramp - W M 5 CD	3.562	14	1WAY	3	Fair	Concrete	45	2	MAP
12 Mile Rd W	662106	Ramp - W M 5 CD	3.562 Ramp - E 12 Mile/W M 5	3.599	14	1WAY	3	Fair	Concrete	45	3	MAP
12 Mile Rd W	662106	Ramp - E 12 Mile/W M 5	3.599 Ramp - W M 5/12 Mile	3.670	14	1WAY	3	Fair	Concrete	45	1	MAP
12 Mile Rd W	662106	Ramp - W M 5/12 Mile	3.670 Haggerty Rd	4.062	14	1WAY	3	Fair	Concrete	45	12	14544 MAP
12 Mile Rd W (PR Number 4404498)												
Crash summary report												
12 Mile Rd W	4404498	End of Road	0.000 Meadowbrook Rd	0.280	14	1WAY	2	Fair	Concrete	45	3	MAP
12 Mile Rd W	4404498	Meadowbrook Rd	0.280 Ramp - E M 5 CD/W 12 Mile	0.663	14	1WAY	3	Fair	Concrete	45	13	MAP
12 Mile Rd W	4404498	Ramp - E M 5 CD/W 12 Mile	0.663 Ramp - W 12 Mile/E M 5	0.727	14	1WAY	3	Fair	Concrete	45	0	MAP
12 Mile Rd W	4404498	Ramp - W 12 Mile/E M 5	0.727 Ramp - E M 5 CD	0.769	14	1WAY	3	Fair	Concrete	45	0	MAP
12 Mile Rd W	4404498	Ramp - E M 5 CD	0.769 S M 5	0.787	14	1WAY	3	Fair	Concrete	45	1	MAP
12 Mile Rd W	4404498	S M 5	0.787 N M 5	0.809	14	1WAY	3	Fair	Concrete	45	0	MAP
12 Mile Rd W	4404498	N M 5	0.809 Ramp - W M 5 CD	0.828	14	1WAY	3	Fair	Concrete	45	0	MAP
12 Mile Rd W	4404498	Ramp - W M 5 CD	0.828 Ramp - W M 5/12 Mile	0.921	14	1WAY	3	Fair	Concrete	45	0	MAP
12 Mile Rd W	4404498	Ramp - W M 5/12 Mile	Ramp - W 12 Mile/W M 5 CD	0.966	14	1WAY	3	Fair	Concrete	45	2	MAP
12 Mile Rd W	4404498	Ramp - W 12 Mile/W M 5 CD	0.966 Haggerty Rd	1.321	14	1WAY	3	Fair	Concrete	45	14	14544 MAP

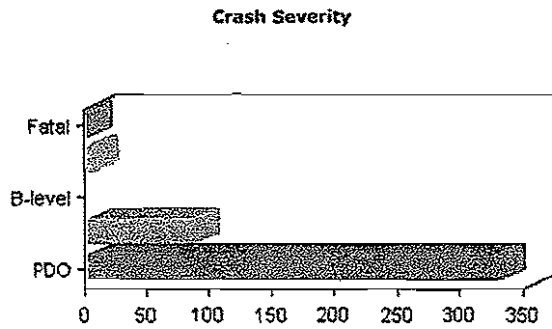
SEMCOG Traffic Crash Report, 1998-2007

10 Mile Rd W - PR 656510
 From: Taft Rd - Mile 8.811 To: Novi Rd - Mile 9.819

Please set your page orientation to landscape before you print.

