Indiana 49 Lakeshore Gateway Corridor Development Project

"Gateway to the Indiana Dunes"

Town of Porter, Indiana
Town Council
Redevelopment Commission

Application for Financial Support

Northwest Indiana
Regional Development Authority
October 21, 2009 - Revised

SEH

Town of Porter

On Beautiful Lake Michigan

October 21, 2009

Mr. Bill Hanna, Executive Director
Northwest Indiana Regional Development Authority
9800 Connecticut Drive
Crown Point, Indiana 46307

Re: Town of Porter, Indiana
Revised Application for Financial Support for the Indiana 49 Lakeshore Gateway Corridor Project - "Gateway to the Indiana Dunes"

Dear Mr. Hanna:

On behalf of the Town of Porter, Indiana, I would like to thank the Northwest Indiana Regional Development Authority (RDA) for considering this revised request for financial support for the Indiana 49 Lakeshore Gateway Corridor Project. Since the July 9, 2009 Shoreline Working Group Meeting, at which our initial application received a favorable endorsement, we have been meeting with project stakeholders to ensure the Indiana 49 Lakeshore Gateway Corridor Development Project – "Gateway to the Indiana Dunes" meets and exceeds the expectations of all involved. In addition, we have continued to pursue other sources of funding for the project. Please find below a summary of our efforts.

Collaboration with Project Stakeholders

- On July 13th, our Project Manager, A.J. Monroe, SEH, Inc., met with representatives of the National Park Service – Indiana Dunes National Lakeshore including Superintendent Costa Dillon, Asst. Superintendent Garry Traynham, and Management Asst. Eric Ehn to discuss the project. Support was offered and Mr. Ehn was designated as the Park Service's representative to the project steering committee.
- On August 10th, Mr. Monroe met with Lorelei Weimer, Executive Director of the Porter County Convention, Recreation and Visitor Commission (PCCRVC). Ms. Weimer offered her support to the project.
- On August 12th, Mr. Monroe and I met with Cliff Fleming, Town of Burns Harbor Town Councilman / Porter County Redevelopment Commission to discuss the project. Mr. Fleming offered his support of the project. Mr. Fleming also indicated that the Indiana 49 Lakeshore Gateway Corridor Project has inspired him to begin work to extend the Indiana 49 Lakeshore Gateway Corridor concept south into Porter County.

303 Franklin Street • Porter, IN 46304 • Phone: 219-926-2771 • Fax: 219-395-8811

- On August 12th, Mr. Monroe met with Bernie Doyle, Town Manager – Town of Chesterton. Mr. Doyle offered his support to the project and will serve as the Town's representative to the project steering committee.
- On August 21st, Mr. Monroe met with Jenny Orsburn, Program Coordinator – Indiana Department of Natural Resources Lake Michigan Coastal Program.
- On September 17th, the Town of Porter accompanied by Mr. Monroe, Kerry Keith and Doug Olson met with RDA Executive Director Bill Hanna, Tina Rongers, Policy Analytics and representatives of the Indiana Department of Transportation (INDOT) to discuss Porter's RDA Application and coordination with the department.
- On September 22nd, Mr. Monroe met with Brandt Baughman, Property Manager Indiana Dunes State Park. Mr. Baughman offered his support of the project and offered to serve on the project steering committee.

Seeking Additional Sources of Funding

- Porter County is slated to receive $500,000.00 for the Dunes Kankakee Trail that Congressman Vislcosky secured in the Fiscal Year Transportation, Housing and Urban Development Appropriations Bill. The Transportation, Housing and Urban Development Appropriations Bill passed the House of Representatives on July 23. The requested amount - $125,000 - will serve as the local match. The funding will be used by the Porter County Board of Commissioners to construct approaches and crossings for the Dunes-Kankakee Trail near the intersection of U.S Highway 20 and Indiana 49. The Town of Porter is currently in discussions with Porter County government to manage the project via an interlocal agreement.
- During the August meeting of the Porter County Economic Development Alliance, the Town of Porter was granted $25,000. The grant award is to be used as a match to the Town's request for the funding of the Alternative Transportation Study.

Our community has worked tirelessly to develop relationships and gather critical information. Through our efforts, we have identified pending Indiana Department of Transportation projects along the Indiana 49 corridor that can positively impact our community's vision to establish Indiana 49 as the "Gateway to the Indiana Dunes". The first of these projects is the reconstruction of the Indiana 49 Bridge over U.S. 20. While the project is set for bid letting in January 2010, INDOT representatives have offered their support to help us prepare a concept plan and design for aesthetic enhancements to the bridge. Funding of the Indiana 49 Lakeshore Gateway Corridor Development Project will allow us to take advantage of this opportunity and properly plan for future opportunities that may be a result from our relationship with INDOT or other project stakeholders.

Thank you again for your consideration. Our community looks forward to our continued work with the Regional Development Authority – a relationship that will ultimately allow our community to assist the region realize the Marquette Vision.

Sincerely,

Mike Genger, President
Town of Porter Redevelopment Commission

Northwest Indiana Regional Development Authority
Application for Financial Support
General Instructions
REVISED

The RDA Board requires that every applicant for funding submit this application form. There are no minimum or maximum length requirements to any question or to the form as a whole. Brevity though is always appreciated, as long as the response is complete. Answers should be detailed and specific as well as focused.

Supporting materials (e.g. studies, plans, reports, etc.) in general should be referred to and the findings summarized in the answers, with the unabridged supporting materials attached to or submitted with the completed application.

The Board or its staff may request clarification and/or supplements to any given answer.

The Applicant may submit any additional responses and/or materials it wishes. These should be given after the last response to the Board's questions and identified as supplemental information, materials, etc.

Date of filing: **October 21, 2009**

Applicant:

Contact Person: Mike Genger, President
Town of Porter, Indiana - Redevelopment Commission

Mailing address: Town of Porter
Porter Town Hall
303 Franklin Street
Porter, Indiana 46304

Phone: (219) 395 - 9731
Fax: (219) 395 - 8811
Email: mgenger@townofporter.com

Applicant's legal status: Municipality

- *Attach cites to any statutes, ordinances or other laws and rules that specifically establish the applicant, control of activities, and document it's capacity to receive and spend funds.*

- *Attach a copy of any Articles of Incorporation, by-laws, rules, ordinances, specific governmental pacts, and related documents.*

Project description

Executive summary (500 words)

- *Attach extended description*

The Indiana 49 Lakeshore Gateway Corridor Development Project

The 2005 Porter County Destination Audit indicates that annually more than 3 million visitors come to Porter County to visit the Indiana Dunes. Those visitors find themselves trying to navigate through a place that lacks a gateway community or a place to start their experience. During the public hearings held in conjunction with the development of the Marquette Plan, many voiced concerns that this lack of a gateway, a sense of arrival - negatively impacted the quality of life of Porter County residents, as well as, the economic development opportunities associated with these visitors.

The Indiana 49 Lakeshore Gateway Corridor (as identified in the Marquette Plan – Phase II: A Vision for Lakeshore Reinvestment (February 2008)) Development Project will balance the needs of the resident and visitor, as well as, outline a course of action that will invest in community infrastructure, showcase our heritage, redefine the edges, bridge the gaps, preserve, protect and enhance our environmental systems, protect our waters, and identify an effective management and funding strategy – or in other words – meet the principles outlined in the Marquette Plan on our way toward "***Creating a Livable Lakefront***".

Like the Marquette Plan, the Lakeshore Gateway Development Project will require collaboration and cooperation if it is to be successfully implemented. It requires local implementation or a "local champion" to help northwest Indiana realize the long-term vision of the Marquette Plan.

Recognizing the need for local leadership and the importance of open communication and discourse, the Town submits this application and has already taken steps to engage the stakeholders in the project area to discuss the project. Working collaboratively with the Indiana Department of Natural Resources (Indiana Dunes State Park), the National Park Service (Indiana Dunes National Lakeshore), the Porter County Convention, Recreation and Visitors Commission, the Porter County Parks Department, the Duneland communities of Chesterton and Burns Harbor and various other federal, state, and local agencies the Town of Porter believes success will be attained.

The Indiana 49 Lakeshore Gateway Corridor Development Project includes four initiatives:

The Indiana 49 Lakeshore Gateway Sub-Area Plan "Gateway to the Indiana Dunes"

The proposed plan will guide future development in the Indiana 49 Corridor to create the iconic "Gateway to the Indiana Dunes". The Plan will be guided by the principles outlined in the Marquette Plan. The Plan will include strategies and an action plan that identifies responsible parties and timelines, along with catalytic projects, in order to clearly articulate plan implementation.

