DLZ

ARCHITECTURE • ENGINEERING • PLANNING
SURVEYING • CONSTRUCTION SERVICES

TOWN OF MUNSTER

Main Street Reconstruction

from Columbia Avenue to Hart Ditch

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Main Street Reconstruction

from Columbia Avenue to Hart Ditch

Your project reflects the modern vision for transportation infrastructure. This vision has evolved over past decades from the idea that roads merely connect points on a map to roads as facilities that serve not only motorists, but all members of a community. Complete Streets is not just a current buzzword. It reflects an understanding that our world is what we make and that over time, we can transform the feel of a place into people friendly environments that all can be proud to live and work in.

Developing a Complete Streets project requires the leadership of a Complete Engineer. DLZ knows that excellent project managers have strengths in three areas that don't always overlap in a single person:

- Technical expertise,
- Great communication skills, and
- An empathic nature.

Trisha Nugent meets these characteristics to a tee. She has hands-on experience developing horizontal and vertical alignments, stormwater management systems, erosion control plans, cross-sections, right-of-way, construction cost estimates, construction zone traffic control, maintaining pedestrian traffic coordination, signing surveys and construction and material inspection of various road and bridge projects. These give her the background she needs to make sure that her team develops well-formed plans for quality and accuracy.

But that is only one part of a project manager's duties. Trisha knows that the things we build have lasting effects on people's lives. Road projects have evolved from just building the road to making sure that the needs of adjacent property owners as well as the motoring public are met. To understand human factors, project leaders must have the ability to put themselves in others' shoes, which is the very definition of empathy. But even empathy isn't enough if you cannot communicate with the stakeholders. Trisha's strength is in communicating projects' impacts and effects.

DLZ is proud to offer Trisha as your project manager for the Main Street reconstruction project.

Respectfully submitted,
DLZ INDIANA, LLC

Laurie D. Johnson, PE | Vice President

Anthony J. Kenning, PE | Division Manager, Munster

Identification & Qualifications

Innovative Ideas | Exceptional Design | Unmatched Client Service

These are the principles that guide DLZ professionals in delivering solutions to your engineering, architecture, and construction services needs. We focus on meeting and exceeding our clients' expectations and are known for our expertise, integrity, and contributions to the people and communities we serve. A family– and state certified minority-owned full-service firm, DLZ's multidisciplinary, collaborative approach to professional services allows us to build and lead successful project teams that are dedicated to providing solutions that save money, improve operations, and solve problems. Our vision is simple: Create successful partnerships with our clients that facilitate trust, commitment, and communication.

DLZ's five Indiana offices are located in Munster, Burns Harbor, South Bend, Indianapolis and Fort Wayne. DLZ has been providing quality professional engineering and architectural services since 1916, with more than 600 employees at 26 office locations throughout the Midwest.

2021 STAFFING CAPACITY

DLZ's present workload fits well into this project schedule. Together we can complete the project!

Road Professional Engineers	30
Road Engineers	19
Traffic Engineers	4
Traffic PTOEs	7
Transportation Planners	5
Environmental Specialists	12
Bridge Professional Engineers	17
Bridge Engineers	10
Designers/Technicians	10
Hydraulic Engineers	7
Land Surveyors	27
Right of Way Engineers	11
Construction/Field Professionals	61
TOTAL	220

220 **Transportation Professionals**

Focused on
Quality | Schedule | Budget

DLZ Indiana, LLC
900 Ridge Road, Ste L
Munster, Indiana 46321
(219) 836-5884

Authorized Negotiator
Laurie D. Johnson, PE
Vice President
317.532.8216 | ljohnson@dlz.com

Project Understanding

The Town's vision includes new pavement, stormwater management, accommodations for pedestrians and bicyclists, decorative street lights, median islands, to begin construction in Fiscal Year 2025. This vision is gaining traction and the project will continue to evolve through ongoing discussions with the Town of Munster and other project stakeholders. This project received federal funding up to $5,034,593 for construction and $318,000 in right of way funds. This funding requires adherence to the policies detailed in the Local Public Agency Project Development Process Guidance Document for Local Federal-Aid Projects.

