PROPOSAL FOR PROFESSIONAL SERVICES

Munster Pedestrian Bridge Over Hart Ditch and Cady Marsh Ditch

Des # 1173597
LaPorte District

TOWN OF MUNSTER, INDIANA | OCTOBER 22, 2024

SEH

Building a Better World for All of Us®

Engineers | Architects | Planners | Scientists

October 22, 2024

Patricia Abbott, Controller/Interim Town Manager
Town of Munster, IN
pabbott@munster.in.gov

SEH
Building a Better World for All of Us®

Re: Munster Pedestrian Bridge Over Hart Ditch and Cady Marsh Ditch

Dear Members of the Selection Committee:

The Town of Munster is requesting construction services for the Pedestrian Bridge over Hart Ditch and Cady Marsh Ditch. As we move forward to bring this non-motorized trail link vision to reality, it is crucial to engage skilled and responsive construction professionals. Short Elliott Hendrickson Inc. (SEH®) is prepared to bring this project to successful completion, delivering a pedestrian bridge that will reliably serve the community for decades to come.

We are confident that the Town of Munster will find the SEH team to be the right choice for the project based on the following:

DESIGN CONTINUITY INTO CONSTRUCTION. SEH offers unmatched and extensive knowledge of the project area by having completed the design and including team members who were directly involved in that process. With this insight, our team understands the project's complexities and the significant utility coordination needed to prevent delays and achieve timely completion.

PROVEN PROJECT SUCCESS IN THE COMMUNITY. Our team has had the privilege of designing and constructing dozens of projects right here in the Town of Munster with the very team members we're proposing for your project. This hands-on experience, combined with the fact that our team members work and live in the Town, has given us a deep understanding of your processes, critical needs, and preferences.

LOCAL PROJECT WORKED EXCLUSIVELY BY LOCAL RESIDENT TEAM. Our entire team is based locally in Munster, which eliminates the need for a separate contractor field office. Being in close proximity allows us to be on site every day and respond quickly to your needs. This local presence enhances our ability to address issues promptly and maintain seamless communication with your staff, leading to a more efficient project construction.

SEH is excited about the opportunity to continue working with the Town of Munster on this project, building on our previous successes, and further advancing our shared goals.

We appreciate the opportunity to submit our proposal. Please contact us with any questions or if you need further information.

Respectfully submitted,

Kim Wenzel

KIM WENZEL PE (IN)
PROJECT MANAGER

T. S. Srinivas

SATYA TALLAMRAJU PE (IN)
CLIENT SERVICE MANAGER

The specific licenses and credentials of the team members are described in the personnel and/or resume section of this document.

MUNST 164294

Identification, Qualifications and Key Staff

THE TEAM YOU KNOW

SEH intentionally selected our team members to offer local responsiveness and a strong understanding of what success looks like for the Town of Munster on this project. The organizational chart below highlights key team members, followed by additional information on each person's role and background.

Town of Munster
Patricia Abbott, Controller/Interim Town Manager

Kim Wenzel PE
Project Manager
SEH

Satya Tallamraju PE
(IN, MN)
Client Service Manager
SEH

Glenn Peterson PE
Quality Assurance/Quality Control
SEH

Aaron Lee
Geotechnical Field Inspector
AES

Nate Kaczka
Construction Inspector
SEH

Luke Szot
Field Inspector
AES

Michael Haddadin
Construction Inspector
SEH

The specific licenses and credentials of the team members are described in the personnel and/or resume section of this document.

SHORT ELLIOTT HENDRICKSON INC. (SEH®)
931 Ridge Road, Suite E, Munster, IN 46321-1756
219.513.2500 | sehinc.com

POINT OF CONTACT
Kim Wenzel PE, Project Manager
219.513.2508 | kwenzel@sehinc.com

SUBCONSULTANT

ADVANCED ENGINEERING SERVICES INC. (AES)

Advanced Engineering Services Inc. (AES) is an engineering consulting firm based in Hammond, Indiana that specializes in geotechnical engineering, construction materials testing, and inspection services. AES is a certified DBE firm with Indiana Department of Transportation (INDOT) as well as an MBE firm with the Indiana Department of Administration (IDOA).

