



CITY OF SOUTH BEND, MARKET DISTRICT IMPROVEMENT PROJECT

RFP #123-053

www.jpr1source.com

Jones Petrie Rafinski
325 S. Lafayette Blvd.
South Bend, IN 46601
574.232.4388

28%

JPR DBE
Partners

7%

Other Firms

4x the
DBE Goal



Jones, Petrie, Rafinski is excited to submit this letter of interest to the City of South Bend for the Market District Improvement Project. As residents of the City, we understand the impact and disruptions that existing infrastructure has on the area surrounding the Farmer's Market. By unifying the area and providing improved pedestrian access, the City will be able to further meet their long-term transportation goals.

To aid the City in meeting these goals, JPR has assembled an engineering team that is prepared to provide a unique and unparalleled service. To provide a creative design while maintaining strict quality assurance, the JPR team holds multiple pre-qualifications for nearly every required category. This will allow for an open flow of ideas between firms, as well as checks and balances for the design. This unique approach will provide the City of South Bend with the best possible product in which a single firm cannot replicate.

To further aid the City, the JPR team has nearly 200 years of combined engineering experience, as well as over 1,000 employees to tap into for project completion. Additionally, we have expanded our efforts significantly in the past few years to maintain sufficient capacity to meet or exceed project deadlines. We are dedicated to providing the City of South Bend with a thorough and creative design that is sure to become an attractive destination for locals and visitors for many years to come.

AUTHORIZED NEGOTIATOR

Andrew Cunningham, PLA, LEED AP
Vice President
acunningham@jpr1source.com

A handwritten signature in black ink, appearing to read 'Andrew Cunningham'.

TEAM CAPACITY & DBE EFFORTS

CITY OF SOUTH BEND

JONES PETRIE RAFINSKI



PROJECT MANAGER

Michael Voll, PE - Project Engineer

Project Management, Day-to-Day Client Contact, QA/QC, Project Design, INDOT Submittal, Project Feasibility and Cost, Project Coordination, Budget Review

JONES PETRIE RAFINSKI

Patrick Richardville, EI
Graduate Engineer

- Roundabout Design

Mark Wilson, PE
Senior Project Engineer

- Lead Roadway Design

Brett Konarski, PE
Senior Staff Engineer, Utility Division Leader

- Utility Design

Je rey Barnes, PS
Senior Professional Land Surveyor

- Survey

Nathan Deig, PLA
Director of Landscape Architecture

- Landscape Design

FLEIS & VANDERBRINK

Larry Lawlor

- Environmental Document

Julie Kroll

- Traffic Analysis

Chad Salzbrenner, PE, LS

- Roadway Design

METRIC ENVIRONMENTAL

Ben Hillen

- EA/EIS, Section 4(f)

