



RESPONSE TO:

TOWN OF MUNSTER

Indiana Ridge Road Complete Street Project

January 27, 2023













January 27, 2023

Dustin Anderson 1005 Ridge Road Munster, IN 46321

RE: Town of Munster, Indiana Ridge Road Complete Street Project

Dear Mr Anderson

This is an exciting time for the Town of Munster, and we are thrilled to have the opportunity to be a part of your team. Much more than pavement and sidewalks, your project holds the promise of hopes and dreams for local residents and business owners. Our team is committed, familiar, and passionate. As such, we feel we bring several key differentiators that showcase why we make the right team, which are highlighted below and expanded upon throughout our proposal.

The Comfort that comes with Familiarity. We bring the town of Munster a proactive team with the right experience. Throughout the project, IEI will deliver strong leadership as the project manager. We have elected to team with Butler, Fairman, and Seufert (BF&S), Terracon Consultants (Terracon), as well as Dodd Title Corporation (Dodd) as we have a strong working relationship together delivering similar projects throughout Indiana. Streamlining the transition from planning to design is a crucial key to the success of your project. As such, Infrastructure Engineering, Inc. (IEI) is also partnering with Teska Associates, Inc. (Teska), who we've worked with on four projects totaling more than \$50 million, including Englewood Line Trail in Chicago, IL, and Sam Schwartz, who we have had an established relationship with since 2007. For the community, we bring local familiarity and a proven track record of success.

IEI is one of our preferred professional service providers for non-motorized transportation projects. From trail and greenway design along railroad corridors and open land to retrofitting dense urban environments within the existing right-of-way to provide transportation alternatives, IEI has consistently been a dependable partner. Alex and the IEI team foresee areas of complications and communicate well with all stakeholders while producing high-quality projects.

Gretchen Zortman, MLA, Indianapolis DPW, Program Manager, Trails & Greenways - Engineering

Vibrant Blend of Experience. Combined, our team brings an extensive array of like projects, which we have featured within. IEI just wrapped up design for two similar complete street projects located in busy urban corridors, which reorganized the use of available space for non-motorized transportation. In addition, many of our projects have required a detailed maintenance of traffic (MOT) phasing plan to keep the busy corridors open throughout construction. For the town, this means comfort in knowing our team brings the experience and passion needed to ensure success.

A Multitude of Innovative Solutions. Stemming from years of like experience and dependable leadership, we have identified several key factors that are crucial to the success of the town's project. Taking action to obtain the baseline data needed for property boundaries and topographic data as soon as a notice to proceed is provided and discussing the integration of percolation testing where drainage solution is required to ensure the re-charge of groundwater through infiltration are just two examples. In addition, engaging local emergency response agencies in discussion around the Ridge Road raised, planted median spacing to ensure there is sufficient space or alternate routes available for emergency access, as well as working with project stakeholders through our proactive public engagement plan are two additional examples. For the town, our approach showcases the ins-and-outs of your project and we are ready to provide innovative options and design solutions to best meet the community's needs.

At the end of the day, a project's success is determined by the details and how carefully they are planned, designed, and managed. IEI is excited to show the Town of Munster just how successful we can make your project. Thank you for considering us for this opportunity. Should you have any questions, please don't hesitate to reach out.

Sincerely,

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Dustin Quincy, PE | Vice President of Engineering Infrastructure Engineering, Inc. (IEI)



We're civil engineers - a diverse and experienced team excited by project challenges that tap into our passion for solving problems. That passion empowers our INGENUITY. Our name is in it. It's who we are and it's how we work. Look for our IEI symbol throughout. These symbols represent where our team will further provide value to the Town of Munster.

201 S Capitol Ave | Suite 490 Indianapolis, IN 46225

P 317.243.9800 W www.infrastructure-eng.com Infrastructure Engineering, Inc. (IEI) is a diverse and experienced civil engineering firm with more than 130 talented professionals across six offices throughout the five states of Indiana, Illinois, Michigan, New York, and New Jersey. We perform civil and structural engineering for complex roadways and highways, trails and recreational facilities, railways, airports, water management facilities, mass transit, and more.

COMMITTED TO INDIANA Since inception of our Indianapolis office in 2004, our Indiana team has grown to nearly 30 professionals ranging from multi-discipline engineers and inspectors, to administrative, accounting and marketing professionals. Our staff is well versed in the requirements of not only the Indiana Department of Transportation (INDOT) and City of Indianapolis Department of Public Works (DPW) standards and specifications, but also local and state regulatory agencies, proving invaluable in successful and timely delivery of projects. (*Pictured, Georgia Street, Indianapolis IN; Reorganization of available space (four-lane roadway into a two-lane roadway) within public right-of-way to provide the community with a mixed-use event plaza for Superbowl XLVI).*



PARTNERING TO DELIVER MUNSTER'S FUTURE

INFRASTRUCTURE ENGINEERING, INC. (IEI) As prime design consultant, IEI will lead overall project management, maintenance of traffic, and roadway design, and provide support for traffic and transportation studies and design, as well as community outreach. In addition, IEI will implement a rigorous QA/QC and constructability review for every aspect of design and coordination.



BUTLER, FAIRMAN & SEUFERT, INC. (BF&S) Since 1961, BF&S has been providing civil engineering excellence throughout the state of Indiana and has had an office in Northwest Indiana for over 40 years.

BF&S will provide all environmental, survey, lighting design, and right-of-way planning and acquisition. In addition, BF&S will lead utility/railroad coordination with the support of IEI's in-house INDOT Certified Utility and Railroad Coordinators.



Sam Schwartz **TESKA ASSOCIATES, INC. (TESKA)** Founded in 1975, Teska is a planning and landscape architecture firm with 22 professional staff members based in Evanston and Plainfield, Illinois.