QUALIFICATIONS

Our team is prepared to be available to fully meet the needs of the Town throughout the construction process. Historically, we have not let Munster down, and we intend to continue that reliable relationship.

SEH – 65%
- 13.1 Construction Inspection

AES – 35%
- 13.1 Construction Inspection

SEH's team and our DBE firm, AES, are both local to the Town of Munster. Our team offers Munster residents who will be working on this project to efficiently serve their Town during the construction phase.

Project Manager

KIM WENZEL PE

PROJECT MANAGER | SEH

7

YEARS OF EXPERIENCE

Kim is a civil engineer and project manager with experience on a variety of projects from conception through closeout. She has worked on numerous design and construction inspection projects in the Town of Munster. She has developed project plans, created estimates, and produced bid packages based on existing data, specifications, and standards. Kim has conducted on-site observations to track daily quantities and construction activities to ensure compliance with specifications and standards. She has also reviewed residential and public construction project plans for compliance with current codes and design standards.

EXPERIENCE

- Munster Pedestrian Bridge Project Design – Munster, IN
- Marquette Greenway Trail – Burns Harbor, IN
- Calumet Trail Phase I and II – Porter County, IN
- Bridge 150 over East Arm Little Calumet River – Porter County, IN
- William R. Nassau Park Improvements – Lowell, IN
- 2024 Paving and Water Main Improvements – Munster, IN
- Community Crossing Matching Grant (CCMG) Paving Projects – Munster, IN

EDUCATION

Bachelor of Science
Civil Engineering
University of Wisconsin-Madison

REGISTRATIONS/ CERTIFICATIONS

Professional Engineer in IN and IL

AVAILABILITY

50%

Key Staff

GLENN PETERSON PE

QA/QC | SEH

11

YEARS OF EXPERIENCE

Glenn has more than 11 years of experience with SEH and has worked as a designer and construction inspector on a number of INDOT local public agency projects. Glenn's experience with trails includes pedestrian bridges, boardwalks, work within utility and railroad corridors, and heavy coordination with the National Parks Service (NPS).

EXPERIENCE

- Munster Pedestrian Bridge Project Design – Munster, IN
- Wolf Lake Pedestrian Bridge, Multi-Use Trail and Site Improvements (Beam Longest and Neff LLC) – Hammond, IN
- Lakeshore Drive Pedestrian Trail – La Porte, IN
- Calumet and Conkey Pedestrian Bridge – Hammond, IN
- Chessie Bicycle and Pedestrian Trail – La Porte, IN
- Greenway Trail Phase II – Plymouth, IN
- Bridge 150 over East Arm Little Calumet River – Porter County, IN
- Marquette Greenway Trail – Burns Harbor, IN
- Calumet Trail Phase I and II – Porter County, IN
- Community Crossing Matching Grant (CCMG) Paving Projects – Munster, IN

EDUCATION

Bachelor of Science
Civil Engineering (Minor: Land Surveying)
Purdue University-West Lafayette, IN

REGISTRATIONS/ CERTIFICATIONS

Professional Engineer in IN

AVAILABILITY

25%

NATE KACZKA

CONSTRUCTION INSPECTOR | SEH

Nate is a graduate engineer with experience in civil design, advanced reinforced concrete design, foundations and analysis, and building design. His training in surveying has enabled him to establish more precise dimensions and boundaries for each project site.