Amy Smith, PWS

- Wetlands/Ecology, Permitting, Mitigation

Karla McDonald, CHMM

- HAZMAT Phase I/II ESA

Karen Gerrard, Ph.D. RPA

- Archaeology

Candace Hudziak, MA

- Section 106 Aboveground Resources

SJCA

Dan Mullaney, PE
Civil Engineer & Project Manager

- Bridge Analysis

Victoria Veach
Ecologist

- Environmental Document

Christopher Jackson
Principal Investigator

- Archaeological Investigation

Scott Henley
Cultural Resources Associate/
Project Manager

- Historical Investigation

TERRACON

Bob Stitt

- Geotechnical Investigation
- Pavement Analysis

TEAM

SERVICES	JONES PETRIE RAFINSKI	FLEIS & VANDERBRINK	SJCA (15% DBE)	METRIC ENVIRONMENTAL (5% DBE)	TERRACON	GLOBAL LAND SURVEYING (5% DBE)	QUIGG ENGINEERING (3% DBE)
2.1 - Traffic Data Collection							X
2.2 - Traffic Forecasting		X					X
3.1 - Non-Complex Traffic Capacity & Operations Analysis		X					
4.1 - Traffic Safety Analysis		X					
5.2 - Environmental Document Preparation - CE		X	X	X		X	X
5.3 - Environmental Document Preparation, Section 4(f)		X	X	X		X	
5.4 - Ecological Surveys			X	X	X		
5.5 - Wetland Mitigation				X			
5.6 - Waterway Permits			X	X			
5.9 - Archaeological Investigations			X	X			
5.10 - Historical/Architectural Investigations			X	X			
5.13 - ESA Screening & Phase I ESA				X	X		
6.1 - Topographic Survey	X		X			X	X
7.1 - Geotechnical Engineering Services					X		
8.1 - Non-Complex Roadway Design	X	X	X			X	X
8.3 - Roundabout Design	X						
9.1 - Level One Bridge Design			X				
10.1 - Traffic Signal Design		X					
10.4 - Lighting Design						X	
11.1 - ROW Plan Development	X		X				
12.2 - Title Research			X				
16.1 - Utility Coordination	X	X	X			X	
17.2 - Small Structure & Pipe Hydraulic Design			X				X
17.3 - Storm Sewer & Detention Design			X				X
18.1 - Pavement Analysis Design Services					X	X	



PROJECT TEAM

JPR has selected a team of experts to assist with the development and design of this project. They welcome collaboration and their positive attitude, flexibility, and commitment to the team and project will ensure they are providing quality deliverables. Additionally, their ability to overcome challenges and provide creative solutions help to keep projects on time and within budget.



Patrick Richardville, El
Graduate Engineer
Trine University
B.S. Civil Engineering

Mr. Richardville has a strong background in roundabout development, creating designs that are beneficial to all users/stakeholders. His experience encompasses the whole process of plan development, and he works to quickly resolve any problems that arise during construction.



Je rey S. Barnes, PS
Senior Professional Land
Surveyor
Purdue University
Engineering Technology

Mr. Barnes has completed many INDOT and federal aid survey projects at various locations throughout Indiana for INDOT and LPA's including topographic data and base maps, location control route surveys for INDOT and local municipalities, right-of-way engineering, retracements, and survey project oversight.



Victoria Veach
Ecologist
Indiana University, B.S. Environmental
Science & Management; Michigan
Technological University, M.S. Forest
Ecology & Management; University of
Helsinki, M.S. Forest Science

Victoria specializes in NEPA documentation, wetland delineations, and Waters of the U.S. Reporting. She has consistently exhibited her expertise in completing NEPA documents for a wide range of INDOT and local projects. Victoria's level of detail and thoroughness in her reporting is conducive to efficient and streamlined reviews.



Mark Wilson, PE
Senior Project Engineer
Purdue University
B.S. Civil Engineering

Mr. Wilson has an extensive background in the design and management of JPR's roadway projects. He has assumed responsibility for engineering peer review, project design, structural and geotechnical engineering, and project management.



Nathan Deig
Director of Landscape
Architecture
Ball State University
Bachelor of Landscape Architecture

Mr. Deig has a strong background in streetscape design, downtown revitalization, and the development of parks and recreation spaces. His exemplary attention to detail and communication skills allow him to exceed client expectations and keep projects on schedule and within budget.



Dan Mullaney, PE
Civil Engineering & Project
Manager
University of Notre Dame
B.S. Civil Engineering

Dan is responsible for bridge inspection, design, and management of bridge rehabilitation and replacement projects. He is certified by INDOT as a Bridge Inspection Team Leader for routine and fracture critical bridge inspections, and Dan is also an INDOT-certified load rating engineer.



Brett Konarski, PE
Senior Sta Engineer, Utility
Division Leader
Valparaiso University
B.S. Civil Engineering

Mr. Konarski has a strong background in the design of roadways, storm sewer systems, sanitary sewer systems, water distribution systems, and site design. Additionally, his extensive field work has given him great insight into the design, supervision, and inspection of a variety of utility related projects.



Scott Henley
Cultural Resources
Associate/Project Manager
Florida State University, M.A. Historical
Administration and Public History; B.A.
Marketing; B.A. History

Scott is listed as a QP in History on the DHPA roster. He specializes in Section 106 documentation including Early Coordination Letters, Historic Property Reports, researching and evaluating properties for inclusion in the National Register of Historic Places, Effects Reports, coordinating with consulting parties and agencies, Memorandums of Agreement, and Effect Finding documentation.



