

CITY OF SOUTH BEND EWING STREET TRAIL

Des 2500053
November 12, 2025





City of South Bend

EWING TRAIL

S. Gertrude Street to S. Olive Street

November 12, 2025 | DES 2500053

Dear Nifemi and Members of the Selection Committee:

Lochmueller Group (Lochmueller) looks forward to your consideration of this proposal for the design of the Ewing Trail. We are working with the City of South Bend (City) on the Coal Line Trail, Phase III, as well as other past engineering design projects, and we know exactly how to meet your needs to serve the community in the best way.



LET'S CONTINUE WORKING TOGETHER!

We will leverage our lessons learned on all of our current and past City projects. In fact, by giving us the opportunity to design the Ewing Trail, we will set a higher bar for ourselves. From design to construction, we will ensure the highest continuity of service you expect. **We know exactly what we need to do and we want to be the firm to complete this trail connection for the City.**



FAMILIAR FACES

Many of the same personnel who are working on Coal Line Trail Phase III will work on the Ewing Trail. **Barbie Swihart Stutzman, PE will be Project Manager, and Ryan Clark, PE will be our Lead Designer, along with our Landscape Architect Laurel Harrington, PLA, ASLA, LEED AP BD+C.** They will guide you through the design process and work with you to ensure we exceed your expectations.



PEDESTRIAN SAFETY IS PARAMOUNT

Nothing is more important to the design than the safety of pedestrians. Our design ensures maximum protection for pedestrians and includes options for nighttime lighting to keep pedestrians safe. **Rest assured our design accommodates pedestrians in the safest manner possible while keeping traffic aware and moving cautiously.**

Our local South Bend office is ready and excited to be a part of the Rum Village neighborhood urban trail access project!

Barbie Swihart Stutzman

Barbie Swihart Stutzman, PE
Project Manager
574.202.4491
bstutzman@lochgroup.com

Jessica Clark

Jessica Clark, PE
Authorized Negotiator
N. IN Regional Leader
574.286.8074
jclark@lochgroup.com

Rum Village is a vibrant neighborhood rooted around Rum Village Park, a cherished place in the City to hike, play disc golf, picnic, and simply enjoy. The Nature Center provides engaging education for all through community events. The Ewing Trail will provide a vital connection to this important park and other resources the neighborhood desires.

A cohesive and experienced team makes a difference!

CONNECTING RESOURCES

We understand what cities like South Bend want when it comes to multi-use paths and connector trails. We have designed numerous multimodal transportation projects, including trails offering vital connections to important resources, like the Rum Village Park.



Nifemi Oluwatomini
Senior Engineer



Barbie Swihart Stutzman, PE
Project Manager

CAPACITY

Our staff has more than adequate capacity, bringing added value to you. As a full-service firm, we have the expertise, resources, and quality control to deliver these services to you on time and within budget.

QA/QC

Lochmueller performs and documents independent peer reviews for both draft and final project delivery submissions. Reviewers provide memorandums to the PM who ensures completion of any noted corrections and signs the memorandum to document completion.

OUR TEAM + SUPPORT STAFF IS SPECIFICALLY TAILORED TO MEET THIS PROJECT’S NEEDS

5.2 Environmental Documents

C.J. Cunningham
Carson Hoogewerf

6.1 Topographic Survey

Sean Suttles, PS, CFedS

16.1 Utility Coordination

Michael Hill, PE

8.1 Non-Complex Roadway Design

Ryan Clark, PE
Finn Cavanaugh, PE
Howard Berberick, PE (Drainage)

MOT & Pedestrian MOT

Jeff Molitsky, PE

11.1 Right-of-Way Plan Development

Kevin Johnson, PS

12.1 Project Management for Acquisition

Ed Slaton

12.2 Title Search

Jackie Dodd DT

12.4 Appraisal

Dan Humphrey

12.5 Appraisal Review

Jeffrey Anderson RWS

Urban Design + Landscape Architecture

Laurel Harrington, PLA, ASLA, LEED AP BD+C

Bicycle / Pedestrian Planning

Kevin Neill, AICP

Public Involvement

Nicole Minton

Constructability

Dale Wills

QA/QC

Michael Siffer, PE, PTOE



Jessica Clark, PE
Authorized Negotiator
N. IN Regional Leader

Jessica leads our northern Indiana team of over 80 employees spanning four offices in South Bend, Mishawaka, Merrillville, and Fort Wayne. Under her leadership at Lochmueller and as the St. Joseph County Engineer, she has overseen the design teams on more than a dozen urban trail projects. From design to construction, Jessica’s experience and guidance is key to our success.

