

community connections and economic development

BIKE + PEDESTRIAN TRAILS







ABOUT US

Clark Dietz, Inc. is a multi-disciplined consulting engineering firm operating from offices in Illinois, Indiana, Kentucky, Michigan, and Wisconsin. Our primary areas of service include civil and environmental infrastructure, transportation, structural, mechanical, and electrical engineering.

OUR PHILOSOPHY

As experienced consultants, we serve as trusted advisors to our clients. As partners, we become fully vested in achieving their goals. We believe in serving our clients to our utmost capacity, period. We operate with integrity, foster collaboration, and expect excellence in all we do. For more than 60 years we have built a reputation for the integrity of our work, our actions, and our results. With an unwavering commitment to our clients, we stand behind everything we do.

DIVERSITY

We are proud of our diverse professional staff. Approximately 30 percent of our workforce consists of minority or female employees; they also represent over 30 percent of our shareholders. Additionally, we have established annual scholarships for minorities with the University of Illinois at Urbana-Champaign, University of Illinois at Chicago, University of Wisconsin-Platteville, Purdue University-IND, and the Rose-Hulman Institute of Technology.

SUSTAINABILITY

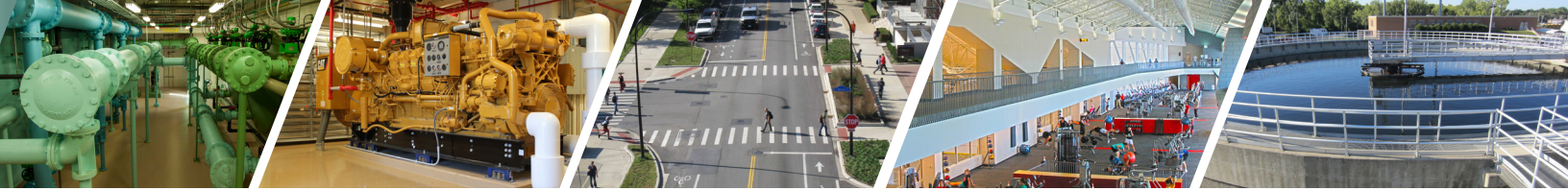
Nature's most precious assets need our protection and we take this responsibility seriously. Our specialists in environmental science, green infrastructure, and our LEED Accredited professionals thoroughly assess the impact a design may have on energy consumption, waterways, habitat, vegetation, and water quality. At Clark Dietz, we are fully committed to optimizing the benefits of sustainability in every solution we design.

OUR HISTORY

Our roots go back to the 1940's to three University of Illinois Engineering professors; James Clark, Eugene Daily, and Jess Dietz. These three formalized their association by incorporating in 1953. By the late 1970s Clark Dietz was a recognized leader among Midwest-based civil engineering companies serving clients from seven regional offices. The original owners sold the firm and it was ultimately owned by CRS Serrine, one of the nation's largest engineering and architectural firms. Through an employee buy-out of the Champaign office and the name, Clark Dietz again became a privately held corporation in 1987. Employee ownership has been a key factor in the success of the firm, with approximately 30 percent of current employees now owning stock in the company and all employees participating through an ESOP. Today Clark Dietz employs more than 195 professionals in 13 offices.

ClarkDietz

ILLINOIS / INDIANA / KENTUCKY / MICHIGAN / WISCONSIN / clarkdietz.com



OUR SERVICES

Infrastructure goes beyond the functional. It is the foundation that connects people, revitalizes communities, spurs economic growth, and protects the environment.