Christopher Jackson
Principal investigator
Indiana State University
M.A. History
B.A. Anthropology & History

Chris has over 30 years of experience in the archaeological and historical fields, with expertise in Archaeological Field Methods, archival and historical research, and the production of Cultural Resource Management Reports. He is listed as a QP with the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology in Prehistoric and Historic Archaeology as well as in History.

PROJECT TEAM

In addition to the team members listed on these pages, JPR and its sub-consultants maintain a staff of over 1,000 people that can be utilized and have capacity to exceed necessary deadlines.



Bob Stitt
Geotechnical and
Pavement Design
Southwestern Michigan College
A.S. of Applied Science of Science



Mr. Stitt has experience in monitoring, laboratory testing and materials testing of soils and concrete on construction sites monitoring soil compaction, concrete placements, floor flatness testing, laboratory testing of identifying and testing of soils.



Chad Salzbrenner, PE, LS
Purdue University
Construction Engineering Technology
22+ Years of experience
Qualifications - 8.1, 16.1



Chad's experience spans the design and management of transportation, trail, and site projects for LPA, INDOT, and locally funded projects. He has expertise with design and plan preparation in conformance with INDOT standards and specifications that include storm sewer design, pavements, curbing, sidewalks, and horizontal and vertical geometrics. Chad also has experience in reviewing consultant-designed projects.



Luella "Beth" Hillen
Director of NEPA Services
Miami University
Bachelor of Arts
30+ Years of experience



Ms. Hillen has an extensive background completing cultural resource management (CRM) projects and managing National Environmental Policy Act (NEPA) environmental projects. She is a Qualified Professional in History, and extremely well versed in the National Historic Preservation Act (NHPA) Section 106 process, having supervised all phases of archaeological investigations, completed literature review and archival research, prepared work plans, prepared eligibility and effect documents, completed Section 4(f) alternatives analyses, and negotiated memoranda of agreement (MOA). She has managed over 500 NEPA environmental projects during her career. Her experience is primarily transportation-related, having managed environmental projects of all types.



Larry Lawlor
35+ Years experience in project
management, project coordination,
and design leader positions for civil
engineering projects
Qualifications - 5.2, 5.3, 8.1, 16.1



Larry has extensive experience with implementation of the INDOT LPA process, working closely with LPA's and INDOT Districts. This includes design and development of construction documents, utility coordination, ROW plan development, and NEPA Environmental documentation. He also has experience obtaining state and federal agencies permits including IDEM, IDNR, and ACOE.



Julie Kroll
Traffic Services Manager
20+ Years experience in traffic and
transportation engineering projects
covering all aspects of planning,
operations, and design
Qualifications - 2.2, 3.1, 4.1, 10.1



Julie has provided traffic and mobility analyses on hundreds of federal, state, and local projects and has expertise in freeways, municipal roadways, intersections, traffic engineering, design, and operations. Her background includes project scoping, analysis, design, and delivery, and has been responsible for project development from planning level analyses to detailed maintaining traffic plans and provisions.

PROJECT MANAGER



Michael D. Voll, PE
Senior Transportation Engineer

CONTACT INFORMATION:



mvoll@jpr1source.com



(574) 232-4388



With nearly 15 years of roadway design experience, Michael has played a critical role in a variety of INDOT and LPA projects throughout the state. He has also been a part of numerous traffic analysis and reconstruction studies. This experience provides the knowledge to bring new ideas to the forefront while identifying and mitigating any challenges that arise. Michael understands the best way to manage risk is by being accessible during a project. This will be paramount to the success of the project with the management of several design firms and keeping the City apprised of updates. This accessibility to the project team, as well as to the City of South Bend, will ensure deadlines and budgets are met while meeting project goals. Finally, as a new member to the JPR family, Michael will be able to dedicate all of his time to the success of the project if selected.

