GOSHEN REDEVELOPMENT COMMISSION
AGENDA FOR THE REGULAR MEETING OF March 10, 2020

The Goshen Redevelopment Commission will meet on March 10, 2020 at 3:00 p.m. in the City Court Room/ Council Chambers at the Goshen Police & Court Building, 111 East Jefferson Street, Goshen, Indiana.

1. **CALL TO ORDER/ROLL CALL**
2. **APPROVAL OF MINUTES**
3. **OPEN PROPOSALS -** 620 E Douglas Street
4. **OLD BUSINESS**
   Resolution 09-2020 – Approve Execution of Change Order No. 3 for Ninth Street Corridor Multi Use Path
5. **NEW BUSINESS**
   Resolution 18-2020 – Approve and Authorize Execution of Agreement Amendment with Lawson-Fisher Associates for Construction Representative Services Northwest Bike Trail

   Resolution 19-2020 – Approve Execution of Change Order No. 4 for Kercher Road Reconstruction Phase 2

   Resolution 20-2020 – Award Bid and Authorize Negotiation and Execution of Agreement for Rive Race Drive Extension Project

   Resolution 21-2020 – Award Bid and Authorize Execution of Agreement for Demolition of Seven (7) Properties Along East Lincoln Avenue
6. **UPDATE** – Madison Street Bridge
6. **APPROVAL OF REGISTER OF CLAIMS**
7. **MONTHLY REDEVELOPMENT STAFF REPORT**
8. **OPEN FORUM**
   The open forum is for the general discussion of items that are not otherwise on the agenda. The public will also be given the opportunity at this time to present or comment on items that are not on the agenda.
9. **ANNOUNCEMENTS**
   Next Regular Meeting – April 14, 2020 at 3:00 p.m.
10. **EXECUTIVE SESSION**
    Pursuant to the provisions of the Open Door Law and Indiana Code § 5-14-1.5-6.1(b)(2)(D), the Goshen Redevelopment Commission will meet in executive session at the conclusion of the regular meeting for discussion of strategy with respect to the purchase or lease of real property.

GOSHEN REDEVELOPMENT COMMISSION

Minutes for the Regular Meeting of February 11, 2020

The Goshen Redevelopment Commission met in a regular meeting on February 11, 2020 at 3:00 p.m. in the City Court Room/Council Chambers at the Goshen Police & Court Building, 111 East Jefferson Street, Goshen, Indiana.

CALL TO ORDER/ROLL CALL

The meeting was called to order by President Thomas Stump. On call of the roll, the members of the Goshen Redevelopment Commission were shown to be present or absent as follows:

Present: Brian Garber, Andrea Johnson, Thomas Stump, Vince Turner, Brett Weddell and Bradd Weddell
Absent: None

APPROVAL OF MINUTES

A motion was made by Commissioner Weddell and seconded by Commissioner Turner to approve the minutes of the January 21, 2020 regular meeting. The motion was adopted unanimously.

CHANGES TO THE AGENDA

Commissioner Stump stated that it has been requested to add Resolution 18-2020 - Approve Request for Authorization to Construct New Water Main North of the Hawks Building to the agenda and there were no objections.

PRESENTATION – Dr. Woodworth & Mr. Brian Bechtel, Goshen Community Schools, Update on Manufacturing Academy

(1:57) Dr. Woodworth, Superintendent of Goshen Community Schools and Mr. Brian Bechtel, Assistant High School Principal gave a handout to commission members. Talked about the equipment that was purchased with the money from the commission. Also told the commission how students can earn their certificates. The space is also used for adults in the evening who are updating their skills.

Quiet Zone

(19:30) Leslie Biek, Traffic Engineer, explained what a quiet zone is and gave an update of what has been done and what is left to do.

NEW BUSINESS

Resolution 08-2020 – Approve Request from Goshen Engineering to Advertise for Bids for the River Race Drive Extension Project,

(30:46) Leslie Biek, Traffic Engineer, this project will widen River Race Drive from Jefferson Street north to the alley and improving the east/west alley.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 08-2020. The motion was adopted unanimously.

Resolution 09-2020 – Approve Execution of Change Order Number Three (3) for Ninth Street Corridor Muli Use Path

(32:13) Larry Barkes, Commission Attorney, stated that the Legal Department would like this resolution tabled until next month.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to table Resolution 09-2020. The motion was adopted unanimously.

Resolution 10-2020 – Approve Execution of Change Order Four (4) for Ninth Street Corridor Multi Use Path

(33:39) Leslie Biek, Traffic Engineer, stated this change order is for the size of the shrubs. The specifications called for a 36 x 48 shrub which was not available so an 18 x 24 shrub was used instead. Deduction of $12,500.49 to the contract price.

A motion was made by Commissioner Weddell and seconded by Commissioner Johnson to approve Resolution 10-2020. The motion was adopted unanimously.

Resolution 11-2020 - Authorization to Negotiate and Execute an Agreement with JPR for Design of the Winona Trail Project

(34:39) Leslie Biek, Traffic Engineer, the current Winona Trail ends at the south side of Waterford Elementary. Bethany Christian is currently in design to redevelopment their athletic fields and have expressed interest in making the vehicular crossing into a pedestrian crossing and making emergency access from the south through Winchester Trails. Joining forces with Bethany and making the crossing into a public pedestrian crossing and adding a bike path on the west side of Bethany athletic field and connecting to Winchester Trails where it would be signed thru Winchester and connect to the existing trail on Regent Street. The not to exceed price is $16,750.00.

(36:50) Questions from Commission members.

A motion was made by Commissioner Weddell and seconded by Commissioner Turner to approve Resolution 11-2020. The motion was adopted unanimously.

Resolution 12-2020 – Authorization to Negotiate and Execute an Agreement with American Structurepoint for Design Services for College Avenue Reconstruction

(39:19) Leslie Biek, Traffic Engineer, the city has gone through the project consultant selection procedure and American Structurepoint was selected. They have submitted the consulting contract with a not to exceed price of $651,210.00. This is a federally funded project with 80% federal funds and 20% local funds.

40:12: Larry Barkes, Commission Attorney asked that this be subject to Legal Department review.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 12-2020. The motion was adopted unanimously.

Resolution 13-2020 Local Major Moves Construction Fund Loan to Goshen Redevelopment Commission

(41:02) Commissioner Stump that it has been requested to table Resolution 13-2020.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to table Resolution 13-2020. The motion was adopted unanimously.

Resolution 14-2020 Authorize Acceptance and Execution of Purchase Agreement of 65706 State Road 15

(41:27) Commissioner Stump announced that his son is the relator and he will not be participating in any discussion or vote on this resolution.

(42:02) Larry Barkes, Commission Attorney, stated that just received proposed changes from the original purchase agreement. Originally it was $3000 in closing costs and now requesting $4500. Acceptance is on the condition that the purchaser agrees to be annexed and connect to city water within 90 days and connect to sewer when it becomes available.

(44:48) Erica Neal, Goshen, commented that she is aware of the annexation and asking for a more money because of repairs needed.

(45:11) Mark Brinson, Community Development Director, clarified that the original offer is for $150,000 with $3000 in closing costs and so asking an additional $1500 from the commission.

A motion was made by Commissioner Turner that in lieu of repairs the seller to increase contribution to a total of $4500 for buyer closing costs and was seconded by Commissioner Weddell. The motion was adopted 4-0 with 1 abstention.

A motion was made by Commissioner Weddell and seconded by Commissioner Turner to approve Resolution 14-2020 as amended. The motion was adopted 4-0 with 1 abstention.

Resolution 16-2020 – Approve Request to Negotiate and Execute an Asbestos Abatement Agreement with TecServ Environmental for 622 East Lincoln Avenue and 704 East Lincoln Avenue.

(50:33) Becky Hutsell, Redevelopment Project Manager, stated that last fall the commission approved an asbestos assessment with TecServ for eight homes on East Lincoln Avenue that were acquired for the Steury Avenue/Lincoln Avenue road project. There are two properties with confirmed asbestos. Requested three quotes and the only one received was from TecServ. The quote proposed $3425 per house for a not to exceed price of $6850. The work will be completed by March 13, 2020.

(52:00) Larry Barkes, Commission Attorney, stated that we have acquired the last property but still have issue with relocation and waiting on possession.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 16-2020. The motion was adopted unanimously

Resolution 17-2020 – Approve Purchase Agreement with Rethinking Buildings, LLC for 401 South Third Street and 204 West Madison

52:56 Mark Brinson, Community Development Director, talked about the memo summarizing the agreement handed out to commission members that was omitted from the packet.

(53:14) Adam Scharf, Rethinking Buildings Goshen, was present at the meeting and available to answer questions.

(53:20) Larry Barkes, Commission Attorney, wanted to point out that this agreement is different that it was originally. Purchase price of $25,000 with the demo of 204 West Madison credited against the purchase price.

(54:40) Mark Brinson, talked about the changes in the agreement. **O**ne item is that commission agrees not to build a parking lot unless for a development. Possibly small single family structure and Mr. Scharf replied that that was ranking #3 on the list, #1 is a single family home with detached garage on the second parcel and #2 is light use commercial business. Agreement would state we would support a variance.

(57:11) Larry Barkes, a mortgage of $30,000 will be held on the property until repairs are made and then we will release it. Also agree to subordinate that mortgage to a mortgage company that would provide the funding to do the renovations.

(58:11) Questions from commission members.

(59:24) Commissioner Turner asked about the restrictions in the agreement that limit development on the parcels we still own and Mr. Brinson replied that this was a request from Adam Scharf.

(1:00:27) Larry Barkes, Commission Attorney, stated the only limitation is that no public parking lot will be built on the parcels.

(1:01:00) Commissioner Stump stated that his only objection to the agreement is the limitation of no parking lots especially with the new pavilion/event center.

(1:03:18) Commissioner Johnson stated that she feels with the new parking lot and other parking in the area will be sufficient for the new pavilion and does not want to see a parking lot there.

(1:04:00) Commissioner Garber asked Mr. Scharf who was the head of this and Mr. Scharf replied that he is bottom lining it and still open to other that would like to take it on and he would consist and consult.

(1:04:24) Commissioner Turner asked Mr. Brinson is he had concerns and Mr. Brinson replied that it was the only issue that he was really concerned about. The same reason because you never know and do hesitate to make a commitment since we have no firm plans on what we are doing with that property.

(1:05:00) Commissioner Turner made a motion to amend to agreement to remove the clause from the agreement and there was no second motion.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 17-2020.

After discussion, on call of the roll, the motion was carried by the following vote:
Ayes: Garber, Johnson, Turner, Weddell
Nays: Stump

The motion was adopted by a vote of 4 in favor and 1 against.

Resolution 18-2020 Approve Request for Authorization to Construct New Water Main North of the Hawks Building

(1:07:16) Becky Hutsell, Redevelopment Project Manager, when LaCasa owned the Hawks Building water taps and fire line were installed per LaCasa's plans. The building has been sold to InSite

Development and their plan was to use the same taps. With the design change in adding apartments on the main level, the current taps will not work. The City will install a new water main and fire hydrant with a not to exceed price of $19.600 and InSite development will be responsible for installing their service and abandoning existing taps along River Race Drive.

(1:12:00) Questions and comments from commission members.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 18-2020. The motion was adopted unanimously

UPDATE - Capital Plan Funding Categories
(1:15:00) Becky Hutsell, Redevelopment Project Manager, talked through the funding categories for the projects in the capital plan and the percentage of each type of project per the memo in the packet.

(1:17:11) Comments from commission members.

APPROVAL OF REGISTER OF CLAIMS
A motion was made by Commissioner Weddell and seconded by Commissioner Turner to approve payment of the Register of Claims totaling $119,956.06. The motion was adopted unanimously.

MONTHLY REDEVELOPMENT STAFF REPORT
Community Development Director Mark Brinson offered to answer any questions about the monthly report; however, the Commission did not have any questions.

OPEN FORUM
(1:21:52) Larry Barkes, Commission Attorney, stated a proposal for the purchase of the northern part of the Western Rubber property. The southern property will be a Park Department project. The last proposal for this property was in 2014. If no proposals are received will go out for an additional 30 days.

(1:24) Questions and comments from commission members.

(1:27) Commissioner Weddell asked if there are any plans to deal with the 3' of grass that is rutted with truck tires and Ms. Biek responded that they are to meet with the industry in area to develop a truck route.