We are **Engineering Quality of Life.**

MUNICIPAL
WATER, WASTEWATER, STORMWATER
TRANSPORTATION
TRAFFIC
ELECTRICAL
MECHANICAL
STRUCTURAL
CONSTRUCTION

OUR LOCATIONS

CHAMPAIGN, IL

125 W. Church Street
Champaign, IL 61820
217.373.8900

CHICAGO, IL

118 S. Clinton Street, Suite 700
Chicago, IL 60661
312.648.9900

OAKBROOK TERRACE, IL

1815 S. Meyers Road, Suite 470
Oakbrook Terrace, IL 60181
630.413.4130

EVANSVILLE, IN

21 SE 3rd Street, Suite 705
Evansville, IN 47708
812.471.4802

INDIANAPOLIS, IN

8900 Keystone Crossing, Suite 475
Indianapolis, IN 46240
317.844.8900

NEW ALBANY, IN

120 West Spring Street, Suite 400
New Albany, IN 47150
812.725.8595

LEXINGTON, KY

1040 Monarch Street. Suite 200
Lexington, KY 40513
859.286.1140



LOUISVILLE, KY

312 S. Fourth Street, Suite 700
Louisville, KY 40202
502.587.1748

LANSING, MI

6709 Centurion Drive, Suite 300
Lansing, MI 48917
517.908.0877

FARMINGTON HILLS, MI

33533 W. Twelve Mile Rd. Suite 250
Farmington Hills, MI 48331
517.908.0877

KENOSHA, WI

625 57th Street, 6th Floor
Kenosha, WI 53140
262.657.1550

MILWAUKEE, WI

759 N. Milwaukee Street, Suite 624
Milwaukee, WI 53202
414.727.4990

WAUSAU, WI

500 N. 3rd Street, Suite 703
Wausau, WI 54403
715.845.1333

OUR PEOPLE

COMMITTED TO OUR CLIENTS & COMMUNITY.

As a highly engaged and collaborative partner, we know that time and budget-sensitive projects are the norm. We're always up to the challenge. Working in sync with your staff, whether on-site or off, we strive to support your unique goals and exceed your expectations.

Our team brings expertise in all major engineering disciplines. We offer flexible, transparent and responsive support tailored to each project's needs, with a singular commitment to improving the quality of life for our clients and communities.



13 # of Offices in 5 States

195 # of Professional Engineers and Support Staff



TRAIL SERVICES



We have extensive experience in planning, designing, and delivering bicycle and pedestrian trail projects. Our team is deeply committed to providing clients with comprehensive solutions that enhance community connectivity and improve quality of life. We have successfully executed a wide range of trail projects, including multi-use paths, shared-use trails, and rails-to-trails conversions, across both urban and rural settings. This experience allows us to deliver trail projects that are cost-effective, sustainable, and transformative for the communities they serve.

Our expertise extends beyond traditional trail design. Clark Dietz is well-versed in managing complex aspects of trail projects, such as soil management, right-of-way acquisition, and environmental permitting. We work closely with county and municipal governments, as well as nonprofit and community organizations, to ensure that our projects meet local needs and adhere to funding requirements. With our strategically located offices and a team of dedicated professionals, we are always ready to provide responsive and effective service to our clients. At Clark Dietz, we believe in engineering solutions that not only meet technical standards but also enrich the lives of the people who use them.

PLANNING & PROGRAM MANAGEMENT

- Visioning Exercises/Development
- Project Workplan Development
- Maintenance Planning
- Program Funding Assistance

DESIGN & ENGINEERING

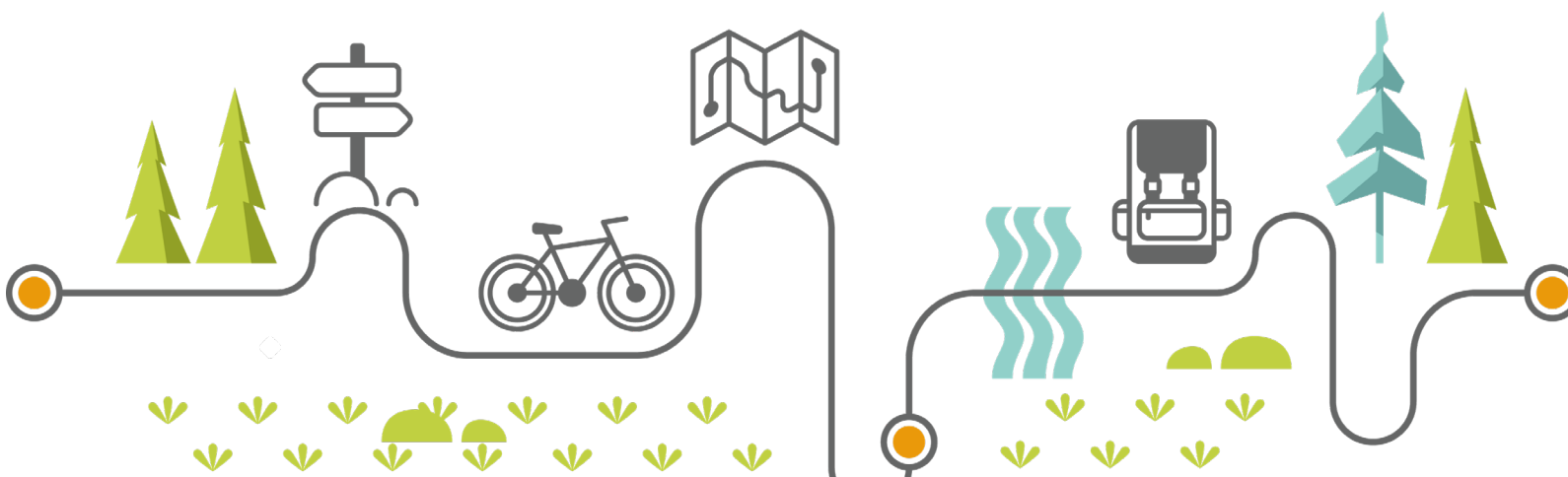
- Trail Design
- Environmental Compliance
- Utility Coordination
- Right of Way Acquisition
- Intersection Safety Assessments & Rehabilitation
- Crossing Assessments & Rehabilitation
- Structural Inspections