EXPERIENCE

- Munster Pedestrian Bridge Project Design – Munster, IN
- 2024 Paving and Water Main Improvements – Munster, IN
- Calumet Trail Phase I and II – Porter County, IN
- Marquette Trail, Indiana Dunes National Park – Beverly Shores, IN
- Marquette Greenway over Salt Creek – Portage, IN

2

YEARS OF EXPERIENCE

EDUCATION

Bachelor of Science
Civil Engineering
Purdue University
Northwest-IN

AVAILABILITY

100%

AARON LEE

GEOTECHNICAL FIELD INSPECTOR | AES

Aaron is a team engineer/field inspector with AES for the geotechnical engineering and construction materials testing (CMT) and inspection group. He is experienced in geotechnical engineering and construction testing and inspection for different types of projects including roads, highways, bridges, commercial buildings, industrial facilities, retail and residential subdivisions, etc. Aaron has completed various INDOT proficiency testing, is well versed in Site Manager data input, and has also completed ACI Level I Concrete certification.

EXPERIENCE

- I-65 Improvements – Lake County, IN
- Summer Street Reconstruction (R-42619) – Hammond, IN
- US 12/20 Intersection Reconstruction – Gary, IN

4

YEARS OF EXPERIENCE

EDUCATION

Bachelor of Science
Civil Engineering
Purdue University
Northwest-IN

AVAILABILITY

100%

MICHAEL HADDADIN

CONSTRUCTION INSPECTOR | SEH

Mike is a graduate engineer with experience in civil design, structural design, and construction inspection. Located in our Munster office, he has provided construction services for a variety of municipal projects.

EXPERIENCE

- Munster Pedestrian Bridge Project Design – Munster, IN
- 2024 Paving and Water Main Improvements – Munster, IN
- Community Crossing Matching Grant Paving Projects – Munster, IN
- Dickey Road and 129th Street Roundabout – East Chicago, IN

2

YEARS OF EXPERIENCE

EDUCATION

Bachelor of Science
Civil Engineering
Purdue University
Northwest-IN

AVAILABILITY

50%

LUKE SZOT

FIELD INSPECTOR | AES

Luke is a team project engineer/supervisor with AES for geotechnical engineering and construction materials testing (CMT) and inspection. He has performed detailed subsurface exploration with field drilling, sampling, and lab testing for various geotechnical engineering projects. Luke is an INDOT approved field and lab technician, certified in Site Manager, and proficient in soils and aggregate (DCP and LWD), asphalt and concrete testing.

EXPERIENCE

- I-65 Improvements – Lake County, IN
- Improvements at Ports of Indiana – Burns Harbor, IN
- INDOT US 41 Widening and Resurfacing – Cedar Lake, IN

2

YEARS OF EXPERIENCE

EDUCATION

Bachelor of Science
Civil Engineering
Purdue University
Northwest-IN

AVAILABILITY

50%

Similar Experience

MARQUETTE GREENWAY TRAIL

BURNS HARBOR, IN

SEH was hired to provide design and construction services for a 2.5-mile segment of the Marquette Greenway Trail through the Town of Burns Harbor– a critical east-west link within a 60-mile regional trail system linking communities, major parks, and a wide variety of cultural, natural, and economic assets. The SEH team spent time engaging the client and advising them on the most efficient project approach to complete the work and maximize funding opportunities to construct the trail. The trail project was broken into three phases for funding purposes. The proposed corridor created a non-motorized throughway adjacent to the Indiana Dunes National Park.

The first phase of construction was completed in 2021 and was funded through a $2.78 million grant through the Indiana DNR Next Level Trails program. The 12 ft. asphalt trail includes views of the East Arm of the Little Calumet River and surrounding floodplain. A timber boardwalk was constructed to bridge wetlands, leading to a picnic area overlooking the National Park. Phase 2 of the trail was designed to be incorporated into a mixed-use development on 32 acres of Town-owned property to serve as a hub along the Marquette Greenway Trail. The remaining phase will link the Town's Westport Development Area through National Parks property to existing destinations within Indiana Dunes National Park.

