



PRELIMINARY ENGINEERING SERVICES

EWING TRAIL

(DES # 2500053) in the LaPorte District

CITY OF SOUTH BEND



NOVEMBER 12, 2025

November 3, 2025



6510 Telecom Drive, Suite 210
Indianapolis, IN 46278

Mr. Nifemi Oluwatomini
Senior Engineer
227 West Jefferson
South Bend, IN 46601

RE: Ewing Trail (Des # 2500053) in the LaPorte District

Dear Mr. Oluwatomini,

Delivering infrastructure improvements on time and with minimal disruption to residents, businesses, emergency services, utilities, and taxpayers is a complex challenge. The City of South Bend needs a consultant who will meet that challenge with dedication, expertise, and accuracy. This includes staying within budget, meeting project schedules, and communicating clearly with stakeholders. **Hanson is that consultant.**

We are very interested in helping the City of South Bend with this trail project. We believe our team is your best choice because of our proven relevant experience and our local knowledge of the City. With the Hanson team, you get:

AN EXPERIENCED MANAGEMENT TEAM

With over 19 years' experience, **Wendell Solomon, PE**, has completed several projects in the area. He will manage the entire team and will be the City's single point of contact. As a newer employee with Hanson, Wendell has capacity and will be committed to this project. Joining as Deputy Project Manager, **Marie Spitler, PMP**, will assist Wendell and manage the land acquisition team.

AN INNOVATIVE APPROACH TO THE PROJECT

Wendell has visited the project area and reviewed the support documents, existing plans, and preliminary recommendations.

- We understand trail design and can deliver this project quickly and cost effectively.
- Hanson has successfully delivered several trail projects and similar sidewalk projects, and our team is currently working in the City of South Bend.
- Our team will not stop looking for cost savings and value added ideas until construction is complete, including avoidance of R/W and utility impacts.
- **We will self-perform the majority of the work, minimizing potential miscommunication.**

ACCELERATED SCHEDULE

We recognize that the schedule for this project is a Fall 2030 letting, with construction starting in Winter 2031 and completing in 2031. Hanson is committed, available, and capable of delivering this project, and we will start with an accelerated environmental document with hopes of having this project "shelf-ready" for an early letting.

While you have several options when selecting a consultant, we are confident that no team offers greater readiness, dedication, or capability than Hanson. We welcome the opportunity to support the City of South Bend with unmatched professionalism, technical excellence, and a commitment to delivering outstanding results.

Sincerely,
Hanson Professional Services Inc.

A handwritten signature in black ink that reads "Jim Trachtman".

Jim Trachtman, Vice President

AUTHORIZED NEGOTIATOR

A handwritten signature in blue ink that reads "Shelby A. Swango".

Shelby A. Swango, PE
Senior Vice President, Project Principal
sswango@hanson-inc.com
317.306.5291



WENDELL SOLOMON, PE

Project Manager

Education:

MBA/Indiana University
MS/Civil Engineering/Purdue University
BS/Civil Engineering/Purdue University

Registrations & Certifications:

- » Professional Engineer/IN, MI, OH, KY, IL, TN, NC, SC, FL
- » INDOT Certified Utility Coordinator

Wendell brings 19 years of engineering experience to Hanson, including 15 years with INDOT. His geotechnical background includes work on a wide range of INDOT projects such as roadway improvements, slope stability analysis, bridge foundations, and small structures. He has also represented multiple utilities on both INDOT and LPA projects, giving him valuable insight into coordination and compliance challenges.

As a project manager, Wendell offers broad experience in highway engineering, utility coordination, and construction oversight. He has successfully led projects ranging from a few thousand dollars to more than \$60M construction value.

Relevant Project Experience:

- **Utility Relocation along Indiana Toll Road, Elkhart County, IN.** **Role:** Project Manager.
- **Walk of Excellence, City of Kokomo, Howard County, IN.** **Role:** Geotechnical Lead.
- **Four Winds Casino, South Bend, IN.** **Role:** Project Engineer.
- **US 20 Roadway Widening, Elkhart County, IN.** **Role:** Project Engineer.
- **Steuben County Multi-purpose Trail, Steuben County, IN.** **Role:** Project Engineer.