CONSTRUCTION MANAGEMENT

- Project Phasing
- Construction Documentation
- Construction Observation
- Risk Mitigation & Quality Control

COMMUNITY ENGAGEMENT & MAINTENANCE

- Stakeholder Coordination
- Community Outreach
- Public Involvement Sessions



TRAIL EXPERIENCE

MONON SOUTH TRAIL VISIONING STUDY > SOUTHERN IN



The Monon South Greenway Project sought to articulate the vision to create a multi-modal greenway connecting the southern Indiana communities of Mitchell, Orleans, Leipsic, Saultillo, Campbellsburg, Salem, Pekin and Borden, Indiana. This 58+ mile corridor will transform a vacant rail line into a vibrant, active and unique linear greenway connecting these local communities as well as linking other regional destinations such as Spring Mill State Park and the Clark State Forest. Clark Dietz and project partners prepared a visioning study for this new regional destination corridor.

It is anticipated that the trail will enhance economic development and population growth throughout the southern Indiana region; connect residents and tourists to cultural opportunities providing economic benefits to the region; and provide opportunities for all people to be physically active with this alternative mode of transportation. The visioning process included meeting sessions with a Project Stakeholder Team comprised of representatives from each community. As a result of this dialogue, a series of prototypical graphics were prepared to highlight the various opportunities along the greenway trail. In order to provide a hierarchy to the various trail access and landmark nodes, a series of four trailhead concepts were also developed. This typology includes creation of 1) Regional Trailheads; 2) Community Trailheads; 3) Local Trailheads and 4) Trail Rest Areas. This typology provides a fundamental basis of design for the proposed amenities and services at each proposed location that are evenly dispersed along the 58-mile route. Preliminary cost estimates and funding resources were also developed as a key first implementation step at the conclusion of the process.

MONON SOUTH TRAIL DESIGN & CONSTRUCTION OVERSIGHT > SOUTHERN IN

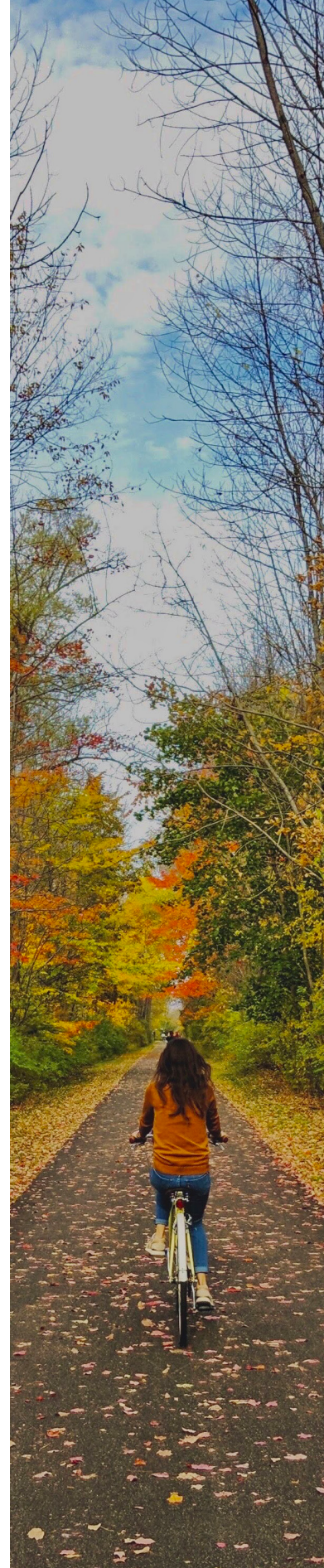


Clark Dietz was selected by Radius Indiana for our Trail Design expertise with the award of the Monon South Trail Design & Construction Oversight contract, a 58-mile transformative multiuse rails-to-trails project in Southern Indiana.