Having lead the Munster Ridge Calumet Corridor Streetscape Planning, Teska has intimate knowledge and understanding of the community's vision and will provide public engagement, as well as prepare design of the hardscape, site furnishings, gateway and wayfinding sign, and landscape planting plans.

SAM SCHWARTZ Sam Schwartz is a national engineering, planning, and consulting firm which excels in providing creative, multi-modal plans that are grounded in technically rigorous analyses.

Having partnered with Teska to provide all traffic studies for the Munster Ridge Calumet Corridor Streetscape Plan, Sam Schwartz will lead traffic design services, which shall include pedestrian and vehicular traffic counts, traffic modeling, and signal design. In addition, Sam Schwartz will provide input on lighting design, roadway geometrics and maintenance of traffic.

jerracon

TERRACON CONSULTANTS (TERRACON) Terracon is a 100% employee-owned firm specializing in environmental, facilities, geotechnical, and materials services with staff less than 15 minutes from the project site.

For this project, Terracon will provide required pavement cores, soil borings, and geotechnical analysis with pavement recommendations. In addition, a percolation test will be completed, as needed.



DODD TITLE CORPORATION (DODD) Dodd is a thriving DBE and WBE-certified company all in the State of Indiana that specializes in title work for engineering projects.

For this project, Dodd will provide title research as necessary.

IEI PROVEN PERFORMANCE IEI brings award-winning experience in trails and recreational facilities design across multiple states. With our deep understanding of transportation design elements, such as roadway, traffic, ADA accessibility, and structural design, our solutions harmonize the features with the existing built environment.



Reference: Gretchen Zortman, MLA, Indianapolis DPW, Program Manager Trails & Greenways - Engineering gretchen.zortman@indy.gov, 317-327-2210.

MICHIGAN ROAD COMPLETE STREET Lead design consultant for the transformation of Michigan Street between Holmes Ave and White River Parkway Dr. W. from six lanes down to one lane in each direction, parking, and a cycle track. This project was identified in the River West Strategic Investment plan to revitalize this area of the city and to provide connectivity to IUPUI to the east and the planned B&O Trail to the west. Proposed improvements included drainage enhancements, curb bump-outs, traffic signal modifications, and ADA improvements that promoted increased pedestrian safety throughout the corridor.

Value to Munster Experience with implementation of complete street approach in an urban corridor with similar traffic patterns to Ridge Road. Scope included reorganization of available space within public right-of-way to allow for non-motorized transportation, in turn better meeting the community's needs and wishes. Also required detailed Maintenance of Traffic (MOT) phasing to keep the busy corridor open throughout construction.

B&O TRAIL Lead design and inspection consultant for the design and construction of 2.6-miles of a 12-foot-wide trail that extends the already constructed portion through the Town of Speedway west to I-465 and east to Michigan Street. This extension included the modification of an existing bridge on 10th St over Little Eagle Creek to serve as a gateway between two communities, as well as the design of a new pedestrian bridge over Eagle Creek. The trail was constructed along the abandoned B&O railroad corridor and utilized the first round of IDNR Next Level Trails funding. The proposed improvements included drainage improvements, the implementation of hybrid beacons at high volume crossings, trail signing and wayfinding, and extensive landscaping.



Reference: Beverly Katterhenry, Speedway Trails Association, Vice President, bevkatterhenry@ speedwaytrails.org, 317-600-0688.

Value to Munster Provided support in navigating alternate funding types (first project to receive IDNR Next Level Funding). Complete streets approach applied along 10th Street to eliminate two-way left turn lane and reconfigure existing bridge (right) for the trail. Extensive coordination with Indy DPW and town resulting in significant cost saving.



Reference: Gretchen Zortman, MLA, Indianapolis DPW, Program Manager Trails & Greenways - Engineering gretchen.zortman@indy.gov, 317-327-2210.

FALL CREEK TRAIL EXTENSION PHASE I Lead design consultant for the design and construction of 1.8-miles of a 10-foot-wide trail that extends from the previous terminus at Meridian Street to the Indiana Central Canal. This extension included the reconfiguration of the historic bridge over Fall Creek at Capitol Avenue; the conversion of a local roadway to one-way; the construction of a boardwalk under the Boulevard Place Bridge; and, the construction of a retaining wall on top of an existing retaining wall at Martin Luther King Jr. Street. The trail was constructed to the north and south of Fall Creek and added connectivity to the Canal Towpath trail and future extensions will connect to the White River Trail. The constructed improvements included drainage enhancements, trail signing and wayfinding, extensive landscaping, traffic signal modifications, and a floodplain mitigation plan.

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included conversion of a roadway to one-way with a re-purposed unused left-turn lane, which successfully carried the trail over the existing bridge. Experienced with mitigating impact while keeping the project moving, delivering on schedule and within budget.

JACKSON PARK/FORMATION OF OBAMA PRESIDENTIAL CAMPUS (OPC) Lead designer as a joint venture between IEI and Civiltech Engineering, Inc. for Phase I-II engineering design services for roadway improvement projects to support the South Lakefront Framework Plan, which included the Obama Presidential Center in Jackson Park. Enhancements included two bridge replacements; complete reconstruction and realignment of multiple roadways and intersections; geometric studies; safety studies with crash analysis; capacity analysis on Lakeshore Drive; bridge inspections and condition reports; location drainage studies; cost estimates; and, extensive public involvement and community engagement.

Value to Munster Experience with fast-paced, high-profile project in a heavily populated dense urban roadway network with a focus on pedestrian safety and mobility. Multiple utility relocations and creative maintenance of traffic solutions to maintain mobility during construction.



Reference: John Sadler, Chicago Department of Transportation (CDOT), Program Manager, 312-744-0488.