MARIE SPITLER, PMP

Deputy Project Manager / Land Acquisition

Education:

BS/Public Affairs/Indiana University

Registrations & Certifications:

- » Project Management Professional
- » Real Estate & Managing Broker
- » INDOT Certified Utility Coordinator
- » INDOT Certified R/W Engineering
- » INDOT Certified R/W Management
- » INDOT Certified Negotiator
- » INDOT Certified T&E

Marie is an experienced project manager and real estate broker who brings a unique perspective to INDOT projects as she has served as INDOT Central Office Property Management Supervisor, an INDOT Crawfordsville Project Manager, an INDOT approved land acquisition manager, an INDOT approved utility coordinator, and an INDOT approved buyer.

This combined experience, along with her customer-service focused attitude, makes Marie the ideal INDOT partner for the Ewing Trail project. Not only does she have the project management understanding, she also has people management skills from land acquisition and buying experience. These soft skills make all the difference in working with stakeholders to accomplish the project goals.

Relevant Project Experience:

- **SR 109 Pavement & Sidewalk Replacement, Hancock County, IN.** **Role:** Project Manager.
- **US 33 Additional Passing Lane, Bridge, and HMA Overlay, Whitley, Allen & Noble Counties, IN.** **Role:** Land Acquisition and Public Involvement Manager (180 parcels).
- **City of Batesville Trails Project, Ripley County, IN.** **Role:** Land Acquisition Manager.
- **County Line Road Sidewalks and Trails, Marion and Johnson Counties, IN.** **Role:** Land Acquisition Manager and Utility Coordinator.



CITY OF SOUTH BEND



Wendell Solomon, PE
Project Manager



Marie Spitler, PMP
Deputy Project Manager

Roadway Design

- Roy Milner, PE
- Junior Vilcapoma, EI

R/W Plan Development & Survey

- Rich McPhail, PS
- Jeff Franciski, PE, PS

Traffic Signal Design

- Nada Naffakh, PE

Utility Coordination

- Sara Hutson, PE, PMP
- William Ryman

Environmental Document & Permits

- Tammy Reece
- Payton Fischer, PWS
- Lane Page

Land Acquisition

- Marie Spitler, PMP (12.1)
- Kyle Shapiro (12.2)
- Jeff Stenger (12.4)
- Jonah Thacker (12.4)
- Lonnie Miller (12.5)

Project Team Key & Prequal Assignments

- Hanson (98%): 5.2, 6.1, 8.1, 11.1, 12.1, 12.2, 12.4, 16.1
- E.Valuations (2%): 12.5



CONSTRUCTION
March 2031



LETTING
November 2030



FINAL TRACINGS
July 2030



STAGE 3 & UTILITIES RELOCATED
March 2030



LAND ACQUISITION
October 2029



STAGE 2 & ENVIRONMENTAL
June 2027



STAGE 1
September 2026



SURVEY
June 2026



NOTICE TO PROCEED
March 2026

KEY CONTRIBUTORS TO PROJECT SUCCESS



ROY MILNER, PE

Roadway Design

With over 30 years of experience, Roy routinely provides design services for reconstruction and rehabilitation projects throughout Indiana. One of Roy's strengths is providing quality project plans that are easy to follow, shortening the review process and making the contractor's job easier, resulting in fewer questions from the field during construction.



JUNIOR VILCAPOMA, EI

Roadway Design

Junior is a roadway designer with a master's degree in civil engineering with an emphasis on traffic engineering. His background also includes highway design, transportation planning and safety, soil mechanics, Geographic Information Systems, surveying, construction planning and scheduling, and construction management.



