



■ VALUES FOCUSED. CLIENT DRIVEN.



PUT UNITED'S
VALUES TO
WORK FOR YOU.

- Leadership built on integrity.
- Talent driven by excellence.
- Service centered around caring.
- Success by working together.

■ PRINCIPAL CONTACT



MICHAEL ROWE, PE
Principal Contact
President

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EMAIL: michael.rowe@ucindy.com

■ PROJECT LIAISON



TERRY MINIX
Business Development
Client Liaison

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■ OFFICE LOCATION



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COAL LINE TRAIL PHASE III - LINCOLNWAY WEST TO LINDEN AVE

UNITED CONSULTING appreciates the opportunity to submit our Letter of Interest for construction inspection services for the City of South Bend Coal Line Trail Phase III – Lincolnway West to Linden Avenue Project. After visiting the site and reviewing the plans, **we developed an approach centered on three priorities: delivering the project on schedule, within budget, and to your expectations.**

■ OPEN COMMUNICATION

Our recent South Bend Kennedy Avenue Safe Routes to School project reflects our commitment to clear, consistent communication with City staff, efficient project management, and delivering quality infrastructure improvements while safeguarding the City's budget through careful planning and cost control. **UNITED** has demonstrated to the City how our process ensures you are informed, involved, and confident in the project's progress. From the preconstruction meeting — which aligns the contractor and subcontractors on expectations — to weekly progress reports with photos, bi-weekly on-site meetings, and the final walk through, our project manager will keep you fully informed every step of the way.

■ SCHEDULE – BUDGET – QUALITY

UNITED is recognized for completing projects on time and within budget. Our project manager actively oversees the contractor and subcontractors to maintain schedule discipline and reduce the potential for change orders. By ensuring that work adheres to plans and specifications, we help safeguard quality and prevent cost overruns, providing a finished product that meets South Bend's expectations.

■ OUR COMMITMENT

UNITED has a proven record of delivering successful construction inspection projects across Indiana since 1965. Our firm's leadership, project management, and business development team share a commitment to responsiveness, accountability, and collaboration. You can count on us to manage this project with the same dedication that has earned our clients' trust statewide.

We welcome the opportunity to discuss our construction inspection plan in more detail and demonstrate how selecting **UNITED will provide South Bend with a high-quality, well-managed trail project.**



The right Staff for the job.

UNITED CONSULTING

Service: 13.1 100 %

A circular portrait of Dr. David A. Clark, a middle-aged man with a receding hairline, smiling. He is wearing a dark suit jacket, a light blue shirt, and a patterned tie. The background is a neutral, light gray.

Michael Rowe, PE

Principal Contact

PRESIDENT

AUTHORIZED CONTRACT NEGOTIATOR



Brian Miller

Construction Inspection Department

DEPARTMENT MANAGER



Terry Minix

Project Liaison

BUSINESS DEVELOPMENT REPRESENTATIVE

CAITLIN WYAT
Project Engineer

CAITLIN WYAT

Project Engineer



BRAUN RODGERS, PE

Field Operations Manager

Technical Support



OWEN YEADON

Project Manager

**BLAKE GRIBBEN**

Assistant Project Manager



JAKE GAUL

Inspector / As-Needed

100%

Our **Project Manager**,
Owen Yeadon is
100% committed to
completing active tasks
throughout the contract
length of this project.

UNITED'S Project Manager (Owen Yeadon) and his Inspection Staff are **100% dedicated to this project** which is expected to use **8%** of their overall capacity.

UNITED'S 2026 CONTRACT CAPACITY

UNITED currently has **50%** of our firm's contracting capacity available for new projects.

8%

50%



PROFICIENT IN DPW CIP



PROFICIENT IN INDOT AWP

OWEN YEARDON

CONSTRUCTION INSPECTION PROJECT MANAGER



O: (317) 895-2585



M: (260) 330-4212



E: owen.yeadon@ucindy.com

Education

Trine University

- BS Design Engineering

Certifications

- INDOT's Certified Technician Program – Certified in All Areas
- INDOT's Quality Assurance Procedures for Construction
- OSHA - Confined Space Entry Course
- OSHA 30-Hour Training Course
- First Aid and CPR Training
- Proficiency in Site Manager

3+ YEARS EXPERIENCE

Owen will serve in a multifaceted role on this project, combining on-site project management, cost-saving strategy, inspection, and communications expertise.