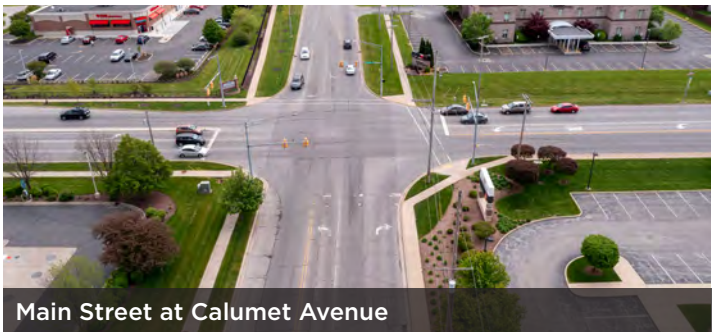
DLZ reviewed the Lake County GIS, which indicates that the majority of the project has 90 feet of right of way and that there may be 26 parcels that may require right of way acquisition. These parcels are the residential parcels west of Calumet Avenue and one NIPSCO parcel on the southwest side of the existing bridge over Hart Ditch. Additionally, the sidewalk on the southeast side of Calumet Avenue appears to be partially on the Bank property. After determining the existing right of way, DLZ reviewed the current roadway section with the proposed lane configurations and what opportunities were available. There exists various options, which will depend upon continuous coordination and communication between INDOT, the Town of Munster and the DLZ Team.

Through discussions with the Town, field visits to the project, and knowledge of the LPA Guidance document 14 Key Elements emerged that DLZ views as the Keys to Project Success:

1. **MULTI-MODAL CONNECTIVITY**
2. **STORMWATER MANAGEMENT AND FLOODPLAIN**
3. **GREEN INFRASTRUCTURE**
4. **AESTHETICS**
5. **CRITICAL INTERSECTIONS**
6. **MUNICIPAL COORDINATION**
7. **TRANSITIONS**
8. **PEDESTRIANS**
9. **MAINTENANCE OF TRAFFIC**
10. **SCHEDULE**
11. **UTILITIES**
12. **MANAGEMENT OF POTENTIAL WETLANDS**
13. **PUBLIC INVOLVEMENT**
14. **INDOT COORDINATION**

Main Street at Columbia Avenue

Main Street West of Calumet Avenue



Main Street at Calumet Avenue

1. MULTI-MODAL CONNECTIVITY

With the construction of the NICTD Westlake Line and station and the existing Pennsy Greenway Trail, there is a need to provide for pedestrian and vehicular access to and through the project.

2. STORMWATER MANAGEMENT AND FLOODPLAIN

Managing stormwater in an urban area is always a challenge especially when the topography is flat and there are potential existing wetlands. Federal, State and Local standards must be adhered to with a proper design. A careful assessment of the hydrology of the floodplain areas in and near the project will be a key to ensuring proper permitting is obtained in keeping with the project schedule.

3. GREEN INFRASTRUCTURE

Green infrastructure techniques, such as the use of modified soils, adaptive vegetation, porous pavements, and many other techniques to effectively treat and manage at least the first flush of rainfall are becoming an essential and effective component of nearly every public project. Our design approach may include, where possible, feasible and beneficial, constructed stormwater bioswales, bio-infiltration systems and other sustainable green design approaches for stormwater management.

4. AESTHETICS

This project is a multi-modal hub that will be the entrance to the Town of Munster for many using the NICTD Westlake Line and the Pennsy Greenway Trail. Implementing pleasing aesthetics that help contribute to a great first impression will be a goal.

5. CRITICAL INTERSECTIONS

The intersections with Columbia Avenue and Calumet Avenue will require the proper lane configurations, but also afford the Town opportunities for aesthetic and operational improvements.

6. MUNICIPAL COORDINATION

As the north side of Main street is in the Town of Munster and the Munster School District and the south side is in the Town of Dyer and the Lake Central School district coordination between municipalities is necessary.

7. TRANSITIONS

There is a mix or residential and commercial areas along the Main Street Corridor. Care, diligence, and creativity are necessary to properly coordinate the aesthetic and operational characteristics of Main Street between them all.

8. PEDESTRIANS

This area is a potentially walkable residential and commercial center of the Town with accessibility to multiple modes of transportation. The key to the success of this project is maintaining the existing pedestrian connectivity and improving it, where possible by filling the gaps in sidewalks and widening walks while providing separate bicycle access, where possible.

9. MAINTENANCE OF TRAFFIC

With such a critical project, the coordination between pedestrian and vehicular traffic for residences and businesses are of the utmost importance. We've included a more in-depth discussion of some possible approaches to manage traffic during construction on page 7.

10. SCHEDULE

Three years goes fast when there is potential permitting and condemnations. Adhering to the schedule will require creativity and knowledge of the INDOT standards and project framework. We've included a graphic to illustrate a possible timeline for this project.

11. UTILITIES

From the BP petroleum pipelines to stormwater management to the NIPSCO gas pipeline to NIPSCO substations there are many utilities that require long-term coordination and constant communication to get the project across the finish-line.

12. MANAGEMENT OF POTENTIAL WETLANDS

There are wetland soils, plants, and hydrology in the area. It will be necessary to continue coordination between INDOT, IDEM and the project team to determine if there are impacts to isolated wetlands and whether those potential impacts may require mitigation.