Indiana 49 Reconstruction Project

The proposed project involves the design, engineering, and construction of Indiana 49 between Interstate 94 and the Indiana Dunes State Park. The reconstructed highway will become the iconic "Gateway to the Indiana Dunes". The corridor is approximately 8,920 lineal feet (approximately 1.5 miles) and will include upgraded travel lanes and one transit lane, signal modernization (with pedestrian cross-walks), street lights, ribbon curbs, driveway aprons, storm water conveyance systems (using best management practices) and native landscaping.

"Gateway to the Indiana Dunes" Alternative Transportation Study

The proposed study will analyze various methods of transporting residents and visitors between the many uses and attractions along the corridor. The study will be conducted as a partnership with the Town of Porter, the Indiana Department of Natural Resources (Indiana Dunes State Park), the National Park Service (Indiana Dunes National Lakeshore), Northern Indiana Commuter Transportation District, the Porter County Convention, Recreation and Visitors Commission, and the Indiana Department of Transportation, elected officials and project area stakeholders.

The Dunes Kankakee Trail

The proposed project involves the design, engineering and construction of the Dunes Kankakee Trail from U.S. 12 south to the intersection of Woodlawn Avenue and Calumet Road. The Trail is approximately 20,850 lineal feet (3.95 miles) and will include a ten foot wide asphalt trail bounded by two feet of ribbon curb on each side. As part of the project, pedestrian/bicycle bridge across Indiana 49, wayfinding and interpretative signage, crosswalks, lighting, storm water conveyance systems (using best management practices), bike racks, benches and decorative and native landscaping will be installed. The Trail will begin at U.S. 12 and works its way south along Indiana 49 to Oak Hill Road at which point it will extend west to Waverly Road and then south to Woodlawn Avenue. Once at Woodlawn, the Trail will continue east to Calumet Road where construction will terminate.

Note: Detailed Scopes of Work for the each project initiative are attached for your review.

Economic Impact Statement

Executive Summary (500 words)

- *Attach extended description economic impact analysis, citing quantitative data including projected impact on jobs and salaries, goods and services purchased in Northwest Indiana, population growth, and so on. Include a description of methodology.*

The Comprehensive Economic Development Plan for the Northwest Indiana Regional Development Authority (RDA) reports that the Marquette Plan will create enhanced and additional economic and recreational opportunities for the residents of Northwest Indiana. The land use assumptions coupled with $400 million in public investment can yield $8 billon in private investment over the next ten years.

In 2007, as part of the completion of the Marquette Plan: Phase II, (which included the shoreline east of the Burns Waterway to the Indiana / Michigan state line) a companion study was completed as related to the U.S. 12 & 20 Corridors spanning Porter County. One of the topics discussed in that study, indicated a desire for expanded economic development, more specifically tourism-related development along the Corridors adjacent to and leading into the Indiana Dunes National Lakeshore and Indiana Dunes State Park.

The economic opportunities identified in the studies and reported by several stakeholders throughout the Marquette and Corridor study processes require the development of better access, people management, and amenities for those who not only live in the area, but also designed for those who visit. These suggestions have long been supported by the Porter County Convention, Recreation, and Visitors Commission (PCCRVC), as well.

In 2007, the PCCRVC commissioned a study (by Certec Inc.) to review the economic impacts that tourism has on Porter County. Based on the information provided in the study, that utilized input-out modeling, it is clear that tourism has a direct, positive impact on Porter County's economy. Below, we have highlighted several key points that demonstrate tourism's economic impact.

Economic Impact	**2000**	**2007**
Direct Expenditures	$156.9 MM	$215.1 MM
Indirect Expenditures	$ 68.3 MM	$ 91.5 MM
Total	$225.2 MM	$306.6 MM
Total Wages	$ 55.2 MM	$ 73.8 MM
Total Taxes	$ 50.0 MM	$ 73.2 MM
Direct Employment	2,918	3,502
Indirect Employment	1,023	1,012
Total	3,941	4,514

The projects provided herein, are designed to continue to promote growth in tourism along with identifying specific land use changes along the corridor for direct investment from both public and private entities.

BURNS HARBOR - Multi-Use Development Park-Marquette Trail

Porter County, Indiana

Economic Impact Analysis

Tax Year	2030		
Gross Tax Rate	Office / Commercial / Light Industrial	$3.0000	(per $100 of assessed value)
Taxing District	Porter County		

PROPOSED ASSUMPTIONS

Multi-Use Green Development Park	Bldg. Area (s.f.)	Lot Area (Acres)
Office	771,000	35.5
Hotel	44,400	6.1
Restaurant	6,500	0.6
Total	**821,900**	**42.2**

CALCULATIONS			**NOTES**
Office / Flex-Office	771,000	s.f.	Combined total sq. footage
Fair Market Value per Sq. Foot	$140		RS Means construction cost data
Total Assessed Value (80%)	$86,352,000		Conservatively assumed 80% of value
Current Assessed Value of Land	$1,564,000		$20,000 per acre
Site Development Costs	$2,346,000		$30,000 per acre
Total Projected New Assessed Value	$90,262,000		Line items 2+3+4
Annual Realized Tax Revenue	$2,707,860		In Year 2030 upon complete build out
Hotel	44,400	s.f.	
Fair Market Value per Sq. Foot (includes parking)	$125		RS Means construction cost data
Total Assessed Value (80%)	$4,440,000		Assumed 80% of value
Current Assessed Value of Land	$122,000		$20,000 per acre
Site Development Costs	$183,000		$30,000 per acre
Total Projected New Assessed Value	$4,745,000		Line items 20+21+22
Annual Realized Tax Revenue	$142,350		In Year 2030 upon complete build out
Restaurant	6,500	s.f.	
Fair Market Value per Sq. Foot (includes parking)	$200		RS Means construction cost data
Total Assessed Value (80%)	$1,040,000		Assumed 80% of value
Current Assessed Value of Land	$12,000		$20,000 per acre
Site Development Costs	$18,000		$30,000 per acre
Total Projected New Assessed Value	$1,070,000		Line items 26+27+28
Annual Realized Tax Revenue	$32,100		In Year 2030 upon complete build out
Total Annual Realized Tax Revenue	**$2,882,310**		

The table above illustrates how park and recreational amenities and adjacent future developments are analyzed to determine economic impacts. The example anticipates that the future commercial and retail development would be targeted to build upon and complement the adjacent trail corridor. A similar analysis will be conducted as part of the Indiana 49 Lakeshore Gateway Sub-Area Plan "Gateway to the Indiana Dunes".

In the short-term, state and local units of government, local businesses, contractors, construction trade representatives, manufacturers and suppliers will all be positively impacted by the development projects proposed. The proposed development projects done in a cooperative manner with local tourism industries will further enhance the long-term economic success of the corridor.

Quality of Life Impact Statement

Executive summary (250 words)

- *Attach an extended analysis of the projected impact of the project on the environment in Northwest Indiana. Also provide an analysis of the potential of the project to improve social circumstances for the resident of Northwest Indiana. Include a description of methodology.*

The Indiana 49 Lakeshore Gateway Corridor Development Project will reaffirm the Duneland's historical standing as being the "Gateway to the Indiana Dunes". The Plan, successfully implemented, will improve our community's infrastructure and transportation systems. These investments will enhance our community's opportunity to develop new sources of revenue as a means to diversify our tax base as well as a means to better protect our economic future – our natural environment and the tourism associated.

Our community is home to an assortment of natural habitats and a diversity of flora and fauna not often found in such a small geographic area. Over the years, many have made the trek to northwest Indiana to experience the beauty of Lake Michigan and the Indiana Dunes. Today, the Duneland's geological history and beauty can be experienced by hiking on any one of the trails within the Indiana Dunes National Lakeshore or Indiana Dunes State Park.

The Indiana Dunes have long been considered a destination to those living in Chicago. Early visitors traveled using the Chicago South Shore South Bend Commuter Railroad. They brought their families, their friends to explore the awesome beauty of the dunes. As the automobile became a fixture in the American household, city dwellers commuted to northern Porter County along the U.S. 12 (Dunes Highway). Today, residents of northwest Indiana and Chicagoland still make the trek to northern Porter County to swim in Lake Michigan and explore the dunes.

Our community's quality of life is interwoven with Lake Michigan and the dunes. Our relationship with the Lake and the dunes has blessed us with a thriving community full of opportunity, a community in balance with our environment, a community of vibrant, accessible neighborhoods, learning and nurturing community, a safe and healthy community, and a community that appreciates the arts and celebrates life.