Drawing on his recent South Bend experience, Owen will proactively identify potential issues before they escalate, providing timely, cost-effective recommendations to keep the project on track.

He will ensure all stakeholders are kept fully informed of any project impacts, supporting the City's vision and maintaining the project schedule.

RELEVANT EXPERIENCE

SOUTH BEND OUR LADY OF HUNGARY SCHOOL

CLIENT: City of South Bend

APPROXIMATE CONSTRUCTION COST: \$800,000

Construction Project Manager: The project focused on enhancing sidewalks and curb ramps along key walking routes to schools within the Rum Village neighborhood. Improvements extended westward from Olive Street to Main Street and northward along Ewing Street to Indiana Street. Upgrades at **over 15 major intersections** included the construction of ADA-compliant ramps, adjustments to stormwater systems, and improvements to alley and driveway transitions to ensure safer and more accessible pedestrian crossings.



NOBLE BRIDGE 136 / COUNTY ROAD 400 E OVER CSX RAILROAD

CLIENT: Noble County

APPROXIMATE CONSTRUCTION COST: \$2,600,000

Construction Project Manager: Owen completed this bridge replacement carrying CR 400 E over CSX railroad in November 2024. High train volume and unsuitable soil made this one of the County's most complex projects. A new prestressed concrete bulb-tee bridge replaced the existing three-span truss bridge. The project used 60,000 cubic yards of borrow to construct the new roadway approaches. **Construction was completed on time and under budget.**

UNITED provided the design and construction inspection.



KENNEDY AVENUE ROAD DIET

CLIENT: City of Hammond, Indiana

APPROXIMATE CONSTRUCTION COST: \$4,200,000

Construction Project Manager: The Road Diet project presented unique challenges due to the high number of businesses and residences along this busy stretch of Kennedy Avenue. Despite these complexities—including extensive utility coordination—the City of Hammond and the **UNITED** team completed the project on schedule. Owen worked closely with the contractor's traffic control supervisor, recommending alternative maintenance of traffic phasing. This approach not only resulted in a superior finished product but also ensured the project remained on schedule.





PROFICIENT IN DPW CIP



PROFICIENT IN INDOT AWP

BLAKE GRIBBEN

CONSTRUCTION INSPECTION
ASSISTANT PROJECT MANAGER



O: (317) 895-2585



M: (260) 571-9711



E: blake.gribben@ucindy.com

Blake's recent South Bend experience and familiarity with the area will be an asset to this project. He has established a rapport with City representatives and understands what South Bend expects to achieve from its infrastructure improvement projects as well as the work flows and processes the City implements to achieve success.

EDUCATION

BS, PUBLIC AFFAIRS

Purdue University

Certifications

- INDOT Certified Technician Program - Certified in All Areas
- INDOT Quality Assurance Certified
- INDOT Site Manager Proficiency
- First Aid and CPR Training

1+ YEAR EXPERIENCE

RELEVANT EXPERIENCE

SAFE ROUTES TO SCHOOL AT MUESSEL PRIMARY/HOLY CROSS

CLIENT: South Bend, Indiana

APPROXIMATE CONSTRUCTION COST: \$1,632,000

Construction Project Manager: This project will improve pedestrian safety and accessibility for students and the community by upgrading sidewalks and ADA ramps to current standards. Scheduled for June–August 2026, construction is timed with the school's summer break to minimize disruption. **UNITED** provides construction inspection, ensuring effective communication, cost control, and stakeholder coordination. These enhancements will create safer routes for children walking or biking to school and provide lasting benefits for students and local residents.