RELATED PROJECT EXPERIENCE

Education

Rose-Hulman Institute of Technology
– B.S. Civil Engineering, 2011
University of Stuttgart

Professional Registration

Professional Engineer
Indiana #11600311

Professional Affiliations

American Society of Civil Engineers

Certifications

INDOT Utility Coordinator
INDOT Railroad Coordinator
INDOT National Environmental Policy Act
INDOT Categorical Exclusion

US 36 Road Reconstruction through Fortville, Greenfield District - Des. 1702935, 1700803

– Michael served as the project manager and lead designer for this pavement replacement project. The project included installation of new storm sewers and street reconstruction on US 36 from Garden Street to SR 13. This included pavement replacement, new curb-and-gutter, sidewalk, a multi-use path, new storm sewer, erosion control, utility coordination, and MOT.

Ronald Reagan Parkway, Phase 1A and 1B for Hendricks County, Indiana

– Michael served as the project engineer for a new 4-lane expressway from CR 600N to CR 750N. The project included new intersections and traffic signals at 600N, 700N, and 750N. The project length was 1.67 miles for Phase 1A and 2.60 miles for Phase 1B, and included CR 600 reconstruction from 4 to 5 lanes, CR 700N reconstruction from 2 to 3 lanes, and 750N reconstruction from 2 to 3 lanes. It included all aspects of design: geometric design, drainage design, signing, pavement marking, traffic signals, MOT, super-elevation design, and QA/QC. The drainage design included design of one reinforced concrete box culvert, inlet spacing, and storm sewer for the entire project, and design of three detention basin structures to accept stormwater runoff.

Cleveland Road Reconstruction, Riverside Drive to SR 933, for St. Joseph County, Indiana

– Michael assisted with the design for roadway reconstruction of the 4-lane section of Cleveland Road from Riverside Drive to SR 933. This project consisted of a total reconstruction of 5,500 feet. The scope of work included replacement of the deteriorated concrete pavement and curb, addition of a multi-use path, a pedestrian-activated crossing signal, and lighting. Design elements included horizontal and vertical geometrics, storm sewer and inlet design, utility coordination, erosion control plans, lighting, pavement marking and signing plans, and public involvement.

Edison Road at Ash Road Roundabout for St. Joseph County, Indiana

– Michael served as the project engineer for this modern roundabout that consisted of a total reconstruction of 1,000 feet on Edison Road and 900 feet on Ash Road. Design elements included horizontal and vertical geometrics, storm sewer and inlet design, drainage basin design, utility coordination, erosion control plans, pavement marking and signing plans, lighting design, and public involvement. The existing intersection was a 4-way stop-controlled intersection.

Market Street Streetscape Study for the City of Warsaw

– Michael is currently developing a study to determine the appropriate layout for a streetscape and road diet project. This includes traffic analysis, intersection upgrades, maintenance of traffic alternatives, drainage analysis, and cost estimates for 6-blocks of Market Street through downtown Warsaw.

Economic Development Corridor Study for La Porte County, Indiana

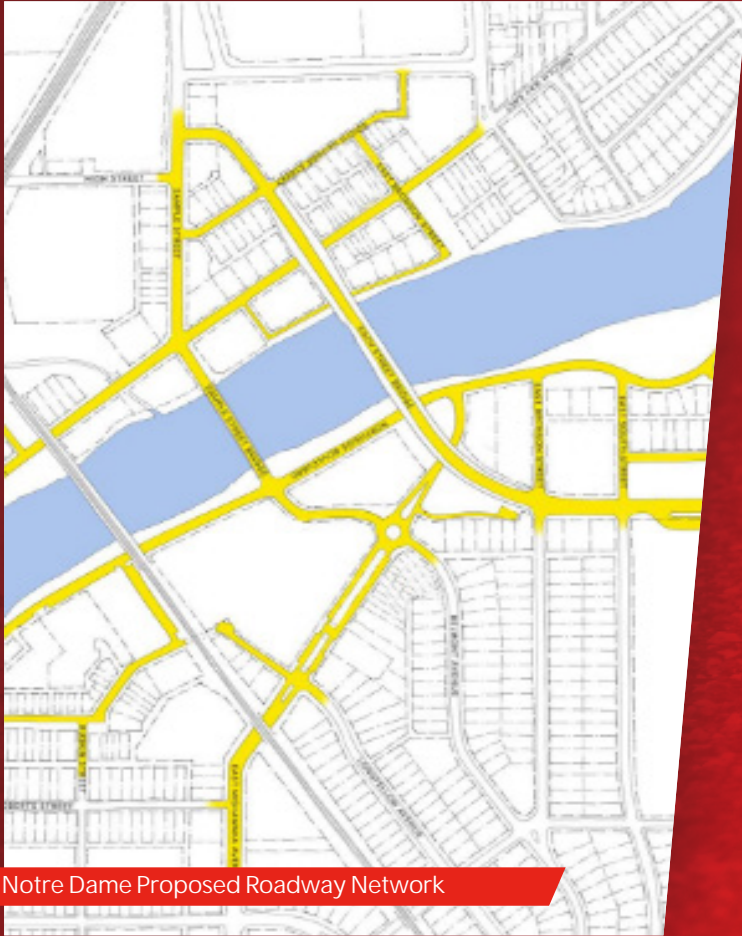
– Michael worked on Phase 1 of a new north-south corridor to the east of the City of La Porte. This included an Engineering Report that encompassed cost projections for each alternative, NEPA document, and design. The project is planned to alleviate existing and projected traffic congestion in downtown La Porte and provide improved mobility for freight movement.