13. PUBLIC INVOLVEMENT

As this project is in two separate communities and travels through residential and commercial areas, stakeholder communication and coordination are key project components to keep traffic moving and complete construction.

14. INDOT COORDINATION

INDOT will assist in getting the project to letting, but it will be up to the project team to ensure the project is ready for Contract Bidding.

Project Map

DLZ has visited the project site on numerous occasions to prepare for the development of this proposal. It is very evident that the character of the surrounding land use and subsequent needs vary along the Main Street alignment.

Furthermore, the opportunity and need for varying cross-sections exist depending upon the interaction with adjacent properties.

As an example, some areas present a need for access management as at Calumet Avenue, while there are other areas (e.g., away from Calumet Avenue) that do not necessarily require median islands.

The design should respect the change in neighborhood character and provide the utility to best serve the residents and businesses. The essence of the aesthetic treatments should also embrace the intent and visual look of the surrounding neighborhood providing smooth transition between character sets while at the same time invoke a common theme throughout the project.

Columbia Ave. at Main Street Looking East

1. 12' Multi-Use Trail
2. 14.5' Travel Lane
3. 16' Median
4. 5' Bike Lane
5. 14.5' Travel Lane
6. 5' Sidewalk
7. Future Train Station

Environmental

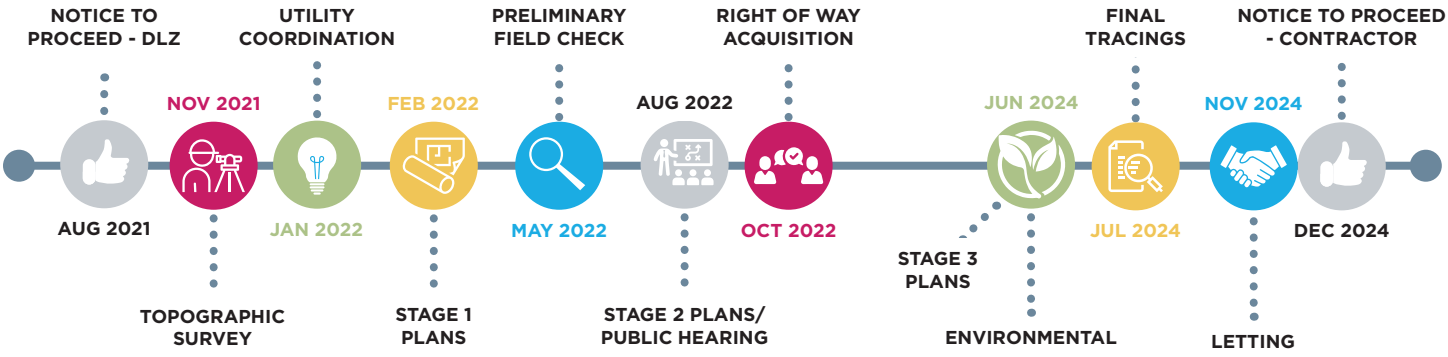
DLZ has performed a preliminary Red Flag study on the project area which includes a field visit and preliminary reviews of environmental databases provided by IDEM, IDNR and the IndianaMap databases. The following issues have been identified, and the conclusion is that there are no apparent environmental "project stoppers" within the project area.

Site of leaking underground storage tank.

Challenges	Solutions
Right of Way	Due to the total anticipated right of way area to be acquired being greater that 0.5 acre, it is anticipated that a Level 2 Categorical Exclusion (CE) will be appropriate for NEPA documentation.
Section 106	The proposed work types are covered under the Minor Projects Programmatic Agreement (MPPA). Section 106 approval under the MPPA will expedite completion of the environmental documentation. No potentially historic properties were noted in the project area. Qualified professional archaeological services would be required to support MPPA applicability if the project impacts previously undisturbed soils.
Stream and Water Quality Impacts	The project may result in short term impacts to water quality that are typical of roadway construction activities. Implementation of INDOT Standard Specifications is anticipated to adequately address water quality concerns. Stream impacts, if any, will not exceed 300 feet; therefore, stream mitigation is not anticipated to be required.
Floodplains	Hydraulic analyses will be conducted to ensure that the project will not result in negative effects upon natural and beneficial floodplain/floodway values.
Threatened and Endangered Species	DLZ will conduct programmatic consultation for bat species of concern using the on-line USFWS IPaC system, which streamlines the consultation process. A "No Effect" or "May Affect, Not Likely to Adversely Affect" determination is anticipated. If trees are removed, a seasonal tree clearing restriction is expected (trees may not be removed from April 1 through September 30).
Pipelines	Coordination with Amoco Oil Co., Amoco Pipeline Co. and NIPSCO is recommended to identify any potential conflicts early in the project's design.
Hazardous Materials	The recorded location of a leaking underground storage tank was noted in the northwest quadrant of the Main Street/Calumet Avenue intersection. Coordination with the IDEM Project Manager is recommended to determine the need for further investigations.