Funding Request and Financial Analysis

- *Attach a detailed explanation of the request from the board. Is the request part of a larger project, and if so, define the specific project. Is the request for an outright grant, a loan, an investment to be repaid? Indicate the required flow of funds) (single year / multiple years) If bonds are to be issued, are they issued by the applicant, the RDA or a third party? Indicate the terms of guarantees and repayment by Applicant by year.*

Funding Request

The Town of Porter, in conjunction with the Porter Redevelopment Commission, is requesting a three year (3-year) funding grant package from the RDA for the Indiana 49 Lakeshore Gateway Corridor Development Project. The four projects include:

- **The Indiana 49 Lakeshore Gateway Sub-Area Plan "Gateway to the Indiana Dunes"**
- **Indiana 49 Reconstruction Project**
- **"Gateway to the Indiana Dunes" Alternative Transportation Study**
- **The Dunes Kankakee Trail**

Total Project Cost: **$30,707,930**

Listed below are **10 projects / planning initiatives** recently completed or soon to be completed within the project area.

1. Dorothy Buell Memorial Visitors Center (a partnership between the National Park Service and the Porter County Convention, Recreation and Visitors Center) - $3,000,000
2. Sanitary Sewer Improvements (along Indiana 49) - $132,210
3. Indiana Dunes State Park – Entrance / Park Road Reconstruction - $3,000,000
4. Indiana Dunes State Park – Daylighting of Dunes Creek - $650,000
5. Orchard Pedestrian Way - $2,582,220

6. Orchard Pedestrian Bridge (over Little Calumet River) - $567,500
7. Indiana State Road 49 Trail – Phase 1 Implementation Plan - $30,000.00 (in-kind)
8. Indiana State Road 49 Improvements (resurfacing - state park entrance to Oak Hill Road and bike trail - state park entrance to U.S. 12) - $850,000
9. Porter County Community Assessments (by PCCRVC) - $25,000
10. Porter County and Communities Branding, Product Development, and Marketing Plan (by PCCRVC) - $175,000

Note: Northern Indiana Commuter Transportation District (NICTD) projects recently completed at Dunes Park Station are not listed.

Funds requested from RDA – $19,413,750 Note 1.

Year One

The Indiana 49 Lakeshore Gateway Sub-Area Plan "Gateway to the Indiana Dunes"	$240,000	
Indiana 49 Reconstruction Project – IN 49 Bridge at U.S. 20 (eng., design and construction)	$205,000	Note 2.
"Gateway to the Indiana Dunes" Alternative Transportation Study	$225,000	Note 3.
The Dunes Kankakee Trail (eng. and design)	$911,500	
Dunes Kankakee Trail (construction)	$125,000	Note 4.
Indiana 49 Engineer's Feasibility Study	$110,000	
Year One Request	**$1,816,500**	

Year Two

The Dunes Kankakee Trail (construction)	$5,046,250
Dunes Kankakee Trail Pedestrian Bridge (construction)	$4,000,000
Indiana 49 Reconstruction Project (eng. and design)	$740,000
Year Two Request	**$9,786,250**

Year Three

Indiana 49 Reconstruction Project (construction)	$7,811,000
Year Three Request	**$7,811,000**

Notes:

1. Should federal funding be secured at the 80/20 federal/local match – the total funding request will be reduced in an amount equal to the federal award. Information pertaining to submitted federal funding requests is provided below.
2. The Indiana Department of Transportation will be reconstructing the Indiana 49 Bridge over U.S. 20. The project is set for bid letting in January 2010. This project will fund aesthetic enhancements to the bridge including: lighting, railings, signage and landscaping.
3. The Porter County Economic Development Alliance (PCEDA) has awarded $25,000.00 to the Town of Porter to develop the "Gateway to the Indiana Dunes" Alternative Transportation Study – a study previously valued at $250,000.
4. Porter County is slated to receive $500,000.00 for the Dunes Kankakee Trail that Congressman Vislcosky secured in the Fiscal Year Transportation, Housing and Urban Development Appropriations Bill. The Transportation, Housing and Urban Development Appropriations Bill passed the House of Representatives on July 23. The requested amount - $125,000 - will serve as the local match. The funding will be used by the Porter County Board of Commissioners to construct approaches and crossings for the Dunes- Kankakee Trail near the intersection of U.S Highway 20 and Indiana 49. The Town of Porter is currently in discussions with Porter County government to manage the project via an interlocal agreement.

Total funds from other sources, both received and requested

- *Attach a detailed explanation of the funds from other sources. The amount of financing received or promised from each source, its nature (bonds, loans, grants...), and full payment information.*

The Town of Porter has always advocated for a "livable lakefront". More recently, through participation in the development of the Marquette Plan – the Town of Porter has recommitted to developing a "livable lakefront". Over the past year, the Town of Porter has worked with funding agencies at the federal, state and local levels to secure necessary funding to implement the Marquette Plan.

Project:	Town of Porter, Indiana Wayfinding
Funding Source:	Federal Stimulus
Project Cost:	$78,000.00
Amount Requested:	$78,000.00
Local Match:	$0
Project Description:	Project description – Wayfinding and Gateway improvements at various locations in the Town.

Project:	Reconstruction of Indiana 49 Engineering, Design and Transit Study
Funding Source:	New Surface Transportation Authorization Legislation (yet titles) to replace SAFETEA-LU (which expires September 30, 2009)
Project Cost:	$990,000.00
Amount Requested:	$792,000.00
Local Match (20%):	$198,000.00
Project Description:	Project description – This project seeks funding for the engineering, design and transit study associated with the reconstruction of Indiana 49 between Interstate 94 and the Indiana Dunes State Park. The reconstructed highway will become the "Gateway to the Indiana Dunes". The corridor is approximately 8,920 lineal feet (approximately 1.5 miles) and will include: upgraded travel lanes and one transit lane, signal modernization (with pedestrian cross-walks), streetlights, ribbon-curbs, driveway aprons, storm water conveyance systems (using best management practices), and native landscaping.

Project:	Reconstruction of Indiana 49 Construction
Funding Source:	Federal - New Surface Transportation Authorization Legislation (yet titled) to replace SAFETEA-LU (which expires September 30, 2009)
Project Cost:	$7,811,000.00
Amount Requested:	$6,248,800.00
Local Match:	$1,562,200.00

Project Description: Project description – This project seeks funding for the reconstruction of Indiana 49 between Interstate 94 and the Indiana Dunes State Park. The reconstructed highway will become the "Gateway to the Indiana Dunes". The corridor is approximately 8,920 lineal feet (approximately 1.5 miles) and will include: upgraded travel lanes and one transit lane, signal modernization (with pedestrian cross-walks), streetlights, ribbon-curbs, driveway aprons, storm water conveyance systems (using best management practices), and native landscaping.

Project Timeline

- *Identify the start date, completion date and significant milestones for the specific project.*

Start Date: Year One Request (Fall 2009)
Completion Date: Year One Request (Winter 2010)

Supporting Materials

- *Attach unabridged copies of all studies, repeals, surveys and other documents supporting this application.*

Note: CD's will be attached. The CDs Table of Contents is attached.

- *Attach a statement of the relationship, if any, between the project and any other existing or proposed economic development projects in Northwest Indiana.*

The Indiana 49 Lakeshore Gateway Corridor Development Plan (Porter, Indiana) - Marquette Plan Improvement Projects is related to the RDA funding of the Marquette Greenway Trail Sub-Area Master Plan project currently under development. The "Gateway to the Indiana Dunes" will serve as the undisputed first stop for bicyclists and other trail users interested in recreating on Porter County's extensive system.

Additionally, the Town of Porter has partnered with the Porter County Convention, Recreation and Visitors Commission to develop a destination brand that establishes Porter as the "Family Destination". The Indiana 49 Lakeshore Gateway Corridor Development Plan will link the Dorothy Buell Memorial Visitor Center to the Dune Park South Shore Station and the Indiana Dunes State Park, link the downtown Porter (via the Orchard Pedestrian Way) to the Visitor Center, and create new hospitality related development opportunities at the intersection of Indiana 49 and U.S. 20.

- *Attach a disclosure statement regarding relationship you may have with RDA board members or employees.*

There are no known financial or familial relationships between the Indiana 49 Lakeshore Gateway Corridor Development Project (Porter, Indiana) - Marquette Plan Improvements Project Team and the RDA Board or its employees.

- *Attach a copy of ethics guidelines to which applicant adheres.*

  The Town of Porter does not at the present time have a formally adopted Ethics Ordinance which could be attached or provided; however, every elected official, and board appointee, takes an oath to uphold the Laws and Ordinances of the Town of Porter and State of Indiana.

- *With respect to projects undertaken by the authority, the applicant shall set a goal for participation by minority business enterprises of fifteen percent (15%) and women's business enterprises of five percent (5%), consistent with the goals of delivering the project on time and within the budgeted amount and insofar as possible, using Indiana businesses for employees, goods, and services. The complete citation can be found in IC 36-7.5-2-8(b) (http://www.in.gov/legislative/ic/code/title36/ar7.5/ch2.pdf)*

  The Town of Porter commits to meeting the MBE / WBE utilization goals set forth by the State of Indiana and the Northwest Indiana Regional Development Authority.

