Shrewsberry & Associates, LLC (Shrewsberry) is pleased to submit this Letter of Interest to provide roadway design and plan development for the Small-Town Reconstruction Project – SR 38 Road Rehabilitation within the Town Limits of Dayton (INDOT 1601073) in Crawfordsville District. The Shrewsberry team offers INDOT:

**QUALIFIED AND PROVEN PROJECT MANAGER**

**PROJECT MANAGER | ANGELA DEWEESE, PE**

Angela DeWees brings 21 years of experience project management and design of roadway reconstruction and rehabilitation, bike trail and modern roundabout projects for both locally and federally funded transportation projects. Angela will serve the Crawfordsville District as the Project Manager and will be responsible for overall direction, coordination, and communication throughout the project.

**EXPERIENCED PROJECT TEAM**

For the past 15 years, clients have relied upon Shrewsberry to provide innovative ideas and solutions to whatever needs arise, no matter the size or complexity. With over 67 professional staff and the additional staff of our teaming partners, Butler, Fairman & Seufert, Etica Group / PCS Engineers and Earth Exploration, Shrewsberry brings strong expertise in all key personnel roles. Selecting the Shrewsberry team to act as an extension of your staff will provide you with unmatched responsiveness and dedication, and ensure your projects are delivered on time and within budget; all while acting in the best interest of INDOT and the citizens it serves.

**PROJECT APPROACH FOCUSED ON LASTING DESIGN**

We know it is important to INDOT to do more with less. Developing a **LONG-LASTING DESIGN** saves INDOT money over the life cycle of its infrastructure. By looking at the big picture and designing for years down the road, we will identify and design the project correctly the first time, considering and designing around issues that may arise years down the road. By providing the **LONG-LASTING DESIGN**, INDOT won’t have to re-visit the project in 5-10 years because any long-range issues weren’t planned for.

“While it is always necessary to have a solid understanding of a project’s objective, scope schedule and budget, I believe excellent communication is the key to a successful project. My management plan focuses on consistent and effective communication with the project owner, internal team and stakeholders.” – Angela DeWees, PE
TEAM IDENTIFICATION AND QUALIFICATIONS

PROJECT TEAM
Shrewsberry eliminates the need for any learning curve by creating an experienced INDOT team, who ensures projects are delivered within budget and on schedule. Our team’s strength is found in our senior staff who possess comprehensive skills, knowledge, expertise and over 200 years’ combined experience.

Shrewsberry | MBE/DBE 65%

8.1 Non-Complex Roadway Design
The Etica Group / PCS Engineers | WBE / DBE 10%

6.1 Topographic Survey Data Collection
Butler, Fairman & Seufert, Inc. | 20%

5.2 Environmental Document Prep
11.1 ROW Plan Development
12.2 Title Research
Earth Exploration | MBE 5%

7.1 Geotechnical Engineering Services

CAPACITY OF THE PROJECT MANAGER
Angela DeWees, PE will be the project manager for this project and has the capacity to devote 80% of her time to make this her top priority. She is currently providing engineering design support on the following INDOT projects:

- INDOT, US 6 & Meridian Road Intersection (Des# 1006624) – Porter County, IN
- INDOT, US 231 & CR 700 S. (Des# 1006602)
- INDOT, On-Call Project Development Services, Vincennes District
Angela Dewees, PE
Project Manager

EDUCATION
Bachelor of Science, Civil Engineering
Washington State University, 1995

YEARS OF EXPERIENCE
21

REGISTRATIONS
Professional Engineer: Indiana

Angela has 21 years of experience in the design of roadway reconstruction and rehabilitation projects, bike trail projects, and modern roundabouts. She has designed and developed for both Local Public Agency and INDOT projects. Serving as a Project Manager on urban and rural roadway and intersection improvement projects, Angela’s responsibilities include overall project management, design, plan and specification preparation, quantity and cost estimate preparation, and other duties as required to ensure the timely and efficient completion of transportation projects. She also serves as a pavement design engineer for HMA and PCCP pavement design analysis using AASHTOWare Pavement ME Design Software.

RELEVANT PROJECT EXPERIENCE

City of Indianapolis Department of Public Works
Shadeland Avenue Rehabilitation
Angela acted as project manager for a 5.8 mile INDOT LPA project to rehabilitate an existing four- and seven-lane roadway from Brookville Road to 21st Street. Project included patching and resurfacing of mainline and interchange ramps, the addition of sidewalks to provide pedestrian connectivity from Washington Street to 21st Street, bridge widening over Pleasant Run Creek to add sidewalk, reconstruction of Shadeland Avenue Bridge over CSX Railroad, replacement of deficient guardrail, and drainage improvements, pavement design and utility coordination.