Resource agencies are sometimes concerned for small isolated wetlands. While it's not always black and white, ditch features that meet the 3 wetland criteria makes them (likely) jurisdictional wetlands and we need to delineate those features. The regulators (Corps/IDEM) may consider them not jurisdictional under certain circumstances like being manmade, constructed in uplands for roadside drainage, or being isolated. Even ephemeral drainages are not considered waters of the US in certain circumstances due to recent waters of the US definition changes. Ultimately, the Corps is the agency that make the call regarding federal jurisdiction. IDEM is concerned with non-federally jurisdictional features such as isolated wetlands but that has recently changed as well.

Schedule



Schedule with use of Federal Funds with Right of Way Acquisition.

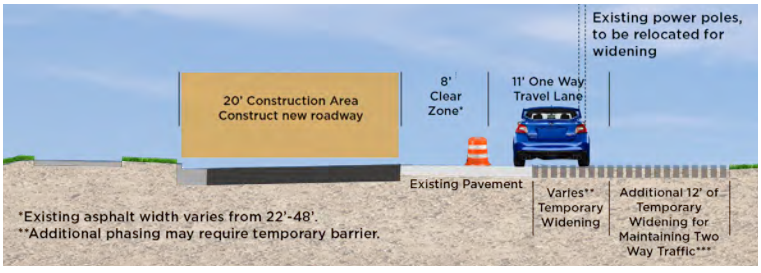
Maintenance of Traffic

The maintenance of traffic plan for Main Street is a critical design element for this project, due to its direct impact to the traveling public. Given the magnitude of the proposed construction, the flexibility given to a contractor by a full closure of Main Street would be the most cost effective and allow for the shortest construction schedule. Within the project area, Main Street is the primary access for the Cobblestones and other subdivisions and businesses along the corridor. Many of the properties have access from Calumet Avenue or other roadways, but the impact to the daily commute of the traveling public has to be considered carefully.

If it is decided that a full road closure with detour is not a viable option, then traffic must be maintained along Main Street while the roadway is under construction. While maintaining traffic through a construction zone, there are generally two options to consider: 2-way traffic consistent with the existing condition, or maintain traffic in one direction and provide a detour for the other. DLZ performed a preliminary analysis of a potential maintenance of traffic plan. Our initial opinion is that this project may benefit from a 1-way detour. DLZ has successfully used this on other projects, to maintain local access, including emergency vehicle access, throughout construction.

In order to maintain 2-way traffic during construction, it will likely be necessary to install temporary pavement along either the north or south side of Main Street while the opposite side is under construction. Utilizing 1-way traffic significantly reduces the amount of temporary pavement required, as compared to maintaining 2-way traffic, and allows for fewer phases and a faster construction schedule. By submitting a design exception to reduce the clear zone from the required 13' to 8', it is anticipated that temporary widening can be held to a maximum of 8 feet through the project area. Conversely, if two-way traffic is desired, an additional 12 feet, for a total up to 20 feet, of temporary pavement may needed through the corridor.

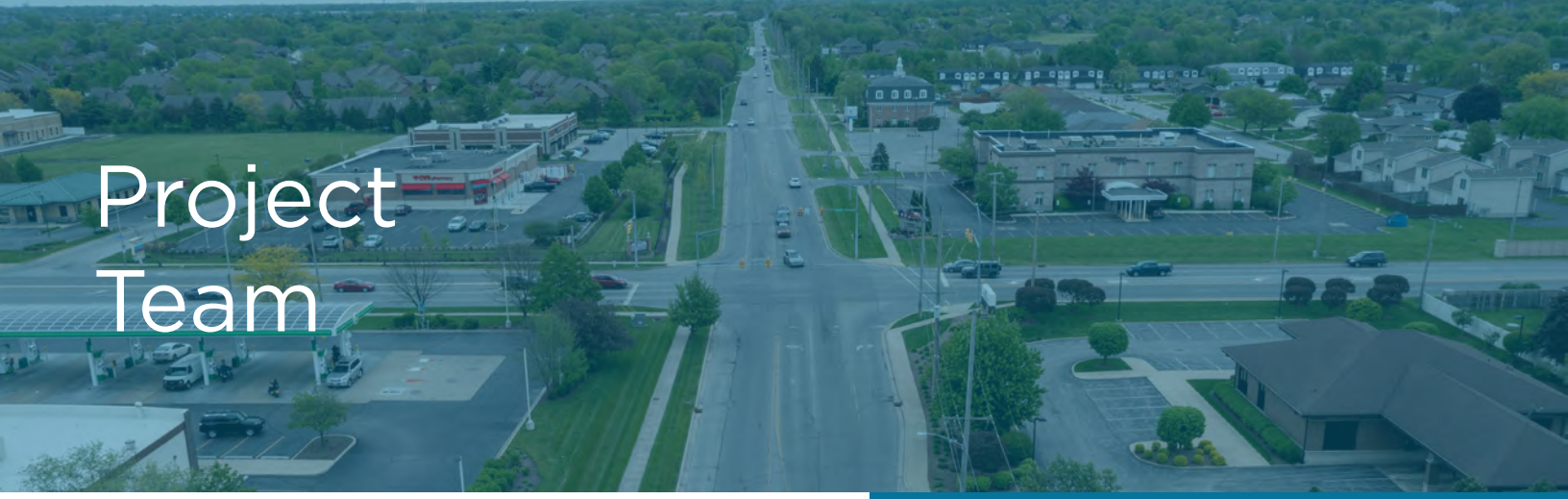
DLZ will work with the Town to determine the most cost effective and practical solution for maintaining traffic during construction.