Scopes of Work:

The Indiana 49 Lakeshore Gateway Sub-Area Plan "Gateway to the Indiana Dunes"

Indiana 49 Reconstruction Project

"Gateway to the Indiana Dunes" Alternative Transportation Study

The Dunes Kankakee Trail

Indiana 49 Lakeshore Gateway Sub-Area Plan "Gateway to the Indiana Dunes" - Work Plan

Task 1: Project Organization, Initiation and Discovery

Our approach to project team organization and management is focused on strengthening relationships with our clients. As such, we view our role as an extension of staff, working side-by-side with the Town of Porter to guide project activities.

The purpose of this task is to review and evaluate background information, available data and existing conditions, and to identify additional baseline information needs if necessary. A complete site analysis will be undertaken that will include land use and movement patterns, infrastructure, the built environment and property attributes, in order to ensure that Town staff and officials, and the SEH Team has a thorough understanding of the project area.

1.1. Kick-off Meeting

Members of the SEH Team will conduct a project kick-off meeting with Town staff and officials and project stakeholders to review the preliminary work plan, methodologies and budget, and to refine them as necessary. This meeting will also provide an opportunity for our Team and core members of Town staff and officials and project stakeholders to initiate the process of relationship building, and to begin to exchange information regarding project data and background information.

1.2. "Gateway to the Indiana Dunes" Vision Statement and Guiding Principles

A well-articulated and consensus-building shared community vision is an important foundation for the entire Plan, thus the formulation of a concise vision statement and fundamental development principles are included here in the Project Organization task. Concurrent and subsequent project tasks – especially Community Engagement – will inform the development of a vision and series of principles for the project.

Methodology

The vision statement and fundamental development principles for the Corridor will be drafted by the SEH team based on the vision and guiding principals of the Marquette Plan: Indiana's Vision for Lakeshore Reinvestment, other local and regional planning documents and input from the kickoff meetings. The statements will be edited internally (town staff and officials/project stakeholders/SEH team) and refined through the input of the broader public.

1.3. Review Context and Past Planning Efforts

To help gain an understanding of the historical and physical context of the project area, past and concurrent planning efforts for the Corridor from the past ten years will be assembled and reviewed by the SEH Team. These documents will be provided to the Team by Town of Porter staff and officials and project stakeholders; a summary of the purpose and recommendations of these planning efforts will be included in a technical memorandum for this task.

Through recent project and practical experience, members of the SEH Team already possess a working knowledge of the project area. This task activity will focus on reviewing The Porter Comprehensive Plan, the Marquette Plan, and other local and regional planning efforts for policies and implementation processes that pertain to the Indiana 49 corridor and its surrounding area. This review will be supplemented by discussions with Town staff and officials and project stakeholders. In addition, current land use designations will be investigated and used as a baseline for activities listed in Task 4 below.

The SEH Team will coordinate the gathering of market data to shape, with the planning team, compatible uses, development strategies and alternatives for Indiana 49 Corridor. We will also assist in client, stakeholder and planning team discussions by including studies currently underway and by suggesting opportunities.

1.4. Survey of Demographics and Property Attributes

The SEH Team will assemble and analyze existing demographic data for the project area and its context to gain a better understanding of the existing social, financial and property characteristics throughout the Indiana 49 corridor. Data pertaining to population, employment, zoning/land use, building type/condition, housing and property value will be collected from available sources (e.g., the Census Bureau, Town, County, State and Federal agencies) and will be presented in text and graphic (GIS) formats to help ensure that all stakeholders understand the information.

Methodology

The cursory survey of demographic information will be conducted. It can borrow from existing materials that consider northern Porter County as a whole, and fill out this picture for key attributes. The survey of property will similarly consider and illuminate the property characteristics that are most important to understanding how to guide development, and what areas roughly within the project area represent development opportunities. Information will be displayed through maps and charts, and made available to the public at public events.

1.5. Data Gathering - Parking and Movement Patterns

Urban and transportation planners and designers from the SEH Team will work with Town staff and officials, project stakeholders, the Northwestern Indiana Regional Planning Commission (NIRPC), and the Indiana Department of Transportation (INDOT) to collect and review traffic data and to determine existing parking, pedestrian, bicycle, automobile and transit circulation patterns and access for the project area, with specific emphasis on key focal points. This information will be presented depicting existing patterns and levels of service to examine relationships between current and future circulation and land use patterns along the highway.

Task 1 Deliverables

- Updated and refined work plan, schedule and budget based on discussions between the SEH Team and Town staff and officials
- Regular weekly summary progress reports submitted by e-mail
- Written project vision statement and principles of development
- Base mapping for the project area

- Technical memorandum summarizing past and concurrent planning efforts and recommendations as well as the comprehensive plan review
- Document summarizing the demographic features and property attributes of the study area
- Brief technical memorandum summarizing the results of the market data and analysis of the project area

Task 2: Community Engagement

The purpose of this phase is to identify issues, opportunities and constraints within the project area as well as to utilize stakeholder knowledge of the site throughout the planning process. This will be accomplished through a series of Steering Committee, staff, public and business community meetings as described below. Activities within this task will be held at key points in the planning process and coordinated with all other tasks to synthesize and focus the information obtained from these meetings. Additionally, these activities will allow participants in the process to build consensus around a community vision and set of goals and policies for the Indiana 49 Corridor – Gateway to the Indiana Dunes – Sub Area Plan.

The SEH Team recognizes the importance of working together with the Town, project stakeholders, and other consultants to build consensus on a community engagement approach. Thus, we will work as team members with Roger Brooks, who has been retained by the County to develop a signage and wayfinding plan for Porter County. Their role will be vital to the success of Corridor Plan and will provide our team with a strong base for resident and business community outreach.

Rigorous and Effective Neighborhood Outreach

The SEH Team is prepared to implement a rigorous public engagement process for the Town of Porter and project stakeholders. A fundamental premise that will guide public engagement activities for the plan is the concept of "doing groundwork in order to have successful public meetings."

It is recognized that there are in fact numerous groups, organizations, agencies, and individuals who are interested and involved in Corridor revitalization efforts. These include the National Park Service, Indiana Department of Natural Resources, the Porter County Convention, Recreation, and Visitor Commission, and Porter County, to name a few. Because of the activism of these groups and their previous interest, their participation in the master plan study can practically be counted on.

At the same time, there are groups and individuals who have not previously been involved and extra effort will be required to engage them. Our team is prepared to take the extra steps needed to engage these groups and individuals. It is our belief that these extra steps should:

- First, include efforts to engage uninvolved groups and individuals in existing organizations, thereby strengthening mechanisms and structures that are already in place, and;
- Second, if there is unwillingness to participate in the Corridor planning process through existing organizations, encourage groups' and individuals' participation through new avenues of involvement.

2.1. Advanced Groundwork

The groundwork that will take place in advance of the public meetings will be implemented in a strategic manner in cooperation with the Steering Committee and its associated member organizations. This advanced groundwork will be tailored to meet the needs of the groups and individuals to be encountered and may include:

- One-on-one discussions with key stakeholders.
- Coordination with the existing groups and organizations to assist in the facilitation of intra-organization round table discussions where participants can focus on micro-level issues affecting their segment of the Corridor and macro-level issues affecting the entire corridor. The SEH Team will work closely with the Duneland Chamber of Commerce to facilitate a business community roundtable discussion. We will also work with the Town staff, officials and project stakeholders to a developer focus group comprised of leading experts from real estate and community development. These experts will be utilized during strategic milestones in the planning process to review and guide the team toward more realistic, market-related, and implementable recommendations.

As the groundwork will be tailored to meet the needs of specific groups, it is not possible to quantify the number of meetings that will be held. Our team, however, has set aside approximately 40 hours for the purpose of conducting groundwork before each of the five public meetings.

Methodology

Town staff and officials and project stakeholders will take the lead on advanced groundwork prior to public events.

2.2. Steering Committee Meetings

The SEH Team will work closely with Town staff and officials and the project stakeholders to coordinate and facilitate activities for five Steering Committee meetings. One or more SEH Team members will attend based on the specific needs and desired outcomes of each meeting. The purpose of these meetings will be to maintain open communication with stakeholders in the project area while updating the Committee on study progress and issues identification and resolution. In addition, the Steering Committee will provide guidance on process, public engagement and plan content feedback as well as input of public meeting materials and methodologies. The SEH Team will provide an agenda to the Town and project stakeholders two weeks prior to each Steering Committee meeting. Minutes from each meeting will be made available by the SEH Team.