(1:29:55) Commissioner Stump commented on the new pavilion/event center and the cost associated with the bridge repair. Said if there is any hesitation on the part of the Redevelopment Commission please voice it now.

(1:31:12) Mark Brinson, Community Development Director, stated the resolution was tabled till next month since the Mayor was out of town.

(1:31:45) Commissioner Weddell also commented on his questions about the pavilion.
(1:32:00) Commissioner Stump commented on the pavilion and questioned who will be using it.

ANNOUNCEMENTS
It was announced that the next regular meeting is scheduled for March 10, 2020 at 3:00 p.m.

ADJOURNMENT
The regular meeting was adjourned at 4:33 p.m.

APPROVED on March 10, 2020

GOSHEN REDEVELOPMENT COMMISSION

_____

Thomas W. Stump, President

_____

Andrea Johnson, Secretary

REQUEST FOR PROPOSALS TO PURCHASE

The City of Goshen, through its Redevelopment Commission (Redevelopment) is requesting proposals to purchase a parcel of real estate referred to as the Western Rubber Real Estate.

REAL ESTATE AND STRUCTURE TO BE PURCHASED

A. The Western Rubber Real Estate is offered as described below. The Real Estate Parcel is bordered by Douglas Street on the north, Tenth Street on the east, Plymouth Avenue on the south and the railroad track on the west. The parcel is vacant and contains approximately 170,000 square feet. The Western Rubber Real Estate is shown on a map attached as Exhibit A.

B. The legal description for Western Rubber Real Estate is as follows:

> A part of the West Half (W ½) of the Northwest Quarter (NW ¼) of Section 15, Township 36 North, Range 6 East, Elkhart Township, City of Goshen, Elkhart County, Indiana and more particularly described as follows:
>
> Commencing at an iron pipe marking the intersection of the South line of the West Half (W ½) of the Northwest Quarter (NW ¼) of said Section 15 and the East line of the former C.C.C. & St. Louis Railroad right of way; thence on an assumed bearing of due North along the East line of said railroad right of way, a distance of 789.23 feet to a rebar marking the intersection of the North line of Plymouth Avenue, also the South line of the vacated portion of Plymouth Avenue as recorded in Miscellaneous Record Volume 50, page 614 of the Elkhart County Recorder's Office and the East line of said railroad right of way and the point of beginning of this description; thence continuing on a bearing of due North along the East line of said railroad right of way, a distance of 482.60 feet to a rebar marking the intersection of the South line of Douglas Street and the East line of said railroad right of way; thence South 88 degrees 58 minutes 27 seconds East along the South line of Douglas Street, a distance of 356.01 feet to a cross-cut marking the intersection of the South line of Douglas Street and the West line of Tenth Street, also the Northeast corner of Lot #10 of THOMAS ADDITION to the City of Goshen; thence South 0 degrees 02 minutes 00 seconds East along the West line of Tenth Street, a distance of 478.00 feet to a rebar marking the intersection of the West line of Tenth Street and the North line of Plymouth Avenue, also the Southeast corner of Lot #1 of PURL AND HOPE'S EAST ADDITION to the City of Goshen; thence North 88 degrees 45 minutes 00 seconds West along the North line of Plymouth Avenue, a distance of 82.5 feet to a rebar; thence South 0 degrees 02 minutes 00 seconds East along the East line of the vacated portion of Plymouth Avenue, as vacation is recorded in Miscellaneous Record Volume 50, page 614 of the Elkhart County Recorder's Office, a distance of 6.00 feet to a rebar; thence North 88 degrees 45 minutes 00 seconds West along the North line of Plymouth Avenue, also the South line of the vacated portion of Plymouth Avenue as described above a distance 273.82 feet to the point of

beginning of this description. The real estate also includes Purl & Hopes East EX 92.5 Feet W End Lot 1.

This real estate is commonly known and referred to as 620 East Douglas Street, Goshen, Indiana 46526. Parcel No. 20-11-15-153-001.000-015, Parcel Number 20-11-15-153-002.000-015.

SUBMISSION OF PROPOSAL

A. Any proposal to purchase the Western Rubber Real Estate shall be submitted to Mark Brinson, Goshen City Community Development Director, 204 East Jefferson Street, Goshen, Indiana 46528, no later than 12:00 p.m. on March 10, 2020. Mark Brinson may be contacted to answer any questions. Any oral communication will be considered unofficial and non-binding.

B. The proposal shall address all issues contained in the Request for Proposals. Any exceptions to the terms of the Request for Proposals should be clearly noted. The proposal shall be submitted in a sealed envelope clearly marked as a Western Rubber Real Estate Proposal. The proposal shall contain the name, address and telephone number of the person or entity submitting the proposal.

C. Redevelopment reserves the right to waive informalities or irregularities in the selection process. This Request for Proposals does not commit Redevelopment to sell the real estate. Redevelopment reserves the right to accept or reject any or all proposals received, to negotiate with qualified persons or entities who submit a proposal, or to cancel the Request. Redevelopment may require a person or entity submitting a proposal to submit any additional data or information Redevelopment deems necessary.

D. Redevelopment may also require a person or entity submitting a proposal to revise one or more elements of its proposal in accordance with contract negotiations. Redevelopment reserves the right to evaluate proposals for a period of thirty (30) days before deciding which proposal, if any, to accept. The terms of any proposal shall be maintained through the evaluation period.

E. The proposal should describe the intended use of the Western Rubber Real Estate and any additional structural improvements that Proposer will commit to construct on the real estate. All repairs and improvements will be at Proposer's expense.

TERMS AND CONDITIONS TO BE ADDRESSED OR ACCEPTED BY PROPOSAL

A. <u>CONDITION OF PREMISES</u>

The proposal to purchase is to purchase the Western Rubber Real Estate in its present condition, AS IS, and without any warranty of habitability.

B. USE OF PREMISES

1. The Western Rubber Real Estate must be used in conformity with all applicable laws and regulations of any government entity or public authority.

2. Proposer may seek a use variance or rezoning to permit additional uses of the Western Rubber Real Estate. A proposal may be conditioned on receiving the variance or rezoning.

C. CONDITIONS OF SALE

1. Purchase Price

The purchase price shall be tendered in cash or cash equivalent.

2. Fair Market Price

Appraisals of the Western Rubber Real Estate were conducted at Redevelopment's request. Redevelopment has determined that the fair market value of the Western Rubber Real Estate is One Hundred Seventy-Five Thousand Dollars ($175,000.00). If the highest and best proposal to purchase is less than the value listed above, the Redevelopment Commission will give at least thirty (30) additional days to permit other parties an opportunity to submit proposals before an agreement to purchase the Western Rubber Real Estate can be executed at a price below the listed market value.

3. Proposals Submitted by a Trust

Any proposal submitted by a trust must identify each beneficiary of the trust and whether the settler is empowered to revoke or modify the trust.

4. Agreement

The entity submitting the selected proposal will be required to enter into a purchase agreement incorporating the terms of this Request for Proposals, the terms included in the successful proposal and other provisions negotiated by Redevelopment and the entity submitting the proposal.

5. Risk of Loss

Purchaser shall be responsible for loss to the real estate beginning on the date of closing.

6. Environmental Concerns

The Western Rubber Real Estate was owned and operated by Western Rubber, Inc., which manufactured latex and other rubber products at the location from 1905 to 2001. Environmental assessments conducted after Western Rubber closed, disclosed significant environmental contamination at the site including presence of pools of oil, leaking

underground storage tanks, spills of polyglycol and lube oils, asbestos containing materials and indications of the migration of contaminants into the subsurface soils.

Environmental remediation activities began at the site in 2010. The remediation activities included the excavation and off-site disposal of the top two feet of contaminated fill materials and the placement of a two foot direct contact exposure barrier across the site.

Indiana Department of Environmental Management (IDEM) has issued a no further action letter to the City of Goshen for the Western Rubber Real Estate. IDEM approved a non-default recreational and industrial closure of environmental conditions at the site. IDEM has required the City of Goshen to execute an environmental restrictive covenant limiting the City's and all future owners' use of the real estate in the following manners:

a) Residential use, including daily care facilities such as day care centers, schools and senior citizen facilities is prohibited;

b) Request restoration of soil disturbed two feet below ground surface as a result of excavation and construction activities on the Real Estate in such a manner that any remaining contaminant concentrations do not present a threat to human health or the environment. Contaminated soils that are excavated must be managed in accordance with all applicable federal and state laws, and disposal of such soils must also be done in accordance with all applicable federal and state laws; and

c) Prohibits the use or extraction of groundwater at the Real Estate for any purpose, including, but not limited to, human or animal consumption, gardening or agriculture, without prior IDEM approval, except that groundwater may be extracted in conjunction with environmental investigation and/or remediation activities.

Copies of the environmental restriction covenant and the IDEM no further action letter can be obtained from Mark Brinson, Community Development Director for the City of Goshen.

SELECTION PROCESS AND SCHEDULE

A. The proposals will be opened by the Goshen Redevelopment Commission at the Commission's meeting on March 14, 2020 at 3:00 p.m. in the Goshen City Court Room/Council Chambers at 111 East Jefferson Street, Goshen, Indiana.

B. The proposals will be considered by Redevelopment. Redevelopment reserves the right to refer the proposals received to Mark Brinson, Community Development Director, and such other Redevelopment staff as Redevelopment deems appropriate to review the proposals and make a recommendation. Redevelopment reserves the right to interview the parties submitting proposals or to request the parties submitting proposals to provide supplemental information.

C. Redevelopment reserves the right to accept or reject any or all proposals. If Redevelopment selects a proposal, it will select the highest and best proposal. Redevelopment may then enter into negotiations for a purchase agreement with the entity submitting the highest and best proposal.

D. In determining which proposal is the highest and best proposal, Redevelopment will consider the following:

1. The purposes for which the prospective purchaser will use the real estate.
2. The investment the prospective purchaser intends to make on the real estate
3. The plans and financial ability of prospective purchaser to improve the real estate with reasonable promptness.
4. Purchaser's proposed purchase price.
5. Whether Purchaser is a trust which did not identify all its beneficiaries and whether the settler is empowered to revoke or modify the trust.
6. Whether the proposed purchase will serve the interest of the community.

E. In the event no proposal is received that meets the fair market price set in this Request for Proposals, the Redevelopment Commission may select a proposal offering less than the fair market price, but only after Redevelopment accepts additional proposals until at least April 14, 2020 After accepting proposals for the additional period, Redevelopment may select the highest and best proposal using the criteria set forth in this section with no minimum price.

INSTRUCTIONS FOR SUBMITTING PROPOSALS

A. REQUESTS FOR CLARIFICATIONS AND ADDENDA

1. Entities intending to submit proposals who have questions or are interested in touring the site should contact Mark Brinson, Community Development Director.

2. All requests for clarification to this solicitation must be received at least one (1) week before the opening date to allow for the issuance of any addendums determined by the City to be necessary. A Proposer shall rely only on written addenda issued by Mark Brinson, Community Development Director. Requests shall be made in writing and may be directed to:

Mark Brinson, Community Development Director
City of Goshen Redevelopment Commission
204 East Jefferson Street, Suite 2
Goshen, Indiana 46528
Telephone: (574) 537-3824
E-Mail: markbrinson@goshencity.com

3. Interpretations or clarifications determined necessary by the City will be issued by addenda mailed, faxed or otherwise delivered to all parties recorded by the City as having received the proposal documents. Only questions answered by formal written addenda will be binding. Oral and other interpretations or clarifications will be without legal effect.

B. TRUSTS

In accordance with Indiana Code 36-7-14-22, a proposal submitted by a trust (as defined by Indiana Code 30-4-1-1) must identify the beneficiary of the trust and indicate whether the settlor is empowered to revoke or modify the trust.

C. PREPARATION AND SUBMISSION OF PROPOSALS

1. Content. Each proposal must include all of the requested information including the following:

   a. Cover Letter

      A cover letter signed by a person authorized to submit and sign the proposal. The cover letter shall include the following:

      1. The person or entity's name, address, and telephone number;
      2. The name of the person authorized to submit/sign the proposal, his/her title, telephone number and e-mail address; and
      3. The person or entity's Federal ID number or last four digits of the social security number.

   b. Financial Information

      The person or entity submitting the proposal shall provide a financial statement that is specific enough so that a proper determination can be made of the person or entity's financial capability to fulfill the financial obligations of the proposal. The proposal must include financial information demonstrating the financial ability to carry out proposal.