TEAM QUALIFICATIONS

LOCHMUELLER GROUP, INC. 99%
5.2, 6.1, 8.1, 11.1, 12.1, 12.4, 16.1

DODD TITLE 0.5%
12.2

RWS SOUTH 0.5%
12.5



BARBIE SWIHART STUTZMAN, PE

Project Manager

BS, Civil Engineering, Tri-State University

Barbie has over **20 years of experience**, spanning the project development process from feasibility studies through contract letting. She has developed expertise in designing urban thoroughfares, trails, maintenance-of-traffic (MOT), utility coordination, construction cost estimation, plan preparation, and documentation. **Lochmueller has confidence in Barbie to manage the Ewing Trail project from design to completion.**

10

BARBIE HAS BEEN THE PM ON 10 ROADWAY/TRAIL PROJECTS FOR INDOT & LPAs!

20 Years of Experience

BARBIE IS:

YOUR FIRST

point of contact,
AVAILABLE 24 hours
via Email/Phone/
Text, & **FLEXIBLE**
to schedule and/or
prioritize changes

URBAN TRAIL, PARK, & ROADWAY PROJECT EXPERIENCE

- + **COAL LINE TRAIL, PHASE III**, City of South Bend, Project Manager
- + **CR 17 AT US 33 MULTI-USE PATH**, Elkhart County, Project Manager*
- + **CHESSIE TRAIL, PHASE II**, City of La Porte, Project Engineer*
- + **NINTH STREET TRAIL**, City of Goshen, Project Engineer*
- + **RILEY LITERARY TRAIL**, City of Greenfield, Project Manager*
- + **COLD SPRING TRAIL**, City of Indianapolis, Project Engineer
- + **RIVERSIDE TRAIL, PHASE II**, City of South Bend, Project Engineer

**Please see page 11-12 for additional information*

Lochmueller values its relationship with the City of South Bend. As our partner on previous design projects, including our current design project on the Coal Line Trail Phase III, we will leverage lessons learned and strive to meet your expectations from design through construction.

COAL LINE TRAIL, PHASE III

Lochmueller is currently designing Phase III of the City's urban, 10-foot to 12-foot-wide, 0.6-mile multi-use path from the existing trailhead to the newly-built Martin Luther King Jr. Dream Center at the intersection of Linden Avenue and College Street. When complete, Phase III will connect downtown South Bend to the Notre Dame campus and all the way north to Niles, Michigan. Project elements include:

- + Project Management
- + Engineering & Design
- + Landscape Architecture & Urban Design
- + Environmental
- + Right-of-Way (ROW)
- + Public Involvement
- + Permitting

PROJECT RELEVANCY

- + Design Services
- + ADA Pathways
- + Urban Path
- + Public Outreach



OUR TEAM WORKS FOR YOU



RYAN CLARK, PE

Lead Designer

BS, Civil Engineering, Purdue University

Ryan has 29 years of transportation, design, traffic, safety, and project management experience. He is proficient in developing plans for state and local projects. He has led multiple teams for urban trail design in St. Joseph County and surrounding communities.

Ryan will lead the roadway team and be responsible for the Ewing Trail layout and design.



29 Years of Experience

TRAIL PROJECTS INCLUDE:

- + Coal Line Trail, Phase III, City of South Bend
- + Chessie Trail Phase II, City of La Porte
- + Benham Avenue Multi-Use Path, City of Elkhart
- + Ninth Street Trail, City of Goshen



LAUREL HARRINGTON, PLA, ASLA, LEED AP BD+C

Landscape Architect

BLA, Landscape Architecture, Michigan State University

Laurel's expertise lies in developing designs to help communities achieve their goals through bicycle and pedestrian master planning, **streetscapes**, **landscape architecture**, and implementation of active transportation projects.