[Download search results](#) 

440 Traffic Crashes Total, 1998-2007



Crashes by Severity

Fatal	0
A-level	6
B-level	17
C-level	86
Total ABC	109
PDO	331

Crashes by Type

Uncoded	3	Rear-left	5
Single veh.	31	Rear-right	5
Head-on	1	Swipe-same	20
Head-left	25	Swipe-opp.	2
Angle	54	Other	11
Rear-end	283		

Number of Injuries

Fatal	0
A-level	6
B-level	18
C-level	121
Total ABC	145

Imagery ©2009 DigitalGlobe



4227081	10 Mile Rd W	656510	8.940	Nov	5	2001	Mon	2pm	PDO	Rear-end	Clear	Daylight	Dry	11	3
5049684	10 Mile Rd W	656510	8.940	May	7	2002	Tue	2pm	PDO	Rear-end	Clear	Daylight	Dry	11	2
5049661	10 Mile Rd W	656510	8.940	May	18	2002	Sat	7pm	PDO	Rear-end	Cloudy	Daylight	Dry	11	2
6216700	10 Mile Rd W	656510	8.941	Nov	30	2005	Wed	2pm	PDO	Rear-right	Cloudy	Daylight	Wet	5	2
6571233	10 Mile Rd W	656510	8.951	Jan	17	2007	Wed	6am	PDO	Single veh.	Cloudy	Dark	Dry	48	1
6030104	10 Mile Rd W	656510	8.980	Apr	20	2005	Wed	7am	PDO	Rear-end	Cloudy	Dawn	Wet	201	2
6623491	10 Mile Rd W	656510	8.980	Feb	5	2007	Mon	7am	C-level	Rear-end	Clear	Dawn	Wet	201	2
6113488	10 Mile Rd W	656510	8.981	Sep	12	2005	Mon	2pm	PDO	Rear-end	Clear	Daylight	Dry	206	2
4519476	10 Mile Rd W	656510	8.997	Oct	8	2001	Mon	7am	C-level	Angle	Clear	Dark	Dry		2
5486962	10 Mile Rd W	656510	8.999	Sep	26	2003	Fri	11pm	PDO	Rear-end	Rain	Lights	Wet		2
6591040	10 Mile Rd W	656510	8.999	Feb	1	2007	Thu	2pm	C-level	Rear-end	Cloudy	Daylight	Dry	0	3
5889975	10 Mile Rd W	656510	9.000	Jan	24	2005	Mon	7am	PDO	Head-left	Cloudy	Dark	Snowy	0	2
6307306	10 Mile Rd W	656510	9.000	Apr	3	2006	Mon	2pm	B-level	Rear-end	Rain	Daylight	Wet	0	3
6640847	10 Mile Rd W	656510	9.000	Apr	4	2007	Wed	7am	PDO	Rear-end	Cloudy	Dawn	Wet	0	2
4764064	10 Mile Rd W	656510	9.006	Apr	4	2003	Fri	9pm	PDO	Single veh.	Sleet	Dark	Icy		1
6700269	10 Mile Rd W	656510	9.037	Jun	14	2007	Thu	10am	C-level	Rear-end	Clear	Daylight	Dry	0	4
6779787	10 Mile Rd W	656510	9.057	Sep	26	2007	Wed	5pm	PDO	Rear-end	Cloudy	Daylight	Dry	0	2
5142577	10 Mile Rd W	656510	9.060	Aug	1	2002	Thu	12pm	PDO	Rear-end	Clear	Daylight	Dry		2
4747500	10 Mile Rd W	656510	9.061	Jun	9	2003	Mon	8am	PDO	Rear-end	Clear	Daylight	Dry		2
5579955	10 Mile Rd W	656510	9.061	Mar	30	2004	Tue	2pm	PDO	Rear-end	Rain	Daylight	Wet		3
5644493	10 Mile Rd W	656510	9.061	Apr	30	2004	Fri	2pm	C-level	Rear-end	Clear	Daylight	Dry		3