2. Submission of Proposal

   a. All proposals shall be submitted in a sealed envelope. The envelope must be labeled with the submitting person or entity's name and address; and be clearly marked as a Proposal to Purchase Western Rubber Real Estate.
   b. If a proposal is sent through the mail or other delivery system, the sealed envelope shall be enclosed in a separate envelope with the notation "PROPOSAL ENCLOSED" on the face of the outer envelope.
   c. Proposals shall be filed with Mr. Mark Brinson, Community Development Director, City of Goshen Redevelopment Commission, 204 East Jefferson Street, Suite 2, Goshen, Indiana 46528.
   d. All proposals submitted become the property of the City and are a matter of public record.

e. Any entity wishing to make a proposal must submit their sealed, written proposal no later than Tuesday, March 10, 2020 by 12:00 p.m. local Goshen time to Mark Brinson, or if no proposal meets the fair market price until April 14, 2020 at 12:00 p.m.

f. The City of Goshen is not responsible for late or lost proposals due to mail service inadequacies, traffic or other similar reasons. Proposals received after the designated time will not be considered in the selection process unless no proposal is received offering the fair market price or more.

g. The City reserves the right to accept or reject any or all proposals and to waive informalities or irregularities in the selection process.

3. Withdrawal or Modification of Proposals.

Any modifications made to a proposal before submission must be initialed in ink by the submitting entity's authorized representative. A submitting entity may, upon written request, modify or withdraw their proposal at any time prior to the opening date and time. A request to modify or withdraw a proposal must be signed by the same person who signed the original proposal submitted. No proposal may be modified or withdrawn after the opening of the proposals.

4. Opening of Proposals

a. The proposals received will be opened in public by the Redevelopment Commission at the Redevelopment Commission meeting on March 10, 2020 at 3:00 p.m. and April 14, 2020 at 3:00 p.m. if no proposal meeting the fair market price is received at the March 10, 2020 Redevelopment Commission meeting in the City Courtroom / Council Chambers located at 111 East Jefferson Street, Goshen, Indiana.

b. Redevelopment may not accept a bid from a person who owes delinquent taxes, special assessments, penalties, interest or costs directly attributable to a prior tax sale or to an agent of such a person.

GENERAL TERMS AND CONDITIONS

A. CONFLICT OF INTEREST / NON-COLLUSION

1. All submitting entities must certify that the entity has not entered into a combination or agreement relative to the price to be proposed nor taken any action to prevent a person from submitting a proposal; or to induce a person to refrain from submitting a proposal. The submitting entity's proposal is made without reference to any other proposal unless specifically so indicated.

2. All submitting entities certify that they are not in a situation where the submitting entity's private interest would interfere with its loyalty or responsibilities to the City of Goshen or raise questions about such interference. The submitting entity agrees not to accept work, enter into a contract, accept an obligation or engage in any activity, paid or unpaid, that is

inconsistent or incompatible with the submitting entity's obligations, or the scope of services to be rendered to the Redevelopment Commission. The submitting entity shall warrant that, to the best of their knowledge, there is no other contract or duty on the submitting entity's part that conflicts with or is inconsistent with the services sought to be provided to the Redevelopment Commission.

3. The submitting entity if selected must sign and have notarized the Conflict of Interest / Non-Collusion Affidavit.

B. APPLICABLE LAWS

Any contract resulting from a proposal submitted will be construed in accordance with and governed by the laws of the State of Indiana.

C. COSTS FOR SUBMITTING PROPOSAL

The City of Goshen or its Redevelopment Commission will not be liable for any costs incurred by the respondents in replying to this Request for Proposals. The City of Goshen or its Redevelopment Commission are not liable for any costs for work or services performed by the selected Proposer prior to the award of a contract.

D. AUTHORITY TO BIND SUBMITTING ENTITY

The signatory for the entity submitting a proposal represents that he or she has been duly authorized to execute the proposal documents on behalf of the submitting entity and has obtained all necessary or applicable approvals to make this submission on behalf of entity before affixing his or her signature to the proposal.

Exhibit A

RESOLUTION 09-2020

Approve Execution of Change Order Three (3) for Ninth Street Corridor Multi-Use Path

WHEREAS this change order is for a time extension. The request is for an additional 30 calendar days due to the proposed path not meeting existing service walks and drives. This is a no cost change order.

WHEREAS the change order number three (3) is extending the completion date by 30 calendar days due to path elevation changes to a completion date of October 21, 2019.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission that the terms and conditions of Change Order Number Three (3) and the City of Goshen that is attached to and made a part of this Resolution is approved.

PASSED and ADOPTED on March 10, 2020

GOSHEN REDEVELOPMENT COMMISSION

Thomas W. Stump, President

Andrea Johnson, Secretary

Engineering Department
CITY OF GOSHEN
204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

Phone (574) 534-2201 • Fax (574) 533-8626 • TDD (574) 534-3185
engineering@goshencity.com • www.goshenindiana.org

MEMORANDUM

TO: Redevelopment Commission

FROM: Leslie Biek, PE

RE: 9TH ST MULTI-USE PATH - CHANGE ORDER #3 (PN: 2011-0052)

DATE: February 11, 2020

See attached change order for a time extension on the 9th St. Multi-use Path Project. The request for the time extension is for an additional 30 calendar days due to the proposed path not meeting the existing service walks and drives. The design engineer was called to facilitate a resolution once it was determined that field adjustments would not suffice. The completion date would be adjusted to October 21, 2019. There is no cost adjustment associated with this change order.

It is requested the Redevelopment Commission approved Change Order # 3, extending the completion date by 30 calendar days due to path elevation changes for the 9th St Multi-Use path project bringing the new completion date to October 21, 2019.

Thank you for your consideration of this request.

INDIANA Department of Transportation

Construction Change Order and Time Extension Summary

Contract Information	Contract No.: R -37648	Letting Date:01/16/2019	
District:FT. WAYNE DISTRICT	AE:Koch, Michael	PE/S:Mcphail, James	Status:Draft

Change Order Information	Change Order No.: 003	EWA: N or Force Acct: N	
Date Generated: 00/00/0000	Date Approved: 00/00/0000		
Reason Code: CHANGED COND, Constructability Related			
Description: Time Extension for Grading issues in Ph.III			
Original Contract Amount	$ 1,251,500.00		
Current Change Order Amount	$ 0.00	Percent: 0.000 %	
Total Previous Approved Changes	$ 0.00	Percent: 0.000 %	
Total Change To-Date	$ 0.00	Percent: 0.000 %	
Modified Contract Amount	$ 1,251,500.00		

Time Extension Information

Date Initiated 00/00/0000 Date Completed 00/00/0000

Original Contract Time SS Completion Date 08/30/2019 or SS Calendar/Work Days 0
SP Date 00/00/0000 or SP Days
(SS = Standard Specification, SP = Special Provision)

Time Element Description: 30 additional calendar days due to the impact on the schedules critical path by grading issues in Ph. III

Current Time Extension SS Days 0 SP Days 0 SP Days Value $ 0.00

Previous Time Approved SS Days by AE:_____ DCE:_____ SCE:_____ DDCM:_____

SS Days_____ SP Days Value $ _____

Revised Contract Time SS Completion Date 00/00/0000 or SS Calendar/Work Days 0
SS Date 00/00/0000 or SP Days 0

INDIANA Department of Transportation

Construction Change Order and Time Extension Summary

Review and Approval Information

Required Approval Authority	AE:_____ DCE:_____ SCE:_____* DDCM:_____*
($ per Change Order)	(- LE $ 250K-) (- LE $ 750K -) (-- LE $ 2 M --) (-- GT $ 2 M --)
(Days per Contract)	(50 SS days) (100 SS days) (200 SS Days) (GT 200 SS days)
Verbal Approval Required?	Y / N If Y, by_____ Date Issued_____
Total Change To-Date>5%?	Y / N If Y , Copy to Program Budget Manager_____
Scope/Design Recommendation Required?	Y / N If Y, Referred to Project Manager(PM) _____
	Date to PM_____ Date Returned_____
Approval Authority Concurs with PM?	Y / N If Y, Concurrence by_____ Date_____
	If N,Resolution: Approved _____ Disapproved _____
	Resolved by_____ Date_____
LPA Signatures Required?	Y / N If Y, Date to LPA _____ Date Returned _____
FHWA Signatures Required?	Y / N If Y, Date to FHWA_____ Date Returned_____

* Field Engineer Recommendation (Required for SCE or DDCM Approval)

Field Engineer _____ Date _____

Comments: _____

_____

_____

_____

_____

Contract:	R -37648
Project:	State:140099500LC2
Change Order Nbr:	003
Change Order Description:	Time Extension for Grading issues in Ph.III
Reason Code:	CHANGED COND, Constructability Related

CLN	PCN	PLN	Item Code	Unit	Unit Price	CO Qty	Comment	Amount Change

Total Value for Change Order 003 = $ 0.00

Contract Completion Date Time Adjustment

Original Completion dt: 08/30/2019 Adj compl dt 10/21/2019 Adj No. of Days 30

Explanation: 30 additional calendar days due to the impact on the schedules critical path by grading issues in Ph. III

Whereas, the Standard Specifications for this contract provides for such work to be performed, the following change is recommended.

General or Standard Change Order Explanation

This change order is a request for 30 additional days due to a change in conditions in Ph. III of this contract. As per INDOT spec 104.02, (a) Diffing site conditions this request a result of the following. During the removal and installation of the subgrade treatment, it was discovered that the proposed cross section elevations did not meet the service walks, driveways and yards. The contractor and inspector worked to make field adjustments until it became evident that the entire Ph. III needed to be adjusted. As per INDOT standard specification 108.08 (b) the contractor submitted a written request stating the requested time and reasons justifying the request. The impact to the critical path began on August 15 2019. A meeting was held on August 23 2019 with the design engineer to facilitate a resolution to the issue and the rework was completed on September 10 2019. There is no cost associated with this change order.

Change Order Explanation for Specific Line Item

****

It is the intent of the parties that this change order is full and complete compensation for the work describe above.

Notification and consent to this change order is hereby acknowledged.

Contractor: Walsh Kelly Signed By: _____

Date: 1-20-2020

****

NOTE: Other required State and FHWA signatures will be obtained electronically through the SiteManager system.

****

APPROVED FOR LOCAL PUBLIC AGENCY

_____	_____	_____
(SIGNATURE)	(TITLE)	(DATE)
_____	_____	_____
(SIGNATURE)	(TITLE)	(DATE)

****

SUBMITTED FOR CONSIDERATION

PE/S _____

****

APPROVED FOR INDIANA DEPARTMENT OF TRANSPORATION

Approval Level	Name of Approver	Date	Status

RESOLUTION 18-2020

Approve and Authorize Execution of Agreement Amendment with Lawson-Fisher Associates for Construction Representation Services for Northwest Bike Trail

WHEREAS Lawson-Fisher Associates has requested a contract amendment to allow invoicing up to their original contract amount of $225,000 due to significant project changes.

WHEREAS a contract amendment clause does not allow their invoicing to exceed 12.5% of the contract.

NOW, THEREFORE, BE IT RESOLVED that the Goshen Redevelopment Commission approves the terms and conditions of the Agreement Amendment with Lawson-Fisher Associates to remove the current professional services cap with a revised contract cap set at $217,000.

BE IT FURTHER RESOLVED that Mark Brinson, Community Development Director is authorized to execute the Agreement Amendment with Lawson-Fisher Associates on behalf of the City of Goshen and Goshen Redevelopment Commission.

PASSED and ADOPTED on March 10, 2020

_____
Thomas W. Stump, President

_____
Andrea Johnson, Secretary

Engineering Department
CITY OF GOSHEN
204 East Jefferson Street, Suite I • Goshen, IN 46528-3405

Phone (574) 534-2201 • Fax (574) 533-8626 • TDD (574) 534-3185
engineering@goshencity.com • www.goshenindiana.org

Memorandum

To: Goshen Redevelopment Commission

From: Dustin Sailor, P.E.