34 Years of Experience

TRAIL PROJECTS INCLUDE:

- + Coal Line Trail, Phase III, City of South Bend
- + Riverfront Trail Concept Design, City of Danville, IL
- + Kickapoo Rail Trail Extension, Vermilion County, IL
- + Downtown Multimodal Improvements, City of St. Louis, MO
- + Grant's Trail Extension, City of Kirkwood, MO
- + Old Olive, City of Creve Coeur, MO*
- + 14th to Diamond, City of North Kansas City, MO*
- + Southeast Kirkwood Community Connectivity Study, City of Kirkwood, MO

*Completed at a previous firm



C.J. CUNNINGHAM

Environmental Documents

BUPD, Urban Planning & Design, Ball State University

C.J. has authored and managed over 150 NEPA documents over the course of his career. His expertise in guiding the environmental process ensures a project is completed on time with no surprises along the way. **He has extensive experience with trail projects and will leverage this to ensure the Ewing Trail process is a smooth one.**



20 Years of Experience

TRAIL PROJECTS INCLUDE:

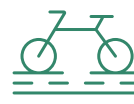
- + Coal Line Trail, Phase III, City of South Bend
- + Chessie Trail, Phase II at Norfolk Southern Railroad, City of La Porte
- + Auten Trail, St. Joseph County
- + Adams Trail, Phase Ia & Ib, St. Joseph County



KEVIN NEILL, AICP, RSP, Bicycle/Pedestrian Planner

Master of City & Regional Planning, University of Memphis

Kevin is one of Lochmueller's leading transportation planners with a passion for fostering healthy and active communities. From statewide bicycle and pedestrian master plans to regional trail plans to corridor studies, **Kevin is skilled at integrating active mobility into existing transportation networks.**



17 Years of Experience

MULTIMODAL PLANNING PROJECTS INCLUDE:

- + Coal Line Trail, Phase III, City of South Bend
- + Safe Streets for All, City of Fishers
- + Safety Action Plan, City of Seymour
- + Downtown Multimodal Improvements, City of St. Louis, MO
- + Safety Action Plan, City of Noblesville
- + Traffic Safety Study for The Maline Greenway Trail Network, North St. Louis County, MO



Laurel & Kevin bring added value to you with their landscape architecture, bicycle/ped planning, and implementation backgrounds.

CONNECTING NEIGHBORHOODS

The Ewing Trail project involves the construction of a 10-foot-wide, 0.5 mile multi-use path on Ewing Avenue, from Olive Street to Gertrude Street. South Bend envisions this path to be accessible for people of all ages and abilities who are walking, riding, and rolling. As part of the project, an Engineering Assessment (EA) will be performed and submitted to INDOT to evaluate the different crossing options at Prairie Avenue (SR 23).

THE NEIGHBORHOOD CONTEXT

Currently, trails exist north on Olive Street from Prairie Avenue to the Canadian National railroad tracks and on Ewing Avenue from Gertrude Street to Webster Street to serve Rum Village Park and Walker Field Park. **The proposed Ewing Trail will connect the previous two projects while reconstructing Ewing Avenue to provide safe pedestrian crossings, improved drainage and contextual landscaping.**

The Ewing Trail serves as a pedestrian artery for the Rum Village neighborhood and the design must address important accessibility considerations around the path's adjacency to homes, safe crossings, traffic calming, and privacy. The presence of established mature trees on the north side of Ewing Avenue and the previous trail constructed to the east suggests the trail will be on the south side of Ewing Avenue. The Ewing Trail brings additional considerations such as:

- + On-street parking & trash collection
- + Sidewalk connections and curb ramps
- + Driveways, steps, & stoops
- + Utility poles & underground utilities
- + Businesses & business parking
- + Transpo Route 12 traverses Prairie & Ewing hourly

COMBINED SEWER

Ewing Avenue is currently served by a combined sewer for storm and sanitary. Curb bump-outs for pedestrian crossings can be expanded to treat storm water prior to discharge into system. Geometric revisions could provide additional areas for storm water storage.

MATURE TREES & ELEVATED LAWN

Large mature trees in the lawn as well as an elevated lawn pose design considerations for the south side of the street trail path. Existing steps will dictate the profile of trail.

Our team is ready to rise to the challenge posed by the intersection at Ewing & Prairie Avenue!



The Ewing & Prairie Avenue intersection geometrics introduces an added challenge & constraints for a safe pedestrian crossing.

