



CITY OF SOUTH BEND
EWING AVENUE TRAIL & STREETScape
INDOT DES.2500053 | LAPORTE DISTRICT

A & Z ENGINEERING

CIVIL ENGINEERING | CONSTRUCTION INSPECTION | SURVEY | SITE DEVELOPOMENT

EWING TRAIL & STREETSCAPE CITY OF SOUTH BEND, INDIANA

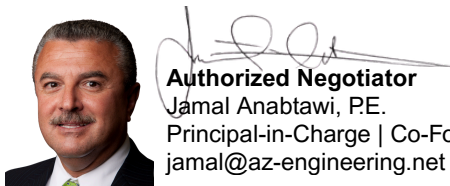
Dear Selection Committee:

A&Z Engineering is pleased to submit our Letter of Interest to provide Preliminary Engineering services for the Ewing Avenue Trail project. **For over two decades, A&Z has partnered with municipalities to deliver joint INDOT/LPA trail and roadway improvements that enhance safety, mobility, and neighborhood character.** Our team understands the City's commitment to connectivity and quality of life—and the coordination needed to administer federally funded projects efficiently through the INDOT process.

This project will be designed and managed from our Fort Wayne Office, providing the City with a single, responsive point of contact from concept through design and construction. **Well known to city staff, Nitin Timble, PE, PS, will serve as Project Manager and lead our multidisciplinary team.** A&Z will manage roadway, survey, utility, and right-of-way efforts internally, with trusted subconsultants supporting specialized services:

- Metric Environmental (DBE) – Environmental Document Preparation (5.2)
- Dodd Title Corporation (DBE) – Title Research (12.2)
- Perry & Associates – Appraisal (12.4)
- JAY Real Estate Services – Appraisal Review (12.5)

A&Z has successfully teamed with these firms on previous trail and right-of-way projects, including those requiring environmental documentation and property acquisition under federal requirements. Together, our team brings a proven record of compliance, coordination, and quality plans.



Authorized Negotiator
Jamal Anabtawi, P.E.
Principal-in-Charge | Co-Founder/Owner
jamal@az-engineering.net

RESPONSIBLE OFFICE

1220 Ruston Pass | Fort Wayne, IN 46825

SUPPORTING OFFICE

11052 Marsh St, Suite B | Valparaiso, IN 46385

Percentages

A&Z : 89%

Dodd Title Corp.: 1%

JAY Real Estate Services: 1%

Metric Environmental (Metric): 5%

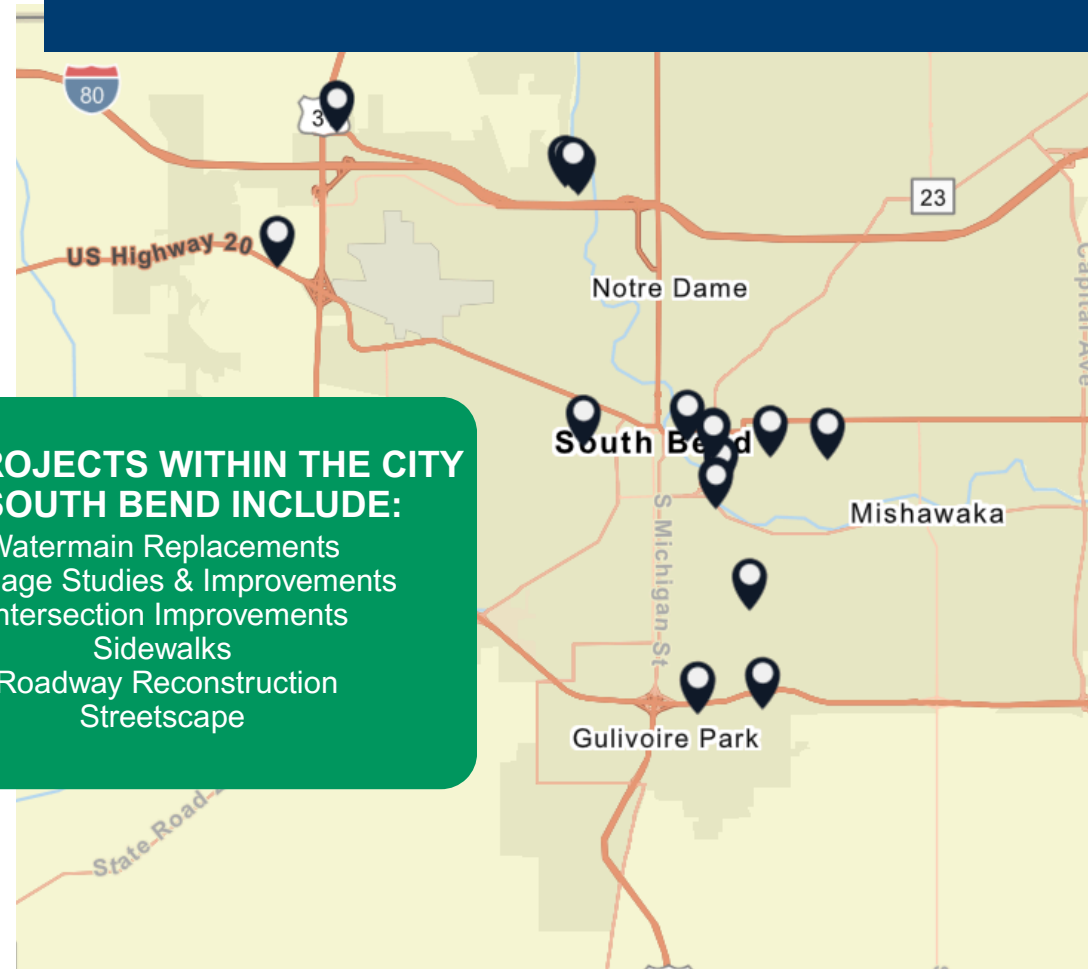
Perry & Associates: 4%

OUR COMMITMENT TO SOUTH BEND

- **Efficiency & Continuity** | A single team experienced in trail design and LPA/INDOT coordination.
- **Integrated Services** | Survey, roadway design, ROW, and utility coordination completed within A&Z for schedule and cost control.
- **Environmental Compliance** | Seamless coordination with Metric to achieve CE Level 2 documentation and required Section 106 and 4(f) reviews.
- **Prioritizing the City's Vision** | Continuing our successful relationship with City staff to deliver projects that support the Rum Village Neighborhood Plan and the City's active transportation goals.