Bristol Avenue Corridor Study for the Town of Middlebury, Indiana

– This project consisted of a traffic study to develop alternatives. Recommended improvements included a 3-lane corridor with a new multi-use path. Additional elements included new storm sewer, sanitary sewer, and water, as well as pedestrian improvements and cost estimates.



PROJECT APPROACH



Notre Dame Proposed Roadway Network

KEYS TO SUCCESS

- Sustained Availability & Communication
- Experienced Team
- Anticipate Conflicts

The South Bend Market District has been divided and neglected for over 50 years by unnecessary infrastructure, abandoned buildings, and underutilized land. Additionally, the neighborhoods affected by this neglect have suffered from low property values and the creation of generational wealth. The JPR team is prepared to remedy this situation through a series of efforts including:

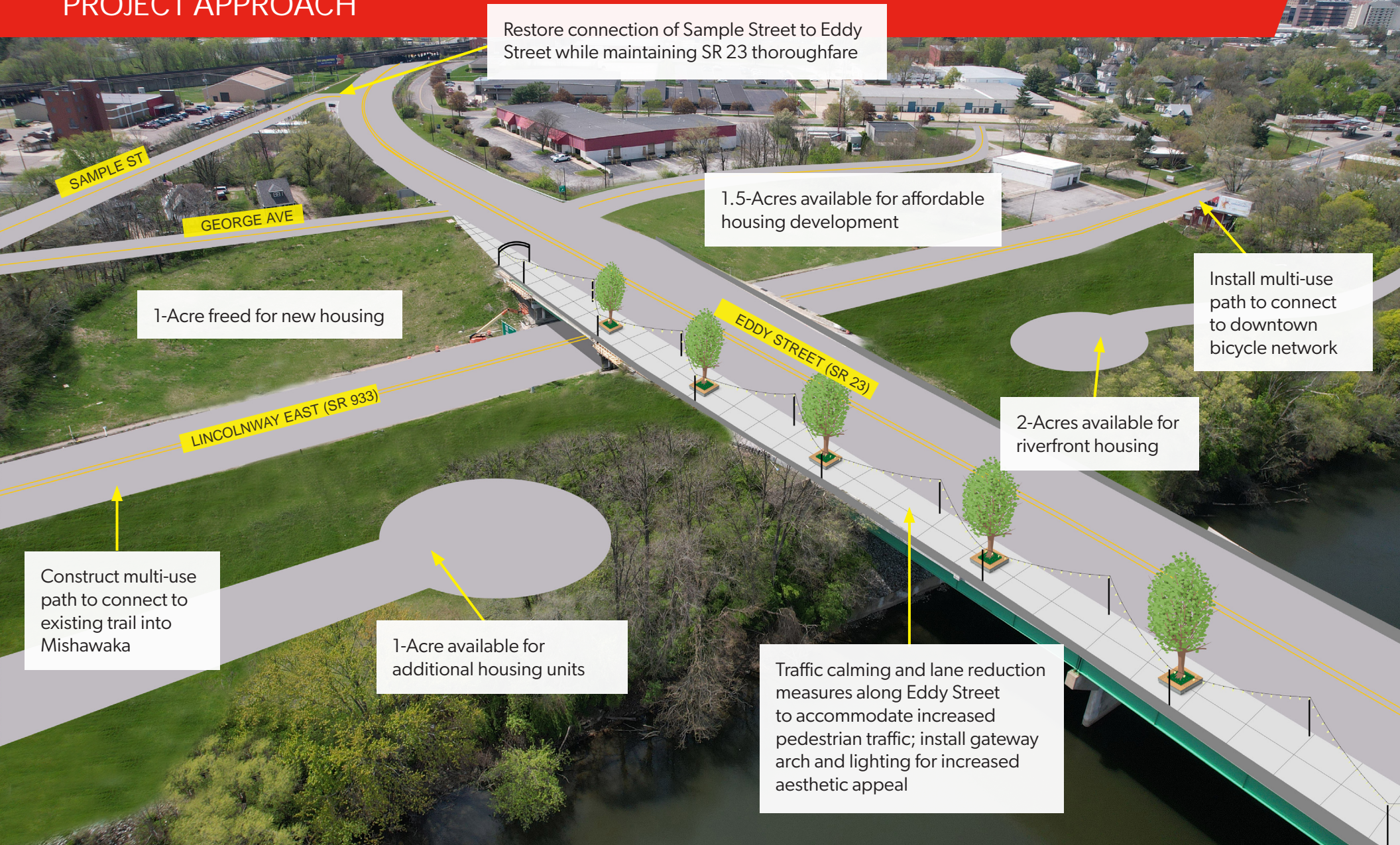
- Replacing outdated and unnecessary infrastructure with slower, more pedestrian friendly streets
- Engaging the riverfront to provide better business and pedestrian access
- Attracting more housing and commercial entities to further enhance the community
- Creating a destination that tourists and residents will strive to visit

To accomplish this goal, a significant amount of planning and coordination will need to be completed. The Notre Dame School of Architecture has done a fantastic job at visualizing what the area could become. Through the removal of excessive freeway infrastructure and the addition of traffic signals, multi-use paths, roundabouts, and creative landscaping, the Market District can become an attractive destination. To bring the City of South Bend's vision to life, numerous master planning efforts, engineering tasks, and disciplines will need to come together. The following pages will address many of these tasks that the JPR team is excited to get started on – to further enhance the community they reside in.