IU HEALTH & NNDC MULTI-USE CONNECTOR TRAIL Lead designer for design and construction of 0.8 miles of 8-foot wide multi-use connector trail which will provide connectivity between the Fall Creek Trail and future IU Health Campus (under construction). This connector trail replaced existing bike lanes on Capitol Avenue from Fall Creek Parkway S. Dr. to 21st Street to allow for bi-directional travel and to facilitate connections to Barton Park and planned connections to the Monon Trail on 22nd Street. The proposed improvements included drainage improvements, trail signing and wayfinding, tabled midblock crossings with rectangular rapid flashing beacons, and extensive landscaping.

Innovative Design In order to construct a multi-use trail within the existing right-of-way footprint, IEI proposed elimination of the bike lane on the west side of Illinois Street and



Reference: Jamey McPherson, Indianapolis DPW, Project Manager, 317-402-3690.

reconstruction of the entire east curb line. The east curb line was reconstructed further to the west to allow for the construction of an 8-foot-wide connector trail to be constructed adjacent to the existing sidewalk. This configuration created a low spot between the new curb line and the existing sidewalk. To ensure proper drainage, IEI proposed installation of an infiltration trench between the connector trail and existing sidewalk to encourage infiltration into the soil and convey excess water to the existing combined sewer system. This approach required the request of a design variance from Citizens Energy Group (CEG) standards for stormwater design. IEI provided extensive calculations to prove that proposed improvements would reduce the volume of water entering the combined sewer system. This approved approach to stormwater management provided a drainage solution that did not require modification to the existing sewers while at the same time improved outfall conditions and maximized the use of the project budget.

Uslue to Munster Innovative design solutions provided. Existing roadway in an urban corridor with similar traffic patterns to the Town of Munster. Scope included reorganization of available space within public right-of-way to allow for non-motorized transportation, in turn better meeting the communities needs and wishes.

BF&S



BROAD STREET (GRIFFITH, IN) Full services for project development and construction management for reconstruction of 1.8-miles of a four-lane roadway, full-depth pavement replacement, concrete curb and gutter, concrete drives, large diameter dual storm sewer systems, watermain replacement, sanitary sewer relocations, pedestrian signals, street parking, and right-of-way services for storefront businesses. *Reference: Rick Ryfa, Town Council President, Town of Griffith, rick.ryfa@griffith.in.gov, 219-924-7500*



HOBART 3RD STREET STREETSCAPE (HOBART, IN) Survey, design, environmental, utility coordination, and right-of-way-services. Select scope included pavement reconstruction, sanitary sewer main and lateral improvements, ADA compliant curb ramps and new public parking, and more. Utility coordination included burial of overhead electric and communication utilities throughout the corridor. *Reference: Phil Gralik, PE, City Engineer, City of Hobart, gralik@cityofhobart.org, 219-942-8271*



CROWN POINT STREETSCAPE (CITY OF CROWN POINT, IN) Improvements to pedestrian facilities around the courthouse square. Conversion of Clark Street to a one-way westbound street between Main Street and the alley 100-feet east of Main Street. Installation of new warning signs for motorists where installed, re-striping of existing crosswalks, and the relocation of stormwater inlets took place. *Reference: Peter Land, Mayor City of Crown Point, pland@cityofcrownpoint. in.gov, 219-662-3240*



Teska, in collaboration with Sam Schwartz, partnered with the Town of Munster to reclaim Munster's corridors as attractive and walkable destinations. Combined with the expertise and awareness IEI, BF&S and Dodd bring, our team will prove to the Town of Munster that we are the right fit to successfully deliver the Indiana Ridge Road Complete Street Project!

STAFFING/ORGANIZATION

We understand the value of building and utilizing diverse teams, and empowering the creativity of each firm to create valuable and lasting community infrastructure. Every project requires a specific skill set of its team to achieve its desired goals, and the Town of Munster's Ridge Road Complete Street Project is no different. Our uniquely gualified team is showcased below, followed by resumes.



KEY:

STAFFING/ORGANIZATION



Alex Kline, PE Project Manager | Main Point of Contact

Alex brings over 10 years of civil engineering experience in urban and rural roadway design. He has served as project manager on similar projects for the Indianapolis DPW and INDOT and has a strong understanding of state and local standards and specifications. He has worked on many projects throughout the state ranging from residential street rehabilitations to large interstate projects.

In addition, he has extensive experience managing projects that focus on traffic optimization and pedestrian safety. He specializes in working in dense urban environments and understands how important public engagement is to a project's success. Alex is an INDOT Certified Utility and Railroad Coordinator and understands how impactful this coordination can be to project delivery. His experience performing these services on other similar projects will ensure that the utilities and the Northern Indiana Commuter Transportation District (NICTD) are considered in all design decisions throughout the project.

SELECT EXPERIENCE

Michigan Road Complete Street; City of Indianapolis DPW; Project Manager for the reconfiguration of Michigan Street from Holmes Avenue to White River Pkwy West Drive from six lanes down to two lanes with parking and a cycle track. Mr. Kline's responsibilities included roadway design, drainage design, utility coordination, and overall project management, inclusive of three-dimensional roadway modeling and coordination with utilities present throughout the corridor.

B&O Trail; Speedway Trail Association; Project Manager for the design of a 2.6-mile, 12-foot-wide multiuse trail extension. Mr. Kline's responsibilities included drainage design, horizontal and vertical alignments, conformance to ADA requirements and property owner coordination, as well as provided oversight of multiple subconsultants ranging from Survey, Right-Of-Way Engineering, Geotechnical Engineering and NEPA documents.