Hamilton County Highway Department — Hamilton County, IN
East 236th Street Rehabilitation
Angela was the project manager for the rehabilitation of five-miles of two-lane roadway from US 31 to the western limit of the Town of Cicero. Project was developed as a locally-funded project through Final Check Plans, and then split into three phases. Federal funding was obtained for construction of Phase 1, the 3.3 mile “rural” segment from Deming Road to Tollgate Road. Phase 1 plans were updated in accordance with INDOT LPA process for letting. Project includes replacement or extension of several large culverts, environmental documentation, right of way engineering, land acquisition, and utility coordination services are involved.

Indianapolis Department of Public Works — Indianapolis, IN
Hanna Avenue Rehabilitation
Angela was the project manager for a 1.5 mile INDOT LPA project to rehabilitate an existing four-lane roadway. The project included drainage improvements, extension of sanitary sewers to several existing homes on septic tanks, and landscape elements within the University of Indianapolis campus. Also included were railroad crossing improvements, upgrade existing traffic signals at four intersections and installation of one new traffic signal, right-of-way engineering and land acquisition services for over 50 parcels.

Delaware County Highway Department — Muncie and Yorktown, IN
Morrison Road / Jackson Street Roundabout and Widening
Angela was the Project Manager responsible for design and preparation of construction documents for a 1.5 mile INDOT LPA project to widen an existing two-lane roadway and construct a single-lane modern roundabout intersection. The roundabout was offset and centered over a 220’ pre-cast three-sided structure to replace two bridges located near the original stop-controlled intersection. Project involved survey, environmental documentation, right-of-way engineering, land acquisition, utility coordination, and construction inspection services.

After taking over a project that had many challenges threatening the letting, Angela worked closely with all project stakeholders to fix the issues, which allowed the project to meet the RFC date and the letting.

ON A RECENT EVALUATION, INDOT SAID:

“Angela provided excellent service throughout the course of this project. I would gladly work with Angela on future projects.”

- Mark Ober,
INDOT Fort Wayne District
TEAM IDENTIFICATION AND QUALIFICATIONS

Shannon Sheets  
ROADWAY DESIGN TASK LEAD
BS Civil Engineering, Purdue University

Shannon has more than 19 years’ experience in the engineering field, designing transportation projects of varying size and complexity for state DOT and local agencies using both federal and local funds. Past projects include roadway widening and reconstruction, roadways on new alignment, new and modified interchange design, resurfacing, small structure and bridge modifications, multi-use trails, signalized intersection design, signage, markings and over 19 roundabout intersection designs.

Indiana Department of Transportation – Lake County, IN  
Roadway Resurfacing and ADA Improvements
• 5.7 mile roadway resurfacing
• Curb ramp reconstruction of 11 intersections

City of Carmel – Carmel, IN  
West Carmel Boulevards and Roundabouts
• Roadway reconstruction
• 2 lane rural road with two lane boulevard cross section
• Traffic studies

Indiana Department of Transportation – Morgan & Monroe Counties, IN  
I-69 Section 5 – Bloomington to Martinsville
• Roadway design
• Hydraulic design

Sam Robertson, PE  
DRAINAGE DESIGN TASK LEAD
BS Civil Engineering, Purdue University

Sam Robertson’s professional history includes work on stormwater, wastewater, and potable water related projects. His experience on stormwater and drainage improvement projects include hydraulic and hydrologic modeling analysis, stormwater and utility master plans, drainage improvements, drainage site designs, constructed wetlands, regional detention, development in floodplain reviews, and FEMA floodplain mapping.

City of Indianapolis Department of Public Works — Indianapolis, IN 75th and Sargent Scoping Report
• Analysis of erosion and roadway overtopping
• Provided recommended alternatives (culverts)

Northern Indiana Commuter Transportation District – Michigan City, IN  
Double Track Hydrologic and Hydraulic Analysis and Design
• Hydrologic and Hydraulic analysis and preliminary engineering
• Pedestrian rail track, platform and station improvements, 26 rural drainage structures

City of Indianapolis Department of Public Works- Indianapolis, IN  
Indianapolis Stormwater Management Program
• Capital program management, design, drainage investigations
• Designs included green infrastructure, pervious pavers, rain gardens

Aaron Davenport  
ENVIRONMENTAL SERVICES TASK LEAD
BA Biology, Indiana University

Aaron has 39 years of experience in environmental consulting for numerous local public agencies, INDOT and the Indianapolis Department of Capital Asset Management. His expertise includes managing and preparing environmental studies for transportation related projects, Phase I Site Assessments, noise analyses, wetland delineations, permitting, wetland and tree mitigation plans, public hearings facilitator and terrestrial and aquatic ecology studies.