RE: NORTHWEST BIKE PATH – PHASE 2
PROFESSIONAL SERVICES AGREEMENT MODIFICATION FOR CONSTRUCTION REPRESENTATION SERVICES
(INDOT DES. NO. R-1382811 / JN: 2010-0023)

Date: March 3, 2020

The City received a request from Lawson-Fisher Associates (LFA) for a modification to their contract that would allow them to invoice up to their original contract amount of $225,000. Because of a contract modifying clause that does not allow their invoicing to exceed 12.5-percent of the contract, LFA's contract is currently capped at $179,642.21, per the contract amount listed in Change Order No. 3[1]. To date, Lawson Fisher has expended $211,026.50 in services and anticipates an additional $5,125 of expenditure before final project closeout later this spring when a Notice of Termination can be sought following the adequate establishment of vegetation.

Lawson-Fisher provided in their request a summary of significant project changes that warrant approval of their request. A brief summary of the changes is:

1.) Change Orders No. 1 and 2 – correction of drainage concerns, increase soil removal and replacement, overall site condition issues. These changes took additional time on LFA's part to coordinate corrective measures between the project design firm and the contractor.
2.) Change Order No. 3 – Added 184 days to the contractor's schedule, which moved the completion date from September 21, 2018, to May 11, 2019. LFA had continued work on the project and was able to issue a final punch list on August 22, 2019. It was not until October 22, 2019, that LFA was able to request the City seek a Notice of Termination, which was declined.

[1] Contract amount listed in Change Order No. 3 is $1,437,137.73. The final project purchase order is anticipated to come in under the approved change order amount setting the final construction contract amount at $1,421,161.64. This contract change actually works against LFA and would reduce their maximum contract amount to $177,645.21. This number remains below the amount LFA has invested and anticipates on investing in the project to completion.

This professional services agreement change has been provided to the Goshen Legal for review, and only in the last week was adequate information provided by the contractor and consultant for this request to be adequately considered by the Goshen Legal Department. Because we are approaching the end of MACOG's fiscal year, timing is a concern if the City is to request and potentially receive additional participation funding from MACOG.

Goshen Engineering supports Lawson-Fisher and Associates' request based upon project correspondence and attendance at construction progress meetings. Goshen Engineering requests the Commission approve LFA's contract amendment, which would remove their current professional services cap. As an acceptable compromise, Goshen Engineering suggests a revised contract cap be set at $217,000.00 based on LFA's estimate in the memo dated February 12, 2020.

Requested Motion: Move to approve the contract amendment with Lawson-Fisher and Associate by removing the 12.5-percent professional services cap and re-establishing the not-to-exceed contract amount at $217,000.00. Please authorize Mark Brinson to sign the contract amendment once reviewed and prepared by the Goshen Legal Department.

LAWSON-FISHER ASSOCIATES P.C.

PAUL A. HUMMEL, PE
PIPER C. TITTLE, PE
MICHAEL J. GUZIK, PE

9028.14

GREGORY L. HOLDEN, PE
JON E. RIEMKE, PE
JEFFREY L. McKEAN, PE
CHRISTOPHER J. JETER, PE
DENNIS A. ZEBELL, PE
DAN G. DELGADO, PE
JARED M. HUSS, PE
AARON W. BLANK, PS, PE
BREAGAN P. EICHER, PE
KEVIN J. SIEDLECKI, PE
CHRISTOPHER M. VANHULLE, PE
MICHELLE M.G. SLACK, PS
MAX WATKINS, PE, SE
DMITRI G. ADAMS, PE
AMANDA R. BUDREAU, PE
JOSEPH D. DUNBAR, PE
ETHAN I. ZARTMAN, PE

February 12, 2020

Ms. Leslie Biek, PE
Civil Traffic Engineer
City of Goshen Engineering Department
204 E. Jefferson Street
Goshen, Indiana 46528

ATTN: Redevelopment Commission

RE: Northwest Bike Trail (Des. No.: 1382811)
Contract Amendment No. 1

Dear Ms. Biek:

Enclosed are two (2) copies of the Contract Amendment for the above referenced project for your review and comment.

As discussed, we are requesting a Contract Amendment for Construction Services. The Amendment does not change the original total contract amount of $225,000 but does remove the 12.5% limit against the actual project construction cost and establishes a Final Contract Amount of $216,151.86. This final total amount is LFA's effort-to-date of $211,026.50 plus an additional $5,125.36 of additional anticipated effort to complete the project through acceptance of Final Construction Records (FCR) and Notice of Termination (NOT). It is anticipated that NOT will be received in the spring of 2020 once proper vegetation has been established. The total additional effort was not a result of LFA's performance during inspection but rather items that were not addressed during the design of the project, thus resulting in additional inspection effort as described below:

- Several significant design changes were required during the project as documented in Change Orders No. 1 and No. 2 and based on observations made by LFA while inspecting the project. These added items became issues during construction and included a number of drainage corrections, increased soil removal and replacement, and overall site condition issues. This resulted in direct coordination with the design engineer and the City. Most notably, some of the additional design elements required LFA to track time and materials and oversee contractor verification surveys, which involved a more intensive inspection and documentation process. This included an additional drainage solution installed at the Pebble Brook street approach in the Spring of 2019 that was paid for directly by the design engineer but inspected by LFA.

- As a result of the added work briefly described above and documented in Change Orders No.1 and No.2 additional time was added to the contract to construct and inspect these items. Change Order No. 3 added 184 days which increased the Original Intermediate Contract Completion Date from September 21, 2018 to May 11, 2019. During this time LFA continued to inspect the site to ensure completion of unfinished items by the contractor. LFA issued a Final Punch List on August 22, 2019 upon completion of these items. LFA requested the City apply for NOT on October 22, 2019 after completion of the Final Lunch List. Due to no fault of LFA the project schedule increased significantly which required additional effort to perform site inspections, Site Manager adjustments, meetings with the contractor and continued monitoring of erosion control measures pertaining to the NOT.

Please find a breakdown of effort-to-date and effort required to complete the project in the table below:

Labor Classification	Rate	Hours	Total
Effort-to-Date - 2018 – 2019			
Project Information	$ 109.31	1.00	$ 109.31
Project Engineer	$ 120.14	4.50	$ 540.63
Project Supervisor	$ 116.12	1,412.76	$ 164,049.88
DBE	$ 89.11	519.88	$ 46,326.68
Subtotal:			$ 211,026.50
Effort-to-Complete (NOT and FCR) – 2020			
Project Engineer	$ 120.14	4.0	$ 480.56
Project Supervisor	$ 116.12	40.0	$ 4,644.80
Subtotal:			$ 5,125.36
		Final Contract Amount:	**$ 216,151.86**

LFA appreciates the opportunity to serve the City of Goshen and will be available to attend the April 2020 Redevelopment Commission Meeting to support the above described request.

If you have any questions or require additional information, please contact us.

Very truly yours,

LAWSON-FISHER ASSOCIATES P.C.

Jared M. Huss, PE
Civil Engineer

JMH/cas
Encls.
c: Paul A. Hummel, PE w/o Encls.

RESOLUTION 19-2020

Approve Execution of Change Order No.4 for Kercher Road Reconstruction Phase 2

WHEREAS this change order is for the increase in the amount of cement used in the preparation of soil modified subgrade.

WHEREAS this change order is for $13,595.46 with a new project cost of $3,771,595.46

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission approves the terms and conditions of Change Order Number Four (4) that is attached to and made a part of this Resolution and Community Development Director Mark Brinson is authorized to execute Change Order No. four (4) on behalf of the City of Goshen and the Goshen Redevelopment Commission.

PASSED and ADOPTED on March 10, 2020

GOSHEN REDEVELOPMENT COMMISSION

Thomas W. Stump, President

Andrea Johnson, Secretary

Engineering Department
CITY OF GOSHEN
204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

Phone (574) 534-2201 • Fax (574) 533-8626 • TDD (574) 534-3185
engineering@goshencity.com • www.goshenindiana.org

Memorandum

To: Goshen Redevelopment Commission

From: Dustin Sailor, P.E.

RE: KERCHER ROAD PHASE 2 - CHANGE ORDER NO. 4
(INDOT DES. NO. R-38157 / JN: 2004-0021)

Date: March 3, 2020

The City has been provided Change Order No. 4 for the increase in the amount of cement used in the preparation of soil modified subgrade. As bid, the subgrade was to have a 4-percent mixture of cement. This percentage is a bidding baseline and is subject to subgrade testing before installation. At the time of onsite soil testing, it was determined the proper cement to soil ratio needed to be increased to 5-percent. This meant that an additional 87.98 tons of cement was required to prepare the subgrade.

The additional cost to increase the cement ratio from 4-percent to 5-percent is $13,595.46. If approved, this change order will increase the project cost from $3,758,000.00 to $3,771,595.46 and represents a 0.362-percent overall change to the contract.

Requested Motion: Move to approve Change Order No. 4 for the Kercher Road Phase 2 project in the amount of $13,595.46. Please authorize Mark Brinson to sign the change order on behave of the commission.

INDIANA Department of Transportation

Construction Change Order and Time Extension Summary

Contract Information	Contract No.: R -38157	Letting Date:02/06/2019	
District:FT. WAYNE DISTRICT	AE:Koch, Michael	PE/S:Ludwig, Jack	Status:Pending

Change Order Information	Change Order No.: 004	EWA: Y or Force Acct: N
Date Generated: 00/00/0000	Date Approved: 00/00/0000	
Reason Code: CHANGED COND, Geotechnical Related		
Description: Chemical Modifier Adjustment		
Original Contract Amount	$ 3,758,000.00	
Current Change Order Amount	$ 13,595.46	Percent: 0.362 %
Total Previous Approved Changes	$ 0.00	Percent: 0.000 %
Total Change To-Date	$ 13,595.46	Percent: 0.362 %
Modified Contract Amount	$ 3,771,595.46	

Time Extension Information

Date Initiated 00/00/0000 Date Completed 00/00/0000

Original Contract Time SS Completion Date 00/00/0000 or SS Calendar/Work Days 0
SP Date 00/00/0000 or SP Days
(SS = Standard Specification, SP = Special Provision)

Time Element Description:

Current Time Extension SS Days 0 SP Days 0 SP Days Value $ 0.00

Previous Time Approved SS Days by AE:_____ DCE:_____ SCE:_____ DDCM:_____

SS Days_____ SP Days Value $ _____

Revised Contract Time SS Completion Date 00/00/0000 or SS Calendar/Work Days 0
SS Date 00/00/0000 or SP Days 0

INDIANA Department of Transportation
Construction Change Order and Time Extension Summary

Review and Approval Information

Required Approval Authority — AE:_____ DCE:_____ SCE:_____* DDCM:_____*
($ per Change Order) — (- LE $ 250K-) (- LE $ 750K -) (-- LE $ 2 M --) (-- GT $ 2 M --)
(Days per Contract) — (50 SS days) (100 SS days) (200 SS Days) (GT 200 SS days)

Verbal Approval Required? — Y /(N) If Y, by_____ Date Issued_____

Total Change To-Date>5%? — Y /(N) If Y , Copy to Program Budget Manager_____

Scope/Design Recommendation Required? — Y /(N) If Y, Referred to Project Manager(PM) _____

Date to PM_____ Date Returned_____

Approval Authority Concurs with PM? (Y)/ N If Y, Concurrence by M.Y. Date 2/26/20

If N,Resolution: Approved _____ Disapproved _____

Resolved by_____ Date_____

LPA Signatures Required? (Y)/ N If Y, Date to LPA 3/2/20 Date Returned _____

FHWA Signatures Required? Y /(N) If Y, Date to FHWA_____ Date Returned_____

* Field Engineer Recommendation (Required for SCE or DDCM Approval)

Field Engineer _____ Date _____

Comments: _____

Contract: R -38157
Project: 1401747 - State:140174700LC2
Change Order Nbr: 004
Change Order Description: Chemical Modifier Adjustment
Reason Code: CHANGED COND, Geotechnical Related

CLN	PCN	PLN	Item Code	Unit	Unit Price	CO Qty	Comment	Amount Change	
0127	1401747	0127	215-08666	DOL	13,595.460	1.000	C	Amount:$	13,595.46

Item Description: CHEMICAL MODIFIER ADJUSTMENT
Supplemental Description1:
Supplemental Description2:

Total Value for Change Order 004 = $ 13,595.46

Whereas, the Standard Specifications for this contract provides for such work to be performed, the following change is recommended.
General or Standard Change Order Explanation

A chemical soil modification study was perfomed by Alt Witzig Engineering from samples taken on jobsite on August 12 2019. Based on the results it was recomended that a 5 percent sread rate be used instead of 4 percent. The contractor is requesting compensation for the additional cement material and delivery costs incurred. No additional labor costs have been requested. No additional time is being requested. Alt Witzig Engineering report is attached.