EXISTING CONDITIONS ASSESSMENT

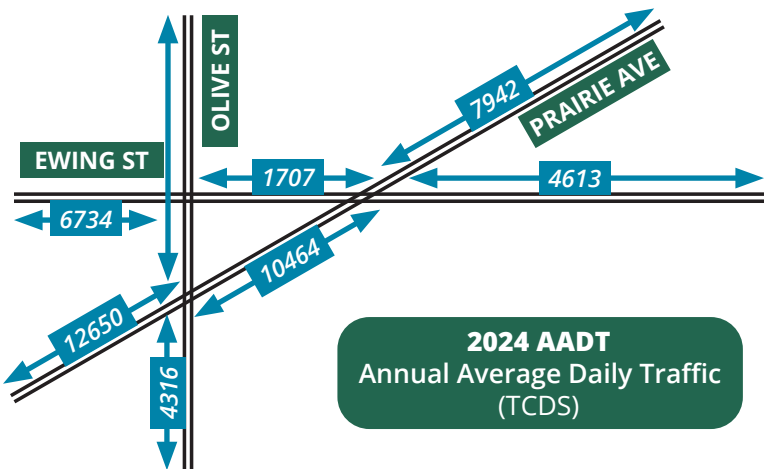
Lochmueller's team will assess the existing conditions of curbs, parallel sidewalks, and drainage and provide recommendations with estimates for replacement of damaged, or non-existent, curb, sidewalk, and storm sewer construction. Currently, the posted Speed Limit on Ewing Street is 30 mph with "YOUR SPEED" signs, suggesting a speed control issue exists in the neighborhood.

TRAIL DESIGN CONSIDERATIONS

The design guidance in the NACTO Urban Street Guide for multi-use paths in low-speed urban settings recommends a 5' buffer between the curb and the edge of the path. The preservation of the on-street parking also provides a good buffer for trail users and the 5' buffer remains necessary to allow space for car doors to swing open without interfering with safe passage for trail users. Below is a table of design considerations:

APPLICABLE DESIGN CONSIDERATIONS		
FUNCTIONAL CLASSIFICATION = MINOR ARTERIAL		
Curbed Travel Lane Width	Des: 12'	Min: 11'
Parking Lane	Des: 12'	Min: 10' *
Sidewalk Width of 10'	Des: 5' with 5' Buffer	

* 9' potential design exception



CHALLENGES & CONSIDERATIONS ALONG EWING'S NORTH & SOUTH SIDES FROM...

EMERSON FOREST PARKWAY TO BROOKFIELD STREET

The homes and front yards sit higher than the sidewalks, with steps connecting each yard to the sidewalk below. These existing steps will establish the profile of the proposed trail and/or sidewalks in the corridor. Alignment of Brookfield Street is offset and will require special consideration for the location of a crosswalk or speed table.

BROOKFIELD STREET TO GLEN STREET

Homes and front yards are elevated from the existing sidewalks with steps down to sidewalks in front of each home.

GLEN STREET to DOROTHY STREET

Dorothy Street intersection is the low point along Ewing Avenue. While homes and yards are closer to the grade of the roadway, steps still exist.

DOROTHY STREET TO GERTRUDE STREET

Curb ramps at Gertrude have recently been updated as part of trail project to the east. [As a Notable structure, the Fisher House's retaining wall must be maintained, and its presence likely requires a full Section 106 Review.](#)

North Side Challenges & Considerations

- + Mature trees limit ability to widen the sidewalk
- + Potential pedestrian/bike trail conflicts with existing residential accesses
- + Alley access
- + Residents parking on lawn instead of parking lane suggests a speed issue on roadway

South Side Challenges & Considerations

- + Potential pedestrian/bike trail conflicts with existing residential accesses & steps that will also control trail profile grade
- + Power poles and water line and fire hydrant along south curb line
- + Alley access where curb parking begins appears to be more prevalent