5853837	10 Mile Rd W	656510	9.061	Oct	8	2004	Fri	8pm	A-level	Single veh.	Rain	Lights	Wet	2	
6009167	10 Mile Rd W	656510	9.061	Mar	8	2005	Tue	6am	C-level	Rear-end	Clear	Dawn	Dry	0	2
6007761	10 Mile Rd W	656510	9.061	Mar	16	2005	Wed	7pm	C-level	Rear-end	Cloudy	Lights	Dry	0	3
6337076	10 Mile Rd W	656510	9.061	May	8	2006	Mon	2pm	PDO	Rear-end	Clear	Daylight	Dry	0	2
6344643	10 Mile Rd W	656510	9.061	May	17	2006	Wed	1pm	PDO	Angle	Clear	Daylight	Dry	0	2
6363151	10 Mile Rd W	656510	9.061	Jun	6	2006	Tue	3pm	PDO	Rear-end	Clear	Daylight	Dry	0	2
6776311	10 Mile Rd W	656510	9.061	Sep	22	2007	Sat	4pm	B-level	Single veh.	Clear	Daylight	Dry	0	1 A
6805501	10 Mile Rd W	656510	9.061	Oct	23	2007	Tue	7am	PDO	Rear-end	Rain	Dark	Wet	0	3
6806730	10 Mile Rd W	656510	9.061	Oct	23	2007	Tue	7am	PDO	Rear-end	Rain	Dark	Wet	0	4
3199078	10 Mile Rd W	656510	9.062	Apr	8	1998	Wed	8pm	C-level	Other	Rain	Lights	Wet	2	M
3625431	10 Mile Rd W	656510	9.062	Mar	10	1999	Wed	7am	PDO	Rear-end	Clear	Daylight	Snowy	3	
3625106	10 Mile Rd W	656510	9.062	Jul	9	1999	Fri	9am	PDO	Rear-end	Rain	Daylight	Wet	2	
3928641	10 Mile Rd W	656510	9.062	Feb	8	2000	Tue	11am	PDO	Rear-end	Clear	Daylight	Dry	2	
4107072	10 Mile Rd W	656510	9.062	Aug	14	2000	Mon	12pm	PDO	Rear-end	Clear	Daylight	Dry	3	
4152564	10 Mile Rd W	656510	9.062	Sep	5	2000	Tue	7pm	PDO	Rear-end	Clear	Daylight	Dry	2	
4444735	10 Mile Rd W	656510	9.062	Jun	26	2001	Tue	7pm	PDO	Rear-end	Clear	Daylight	Dry	3	
5049648	10 Mile Rd W	656510	9.062	May	2	2002	Thu	8am	PDO	Rear-end	Rain	Dawn	Wet	2	
4608145	10 Mile Rd W	656510	9.062	Jan	30	2003	Thu	1pm	PDO	Rear-end	Clear	Daylight	Dry	2	
4679401	10 Mile Rd W	656510	9.062	Mar	27	2003	Thu	5pm	PDO	Rear-end	Cloudy	Daylight	Dry	2	
4720177	10 Mile Rd W	656510	9.062	May	21	2003	Wed	2pm	C-level	Angle	Clear	Daylight	Dry	2	
5334140	10 Mile Rd W	656510	9.062	Jul	7	2003	Mon	5pm	C-level	Rear-end	Clear	Daylight	Dry	3	