NADA NAFFAKH, PE

Traffic Signal Design

Nada is an experienced traffic engineer with a background in traffic analysis, intersection design, and transportation planning. She is skilled in conducting traffic impact studies, signal timing optimization, safety analysis, crash analysis, speed studies, and road diet analysis. Nada demonstrates expertise in pedestrian and bike accommodations, complete streets design, alternative analysis, and long-term transportation planning.



RICH MCPHAIL, PS

R/W Engineering & Survey

Rich has served as a land surveyor, R/W engineer, project manager, party chief, and inspector of numerous projects for both INDOT and LPA clients. He is experienced with INDOT surveys, ALTA surveys, and boundary surveys; construction staking; boundary calculations; alignment control; resolving R/W; developing parcel plats; writing legal descriptions; and project supervision. Rich has worked on over 1,000 parcels.



TAMMY REECE

Environmental Document

Tammy has more than 25 years of environmental, project management, and construction management experience. As Hanson's Indiana environmental manager, she oversees environmental tasks for Hanson's road, bridge, trails, drainage, railroad, power, and energy clients throughout Indiana.



SARA HUTSON, PE, PMP

Utility Coordination

As a lead utility coordinator, Sara's background in civil engineering includes operating her own transportation engineering business and extensive experience as a senior project manager. She has also served as a railroad permit coordinator. Sara's experience also includes roadway design, utility design, project scheduling, subcontractor management, preparation of specifications and construction inspection.



JEFF STENGER

Appraisal

With over 30 years of land acquisition knowledge and experience, Jeff has completed hundreds of appraisals specializing in the valuation of full and partial acquisitions that are subject to eminent domain action. Jeff is well versed in providing valuation services that comply with the Uniform Act (49 CFR 24), FAA Advisory Circular 150/5100 and The Uniform Standards of Professional Appraisal Practice (USPAP).



JONAH THACKER

Appraisal

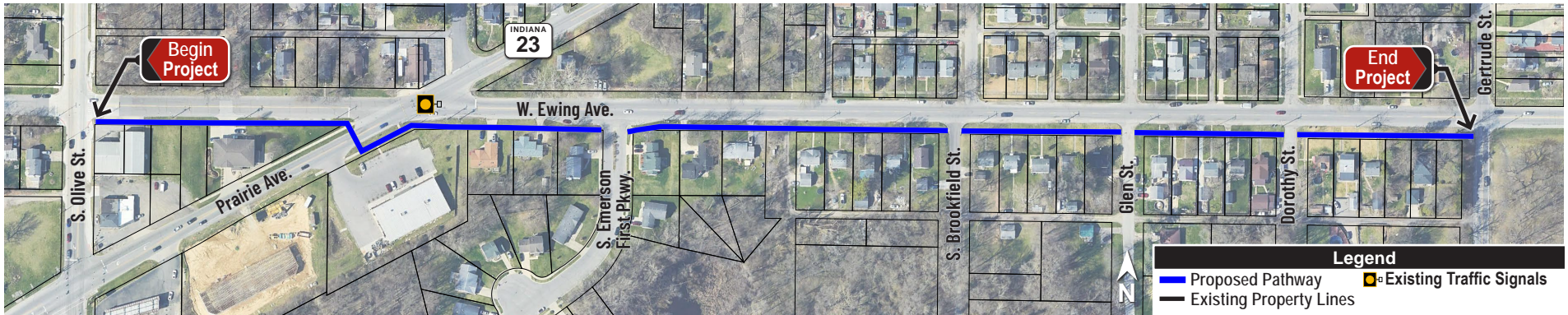
As an appraiser trainee, Jonah has over a thousand hours of appraising experience specializing in the valuation of full and partial acquisitions that are subject to eminent domain action. He is well versed in providing valuation services that comply with INDOT's Land Acquisition Policies and Procedures, the Indiana Eminent Domain Statute and Indiana case law, The Uniform Act (49 CFR 24), and The Uniform Standards of Professional Appraisal Practice (USPAP).