KENNEDY AVENUE ROAD DIET

CLIENT: Hammond, Indiana

APPROXIMATE CONSTRUCTION COST: \$4,300,000

Assistant Project Manager: Kennedy Avenue Road from 164th Place to the Indiana Toll Road in Hammond underwent a multi-phase Road Diet transformation. This project converted the existing four-lane roadway into a two-lane corridor with dedicated bike lanes, turn lanes, and parking stalls. Additional enhancements included upgraded drainage, new sidewalks, rain gardens, and fresh pavement. **UNITED CONSULTING** provided construction inspection services for the City of Hammond.



PROFICIENT IN DPW CIP



PROFICIENT IN INDOT AWP

BRAUN RODGERS, PE

CONSTRUCTION INSPECTION
FIELD OPERATIONS MANAGER



O: (317) 895-2585



M: (812) 592-0562



E: braun.rodgers@ucindy.com

Braun will provide additional oversight for this project, ensuring quality control and familiarity throughout the construction process.

His experience will enable him to identify potential issues proactively and provide timely recommendations for cost-effective solutions.

EDUCATION

BS, CIVIL ENGINEERING

Purdue University

Certifications

- PROFESSIONAL ENGINEER Indiana; PE11600321
- INDOT Certified Technician Program - Certified in All Areas
- INDOT Quality Assurance Certified
- INDOT Certified Bridge Inspection Team Leader
- OSHA Confined Space Entry Course
- INDOT Storm Water Management

14+ YEARS EXPERIENCE

RELEVANT EXPERIENCE

CHARLESTOWN ROAD COMPLETE STREETS MULTI-USE TRAIL

CLIENT: Floyd County, Indiana

APPROXIMATE CONSTRUCTION COST: \$3,000,000

Field Operations Manager: The Charlestown Road Complete Streets Multi-use Trail is a 10-foot-wide, shared-use, asphalt pathway spanning 1.3 miles in length beginning east of Lewis Endres Parkway on Charlestown Road and extending to County Line Road/Lawrence Meyer Road. The alignment of the trail follows along the north side of Charlestown Road, crossing Jacobs Creek just west of Brookhaven Road. A new truss bridge structure is being constructed over Jacobs Creek as part of the project. Along each approach to the new truss bridge, there will be new MSE walls constructed to minimize area impacted surrounding elevation change from the trail up to the bridge.

This fun and safe connector will unite parks, residential neighborhoods, restaurants, and local businesses throughout.

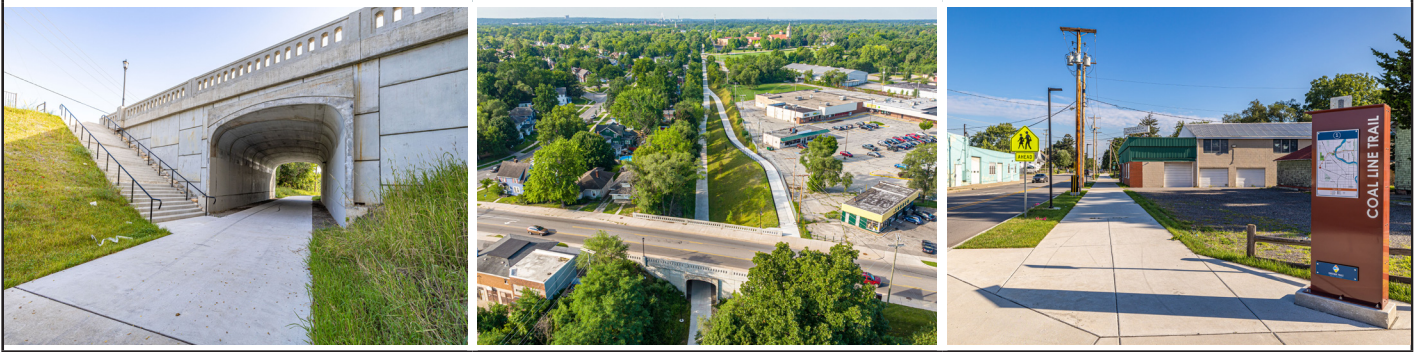


UNITED CONSULTING ■ CITY OF SOUTH BEND ■ COAL LINE TRAIL PHASE III - LINCOLNWAY WEST TO LINDEN AVE (DES # 2201235) IN THE LAPORTE DISTRICT

Project Approach: PROJECT OVERVIEW

The UNITED team is uniquely qualified to provide construction inspection services for the Coal Line Trail Phase III project, having designed Phase I of the Coal Line Trail. This experience provides valuable knowledge of the corridor, design intent, and the City's vision, allowing us to provide consistent oversight as the trail network continues to expand.