Town of Dayton – Dayton, IN  
Crosswalks at Dayton/College Street
• NEPA environmental study (CE Level 1)
• Pedestrian protection between an elementary school and residential development

Clinton County  
CR 450 West
• NEPA environmental study (CE Level 2) to lengthen the service life of the roadway
• Ecological studies, stream assessments, Waters Report, Red Flag Investigations and Section 106 finding

Town of Plainfield  
Township Line Road Reconstruction
• NEPA environmental study (CE) and design summary
• Noise analysis utilizing the Federal Highway Traffic Noise Model version 2.5
TEAM IDENTIFICATION AND QUALIFICATIONS

Rodney Kelly, PS
TOPOGRAPHIC SURVEY TASK LEAD
Registered Land Surveyor, Indiana & Kentucky

Rodney has over 19 years of comprehensive experience in all aspects of surveying throughout the State of Indiana including numerous INDOT surveys complying with current industry standards. Throughout his career, Mr. Kelly has been responsible for overseeing all types of surveys, including right-of-way engineering surveys, A.L.T.A. (boundary), construction layout supervision, route surveying, topographic surveys, cornerstone perpetuation projects, mapping, subdividing, transportation, bridge and platting of residential and commercial land.

Indiana Department of Transportation — St. Joseph County, IN
US 31 (Des No 0400228)

Indiana Department of Transportation — Newtown County, IN
SR 55 Bridge Replacement Project (Des No 0301053)

Indiana Department of Transportation — Tippecanoe County, IN
SR 26 Major Pavement Project (Des No 0012950)

Indiana Department of Transportation — Monroe County, IN
I-69 Road Reconstruction Project (Des No 0129785)

Indiana Department of Transportation — Jackson County, IN
SR 135 Road Reconstruction Project (Des No 0014710)

Indiana Department of Transportation — Monroe County, IN
Loesch Road — Karst Farms Greenway

Michael S. Wigger, PE
GEOTECHNICAL TASK LEAD
BS & MS Civil Engineering, Purdue University

Mike is the vice president and principal engineer at Earth Exploration responsible for providing technical support of professional personnel and managing special projects. Other duties include quality assurance reviewer of technical reports, corporate administration and proposal/contract preparation. He manages the geotechnical engineering activities at the Indianapolis office including project coordination and budget oversight, general supervision of professional staff, report preparation and quality-control review, MEPDG pavement design, client development, proposals, and invoice preparation. His work is primarily focused on public-funded projects with geotechnical involvement ranging from bridge foundations, landslides and slide corrections, earth retention systems, instrumentation, roadway subgrade considerations and other infrastructure improvements.

Crawford, Murphy & Tilly — New Castle, IN
SR 38 Improvements

Strand Associates — Connersville, IN
Grand Avenue Improvements

HWC Engineering — Franklin, IN
King Street Improvements

Brent Friend, LS
ROW / TITLE SERVICES TASK LEAD
BS Land Surveying Engineering, Purdue University

Brent has 23 years of land surveying and Right-of-Way engineering experience on LPA road, bridge and trail acquisition projects across the state of Indiana. As a licensed professional, he is involved with the preparation of boundary surveys, utility easements, annexation consulting, airport land planning and expert witness testimony. Brent also provides support to the Survey Department with Location Control Route Survey Plat preparation decisions and provides counsel in the completion of retracement surveys.

Indiana Department of Transportation — Clark County, IN
I-65, ROW for 50 parcels

Indiana Department of Transportation — Tipton and Howard Counties, IN
SR 31, ROW for 118 parcels related to the 13-mile project

Indiana Department of Transportation — Orange County, IN
SR 150, ROW for 70 parcels related to the 6-mile project

Jordan Diemer, EI
UTILITY COORDINATION TASK LEAD
BS Civil Engineering, Trine University

Jordan is a Project Engineer with three years of experience focused in transportation, roadway design, noise analysis, utility coordination, and drainage. He has worked on a variety of jobs including alignment design, cross section design and inspection.