LONNIE MILLER

Appraisal Review

With 25 years of experience, Lonnie specializes in eminent domain real property appraisal and review. He has performed specialized reports for R/W acquisition, easement valuation, purchases, estates, litigation, court, tax appeal, and refinance. Lonnie's experience also includes 17 years with INDOT in the Location Survey Section and Appraisal Section.



This project requires balancing the minimization of right-of-way and utility impacts, with addressing community concerns and improving functionality, and safety for pedestrians, bicyclists, roller-bladers, and other trail users. Hanson believes we have identified the right combination to make this project successful and improve the trail network in Rum Village.

ABOUT EWING AVENUE

- Ewing Avenue is signed at 30 mph throughout the project area.
- East of the Prairie Avenue intersection Ewing Avenue is residential, and west of Prairie Avenue Ewing Avenue is in a commercial district.
- The right-of-way information available on Elkhart and Saint Joseph Counties' GIS, indicates there is more right-of-way available on the south side Ewing Avenue.
- The current drainage consists of storm structures, and drainage design will focus on using existing systems to reduce the project footprint.
- East of Prairie Avenue there is an existing sidewalk which can be used for the pedestrian MOT.

EWING AVENUE TRAIL

- The design should encourage future pedestrian connections to businesses and other stakeholder properties. Location-specific design and alternative analysis will best suit this project to meet stakeholder needs.

- Two main design elements are as follows:

» Trail with grassy buffer.

This option can be used to avoid significant utility relocations or provide separation from vehicular traffic. This option is anticipated for most of the trail alignment. The exiting sidewalk can be widened to the north.

» Curb-face Trail.

This option can be used to avoid utility relocations or extensive grading (R/W), or impact on curb ramps.

- New pedestrian infrastructure will require driver awareness. Pavement markings and signs will be designed to encourage safe crossings.
- The trail is anticipated to be constructed on the south side of Ewing Avenue.
- Hanson will work with the City of South Bend to design the solution that best suits the community.



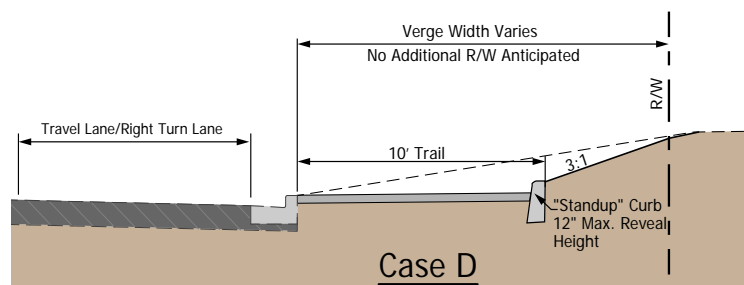
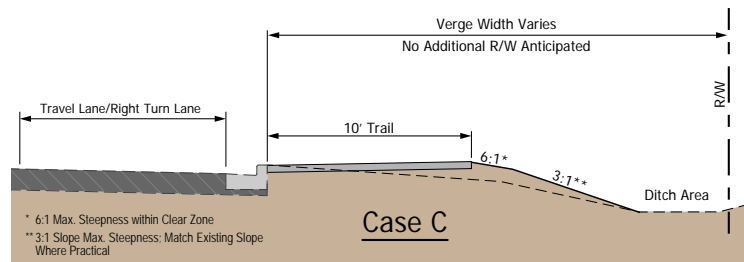
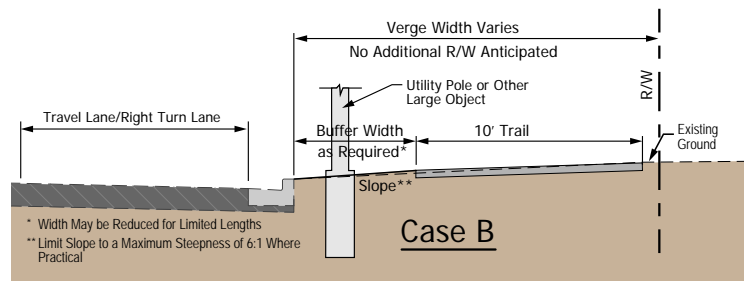
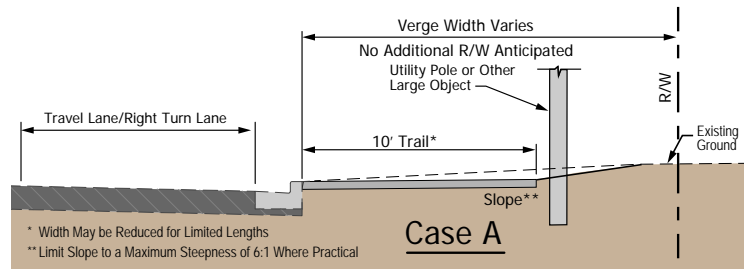