RELEVANT FEATURES

- Non-motorized trail
- Geotechnical issues
- Phased project

MARQUETTE GREENWAY TRAIL

PORTAGE, IN

This project involved development of the Marquette Greenway Trail, a State Visionary Trail Corridor, through the Ameriplex at the Port Industrial Park. The trail connects to the previously constructed phase of Marquette Greenway in the Northside Business Park in Portage and runs to two different legs. One leg is to Deer Trail Park, where improved parking facilities will be constructed, and the other is along Jensen Drive, for a future north/south connection with the Ironhorse Trail. The trail is constructed in utility and landscape easements for the businesses in Ameriplex.

SEH has worked with the City of Portage, Town of Burns Harbor, and Porter County on 13.5 miles of the Marquette Greenway Trail, spread across eight phases of projects. Currently, the Marquette Greenway trail is constructed from SR 249 in Portage to SR 149 in Burns Harbor, with two additional phases to be constructed this year.

Over the development of these projects, the SEH team navigated working within the national park, river crossings, highway crossings, rail crossings, and utility coordination to design and construct projects on the 60-mile Marquette Greenway Trail Corridor.

RELEVANT FEATURES

- Non-motorized trail bridge
- Utility coordination

GREENWAY TRAIL PHASE II

PLYMOUTH, IN

This phase of the Greenway Trail project extends the north-south trail route through Plymouth and connects to Riverside Park, the City's premiere park amenity. This project included a bike and pedestrian trail from East Jefferson Street to Garro Street within the City, which included a new crossing over the Yellow River.

The trail design includes asphalt trail section, concrete trail section, precast concrete boardwalk, and a 100 ft. steel pedestrian bridge. The trail is part of the larger Plymouth Greenways Trail, which connects the City's vast park system with downtown Plymouth.

The entirety of this trail segment is located within floodplain, which required creative design solutions. In order to limit the upstream hydraulic impacts, part of the new trail was constructed on boardwalk rather than filling within the floodplain. SEH designed a pre-cast boardwalk system placed on a piling system to limit waterway obstruction and provide a long-term, low maintenance route.

RELEVANT FEATURES

- Non-motorized, steel, trail bridge
- Pedestrian trail
- Floodplain
- Geotechnical issues
- Creative design solutions

LOWER YAHARA RIVER TRAIL PHASE I

DANE COUNTY, WI

SEH provided construction administration for Phase 1 of the Lower Yahara River Trail (LYRT) in Dane County. The LYRT is an ambitious project decades in the making. Phase 1, a 2.5-mile section, is the initial segment of a planned 11-mile trail that will eventually provide a connection for an estimated one million plus annual users from Madison to the City of Stoughton. The centerpiece of Phase 1 is a nearly one-mile long boardwalk/bridge that parallels an active railroad line along the north shore of Lake Waubesa and features a unique, ADA-accessible fishing pier. Due to site characteristics, the boardwalk/bridge system required three unique structure types: floating boardwalk, helical pile supported boardwalk, and prefabricated steel bridge structures placed on concrete piers. The boardwalk portion of this project is the longest boardwalk in Wisconsin, and among the longest elevated structures in the United States constructed solely for bicycle/pedestrian use.

The construction management required the team to show ingenuity and resourcefulness. Project challenges included soft soils, environmental issues, and archeological and burial sites. SEH worked with the County to adjust plans midstream and resolve unexpected issues while still meeting the project timeline.

RELEVANT FEATURES

- Construction
- Helical pile boardwalk bridge
- Geotechnical challenges

CANNONBALL PATH PEDESTRIAN BRIDGE

MADISON, WI

The Cannonball Path overpass project in the City of Madison involved design and construction of a 2,862 ft. multi-use trail and grade-separated crossing over the US 12/18 Beltline Highway and its frontage roads. SEH worked closely with the City of Madison and other project partners to design and execute this needed link in the City's planned bicycle path system.

Madison has made the aesthetics of its major corridors a priority. Providing a visually pleasing structure and retaining wall design that blended with the corridor, but still provided architectural interest, was an important component of the SEH design.