Indiana Department of Transportation — Fort Wayne, IN
Utility Coordination — Fort Wayne Pipe Liner Projects

Indiana Department of Transportation — Salem, IN
Utility Coordination — SR 56 over Highland Creek and CSX
PROJECT UNDERSTANDING

This project involves the reconstruction of SR 38 within the east side of the Town of Dayton; more specifically it is an extension of a project completed in 2009, which ended just after the vertical curve at Conjunction Street, and will extend east to approximately the Town limits at Dayton Lodge No. 103.

From Conjunction Street to Delaware Street, the adjacent properties are residential and the typical section includes on-street parking, deteriorated sidewalk, curb and gutter with varying height curb remaining, and no stormwater drainage inlets. From Delaware Street to the east end of the project, the adjacent land use includes a cemetery and commercial properties; the typical section transitions to a two-lane roadway with narrow paved shoulders, varying capacity roadside ditches, and sidewalk continuing only along the north side of SR 38 for a short distance adjacent to the cemetery. Stormwater from the west end of the project appears to drain east to the roadside ditch on the north side of the roadway and to a partially crushed pipe along the south side of the roadway. The vertical profile of SR 38 appears to drop in elevation about 16 feet from Conjunction Street to the east end of the project.

SITE VISIT OBSERVATIONS

After visiting the site and reviewing available information, it appears the primary purpose of the project is to replace failing pavement and improve pavement drainage. Based on observations of pavement cracking and distresses, it appears existing pavement failure is likely due to age and truck traffic exceeding its design life, and inadequate stormwater drainage contributing to subgrade failure. The project is not anticipated to require changes to horizontal alignment, vertical alignment, or typical section, but is expected to include reconstruction of pedestrian facilities to comply with current ADA requirements.

Anticipated Design Data:

- Posted Speed: 30 & 40 mph
- Design Speed: 40 mph
- Project Design Criteria: 3R (Non-Freeway) (Figure 55-3F)
- Functional Classification: Minor Arterial
- Rural/Urban: Urban (Intermediate)
- Access Control: None
- Terrain: Level
MAINTENANCE OF TRAFFIC (MOT) AND DETOURS

A well thought out and detailed Maintenance of Traffic plan is a very important aspect of this project, because this route is heavily traveled by trucks and the project’s proximity to an I-65 interchange. Due to anticipated full-depth replacement of existing pavement and installation of enclosed storm sewer within the project limits, we expect it will not be feasible to keep SR 38 open to through traffic and it will be necessary to detour traffic around the project. A reasonable official detour route consists of US 421/SR 39, SR 26, and I-65. A local detour route may consist of CR 900E, CR200, and Veterans Memorial Parkway. To achieve a balance of construction duration versus local traffic inconvenience, a phased construction approach should be considered:

- Phase 1 — Pennsylvania Street intersection to east end of project, including downstream storm drainage system.
- Phase 2 — between Conjunction Street to Pennsylvania Street, including upstream storm drainage system.

Regardless of a phased or full-closure construction plan, consideration should be given to signing and enforcing against cemetery cut-through traffic.

UTILITY COORDINATION

There are always surprises with utilities, but early and persistent coordination helps minimize potential issues. Shrewsberry staff serve as the lead Landscape Architect and in other lead roles on several Engineering sections of the Redevelop State Street project in West Lafayette. As a result, our team has previously worked with, and continues to cooperatively work with, many of the utilities in this area.

Observed utilities involved in the SR 38 project include overhead electric & telephone, sanitary sewer, gas, and water. Due to the presence of continuous on-street parking, and assuming a 1.5’ appurtenance free distance can be maintained, we recommend avoiding some utility relocation by preserving existing utility poles in their present locations within the utility strip between sidewalk and back of curb. If possible, other utilities will also remain in their present locations in the utility strip. However, consideration will need to be given to the location of a proposed storm sewer system: desirably, it will be placed outside of the pavement, but its location needs to be balanced against any other resulting utility relocations and constructability within the existing Right of Way. As an alternative, it may be possible to install storm sewer in the middle of a parking lane so that future maintenance would not require closure of a travel lane.