COAL LINE TRAIL - PHASE I / DESIGNED BY UNITED (SEE PAGE 10)



Our inspectors will work closely with the City, contractor, and project stakeholders to ensure construction is completed safely, efficiently, and in accordance with the plans, specifications, and applicable standards.

Particular attention will be given to the quality and functionality of key project elements :

- | | | |
|----------------------------------|------------------------|--------------|
| ■ 11-foot shared-use trail | ■ pavement restoration | ■ benches |
| ■ raised pedestrian crossings | ■ ornamental lighting | ■ wayfinding |
| ■ curb and driveway replacements | ■ street trees | ■ signage |

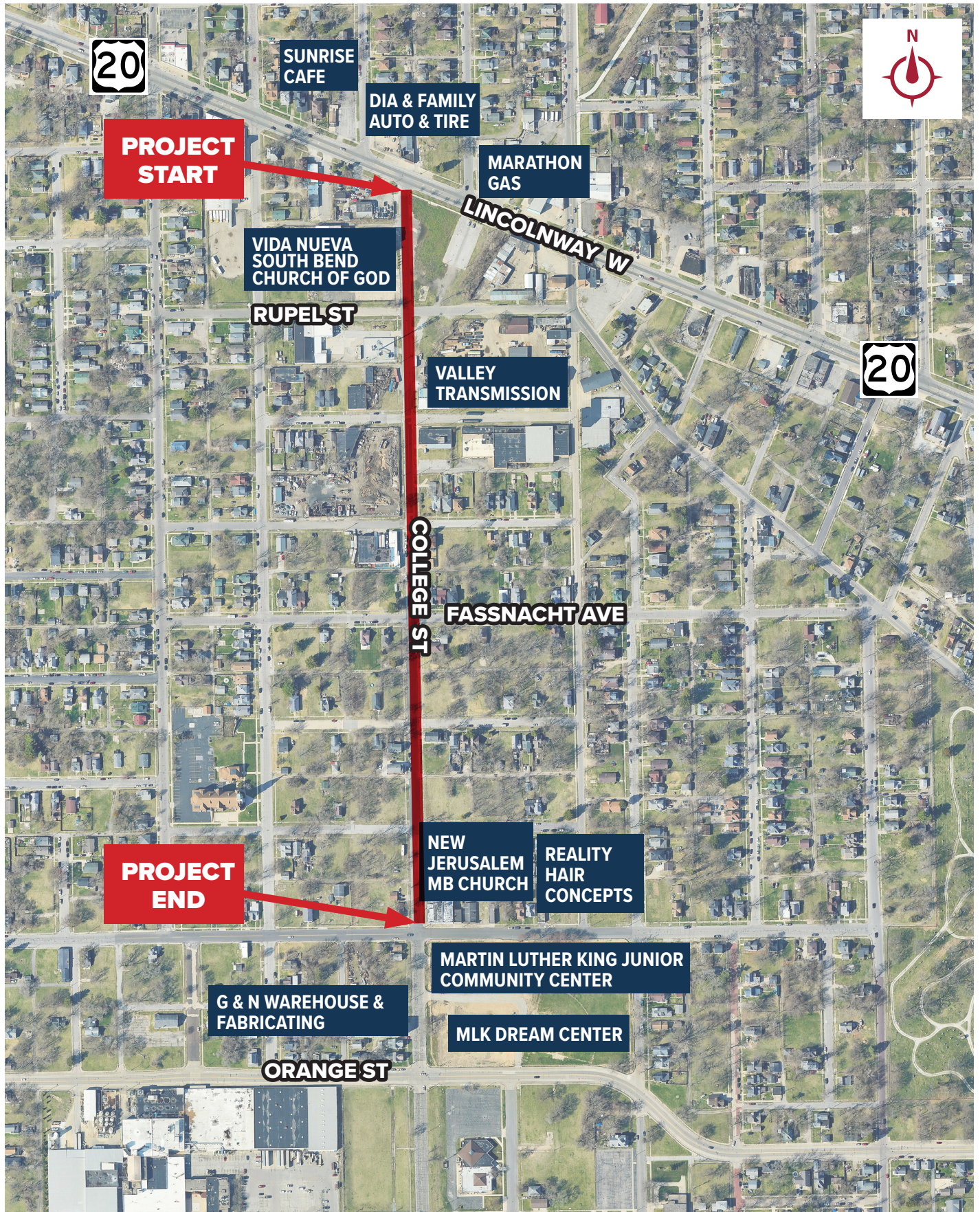
Because Phase III is located within the Historic Near West Side neighborhood, we will also focus on maintaining access for residents and businesses while minimizing construction impacts.