South Bend Farmer's Market

PROJECT APPROACH



SOUTH BEND MARKET DISTRICT - West Side

PROJECT APPROACH



Connection to East Bank Trail

Nearly 5-acres available for mixed-use commercial development

Bus pull-off area for added safety

EDDY STREET (SR 23)

Continue traffic calming measures up to Jefferson Blvd. with gateway arch at bridge entrance

The Brick & Ironhand Wine Bar

Roundabout with attractive central island welcoming people to the "Market District"

BELMONT AVE

Extend bicycle path to connect to existing network

MISHAWAKA AVE

EAST BANK TRAIL

NORTHSIDE BLVD

ADDED VALUE: SJCA currently has a partial survey of this area from a separate project, reducing the cost and timeline to collect final topographic data.

SOUTH BEND MARKET DISTRICT - East Side



TRAFFIC ANALYSIS

It is well known that the existing infrastructure in the Market District is significantly oversized. The first task necessary to implement the proposed plan is to analyze the current and future traffic in the area. This analysis will determine locations of traffic signals, roundabouts, and stop signs as well as the necessary roadway sections at these locations. It is an important foundation that will drive the entire project – a foundation in which the JPR team has significant background in completing.

PAVEMENT DESIGN

With the size of the project, it will be important to analyze several pavement options. The JPR team will perform a life cycle cost analysis of PCC pavement and HMA pavement to determine the most cost-effective option for the City. There are a tremendous amount of roadway alterations planned, and projecting the need for maintenance will help determine the optimal materials for construction.