North side mature trees



South side residential steps access



North side mature trees at Brookfield Street



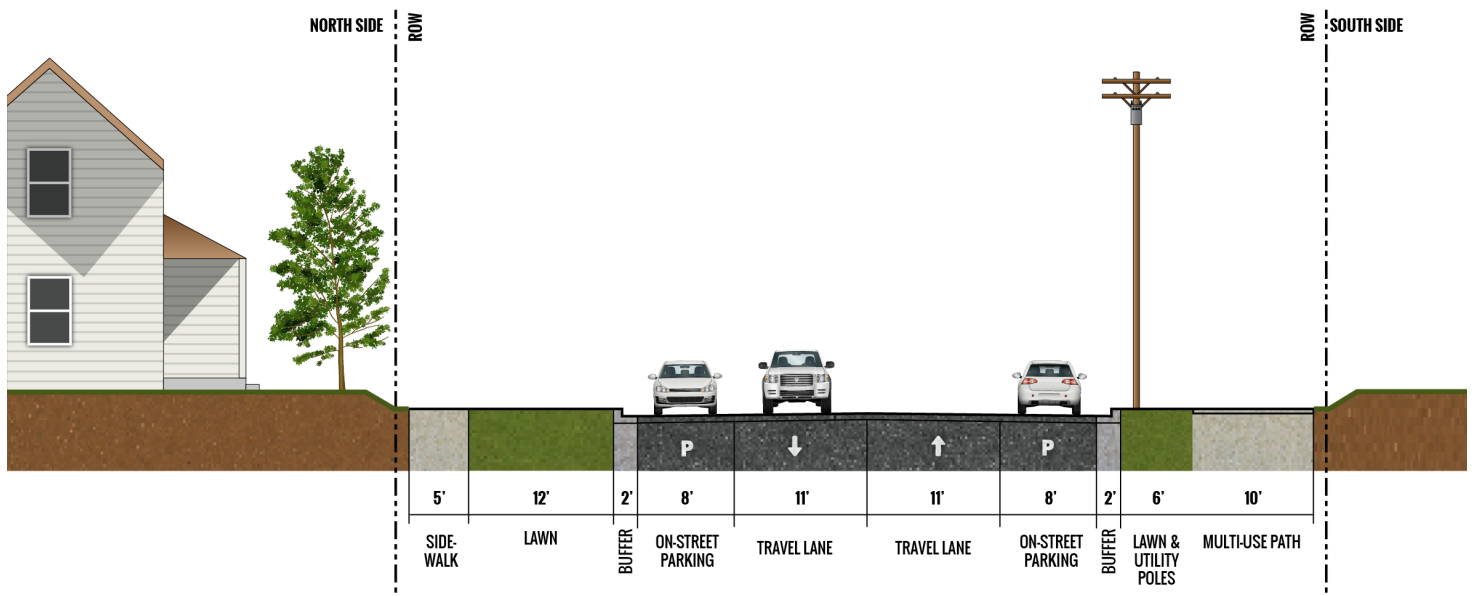
Gertrude Street trail connection

We visited the site and performed a preliminary red flag investigation to offer further high-level observations and insights.



— New Trail ● Potential Crosswalk — Potential sidewalk expansion ● Potential geometric revisions --- Existing Trail

- 1 Consider routing trail to Olive / Locust intersection where Olive Street Trail ends to provide signalized crosswalk
 - 2 Narrow pavement to shift trail out of loading dock area of Sterling Roof Systems local business
 - 3 Coordination required to discuss emergency response patterns and maintain Fire Station 5 access
 - 4 Trail connections to local business
 - 5 Consider closure or access change (one-way) to west side of Prairie intersection to improve safety
 - 6 Provide defined driveway, curb ramp, and walk areas in front of Jesus Is Emmanuel Ministry
 - 7 Consider alignment improvement to improve skew of intersection
 - 8 Reduce roadway footprint to 24' width at 2000 & 2100 block of Ewing where driveways are present for gateway landscape effect to corridor
 - 9 Limit grading work on north side of road to protect established trees
 - 10 Provide/expand bump-out location to protect mature tree at Brookfield Street
 - 11 Bump-out at alley for mature tree and visibility
 - 12 Set profile of trail to end of existing stairs along south side of Ewing Avenue
 - 13 Bump-out at Glen Street for mature tree and visibility of crosswalk
 - 14 Work with the City Forester / SBVPA to perform review of mature trees to recommend protection or replacement
- Potential crosswalk locations
- Consider geometric revisions for shorter crosswalk length as part of the EA



ADJUSTING THE INTERSECTION AT PRAIRIE & EWING

OLIVE STREET to PRAIRIE AVENUE

The trail could begin either at the corner of Olive Street and Ewing Avenue adjacent to Sterling Roof Systems and travel behind Fire Station No. 5 to Prairie Avenue or at the south east corner of Prairie with Olive Street and Locust Road. This intersection is signalized without pedestrian signals or push buttons. With 10,464 vehicles per day here, **we recommend new pedestrian countdown heads and other safe crossing measures to connect to the Olive Street trail.** For a trail alignment along Ewing Avenue to Prairie Avenue and to redefine the space, **we recommend looking at turning movements to develop a comprehensive alternatives study for review as part of the EA.**

PRAIRIE AVENUE / EWING AVENUE INTERSECTION

The diagonal alignment of Prairie Avenue as it crosses Ewing Avenue introduces added challenges and constraints for a safe crossing of pedestrians. We envision the following viable options:

OPTION 1

Adjust alignment of Ewing Avenue on each leg to within 60 degrees skew of Prairie Avenue.