5432237	10 Mile Rd W	656510	9.062	Aug	14	2003	Thu	3pm	PDO	Rear-end	Clear	Daylight	Dry		3
5403400	10 Mile Rd W	656510	9.062	Sep	16	2003	Tue	2pm	PDO	Rear-end	Clear	Daylight	Dry		2
5449153	10 Mile Rd W	656510	9.062	Oct	1	2003	Wed	7am	PDO	Rear-end	Clear	Daylight	Dry		2
5491430	10 Mile Rd W	656510	9.062	Nov	7	2003	Fri	4pm	PDO	Rear-end	Clear	Daylight	Dry		2
5569730	10 Mile Rd W	656510	9.062	Feb	28	2004	Sat	11am	PDO	Rear-end	Clear	Daylight	Dry		2
5472092	10 Mile Rd W	656510	9.094	Mar	7	2007	Wed	2am	PDO	Single veh.	Snow	Lights	Snowy	0	1
6289419	10 Mile Rd W	656510	9.108	Feb	28	2006	Tue	7am	C-level	Angle	Clear	Daylight	Dry	0	2
3897586	10 Mile Rd W	656510	9.109	Jan	28	2000	Fri	7am	PDO	Rear-end	Clear	Daylight	Dry		2
4227117	10 Mile Rd W	656510	9.119	Nov	7	2001	Wed	2pm	PDO	Rear-end	Rain	Daylight	Wet		2
4991755	10 Mile Rd W	656510	9.119	Mar	13	2002	Wed	2pm	PDO	Angle	Clear	Daylight	Dry		2
5113055	10 Mile Rd W	656510	9.119	Jul	23	2002	Tue	10pm	C-level	Rear-end	Clear	Dark	Dry		2
3485557	10 Mile Rd W	656510	9.138	Sep	30	1999	Thu	2pm	PDO	Rear-end	Clear	Daylight	Dry		2
6390632	10 Mile Rd W	656510	9.141	Jul	7	2006	Fri	7pm	PDO	Rear-end	Clear	Daylight	Dry	0	2
6357301	10 Mile Rd W	656510	9.142	Jun	1	2006	Thu	8pm	PDO	Rear-end	Cloudy	Daylight	Dry	0	2
6231059	10 Mile Rd W	656510	9.168	Dec	6	2005	Tue	2pm	PDO	Other	Cloudy	Daylight	Dry	211	2
6629091	10 Mile Rd W	656510	9.170	Mar	12	2007	Mon	1am	PDO	Single veh.	Snow	Dawn	Snowy	201	1
6780306	10 Mile Rd W	656510	9.176	Sep	26	2007	Wed	2pm	C-level	Rear-end	Cloudy	Daylight	Wet	169	2
5486623	10 Mile Rd W	656510	9.189	Dec	9	2003	Tue	2pm	PDO	Single veh.	Rain	Daylight	Wet	100	1
4421402	10 Mile Rd W	656510	9.194	Jun	19	2001	Tue	7am	C-level	Rear-end	Clear	Daylight	Dry	74	2
3102977	10 Mile Rd W	656510	9.203	Feb	25	1998	Wed	1pm	PDO	Rear-end	Clear	Daylight	Dry	26	2
3198936	10 Mile Rd W	656510	9.203	Jul	6	1998	Mon	8am	PDO	Rear-end	Cloudy	Daylight	Dry	26	2

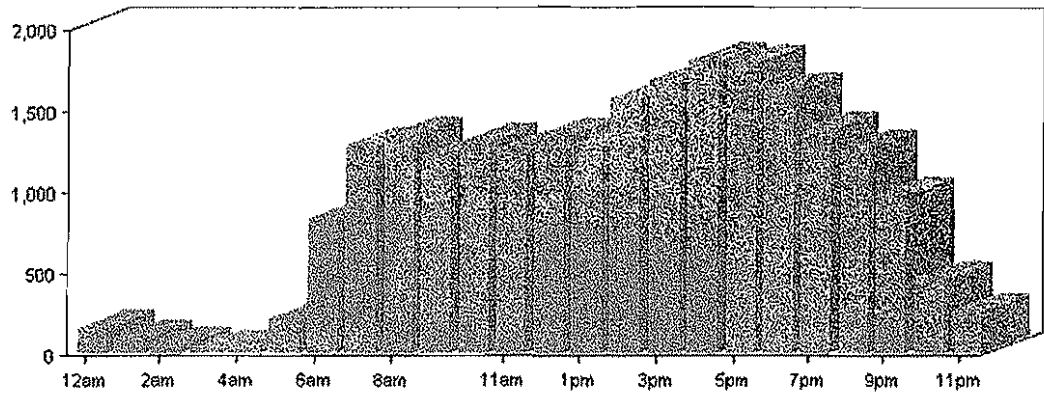


[home](#) > [data and maps](#) > [by subject](#) > [traffic counts](#)

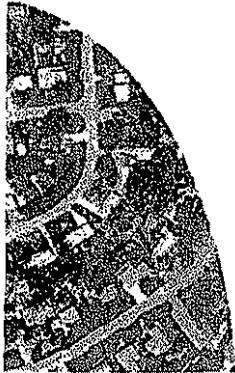
Traffic Counts

Detailed report for Traffic Count ID Number 31953

Road Name : 10 Mile
Direction : 2-WAY
Count Limits : Taft to Novi
Type of Count : Link
Date of Count : 5/27/2004 to 5/28/2004
Day of Week : Thursday
County : Oakland
Community : Novi
PR Number : 656510
From Mile Point : 8.811
To Mile Point : 9.819
24 Hour Count : 23,368