A&Z PROJECTS WITHIN THE CITY OF SOUTH BEND INCLUDE:

Watermain Replacements
Drainage Studies & Improvements
Intersection Improvements
Sidewalks
Roadway Reconstruction
Streetscape





PROJECT MANAGER

NITIN TIMBLE, PE, PS



Education

- MS, Project Management
- MTech, Structural Engineering
- BE, Civil Engineering

Certifications & Registrations

- PE & PS: Indiana and Ohio
- INDOT Prequalified: 8.1, 8.3, 9.1, 10.2, 11.1, 12.1

40 YEARS OF EXPERIENCE




LEADER WITH STRONG PARTNERSHIPS IN SOUTH BEND AND INDOT PROJECT EXPERIENCE

With over 40 years of engineering and surveying experience, Nitin provides the technical leadership and coordination expertise needed to deliver federally funded trail projects. He is prequalified in required work types and has successfully led similar trail and right-of-way efforts throughout northern Indiana. Nitin's familiarity with the City of South Bend, INDOT LaPorte District, and the LPA process ensures responsive communication, well-coordinated documentation, and efficient project delivery from preliminary design through acquisition.

In preparation for this proposal, Nitin has studied past phases on Ewing Ave. and made site visits. All photos in this LOI are from Nitin's recent site visits.

REPRESENTATIVE TRAIL, SIDEWALK & INTERSECTION EXPERIENCE

Union Chapel Trail, Phase I | Fort Wayne, IN | \$0.75M Const. Cost | Project Manager for a 1.5 mile multi-use trail corridor integrating roadway reconstruction, drainage, and ADA-compliant crossings. Nitin led design, survey, and ROW plan development, ensuring seamless coordination between the County, INDOT, and utility stakeholders.

Mishawaka Avenue Streetscape | South Bend, IN | \$3.2M Const. Cost | Led urban corridor improvements to create a safer, more walkable environment with lane reductions, protected bike lanes, upgraded storm sewer, and decorative hardscaping. 

Drake Road Reconstruction & Pedestrian Upgrades, Phases I & II | Kendallville, IN | \$11.0M Const. Cost | Project Manager for multi-phase reconstruction including new sidewalks, multi-use path, signal design, drainage upgrades, intersection improvements and extensive ROW acquisition. | **INDOPT/LPA Project Des. 1702731 and 1902750**

Heritage Trail | Winona Lake, IN | \$2.4M Const. Cost. | Project Manager for multiple segments of the Winona Lake Heritage Trail (totaling approximately four miles), delivering a mix of 8- to 10-foot wide asphalt shared-use paths, drainage enhancements, and connections to residential, business and institutional areas.

Landin Road Reconstruction, Intersection Improvements, and Pedestrian Upgrades | New Haven, IN | \$8.6M Const. Cost | Project Manager for full corridor reconstruction, including four intersections, new sidewalks, storm sewer upgrades, roadway resurfacing, and multi-use trail design. Coordinated right-of-way, utilities, and drainage to improve safety, accessibility, and neighborhood connectivity. | **INDOT/LPA Project Des. 1400694, 1702731, 1902750.**

ADDITIONAL EXPERIENCE

MANAGING PROJECTS WITH THE CITY OF SOUTH BEND

Lincoln Way East & Miami Rd. Intersection Improvement
Ireland Rd. & Ironwood Dr. Intersection Improvement
Cleveland Rd. & Hickory Rd. Intersection Improvement
Miami Rd. Improvements
Southwood Rd. Improvements
Greenlawn Ave. & South 30th Watermain Replacement



TEAM ORGANIZATION & KEY STAFF

**Key staff resumes featured in this proposal.*



CITY OF SOUTH BEND, IN
NIFEMI OLUWATOMINI, SENIOR ENGINEER

PROJECT MANAGER
NITIN TIMBLE, PE, PS | A&Z*

QA/QC
WARREN ZWICK, PE
MARK VOSS, VP | A&Z

DESIGN TEAM
LANDON GROGG, EI | A&Z*
ANNA KMEC, EI
PAMELA DAVENPORT
PAUL HOWARD

ENVIRONMENTAL DOCUMENT PREPARATION
SUSAN CASTLE | METRIC*
AMY NOEL, PWS

TOPOGRAPHIC SURVEY & ROW PLAN DEVELOPMENT
AARON SPRINGER, PS | A&Z*
KEVIN POLETTE | A&Z
MARTIN ROSSMAN | A&Z
MICHAEL MURRAY | A&Z

UTILITY COORDINATION
WESLEY DOWNING | A&Z*
LANDON GROGG, EI | A&Z

TITLE RESEARCH
DODD TITLE CORPORATION

APPRAISAL
TIM PERRY | PERRY & ASSOCIATES

APPRAISAL REVIEW
JIM YOTT | JAY REAL ESTATE SERVICES



TEAM CAPACITY

A&Z's assigned project team is prepared to begin work immediately upon notice to proceed. Current workloads are balanced, and key staff recently completed similar INDOT and LPA projects—ensuring full capacity, focused attention, and timely delivery from kickoff through construction.