Fall Creek Trail Extension Phase I; City of Indianapolis DPW; Project Manager for the design of a 1.6mile, 10-foot wide multi-use trail extension. Mr. Kline's responsibilities included drainage design, horizontal and vertical alignments, conformance to ADA requirements, and property owner coordination, as well as provided oversight of multiple subconsultants ranging from Survey, Right-Of-Way Engineering, Geotechnical Engineering and NEPA documents.

Multi-use Connector Trail; IU Health and Near North Development Corporation (NNDC); City of Indianapolis DPW; Project Manager for the Alternatives Analysis and Trail Design of the multi-use trail which provided connectivity between the recently constructed extension of Fall Creek Trail and the IU Health Campus, that is currently under construction.

Pennsy Trail Phase 3A; City of Indianapolis DPW; Project Engineer for the design of 1.6-mile long, 10-footwide multi-use trail extending the present trail towards the master plan of connecting communities outside of Indianapolis Mr. Kline's responsibilities includes drainage design, horizontal and vertical alignments, conformance to ADA requirements, and extensive property owner coordination.

56th Street Resurfacing; City of Indianapolis DPW; Project Engineer for the resurfacing of 1.7-miles of roadway along 56th Street from Emerson Way to Old Colony Road. Mr. Kline's responsibilities consisted of initial site work, plan preparation, roadway design, drainage design, and utility coordination. Design included an asphalt overlay design with void reducing membrane along the longitudinal joint, textile pavement interlay to increase strength, retroffiting underdrains into the existing inlets, and restriping existing pavement to include bike lanes.



For the B&O Trail in Speedway, IN, Alex lead trail clean-up with IEI, in collaboration with the town and local community.

HIGHLIGHTS

INDUSTRY EXPERIENCE 10 Years

EDUCATION

Bachelor of Science, Civil Engineering, Rose-Hulman Institute of Technology

LICENSES

Professional Engineer IN #11600699

INDOT Certified Utility Coordinator

INDOT Certified Railroad Coordinator



Dustin Quincy, PE (IEI) Project Principal 22 Years Experience

Dustin has been involved in the design and management of multiple public urban spaces and green infrastructure projects. This experience includes trail design on the B&O Trail, IU Health Multi-use Connector Trail, Fall Creek Trail, the Eagle Creek Greenway, Pennsy Trail, Broadneck Peninsula Trail (Maryland), and Rock Creek Trail (Maryland).

EDUCATION: Bachelor of Science, Civil Engineering; Purdue University

LICENSES/CERTIFICATIONS: PE IN #10809362; IL # #062060532



Drew Barth, PE (IEI) Project QA/QC 20 Years Experience

Drew brings an extensive array of roadway design and reconstruction projects. He is proficient in INDOT and Indianapolis DPW standards and specifications, and possess extensive experience with both design and inspection. He will oversee all QA/QC for the project and integrate a rigorous plan for successful completion.

EDUCATION: Bachelor of Science, Civil Engineering and Land Survey Engineering; Purdue University

LICENSES/CERTIFICATIONS: PE IN #10708201; INDOT Bridge Inspection Team Member IN000807-2025-ATM; Survey Intern IN #ST40200061; INDOT Bridge Hydraulic Design Certified; INDOT Drainage for Driveway Permit Certified



Jodi Mariano, PLA, ALSA (*Teska*) Public Engagement, Lead 21 Years Experience

Jodi led the planning efforts for the Town of Munster's Streetscape project. Her work is recognized for its sensitivity to historic and cultural resources, and has completed numerous corridor, streetscape and public place plans, including high profile streetscapes. She will integrate this knowledge to lead Public Engagement throughout the project.

EDUCATION: Bachelor of Science, Civil Engineering; Purdue University

LICENSES/CERTIFICATIONS: State of Illinois, Registered Landscape Architect, License #157-001062; CLARB, Certified Landscape Architect, No #4570



Erin Cigliano, AICP (Teska) Outreach Support 16 Years Experience

Erin creatively engages communities using her experience in planning, communication and interactive design. Grounded in the basics of solid planning and community engagement, and brought to life via dynamic visuals and storytelling, her specialties include innovative workshop planning and facilitation, youth ideation, mind mapping, data visualization, web development, graphic design, and virtual outreach.

EDUCATION: Bachelor in Urban Planning; University of Illinois, Urbana-Champaign

LICENSES/CERTIFICATIONS: American Institute of Certified Planners (AICP); American Planning Association (APA)



Carlos Irizarry, PE (*IEI*) Project Constructability Review 11 Years Experience

Carlos brings a versatile background in inspection and construction administration experience encompassing broad disciplines. He has provided Resident Engineering and Resident Project Representative services with extensive experience in inspection of roadway, sidewalks, ADA ramps as well as sanitary sewer systems.

EDUCATION: Bachelor of Science, Civil Engineering, Surveying and Topography; University of Puerto Rico at Mayagüez

LICENSES/CERTIFICATIONS: PE IN #11800300 INDOT Certified Technician; INDOT Qualified Technician; Site Manager Indianapolis DPW CIP



Emily Siler, PE (*IEI*) MOT Lead, Traffic Quality Control, Roadway Design Lead, 6 Years Experience

Emily has experience in both urban and rural roadway design consisting of resurfacing and rehabilitation design, trail design, interchange design, intersection layouts, traffic counts, and ADA design with state and municipal roadway/bridge engineering projects. Her background in traffic experience including traffic impact studies, traffic signal design, traffic capacity analysis, and complex signing, and she focused on transportation and more specifically traffic planning for her Master's Degree.