Hour	Count	Hour	Count	Hour	Count
12 am - 1 am	162	8 am - 9 am	1,350	4 pm - 5 pm	1,809
1 am - 2 am	98	9 am - 10 am	1,217	5 pm - 6 pm	1,793
2 am - 3 am	52	10 am - 11 am	1,308	6 pm - 7 pm	1,626
3 am - 4 am	41	11 am - 12 pm	1,260	7 pm - 8 pm	1,386
4 am - 5 am	56	12 pm - 1 pm	1,347	8 pm - 9 pm	1,266
5 am - 6 am	221	1 pm - 2 pm	1,281	9 pm - 10 pm	978
6 am - 7 am	834	2 pm - 3 pm	1,576	10 pm - 11 pm	462



Programs and Projects

Data and Maps

Aerials

Map Catalog

Technical Users

By Subject

By Community

Services

7 am - 8 am

1,287

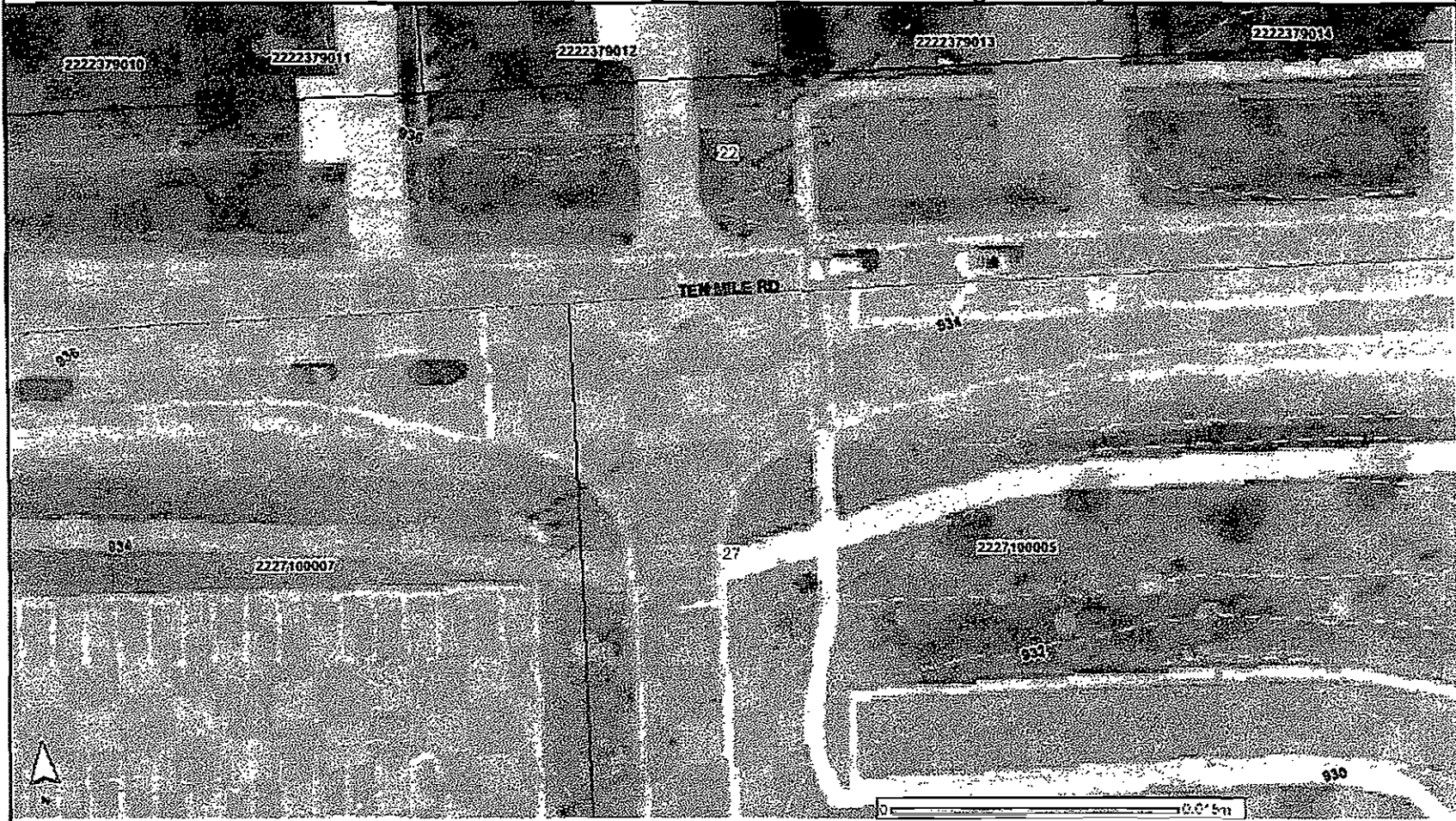
3 pm - 4 pm

1,691

11 pm - 12 am

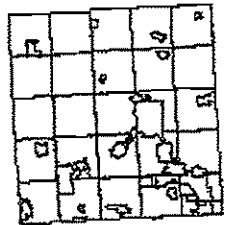