Realigning the south-leg crosswalk of Prairie Avenue to be perpendicular to Prairie, rather than parallel to Ewing Avenue, would shorten the crossing distance by about 50' and reduce pedestrian-vehicle conflict, improving overall safety. However, this would not fully address visibility issues for westbound left turns due to the intersection's skew. Installing Rectangular Rapid Flashing Beacons (RRFBs) at both ends of the crossing would enhance driver awareness on Prairie, while adding a supplemental flashing beacon on the south side of Ewing would improve visibility for westbound left-turning drivers. Relocating all utilities along the south side of Ewing underground is also recommended to further improve sight lines. An example of a successful mid-block crossing design is the Washington Street project in Kokomo, IN.

City of Kokomo Washington Street Pedestrian Crossing HAWK Signal, Kokomo, IN. Hanson provided analysis of traffic conditions at the mid-block crossing along Washington Street near Indiana University Kokomo, including alternative analysis of a HAWK signal. Pedestrian signal poles, pushbuttons, controllers, signage, and pavement markings at the crossing were then laid out, and preliminary and final plans, specifications and estimates were prepared for the HAWK signal, in addition to construction support.

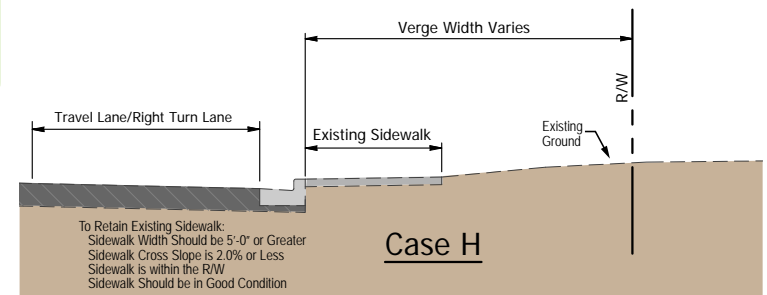
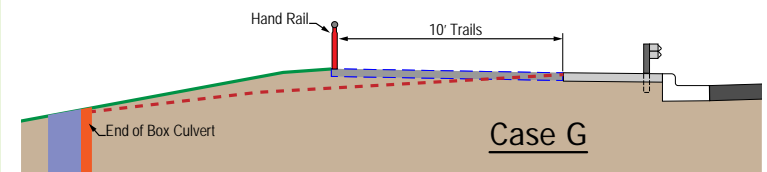
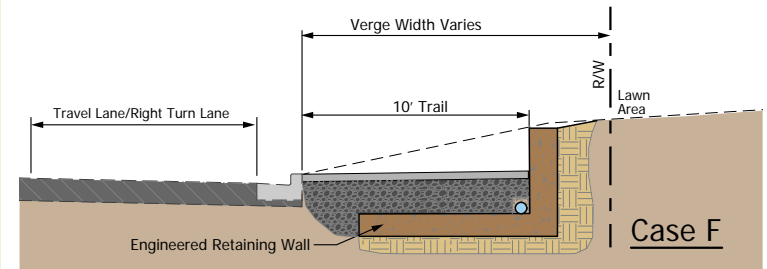
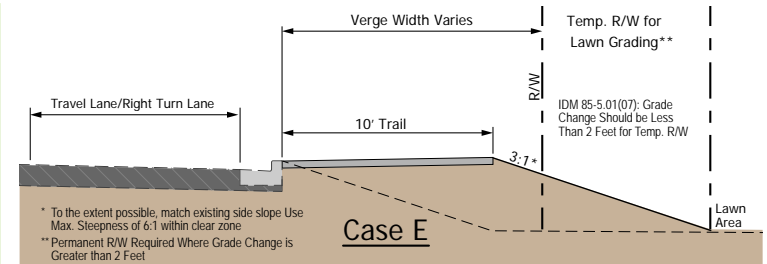