Prior to award, Clark Dietz and Taylor Siefker Williams Design Group prepared a visioning study for this new regional destination corridor. The abandoned railroad connects nine Indiana towns and cities and spans five counties including Clark, Floyd, Lawrence, Orange, and Washington Counties. This visioning process was a mechanism for gathering community ideas about the corridor's future and then using that input to produce preliminary cross sections and high-level cost estimates for a regional recreational trail. Local stakeholders used this cost estimate to develop planning budgets based on ideas generated by their communities during the visioning process.

Our research included typical trail sections proposed in different contexts, trail renderings in different communities, and cost estimates based on varying levels of amenities and investments to engage the local communities along the route and ensure that the resulting plan direction was consistent with local desires and local planning for the future trail. Within the study area, four trailhead concepts were created to highlight various opportunities along the trail route. The amenities and services identified by the study would provide users with accommodations, access, and rest areas at regular intervals. These sites offer development opportunities to communities near the corridor. The Monon South Visioning Study became a critical component of the Next Level Trails grant application and the subsequent award of funding for the trail announced in 2023.

It is anticipated that the trail will enhance economic development and population growth throughout the Southern Indiana region, connect residents and tourists to cultural opportunities providing economic benefits to the region, and provide opportunities for all people to be physically active with this alternative mode of transportation.



TRAIL EXPERIENCE

LINCOLN DISCOVERY MULTI-USE TRAIL > SANTA CLAUS, IN

Town of Santa Claus and American Discovery Trail

The American Discovery Trail (ADT) is the nation's first coast-to-coast, non-motorized trail. The entirety of the pedestrian/bicycle trail runs 6,800+ miles through cities, small towns, forests, mountains, and deserts, linking community to community across the nation. Our client, the Town of Santa Claus, has invested in a 4.7-mile segment of this historic trail (Lincoln Discovery Trail) to connect the town's popular Holiday World Theme Park with the Lincoln Boyhood National Memorial. Clark Dietz was selected to provide preliminary engineering design and environmental and archaeological services. We were proud to participate in the building of this nationally significant amenity.

- Two trailheads, a pedestrian bridge, and nine retaining walls
- Traffic signal revisions at SR 162 & SR 245
- Various rest areas complete with park benches, landscaping, and informational signage to highlight the various natural features, history, and amenities of the area
- Extension of the tunnel under SR 162; connecting Holiday World and its overflow parking area
- Wayfinding trail signage and upgraded pavement markings
- Decorative materials including local stone and native plants will be incorporated to naturalize the trail's character and accent the natural surroundings

Close coordination with multiple agencies including the Town of Santa Claus, Spencer County, INDOT, FHWA, National Parks Service and the Indiana Department of Natural Resources was required to successfully complete this project.

71ST STREET MULTI-USE PATH > INDIANAPOLIS, IN

City of Indianapolis

This multi-use path design extends from Binford Boulevard to Hague Road, at a distance of 1.5 miles. The project involved the installation of a 10-foot wide asphalt path, a new steel pedestrian bridge over a creek, an underpass across I-465, signal modifications, and a trailhead at Skiles Test Elementary School and Crestview Elementary School. Utilizing 80% matching federal funds and set for a fast-track schedule, the project required the acquisition of right-of-way from over 25 parcels and went from survey to completion in only 18 months. Public meetings were held periodically throughout the development of this project. These meetings included all of the stakeholders within the vicinity of the project area, including the Binford Redevelopment and Growth (BRAG) neighborhood organization, various neighborhood associations, schools, churches, and businesses.