CONSIDERATIONS WHEN CHOOSING MAINTENANCE OF TRAFFIC OPTIONS

	Cost	Schedule	Impact
Full Closure & Detour	$	🕒	🚗🚗🚗
Maintain 1-Way Traffic	$ $	🕒 🕒	🚗🚗
Maintain 2-Way Traffic	$ $ $	🕒 🕒 🕒	🚗

Magnitude
$ Cost
🕒 Schedule
🚗 Impact to Traveling Public



Project Team

Town of Munster

Project Manager
TRISHA NUGENT, PE

PROJECT PRINCIPAL
Laurie D. Johnson, PE

QUALITY MANAGER
Anthony Kenning, PE

CONSTRUCTABILITY REVIEW
Brad Dailey, PE*

Team Organization

90%	DLZ Indiana, LLC (MBE)|5.2, 6.1, 8.1, 10.1, 11.1, 12.1, 16.1
7%	Advanced Engineering Services, Inc. (DBE) 7.1
2%	Metric Environmental, LLC (DBE) 5.9, 5.10
1%	Dodd Title Corporation (DBE) 12.2

** Abbreviated resume on page 10*

5.2 Environmental Document Preparation - CE
LEAD | Jason Stone
Dan Stevens
Metric Environmental, LLC (DBE)

6.1 Topographical Survey Data Collection
Steve Jones, PS, CFedS, Quality Manager
Anthony Toscani

8.1 Non-Complex Roadway Design
LEAD | Shawn Finney, PE
Brian Smith, PE, LEED AP
Kathryn Mohlke

10.1 Traffic Signal Design
LEAD | Haseeb Ghumman, PE, PTOE
Jeffrey R. Swenson, PE, PTOE, IMSA III
Charles Fawcett, PE, PTOE

11.1 Right of Way Plan Development
12.1 Project Management for Acquisition Services
12.2 Title Search
Qasim Ashgar
Dodd Title Corporation (DBE)

16.1 Utility Coordination
Michael Duffy, Jr., PE, PS*
Wyatt Bower, SIT

Additional Services

5.9 & 5.10 Archaeological & Historical/Architectural Investigations
Metric Environmental, LLC (DBE)

7.1 Geotechnical Engineering Services
Advanced Engineering Services, Inc. (DBE)

Landscape Architecture
Sara Huss, PLA, LEED AP*
Jonathan Mooney, PLA, LEED AP

17.2 & 17.3 Hydraulics/Waterway Drainage
LEAD | Anthony Kenning, PE*
Jonathan E. LaTurner, PE
Frank Stewart, PE