LANDON GROGG, EI
 DESIGN LEAD
 11+ YEARS OF EXPERIENCE

Education & Training

- BS, Civil Engineering | Purdue University
- INDOT Certified Utility Coordinator

Landon Grogg, EI, will lead roadway and trail/sidewalk design efforts, bringing extensive experience in intersection geometry, drainage, and constructability. He has successfully collaborated with this exact team on numerous projects, ensuring efficient coordination and consistent, high-quality plan delivery.

Select Experience

-  Western Ave. Roadway & Pedestrian Improvements | South Bend, IN
-  Locust Rd. Reconstruction | South Bend, IN
 - INDOT Des. 2301100 | SR 930 Sidewalk & Trail | Fort Wayne, IN
 - Stellar Sidewalk & Trail | Woodburn, IN
 - Stellar Sidewalk, Trail & Pedestrian Bridge | Monroeville, IN





WESLEY DOWNING
 UTILITY COORDINATION LEAD
 38 YEARS OF EXPERIENCE

Education & Training

- INDOT Certified Utility Coordinator

Wes has led utility coordination efforts for dozens of municipal and INDOT projects involving drainage, storm sewers, roadway reconstruction and pedestrian facilities. He excels at early conflict resolution, documentation, and stakeholder coordination with providers and permitting agencies.

Select Experience

-  Ameritech Dr. & Cleveland Rd, Intersection Improvements | South Bend, IN
-  Ireland Rd. and Ironwood Dr. Intersection Improvements | South Bend, IN
 - Coldwater Rd. Widening | Fort Wayne, IN
 - INDOT Des. 2301100 | SR 930 Sidewalk & Trail | Fort Wayne, IN
 - Union Chapel Trail | Fort Wayne, IN





AARON SPRINGER, PS
 SURVEY & R/W LEAD
 37+ YEARS OF EXPERIENCE

Education & Training

- Professional Surveyor: Indiana
- INDOT Certified R/W Engineering

As A&Z's Survey and Right-of-Way Department Manager, Aaron oversees all survey coordination and parcel documentation for INDOT and LPA projects. He brings extensive experience in topographic mapping, parcel research, and right-of-way engineering—ensuring accurate, coordinated data that supports efficient design and property acquisition.

Select Experience

-  Lathrop Water main & Street Reconstruction | South Bend, IN
-  Miami and Lincoln Way East intersection Improvements | South Bend, IN
 - Coldwater Road Widening | Fort Wayne, IN
 - Jefferson St. Trail | Fort Wayne, IN
 - Union Chapel Trail | Fort Wayne, IN



SUSAN CASTLE
 ENVIRONMENTAL LEAD
 19+ YEARS OF EXPERIENCE

Education & Training

Senior Project Manager: NEPA Services

Susan brings extensive experience in NEPA compliance and environmental documentation for INDOT projects statewide. She specializes in Categorical Exclusion (CE) preparation, early risk identification, and coordination with INDOT Environmental Services to achieve timely clearances. Her familiarity with district-level review procedures supports efficient, compliant delivery for South Bend.

Select Experience

All projects featured below were completed in partnership with A&Z.

- INDOT Des. 2003073 | Wayne Trace & Monroeville Rd. Roundabout | Allen County, IN
- INDOT Des. 1600788 | Argonne Rd./Kings Hwy Roundabout | Winona Lake, IN
- INDOT Des. 1400694, 1702731, 1902750 | Landin Rd. & Pedestrian Improvements | New Haven, IN

QUALITY YOU CAN COUNT ON

A&Z applies a two-tiered QA/QC process designed to ensure every deliverable meets INDOT and City standards. The first level includes internal peer and discipline-specific reviews focusing on accuracy, completeness, and coordination across roadway, utility, and environmental components. The second level provides an independent constructability review, confirming plans are clear, buildable, and aligned with field realities.



WARREN ZWICK, PE
 41 YEARS OF EXPERIENCE
 QA/QC ADMINISTRATOR

Relevant Experience & Expertise:

- Over 40 years of relevant engineering experience
- Specializes in Complete Streets and streetscape design, with emphasis on drainage, pedestrian safety, and corridor aesthetics
- Extensive QA/QC oversight for roadway, utility, and multimodal improvement projects
- Performed QA/QC for multiple successful South Bend projects, including corridor and intersection improvements
- Founder and co-owner of A&Z Engineering, ensuring firmwide accountability for quality and consistency



MARK VOSS
 24 YEARS OF EXPERIENCE
 CONSTRUCTABILITY REVIEWS

Relevant Experience & Expertise

- Over 20 years of INDOT and LPA construction management experience
- Proven record of constructability reviews ensuring buildable, cost-effective designs
- Expertise in staging, MOT, ADA compliance, and drainage review
- Coordinates with design and inspection teams to confirm constructability before bid
- Head of A&Z's Construction Inspection Department, bringing field-tested insight to design and constructability reviews.



PURPOSE & NEED, UNDERSTANDING

The City of South Bend continues to invest in safe, connected corridors linking neighborhoods to Walker Field and Rum Village Park by extension of the Ewing Trail. This phase between Olive Street and Gertrude Street advances the Rum Village Neighborhood Plan, supporting a more walkable, livable, safe, and sustainable community.

Context

- Strengthens one of three key east-west connectors between Main Street and Prairie Avenue.
- Builds upon earlier phases that introduced traffic calming, raised intersections, and pedestrian upgrades east of Gertrude Street.

Key Features

- 10-foot asphalt multi-use trail along the south side of Ewing Avenue. and targeted sidewalk construction on the north side.
- Roadway reconstruction including curb, bump-outs, ADA ramps, and targeted drainage improvements.
- Enhanced pedestrian safety with shorter crossings, lower vehicle speeds, and improved sight distance.

Community Impact

- Encourages active physical activity and supports healthy lifestyles.
- Enhances neighborhood identity and contributes to long-term property value and quality of life.