KOLB PARK TRAILHEAD > ST. JOSEPH, IL

Village of St. Joseph

The Kolb Park Trailhead connects the Village's Kolb Park to the Champaign County Forest Preserve's Kickapoo Rail Trail (Phase 1). The project includes approximately 500 feet of paved multi-use pathway along Market Street and within the park. Additional improvements included upgraded bathroom facilities and new park amenities such as benches, bike racks, wayfinding, and pathway lighting. Scope of services provided by Clark Dietz included topographic surveys, existing conditions survey, local agency coordination and site-civil, mechanical and electrical engineering designs.



TRAIL EXPERIENCE

WILBUR WRIGHT TRAIL > MOORELAND, IN



Henry County

The scope of work for this project includes topographic survey, design and permitting for 2.6 miles of trail following an abandoned railroad corridor near Mooreland, IN. Most of the trail (2.4 miles) is located on a rural section of the abandoned railroad. 0.25 miles of the path utilized local roads as shared lane markings and sidewalks through Mooreland.

The multi-use trail was designed following all applicable standards in the Indiana Design Manual and the AASHTO Guide for Development of Bicycle Facilities. 4,500 feet of the trail will be used once a year as access to the County Fairgrounds and therefore the pavement design is jointed concrete with a 14' wide typical section. The rest of the trail is 10' wide HMA pavement with 2' crushed stone shoulders. ADA compliant curb ramps will be placed where applicable.

CONNECT CLARKSVILLE THOROUGHFARE PLAN > CLARKSVILLE, IN



Town of Clarksville

Clark Dietz and Taylor Siefker Williams Design Group (TSWDG), along with OHM Advisors recently completed the Connect Clarksville Multimodal Transportation Plan with the Town of Clarksville, Indiana.

Clarksville sought to create a long-range master plan for the development of future-focused transportation, connectivity, and vibrant multi-modal corridors to enhance the community's quality of life and economic vitality. The inclusion of the community planning specialists at Taylor Siefker Williams Design Group allowed the team to address Clarksville's unique connectivity challenges through common design choices that affect streets, sidewalks, trails, and parks. Developing a transportation plan with a Complete Streets lens for Clarksville has provided the opportunity to maximize consensus building and will eventually lead to design and construction of critical mobility improvement projects.

B&O RAILROAD BRIDGE OVER WABASH RIVER > PARKE COUNTY, IN



Parke County

The abandoned B&O railroad bridge across the Wabash River in Montezuma, Indiana was converted into a pedestrian bridge with a grant from IDNR. The existing 850 foot long bridge spanned the Wabash between Parke County and Vermillion County. The existing railroad rails and timber ties were removed, and Clark Dietz designed precast concrete deck panels, wooden handrails, and abutment retrofits so that the concrete decking could be placed on the existing stringers. Constructability was at a premium, due to tight constraints, but also that the precast panels were placed by volunteer forces from Parke County. The one-ton, 3' - 4.5" long panels were designed to be moved with a small forklift and ease construction. The project won the 2018 ACEC Indiana Engineering Excellence Merit Award.



TRAIL EXPERIENCE

CAMPUS TO COMMONS TRAIL CONNECTIVITY SAFETY STUDY > LEXINGTON, KY

The Lexington Fayette Urban County Government

The Campus to Commons Trail corridor, which connects the Meadowthorpe neighborhood of Lexington, KY with the University of Kentucky campus and crosses the Town Branch Trail, is a critical north-south connection in Lexington's Recommended Bikeway Network. The existing bicycle facilities are insufficient and do not provide the level of protection required of major bikeways in the network. Additionally, portions of the corridor lack adequate sidewalks despite serving many pedestrians.

The Lexington Fayette Urban County Government (LFUCG / City) in coordination with the Lexington Area Metropolitan Planning Organization (MPO) and the University of Kentucky (UK) desires to connect the University campus to the neighborhoods surrounding it to the west by way of a separated, multiuse trail. The City initiated the Campus to Commons Trail Connectivity Study to assess the feasibility of this trail.

The scope of the study is to evaluate options to build a multiuse path paralleling Virginia Avenue, Red Mile Road, and South Forbes Road. The study includes four tasks: (1) identify a preferred trail alignment, (2) identify roadway and traffic-related improvements needed for greater multimodal safety in the vicinity of major intersections, (3) develop cost estimates for the recommended improvements, and (4) conduct public outreach efforts that will reach the diverse audiences within the areas that the new facilities will service.