LIGHTING DESIGN

Providing sufficient lighting in the area will be a crucial aspect of the final project design. As the area becomes a local destination for restaurants and entertainment, the increase of pedestrians at night will become prevalent. For the safety of all visitors, it will be imperative to provide effective lighting for vehicular and pedestrian traffic. This will include a combination of overhead traffic lights and low-level boulevard lighting to create the right aesthetic while also providing enough illumination.

UTILITY COORDINATION

A project of this size will require a full-time, dedicated utility engineer to direct the inevitable utility relocation work. The JPR team has considerable experience working with utility companies across Northern Indiana on both public and private projects. This experience has resulted in excellent relationships with numerous utility companies, making us well prepared to handle utilities for the Market District project.

PUBLIC INVOLVEMENT

Due to the number of residents, businesses, and commuters that live and travel through the Market District, public involvement will be a crucial part of the project's success. During this initial planning stage, public input will aid the residents in feeling as if they own the project. They can take pride in being part of the planning stage and eventually the final product. Additionally, developers will be interested in the newly available real estate. JPR has coordinated numerous public/private partnership projects and is prepared to take the lead on this component as well.



Jeerson Intermediate School is a variable location for Public Involvement Meetings

ENVIRONMENTAL

It's anticipated that this project will require an Environmental Assessment (EA) level document because the funding comes directly from FHWA. There are many US DOT/ FHWA Programmatic Agreements which can be used to streamline the process. Public involvement will be a large part of the process and should happen early and often. Any previous public involvement activities by the City, such as a town meeting about the project, can be included in this documentation.

A full Section 106 review will be required to document properties over 50 years of age within the project Area of Potential Effects (APE), including both aboveground and archaeological investigation. The proposed project area spans the Northside Boulevard Riverwall Historic District, within which individually eligible properties are also present. The team will note the current condition of these resources, identify and record any additional resources, and make recommendations regarding historic status based on those evaluations. Once specific project impacts are determined, a Finding of Effect will be prepared for the project, detailing the impact to individually-eligible properties, or districts, as appropriate.

The East Bank Trail System runs through the project area, along the east bank of the St. Joseph River. The Northside Boulevard Riverwalk, Viewing Park, and Newman Recreation Center are all within or adjacent to the project area. Coordination with City of South Bend Venues Parks & Arts will be required. It may be possible to negotiate some impacts to Section 4(f) resources as Section 4(f) Temporary Occupancy Exceptions. We also have de minimis findings, as well as several Programmatic Evaluations such as Minor Involvement with Historic Sites; Minor Involvement with Public Parks, Recreational Lands, and Wildlife and Waterfowl Refuges; and Transportation Projects that have a Net Benefit to Section 4(f) Property in our toolbox to navigate possible Section 4(f) impacts to parks or historic resources.

An Environmental Justice Analysis will need to be completed to determine if the project will have a disproportionate impact to low income or minority populations. All efforts should be made to avoid disproportionate impacts, or if those impacts occur, mitigative measures would be appropriate. Those measures might need to be negotiated with the community at large, as well as with those residents or businesses specifically impacted.

The environmental document development will also look at impacts to HAZMAT parcels, such as gas stations, dry cleaners/ laundries, former commercial and industrial parcels, or other parcels of concern. A Phase I Environmental Site Assessment (ESA) will be conducted, and if warranted, Phase II ESA investigation. Additionally, studies concerning wetlands or waterways, as well as Rare, Threatened and Endangered species will be conducted.

All of these various studies will be compiled, summarized, and the conclusions presented in the Environmental Assessment, which will be presented to the FHWA for approval, and to the public through a public hearing.

As a result of the project, it is possible US Army Corps of Engineers Section 404, IDEM Section 401, and/or IDNR Construction in a Floodway permits will be required due to the project location on the floodplain of the St. Joseph River.



St. Joseph River - A Resource Worth Protecting

MULTI-MODAL MASTER PLANNING, URBAN DESIGN, & LANDSCAPE ARCHITECTURE

The project creative team will work in sync with the technical engineering process to achieve a project outcome that captures the City's vision, creates excitement, encourages growth, pushes the strategic development boundaries while also being functional, safe, and efficient.