Construction staging was a major consideration. To minimize inconvenience to users, all trusses for the bridge were set in a single night of roadway closure. SEH's design was evaluated and refined until all parties were confident the end result would meet community needs. The bridge and path now provide a safe, direct, and convenient alternative for cyclists and pedestrians of all abilities.

RELEVANT FEATURES

- Multi-use trail bridge
- Design and construction

SPRING LAKE PARK RESERVE TRAIL

HASTINGS, MN

SEH completed preliminary design, final design, and construction services for a new 10 ft. wide bituminous bike path including grading, orientation signage, landscaping, and right-of-way acquisition. The 4-mile Spring Lake Park Preserve trail is the final segment of a 26-mile trail system known as the Mississippi River Regional Trail, and is part of the national Great River Road Mississippi River Trail, which extends as far south as the Gulf of Mexico.

The project was particularly challenging because the trail alignment travels through a significant amount of rocky terrain, private rights-of-way, and across a number of steep ravines. Project elements included the design and construction of pedestrian bridges, one of which extends up to 400 ft. across a ravine, historic tree preservation, wetland delineations, native plant restoration, culvert installations, and landscape amenities such as overlooks, benches, and bike stations. In addition to design constraints, the project was under an extremely aggressive schedule to complete final design work and begin construction.

RELEVANT FEATURES

- Pedestrian trail bridge
- Aggressive schedule
- Design and construction

Project Approach

OUR UNDERSTANDING

This is a quality-of-life enhancement project that will benefit both the Town of Munster and Town of Highland. The trail will be constructed entirely in NIPSCO's corridor and will begin at the existing trail that ends on the west side of Hart Ditch. It will connect to the Town of Highland on the east side of the Cady Marsh Ditch near the intersection of Lincoln Avenue and Parkway Drive. The trail will include two separate steel truss pedestrian bridges. Each bridge will be a single span structure to cross the Hart Ditch and Cady Marsh Ditch. The bridges will not have any piers within the waterway.

On this project, the SEH team offers a proven understanding of trail design and construction oversight. By designing this trail, our team brings a thorough understanding of all the issues that will be important during the construction phase. Existing soil are critical to the success of this project. As part of the design plans, we performed a thorough geotechnical investigation of the existing soil conditions within the project area. This familiarity with existing soil conditions provides critical insight in resolving any stability and other issues during the construction of the project.

The SEH team is more than prepared to tackle this assignment and understands the importance of the following issues:

1. The project will be constructed in a **complex utility corridor.**
2. Project construction involves **unique pay items and unique special provisions.**
3. **Geotechnical issues** in construction of the two steel bridges – need to verify that the helical piers are installed into suitable bearing soil.
4. It is critical that the **installation of the piers is closely monitored** during construction to ensure they are in accordance with the drawings and specifications.
5. Important to **verify the subgrade soil of the trail segment** to support long-term performance of the proposed improvement.

View of proposed trail through utility corridor.

View of where the east end of the proposed trail is located in Highland.

Our ability to combine 'how this trail was designed' knowledge with our extensive 'trail construction practices and experience' will provide the Town of Munster with a timely, efficient, and cost-effective project in accordance with contract requirements and your directions.