Clark Dietz is developing feasible options for protected bicycle facilities and safer pedestrian connections along the corridor and will provide the City of Lexington with a phasing plan for implementing the trail.

EASTSIDE TRAIL DESIGN AND CONSTRUCTION > SANTA CLAUS, IN

Town of Santa Claus

This project involved design and construction of a new multi-use trail from the intersection of SR 162 to SR 245 to Yellig Park. The proposed trail is located on the east side of the Town and is approximately 6,382 ft. (1.2 mi.).

The multi-use trail was designed following all applicable standards in the Indiana Design Manual and the AASHTO Guide for the Development of Bicycle Facilities. The design speed of the trail is 15 mph. At the north terminus, the trail connects to an existing trail located in Yellig Park. The south terminus connects to a planned multi-use trail along SR 162 that will eventually connect Holiday World with the Lincoln Boyhood Home National Memorial.

The cross section for the trail consisted of a 10 ft wide (8 ft. minimum) paved surface bordered by a minimum 2 ft. shoulder, sloped at 6:1 max. The pavement section thickness for the proposed trail followed the section shown in the INDOT Standard Drawings. The improvements also included new ADA compliant curb ramps where required.



TRAIL EXPERIENCE

126TH STREET MULTI-USE TRAIL > CARMEL, IN



The City of Carmel is recognized as a Bronze Level Bicycle Friendly City by the League of American Bicyclists. They are committed to providing residents and visitors a vibrant network of multiuse paths to access neighborhoods, parks, and retail and business districts. Clark Dietz was selected to design a 1.9 mile multi-use path along the north side of 126th Street from just east of Keystone Parkway to just west of Hazel Dell Parkway.

The purpose of the project was to provide pedestrian access to and from adjacent neighborhoods, to connect the neighborhoods to retail and office areas, and to extend the existing trail west of Keystone Parkway and east of Hazel Dell Parkway. The proposed path also included pedestrian bridge improvements over Cool Creek. The proposed cross section for the path consisted of a 10 ft. (minimum 8 ft.) paved path surface bordered by either guardrail, curb and gutter, or a minimum 2 ft. shoulder. Proposed improvements also included new driveway approaches, curb and gutter, curb inlets, storm sewers, and extension of existing pipe structures. The storm sewers were connected to existing pipes and outlet to Cool Creek.

PENNSY TRAIL INSPECTION > HANCOCK COUNTY, IN



This project includes the expansion of Pennsy Trail from CR 500W to CR 400W. Construction inspection and project management oversight is being provided for the new construction of this portion of the trail, including the addition of stormwater features and the expansion of a 48-inch culvert. Clark Dietz provided ideas that improved the construction schedule and the project was completed approximately one month ahead of schedule at no additional cost to the County.

COLBERT PARK PATHWAY > SAVOY, IL



The Colbert Park Pathway provides pedestrians a 0.7-mile trail connecting the park to neighborhoods and amenities enabling residents and visitors to walk around an 8-acre lake located in the center of the Village of Savoy. Clark Dietz provided preliminary, final design, and construction engineering services to the Village of Savoy.

The sidewalk and site drainage improvements consisted of a new 4,200 LF public park recreational concrete sidewalk. ADA compliant curb ramps were also included in the design. Our scope of work included: Data Collection Survey; Basemap Preparation; Preliminary Design & Plan Preparation; Project Administration; Final Design; Bid Documents; Bidding Services; and Construction Inspection.

GREENBELT BIKEWAY TRAIL CONNECTION > CHAMPAIGN, IL



The Champaign Park District contracted Clark Dietz to study the feasibility of the Greenbelt Bikeway Trail and the connection between Heritage Park and Kaufman Park. Services included topographic survey, trail alignment analysis, accessibility compliance review, preliminary design and cost estimating. Services included detailed stakeholder involvement, lighting design, and the development of final plans, specifications, and estimates for the construction of this high priority project.



TRAIL EXPERIENCE

POPLAR AVENUE BIKE TRAIL EXTENSION > RICHTON PARK, IL

Village of Richton Park

Clark Dietz assisted the Village of Richton Park in obtaining federal, state and county grants to extend the existing Poplar Avenue Bike Trail 0.65 miles from Poplar Avenue to Gateway Drive North. The proposed trail consists of a 10-foot shared-use asphalt path on the west side of Cicero Avenue and includes an at-grade crossing of the existing Wisconsin Central Railroad. The Phase I Study included collecting data for the bike path design, railroad bike path crossing, environmental studies, drainage analysis, and agency coordination to receive Design Approval. Due to limited funding for Phase I engineering, a traditional topographic survey was not included in the scope. As a result, Clark Dietz utilized their in-house drone pilot to fly the corridor and produce a 3D model of the corridor via photogrammetry at less than half the cost of a traditional survey. While this 3D model had limitations, it provided enough data and accuracy to conduct the Phase I study and Phase II design.