Change Order Explanation for Specific Line Item

****

It is the intent of the parties that this change order is full and complete compensation for the work describe above.
Notification and consent to this change order is hereby acknowledged.

Contractor: RIETH RILEY Signed By:

Date: 3-2-2020

****

NOTE: Other required State and FHWA signatures will be obtained electronically through the SiteManager system.

APPROVED FOR LOCAL PUBLIC AGENCY

(SIGNATURE)	(TITLE)	(DATE)
(SIGNATURE)	(TITLE)	(DATE)

SUBMITTED FOR CONSIDERATION

PE/S _____

APPROVED FOR INDIANA DEPARTMENT OF TRANSPORATION

Approval Level	Name of Approver	Date	Status
Project Engineer/Supervisor	Ludwig, Jack	00/00/0000	Action Pending

MT CARMEL STABILIZATION GROUP

INVOICE

Remit To:
PO BOX 458
MOUNT CARMEL, IL 62863

Invoice: 4179
Date: 10/27/2019
Due Date: 11/26/2019

Bill To:
RIETH-RILEY CONSTRUCTION CO.
PO BOX 477
GOSHEN, IN 46527-0477

Contract ID:
Description: (R-38157) KERCHER RD PH.2
PO No:
Our Job No: IN19037
Period Ending: 10/15/2019

Customer No: C61501

LINE #	ITEM CODE	DESCRIPTION OF ITEMS	UNIT	QTY BILLED	UNIT PRICE	TOTAL COST
	6	SUBGRADE TREATMENT, TYPE IB (CEMENT ONLY)	SY		6.75	
	7	CHANGE ORDER REQUEST #1 FOR CEMENT	LSQ	1.00	13,595.46	13,595.46

Comments: payablecorporate@rieth-riley.com

Terms: NET 30 DAYS

Total Work:	13,595.46
Less Retainage:	.00
Total Amount:	13,595.46

MtCARMEL STABILIZATION GROUP INC.

"Subgrade Solutions Since 1949"

www.mtcsg.com

1611 College Drive, P. O. Box 458 Mt. Carmel, IL 62863 — Phone: 618-262-5118 — Fax: 618-263-4084

November 14, 2019

Rieth-Riley Construction Co., Inc.
P.O. Box 477
Glshen, IN 46527-0477

(R-38157) Kercher Rd. Ph. 2 MCSG #IN19037
Goshen, IN
Change Order Request #1

To whom it may concern,

This letter is our request for a change order on the aforementioned job due to site conditions requiring the use of 5% cement instead of 4% (47 lbs/SY) cement slurry to perform the Subgrade Treatment as was contracted. This change order request is for the extra cost for the material and freight on the extra tons that were used from Oct, 14 - Oct 15, 2019.

Date	Tons	Sq Yds
10/14/19	236.02	7,766.72
10/15/19	208.48	7,404.44
	444.50	15,171.16

Cost per Ton (Material and Freight Only) =
See Attached Invoices $ 68,688.15 / 444.50= $ 154.53

15171.16 SYS * 47 lb/sy (4%) = 356.52 TNS (Amount of Cement that should have been used per contract)

	444.50	Tons Used
	87.98	Extra Tons used
$	154.53	Price for Material and Freight (See Above)
Total Change Order	$ 13,595.46	

Ryan Day
Project Manager

RESOLUTION 20-2020

Award Bid and Authorize Negotiation and Execution of Agreement for River Race Drive Extension Project

WHEREAS sealed bids were solicited for the River Race Drive Extension Project.

WHEREAS the bids for the Project were opened publicly and read aloud by the Goshen Board of Public Works and Safety on March 2, 2020.

WHEREAS the Engineering Department has reviewed the bids submitted and recommend that the bid for the Project be awarded to Niblock Excavating as the lowest responsible and responsive bidder with a bid of $229,785.25

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission that:

1. The bid for the Project is awarded to Niblock as the lowest responsible and responsive bidder.
2. Community Development Director Mark Brinson is authorized to negotiate and execute a construction agreement on behalf of the City of Goshen and Goshen Redevelopment Commission with Niblock for $229,785.25
3. The execution of the construction agreement shall be presented to the Redevelopment Commission for ratification.

PASSED and ADOPTED on March 10, 2020

_____
Thomas W. Stump, President

_____
Andrea Johnson, Secretary

Engineering Department
CITY OF GOSHEN
204 East Jefferson Street, Suite I • Goshen, IN 46528-3405

Phone (574) 534-2201 • Fax (574) 533-8626 • TDD (574) 534-3185
engineering@goshencity.com • www.goshenindiana.org

MEMORANDUM

TO: Redevelopment Commission

FROM: Dustin Sailor, P.E.

RE: RIVER RACE DRIVE EXTENSION AWARD
JN: 2017-0014

DATE: March 4, 2020

On March 2, 2020, bids were received and opened at the Board of Works meeting for the River Race Drive Extension project. This project involves the extension of River Race Drive from Jefferson Street north to the alley, curb, gutter and storm improvements.

Four bids were received and the bid results are:

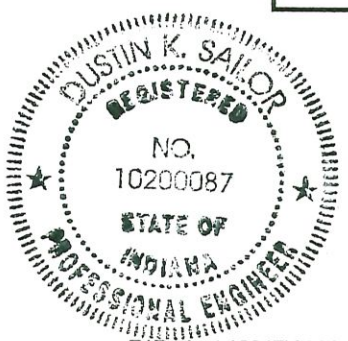
Niblock Excavating - $229,785.25
HRP Construction - $263,543.00
Walsh & Kelly - $268,238.95
Rieth-Riley - $327,366.07

Goshen Engineering requests the Redevelopment Commission authorize Mark Brinson to sign the contract with Niblock Excavating, as the lowest responsive and responsible bidder, for the bid amount of $229,785.25, contingent upon acquiring an easement for the Crowder property.

RIVER RACE DRIVE EXTENSION - JN: 2017-0014
MATERIAL BID TAB
BID DUE DATE - MARCH 2, 2020

BASE BID

Item No.	Estimated Quantity	Unit	Description	Niblock Excavating		HRP Construction		Walsh & Kelly		Rieth-Riley	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1.1	1	LSUM	Mobilization & Demobilization	$4,000.00	$4,000.00	$26,300.00	$26,300.00	$13,250.00	$13,250.00	$16,100.00	$16,100.00
2.1	1	LSUM	Construction Staking	$6,000.00	$6,000.00	$4,500.00	$4,500.00	$6,500.00	$6,500.00	$5,000.00	$5,000.00
3.1	1	LSUM	Maintaining Traffic	$5,500.00	$5,500.00	$5,000.00	$5,000.00	$5,500.00	$5,500.00	$5,100.00	$5,100.00
4.1	1	EA	Relocate Business Sign on New Foundation	$2,600.00	$2,600.00	$950.00	$950.00	$650.00	$650.00	$2,500.00	$2,500.00
5.1	1	LSUM	Clearing & Grubbing	$3,500.00	$3,500.00	$1,500.00	$1,500.00	$5,500.00	$5,500.00	$15,169.00	$15,169.00
6.1	80	LFT	Curb Removal, All Types	$10.00	$800.00	$7.00	$560.00	$12.00	$960.00	$34.00	$2,720.00
6.2	852	SYD	HMA Pavement Removal, All Types	$9.00	$7,668.00	$8.00	$6,816.00	$9.00	$7,668.00	$20.00	$17,040.00
6.3	120	SYD	Concrete Pavement Removal	$12.00	$1,440.00	$30.00	$3,600.00	$15.00	$1,800.00	$46.00	$5,520.00
6.4	6	EA	Signs, Remove & Replace	$400.00	$2,400.00	$240.00	$1,440.00	$50.00	$300.00	$400.00	$2,400.00
6.5	76	LFT	Fence, Remove	$5.25	$399.00	$22.00	$1,672.00	$6.00	$456.00	$22.00	$1,672.00
6.6	1	EA	Tree, Removal	$2,600.00	$2,600.00	$2,500.00	$2,500.00	$1,000.00	$1,000.00	$2,000.00	$2,000.00
6.7	36	SYD	Gravel Pavement Removal	$9.00	$324.00	$12.00	$432.00	$2.00	$72.00	$38.00	$1,368.00
7.1	1	LSUM	Grading	$5,500.00	$5,500.00	$28,673.05	$28,673.05	$35,000.00	$35,000.00	$14,100.00	$14,100.00
7.2	325	CYD	Common Excavation for Undercutting, Undis.	$25.25	$8,206.25	$12.00	$3,900.00	$15.00	$4,875.00	$27.00	$8,775.00
7.3	325	CYD	B-Borrow for Undercut Backfill	$33.50	$10,887.50	$26.00	$8,450.00	$20.00	$6,500.00	$27.00	$8,775.00
8.1	1	EA	Temporary Erosion Control, Gravel Access Pad	$4,050.00	$4,050.00	$1,800.00	$1,800.00	$1,400.00	$1,400.00	$1,200.00	$1,200.00
8.2	6	EA	Temporary Erosion Control, Inlet Protection	$95.00	$570.00	$250.00	$1,500.00	$150.00	$900.00	$500.00	$3,000.00
9.1	520	TON	Compacted Aggregate Base, No. 53	$29.00	$15,080.00	$36.00	$18,720.00	$35.00	$18,200.00	$37.00	$19,240.00
10.1	162	TON	HMA Base, #5	$85.00	$13,770.00	$65.00	$10,530.00	$62.50	$10,125.00	$97.00	$15,714.00
10.2	134	TON	HMA Intermediate, #8	$90.00	$12,060.00	$70.00	$9,380.00	$67.50	$9,045.00	$110.00	$14,740.00
10.3	81	TON	HMA Surface, #3	$110.00	$8,910.00	$90.00	$7,290.00	$85.00	$6,885.00	$191.00	$15,471.00
11.1	976	SYD	Tack Coat	$0.25	$244.00	$2.00	$1,952.00	$2.00	$1,952.00	$0.12	$117.12
12.1	780	LFT	Standard Curb and Gutter, Concrete	$27.00	$21,060.00	$25.00	$19,500.00	$22.50	$17,550.00	$22.00	$17,160.00
12.2	65	LFT	Standard Curb, Concrete	$32.00	$2,080.00	$50.00	$3,250.00	$22.50	$1,462.50	$38.00	$2,470.00
12.3	206	LFT	Depressed Curb & Gutter, Concrete	$32.00	$6,592.00	$25.00	$5,150.00	$22.50	$4,635.00	$28.00	$5,768.00
12.4	276	SYD	Sidewalk, Concrete, 4 in.	$60.00	$16,560.00	$48.00	$13,248.00	$48.00	$13,248.00	$59.00	$16,284.00
12.5	4	SYD	Decorative Stamped Conctete, 4 in.	$400.00	$1,600.00	$1,000.00	$4,000.00	$1,000.00	$4,000.00	$555.00	$2,220.00
12.6	55	SYD	Curb Ramp, ADA	$155.00	$8,525.00	$125.00	$6,875.00	$125.00	$6,875.00	$143.00	$7,865.00
12.7	25	SYD	Concrete Pavement, 8 in.	$134.00	$3,350.00	$135.00	$3,375.00	$135.00	$3,375.00	$176.00	$4,400.00
12.8	23	SYD	Concrete Pavement, 9 in.	$155.00	$3,565.00	$140.00	$3,220.00	$140.00	$3,220.00	$150.00	$3,450.00
13.1	279	LFT	Storm Sewer Pipe, 12" PVC	$45.00	$12,555.00	$28.00	$7,812.00	$40.00	$11,160.00	$90.00	$25,110.00
13.2	50	LFT	Storm Sewer Pipe, 12" RCP	$50.00	$2,500.00	$48.00	$2,400.00	$45.00	$2,250.00	$80.00	$4,000.00
13.3	50	LFT	Storm Sewer Pipe, 15" RCP	$55.50	$2,775.00	$52.00	$2,600.00	$50.00	$2,500.00	$98.00	$4,900.00
14.1	4	EA	Storm Manhole, 48" Diameter	$3,700.00	$14,800.00	$4,000.00	$16,000.00	$6,500.00	$26,000.00	$4,200.00	$16,800.00
15.1	3	EA	Catch Basin, 48" Diameter	$2,650.00	$7,950.00	$3,000.00	$9,000.00	$4,500.00	$13,500.00	$3,200.00	$9,600.00
16.1	410	SYD	Nursery Sodding	$7.50	$3,075.00	$11.00	$4,510.00	$22.75	$9,327.50	$33.00	$13,530.00
17.1	37	LFT	Traverse Marking, Thermo, White, Stop Line, 24"	$9.00	$333.00	$6.25	$231.25	$6.25	$231.25	$6.25	$231.25
17.2	77	LFT	Traverse Marking, Thermo, White, Crosswalk, 6"	$4.50	$346.50	$3.10	$238.70	$3.10	$238.70	$3.10	$238.70
18.1	6	EA	Sign, with Sheet Sign, Post and Foundation	$250.00	$1,500.00	$425.00	$2,550.00	$560.00	$3,360.00	$750.00	$4,500.00
19.1	54	LFT	Chain Link Fence	$40.00	$2,160.00	$42.00	$2,268.00	$42.00	$2,268.00	$42.00	$2,268.00
20.1	3	EA	Decorative Bollard	$400.00	$1,200.00	$2,450.00	$7,350.00	$1,250.00	$3,750.00	$2,450.00	$7,350.00
21.1	1	EA	Construction Notice Board	$750.00	$750.00	$2,500.00	$2,500.00	$750.00	$750.00	$1,500.00	$1,500.00
			BID AMOUNT TOTAL:		**$229,785.25**		**$263,543.00**		**$268,238.95**		**$327,366.07**



I certify that this bid tab is true and accurate, and the contractors submitted all the required bid information.