Shrewsberry believes that you can never begin coordination with affected utilities too early and we will immediately “team” with our utility partners to develop design alternatives which could possibly avoid costly and timely utility relocations. By involving utilities early in the process, we are able to achieve more “buy-in” leading to a more efficient and collaborative utility coordination process.
PROJECT APPROACH

DRAINAGE

Shrewsberry has a thorough understanding of INDOT’s drainage design process and requirements, having recently completed 2.5 miles of drainage design for the new I-69 corridor in Bloomington. This section included practically every type of drainage solution that could be encountered, including the placement of new culverts, culvert rehabilitations / slip-lining, storm sewer design, ditch design and detention.

Proper storm water drainage is one of the most critical parts of the SR 38 project and a primary objective will be to determine a cost-effective storm sewer collection and discharge system, since it is anticipated the available outlet point may be beyond the eastern project limit. Our team includes Sam Robertson, PE, CFM, who specializes in storm water drainage. Sam’s experience and background with drainage studies and modeling will help ensure our project does not adversely impact the surrounding homes, businesses, and cemetery. Additionally, through our involvement with the State Street project, we are familiar with the Tippecanoe County Surveyor’s Office drainage requirements.

We will start by reviewing where the current project ended at Conjunction Street and the highpoint of the profile at Sta. 378+75.00 Elevation 681.30. This will enable us to install new curb and gutter and side walk through out the project to Dayton Lodge 103.

Additional Drainage Considerations

Other drainage items that need special attention are the profile grade drop of over 16 feet. Our team will pay special attention to manhole depths, pipe slopes, and outlet design to control water velocity and erosion. We noticed on Phase 1 of Walnut /SR38, the final pipe size is an elliptical 42” pipe at Yost Road. We hope to minimize these pipe sizes for this section. At first glance we do not believe there will be any ponding. Lastly as the town continues to grow our team will design with the end in mind for the continuation of pavement, sidewalks and drainage for the rest of the corridor

ROADWAY

Our team understands that INDOT does not wish to revisit this corridor for a very long time. Shrewsberry has an INDOT on-call contract for pavement design, so our team includes experienced pavement designers who will review the suggested pavement sections. From our site visit we do suggest complete reconstruction of the pavement due to observed patching, alligator cracking, and rutting; these defects indicate there are subgrade defects and failures that need to be corrected by reconstruction. Installation of proper storm water drainage measures, including curb, gutter, and drainage inlets, will ensure the new pavement lasts as designed.

The addition of proper height curb and gutter can be troublesome in this area, and may require the proposed profile grade to be lower than existing profile grade to avoid adverse effects to adjacent properties.

COST SAVING OPPORTUNITY

A Level 1 Design Exception for Shoulder Width less than 4 ft. is recommended to match existing conditions at the east of the project, in accordance with the Open Roads policy. This will minimize additional earth grading impacts to adjacent properties and reduce land acquisition needed.
PEDESTRIAN MOBILITY
Pedestrian mobility will be reviewed and, from initial review, we suggest sidewalks be replaced with a grass utility strip on both sides of the corridor. On the south side of SR 38, the existing sidewalk ends at the property line just east of Pennsylvania Street; beyond this point, heavy foliage, large trees, and grade difference may make extending the sidewalk further impractical. On the north side of SR 38, the adjacent cemetery and large ditch side slopes may make extending the sidewalk infeasible, as well.

SURVEY
The Shrewsberry team will begin survey and title work as soon as the project notice to proceed is issued. Completing the title research as early as possible is of high importance as invalid or out of sequence right-of-way documentation can cause unexpected schedule delays to projects. These issues will be identified early so that there are no surprises later.

NEPA DOCUMENTATION
Butler, Fairman & Seufert, a part of the Shrewsberry team, is successfully experienced in conducting the procedures outlined in the INDOT Categorical Exclusion Manual that are necessary and required to prepare NEPA documentation that will satisfy INDOT and FHWA requirements.

PRACTICAL DESIGN
The Shrewsberry team is committed to providing designs that are cost effective, sustainable, and consistently achievable based on the needs required. Saving money while limiting our presence on the environment is a win-win situation and is how we approach any project that is assigned to us. We understand the foundation of Open Roads is firmly established in the “Design Up” philosophy that when applied at the project level, creates the need for productive dialogue and debate of traditional approaches to transportation project decision-making.
Shrewsberry & Associates has wide-ranging experience throughout Indiana on projects similar in scope, size and complexity to the SR 38 Road Rehabilitation.