EXISTING CONDITIONS

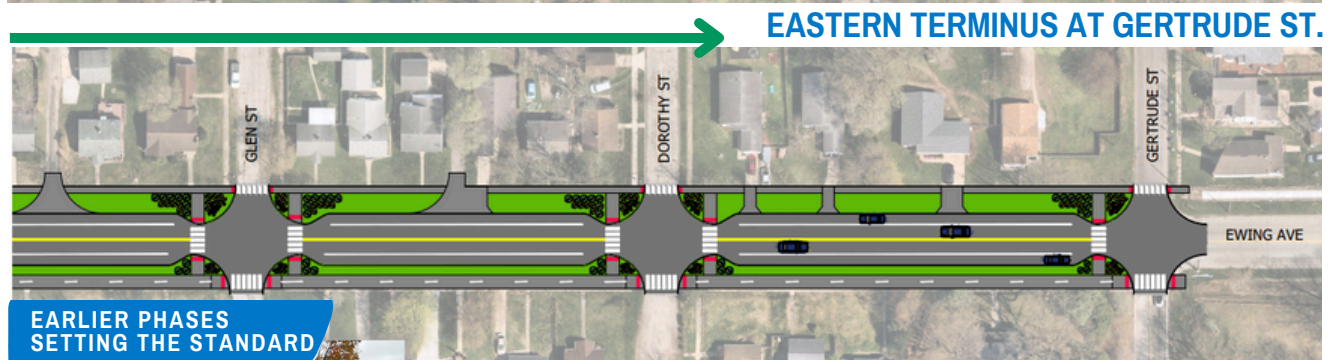
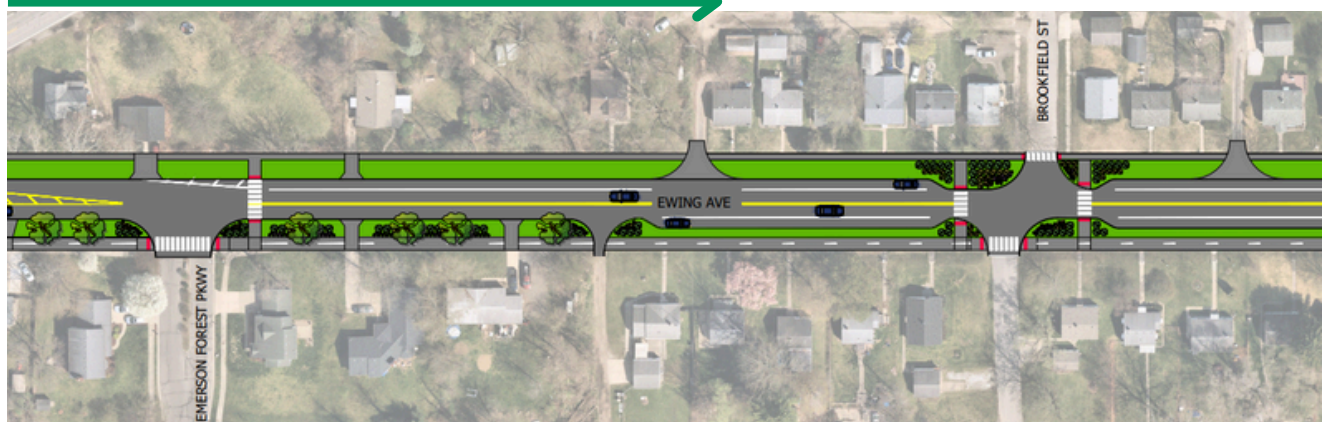
Phases I and II along Ewing Avenue established the foundation for this phase of work. Those efforts narrowed the roadway, introduced bump-outs and raised pedestrian crossings, and added the trail and sidewalks- enhancing safety and accessibility.

Within the current project limits:

- Sidewalks exist on both sides of the corridor, with varying widths and conditions.
- Driveway aprons and curb ramps are inconsistent and often non-compliant with ADA standards.
- Drainage structures are limited, resulting in ponding near intersections and low points.
- Utilities are present within the right-of-way, including power poles, hydrants, and light poles likely in conflict with proposed bump-outs.
- Trees and landscaping will require selective removal or relocation to accommodate trail and curb construction.
- The existing ROW appears to be 76 feet, providing sufficient width for proposed improvements, minimizing anticipated property impacts.

INTERSECTION

A study of the intersection at Ewing and Prairie Ave. will be conducted and an Engineers Assessment presented to determine the best design for improvements. Further discussion of the intersection found on page.



EASTERN TERMINUS AT GERTRUDE ST.

EARLIER PHASES SETTING THE STANDARD



Earlier Ewing Avenue improvements east of Gertrude Street transformed the corridor into a safer, more walkable neighborhood street. Bump-outs, raised crossings, and landscaped greenspace calmed traffic and enhanced accessibility.

Pictured: Completed segment near Walker Field—Despite a rainy site visit, the corridor reflects the City's vision for a connected and inviting neighborhood street.



DESIGN CONSIDERATIONS: EWING AVENUE AT PRAIRIE AVENUE

The intersection of Ewing Avenue and Prairie Avenue presents one of the corridor's most critical design challenges: balancing multimodal safety with efficient traffic operations. The existing 60-degree skew, limited sight distance, and flashing beacon create uncertainty for drivers and pedestrians alike. As part of the Engineering Assessment process, A&Z will evaluate multiple design scenarios to enhance safety, improve visibility, and ensure ADA-compliant connectivity through this key junction. Potential improvements such as traffic control upgrades, geometric refinements, and enhanced pedestrian accommodations will be reviewed.