267

Ten Mile Road and Novi High School Traffic Signal Replacement



Disclaimer: The information provided in this system has been compiled from recorded deeds, plats, tax maps, surveys and other public records and data. It is not a legally recorded map or survey and is not intended to be used as one. Users of this data are hereby notified that the information sources mentioned above should be consulted for verification of the information.

Map Printed on: 2/13/2009



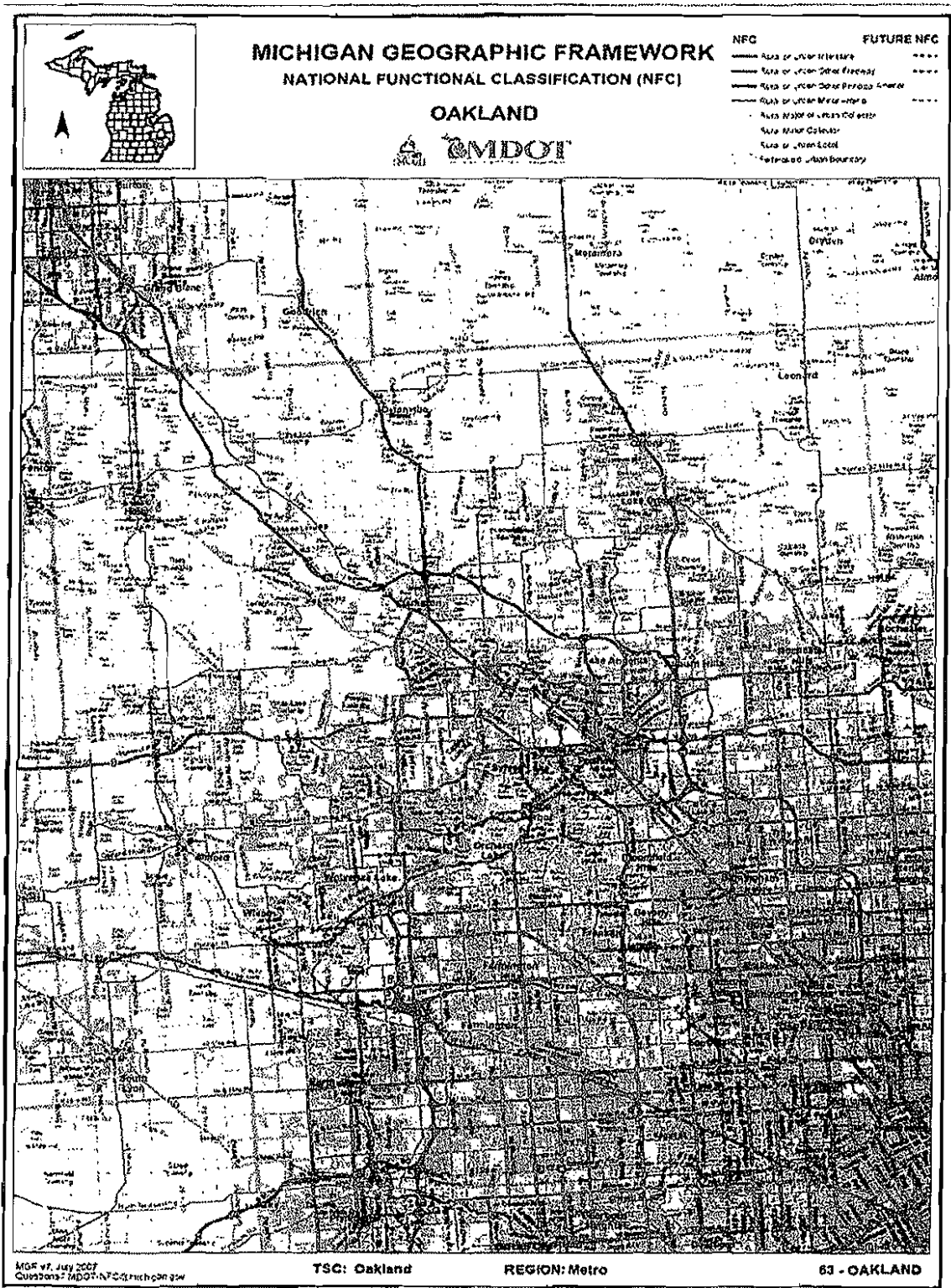
- Control
- Corner Station
- PLSS Corner
- PLSS Boundary
- PLSS Quarter Section
- PLSS Section
- PLSS Township
- Contour (2ft)