We will attempt to standardize the design by developing typical details similar to what is shown on this page.



TRAIL DESIGN

The trail will be designed for a typical 10-foot width but may vary depending on location specific concerns. The preferred location is as far from vehicles as feasible. Obstructions, such as signage, utilities, and mailboxes, will need to be addressed, either avoiding or through relocation, or removal. The trail will be integrated into the slope as much as possible to limit grading. It is possible that a retaining wall may need to be installed. In some locations, the area behind the trail is a downslope, which may require reversing the trail cross slope to reduce the impacts. If that method is insufficient, a thickened slab and a handrail may be required. Special consideration will be needed between Prairie Avenue and Olive Street where steep grades, and a large driveway crossing will influence the trail design.



ENVIRONMENTAL

We have evaluated the potential impacts, and the following concerns have been identified within or adjacent to the project area:

• Infrastructure:	
» Recreational Facilities	3
» Trails	10
» Managed Land	2
• Water Resources:	
» Wetlands	6
» Lakes	2
• Hazardous Material Concerns:	
» Underground Storage Tank	1
» Leaking Underground Storage Tank	1
» Temporary Brownfields	1
» Institutional Controls IDEM	3
» NPDES Facilities	4
• Cultural Resources (SHAARD):	
» National Register Historic Site	1
» County Survey Sites	12
Outstanding	1
Notable	1
Contributing	10



Environmental Scope:

- Range-wide Programmatic Consultation for the Indiana bat and northern long-eared bat.
- Section 106 cultural resources review likely falls under Category B.
- Section 4(f) coordination may be required due to trail/parks adjacent to the project area.
- CSGP permit if soil disturbance is greater than 1 ac.
- Environmental document anticipated is a CE 1 or CE 4 depending on Section 4(f) coordination.

UTILITIES

We anticipate the following utilities within the project area:

- American Electric Power – Electric
- AT&T – Distribution – Communications
- Chillicothe Telephone Company (DBA Horizon Telecom) – Fiber Optic
- Choice Light, Inc. – Fiber Optic
- Comcast North – Cable TV
- Elkhart County Highway Department – Fiber Optic
- Metro Fibernet, LLC
- NIPSCO Gas (South Bend)
- City of South Bend – Sewer, Water
- Windstream – Communications





SR 930 HMA OVERLAY WITH SIDEWALK RECONSTRUCTION

Allen County, IN

Owner: INDOT Fort Wayne District
Project Cost: \$21.7M

Hanson was selected to provide design engineering services for seven projects along SR 930 including the reconstruction of curb ramps and pedestrian refuges to meet ADA compliance.

- 16 curb ramp locations updated.
- New/retrofit pedestrian refuges are proposed at Hobson Road, State Boulevard, and Lake Avenue.

Scope includes environmental document and permitting, topographic survey, design and plan development, hydraulic analysis, R/W plan development (including R/W engineering, title research, and staking), geotechnical engineering, utility and railroad coordination, pavement design, and construction phase services. Hanson is responsible for the management, coordination, and design of the elements required to provide 100% construction plans, specifications, and estimates, and public outreach.