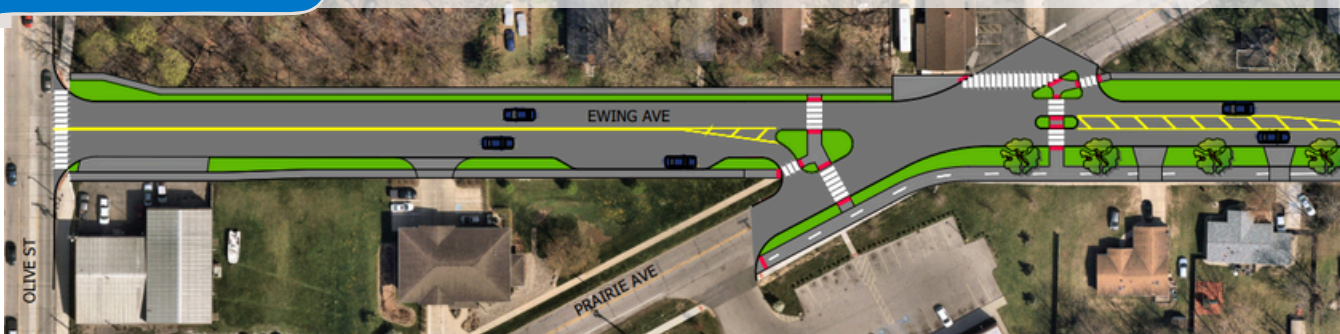
CONCEPTUAL SCENARIO ONE

Maintains existing geometry.



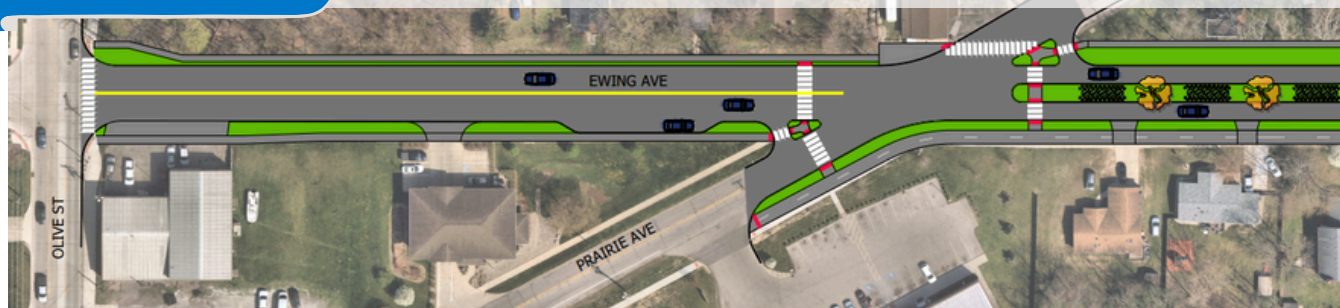
CONCEPTUAL SCENARIO TWO

Modified eastbound approach and pedestrian refuge islands.



CONCEPTUAL SCENARIO THREE

Pedestrian refuge islands and dedicated right turn lane at the eastbound approach.



ALIGNMENT

The existing intersection geometry creates limited sight distance and awkward turning movements. Several design scenarios will be evaluated to improve safety, visibility, and traffic flow. Pictured: View from the east approach of Ewing Ave. into Prairie Ave. intersection.



TRAFFIC CONTROL

The current two-way flashing beacon presents safety challenges. Traffic signal and control options will be reviewed as part of the INDOT Engineering Assessment process. Pictured: Existing traffic signal at Prairie & Ewing.



ACCESSIBLE CONNECTIVITY

Pedestrian Safety Features
Options such as refuge areas or raised crossings will be reviewed for feasibility and consistency with previous Ewing Avenue phases. Pictured: Curb ramp with no destination or crosswalk



DRAINAGE

Field observations during rainfall revealed localized ponding near curb returns. Future design will refine inlet placement and grading to improve drainage performance throughout the corridor. Pictured: Apron with more than 2% slope towards building, west of intersection.



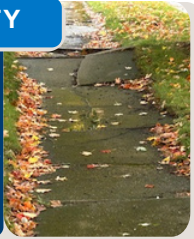


DESIGN CONSIDERATIONS: TRAIL AND SIDEWALK

This phase of Ewing Avenue continues the City's complete corridor vision, balancing accessibility, safety, drainage, and neighborhood character within the existing 76-foot right-of-way. A&Z's design approach minimizes property impacts while creating a continuous, ADA-compliant pedestrian corridor that extends improvements established in previous phases.

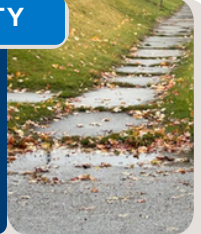
ACCESSIBLE CONNECTIVITY

Targeted sidewalk improvements on the north side will replace deteriorated or missing sidewalk segments to provide continuous, ADA-compliant access. *Pictured right: existing sidewalk conditions, north side.*



ACCESSIBLE CONNECTIVITY

All curb ramps and aprons reconstructed for accessibility and improved drainage performance. *Pictured: existing sidewalk with non-compliant curb ramp and ponding water.*



DRAINAGE

New and adjusted inlets, curb grading, and surface re-contouring will be evaluated corridor-wide to eliminate ponding and improve runoff toward existing storm infrastructure. *Pictured: Ponding water identified at field visit.*



ACCESSIBLE CONNECTIVITY

Concrete trail replaces existing sidewalk, linking Gertrude Street to Prairie Ave. and connecting residents to Walker Field and Rum Village Park. *Pictured: Multiuse path from earlier phase of Ewing St. corridor improvements.*



SAFETY

Designed to shorten pedestrian crossings, reduce turning speeds, and improve driver awareness at all approaches. Landscaped bump-outs also provide clear separation between vehicles, pedestrians, and on-street parking zones. *Pictured Bump-outs with parking at Walker Field.*



SAFETY

Consistent with previous Ewing Avenue phases, raised crossings will be considered at strategic intersections to reinforce neighborhood traffic calming and improve visibility. *Pictured: raised crosswalk at Walker Field Crossing. Location further east on Ewing Ave.*





RIGHT OF WAY (ROW) IMPACTS

The Ewing Avenue corridor width is 76-foot apparent right-of-way, accommodating approximately 40 feet of roadway for two travel lanes and limited on-street parking, with the remaining 36 feet available for greenspace, curb, and pedestrian facilities. No permanent right-of-way acquisition is anticipated- except at the Ewing Ave. and Paired Ave. Intersection.