Dustin K. Sailor 3/03/2020

Dustin Sailor, P.E.
Director of Public Works
City of Goshen

RESOLUTION 21-2020

Award Bid and Authorize Execution of Agreement for Demolition of Seven (7) Properties along East Lincoln Avenue

WHEREAS sealed bids were solicited for the demolition of seven (7) properties along East Lincoln Avenue.

WHEREAS the bids are due Monday, March 9, 2020 and an updated memo with details and recommendation will be provided at the commission meeting.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission that:

1. The bid for the Project is awarded to _____ as the lowest responsible and responsive bidder.
2. Community Development Director Mark Brinson is authorized to negotiate and execute a construction agreement on behalf of the City of Goshen and Goshen Redevelopment Commission with _____ for the Project that is consistent with their bid.
3. The execution of the agreement shall be presented to the Redevelopment Commission for ratification.

PASSED and ADOPTED on March 10, 2020

_____
Thomas W. Stump, President

_____
Andrea Johnson, Secretary

Department of Community Development
CITY OF GOSHEN
204 East Jefferson Street, Suite 2 • Goshen, IN 46528-3405

Phone (574) 537-3824 • Fax (574) 533-8626 • TDD (574) 534-3185
communitydevelopment@goshencity.com • www.goshenindiana.org

Memorandum

To: Redevelopment Commission

From: Becky Hutsell

Date: March 10, 2020

RE: Request to Approve a Contract with _____ for the Demolition of Seven (7) Properties along East Lincoln Avenue

In advance of the reconstruction of East Lincoln Avenue, the Commission has worked to acquire seven (7) residential properties and is in the process of acquiring the 8th property that is needed. All of the structures need to be demolished to allow for NIPSCO's utility relocation of both gas and electric and prior to the City bidding the road project.

A bid package was prepared for the demolition of the following properties:

1. 622 E Lincoln Ave
2. 624 E Lincoln Ave
3. 700 E Lincoln Ave
4. 702 E Lincoln Ave
5. 704 E Lincoln Ave
6. 710 E Lincoln Ave
7. 921 E Lincoln Ave

We requested a demolition price for 708 E Lincoln Ave as an alternate in the event that we're able to obtain possession prior to the completion of the demolition projects.

Bids are due on Monday, March 9th, and an updated memo will be provided to the Commission with details on the bids received and a recommendation for award to the lowest responsible and responsive bidder at Tuesday's Redevelopment Commission meeting.

Engineering Department
CITY OF GOSHEN
204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

Phone (574) 534-2201 • Fax (574) 533-8626 • TDD (574) 534-3185
engineering@goshencity.com • www.goshenindiana.org

Memorandum

To: Goshen Redevelopment Commission

From: Dustin Sailor, P.E.

RE: 2020 MADISON STREET BRIDGE INSPECTION (JN: 2020-0015)

Date: March 3, 2020

The year 2020 is a vehicular and pedestrian bridge reinspection year for the City. Understanding that work is proposed on the west side of the canal at Madison Street, and the Madison Street Bridge will see additional usage, Goshen Engineering ordered[1] an early inspection of the Madison Street Bridge. The report findings are being provided for the Commission's information based upon questions raised by the Commission at earlier meetings as it relates to the proposed Ice Rink project.

In summary, the Madison Street bridge is in poor condition and should be rated for single lane traffic having a maximum load of 12-tons. The bridge evaluation offers two needed improvements and two restrictions to allow the Ice Rink project to proceed. These improvements are:

1.) Remove and replace the cap beams at Bents 2 and 6. This will shorten the end spans of the structure, thereby increasing the load-carrying capacity of the superstructure.
2.) Clean the exterior cap beams at Bents 3, 4, and 5, removing all the accumulated pack rust on the webs and flanges. Repair the section loss noted on the webs of the beams by adding full or partial depth web plates, as needed, along the length of the cap beams.
3.) Restrict the bridge to only one lane (one truck) at a time during construction activities.
4.) Post the bridge for a maximum emergency vehicle load of 41 tons.

Optional, but recommended improvements include:

5.) Paint the exterior cap beams at Bents 3, 4, and 5. This will help in preventing rust from happening in the near future.
6.) Clean the paint and steel H-pile areas that are exposed above the mudline.

The engineer's estimated cost for Items 1 through 4 is $185,000. For the optional but recommended items, the additional cost is $35,000. The total estimated improvement cost is $220,000. It is anticipated that completing Items 1 through 4 will gain the bridge another 5 years of service. Completing Items 1 through 6 is anticipated to increase the bridge's service life to 5 to 10 years, but bridge replacement is recommended prior to 2030.

[1] Civil City funds were utilized for the bridge inspection contract.

DLZ
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EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

February 19, 2020

Ms. Leslie Biek, P.E.
Civil Traffic Engineer
City of Goshen Engineering Department
204 East Jefferson Street, Suite 1
Goshen, Indiana 46528

RE: Madison Street Bridge Inspection Report and Load Rating

Dear Ms. Biek:

DLZ Indiana, LLC (DLZ) is pleased to submit the bridge inspection report and load rating summary for Madison Street over Millrace Hydraulic Canal, Bridge No. 302. The findings from this inspection report and load rating analysis will be used to determine the recommended improvements to accommodate the construction traffic for the proposed Multi-Use Pavilion. This report updates the Structure Inventory and Appraisal Form from 2018. A summary of the findings from our inspection on February 7, 2020 are provided below.

INSPECTION FINDINGS

The purpose of this inspection was to provide a current condition analysis and report of the existing structure. The structure is an encased steel beam bridge consisting of 6 spans with an overall structure length (out-out floor) of 62'-6". The deck has an out-out width of 22'-0" and carries a 21'-6" clear roadway width with gates at the west approach to prevent vehicular traffic from entering the Millrace Canal Trail.

The exact date of construction of the structure is unknown. It is believed to have been built circa 1950s. The structure was rehabilitated in 2008. The rehabilitation work consisted of installation of new steel pile cap beams at 3 interior bents (Bents 3, 4 and 5), and repairs to the existing steel H piles and concrete abutments. In 2012, steel shim plates were installed between the superstructure beams and the original steel pile cap beams in order to provide positive bearing between the superstructure to the original cap beams; therefore, shortening the length of the interior spans of the superstructure.

Overall, the structure is in poor condition. The following is a summary of the conditions noted:

- Deck: The deck consists of 14" thick reinforced concrete slab that is encasing the superstructure beams. It is estimated that 8" of concrete exists above the estimated S6x 17.25 steel beams. Due to the snow on the deck's surface at the time of the inspection, the top of the deck was not able to be fully inspected. However, based on our previous inspection in 2018 and our prior site visit on January 24, 2020, the surface of the deck and wearing surface are still in fair condition. The deck has surface spalling at the center of the deck and a delaminated area in the Southwest corner of the deck. The concrete encasing the superstructure (underside of the deck) exhibited transverse cracking, efflorescence, and spalling.

- Superstructure: The superstructure is in fair condition and consists of S6x17.25 interior steel beams and C8x13.75 exterior steel beams. The beams are spaced at 2 feet on center and are encased in

concrete. The bottom flanges of the interior S beams are exposed and exhibit moderate rust and minor section loss.

- Substructure: The substructure is in poor condition. The steel cap beams at Bents 2 and 6, located approximately 3'-6" from the concrete abutments, have 100% section loss in the web in approximately 50 to 75% of the length of the cap beams. Due to the severity of their condition, it is assumed that these existing cap beams no longer have any load carrying capacity. Therefore, the bridge currently acts as a 4-span structure instead of a 6-span structure. The original steel pile cap beams at Bents 3, 4, and 5, located at each side of the centerline of the interior bents and above the H-piles, exhibit heavy pack rust and delamination of the steel. There is heavy section loss of the webs, up to 100% in some areas below to the copings of the deck. The deterioration continues along the bottom of the web towards the midspan of the cap beams. There are also areas of thinning of the bottom flange of the cap beams. The new steel pile cap W18x97 beams installed in 2008 at the centerline of Bents 3, 4 and 5 are painted and in good condition, showing only minor rust and pitting in isolated areas. The steel H-piles at Bents 3, 4 and 5, exhibit areas of heavy rust and minor to moderate section loss above the waterline. At the time of the inspection, the waterline was approximately 4 feet above the mudline of the channel and an arm's reach or detailed inspection was not able to be performed at Bent 4. It is reasonable to assume the condition of Bent 4 is similar to that of Bents 3 and 5. The concrete abutments (Bents 1 and 7) exhibit delamination of the patched areas, along with vertical cracking and abrasion.

- Channel: The channel is in satisfactory condition. The channel is somewhat restricted by the bridge's east abutment. The channel narrows at the South face of the bridge and water flows around the East abutment.

- Bridge Railing: The existing steel W-beam railings are in fair condition. The railings are side mounted to the coping of the deck and the exterior channel beams. The railings do not meet current height and crash testing standards.

- Bridge Approach: The existing bridge approach is in good condition. A new concrete bridge approach slab and brick pavers were recently installed at the East approach. There are gates at the west approach to prevent unauthorized vehicles from crossing the bridge to the Millrace Canal Trail.

A complete list of the conditions and ratings of the bridge members is found in the attached Structure Inventory and Appraisal (SI&A) report. Please note that the SI&A report has been prepared with respect to the Federal Highway Administration's (FHWA) guidelines established in December of 1995 and Indiana Department of Transportation's (INDOT) direction and interpretation.

It should be noted that there was limited access to the bridge at the time of the inspection. As described above, the waterline was approximately 4 feet above the mudline of the channel. The channel at this location consist of very soft soils making it un-wadable to transverse it across. As a result, an arm's reach inspection was only possible from Bent 1 to the west side of Bent 3 (west shore side) and from Bent 7 to the east side of Bent 5 (east shore side). The rest of the members were visually inspected. The site conditions were conveyed to representatives from the City and it was understood that the conditions would limit the access.

LOAD RATING ANALYSIS SUMMARY

A load rating analysis of both the superstructure and substructure of the bridge was performed. The analysis included all the legal loads described in the INDOT Bridge Inspection Manual Section 3-4.02 and summarized in our proposal from January 30, 2020 (see Appendix B for the Vehicle Configurations). The structure was modeled under two different span configurations. The first configuration modeled the structure as 4 spans, neglecting the supports at Bents 2 and 6, due to major deterioration in these two substructure units. The second configuration modeled the structure with 6 spans, assuming Bents 2 and 6 are repaired. In addition, the structure was load rated for two levels of stresses, the Inventory and Operating levels. In accordance with the AASHTO Manual for Bridge Evaluation, the Inventory rating level "generally corresponds to the customary design level of stresses and results in a live load which can safely utilize an existing structure for an indefinite period of time". Load ratings based on the Operating rating level "generally describe the maximum permissible live load to which an existing structure may be subjected. Allowing unlimited number of vehicles to use a structure under the Operating rating level may shorten the life of the bridge". The load rating analysis was limited to a single truck on the bridge (one lane loaded) for both the Inventory and Operating rating levels. The following tables summarizes the results of the analysis.