Our familiarity with the Coal Line Trail corridor, combined with our construction inspection experience and commitment to proactive communication, will help ensure the project is delivered in accordance with the City's expectations for quality, safety, and long-term performance.

COAL LINE TRAIL - PHASE III PROJECT AREA EXISTING CONDITIONS



Project Approach: CRITICAL ITEMS / IMPACTED BUSINESSES



Project Approach: LOCATION / MAINTENANCE OF TRAFFIC

IMPORTANT ITEMS

- The project is scheduled for a February 10, 2027 INDOT letting date.
- Coal Line Trail is anticipated to be constructed using lane restrictions while maintaining one lane of traffic in each direction on College Street.
- A pedestrian detour will be required for the west side of College Street where the existing sidewalk is located in order to construct the new Coal Line Trail.

UNITED will work closely with the contractor's Certified Traffic Control Supervisor to ensure they submit all weekly sign and barricade reports properly and on time. Daily monitoring of all signs and barricades, as well as the detour route, will be necessary to maintain a safe travel environment. **UNITED's** Owen Yeadon will also make personal contact with all impacted residents and businesses located within the project limits and provide contact information in case there are any questions or concerns for the project duration. This personal contact communication procedure has been successfully utilized on our past Trail projects.

See previous page (6) of this LOI for additional critical construction items / impacted businesses map.



Project Approach: CLIENT COMMUNICATION

OUR CLEAR + COMPREHENSIVE

At UNITED, we strive to exceed our client's expectations. In this pursuit, we have constructed our communication plan to be fully transparent from day one, so there are no surprises along the way.



CLIENT PROJECT ACTION PLAN

The intent of our action plan is to provide a strategic overview—for all project stakeholders—of the essential actions and responsibilities required to support successful project delivery.

An on-site presence by our Resident Project Representative (RPR) or Inspector is required whenever work is active. Their time will be split between the field and site office, minimizing corporate office time to stay current on federal aid paperwork and records. Field staff will have ongoing access to technical support, including direct contact with design staff and utility coordinators.

At minimum, weekly check-ins are our standard. We'll provide weekly progress reports every Monday summarizing completed work. An example of a progress report is provided on page 9. Weekly or bi-weekly progress meetings (based on client preference) will be held until project completion, with agendas sent 24 hours in advance. Our Construction or Field Operations Manager will attend as needed, and all staffing matters will be discussed openly. Meeting minutes will be delivered within three calendar days.

All key documents, including contractor pay estimates and the current IC 642, will be shared for client records. Throughout the project, we encourage open communication regarding schedules, budget, construction concerns, or other issues.



PROACTIVE PROBLEM SOLVING

Anticipating challenges before they arise is always our goal. Should an issue occur, we have procedures in place to resolve these unforeseen conditions quickly and cost effectively.

The project manager will contact the client and designer if there is a question on the design, and present solutions based on their experience and the designer's intent. If there is a field construction issue, the project manager will work directly with the contractor to efficiently solve any problems at the project level.



COMMUNITY ENGAGEMENT

We realize the importance of utilizing information identified in public outreach meetings to communicate with multiple stakeholders through the construction process.

These will vary per project scope, but many frequent entities include Site Development and Redevelopment Projects, Transit Authorities, Emergency Services, Schools and Training Facilities, Churches, Commercial Businesses, Residents, and Property Owners, Municipality Services, Utilities, and Design/Funding/Ownership teams.