OPTION 2

Similar to Option 1, adjusts alignment while providing parking on the north side of Ewing.

OPTION 3 \$ Potential cost savings

Route trail along south side of Prairie and connect trail to Olive Street trail at signalized intersection with or without geometric changes to intersection.



Location of potential west approach to intersection



OPTION 1 improves vehicular/pedestrian sight distance



OPTION 2 provides on-street parking west of Prairie



Vehicle & tire marks show need for improved alignment

OTHER CONSIDERATIONS

- + Pending a full EA, our initial thoughts include geometric revisions to improve sight distance and reduce the length of any needed crosswalks.
- + Realign Prairie's west approach to form a conventional intersection with the Dollar General driveway. We observed a pedestrian unsafely cross Prairie from the mid-crosswalk curb ramp to get to Dollar General.

- + **Align the east leg of Ewing Avenue to Carlisle Street.** During field observations, vehicle tire marks on the east approach to Prairie confirmed motorists are already attempting to make this movement.
- + Curb ramp, driveway, and sidewalk improvements in front of Jesus is Emmanuel Church would be included to define location of vehicles and pedestrians. A Traffic Signal Warrant analysis would be included in the EA to determine if a trail crossing at Ewing and Prairie would be a pedestrian phase at a signalized intersection or a HAWK installation with push buttons.

OUR TEAM IS QUALIFIED & READY TO PARTNER WITH YOU TO DELIVER THIS PROJECT!



UTILITY COORDINATION

Ewing Avenue requires careful utility coordination between agencies, businesses, and residents. **Early, proactive utility coordination helps avoid delays, reduce risk, and keeps the project moving efficiently from project development through construction.**

- + American Electric Power (Electric)
- + AT&T Distribution (Communications)
- + Choice Light, Inc. (Fiber Optic)
- + Comcast North (Cable TV)
- + NIPSCO Gas (Gas)
- + City of South Bend (Water & Sewer)

Overhead electric lines are primarily located on the south side of Ewing Avenue. Adequate right-of-way (ROW) is available to construct the trail between the reconstructed roadway and adjoining property owners. The water line and corresponding service taps are located south of the Ewing Avenue pavement. Only one hydrant is on the south side of the road, and it does not present a conflict. The project is not expected to significantly impact existing utilities; however, if underground communication lines are present on the south side of the roadway, relocations may be required within the six-foot tree lawn.

COORDINATION ACTIVITIES INCLUDE:

1. Early Engagement: Notify utilities, share layouts, hold kickoff meetings
2. Data Collection: Gather records & identify conflicts
3. Conflict Resolution & Relocation Planning: Incorporate design flexibility and adjustments and collaborate on work plans and relocation schedules



ROW

We understand the potential concerns regarding ROW. Minimizing impacts to adjacent businesses and residents and **providing clear, open communication throughout the project, is our priority.** Our team utilizes best practices to

achieve an economical ROW footprint, right-sized for the needed improvements. Our investigation identified potential conflicts and permanent and existing parcel data indicates there is a consistent 75 - 80 foot ROW along Ewing Avenue, inclusive of the sidewalk on both sides. On the north side of Ewing, GIS parcel data shows the existing sidewalk outside of ROW in the 1700, 1800 and 1900 blocks. If sidewalk improvements are desired in these areas, ROW acquisition will be required.

STRATEGIC SIGNAGE & AMENITIES ENHANCE THE USER EXPERIENCE

The team will incorporate trail-user amenities such as benches, wayfinding, branding, dog waste stations, and other amenities compatible with the previous phases and meeting the needs of the neighborhood. With a tight, linear corridor, the design team will look for ways to provide amenities with multiple purposes such as a wayfinding bench or signage as sculpture.