Public Involvement
Jonathon Mooney, PLA, LEED AP

Project Manager
TRISHA NUGENT, PE

22 Years Experience

MS Civil Engineering, Michigan State University

Professional Engineer | IN, MI, OH, IL

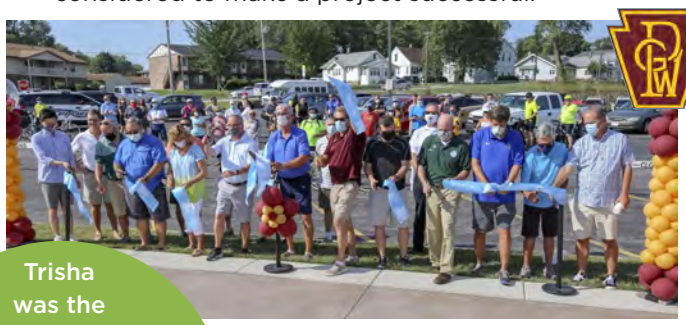
As a resident of Northwest Indiana, Ms. Nugent is dedicated to managing this important project by creating a team approach and utilizing established relationships that will deliver innovative solutions for this roadway and streetscape design improvement project on schedule and within budget. Trisha relies on her knowledge of design standards and the INDOT system for federally funded projects and her rapport with INDOT and NIRPC staff as well as utilities and subconsultants to build successful projects that meet or exceed client schedules and budgets. Her project approach is centered and focused on keeping the Town informed throughout the project while directly leading the design team. She will coordinate and monitor all subcontracts, and make certain quality control measures are followed. Trisha is a Registered Professional Engineer in the State of Indiana.

Relevant Project Experience

- Colorado Street at US 30, Hobart, Indiana
- North Calumet Avenue Various Projects, Valparaiso, Indiana
- Burlington Beach Road, Valparaiso, Indiana
- Pennsy Greenway Trail, Schererville, Indiana
- Various Projects, Winfield, Indiana
- South Calumet Triangle, Chesterton, Indiana
- US 53, Lafayette, Indiana

Project Management Approach:

- **Quality.** Trisha will lead the team to develop plans that adhere to design requirements and environmental commitments. DLZ has extensive corporate quality requirements, and Trisha will create a quality plan tailored to this project that unites all quality requirements.
- **Schedule.** Trisha understands that delivery dates are crucial. This project is just one of several that will be funded with NIRPC administered federal aid. Therefore maintaining the schedule is critical to the NIRPC overall spending plan.
- **Communication.** Excellent communication has two components. Trisha's background and experience enable her to understand the importance of getting information out in a timely manner. Second, intangible but no less important, is a style of openness and transparency that is part of Trisha's personality. Both of these components will be woven into a detailed communication plan for the project.
- **Teamwork.** Over the course of her engineering career, Trisha has witnessed dramatic changes in how highway projects are delivered. Today we must understand many things beyond the design realm and be able to identify issues where one discipline will impact another. You will benefit from Trisha's broad experience in many areas of transportation project development. Trisha has created a team of technical and support personnel that have worked together and understand how all aspects must be considered to make a project successful.



Trisha was the Project Manager on the Pennsy Greenway Trail and it was awarded the "2021 Outstanding Trail Project" by the Greenways Foundation.

Anthony Kenning, MS, PE
Quality Manager
26 Years Experience
MS Civil Engineering, Purdue University

Mr. Kenning has served as project manager for many key projects involving public works related projects for numerous communities. Mr. Kenning's technical expertise includes: design and analysis of stormwater, wastewater, water, site and roadway facilities; hydraulic and hydrologic computer modeling; water distribution system computer modeling; permitting; review of site plans and subdivisions for cities, towns and conservancy districts; surveying; construction inspection; and construction administration. . He is well versed in many hydraulic and hydrologic computer programs including: XP-SWMM, HEC-RAS, HEC-HMS, TR-20, Hydrain and WaterCAD.

Sara Huss, PLA, LEED AP
Landscape Architecture
18 Years Experience
BS Landscape Architect, Purdue University

Ms. Huss' landscape architectural and planning experience includes, urban renewal, recreational, commercial and municipal design projects. Specific work has included design for streetscapes, urban design, commercial projects, community parks, green infrastructure and experience in custom hardscape and planting designs.

Ms. Huss has gained practical experience through on-site construction observation and field layouts. She has developed a specialty in designing for accessibility with extensive experience in Self-Evaluations and Transition Plans and design accessibility on both site/civil and public right-of-way projects.

Michael Duffy, Jr., PE, PS
Utility Coordination
26 Years Experience
BS Construction Management and Engineering Technology with Surveying Option, Purdue University

Mr. Duffy's technical expertise includes design and analysis of stormwater, wastewater, water, site and roadway facilities; hydraulic and hydrologic computer modeling; permitting; review of site plans and subdivisions for cities, towns and conservancy districts. Mr. Duffy has performed utility coordination for numerous engineering projects implementing the Utility Coordination Process in accordance with INDOT procedures. Tasks have included: distributing notifications, coordination and meetings with affected utilities, field investigations, reviewing relocation plans, and post-construction services. Mr. Duffy is an INDOT Certified Utility Coordinator.

Brad Dailey, PE
Constructibility Reviews
23 Years Experience
BS Civil Engineering, Tri-State University

Mr. Dailey has a diverse background in construction observation on roadway, pedestrian, and airport transportation, structural, and utility projects. Mr. Dailey's experience in numerous communities throughout northern Indiana provide him with a wealth of knowledge and varied approaches on how to better develop construction plan documents to streamline the construction process. He is an integral member of the design and construction process for DLZ.