US 35 PAVEMENT REPLACEMENT & SIDEWALK RECONSTRUCTION

Grant County, IN

Owner: INDOT Fort Wayne District
Project Cost: \$15.4M

The original project scope provided for the replacement of sidewalks only where deterioration was evident. It was identified that a 4-block segment along US 35 lacked any sidewalk infrastructure. To proactively address pedestrian connectivity, sidewalk installation was scoped on the north side of the roadway. Recognizing the broader opportunity for enhanced accessibility and community benefit, Gas City requested that sidewalk also be added on the south side. While this addition was beyond the limits of the INDOT-funded scope, Gas City agreed to fund the additional four blocks of sidewalk.

What sets this project apart is the extraordinary level of collaboration achieved among all stakeholders. Hanson is spearheading efforts not only to formalize the necessary funding agreement, but to ensure the added sidewalk is delivered without delay and in full compliance with regulatory and design standards.



SR 109 PAVEMENT AND SIDEWALK REPLACEMENT

Hancock County, IN

Owner: INDOT Greenfield District
Project Cost: \$3.3M

Hanson was selected to provide design and plan development necessary to produce construction contract documents for this reconstruction project, 1.84 miles south of SR 234 to 1.06 miles south of SR 234 in the Town of Wilkinson. The project includes a complete reconstruction of the roadway, including drainage, curb, and sidewalks, and combining two approaches to improve site distance.

Scope includes design, geotechnical investigations, pavement design, survey, hydraulic analysis, environmental documents and permits, utility coordination, and R/W plan development.

A public informational meeting was held prior to the public hearing to provide the Town of Wilkinson the opportunity to visualize the proposed changes as well as comment on what they would like to see, which has resulted in a very well-received project.



WALK OF EXCELLENCE

Kokomo, IN

Owner: City of Kokomo
Project Cost: \$10M



Hanson performed project management, survey, environmental, design, utility coordination, and construction inspection services for this beautiful, award-winning trail project. This project received awards from ACEC and APWA.

Like many U.S. cities, Kokomo, Indiana, examined ways to revitalize and improve its downtown area. With the 84-mile-long Wildcat Creek running through the heart of downtown, the city faced challenges in this former industrial area, such as flooding, trash dumping and deteriorating buildings.

The City turned to Hanson for help, which included providing options for the trail and development, helping visualize the potential trail and improvements, and creating an inviting space.

Hanson worked closely with the City, residents, and developers to coordinate the planning, design, and construction of the trail and its impact on future development.

In addition to the 1-mile-long trail, the project included sidewalks, retaining walls, four bridges, and landscaping. The project team also designed unique features along the trail, including swings, benches, planters, handrails, and an amphitheater.

Another unique aspect of this project involved coordination with the local school district – the Kokomo-Center Township Consolidated School Corp. – to design an outdoor learning environment for middle school students. The trail offers students safe access to the creek to collect water samples, conduct science experiments and observe nature.



PLEASANT RUN TRAIL

Indianapolis, IN

Owner: City of Indianapolis
Project Cost: \$2M

The 1.27 mile-long, asphalt Pleasant Run Trail was a local public agency project with INDOT and the City of Indianapolis Department of Public Works. The project consisted of:

- Removal and installation of drainage pipes and inlets.
- Removal of traffic lanes to add the trail.
- Construction of a new pedestrian bridge that was 14' x 84' and CSX canopy built under the railroad bridge.

Project challenges included:

- While constructing the trail along Washington Street the contractor encountered asphalt as thick as 26" and large concrete debris dumping areas.
- An inlet that was to be removed was concrete bridged over a concrete pipe sitting directly on top of a clay pipe. When the inlet was removed both the storm and sewer pipes were damaged. These pipes flowed directly into the adjoining river.
- At the Washington bridge approach, a large sink hole was discovered which undermined the approach approximately 8' deep and 7' into the approach.
- In addition, the trail had 20 curb ramps that could only be designed in the field because of the elevation of the intersecting roads.
- The terrain of the trail was in general flat; however, with the removal of several traffic lanes and utilities such as gas, electrical, and fiber optics, became a concern and in several locations had to be relocated.

The Hanson team was able to tackle all these issues as they were discovered in the field and led to successful completion of the Pleasant Run Trail.



Innovative engineering for a better planet.

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