Minor temporary easements may be required for grading transitions, driveway tie-ins, and tree trimming or removal where vegetation extends beyond the ROW line. These areas will be verified through a survey and coordinated with affected property owners early in design to minimize disturbance.

Driveway aprons on the south side will be reconstructed as part of trail installation, while aprons on the north side will be evaluated and replaced as needed based on field review. Conflicting trees are anticipated at sidewalk and trail locations and will be addressed through selective removal or trimming coordinated with the City.

UTILITY COORDINATION

Utility coordination will be managed concurrently with design to identify and resolve conflicts within the project limits. Anticipated adjustments include fire hydrant relocations and minor pole or lighting shifts in areas of proposed bump-outs and trail construction.

Driveway aprons on the south side will be replaced as part of trail installation, and north-side aprons will be evaluated and reconstructed where necessary based on field conditions.

A&Z will coordinate directly with City of South Bend Utilities, NIPSCO, and other providers to confirm alignments, relocation limits, and staging needs. Utility information will be verified in the field and incorporated into plan development in accordance with INDOT's Utility Coordination Manual.

ENVIRONMENTAL

A&Z Engineering and Metric Environmental (DBE) will coordinate all environmental documentation in accordance with INDOT and FHWA procedures. Our approach emphasizes early coordination, clear documentation, and proactive communication with review agencies to maintain schedule and ensure compliance through CE approval.



Tree and hydrant on the north side of Ewing Ave. near the Prairie Ave. intersection will need to be removed and relocated.



We anticipate the need to reconstruct curb ramp, relocate light pole w/street signs, subdivision sign and median adjustments, tree removal/trimming at the entrance to Woodhaven Subdivision (pictured).

PROVEN SUCCESS

with INDOT/LPA Projects

Our team has completed over 15 corridor and intersection improvement projects through INDOT's LPA program since 2019.

Our team is experienced in assisting local agencies with INDOT submittal requirements, milestone tracking, and documentation to maintain federal-aid eligibility and project schedules.

LANDIN RD. | NEW HAVEN, IN



Before and After: Corridor reconstruction improvements included drainage upgrades, sidewalk and trail construction, and full right-of-way and utility coordination—mirroring the scope and process proposed for Ewing Avenue.

WINONA AVE. | WINONA LAKE, IN



Before and After: Multi-leg roundabout and trail design, improving safety, traffic flow, and pedestrian connectivity. The project required complex drainage design, utility coordination, and constructability planning—skills directly applicable to the Ewing Avenue intersection and trail corridor.

Category	Anticipated Action
Environmental Document	Categorical Exclusion (CE) Level 2 is anticipated, with potential elevation to CE Level 4 if adverse effects to historic properties or Section 4(f) impacts are identified.
Section 106	One Outstanding, one Notable, and one National Register-listed property nearby. Coordination with INDOT/FHWA/SHPO will confirm eligibility for Minor Projects Programmatic Agreement (MPPA), likely Category B-8 (trail) and B-1 (curbs/ramps).
Waters of the U.S.	No mapped streams or wetlands. A delineation will verify and determine if 404/401 permitting is needed.
Hazardous Materials	One NPDES facility near Prairie Avenue. A Red Flag Investigation will confirm no contamination concerns.
Protected Species (Bats)	Bat coordination through USFWS IPaC and INDOT's Programmatic Consultation; inspect any bridges/culverts for roosting.



TURNING

QUESTIONS

Into Confidence.

A&Z supports municipalities with clear, accessible communication tools—like custom maps, project graphics, and social media content that keep residents informed and engaged. By helping communities visualize what's ahead, we reduce uncertainty, build trust, and keep everyone moving safely through active work zones. Pictured Below: Social media content created to assist Town of Winona Lake in communicating with residents.

MAINTENANCE OF TRAFFIC (MOT)

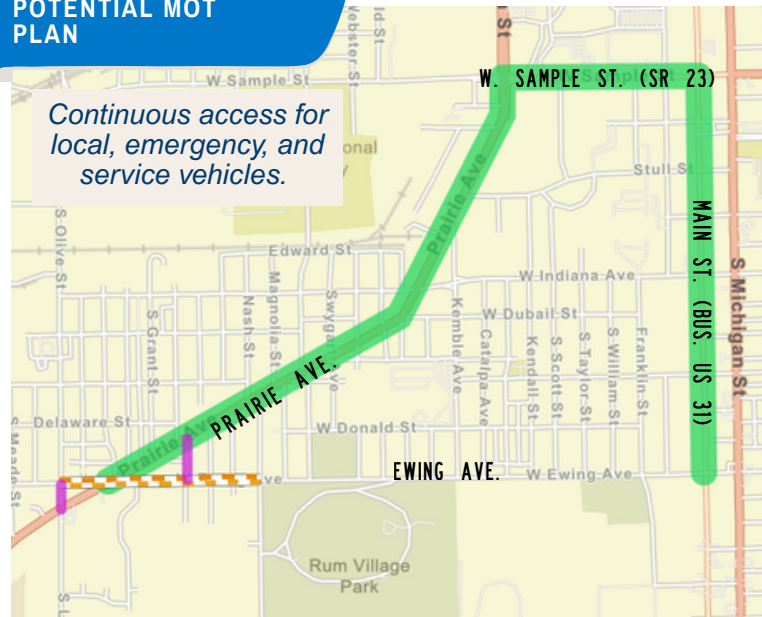
A&Z will develop a phased maintenance of traffic plan that maintains local access and emergency response while minimizing disruption to residents and businesses.