**INDOT GREENFIELD DISTRICT — NEW CASTLE, IN**

**SR 38 Major Pavement Project**

Shrewsberry is providing drainage design services on the rehabilitation of the SR 38 corridor through the City of New Castle. The intent of the project is to improve drivability on the corridor, address localized drainage concerns and improve ADA accessibility. Shrewsberry’s scope of work included: analysis of the existing storm sewer system and determining areas where deficient drainage problems exist.

**INDOT LAPORTE DISTRICT — RENSSELAER, IN**

**US 231 & CR 700 N Intersection Improvement**

The US 231 & CR 700 N intersection required safety improvements to correct sight distance deficiencies caused by a cemetery on the NW corner of the intersection. The original engineers report proposed adding left turn lanes on US 231, but after talking with stakeholders, Shrewsberry determined that left turn lanes would not adequately increase the safety since the cause of the accidents was not related to this movement. Shrewsberry determined a horizontal alignment shift would improve the substandard right turn lane and minimize impact to the cemetery, increase safety and provide substantial cost savings over the proposed left turn lane addition, while also decreasing the quantity of new pavement needed and right-of-way acquisition and utility impacts.

**PLENARY ROAD STATE STREET — WEST LAFAYETTE, IN**

**State Street Redevelopment and Perimeter Road**

Shrewsberry is the Landscape Architect of Record for the State Street Redevelopment Project, a $120M corridor improvement project located within a major college campus. The improved roadway corridors form a perimeter loop around the Purdue University campus and the State Street spine, which connects the campus core with adjacent entertainment and retail districts. Key highlights include reduction in vehicular travel lanes, a separate urban bikeway corridor, enhanced sidewalks, pedestrian gathering areas and safety improvements. Shrewsberry transportation engineers are also providing roadway and drainage design, utility design and water quality treatment.

**INDOT CENTRAL OFFICE — VARIOUS LOCATIONS, IN**

**On-Call Pavement Analysis — Design Services**

Shrewsberry is providing pavement analysis and design services on an on-call basis for INDOT Fort Wayne District. Scopes of services have included review of historical information and construction documents, identify alternative improvements, perform Life Cycle Cost Analysis to evaluate alternate pavement types and make recommendations and finalize pavement design. Shrewsberry has completed 12 projects under this on-call contract.
**SUMMARY**

**WHY SHREWSBERRY?**

In today’s world of high tech tools, we haven’t forgotten that our people are our greatest asset. Shrewsberry was founded upon a mission to recruit, develop, and nurture the highest caliber engineers, landscape architects and professional staff and provide them with opportunities to realize their fullest potential. At Shrewsberry, we are guided by our vision and company values, which are the foundation of our work, how we interact with each other and our community, and are a key element when choosing what strategies are employed to fulfill our mission. Our growth is attributed to an extraordinary rate of repeat business, directly credited to the high quality of the people on our team. It is our goal to be a valued team member on any project we pursue. This approach leads to maximum value for our client’s budget, along with service that results in client satisfaction.

**CLIENT FOCUSED MANAGEMENT**

Shrewsberry’s project team believes that all successful projects begin with coordination and communication with the INDOT project manager. This communication lays out the road map for how the project will get completed on time, within budget, and with quality. Shrewsberry proactively sends out monthly project status reports to keep the INDOT project manager updated with the latest progress throughout the design process and make sure that all action items are clearly delineated and completed.

**YOUR PROJECT IS OUR TOP PRIORITY**

As a smaller firm, we do not have an excess of contracts with multiple INDOT districts, therefore Shrewsberry will provide the Crawfordsville District with personal and tailored project management. Our streamlined size, proactive project management and client focused internal tools decreases the administrative burden placed on INDOT by some larger firms, allowing your staff to focus on the project instead of managing administrative details.

**COST CONTAINMENT**

We achieve cost containment by having a properly defined scope of work as early as possible in the project design cycle. This proactive project management ensure that budgetary challenges are defined and mitigated before the project is too far along.

**SCHEDULE**

Shrewsberry is committed to exceeding the required project schedule on every job we work on. As part of the initial project coordination with INDOT staff, Shrewsberry will identify the critical path items and, in conjunction with Crawfordsville District staff, develop a game plan to ensure that all potential roadblocks to successful project delivery are identified as early as possible.

**QUALITY ASSURANCE / QUALITY CONTROL**

Our extensive quality control / quality assurance plan assures that the highest quality plans are delivered to INDOT. This process includes reviews that are documented and performed utilizing a systematic approach.