UNIQUELY FOCUSED TRAIL DESIGN PRINCIPLES

Effective trail design combines functionality, aesthetics, and environmental responsibility. Lochmueller prioritizes these trail design principles providing you added value:

- + **Accessibility:** Design trails to be ADA-compliant and navigable for users of all abilities
- + **Safety:** Designs include proper lighting, clear signage, and smooth surfaces to minimize user risk
- + **Connectivity:** Linking major destinations within the City for seamless travel across residential areas to points of interest
- + **Community Input:** Public engagement during the planning process ensures the trail meets the City's needs and desires
- + **Thoughtful MOT:** Maintains trail access, protects users, and supports efficient construction through phased detours and safety measures

PROPOSED SCHEDULE

2026

NOTICE TO PROCEED
APRIL
SURVEY
APRIL - JULY
ENVIRONMENTAL DOCS
APRIL - MAY 2028
STAGE 1 PLANS
JULY - DECEMBER
PFC
DECEMBER - FEBRUARY 2027

2027

NEPA READY PLANS (PFC+)
APRIL - MAY
ENVIRONMENTAL DOCS
CONTINUE THROUGH 2027
PUBLIC INVOLVEMENT
#1 APRIL - MAY
#2 NOVEMBER - DECEMBER

2028

FINAL CE SIGNED
MAY
ENVIRONMENTAL DOCS
FINISH MAY
ROW ACQUISITION: 12 MO.
MAY - MAY 2029
ROW ACQUISITION: 18 MO.
MAY - NOVEMBER 2029

2029

ROW ACQUISITION: 12 MO.
CONTINUES THROUGH MAY
ROW ACQUISITION: 18 MO.
CONTINUES THROUGH NOV

2030

STAGE 3 PLANS DUE
FEBRUARY
FINAL TRACINGS
JUNE
READY FOR CONTRACTS
JULY
★ LETTING
SEPTEMBER

UTILITY COORDINATION begins in 2026 and is ongoing through RFC and into construction.

INDOT REVIEWS Due to recent staff shortages, INDOT review timelines have become increasingly unpredictable across reviewing offices. We recommend building in sufficient "float" into the schedule to avoid potential delays.

ENVIRONMENTAL INSIGHTS

As with all federally funded LPA projects, Ewing Trail will require an environmental document assessing cultural and natural impacts, which Lochmueller's in-house environmental and cultural resources team will prepare in coordination with our design team to include all necessary supporting studies. We anticipate the following documents and permit:

- + NEPA Document/Categorical Exclusion (CE) Level 2
- + Section 106 Documentation
- + Public Involvement
- + Construction Stormwater General Permit (CSGP)

In order to maintain the proposed schedule, two critical factors come into play along with two additional considerations:

1. **ROW** New permanent ROW is likely needed to accommodate the project. Federally-funded acquisition cannot occur until after the environmental document is approved, and can take an additional 12 - 18 months.
2. **CULTURAL RESOURCES** Comprehensive cultural resource impact evaluations (Full Section 106 investigations) can take 12 - 15 months to complete and must precede submission of the Draft CE. We believe a Full Section 106 investigation will be required due to the trail's proximity to the "Fisher House" located on the southwest corner of Ewing and Gertrude. Our in-house cultural historians believe this is likely to be eligible for inclusion on the National Register of Historic Places (NRHP) and therefore removes the project from eligibility for review under the Minor Projects Programmatic Agreement (MPPA). This process will be managed similarly to the Coal Line Trail, Phase III's interaction with the NRHP-eligible "Bottling House" on the west side of College Street, south of Lincoln Way.
3. **TREE CLEARING** If removal is necessary it must be conducted between October 1 - March 31.
4. **PUBLIC INVOLVEMENT** While ROW is expected to be below 0.5 acres, formal public involvement will not be necessary upon completion of the draft CE-2. However, Lochmueller recommends proactive public engagement due to the project's presence within an established residential neighborhood. This will help inform residents and key stakeholders throughout project development. We will work with the City to either support their public engagement efforts or lead them. After identifying all key stakeholders, we suggest two Public Information Meetings, in the form of an Open House:
 - + **Meeting 1:** After Stage 1 preliminary plans to inform on purpose and need, share project alternatives, and solicit feedback.
 - + **Meeting 2:** After Stage 2 60% plans to provide any additional information, an update on design, and explain how feedback was incorporated.