Green Infrastructure

Green infrastructure techniques, such as the use of modified soils, adaptive vegetation, porous pavements and many other techniques to effectively treat and manage at least the first flush of rainfall are becoming an essential and effective component of nearly every public project. Our design approach may include, where possible, feasible and beneficial, constructed stormwater bioswales, bio-infiltration systems and other sustainable green design approaches for stormwater management.

As part of the South Wabash Street project in Wabash, Indiana, green infrastructure planters were included to address drainage issues and beautify the corridor. These swales accepted water behind the curb into a vegetated permeable area with underdrains. Yard inlets were included to accept excess water that was not filtered through the ground. The flora in these installations were chosen to be hearty enough to survive life alongside a roadway and included native Black-Eyed Susans.

Similar Project Experience

South Calumet Business District | Chesterton, Indiana

DLZ provided planning and development for the reconfiguration of existing roadways and access to adjacent properties on the south side of Chesterton. The existing roadway configuration contained dangerous intersections that needed to be corrected. The project included the design of multiple elements for multiple disciplines. All of the design was performed by DLZ.

The project also included substantial streetscape design. These elements included ornamental lighting, native plantings, flag poles, as well as gateway and focal elements. The gateway and focal elements were constructed with native limestone and surrounded by native plantings. These were also designed in order to preserve views of adjacent businesses and to be consistent with the context of the Chesterton community and the surrounding region.

Calumet Avenue and Burlington Beach Road Corridor Projects | Valparaiso, Indiana

DLZ was retained by the City of Valparaiso to prepare roadway design and construction plans, and construction observation for seven corridor improvement projects along Calumet Avenue from Vale Park Way to Burlington Beach Road, and along Burlington Beach Road from Calumet Avenue to the east of SR 49 in Porter County, Indiana.

The scope of services for the five Federal Aid and two City-funded projects consisted of topographic survey, roadway design, two miles of multi-use path, streetscape design including site furnishings, bioswales with native plantings, storm sewer design, sanitary sewer design, environmental analysis and documentation, geotechnical investigation, ornamental lighting design, traffic signal design, utility coordination, site furnishings, landscape plantings, and preparation of a maintenance of traffic plan to maintain access to numerous businesses along the roadway. Other elements included in the project were early coordination with Federal, State, and City regulatory agencies, hydraulic analysis, stormwater BMPs, State permitting, and public meetings.

The design limited impacts within the existing right-of-way and maintained visibility of existing businesses along North Calumet Avenue. The projects included intersection improvements, timber boardwalk, natural plantings, benches, and bus stops.

A stormwater master plan was created for the project, and several Best Management Practices (BMP's) recommended in the report were employed in the handling and treatment of stormwater.

Livable Center in Downtown | Winfield, Indiana

The Town of Winfield engaged DLZ to develop a cohesive plan to develop a livable Downtown center reflecting and enhancing the community's character through infrastructure and landscaping projects. The plan involved developing concepts for traffic calming, vehicular access management to properties, landscape palettes for roadway edges and medians. The plan addressed pedestrian needs through the corridor by planning for future pedestrian facilities and crossing opportunities. The planning effort addressed the entire roadway and the adjacent developable land to create a framework to assist the Town and developers to create a sense of place.

Following completion of the planning effort, DLZ developed phased construction plans for the various vehicular and pedestrian improvements including reconfiguration of existing roadway pavement along Randolph Street along with proposed planted median islands, roadway lighting, accessible pedestrian pathways and crossings, stormwater management, and driveway consolidation. Additional phases of construction will be developed and constructed as funds become available

Beacon Parkway | Mishawaka, Indiana

DLZ provided engineering design and planning services to construct a new roadway for prime development area connecting main transportation corridors; stormwater management system including basin design and storm sewer conveyance, sanitary sewer, water utilities; transportation engineering including traffic signal design, signing, and pavement markings; and streetscape including decorative street lighting and landscaping of medians and parkways. The project required extensive stakeholder/property owner coordination, utility coordination, geotechnical evaluation, right-of-way engineering services, bid, and construction phase services.

Church-Union Corridor | Mishawaka, Indiana

DLZ was hired by the City of Mishawaka to provide design services for the reconstruction of the Church-Union Corridor from Ninth Street to the bridge over the St, Joseph River.