2.3. Technical Advisor / Focus Group Meeting

A technical advisor / focus group meeting will be held during the planning process. The meeting participants will be identified by Town staff and officials and project stakeholders based on the individuals expertise. The meeting format will be conducted in a workshop format.

2.4. Public Meetings

SEH Team and Town staff and officials and project stakeholders will facilitate two public meetings during the Indiana 49 Corridor – Gateway to the Indiana Dunes planning process. These evening meetings – which will be coordinated with Town staff and officials and project

stakeholders – will be held at a location(s) at or near the project site and will build directly from and be informed by the advanced groundwork completed in Task 2.1 above. Agendas for each public meeting will be made available to the Town and project stakeholders one month prior to the meeting date.

Task 2 Deliverables

- Notes of advanced groundwork for public meetings
- Supporting materials for meetings, including but not limited to agendas, large-scale graphics, presentation boards, PowerPoint presentations and handouts (drafts provided to Town staff and officials and project stakeholders one week prior to each public meeting)

Task 3: Land Use and Transportation Plan

The work completed in Task 3 will define future development decisions and implementation/revitalization strategies for the future of Indiana 49 Corridor – Gateway to the Indiana Dunes. Task components consist of a variety of policy, development and illustrative tools that describe the desired land use mix and transportation features of the Corridor. These elements – land use and transportation – will be developed in an integrated fashion to recognize their inseparability and mutual dependence in the planning of the environment. Additionally, Task 3 will be developed as a parallel process with the development guidelines and concepts *(Task 4, below)* for these same reasons.

3.1 Future Land Use Plan

Based on information, analysis and feedback obtained in earlier tasks, the open space framework plan and the concurrent development guidelines and concepts process *(Task 4, below)* the SEH Team will prepare a future land use plan that may later be incorporated into the Town's Comprehensive Plan and policies. The plan will illustrate an appropriate mix of uses (housing, industrial, commercial and mixed use) based on community/stakeholder feedback, context within the community, town and regional planning documents and the market. The future land use plan will guide future steps in the Indiana 49 Corridor – Gateway to the Indiana Dunes planning and urban design process and will also serve as the basis for future implementation and revitalization strategies.

The future land use plan will be accompanied by descriptive text describing both the physical placement of land uses as well as the rationality behind them. This map will be compatible with the Town's Comprehensive Plan and use designations and may be provided in GIS or other formats necessary for incorporation into the plan.

Methodology

SEH Team will create a draft Future Land Use map utilizing the town's standard categories and symbology. (Note that this will be delivered to the Town in a GIS compatible electronic format so as to permit incorporation into the town and county mapping systems) SEH Team will also create materials that interpret the map categories, and explain key decisions. The map and interpretive materials will be made available for review and comment by the project steering committee and the public in appropriate venues as determined by town staff and officials and project stakeholders/SEH Team. Adjustments will be made to the map to reflect input received.

3.2. Suggested Comprehensive Plan Modifications

Based on land use and transportation information obtained and developed during Task 3.1, recommendations for changes to features of the Town's Comprehensive Plan will be made.

Methodology

The SEH Team will create a map that illustrates existing and proposed comprehensive plan features in the Indiana 49 Corridor. SEH Team will also create materials that explain these features, and explain proposed changes. The map and interpretive materials will be made available for review and comment by the project steering committee and the public in appropriate venues as determined by town staff and officials and project stakeholders/SEH Team. Adjustments will be made to the map to reflect input received.

3.3. Traffic Calming Strategies

Additional information will inform the conceptual cross-sectional designs of Indiana 49 Corridor. This includes traffic calming strategies, which will aim to accommodate vehicular mobility while reducing its negative effects, resulting in a more pedestrian-friendly environment where residents and visitors may more safely cross the highway.

3.4. Parking Analysis and Recommendations

The SEH Team will analyze parking conditions for project area. This includes the current availability, demand, ownership and management of parking along the corridor. The SEH Team will provide recommendations on parking ownership and management requirements, which will also provide for the best coordination between the design of future parking and its relationship to the cross-sections of Indiana 49.

Methodology

The parking analysis will focus on the entire corridor. Analysis will include counting all available spaces, estimating current and future demand by some methodology. Implementation strategies need to be explored for acquisition, ownership and management of future parking areas to ensure that there is an adequate supply in the future, and that it is available to the public.

3.5. Preliminary Street Layout, Cross Section and Conceptual Bridge Modifications

Conceptual cross-sectional designs, alignment alternatives and conceptual bridge designs will be prepared. The chosen concept will guide the future reconstruction of the roadway. The ability of the right-of-way to support adjacent land uses, visitors, pedestrians and transit will be a key factor in this process.

Task 3 Deliverables

- Open space framework plan and future land use plan, including maps and supporting text/imagery in compatible format
- Illustrated document summarizing suggested comprehensive plan modifications
- Documentation of parking analysis/recommendations and traffic calming strategies
- Diagrams and sketches illustrating preliminary street layout and cross sections

Task 4: Development Guidelines and Concepts

In general, the preparation of design and development guidelines will serve as a tool to support the overall implementation and development/redevelopment plans for the project area. We propose to organize the analysis, draft guidelines, opportunity sites and case studies by development type: commercial, residential, mixed-use and employment/industrial. This will correspond to the preparation of our case study sites that can serve as "models" for multiple opportunity sites. Moreover, as a parallel and reciprocal process with the Land Use and Transportation Plans *(see Task 3 above)*, this task will both inform and be informed by the mutually-dependent land use and transportation planning or the area.

4.1. Development Guidelines for Site Development

Development Guidelines will directly respond to the desired area character. These will address design and planning components for site layout and building elements. These include guidelines related to development intensity, site layout, structures, landscaping and fencing. Building types will be identified that, when coded to the study area, will result in a place-oriented built environment.

Methodology

Development Guidelines include a development intensity map, materials that help the public understand this map, and a text-based collection of guidelines for development throughout the project area. The map and interpretive materials will be made available for review and comment by the project steering committee and the public in appropriate venues as determined by town staff and officials and project stakeholders/SEH Team. Adjustments will be made to the map to reflect input received.

4.2. Streetscape Design Guidelines

During the initial phases of the planning process, preliminary streetscape design concepts for Indiana 49, U.S. 20, and U.S. 12 will be explored and guidelines established. A proposed streetscape design will include elements that allow for the introduction of public art or customizable design elements. The enhancement of the bridge (s) is a project focus. It would incorporate elements of the streetscape to contribute to the continuity of those design themes.

Methodology

The development of a draft streetscape design will utilize an internal design workshop that looks in an integrated way at streetscape, landscaping and fencing, façade improvement guidelines, and public art. It will involve the SEH Team, town staff and officials, project stakeholders, and the local art community.

Bridge enhancements will provide for enhanced pedestrian and bicycle circulation and will include adequate sidewalk width, railings, bicycle lanes, pedestrian-scale lighting and other streetscape elements to be compatible with the Indiana 49 streetscape, traffic signaling considerations, and possibly modifications to directional / informative signage.

4.3. Identify Opportunity Sites

Using the analysis, field survey and development activity trends, we will identify all potential redevelopment sites in the study area and categorize as commercial, residential,

employment/industrial, and mixed use. This will help to organize specific guidelines, building types.

Methodology

Opportunity site identification, and the creation of a development opportunity map, will be based on a site identification analysis that considers such elements at building coverage, land to building value, publicly owned property, vacant and boarded property, and building conditions. Communications materials will be produced that clarify the nature of this map, and how it informs the selection of case study sites.

4.4. Development Concepts - Case Study Sites

After opportunity sites are identified and categorized, a limited number will be selected as case study sites. The development concepts with concept pro formas will be incorporated into the Plan and will be made available to developers interested in developing along the Corridor. The total number of case study sites will be determined with town staff and officials and project stakeholders.

4.5 Green/Open Space Framework Plan

This task will document in plan view/diagrammatically the existing public realm and open space systems of the corridor. In addition, recommendations for completion of and improvements to the public realm and open space system will be made and illustrated. This system will serve as a primary framework element for the development of the future land use plan. This element should be compatible with a public art plan that identifies opportunities for public art along the corridor.

4.6. Public Art

The development of a preliminary public art plan for the Corridor will address the identification and placement of public art as well as the opportunities for making art. The SEH Team will work closely with Porter County's art community and the Steering Committee to craft a plan that addresses the social, functional and aesthetic aspects of public art with special emphasis on the role of the arts to empower, inspire and strengthen the connections between community members and their neighborhood.