EDUCATION: Bachelor of Science, Master of Science, Civil Engineering; Ohio University

LICENSES/CERTIFICATIONS: Professional Engineer: IN #11900832; INDOT Bridge Inspection Team Leader #IN000782-2031-ATL; Safety of Inspection of In-Service Bridges (NHI 130055)



Naomi Foster, EIT (IEI) Roadway Design, Support 3 Years Experience

Naomi brings a background in master planning and conceptual design, as well as experience in site/civil design, hydrological analysis, hydraulic design, and traffic layout and design. In addition, she has managed dozens of site/civil design projects involving stormwater management, water quality pond design, and hydraulic/hydrological modeling.

EDUCATION: Bachelor of Science, Civil Engineering; University of Notre Dame

LICENSES/CERTIFICATIONS: INDOT Bridge Inspection Team Member: IN000838-2024-ATM



Jordan Hennessy, EIT (IEI) Drainage and Hydraulics, Lead Utility/Railroad Coordination Support 6 Years Experience

Jordan's background is in urban and rural roadway design and he has worked on many LPA and locally funded projects. He also has led Utility Coordination for many IEI trail projects, and brings extensive hydrological analysis and hydraulic design, experience, plus managed dozens of site/civil design projects involving stormwater management, water quality pond design, and hydraulic/hydrological modeling.

EDUCATION: Bachelor of Science, Civil Engineering; Rose-Hulman Institute of Technology

LICENSES/CERTIFICATIONS:

INDOT Certified Utility Coordinator INDOT Certified Railroad Coordinator



Kevin Hintz (BFS) Utility/Railroad Coordination Lead; 12 Years Experience

Kevin's experience with Local, GSC, BOT, LPA and INDOT projects has allowed for him to gain knowledge and experience in utility work plans and relocation drawing development, including comparing all utility relocation plans and relocation schedules for potential conflicts with each other and the project schedule. He also has experience transitioning projects to construction phase utility coordination, and holds regular utility status meetings.

EDUCATION: Bachelor of Science, Civil Engineering; Trine University

LICENSES/CERTIFICATIONS: Professional Engineer: IN #11400761; INDOT Certified Utility Coordinator INDOT Certified Railroad Coordinator

STAFFING/ORGANIZATION



Mark Neal, PS (BFS) Survey, ROW Plans 30 Years Experience

Mark brings a background in Survey and Construction Inspection. He will be responsible for the completion and delivery of all topographic survey and data collection operations including the processing of the electronic survey data using AutoCAD, Softdesk and MX Roads Software. He also has a vast experience in the completion of Location Control Route Survey Plats.

EDUCATION: Bachelor of Science, Building Construction and Contracting; Purdue University

LICENSES/CERTIFICATIONS: Registered Land Surveyor, IN #LS20100046



Neal Bennett, PWS (BFS) Environmental Lead 15 Years Experience

Neal brings federal-aid and locally funded project experience inclusive of transportation infrastructure, wetland and stream restoration, watershed studies, MS4 water quality studies, and wastewater treatment projects. He is the principal investigator for wetland delineations, stream assessments, habitat evaluations, endangered species studies, vegetation surveys, restored habitat monitoring and evaluation, tree impact studies, and wildlife studies. He also provides planning and design services for wetland, and stream restoration/enhancement projects, floodplain habitat creation projects and storm water best management practices (bmp's).

EDUCATION: Bachelor of Science, Biology; Ball State University



Brent Friend, PS (BFS) Acquisition Management 30 Years Experience

Brent has extensive experience with LPA road, bridge, utility, and trail acquisition projects across the state of Indiana. He is involved with the preparation of boundary surveys, utility easements, annexation consulting, airport land planning and expert witness testimony. Brent will also provide survey support as needed. He has provided preparation decisions and provides counsel in the completion of retracement surveys.

EDUCATION: Bachelor of Science, Land Surveying Engineering; Purdue University

LICENSES/CERTIFICATIONS: Registered Land Surveyor, IN #20100039



Troy Willard, PE, PTOE (BFS) Lighting Design, Lead 30 Years Experience

Troy has experience with all facets of road and traffic design and contracts including, roadway, lighting, signage, traffic signal, ADA compliance, special provisions and contract bidding. He also has in depth knowledge of traffic operations, which allows his unique skill set of traffic understanding with quality road design to provide the best possible solution for a wide range of road and intersection improvement projects.

EDUCATION: Bachelor of Science, Civil Engineering; Purdue University

LICENSES/CERTIFICATIONS: PE IN #11500691; Professional Traffic Operations Engineer (PTOE)



Stacey Meekins, AICP (SS) Subject Matter Expert, Design 18 Years Experience

Stacey is a leading expert in multi-modal safety and mobility. She has focused her career on helping communities implement solutions to make their transportation systems more inclusive; establishing safer, more inviting environments that promote and empower walking and bicycling as integral modes of transportation. With her experience on Ridge Road and Calumet Avenue Corridor Studies, she will serve as a subject matter expert and provide excellent insight to the project team, as needed.

EDUCATION: Bachelor of Science in Civil Engineer; Northwestern University; Masters of Science, Planning + Policy; University of Illinois at Chicago

LICENSES/CERTIFICATIONS: American Institute of Certified Planners (AICP)



Sara Disney Haufe, PE, PTOE (SS) Traffic Design, Lead 12 Years Experience

Sara expertly balances her technical expertise and accessible communication style to build consensus between decision makers, stakeholders, and daily users. She specializes in corridor studies that incorporate complete streets principles to improve safety and balance the needs of all roadway users and modes.