- Tax Parcel
- Waterway
- Railroad
- Highway and Freeway
- Interstate
- US Highways
- State Highways
- Major and Minor Road

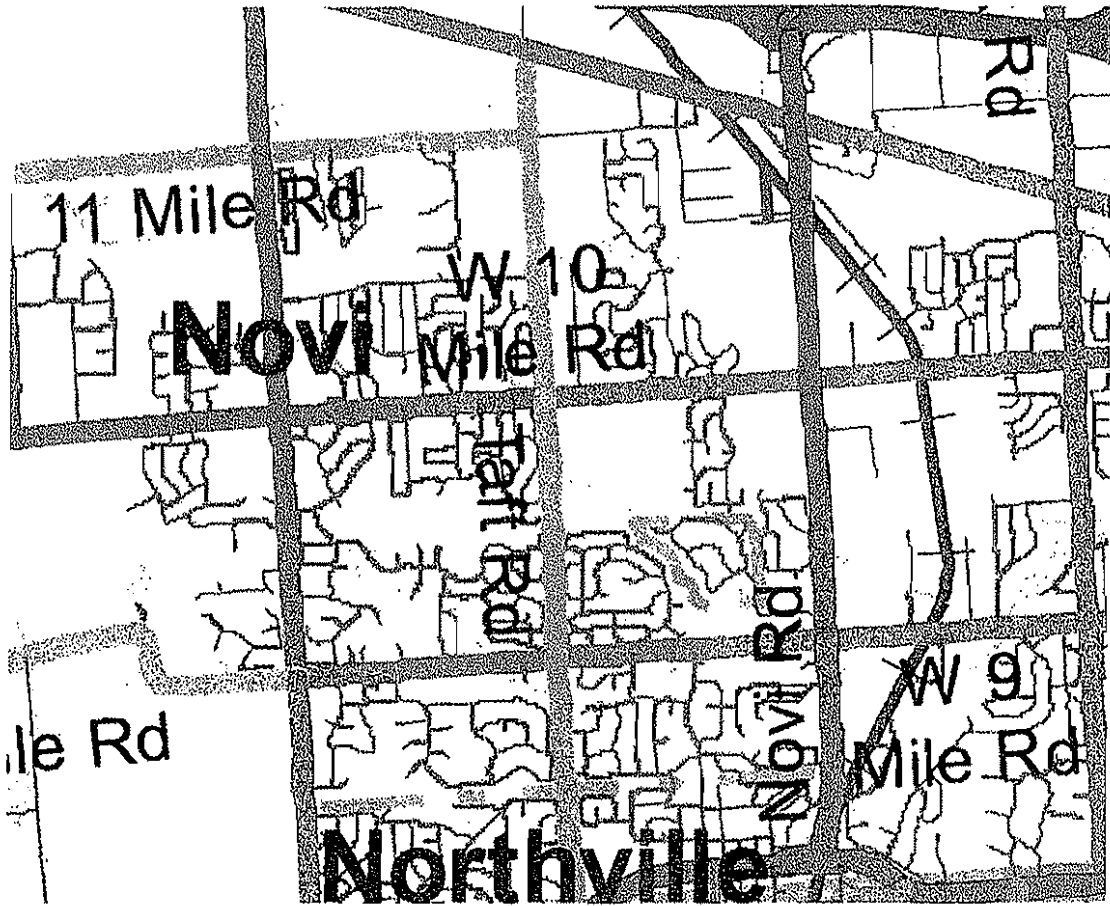
Legend














- Major Roads
- Minor Roads
- Municipal Boundary
- Waterbody
- Swamp or Marsh
- Lake or Pond
- Stream or River
- Recreation Land
- Recreation Land

2008 True Color Aerial Imagery



**Ten Mile Road and Novi High School/Civic Center
 Traffic Signal Replacement
 City of Novi
 Federal Local Safety Program
 FY 2010 and 2011 Call for Projects**



NFC	FUTURE NFC
 Rural or Urban Interstate	
 Rural or Urban Other Freeway	
 Rural or Urban Other Principal Arterial	
 Rural or Urban Minor Arterial	
 Rural Major or Urban Collector	
 Rural or Urban Collector	
 Rural or Urban Local	
 Federal-aid Urban Boundary	

**Ten Mile Road and Novi High School/Civic Center
 Traffic Signal Replacement
 City of Novi
 Federal Local Safety Program
 FY 2010 and 2011 Call for Projects**

Morianti, Sue

From: City of Novi [Eproc_Bids@bidnet.com]
Sent: Monday, March 02, 2009 8:57 AM
To: Morianti, Sue
Subject: Message from City of Novi

Ms Sue Morianti:

You are receiving this message because the codes on your account matched the codes assigned to this new ITB.

The notice below only contains brief information. More information can be found online. All responses must be received by 3/19/2009 prior to 2:00 PM E.D.T.