ADDRESSING PUBLIC CONCERNS

We understand that addressing public items of concern are key in delivering a successful project, while at the same time gaining and maintaining the support of the community.

Several such common concerns are Public Business and Drive Access During Construction, Street Lighting, Flooding and Stormwater Control, Trees and Greenspaces, Coordination Planning Across Multiple Projects, Construction Work Hours, Site Access for Public and Emergency Services, and Retaining Wall Maintenance.



FORMS OF COMMUNICATION

To ensure effective and timely communication, our team tailors the contact method based on the recipient, urgency of the information, and preferred communication style.

Some of which include Public Outreach Meetings to discuss schedule and mobilization, On-Site Progress Meetings with the contractor and utilities, a dedicated project email and Google Voice number for the inspection team or contractor to answer questions, and regular reports with photos for client website and social media updates.

Project Approach: COST CONTROL

Monthly monitoring and updates on the project budget will ensure cost control. Preparing the contractor's bi-monthly pay applications on time, in comparison to planned quantities and projected costs of future work, will keep the project on budget.

PROJECT COST CONTROL GOALS	ACHIEVEMENT PROCESS	BENEFITS TO THE CITY OF SOUTH BEND
Keep change orders below 3%	Research all claims and provide cost effective solutions	Presents solutions instead of problems to the City
Reduce project delays	Solve construction related issues at the project level	Respectfully reduces the time City staff commits to project concerns
Protect the project budget	Verify quantities daily and discuss at progress meetings	Keeps City of South Bend aware of the budget
Utility coordination	Invite impacted utilities to all progress meetings	Reduces impacts to project schedule

UPDATED REPORTS

Along with the site manager reports, weekly progress reports, including key pictures of current activities, will be provided to the City of South Bend. These updates can be distributed to all affected stakeholders.

EXAMPLE WEEKLY REPORT

South Bend Muessel Primary Holy Cross Safe Routes



Report No:	19	Intermediate Completion:	8/14/2026	Time Elapsed
Week Starting:	7/26/2026	Final Completion Date:	12/1/2026	49%
Week Ending:	8/1/2026	Contract Amount:	\$ 1,659,900.00	Project Complete
Contractor:	Milestone	Cost Incurred to Date:	\$ 1,504,733.88	91%



Tasks Completed

Monday, 7/27: Milestone finished right-of-way removals and poured sidewalk and approach concrete on Vassar Ave.
Tuesday, 7/28: Milestone prepared subgrade for Vassar/Wilbur curb ramps, and poured curb, curb ramp, and sidewalk concrete on Cleveland and Vassar Ave.
Wednesday, 7/29: Milestone spread topsoil and poured curb ramp/sidewalk concrete on Vassar Ave, Cleveland Ave, and California Ave.
Thursday, 7/30: Milestone spread topsoil on Vassar Ave, laid brick at curb ramps, milled curb ramp and approach areas for HMA, and poured curb ramp concrete on Vassar and California Ave.
Friday, 7/31: Milestone installed HMA around curb ramps and approaches on Vassar and California Ave, poured curb ramps on Vassar Ave/Wilbur St, and laid brick at curb ramps near Muessel Elementary School.

Upcoming Schedule

Week of 8/2: Milestone will finish all concrete pours, continue installing brick around Muessel Elementary School, and place HMA and topsoil throughout Vassar and California Ave.

Prepared by: Blake Gribben
 Blake Gribben
 Construction Manager

Experience: LESSONS LEARNED / ADDED VALUE

TRAIL DEVELOPMENT

UNITED CONSULTING has a long-standing reputation for designing and implementing the construction of multi-use trails and walkways and has worked with several communities throughout Indiana to transform their visions into realities. In many ways our client's visions are an extension of how **UNITED** believes in doing business – improving the present while paying attention to and preserving our character. That's why we believe that **UNITED** is your best choice to helping you achieve your trail vision, whether our involvement be in providing services for design, land acquisition, right-of-way, utility relocation, or construction inspection.