The projects included widening the roadway realignment and streetscape including sidewalks, decorative concrete crosswalks, landscaped medians, monument signage, and park-like improvements such as a relocation and redesign of the existing City Police Memorial, the Immigrant Sculpture park and outdoor seating area. Widening Church Street through the underpass required the construction of retaining walls south of Fourth Street and north of Seventh Street. Modular block walls were constructed behind the sidewalk in three quadrants to improve the aesthetics of the underpass. Face panels were placed on the existing retaining walls to match the pattern of the modular block retaining walls.

(Rev. 06/27/2018)

Request for Proposal Number: _____

RFP Item Description: Town of Munster, Indiana Main Street Reconstruction, Phase 1

Affirmative Action Certification (AAC) for Disadvantaged Business Enterprises (DBE)

I hereby certify that my company intends to affirmatively seek out and consider Disadvantaged Business Enterprises (DBEs) certified by the State of Indiana's DBE Program and the Kentucky Transportation Cabinet (KYTC) DBE Program to participate as part of this proposal. An Agreement between INDOT and KYTC established reciprocal acceptance of certification of DBE firms in their respective states under the Unified Certification Program (UCP) pursuant to 49 CFR §26.81(e) and (f).

I acknowledge that this certification is to be made an integral part of this proposal. I understand and agree that the submission of a blank certification may cause the proposal to be rejected. I certify that I have consulted the following DBE websites to confirm that the firms listed below are currently certified DBEs:

INDOT: https://entapps.indot.in.gov/DBELocator/
KYTC: https://transportation.ky.gov/Civil-Rights-and-Small-Business-Development/Pages/Certified-DBE-Directory.aspx

I certify that I have contacted the certified DBEs listed below, and if my company becomes the CONSULTANT, these DBEs have tentatively agreed to perform the services as indicated. I understand that neither my company nor I will be penalized for DBE utilization that exceeds the goal. After contract award, any change to the firms listed in this Affirmative Action Certification to be applied toward the DBE goal must have prior approval by INDOT's Economic Opportunity Division.

I. DBE Subconsultants to be applied toward DBE goal for the RFP item:

Certified DBE Name	Service Planned	Estimated Percentage to be Paid*
Advanced Engineering Services, Inc	7.1	5 %
		%
		%
		%

II. DBE Subconsultants to be utilized beyond the advertised DBE goal for the RFP item:

Certified DBE Name	Service Planned	Estimated Percentage to be Paid*
Advanced Engineering Services, Inc	7.1	2 %
Metric Environmental, LLC	5.9, 5.10	2 %
Dodd Title Corporation	12.2	1 %
		%

Estimated Total Percentage Credited toward DBE Goal: 5

Estimated Percentage of Voluntary DBE Work Anticipated over DBE Goal: 5

Company Name: DLZ Indiana, LLC

Signature: Laurie D. Johnson **Date:** 6/15/21

*It is understood that these individual firm percentages are estimates only and that percentages paid may be greater or less as a result of negotiation of the contract scope of work. My company will use good faith efforts to meet the overall DBE goal through the use of these or other certified and approved DBE firms.

Indiana DBE Certification Program

In accordance with 49 CFR Part 26 as published in the code of federal regulations, the Indiana Department of Transportation acknowledges

Advanced Engineering Services

as a certfied DBE in the State of Indiana.

Date Issued:06/02/2014

No Change Affidavit Due:09/30/2021

E Crawford

Elizabeth Kiefner Crawford, Director
Economic Opportunity Division

Derrick Casson

Derrick Casson, Certification Manager
Economic Opportunity Division

(Reference the Indiana Department of Transportation's DBE Public Search at http://www.in.gov/2674.htm for the most current information regarding this certification)

Indiana DBE Certification Program

In accordance with 49 CFR Part 26 as published in the code of federal regulations, the Indiana Department of Transportation acknowledges

Metric Environmental , LLC

as a certfied DBE in the State of Indiana.

Date Issued:03/24/2017

No Change Affidavit Due:02/28/2022

E Crawford

Elizabeth Kiefner Crawford, Director
Economic Opportunity Division

Derrick Casson

Derrick Casson, Certification Manager
Economic Opportunity Division

(Reference the Indiana Department of Transportation's DBE Public Search at http://www.in.gov/2674.htm for the most current information regarding this certification)

Indiana DBE Certification Program

In accordance with 49 CFR Part 26 as published in the code of federal regulations, the Indiana Department of Transportation acknowledges

Dodd Title Corporation

as a certfied DBE in the State of Indiana.

Date Issued:08/31/2015

No Change Affidavit Due:08/31/2021

ECrawford

Elizabeth Kiefner Crawford, Director
Economic Opportunity Division

Derrick Casson

Derrick Casson, Certification Manager
Economic Opportunity Division

(Reference the Indiana Department of Transportation's DBE Public Search at http://www.in.gov/2674.htm for the most current information regarding this certification)