Superstructure Results

The superstructure was first rated as a 4-span structure ignoring Bents 2 and 6 because of their deterioration. Under this condition, the controlling span was the end span of 13'-10".

Table 1 – Superstructure Load Rating, 4-Span Configuration

Vehicle	Vehicle Weight	Inventory Rating Factor	Operating Rating Factor
Alternate Military Loading	24.00 Tons	0.763	1.215
Emergency Vehicle 2 (EV2)	28.75 Tons	0.777	1.490
Emergency Vehicle 3 (EV3)	43.00 Tons	0.590	0.941
H-20	20.00 Tons	0.813	1.559
HS-20	36.00 Tons	0.813	1.559
NRL	40.00 Tons	0.945	1.489
SU4	27.00 Tons	0.945	1.537
SU5	31.00 Tons	0.945	1.489
SU6	34.75 Tons	0.945	1.489
SU7	38.75 Tons	0.945	1.489
AASHTO Type 3	25.00 Tons	1.077	1.716
AASHTO Type 3-3	40.00 Tons	1.307	2.083
AASHTO Type 3S2	36.00 Tons	1.181	1.882

Note: A rating of 1.0 or above indicates the member can safely carry the load. A rating below 1.0 indicates the member is overstressed or allowable design stresses are exceeded.

As noted above, 10 of the 13 legal loads resulted in an inventory rating level of less than 1.0, and only one of the legal loads, EV3, resulted in an operating rating level of less than 1.0. In accordance with INDOT Bridge Inspection Manual Section 3-6.0, the bridge will at least need to be posted for the EV3 vehicle. It should be noted that EV2 and EV3 represent emergency vehicles under the FAST Act of 2015. An emergency vehicle is designed to be used under emergency conditions "to transport personnel and equipment to support the

suppression of fires and mitigation of other hazardous situations" (23 U.S.C. 127(r)(2)). Per FHWA and INDOT guidelines, all vehicular bridges need to be evaluated for both EV2 and EV3 loads.

Due to several vehicles rating below 1.0 under the Inventory rating level, the superstructure was rated as a 6-span structure, assuming Bents 2 and 6 have been repaired. Under this condition, the end spans were shortened to 10'-4", and the controlling span was the center span of 12'-3".

Table 2 – Superstructure Load Rating, 6-Span Configuration

Vehicle	Vehicle Weight	Inventory Rating Factor	Operating Rating Factor
Alternate Military Loading	24.00 Tons	0.896	1.254
Emergency Vehicle 2 (EV2)	28.75 Tons	1.074	1.503
Emergency Vehicle 3 (EV3)	43.00 Tons	0.694	0.971
H-20	20.00 Tons	1.125	1.574
HS-20	36.00 Tons	1.125	1.574
NRL	40.00 Tons	1.147	1.604
SU4	27.00 Tons	1.153	1.613
SU5	31.00 Tons	1.147	1.604
SU6	34.75 Tons	1.147	1.604
SU7	38.75 Tons	1.147	1.604
AASHTO Type 3	25.00 Tons	1.265	1.770
AASHTO Type 3-3	40.00 Tons	1.536	2.149
AASHTO Type 3S2	36.00 Tons	1.388	1.941

Note: A rating of 1.0 or above indicates the member can safely carry the load. A rating below 1.0 indicates the member is overstressed or allowable design stresses are exceeded.

The analysis showed that shortening the end spans of the structure increased the load carrying capacity of the superstructure. Under this condition, only two of the legal loads resulted in an inventory rating level of less than 1.0 (Military and EV3), and only one of the legal loads, EV3, resulted in an operating rating level of less than 1.0. In accordance with INDOT Bridge Inspection Manual Section 3-6.0, the bridge will at least need to be posted for the EV3 vehicle.

Substructure Results

Similar to the superstructure, the substructure of the bridge was rated first as a 4-span configuration (ignoring Bents 2 and 6) and then as a 6-span configuration assuming Bents 2 and 6 have been repaired and designed to carry all the legal loads. The existing substructure units (Bents 3, 4 and 5) were rated first assuming that 100% of the load is carried by the newer bent cap beams installed in 2008, and then the substructure units were rated assuming that 66% of the load goes to the newer bent cap beams while 17% was carried by each of the original bent cap beams. Within these models, two live load cases were analyzed. The first load case (Case I) consisted of a single truck load centered on the bridge deck. The second load case (Case II) consisted of a single truck load applied 2 feet from the edge of the bridge deck.

The following tables summarize the substructure results:

Table 3a – Substructure Load Rating, 4-Span Configuration, 100% of Load Carried by Center Cap Beam

Vehicle	Vehicle Weight	Inventory Rating Factor	Operating Rating Factor	Controlling Case
Alternate Military Loading	24.00 Tons	0.886	1.479	II
Emergency Vehicle 2 (EV2)	28.75 Tons	1.084	1.809	II
Emergency Vehicle 3 (EV3)	43.00 Tons	0.679	1.132	II
H-20	20.00 Tons	1.033	1.724	II
HS-20	36.00 Tons	1.033	1.724	II
NRL	40.00 Tons	0.793	1.323	II
SU4	27.00 Tons	1.012	1.689	II
SU5	31.00 Tons	0.941	1.571	II
SU6	34.75 Tons	0.858	1.431	II
SU7	38.75 Tons	0.824	1.375	II
AASHTO Type 3	25.00 Tons	1.234	2.060	II
AASHTO Type 3-3	40.00 Tons	1.520	2.536	II
AASHTO Type 3S2	36.00 Tons	1.242	2.072	II

Note: A rating of 1.0 or above indicates the member can safely carry the load. A rating below 1.0 indicates the member is overstressed or allowable design stresses are exceeded.

Table 3b – Substructure Load Rating, 4-Span Configuration, 66% of Load Carried by Center Cap Beam, 17% of Load Carried by Adjacent Original Cap Beams

Vehicle	Vehicle Weight	Inventory Rating Factor	Operating Rating Factor	Controlling Case
Alternate Military Loading	24.00 Tons	1.688	2.573	II
Emergency Vehicle 2 (EV2)	28.75 Tons	2.065	3.148	II
Emergency Vehicle 3 (EV3)	43.00 Tons	1.293	1.970	II
H-20	20.00 Tons	1.968	2.999	II
HS-20	36.00 Tons	1.968	2.999	II
NRL	40.00 Tons	1.511	2.302	II
SU4	27.00 Tons	1.928	2.937	II
SU5	31.00 Tons	1.793	2.732	II
SU6	34.75 Tons	1.634	2.489	II
SU7	38.75 Tons	1.569	2.391	II
AASHTO Type 3	25.00 Tons	2.351	3.583	II
AASHTO Type 3-3	40.00 Tons	2.894	4.411	II
AASHTO Type 3S2	36.00 Tons	2.365	3.604	II

Note: A rating of 1.0 or above indicates the member can safely carry the load. A rating below 1.0 indicates the member is overstressed or allowable design stresses are exceeded.

Table 4a – Substructure Load Rating, 6-Span Configuration, 100% of Load Carried by Center Cap Beam

Vehicle	Vehicle Weight	Inventory Rating Factor	Operating Rating Factor	Controlling Case
Alternate Military Loading	24.00 Tons	0.890	1.483	II
Emergency Vehicle 2 (EV2)	28.75 Tons	1.089	1.814	II
Emergency Vehicle 3 (EV3)	43.00 Tons	0.683	1.137	II
H-20	20.00 Tons	1.039	1.731	II
HS-20	36.00 Tons	1.039	1.731	II
NRL	40.00 Tons	0.799	1.331	II
SU4	27.00 Tons	1.018	1.695	II
SU5	31.00 Tons	0.947	1.577	II
SU6	34.75 Tons	0.863	1.437	II
SU7	38.75 Tons	0.829	1.380	II
AASHTO Type 3	25.00 Tons	1.242	2.069	II
AASHTO Type 3-3	40.00 Tons	1.526	2.542	II
AASHTO Type 3S2	36.00 Tons	1.249	2.081	II

Note: A rating of 1.0 or above indicates the member can safely carry the load. A rating below 1.0 indicates the member is overstressed or allowable design stresses are exceeded.

Table 4b – Substructure Load Rating, 6-Span Configuration, 66% of Load Carried by Center Cap Beam, 17% of Load Carried by Adjacent Original Cap Beams

Vehicle	Vehicle Weight	Inventory Rating Factor	Operating Rating Factor	Controlling Case
Alternate Military Loading	24.00 Tons	1.692	2.577	II
Emergency Vehicle 2 (EV2)	28.75 Tons	2.070	3.152	II
Emergency Vehicle 3 (EV3)	43.00 Tons	1.298	1.976	II
H-20	20.00 Tons	1.976	3.008	II
HS-20	36.00 Tons	1.976	3.008	II
NRL	40.00 Tons	1.519	2.312	II
SU4	27.00 Tons	1.935	2.946	II
SU5	31.00 Tons	1.799	2.740	II
SU6	34.75 Tons	1.640	2.497	II
SU7	38.75 Tons	1.575	2.399	II
AASHTO Type 3	25.00 Tons	2.361	3.595	II
AASHTO Type 3-3	40.00 Tons	2.901	4.418	II
AASHTO Type 3S2	36.00 Tons	2.374	3.615	II

Note: A rating of 1.0 or above indicates the member can safely carry the load. A rating below 1.0 indicates the member is overstressed or allowable design stresses are exceeded.

The substructure load ratings indicate that only a minor increase in the load carrying capacity of the substructure is realized if Bents 2 and 6 are repaired (6-span vs 4-span configuration). Under the 4-span configuration, Bent 3 controlled the load rating, and under the 6-span configuration, Bent 4 controlled.

However, the magnitude of the live load reactions between Bents 3 and 4 are similar resulting in similar rating factors.

As described previously, Bents 3, 4 and 5 were rated first assuming that the W18x97 cap beams installed in 2008 were carrying 100% of the live load reaction (Tables 3a and 4a). The results of this rating assumption indicated that 6 of the 13 legal loads resulted in an inventory rating level of less than 1.0, and all the legal loads resulted in an operating rating greater than 1.0. The assumption that all of the live load reaction at the existing interior bents is carried only by the new cap beams, is considered a conservative assumption in our opinion. The shims installed in 2012, which are still in place, do provide positive bearing between the superstructure and the original adjacent steel cap beams. As such, there is some contribution by the adjacent cap beams to carry a portion of the live load reactions at the interior bents. Assuming that 2/3 of the load is carried by the newer W18x97 beams and 1/6 of the load is carried by each of the original adjacent cap beams (Tables 3b and 4b), the load rating indicates that the rating factors for all the legal loads for both the Inventory and Operating rating levels will be greater than 1.0.

PROPOSED IMPROVEMENTS

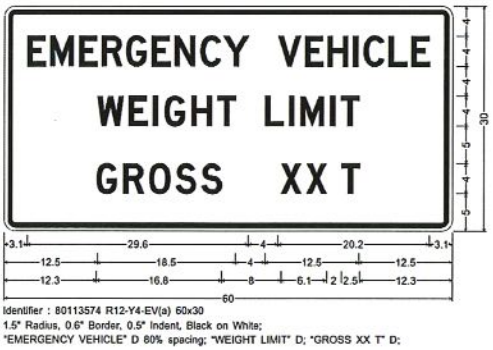
Based on the noted conditions in the field, and the results of the load rating analysis, we have developed the following recommendations:

Prior to Construction Activity

For the upcoming construction of the proposed Multi-use Pavilion/ Ice Rink, we recommend the following items:

1. Remove and replace the cap beams at Bents 2 and 6. This will shorten the end spans of the structure, thereby increasing the load carrying capacity of the superstructure.
2. Clean the exterior cap beams at Bents 3, 4 and 5, removing all the accumulated pack rust on the webs and flanges. Repair the section loss noted on the webs of the beams by adding full or partial depth web plates, as needed, along the length of the cap beams.
3. Restrict the bridge to only one lane (one truck) at a time during construction activities.
4. Post the bridge for a maximum emergency vehicle load of **41 tons**. The following regulatory sign from the INDOT Bridge Inspection Manual is recommended:

R12-Y4-EVa 60"x30"



Identifier : 80113574 R12-Y4-EV(a) 60x30
1.5" Radius, 0.6" Border, 0.5" Indent, Black on White;
"EMERGENCY VEHICLE" D 60% spacing; "WEIGHT LIMIT" D; "GROSS XX T" D;

For recommended items 1 thru 4, the estimated probable construction cost is **$185,000.00**.