Task 4 Deliverables

- Open Space Framework Plan
- Development Intensity Map w/ associated prototype buildings
- Open space and site development guidelines with illustrations
- Illustrations and descriptions of streetscape, landscaping and fencing, and bridge enhancements
- Development Opportunity and Case Study Maps
- Public Art Opportunities Map

Task 5: Economic/Business Development Plan

The SEH Team will work closely with Town staff and officials and project stakeholders and the business community to familiarize themselves with the ongoing efforts of the Porter County Convention, Recreation and Visitors Commission's to develop an economic and business development plan for the Corridor. The SEH Team working with the Town staff and officials and project stakeholders may update the plan for the corridor based on review of the ongoing effort.

5.1. Business District Marketing and Branding

Business marketing and branding approaches will be developed that are not only unique to the Corridor but specific to each node and opportunity area. This may also include strategies for recruitment of specific targeting business types based on the needs and desires of the community as well as the marketplace.

5.2. District-Based Redevelopment / Revitalization Strategies

The SEH Team will evaluate the capacity of the existing business organizations to implement the elements of this task and will make recommendations for modifications to these organizations to better enable them to realize their goals.

5.3. Business Support for Existing and New Businesses

Transitions can be difficult for businesses. While most existing business owners would prefer to see a transition toward increased customer traffic in the vicinity of his or her business, a corresponding increase in property values and property taxes may also be of concern. New entrepreneurs bring energy to a corridor, and their establishment may be fostered through the support of entrepreneur support programs. Incentives may be appropriate to encourage businesses, property owners and developers to invest along the Indiana 49 Corridor.

5.4. General Economic/Business Development

Based on input gathered in the market analysis and input obtained through the community engagement and business community workshop processes, the SEH Team will develop a targeted set of priority strategies for development of an active business community that is derived from national best practices. These may include strategies for the growth of small businesses (i.e. incubators) and the establishment of new business ventures.

Task 5 Deliverables

Strategies identified in this process will be documented in the Corridor Plan. The appropriate chapter for a given strategy will not always be the Economic/Business Development chapter. In some strategies will be described under the heading of the Transportation, Development Guidelines, Livability or other element of the plan. Functional and aesthetic improvements to the public realm are considered under the heading of the Transportation work program. Common design themes for private property, as well as redevelopment scenarios for case study sites, would be explored as part of the Development Guidelines and Concepts work program. Other potentially important strategies include a) attention to business mix and joint leasing strategies, b) theme identification, branding, and marketing, c) parking availability and improvements (Transportation work program), d) traffic calming (Transportation work program), increasing sidewalk widths (Transportation work program), e) façade improvements (Development Guidelines and Concepts), and f) crime prevention and safety

enhancement (livability). Key strategies would also be identified as part of the Implementation Chapter.

Key Deliverables:

- Description and rationale for differentiation and branding of business districts. Recommendations for improvements to commercial mix to support differential character of business districts
- Preliminary concepts for labels, slogans, images to support Corridor and business district brands
- Document summarizing the economic/business development strategies and organizational recommendations
- Recommendations for business mix and related implementation strategies

Task 6: Five-Year Implementation Strategy

For this important task, the SEH Team will build upon past planning efforts and prior task activities and use them to guide the development of an ambitious yet realistic plan that will guide the future redevelopment of the Corridor for the next five years and perhaps beyond. The ultimate end result is the physical manifestation of the Indiana 49 Corridor – Gateway to the Indiana Dunes Sub-Area Plan. Implementation strategies will be accompanied by an action agenda that includes responsible parties and timelines, along with catalyst projects, in order to clearly articulate plan implementation.

6.1. Challenges to and Impacts for Plan Implementation

The SEH Team understands that in order to tailor a successful redevelopment / revitalization plan, a clear understanding of the challenges and barriers must be obtained. These cultural, financial and other challenges will be identified and recommendations made toward their mitigation. A general analysis of fiscal (return on investment) and social impacts of plan implementation will also be performed.

6.2. Phased Implementation Plan

We will develop phased redevelopment implementation strategies for the selected redevelopment scenario(s) that will include catalyst redevelopment sites and projects that may be undertaken by the public and/or private sectors to implement the plans. Land use, infrastructure, land acquisition and ownership, and financing (including tax abatement, etc.), partnership and investment strategies will be included in this task. These phased strategies will include timelines and costs associated with implementation, and will be integrated with the Town's implementation process and programs.

6.3. Action Plan Matrix

In order to clearly articulate the Plan, the work completed will be summarized and presented in an action-agenda matrix that indicates strategies, responsible parties, relative costs, timelines and priorities for plan implementation over the next five years.

Task 6 Deliverables

- Document summarizing challenges and impacts for Indiana 49 Corridor – "Gateway to the Indiana Dunes" Sub-Area Plan

- Return on Investment analysis
- Social impact analysis
- Menu and descriptions of potential implementation strategies and funding sources, including potential sources of public financing
- Matrix organizing and illustrating implementation strategies, responsible parties, costs, timelines and priorities for the next five years
- Six spreadsheets – a spreadsheet for each scenario
- Document summarizing the benefits of each scenario compared with the costs of the redevelopment activities and outlining which scenario best meets the redevelopment plan goals

Task 7: Prepare Final Plan Document

The objective of Task 7 is to assemble and complete the final Indiana 49 Corridor – Gateway to the Indiana Dunes Sub-Area Plan, which will accurately portray the vision, goals and objectives for the project area illustrated with public realm and land use plans, design guidelines, case study redevelopment concepts and associated implementation strategies.

7.1. Assemble and Submit Draft Plan Document

The SEH Team will compile a written Draft Plan document that assimilates and incorporates analysis and information from prior phases. We will consult with Town staff and officials and the Steering Committee to determine if any additional illustrations or other materials are needed. Paper copies and electronic PDF files of the Draft Plan will be submitted to Town staff and the Steering Committee for review and comment.

7.2. Refine Draft & Submit Final Plan Document

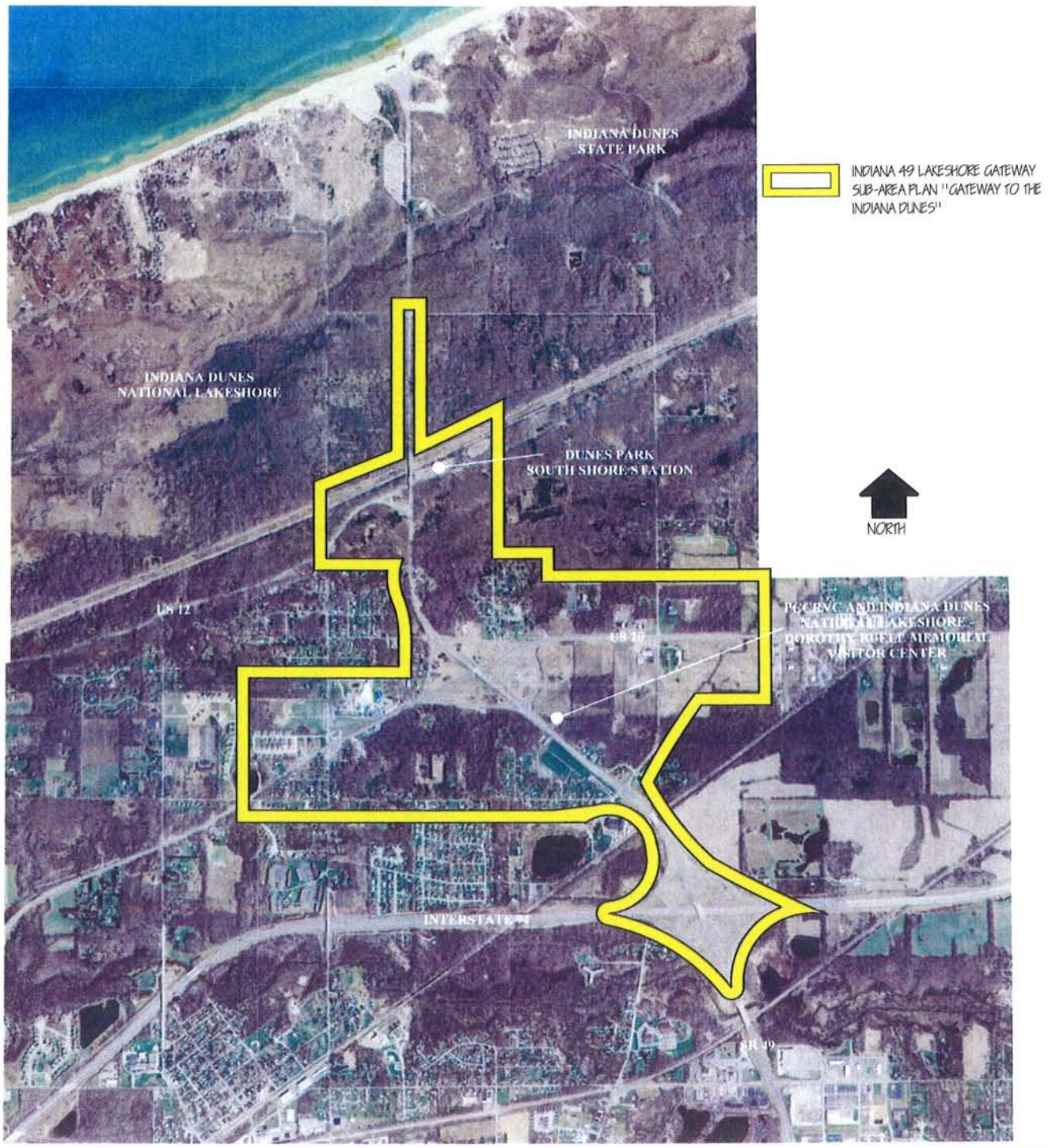
Upon completion and submittal of subtask 7.1 above, the Draft Plan will be made available for a 15-day public review and comment period. Members of the SEH Team will be available during this time to assist Town staff and officials and project stakeholders with any necessary issues relating to the finished document and its approval.