This solicitation requires your company to respond by hardcopy. All responses must be received before the deadline specified.

ITB Number:	ITB-031909 Fuerst Park
Requisition #:	
Date Issued:	3/2/2009
Issuing Agency:	City of Novi
Department:	Parks, Recreation & Cultural Services
Delivery Point:	Novi, MI
Type of Purchase:	One Time Purchase
Deadline Date:	3/19/2009
Deadline Time:	prior to 2:00 PM E.D.T.
Delivery Date:	as requested
Title of Notice:	Fuerst Park Construction
Specifications:	The City of Novi is seeking sealed bids for Fuerst Park construction.
Special Notices:	Bid Bond Required Insurance Required Maintenance Bond Required Payment Bond Required Performance Bond Required

[Click here to review more information.](#)

If this ITB does not match your product or service line, please also [click here to check / modify the NIGP codes shown on your account](#).

DO NOT FORWARD this message to any unauthorized user or another person outside of your company. This information is only intended for the recipient shown at Buyer's Copy.

If you have any questions regarding these specifications, I can be reached at (248) 347 - 0446. Thank you for your continued participation.

Sincerely,

Ms Sue Morianti
Purchasing Manager

This message may contain information which is privileged or confidential. If you are not the named addressee of this message please destroy it without reading, using, copying or disclosing its contents to any other person.

03/02/2009