Our most notable work was performed as the lead engineering consultant for the eight-mile-long Cultural Trail in the heart of downtown Indianapolis. During this five-year-long project, **UNITED** was primarily responsible for trail design, traffic engineering, public safety, utility relocations, coordination, and wayfinding. Our efforts delivering the Cultural Trail included a broad range of services that were so successful, they are the basis to which we apply on other similar trail projects throughout Indiana that require the same attention to detail.

CULTURAL TRAIL IN THE HEART OF DOWNTOWN INDIANAPOLIS



EXPERIENCE MATTERS

✓ **UNITED HAS 20+ YEARS OF SUCCESSFUL PEDESTRIAN TRAIL BRIDGE CONSTRUCTION AND DESIGN EXPERIENCE!**

✓ **FAMILIARITY WITH THE COAL LINE TRAIL (PHASE I)**

- Trail and Bridge Design, Public Outreach, etc.
- See Page 12 for Coal Line Trail Phase I Project Details and **UNITED** Services

✓ **PRACTICAL KNOWLEDGE FROM LEADERSHIP ON URBAN TRAIL PROJECTS**

- **UNITED'S** Construction Inspection Department Manager and Field Operations Manager have overseen numerous urban construction trail projects (see pages 11-12 for examples)

✓ **FAMILIARITY WITH COORDINATION WITH UTILITIES THAT ARE INVOLVED OF THIS PROJECT**

- Some of these prior contacts and connections will be valuable for the relocation efforts required on this phase.

UNITED Project Experience

Similar Projects Completed by Our Team

MONON OVER SR 32

CLIENT: Westfield, Indiana

PROJECT DESCRIPTION:

United designed and inspected the federal aid bridge over SR 32 in Westfield, Indiana, with a focus on maintaining the aesthetic value and matching the appearance of the adjacent Monon Trail bridges at Carmel Drive and 146th Street. To achieve the required vertical clearance over SR 32 and Tournament Trail Drive—while staying within the existing right-of-way and avoiding utilities—large block retaining walls were constructed along the trail, and the bridge piers feature a concrete form-liner that visually complements these walls. The five-span, painted, prefabricated steel truss structure includes one 65-foot span, four 120-foot spans, and a main span of 176 feet. Decorative pedestrian railings and lighting were also incorporated to enhance safety and visual appeal. The project required extensive coordination with local businesses, INDOT, the Grand Park Sports Campus, and the City of Westfield Parks Department to minimize disruptions and support the community's vision for a connected, visually appealing trail network.

CONSTRUCTION COST: \$3,500,000



SERVICES PROVIDED BY UNITED:

- ▶ Bridge Design
- ▶ Complex Lighting Design
- ▶ Construction Inspection

BEECH GROVE GREENWAY, PHASE 1

CLIENT: City of Beech Grove, Indiana

PROJECT DESCRIPTION:

This is a new 2.2 mile segment of shared use asphalt path beginning west of Churchman Avenue on Main Street and extending to Emerson Avenue. The majority of the trail follows Lick Creek and crosses the creek at three locations. Also to be constructed as part of the project are four one-span truss bridges. The trail is an important community connector for the city of Beech Grove.

A couple of the project challenges included multiple changes in elevation, which required close attention to building ADA compliant access points, coordination with Sarah Bolton Park, coordination with multiple public and private property owners, and working through parking and material delivery challenges, all while constructing multiple pedestrian bridges and trails in a tight urban environment. This project was completed on time and within budget. Successful completion of this project was a catalyst for the next two projects in the City, which will continue the trail, and sidewalk tie-ins connecting the commercial side of Beech Grove with Beech Grove High School and the Hornet Avenue neighborhoods.

CONSTRUCTION COST: \$2,900,000



SERVICES PROVIDED BY UNITED:

- ▶ Construction Inspection



UNITED Project Experience

Similar Projects Completed by Our Team

BEECH GROVE HORNET TRAIL

CLIENT: Beech Grove, Indiana

PROJECT DESCRIPTION:

The City of Beech Grove completed a shared use path from Hornet Avenue to Churchman Avenue, serving Hornet Park Community Center, Hornet Park Elementary School, Beech Grove High School, and its recreation fields. A geocell retaining wall follows the path's contour along Churchman Creek, with vegetated outer cells for an environmentally pleasing appearance.