Based on feedback obtained during the above activities, the SEH Team will revise the Draft Plan document and submit the Indiana 49 Corridor – Gateway to the Indiana Dunes Sub-Area Plan document to the Town and project stakeholders in paper (25 copies) and PDF (25 copies on disk) formats.

Task 7 Deliverables

- Draft Plan document in paper and PDF formats
- 25 paper copies and 25 CD copies (in PDF format) of Final Plan document

Indiana 49 Lakeshore Gateway Corridor Development Plan - Sub-Area Plan



Town of Porter

"GATEWAY TO THE INDIANA DUNES"

Indiana 49 Reconstruction, "Gateway to the Indiana Dunes" - Work Plan

The proposed Project involves the design, engineering, and construction of Indiana 49 between Interstate 94 and the Indiana Dunes State Park. The reconstructed highway will become the iconic "Gateway to the Indiana Dunes". The corridor is approximately 8,920 lineal feet (approximately 1.5 miles) and will include upgraded travel lanes and one transit lane, signal modernization (with pedestrian cross-walks), street lights, ribbon curbs, driveway aprons, storm water conveyance systems (using best management practices) and native landscaping.

A. GENERAL

1. Services performed by SEH may, at the option of the Owner, be related to one or a combination of the following as specifically agreed upon.
   (a) Environmental Review
   (b) Grade Review Submittal
   (c) Preliminary Field Check Plans Submittal
   (d) Design Hearing Plans
   (e) Final Field Check Plans
   (f) Final Check Prints
   (g) Tracings/Contract Documents
   (h) Permitting Assistance
   (i) Environmental Remediation Assistance

B. ENVIRONMENTAL REVIEW

During the Environmental Review phase of the Projects, SEH shall:

1. Provide early coordination work with review agencies.
2. Prepare early coordination environmental document.
3. Apply for a Categorical Exclusion designation for the project.

Work associated with an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is not included in this scope of work. Should federal agencies require preparation of an EA or EIS, SEH would negotiate a scope of work and fee for this task.

C. GRADE REVIEW SUBMITTAL

During the Grade Review Submittal phase, SEH shall:

1. Conduct Topographical Survey of the corridor.
2. Conduct traffic counting and analysis.
3. Plot existing field topography with preliminary improvements penciled on prints.
4. Grade review design topography will include: Road centerline, curbs, sidewalks, ditches, vertical and horizontal alignments, intersection layout and signage.

D. PRELIMINARY FIELD CHECK PLANS SUBMITTAL

1. The preliminary Field Check will incorporate revisions from the Grade Review submittal.

2. Additional items to be included on this submittal include, elevation and grades of ditches, detail sheets for intersections, right-of-way drawing (Plat No. 1), project limits, drive locations, proposed right-of-way, erosion control details, traffic maintenance scheme, Approach Tables, Structure Data Sheets, and Preliminary Location Design Study

E. DESIGN HEARING PLANS

1. Preliminary design documents for this submittal will begin to resemble their final form and incorporate revisions from Preliminary Field Check submittal.
2. Preliminary design documents will be presented in a quality desired for public viewing.
3. This submittal will include a preliminary cost estimate, completed title sheet, typical sections, R/W drawing and draft location design report.

F. FINAL FIELD CHECK PLANS

1. Final Field Final Field Check Plans will include revisions from Design Approval and a detailed review of all design and pay items including a final construction cost estimate and final special provisions.

G. FINAL CHECK PRINTS

1. Final Check Prints are the final review process by INDOT prior to submission of the Tracings Submittal for bidding purposed by INDOT.

H. TRACING SUBMITTAL/CONTRACT DOCUMENTS

1. The submittal of the final design will include all revisions from previous submittals and a full set of completed plans, special provisions and cost estimate.
2. The plans shall be complete and ready for the INDOT bidding process.

I. PERMITTING ASSISTANCE

1. Identify necessary permits.
2. Prepare general permit forms for signature by the Owner and submittal.
3. Additional or excessive permitting efforts will be considered additional services.

J. ADDITIONAL SERVICES

1. As authorized by the Owner, SEH shall furnish additional services:
   (a) Preparation of applications and supporting documents for permits, government grants, loans or advances.
   (b) Additional services due to significant changes in the general scope of the Project or its design including but not limited to, changes in size, complexity of character or type of construction.
   (c) Providing services of professional consultants for other than the normal services stated in the Agreement.
   (d) Modeling and design calculations needed to verify localized utility improvement designs for larger system-wide comprehensive plans, models, or system analysis.
   (e) Assistance in connection with Bid protests, rebidding or renegotiating contracts for construction, materials, equipment, or services, except when such assistance is required by the Agreement.
   (f) Additional services not otherwise provided for in this Agreement.

Indiana 49 Lakeshore Gateway Corridor Development Plan - Reconstruction Project

Town of Porter

"GATEWAY TO THE INDIANA DUNES"

"Gateway to the Indiana Dunes" Alternative Transportation Study - Work Plan

The purpose of this Study is to analyze various methods of transporting residents and visitors between the many uses and attractions along the corridor. The study will be conducted as a partnership with the Town of Porter, the Indiana Department of Natural Resources (Indiana Dunes State Park), the National Park Service (Indiana Dunes National Lakeshore), Northern Indiana Commuter Transportation District, the Porter County Convention, Recreation and Visitors Commission, and the Indiana Department of Transportation, elected officials and project area stakeholders.

Task 1: Project Organization, Initiation and Discovery

1.1 General Project Management Oversight

1.2 Progress Meetings

1.3 QA/QC Procedures

Task 2: Public Involvement Plan

Major components of the Plan include:

- Regular working group meetings to review work products and discuss next steps.
- Stakeholder Interviews
- Luncheon Meetings
- Public Meetings at key project stages, conducted either as workshops or open houses
- Multiple Town Council work sessions at key input stages
- Web Site postings
- Newsletter and press releases

Task 3: Alternatives Analysis and Report

3.1 Project Definition

3.2 Identify Purpose and Need

- 3.2.1 Identify Goals and Objectives
- 3.2.2 Prepare Purpose and Need Statement

3.3 Identify Alignment and Technology Alternatives

- 3.3.1 Identify and Refine Conceptual Route Alternatives
- 3.3.2 Identify and Refine Conceptual Technology Alternatives
- 3.3.3 Station Identification and Planning

3.4 Identify Evaluation

- 3.4.1 Develop Evaluation Criteria / Measures
- 3.4.2 Prepare Evaluation Methodology Report

3.5 Conceptual Engineering in Support of Alternatives Analysis

- 3.5.1 Basis of Design
- 3.5.2 Technical Data Collection and Review
- 3.5.3 Surveying and Mapping
- 3.5.4 Engineering Graphics Production
- 3.5.5 Conceptual Engineering – Route / Station Location Studies
- 3.5.6 Vehicle Storage / Maintenance Facility Requirements
- 3.5.7 Define Existing ROW / Prepare Existing ROW Graphic
- 3.5.8 Capital Cost Estimating / Alternatives Study

3.6 Planning Technical Data Collection and Analysis

- 3.6.1 Land Use
- 3.6.2 Socio-Economic
- 3.6.3 Environmental Baseline Data Collection
- 3.6.4 Assemble GIS Mapping / Data

3.7 Patronage Forecasting

A comprehensive ten-step mode choice methodology will be applied to estimate patronage for the proposed transit alternative. This methodology is based on the National Cooperative Highway Research Project (NCHPR) 187 Quick Response techniques. The ten steps include:

1. Regional Model Estimates (person trips)
2. Aggregate Traffic Analysis Zones (ATZ) into Districts
3. Define Urban Rail Services / Operations Assumptions
4. Define Service Matrix of Reasonable Trips
5. Calculate Highway / Rail Travel Times
6. Calculate Highway / Rail Costs
7. Determine Impedance Factors
8. Calculate Full Service Patronage Estimate
9. Apply Peak Period and Hourly Factors
10. Final Patronage Estimates

3.8 Financial Planning

3.9 Transportation Planning and Analysis

3.10 Environmental Screening

This task will conduct the necessary environmental screening necessary to conduct the preliminary evaluation of the project alternatives. The screening analysis includes: Neighborhoods, Farmlands, Wetlands, Floodplains and Water Resources, Coastal Resources, Navigable Waterways, Noise and Vibration, Contamination / Hazardous materials, Historic and Archeological Resources, Parklands.