Several inter-agency agreements supported this project, including IDOT, the CN Railroad, the Village of Matteson, and the Village of Richton Park. CMAQ/TAP-L federal funds were used to cover 70% of construction and construction engineering costs, IDOT Local Rail Highway Crossing Safety Program (state funds) were used to pay 90% of the construction cost related to the railroad crossing and Invest in Cook County (county funds) were used to pay the Village's local match. To protect the Village's finances and the project budget, our engineers obtained enough county funds to cover potential cost overruns during construction. Clark Dietz provided Phase III construction engineering services, including full-time observation, utility coordination, construction management, change orders, as-builts, and extensive coordination with IDOT, Village of Matteson, and CN Railroad. Our proactive approach to providing the best product to our client started at the grant writing phase. Securing the most available funding and working with all stakeholders has kept this challenging project on budget.

STURTEVANT BIKE PATH > RACINE, WI

City of Racine

Clark Dietz performed final engineering and design services for completion of this bike trail located between Willow Road and STH 31 (Green Bay Road) running along 21st Street, Loni Lane, and a former railroad corridor. The trail included crossings at Willow Road, Oakes Road, Cozy Acres Road, Loni Lane, and a mid-block crossing of 21st Street.

The design required concurrence from WisDOT regarding the overall design and the Exceptions to Standards Report (ESR). The ESR sought and succeeded to obtain approval for a portion of this project to accommodate bicyclists' on-street within the existing footprint of the roadway. The design also required concurrence from the City of Racine for applicable construction permitting on 21st Street. The project also included necessary survey, pathway design, utility coordination, pavement marking and route signage for the production of a final plan and estimate for the construction of the bike path.



BY THE NUMBERS



156+

Miles of Trails Constructed and Contracted



\$40,427,636

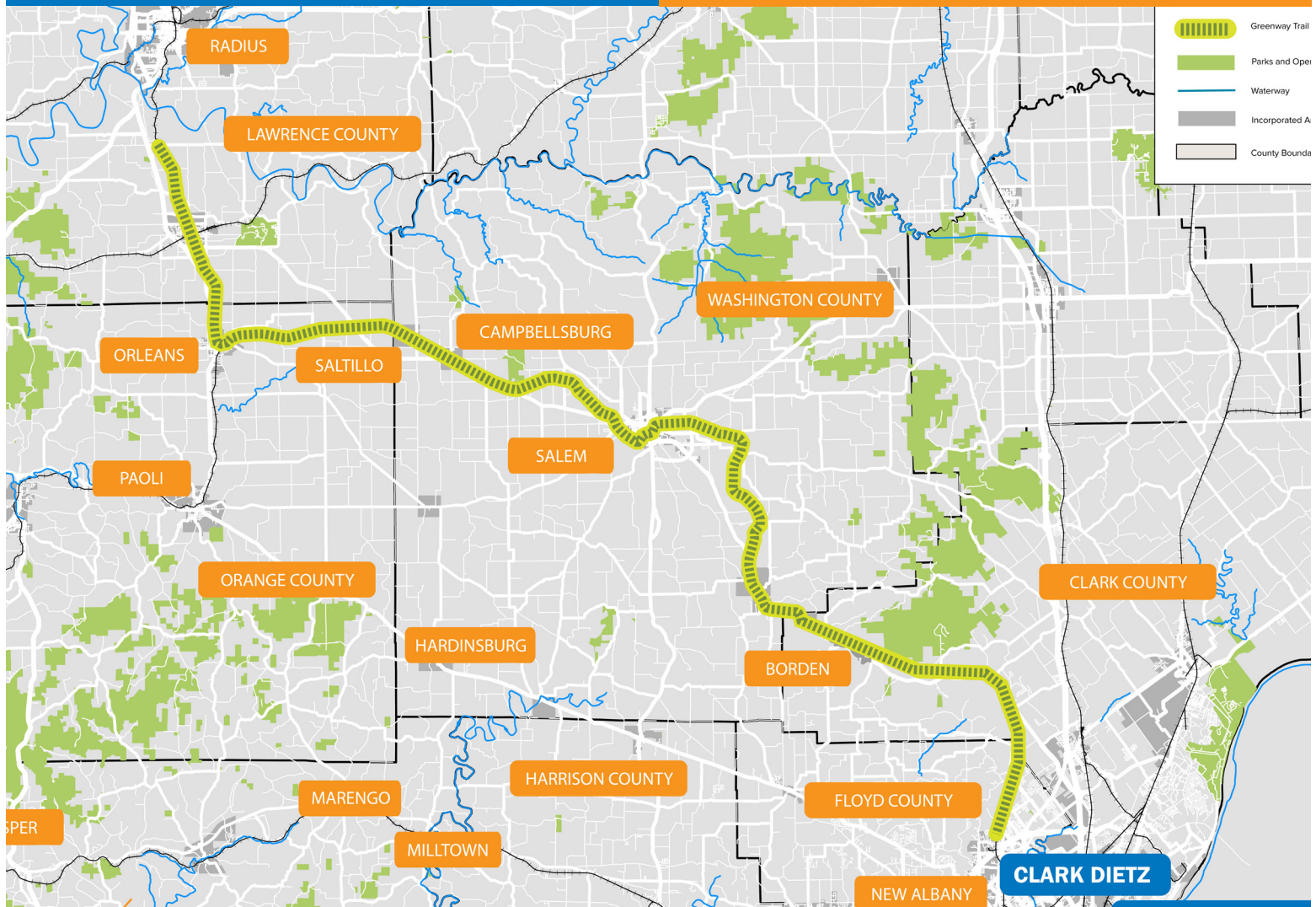
Value in Trail Construction Delivered and Contracted