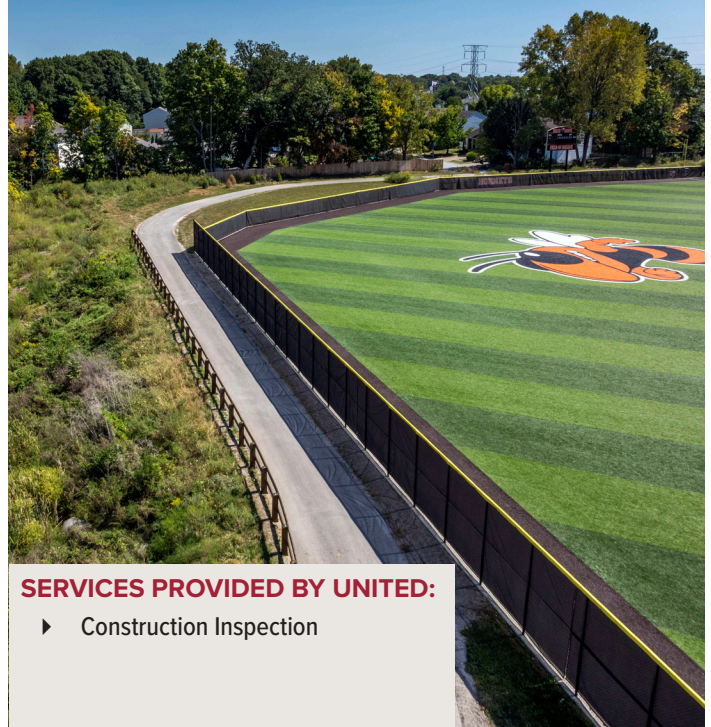
Two primary challenges drove inspection complexity.

First, the geocell wall required rigorous oversight of cell expansion, fill, compaction, and drainage, while creek proximity limited equipment access and demanded adaptive inspection methods.

Second, an unexpected 8×4-foot buried septic tank and finger system discovered in the trail subgrade required rapid coordination with plumbers, the City, and INDOT to install a grinder pump and low-pressure sewer connection.

Because existing contractors lacked INDOT prequalification for this work, the team engaged a qualified subcontractor through the Project Engineer / Project Supervisor and monitored force account work, while also updating the Construction Stormwater General Permit, revising the contract completion date, and maintaining stakeholder communication throughout.

CONSTRUCTION COST: \$1,443,488



SERVICES PROVIDED BY UNITED:

- Construction Inspection

COAL LINE TRAIL - PHASE I

CLIENT: South Bend, Indiana

PROJECT DESCRIPTION:

The Coal Line Trail transformed 1.5 miles of an abandoned Norfolk Southern Railroad corridor in South Bend, Indiana into a multi-use pathway. The trail features a 12-foot-wide HMA surface with lighting and a 12-foot-wide spur providing a grade-separated connection for pedestrians and cyclists. The route links with existing city trails and nearby neighborhoods, supporting South Bend's growing trail network.

A standout element is the adaptive reuse of the historic seven-span railroad bridge over the St. Joseph River. **UNITED CONSULTING** conducted comprehensive inspections, including underwater and superstructure assessments, to confirm the bridge's safety and durability. The bridge was retrofitted with a concrete deck, open railings, and structural repairs, and now features pedestrian overlooks with river views. At 16 feet wide, the bridge comfortably accommodates both cyclists and walkers.

The project connects Riverside Drive to Angela Boulevard and the East Bank Trail, serving as a vital link in South Bend's trail system.

CONSTRUCTION COST: \$5,300,000



SERVICES PROVIDED BY UNITED:

- Survey
- Environmental / Permitting
- Trail Design
- Utility Coordination
- Pavement Design
- Public Outreach
- Lighting Design
- Bridge Inspection
- Bridge, Design
- Load Rating
- Scour Analysis
- Retaining Wall Design
- Right-of-Way Engineering
- Land Acquisition Services