3.11 Alternative Transportation Analysis Report

Indiana 49 Lakeshore Gateway Corridor Development Plan - Alternate Transportation Study

Town of Porter

"GATEWAY TO THE INDIANA DUNES"

Dunes Kankakee Trail - Work Plan

The proposed Project involves the design engineering and construction of the Dunes Kankakee Trail from U.S. 12 south to the intersection of Woodlawn Avenue and Calumet Road. The Trail is approximately 20,850 lineal feet (3.95 miles) and will include a ten foot wide asphalt trail bounded by two feet of ribbon curb on each side. As part of the project, pedestrian/bicycle bridge across Indiana 49, wayfinding and interpretative signage, crosswalks, lighting, storm water conveyance systems (using best management practices), bike racks, benches and decorative and native landscaping will be installed. The Trail will begin at U.S. 12 and works its way south along Indiana 49 to Oak Hill Road at which point it will extend west to Waverly Road and then south to Woodlawn Avenue. Once at Woodlawn, the Trail will continue east to Calumet Road where construction will terminate.

A. GENERAL

1. Services performed by SEH may, at the option of the Owner, be related to one or a combination of the following as specifically agreed upon.
   - (a) Environmental Review
   - (b) Grade Review Submittal
   - (c) Preliminary Field Check Plans Submittal
   - (d) Design Hearing Plans
   - (e) Final Field Check Plans
   - (f) Final Check Prints
   - (g) Tracings/Contract Documents
   - (h) Permitting Assistance
   - (i) Environmental Remediation Assistance

B. ENVIRONMENTAL REVIEW

During the Environmental Review phase of the Projects, SEH shall:

1. Provide early coordination work with review agencies.
2. Prepare early coordination environmental document.
3. Apply for a Categorical Exclusion designation for the project.

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4. Grade review design topography will include: Road centerline, curbs, sidewalks, ditches, vertical and horizontal alignments, intersection layout and signage.

D. PRELIMINARY FIELD CHECK PLANS SUBMITTAL

1. The preliminary Field Check will incorporate revisions from the Grade Review submittal.

2. Additional items to be included on this submittal include, elevation and grades of ditches, detail sheets for intersections, right-of-way drawing (Plat No. 1), project limits, drive locations, proposed right-of-way, erosion control details, traffic maintenance scheme, Approach Tables, Structure Data Sheets, and Preliminary Location Design Study

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F. FINAL FIELD CHECK PLANS

1. Final Field Final Field Check Plans will include revisions from Design Approval and a detailed review of all design and pay items including a final construction cost estimate and final special provisions.

G. FINAL CHECK PRINTS

1. Final Check Prints are the final review process by INDOT prior to submission of the Tracings Submittal for bidding purposed by INDOT.

H. TRACING SUBMITTAL/CONTRACT DOCUMENTS

1. The submittal of the final design will include all revisions from previous submittals and a full set of completed plans, special provisions and cost estimate.
2. The plans shall be complete and ready for the INDOT bidding process.

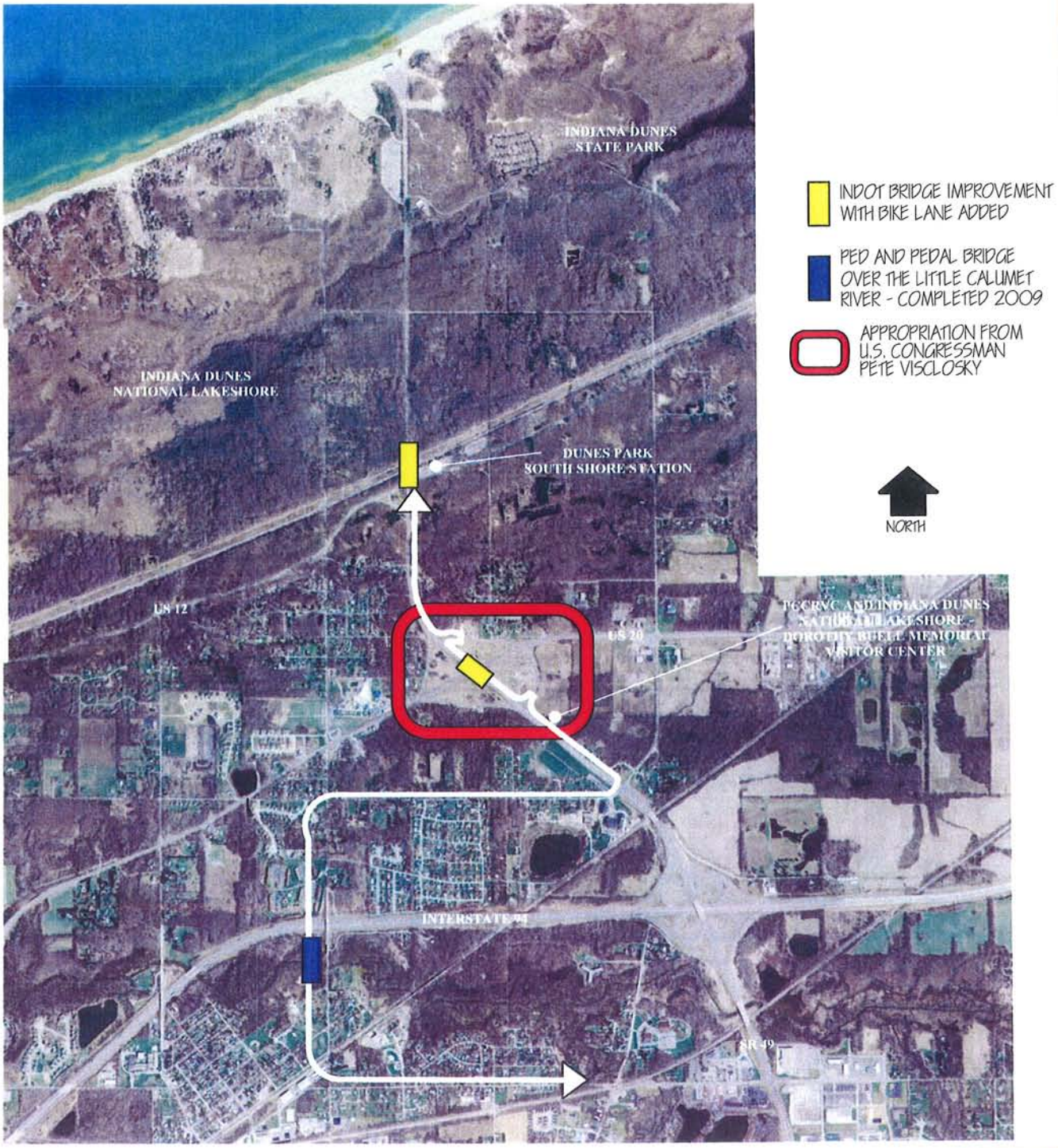
I. PERMITTING ASSISTANCE

1. Identify necessary permits.
2. Prepare general permit forms for signature by the Owner and submittal.
3. Additional or excessive permitting efforts will be considered additional services.

J. ADDITIONAL SERVICES

1. As authorized by the Owner, SEH shall furnish additional services:
   (a) Preparation of applications and supporting documents for permits, government grants, loans or advances.
   (b) Additional services due to significant changes in the general scope of the Project or its design including but not limited to, changes in size, complexity of character or type of construction.
   (c) Providing services of professional consultants for other than the normal services stated in the Agreement.
   (d) Modeling and design calculations needed to verify localized utility improvement designs for larger system-wide comprehensive plans, models, or system analysis.
   (e) Assistance in connection with Bid protests, rebidding or renegotiating contracts for construction, materials, equipment, or services, except when such assistance is required by the Agreement.
   (f) Additional services not otherwise provided for in this Agreement.

Indiana 49 Lakeshore Gateway Corridor Development Plan - Dunes Kankakee Trail



Town of Porter

"GATEWAY TO THE INDIANA DUNES"