EDUCATION: Bachelor of Science, Environmental Engineering; University of Illinois at Urbana Champaign

LICENSES/CERTIFICATIONS: Professional Engineer IL, WI; Professional Traffic Operations Engineer (PTOE), Transportation Professional Certification Board; Urban Land Institute (ULI); Institute of Transportation Engineers (ITE)



Jill Troiani Benoist, PLA (*Teska*) Landscape Architect, Lead 5 Years Experience

Jill has been involved with the Landscape design on many projects while at Teska. Most similar to this project include Lincoln Square Master Plan, Ainslie Arts Plaza, Wilmette Downtown Streetscape, Kankakee's Schuyler Avenue Streetscape project and gateway signage, Winnetka's Streetscape and Signage Plan, Lake Zurich School District, Morris Downtown Master Plan, North Aurora Riverfront Park Plaza, Westminster Place Cottage Homes and Northwestern University's landscape enhancements.

EDUCATION: Bachelor of Arts, Studio Art, Art History; DePaul University; Masters in Landscape Architecture; University of Colorado



Dom Suardini (*Teska*) Landscape Design, Support 16 Years Experience

Dominic understands big picture thinking involved in community planning down to the smallest of details in creating a vibrant and unique streetscape for a community. His experience includes a broad range of urban design, land planning, landscape design, construction documents, and planning projects, with a passion for creating special places for people to live, work and play. He's provided landscape architecture design services for publicly and privately owned properties including, Glencoe Village Hall, Glenstar Mixed-Use Development, Roosevelt Road Streetscape, North Campus Infrastructure Landscape Plan (Northwestern University); Foster Walker Quad Landscape Plan (Northwestern University); and West Ryan Field Parking Renovations (Northwestern University).

EDUCATION: Bachelor in Landscape Architecture; Michigan State University



Scott Zajac, PE (Terracon) Geotechnical Lead 18 Years Experience

Scott lives within 15 minutes of Ridge Road! He brings a broad geotechnical, civil, and construction background locally within Munster, as well as abroad.

EDUCATION: Master of Science, Geotechnical Engineering; Bachelor of Science, Civil Engineering; Purdue University



Jackie S. Dodd (Dodd) Title Research 23 Years Experience

Jackie's experience throughout includes real estate title research and Title ϑ Encumbrance Reports for both large projects (750+parcels) and smaller projects throughout the State of Indiana.

PROJECT UNDERSTANDING

IEI has an ongoing working relationship with both Teska and Sam Schwartz for similar work with our Midwest and East Coast offices. Due to our existing positive working relationships and their project specific knowledge and quality work completed to produce the Streetscape Plan, we have partnered with them for this opportunity for the success of the town's project. Together, we bring a strong knowledge of similar projects and the Streetscape Plan itself. Our understanding is featured below, followed by our team's approach to each task needed for successful delivery.



The purpose of the Ridge Road Complete Street project is to provide people with more direct access to destinations along the Ridge Road corridor and to the future NICTD train station being constructed with the West Lake Corridor Project along the Monon Trail corridor.

Between June 2020 and June 2021, the Town of Munster teamed with Teska, in collaboration with Sam Schwartz, to conduct a comprehensive streetscape design and engagement program for the Ridge-Calumet Corridor. During that time, a range of outreach activities and events (pictured left), including: working with the steering committee; stakeholder interviews; agency coordination; pop-up events at the Munster Farmers Market and Town Hall; web-based polls; visual preference surveys; charrettes; and public presentations. Through this cultivation of collaboration, the Streetscape Plan was authored while simultaneously earning widespread community support and a unanimous Town Council adoption. All research and compiled results were utilized to apply for the USDOT Rebuilding America Infrastructure with Sustainability & Equity (RAISE) grant being utilized to support the construction of this portion of the Ridge Road Complete Street project.

This transformative Streetscape Plan will improve non-motorized travel, capture stormwater runoff, provide tree cover and plantings and improve economic activities by transforming the roadway corridor into a vibrant, accessible, and cohesive space. The space to accomplish this task will come from the reduction of travel lanes along Ridge Road from five lanes to three lanes to provide plantings and a mixed-use trail within the existing right-of-way.

KEY TO SUCCESS: UNDERSTANDING FUNDING Utilizing the RAISE grant for the funds to design and construct this project provides its own set of unique constraints and opportunities. IEI has outlined our understanding, as well as laid out critical details that will contribute to the success of this project.

- The Indiana Department of Transportation (INDOT) is NOT involved as the administrator for the Federal Highway administration (FHWA) of the federal funds as they would be for Local Public Agency (LPA) projects.
- The Town of Munster, as the LPA, is the direct recipient of the federal funds and responsible for the administration of the grant and the oversight of the contract. Therefore, documents and processes will need to be developed for the environmental and plan approval processes between the Town and FHWA. (IEI, BF&S, Terracon, and Dodd all have experience working with INDOT, FHWA, and IDEM through similar processes).
- 🔲 IEI contacted the USDOT RAISE grant office to better understand the process. USDOT responded that with this being so early in the process, the FHWA is still in the process of working out formal consistent procedures. Our team will work with the Town to help establish the most streamlined approach to get this project to construction.
- The typical INDOT process does not have to be followed. The schedule and process can be discussed and reviewed for approval by the FHWA.
- All funds must be obligated by June 30, 2026, and expended by June 30, 2031.
- Per Exhibit C of the grant agreement under the FY 2022 RAISE Transportation Grants Program Document, the recipient (Town of Munster) will be required to submit quarterly cost, schedule, and status reports to USDOT. The IEI team will provide all information necessary to complete this report in advance for timely completion and submittal to USDOT.



PROJECT APPROACH

We congratulate the Town of Munster on receiving the RAISE grant to implement the Ridge Road enhancements as set forth in the Calumet-Ridge Streetscape Plan. We feel we have the right team, with a clear understanding of the purpose and goals of this project and knowledge of the RAISE grant commitments and requirements, to successfully deliver this transformational infrastructure project. Our proposed approach to all tasks is outlined below, in brevity. We look forward to digging deeper into the details at our interview!