RENEWING PRIDE IN NEIGHBORHOODS ACROSS INDIANA



RILEY TRAIL

City of Greenfield | \$3.9M | 2025

The Riley Trail is a 0.7-mile, concrete multi-use trail through downtown Greenfield, starting and ending at the existing Pennsy Trail and crossing several local and state routes. Project elements included:

- + **Unique design & engineering for each block due to existing conditions, drainage, utilities, & adjacent land**
- + For pedestrian safety, curb lines were pulled in to narrow the roadway
- + Placed bump-outs & new curb ramps at intersections
- + Flashing beacon & Hawk signal
- + Connectivity with Greenfield's heritage sites created opportunity to work with the local museum to share the City's heritage with trail users



We understand what cities want when it comes to urban multi-use paths and connector trails. We have designed numerous multi-modal transportation projects, including trails offering vital connections to important resources for citizens. Recently, we have contributed to regional trail systems in:

- + City of South Bend, Coal Line Trail, Phase III (see page 3)
- + City of Greenfield, Riley Trail
- + City of La Porte, Chessie Trail Phase II
- + City of Goshen, Ninth Street Trail
- + Elkhart County, CR 17 at US 33 Pedestrian Bridge & Multi-Use Path
- + City of Elkhart, Benham Avenue Multi-Use Path



CHESSIE TRAIL PHASE 2

City of La Porte | \$1.56M | 2023

Chessie Trail is a 10-foot-wide, 1.1-mile concrete multi-use path through downtown La Porte, beginning at a planned trailhead at an urban intersection. Lochmueller provided design, environmental, railroad coordination, utility coordination, and ROW services for Phase 2. Project elements included:

- + Staged pedestrian crossing with refuge island
- + **Path trailhead, signage, lookouts, & other trail amenities added for safety concerns**





NINTH STREET TRAIL

City of Goshen | \$1.9M | 2019

The Ninth Street corridor resides in an urban area and includes a railroad. After an EPA Pilot-Brownfield Area-Wide Plan identified a need for street redesign, the multi-use path was the initial improvement project completed. Project elements included:

- + Green initiatives for stormwater treatment
- + **Multi-use path design to avoid ROW impacts**
- + Raised intersection design for pedestrian crossing & traffic calming
- + Public involvement for presentation & discussion of design elements.
- + Linkage to the Pumpkinvine and Winona Railway Trails



CR 17 AT US 33 PEDESTRIAN BRIDGE & MULTI-USE PATH

Elkhart County | \$5.8M | 2025

The CR 17 multi-use path and bridge project included the construction of a 268-foot two-span pre-engineered steel truss bridge and 2,040 feet of a 10-foot-wide multi-use path. A 17,030-square-foot modular block wall was built to establish the proposed grade prior to constructing the concrete path.

Working with Elkhart County, an additional 800' multi-use path was added to this contract as another means to make the pedestrian bridge more accessible. Spanning over 2024 -2025, this project changed the landscape of the area and improved connectivity.



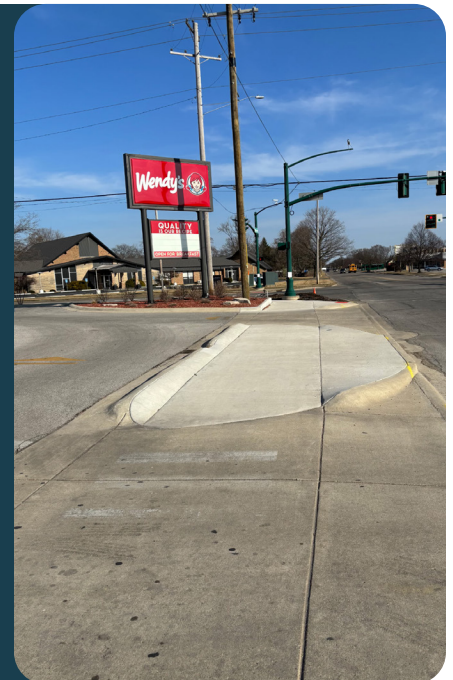
BENHAM AVENUE MULTI-USE PATH

City of Elkhart | \$789K | 2024

Lochmueller designed a 10-foot, multi-use path linking residents to the Pierre Moran Shopping center. Project included:

- + Curb ramps
- + Drainage
- + Traffic signal/pedestrian crossing
- + Property owner coordination
- + ROW acquisition for residential and commercial properties

Our team creatively designed this path within a limited construction area due to Wendy's, Subway, and grocery store driveways and their proximity to path. Work required storm sewer and curb adjustments with HMA patching to enable locating the pathway in the constricted ROW.





Lochmueller Group, Inc.
112 W. Jefferson Blvd., Ste. 500
South Bend, IN 46601

lochgroup.com