At the forefront of the project, the team will creatively implement ideas and strategies to remove barriers and create critical linkages, activate the riverfront, support businesses, and attract mixed-use development in step with positive growth.

There are several existing cornerstones such as the Armory, Farmer's Market, The Brick, and Crooked Ewe that the team will seek to enhance and leverage by strategically integrating into the Master Plan.

The planning team will begin with a strategic kick-off meeting including all project stakeholders to identify the critical objectives, gain consensus, and begin formulating the larger vision. Utilizing this feedback along with the engineering data, the creative team will develop several design alternatives that explore various configurations to solve the identified challenges and achieve the project goals.

The design team will engage the community as a whole, along with key stakeholders, to integrate critical feedback, gain solidarity, and give the community a solid sense of ownership.

Finally, the JPR team will refine the vision into a single Master Plan integrating the key data points, capturing the communities vision for growth, and achieving the city's objectives.



RELATED PROJECT EXPERIENCE



Bartlett Street Reconstruction – South Bend, IN

JPR assisted the City of South Bend Board of Public Works in the development of the Bartlett Street Roundabout and Reconstruction project. This was one of the first citywide two-way street conversion planning initiatives. This project involved a multitude of stakeholders and required coordination to obtain input and project consensus. Phase 1 involved the realignment of Bartlett Street and the redesign and construction of the entry drive and parking area in front of Memorial Hospital – requiring the development of detailed MOT plans. Phase 2 included the development of a new two-lane modified turbo roundabout at the intersection of Bartlett and Michigan Streets. Careful attention to proposed roadway speeds, the inclusion of the largest legal semi-truck, and pedestrian and bicycle crossing points were required to develop a successful, safe, and efficient roundabout design. This project set the standard for future downtown two-way street conversion projects.



Elkhart River District Revitalization Plan - Elkhart, IN

JPR worked alongside The City of Elkhart and Community Foundation of Elkhart County to develop the Elkhart River District Vision and Implementation Plans. The goal was to develop a thriving urban, mixed-use, walkable downtown community that emphasized the rivers and recreational amenities. Immediately after the Plan was presented to the community, a team of 17 public-private members were commissioned as the River District Implementation Team, and the research, master design, acquisitions, development, and construction with an approved City investment of \$30 million in public infrastructure and amenities began. This revitalization consisted of four anchor projects including a 200-unit apartment complex, Elkhart Health & Aquatics, Jackson Boulevard streetscape, and a mixed-use area including a Martin's Super Markets grocery store and over 170 residential units. Additional projects included access to downtown waterways, a riverwalk path, renewed park and town green, on-street parking, and buried utilities. As of 2022, the active private-public investments have exceeded \$170 million.



Junior Achieve Drive Node (Riverwalk Commons - East Bank) - Elkhart, IN

As part of the River District Revitalization Plan, JPR was commissioned by the City of Elkhart to plan, design, and provide construction administration services for this community node project. This amenity not only provides a plaza space to overlook the Elkhart River, but also provides an ADA accessible walkway down to the water's edge allowing for canoes, kayaks, and tubes to enter easily. This node was carefully planned through coordination efforts with the City of Elkhart and the River District Implementation Team, along with regulatory agencies including the Department of Natural Resources, Army Corps of Engineers, Indiana Department of Environmental Management, and adjacent private developments.

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 DBE’s 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*
Metric Environmental	5.5,5.6,5.10,5.13	5 %
Quigg Engineering	2.1	3 %
		%
		%

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*
SJCA	5.4,5.9,6.1,9.1,12.2,17.2,17.3	15 %
Global Land Surveying	10.4,18.1	5 %
		%
		%

Estimated Total Percentage Credited toward DBE Goal: 8%

Estimated Percentage of Voluntary DBE Work Anticipated over DBE Goal: 20%

Company Name: Jones, Petrie, Rafinski Corp.

Signature:  Date: 5/18/2023

* 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 contract scope of work. My firm will use good faith efforts to meet the overall DBE goal through the use of these or other certified and approved DBE firms.