During construction, local, emergency, and service vehicles will have continuous access within the project limits. Through traffic on Ewing Avenue may be detoured approximately 3 miles using Prairie Avenue (SR 23), Sample Street (SR 23), and Main Street (US 31 Business).

At the Ewing Avenue / Prairie Avenue intersection, Prairie Avenue through traffic will remain open, while Ewing Avenue may require temporary closure to reconstruct the intersection safely. Local traffic will be detoured using Olive Road and Brookfield Street to reach Prairie Avenue during this work.

The MOT plan will include signage, phasing, and communication measures coordinated with the City of South Bend, INDOT LaPorte District, emergency services, and local residents. Pedestrian and cyclist access will be preserved where feasible through temporary surface connections and clear wayfinding signage.

POTENTIAL MOT PLAN



CONSTRUCTION ZONE

Local, Emergency, and Service Vehicle access will be maintained along with pedestrian access.



DETOUR: THROUGH TRAFFIC

During trail, sidewalk, and roadway construction, through traffic would be directed on this 3 mile detour.



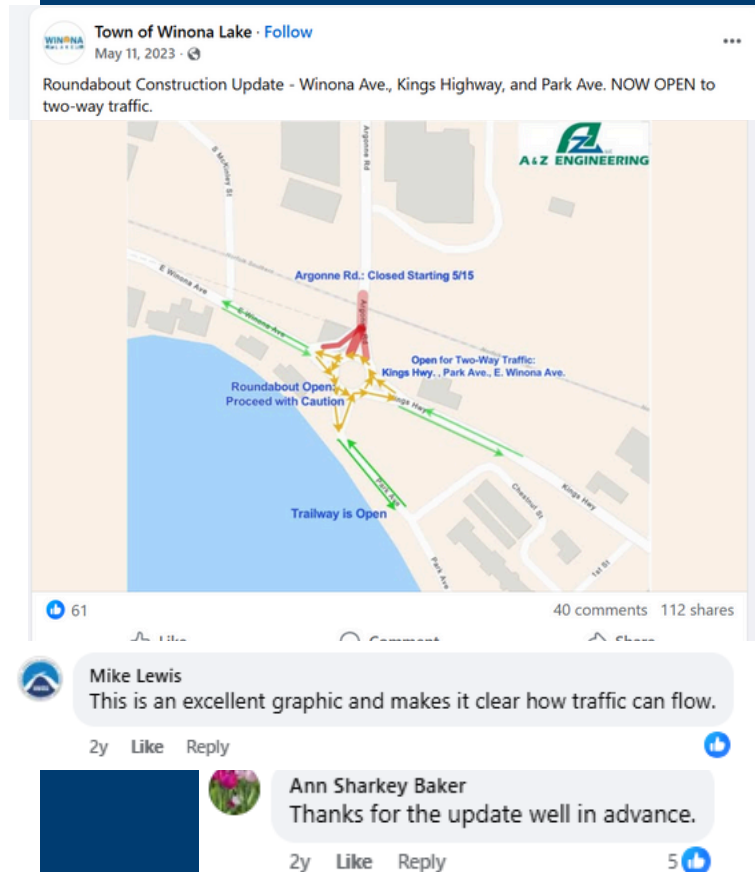
DETOUR: INTERSECTION WORK

During intersection improvements, Ewing Ave. may require closure. Traffic on Prairie Ave. will be maintained throughout construction.

PEDESTRIAN MOT



Pedestrian access will be maintained throughout construction in full compliance with INDOT and federal ADA requirements for temporary routes and accessibility. Clear signage, stable walking surfaces, and safe crossings will be provided in all active work zones, ensuring residents, students, and park users can continue accessing neighborhood destinations along Ewing Avenue during each construction phase.





DRAKE RD. RECONSTRUCTION & PEDESTRIAN FACILITIES | KENDALLVILLE, IN



INDOT DES. 1902750, 1702731

A&Z designed and now provides inspection for this multi-phase corridor improvement project, enhancing safety and connectivity along Drake Road and across SR 3. Work includes pavement reconstruction, roadway widening, curb and gutter, pedestrian facilities with school crosswalks and a multipurpose path, ornamental lighting, and storm sewer upgrades. During construction, A&Z has coordinated closely with the school district and city staff to manage public communication and maintain safe traffic flow.

MAPLECREST ROAD IMPROVEMENTS | FORT WAYNE, IN



INDOT DES. 2001665, 2001675

Pedestrian facilities were added along Maplecrest Road as part of larger complete streets design to enhance urban connectivity, safety, and drainage performance, featuring ADA-compliant sidewalks, multi-use paths, crosswalks at four major intersections, and upgraded storm infrastructure to manage runoff more effectively.

LUDWIG RD. AND OAKBROOK PARKWAY | FORT WAYNE, IN



Locally funded project that, in addition to roundabout, included pedestrian facilities, a multi-use path, ADA curb ramps, crosswalks, signal upgrades at Coldwater Road, and extensive drainage improvements. Coordination with Fort Wayne Community Schools and the airport along with public outreach were key components of this project's success.

CCMG, SRTS, AND LOCALLY FUNDED PEDESTRIAN AND INFRASTRUCTURE PROJECTS | INDIANA



A&Z has led, designed, and inspected more than thirty SRTS and CCMG projects, improving small town pedestrian safety through new sidewalks, ADA-compliant upgrades, and enhanced crosswalks and signage. Some of our longstanding partnerships include:

- South Bend
- Columbia City
- Warsaw
- Winona Lake
- Logansport
- Avilla
- St. Joe
- Angola

Our repeat clients reflect A&Z's reputation for dependable delivery and local understanding.

