



TO: President Gardiner and Members of the Council

FROM: Jill DiTommaso, PE, Deputy Town Manager

DATE: August 1, 2022

RE: Proposal for Design Services – Beverly Place

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### **Background**

Beverly Place between State Line Avenue and Hohman Avenue is a two-lane residential street with a wide median. Originally a concrete roadway, it has been overlaid with asphalt such that the curb and gutter is filled in and no longer functioning. The road's Pavement Surface Evaluation Rating (PASER) is 2 out of 10, indicating very poor condition. The street has been earmarked for rehabilitation with Community Crossings Matching Grant (CCMG) funds.

Twice a year, the Town competes successfully for matching funds for street paving from INDOT through the CCMG program. The current grant cycle application period ends on August 31, 2022. We intend to apply for construction funds to pave this section of Beverly Place, along with Camellia Drive from Fran Lin Parkway to Hawthorne and White Oak Avenue from Fairway to River Drive.

Funding awards are typically announced in late fall and the project must be bid and awarded to a contractor four months after funds are granted. Due to this tight timeline, we have solicited a proposal from SEH to design the project now. Design work for Camellia Drive and White Oak Avenue has been completed.

In addition to pavement rehabilitation, Beverly Place is a great candidate for a green infrastructure pilot program. Green infrastructure uses the natural environment as well as engineered systems to manage storm water. Examples of green infrastructure includes permeable pavement, rain gardens, bioswales, and green roofs. These systems often use specialized landscaping and natural plant and soil systems to store, infiltrate, or evapotranspire stormwater, remove pollutants from stormwater runoff, and reduce flows to sewer systems and surface waters.

### **Methodology**

The redesign of Beverly Place will include bioswales in the median to detain storm water run off before it reaches the storm sewer system. The following pictures illustrate what this might look like. We would only utilize a 5 to 10 foot section of the median adjacent to the roadway to avoid conflicts with existing utilities running down the middle of the median.



The cross section of the new road will include traditional sidewalk and curb along the outside limits of the pavement, with a natural edge draining to bioswales in the median. We also plan to reconfigure the curb at the intersection with Forest Avenue to reduce the surface area of this intersection and shorten pedestrian pathways through the intersection.

SEH has prepared the attached letter proposal scoping the design work.

**Recommendation:**

By motion and voice vote, authorize the Town Manager to sign the Supplemental Letter Agreement with SEH for engineering design services in the amount not to exceed \$35,890.11 and for resident project representative services on an hourly basis, not-to-exceed amount of \$10,546.80.