FIELD SURVEY Our team understands the importance of obtaining all data needed for the town's project and will hit the ground running upon notice to proceed. Taking the lead, BF&S will ensure we obtain the baseline data for property boundaries and topographic data collection in order to produce preliminary plans and ensure the schedule starts off successfully.



SUSTAINABILITY IEI is on the forefront of sustainable design, with projects that include green bank stabilization, hybrid ditches, infiltration trenches, carbon capture, and permeable pavers.

Our team understands that a first step to scope finalization will be evaluating optional on-street parking to support Ridge Road Businesses in place of native planted rain gardens. This decision will impact the environmental document.

Items such as rain gardens, tree canopies and native plantings will ensure the town meets sustainability goals set forth by the Coastal Grant received during the study. They also greatly impact the environmental document and are critical decisions that need to be made early-on within the design development phase.

TRAFFIC ENGINEERING AND SIGNAL DESIGN Intersection turning movement counts at each signalized intersection along the study corridor will be performed, building upon the traffic model prepared during the initial streetscape plan and providing insights on normalized, post-pandemic travel demands within the Town of Munster. These counts will capture vehicle, pedestrian, and bicycle activity to support an engineering design that promotes walkability and multimodal travel along the study corridor. In coordination with the Northern Indiana Regional Planning Commission (NIRPC), Sam Schwartz will update forecasted traffic volumes for an improved Ridge Road. These traffic volume projections will incorporate the diversion of pass-through traffic as a result of the proposed road diet and will reflect anticipated commuter mode shift after completion of NICTD's West Lake Corridor Project. The Synchro/SimTraffic model of Ridge Road will be updated accordingly to inform engineering design (including turn lane dimensions to manage queues); enable efficient vehicular progression and minimize idle time; and, facilitate comfortable pedestrian access and crossing intervals.

Sam Schwartz will lead the field visit, which will be conducted in order to verify existing conditions in the record plans and survey data. These inspections will also determine the location of a power source to provide electrical energy for the new traffic signal at Jackson Avenue. Using the record plans and field inspection notes, Sam Schwartz will prepare traffic signal plans in conformance with the requirements of the Manual on Uniform Traffic Control Devices, Town of Munster, and USDOT.

ENVIRONMENTAL/PERMITTING



Neal Bennett, Environmental Lead, has conducted a preliminary Red Flag Investigation review of the project area and the following items were documented. It appears that the project will be able to secure a Section 106 No Adverse Effect finding.

Therefore, it is anticipated that the project will required a Level 2 Categorical Exclusion.

NEPA Level

Categorical Exclusion Level 2

Section 106 Historic

5 historic properties are mapped in the project area. A Section 106 anticipated finding of "no adverse effect".

Waters of the U.S.

No wetlands or streams are mapped in the project corridor.

HAZMAT concerns

4 Leaking Underground Storage Tanks (LUST) mapped in the project corridor. A Phase 1 ESA is likely to be required.

Threatened & Endangered Species

A "no effect" or "may affect, not likely to adversely affect" determination is anticipated.

Section 401/404

No. Section 401 IDEM RGP and Section 404 NWP are not anticipated to be required

Construction in a Floodway

No floodways are mapped overlapping the project corridor.

IDEM Construction Stormwater General Permit

Required - Construction activity is anticipated to disturb greater than one-acre of land.

LEVEL 2 CE TIMELINE

Section 106 Completion (critical path)	12 months
Draft CE Submittal to Final CE Approval	5 months
Total	17 months

Completion of the CE Document will most likely be on the critical path for the completion of the project. It is important for the design to develop quickly to identify all environmental impacts ear and keep the project on schedule for construction, without delay.

GEOTECHNICAL IEI will engage Terracon early in order to collect data necessary for timely completion of the project. Terracon will provide the required pavement cores, soil borings and geotechnical analysis with pavement recommendations for the project. In addition, we will engage Terracon to complete percolation testing in any area where there may be drainage solutions that require the re-charge of groundwater through infiltration.

UTILITIES Properly locating underground utilities and thorough utility coordination in dense urban areas are key factors for a successful project. There are often many unknown and abandoned utilities in place that can cause major delays, dangerous utility strikes, and claims during construction. Facilitating communication and information exchange early in the project development process through utility coordination helps all stakeholders in the mitigation of utility risks. The primary goal of utility coordination is to avoid conflicts wherever possible but, if necessary, make certain the design leaves adequate room for utility relocations in the rightof-wav.

soon as possible to clear the way for safe construction activities. Coordination with NICTD will



IEI and BF&S (lead, Kevin Hintz, PE, pictured left) will team together on the utility coordination task. For the Ridge Road Complete Street project, our team recommends including services for subsurface utility engineering in order to identify as many potential buried utilities within the project limits and identify in the early stages which conflicts cannot be avoided with design modifications. In order to get this project under construction quickly, all utility relocations will need to occur as

RIGHT-OF-WAY

Design is anticipated to be completed within the existing right-of-way. As part of the scope as needed, IEI will engage Dodd to provide title research and BF&S will use these title documents to establish the existing right-of-way boundary to be used as the baseline for design to ensure that the project elements remain within existing right-of-way. If minor adjacent encroachments to properties are required, IEI will work with the town to request right-of-entry, where appropriate, to potentially eliminate minor property acquisitions.

also be essential to ensure the improvements being made as part of the project are compatible with the West Lake Corridor project.