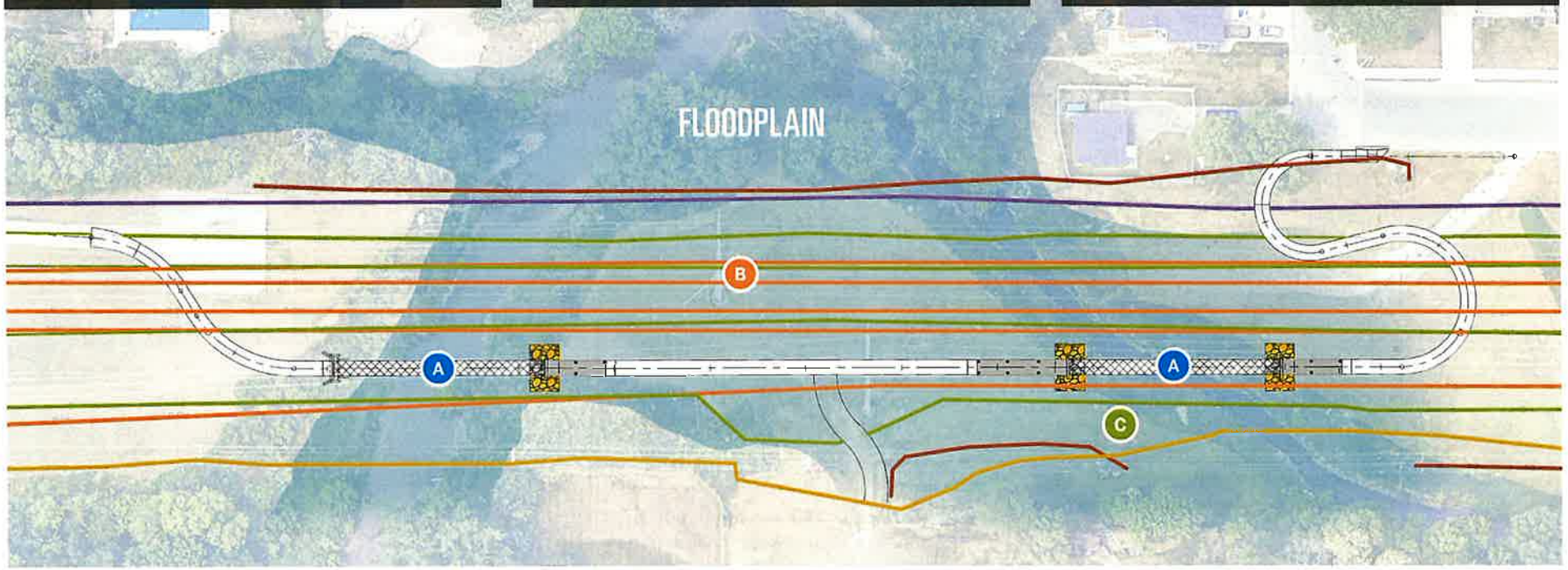
KIM WENZEL | PROJECT MANAGER

PROJECT CONSIDERATIONS | MUNSTER PEDESTRIAN BRIDGE

A The project will include the construction of two bridges to cross the existing Hart Ditch and Cady Marsh Ditch. The location of the bridge piers is critical to avoid conflicts with the existing utilities.

B The project is located in a utility corridor with many overhead and underground lines. The construction phase will require close and proactive utility coordination to prevent conflicts from arising.

C The project is located in a flood zone. SEH completed the design and obtained a construction in a flood zone permit, so we are aware that care must be taken to minimize environmental impacts during construction.



Overhead Power Line Gas Line Petro Line Fiber Optic Line High Pressure Petroleum Pipeline

OUR APPROACH

Our local team includes a construction leader, resident project representatives (RPRs), and a geotechnical expert who bring extensive experience in trail construction practices and familiarity with the Town's requirements and preferences. We are well versed in the INDOT construction administration process, having completed numerous Local Program projects in recent years.

OVERALL

1. Our first step is to **thoroughly review** the contractor's bid document quantities and costs with respect to the construction plans and project specifications before work begins. SEH staff will actively participate in all project meetings, including the pre-construction meeting, project meetings, and project close-out meetings.

2. Our RPRs will provide **full-time project observation during construction** and coordinate all required material sampling and testing and surveying (if needed). We will engage with contractor and subcontractor staff on a daily basis, ensuring smooth communication and workflow.

3. Our team is well versed in the use of **INDOT's Construction Management Software** and will use it for data entry, tracking, reporting, and analysis of contract data from contract award through project closure. This will ensure smooth coordination with INDOT staff for Contract Records, Contract Administration, Contractor Payment, and Materials Management.