TYPES OF PROJECTS

- Multi-Use Paths
- Shared Use Trails
- Rails-to-Trails Conversions
- Urban and Rural

PROJECT CONSIDERATIONS

- Trail Construction Methods
- Soil Management
- Right-of-Way Acquisition
- Environmental Permitting
- Grant/Funding Sources
- Agency Coordination
- Community Engagement



EXPERIENCE SUMMARY

RECENT TRAIL, GREENWAY, AND WAYFINDING PROJECTS

- Monon South Trail Design and Construction Inspection - IN
- Monon South Trail Visioning Study - IN
- Campus to Commons Trail Connectivity Safety Study - Lexington, KY
- Lincoln Discovery Multi-Use Trail - Santa Claus, IN
- Eastside Trail Design and Construction - Santa Claus, IN
- B&O Railroad Bridge over Wabash River - Parke County, IN
- Multi-Use Path Network - Jasper, IN
- IDNR Next Level Trails Grant - Troy, IN
- 116th Street Widening and Monon Trail Underpass - Carmel, IN
- Haverstick Road Path - Carmel, IN
- Greenbelt Bikeway Trail Connection - Champaign, IL
- Oldfield Oaks Bike Trail and Parking Lot - Glen Ellyn, IL
- Pennsy Trail - Hancock County, IN
- Michigan Road Trail, Phase I - Indianapolis, IN
- Industrial Heritage Trail - Kokomo, IN
- Wilbur Wright Rails to Trails Conversion - Mooreland, IN
- Constitution Trail/Amphitheater Facility - Normal, IL
- Poplar Avenue Bike Trail Extension - Richton Park, IL
- Sturtevant Bike Path - Racine, WI
- Kolb Park Trailhead - St. Joseph, IL
- Colbert Park Pathway - Savoy, IL
- 106th Street Trail - Carmel, IN
- 71st Street Multi-Use Path - Indianapolis, IN





MAC
CONSTRUCTION





CLARKDIETZ.COM

CIVIL

ENVIRONMENTAL

TRANSPORTATION

MECHANICAL

ELECTRICAL

CONSTRUCTION

ILLINOIS

Champaign

Chicago

Oakbrook Terrace

INDIANA

Evansville

Indianapolis

New Albany

KENTUCKY

Lexington

Louisville

MICHIGAN

Lansing

Farmington Hills

WISCONSIN

Kenosha

Milwaukee

Wausau

ClarkDietz

Engineering Quality of Life®