IEI and BF&S (lead) will team together on the utility coordination task. We feel it is important for the firm that is completing the major design elements to be closely involved with the utility coordination process so that design changes that inevitably occur are clearly communicated with the utility owners. Project Manager Alex Kline, PE, has significant experience with utility coordination on projects ranging from local trails to major interstates and airport runway projects. Further adding value, BF&S has a local office near the project site and brings great relationships with local utilities. Utilizing these relationships will aid in faster and more thorough responses from



POTENTIAL SCHEME FOR PHASED

[1] Existing Ridge Road, 5 lanes of traffic with sidewalks on each side of the road

[2] MOT Phase I, shift all traffic to south curb line. Construct the trail, landscape buffer and north median curb line [3] MOT Phase 2, Shift westbound traffic to north curb line and

construct the south median curb line. [4] MOT Phase 3. Shift all traffic to north curb line. Construct the south sidewalk and parking lane.

[5] MOT Phase 4, HMA Mill and overlay travel lanes. Install trees and landscaping

[6] Proposed Ridge Road with two travel lanes with raised planed medians/turn lane as third lane. Mixed-use trail and reconstructed sidewalks.

utilities. In addition, having two experts will provide an extra level of quality control to make sure this critical part of the project is not overlooked.

ROADWAY DESIGN The key elements with the roadway/mixed-use facilities design associated with this project are anticipated to be maintenance of traffic layout, ADA accessibility, drainage, adequate turning movements at intersections and driveways, emergency vehicle accessibility, and utilization of curb bumpouts to define on-street parking areas and reduce the length of pedestrian crossings.

The IEI team that will be leading and designing the roadway/mixed-use facility elements just completed a very similar project, the Michigan Road Complete Street project in Indianapolis, IN, where an existing 6-lane roadway will be reduced to 2-lanes with a separated cycle track within the existing right-ofway.

The Michigan Road Complete Street project also included coordination with local IndyGo bus routes, as well as design of bus loading areas within the limits of the raised median utilized to separate the cycle track. The Michigan Road project did not include the reconstruction of existing sidewalks; however, did include reconstructed curb ramps, the addition of curb bumpouts to define parking, the evaluation of turning movements for the design vehicles as defined by INDOT, and phased MOT.

The Ridge Road project will also have a raised, planted median separating traffic. Based on experience with similar projects, coordination with local emergency response agencies is important to make sure there is sufficient space or alternate routes available for emergency access.



Emily Siler, PE, MOT and Roadway Design lead, has developed an initial proposed schematic layout for phased MOT, shown left, in collaboration with the IEI team.



Project Manager Alex Kline, PE will lead the team through a customized project management plan. He will evaluate the facts, verify the assumptions, and deliver a project with the goal of exceeding the Town of Munster's current and future needs.

PROJECT KICK-OFF Upon award, our team will hold a kick-off with all project stakeholders to discuss our custom approach, proposed schedule, and potential risks, as well as propose plans for mitigation of risk throughout the project.



COMMITTED TO TRANSPARENCY IEI uses a simple but effective communication plan. From emails, phone calls and texts, to weekly and monthly reports, we work with project stakeholders to ensure we fulfill the desired level and frequency of communication preferred, in turn delivering a project that will satisfy the needs of the Town of Munster. Additionally, our IEI team communicates through the following:



» In-person and virtual meetings with the town throughout the duration of the project. These can be set on a routine, or occur whenever needed to ensure the project is progressing smoothly and all have a thorough understanding of the project's status.

» An on-call approach, which means Project Manager Alex Kline, PE, is always ready to take a call. Should any issues arise, Alex and the IEI team will call the town within 24 hours to discuss any high priority items.



» Progress reports will be prepared and provided to the town and stakeholders as preferred. We communicate our reports bi-weekly, monthly, or as requested.

PUBLIC ENGAGEMENT As featured earlier, we understand that between June 2020 and June 2021, Teska, along with Sam Schwartz Consulting, conducted a comprehensive streetscape design and engagement program for the Town of Munster's Ridge-Calumet Corridor. This work culminated in a collaboratively authored Streetscape Plan that earned widespread community support and resulted in unanimous Town Council adoption.

OUR APPROACH. Based on Teska's intimate knowledge and understanding of the community's vision and the adopted Streetscape Plan, they are uniquely positioned to continue to lead public involvement (Jodi Mariano, PLA, ALSA, Erin Cigliano, AICP) for this project. As the project progresses toward construction, they will continue to provide opportunities to engage with the community and document any feedback received for implementation in the final design, in collaboration with IEI. Coordination with the public during construction will also be essential to keep residents and business



informed on project progress and any potential impacts.

Tools and Resources. IEI proposes we continue to host, manage, and update the website created during preliminary streetscape planning and prepare narratives and graphics to share via the Town's newsletter as well.

KEY TO SUCCESS: IMPLEMENTING A RIGOROUS PLAN FOR QA/QC

Our IEI team will implement a rigorous Quality Assurance & Quality Control (QA/QC) plan, including utility coordination. Our steps include:

1 Self-Review

Document originator performs a self review.

2 Technical Review

Project Manager Alex Kline, PE, along perform an in-depth review of design, inclusive of all utilities.

3 QC Review

QA/QC Manager Drew Barth, PE, performs a "fresh eyes" review, and audit on utility coordination.

4 Back Checks & Corrections Design or sheets files are back checked, all markups are verified by the document originator, and revisions are made

5 Constructability Review

Carlos Irrizarry, PE, reviews the plans for ease of construction.

CONSTRUCTIBILITY REVIEW

One of the challenges with working in an urban environment is ensuring the proposed design takes into consideration how the contractor will construct every element of the project.

Occasionally, additional impacts are overlooked until construction begins which lead to costly overruns or delays during construction. Identifying these impacts during design requires an extensive understanding of construction methods and an eye for detail.



Carlos Irizarry, PE, has been involved in multiple high profile projects throughout the City of Indianapolis

and has proven invaluable at identifying constructibility issues and recommending revisions to the plans to ensure all impacts are fully considered in the final design.