EXPERIENCE

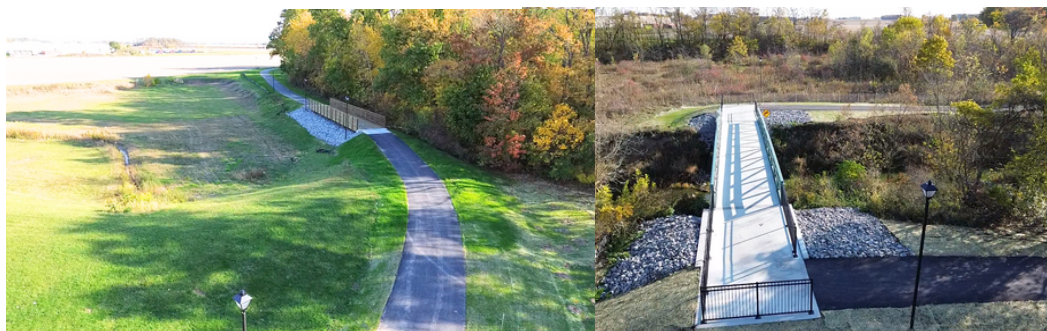
WORKING WITH SOUTH BEND, IN

A&Z has partnered with the City of South Bend on multiple transportation and corridor improvement projects focused on safety, connectivity, and neighborhood character. Our team is familiar with the City's design standards, utility coordination processes, and review expectations, ensuring smooth project delivery from concept through construction. Some of our notable projects include:

- **Ameritech Drive- Cleveland Road** | Intersection and signal improvements
- **Ireland Rd. & Ironwood Dr.** | Intersection improvement with pavement reconstruction, curb realignment, upgraded traffic signals
- **Lincoln Way E. & Miami St.** | Intersection Improvement with pedestrian facilities.
- **Community Crossings Matching Grant Projects** | On several streets throughout South Bend, A&Z has provided roadway, drainage, and pedestrian improvements.
- **Mishawaka Avenue Streetscape** | Corridor reconstruction with protected bike lanes, raised intersection, storm sewer upgrades, and pedestrian-focused streetscape amenities.

MISHAWAKA AVE. STREETScape





Monroeville Stellar Trail & Sidewalk | Monroeville, IN | Inspection & design of multifaceted project that included pedestrian bridge, boardwalk and ADA compliant ramps and crosswalks in addition to the sidewalks and approx. 1 mile of 10' wide HMA trail connecting to other pedestrian networks.



Pufferbelly Trail | Fort Wayne, IN | Inspection & design of 1.6 miles of 12' wide shared-use asphalt trail along former rail corridor. Extensive inspector/supervisor coordination to include amenities such as benches and a spur to connect to Franke Park along with refurbishing pedestrian bridge.



Woodburn Trail & Sidewalk | Woodburn, IN | Inspection & design of 10' wide HMA trail, sidewalks, curb ramps, crosswalks, and storm sewer improvements.



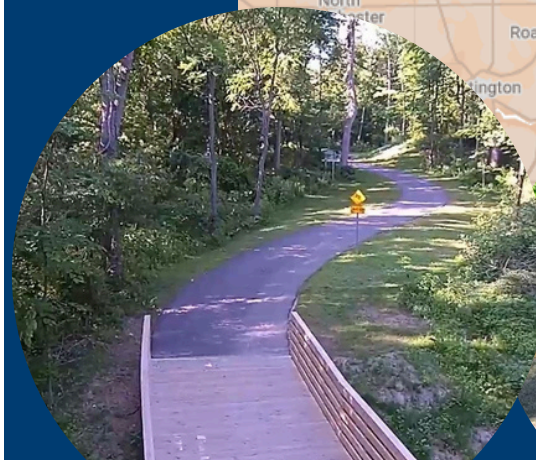
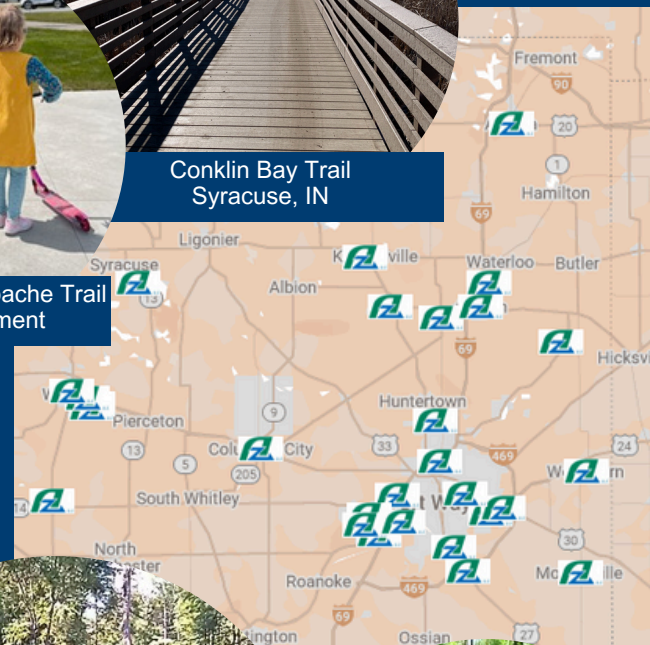
A&Z is no stranger to pedestrian MOT and safety! Much of our federally funded work with municipalities has included pedestrian MOT.

TRAILS, PATHS, & SIDEWALKS



Conklin Bay Trail
Syracuse, IN

Resting Node on Pokabache Trail
Waterloo, IN Segment



Lake City Greenway Trail
Winona Lake, IN



Grace College Trail
Kosciusko County, IN