4. **To keep the Town staff and INDOT continually informed of construction operations,** we will conduct bi-weekly progress meetings. This approach helps ensure that any issues that arise are promptly and fully resolved, saving time by addressing work in the field. Digital construction daily reports in INDOT's format will be provided by noon of the next workday for the previous day's work. Our inspectors have key communication authority and responsibility for successful execution of the construction project. We will maintain effective project information flow and report any conflicts to the Town and INDOT promptly.

> **Experience in trail construction practices and following INDOT reporting procedures will be critical.**

SEH's approach, including key measures to manage budget, schedule, and overall quality and safety of construction, is as follows.

DAILY SITE INSPECTIONS

Our site inspections will focus on ensuring that construction is carried out per the established construction plans and standards. We recognize the need to enforce industry and owner construction standards and verify that project specifications are being followed. This includes, but is not limited to, the following:

- Maintaining safety of workers and park users. Our RPRs are OSHA 10 certified. Using experienced staff with knowledge of OSHA requirements facilitates robust conversations about safety and a safety perspective during meetings.
- Enforcing environmental permits and standards.
- Verifying installation of materials per requirements and proper techniques.
- Ensuring components are installed at the proper elevation and location as specified.

BI-WEEKLY CONSTRUCTION PROGRESS MEETINGS

Good communication is the cornerstone of a successful construction project. One of our initial steps will be to schedule a preconstruction meeting to define project roles, review identified risks, establish communication protocols, and discuss project schedule and budget. Regular updates will be provided during bi-weekly progress meetings to ensure everyone stays informed and aligned.

FIELD VERIFICATION AND SURVEY STAKING

SEH is equipped to provide surveying and construction staking services, overseen by a licensed surveyor and completed by experienced survey crew chiefs. Prior to project start-up, we will establish staking request procedures with the contractor. Our survey team collaborates closely with our RPRs to ensure that as-built information is complete, accurately collected and depicted, and included in the final as-built plans for the project.

SHOP DRAWING AND MATERIAL SUBMITTAL REVIEWS

All shop drawings will be promptly entered into a database upon receipt and distributed to the appropriate parties for timely review. Requests for information and change orders will be handled efficiently, adhering to the established chain of command for construction. These will be thoroughly documented and included in the construction records. Our construction team will supply as-built markups and detailed notes to facilitate the preparation of record drawings. We have extensive experience preparing post-construction as-builts and will adhere to INDOT standards for this task.

CONTRACTOR QUALITY ASSURANCE

Quality checks will be performed for the following:

- Construction daily diary documentation
- Quantity measurements and calculations
- Payment applications

We will coordinate schedule times and review time requirements to provide timely review and feedback.

REGULATORY COMPLIANCE

SEH RPRs will coordinate closely with contractor personnel during construction and monitor their work to ensure they are complying with the plans, standard specifications, special provisions, contractor's quality control plan, labor compliance, and any applicable permitting requirements.

Our team is familiar with INDOT's guidance on contract administration and will follow documentation requirements.

SCOPE OF SERVICES

Our on-site representatives are the Town's agents at the site and will act as directed by and under the supervision of the Town. We will serve as liaison with the contractor, working principally through the contractor's superintendent. We will assist the contractor in understanding the intent of the contract documents.

SEH will review the progress schedule as well as all required submittals. Tasks we will perform as part of our field representation include, but are not limited to, the following:

- Review contractor construction schedule
- Maintain detailed documentation, including daily records, quantity records, and measurements
- Record plan-related notes
- Provide construction staking
- Facilitate bi-weekly progress meetings
- Maintain construction materials submittal documentation
- Provide periodic payment recommendations for contract work complete
- Submit Project Completion Certification as required
- Provide project close-out documents

Our team recognizes and promotes project safety and will report any issues to the Town as the project owner. This includes following an Emergency Action Plan in regard to State and OSHA safe work practices and procedures. Safety will be a regular point of discussion at meetings and documented as part of our inspector's meeting attendance and minutes.

INDOT's Construction Management Software

Kim and Satya:

Thank you for your time and expertise that you both shown this past Thursday in presenting the various Traffic Calming Items to the Council. It is important that our Town looks to the engineering professionals like you to create a strong plan for the future. While some of the information may be new to our group, it is important that we stay with industry standards and practices and I appreciate your efforts in trying to keep us on focus.

CHUCK GARDINER | MUNSTER TOWN COUNCIL - WARD 3

Affirmative Action Certification Form

Standard RFP Form Ver. 1/2023

(Rev. 06/27/18)

Des. #: 1173597

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*
		%
		%
		%
		%

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*
AES Services, Inc.	13.1 Construction Services	35%
		%
		%
		%

Estimated Total Percentage Credited toward DBE Goal: % 0

Estimated Percentage of Voluntary DBE Work Anticipated over DBE Goal: 35%

Company Name: Short Elliott Hendrickson Inc. (SEH®)

Signature: T.J. Gunnard **Date:** October 22, 2024

* 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.

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-PQ
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 12, 2024

Prequalification Section
(317) 232-5094

Akhtar (Art) Zaman
Advanced Engineering Services Inc.
844 169th Street
Hammond, IN 46324

Re: Consultant Prequalification

Dear Akhtar (Art) Zaman:

The Consultant Prequalification Financial Update Application submitted on 8/6/2024 has been reviewed by this office. Your firm has been prequalified to provide consulting services to the Indiana Department of Transportation (INDOT) in the work groups listed on the attached Work Type Certification, effective 8/12/2024. This approval supersedes any previous approval for prequalification but is subject to revision or modification in accordance with the most current edition of the INDOT Consultant Prequalification Manual. Your Financial approval will expire on 06/30/2025. Your General/Technical approval will expire on 3/31/2025.

Your Firm's annual contracting capacity for the Self-Certified Level is $250,000.00 for the fiscal period that ended on 12/31/2023. Your firm was approved for this financial level as notified separately by the External Audit Section. Your requested and approved financial level determines the firm's service limitations as stated in the INDOT Consultant Prequalification Manual. Consultant firms must submit their annual financial application within 180 calendar days of the end of each fiscal year.

Your firm's annual contracting capacity for the Unit Price Services Level is $2,866,462.00 for the fiscal period that ended on 12/31/2023. Unit Price payments are only allowed for certain work types.

You are required to submit a modification application in the event of any changes in firm ownership, firm address, form of business entity under which the firm operates, manpower significant enough to affect the firm's qualifications or capacity (or operations of laboratories, facilities, etc.), financial status (such as filing for bankruptcy), or any other change which affects an element INDOT considers when prequalifying a consultant. The Consultant must notify INDOT within 15 days of any change in the information provided in its Prequalification Application and to submit a modification application in a timely manner. Failure to submit a modification application within 15 days after the initial notification will result in the loss of the Consultants Prequalification Status.

Please contact Mr. John Leming, Consultant Prequalification Research Analyst at 317-234-4917 if you have any questions on this matter.

Respectfully,

John A. Leming
Prequalification Research Analyst

cc: Prequalification File
External Audit

www.in.gov/dot/
An Equal Opportunity Employer

Prequalified Work Type Certification

Issued By

Indiana Department of Transportation

Date Printed: 08/12/2024

Advanced Engineering Services Inc.

Valid Work Groups

Effective: 08/12/2024 **Expires on:** 03/31/2025

Work Type Code	Work Type Description	Qualifying Person(s)
7.1	Geotechnical Engineering Services	Hadder, Tim Zaman, Akhtar Art U
13.1	Construction Inspection	Vargas, Jose A Zaman, Akhtar Art U

cc: Prequalification File

John A. Leming
Prequalification Research Analyst

www.in.gov/dot/
An Equal Opportunity Employer

Building a Better World for All of Us®

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy, and a balanced environment. Building a Better World for All of Us communicates a company-wide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

JOIN OUR SOCIAL COMMUNITIES