Optional Repair Items

The following repair items are recommended, but are at the discretion of the City of Goshen:

5. Paint the exterior cap beams at Bents 3, 4 and 5. This will help in preventing rust from happening in the near future.
6. Clean and paint the steel H-piles areas that are exposed above the mudline.

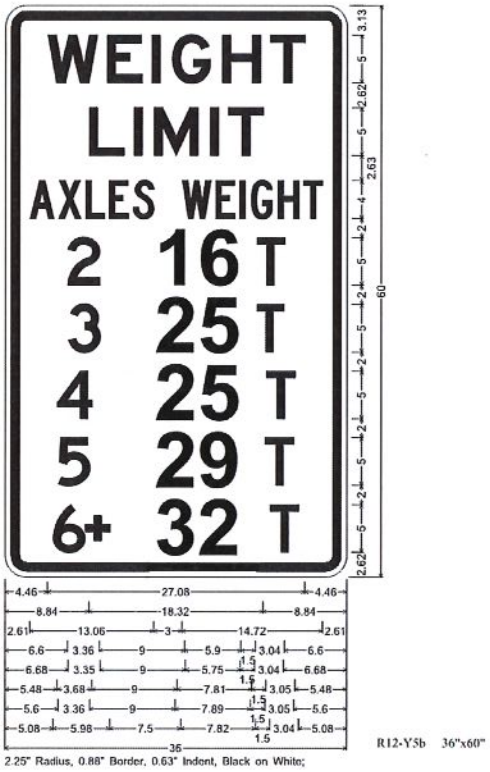
The additional cost of the above optional repair items is estimated at $35,000.00. Therefore, the estimated probable construction cost for repair items 1 thru 6 is **$220,000.00**.

No Repair with Construction Weight Limitations Alternative

As an alternative to making the recommended repairs, the City could also choose to post the bridge for the various weight limitations. However, this option may hinder the Pavilion construction activity, which could slow down the progress of construction and potentially increase the cost of construction. If the City elects this alternative, the recommended posting of the bridge would be as follows:

- For 2 axles: maximum gross vehicle weight of 16 Tons
- For 3 – 4 axles: maximum gross vehicle weight of 25 Tons
- For 5 axles: maximum gross vehicle weight of 29 Tons
- For 6+ axles: maximum gross vehicle weight of 32 Tons

The following regulatory sign from the INDOT Bridge Inspection Manual will be recommended:



Load Posting of Bridge Post-Construction

The load rating described in the preceding pages analyzed the bridge for a single truck on the structure (one lane loaded) for the purpose of determining the capacity of the bridge to handle typical construction vehicles that are legally allowed on roadways without a special vehicle permit. For evaluating the existing condition of structures for daily use, bridges are typically rated for both the H-20 and HS-20 vehicles at the Inventory level with the maximum number of lanes that can occupy the roadway width of the bridge. This allows a baseline comparison of the existing load carrying capacity of the structure for indefinite use to what the structure was originally designed for.

In the case of the Madison Street Bridge, the existing bridge clear roadway width is 21'-6". In accordance with AASHTO Standard Specifications Section 3.6.3, the bridge therefore would have been designed to carry two design lanes each equal to one-half the roadway width.

For two design lanes at the Inventory level, the existing bridge rating for a H-20 vehicle is 12 Tons and for a HS-20 vehicle is 23 Tons. Therefore, if no repairs are made to the structure, the bridge is recommended to be posted for 12 Tons once the structure is open for the anticipated daily use of the bridge to access the Ice Rink. The following regulatory sign from the INDOT Bridge Inspection Manual is recommended:

If the repairs described on page 7 were to be done, the bridge rating for a H-20 vehicle will be 21 Tons and for a HS-20 vehicle will be 39 Tons. Therefore, if repairs are made to the structure, the bridge will not require to be posted for the H-20/HS-20 loading once the structure is open for the anticipated daily use of the bridge to access the Ice Rink (we would still recommend to keep the emergency vehicle posting of 41 Tons). The following table summarizes these results:

Table 5 – Load Posting Recommendation Summary Post-Construction of Ice Rink

Repairs Made?	Vehicle	Vehicle Weight	Inventory Rating Factor	Operating Rating Factor	Posting Recommendation
NO	H-20	20.00 Tons	0.639	1.422	Gross Weight Limit of 12 Tons
	HS-20	36.00 Tons	0.639	1.422	
	Emergency Vehicle 3 (EV3) *	43.00 Tons	0.590	0.941	
YES	H-20	20.00 Tons	1.094	1.574	Emergency Vehicle Weight Limit of 41 Tons
	HS-20	36.00 Tons	1.094	1.574	
	Emergency Vehicle 3 (EV3) *	43.00 Tons	0.694	0.971	

Note: A rating of 1.0 or above indicates the member can safely carry the load. A rating below 1.0 indicates the member is overstressed or allowable design stresses are exceeded. * One lane loaded for EV3 vehicle.

Please note that a post-inspection of the bridge (after construction of the Ice Rink) should be made to evaluate the condition of the bridge members after being subjected to the construction traffic and confirm the above values.

Long Term Action (> 5 years)

Due to the overall deterioration of the structure, as well as the anticipated increase in traffic following the construction and opening of the Multi-use Pavilion/ Ice Rink, our recommended long-term improvement at this crossing is to replace the structure. Based on the existing structure size and profile of the road, the new structure could be a single span or three-span beam and slab bridge, three-span continuous reinforced concrete slab bridge, or a single span prefabricated bridge. For a locally funded structure replacement project, the following are the items that will be required for the design of the project:

- Topographic Survey
- Preliminary Wetland Determination
- Asbestos Inspection
- Hydraulics and Scour Analysis
- Bridge and Roadway Design and Plans
- Waterway Permits – The required permits will be Corps 404 and IDEM RGP.
- Geotechnical Investigation
- Utility Coordination
- Bid Phase Services – This includes preparation and distribution of contract documents for bidding, as well as evaluation of bids for award.
- Construction Phase Office Services – This includes review of the shop drawings.

Based on Elkhart County GIS, we understand that the City may have 25 foot of right of way each side of the structure. Therefore, Right of Way Engineering and Acquisition Services are not anticipated to be required. However, this will need to be confirmed.

For a locally funded bridge replacement, the estimated probable construction cost is **$610,000.00** (assumes a bridge width of 28 feet and a bridge length of 72.5 feet). This cost is shown in the SI&A Report (Appendix A) under the Proposed Improvements section.

If you have any questions or would like to discuss this information further, please feel free to contact me at 574-236-4400 or via email at ptrana@dlz.com.

Sincerely,

DLZ INDIANA, LLC

Pedro A. Trana, P.E.
Project Manager

CC: GKF, MAK, NWB, EAF, File

Attachments: Appendix A – Structure Inventory & Appraisal (SI&A) Report

Appendix B – Vehicle Configurations

Appendix C – Superstructure Load Rating Summary

Appendix D – Substructure Load Rating Summary

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APPENDIX A – STRUCTURE INVENTORY & APPRAISAL (SI&A) REPORT

CITY OF GOSHEN BRIDGE NO. 302

MADISON STREET
OVER
MILLRACE HYDRAULIC CANAL

NORTH ELEVATION

SOUTH ELEVATION

SECTION LOOKING WEST

SECTION LOOKING EAST

STRUCTURE INVENTORY AND APPRAISAL FORM

Bridge Number: 302

Facility Carried: MADISON STREET
Feature(s) Intersected: MILLRACE HYDRAULIC CANAL

IDENTIFICATION

State:	INDIANA
District:	FORT WAYNE
County:	ELKHART
City/Town:	GOSHEN
Feature Int'd:	MILLRACE HYDRAULIC CANAL
Facility Carried:	MADISON STREET
Location:	375' W. OF 3RD STREET
Latitude:	41° 34' 56.33"
Longitude:	85° 50' 15.10"

GEOMETRIC DATA

Structure Length:	62'-6"
Max. Span Length:	15'-5"
Deck Width (O-O):	22'-0"
Br. Rdwy Width:	21'-6"
Approach Width:	21'-6"
Total Hor. Clearance – Over:	21'-6"
Bridge Skew:	0 Degree(s)
Stream Skew:	0 Degree(s)

REMAINING LIFE

Estimated Remaining Life:	
Wearing Surface:	7 Years
Deck:	7 Years
Joints:	NA Years
Superstructure:	10 Years
Substructure:	5 Years
Approach:	5 Years
Channel:	15 Years
Culvert:	NA Years

STRUCTURE DATA

Str. Type-Main:	ENCASED STEEL BEAM
Str. Type-Appr:	NA
Deck Str. Type:	CONCRETE
Wearing Surface:	MONOLITHIC CONCRETE
Thickness of Asphalt:	0 Inches
No. of Spans – Main:	4
No. of Spans – Approach:	0

AGE OF SERVICE

Year Built:	UNKNOWN
Reconstructed:	2008
Repaired:	2012
Type of Service:	VEHICULAR over WATERWAY
Lanes on Structure:	02
ADT – Over:	10 VPD
ADT Year Over:	2014
Paint Date:	UNKNOWN
Paint Rating:	4 - POOR
Detour:	SINGLE ACCESS POINT - NO DETOUR

CLASSIFICATION

Historical Significance:	NOT ELIGIBLE
Maintenance Responsibility:	City
Owner:	City

LOAD RATING AND POSTING

Design Load:	H-20/HS-20
Operating Rating:	51 TON
Inventory Rating:	23 TON
Gross Tons or H Rating:	12 TON
Posting:	4 - 0.1-9.9% BELOW LEGAL LOADS
Date Posted/Closed:	
Open, Posted, or Closed:	B - OPEN, POSTING REQUIRED
Tons Posted:	
Year of Rating:	2020

INSPECTIONS

Inspection Date:	2/7/2020
Des. Inspection Frequency:	24 Months
Prev. Inspection Date:	3/6/2018

PROPOSED IMPROVEMENTS

Year Needed:	2026
Type Work:	REPLACEMENT - CONTRACT

CONSIDER REPLACING STRUCTURE WITH NEW VEHICULAR BRIDGE.

Bridge Imp. Costs:	$530,000
Roadway Imp. Costs:	$80,000
Total Project Costs:	$610,000
Yr. of Cost Estimate:	2020

MAINTENANCE NEEDS

Year Needed: 2020

Describe Work: INSTALL GATE AT EAST APPROACH. INSTALL LOAD POSTING SIGNS

Total Maintenance Costs: $5,400

CONDITION

	CONDITION	MATERIAL	RATING
Deck:	FAIR - TRANSVERSE CRACKING, EFFLORESCENCE, SPALLING	CONCRETE	5
Wearing Surface:	FAIR - POTHOLES, DELAMINATION IN SW CORNER	MONOLITHIC CONCRETE	5
Superstr:	FAIR - EXPOSED BOTTOM FLANGES HAVE DETERIORATION/SECTION LOSS	CONCRETE ENCASED STEEL BEAM	5
Substr:	POOR - BENT CAPS WITH HEAVY SURFACE RUST AND HEAVY SECTION LOSS	STEEL PILE BENTS AND CONC. ABUTMENTS	4
Channel:	SATISFACTORY - FLOWS AGAINST EAST ABUTMENT	EARTH	6
Culvert:	NA	NA	NA
Approach Roadway:	GOOD	BITUMINOUS AT WEST APPROACH. CONCRETE AND BRICK PAVERS AT EAST APPROACH	7

APPRAISAL

		RATING
Structural:	POOR - HEAVY CORROSION OF H-PILES/ SECTION LOSS AT STEEL CAP BEAMS	4
Geometry:	SOMEWHAT BETTER THAN MINIMUM ADEQUACY TO LEAVE IN PLACE	5
Bridge Railing:	FAIR - STEEL W-BEAM - SUBSTANDARD	5
Waterway Adequacy:	OVER HYDRAULIC CANAL WITH FLOW CONTROL	9
Roadway Alignment:	STRAIGHT AND LEVEL / NO SPEED REDUCTION REQUIRED	8
Scour:	STABLE	5
Foundation:	PILES AND SPREAD FOOTINGS	

REMARKS

SURFACE SPALL AT CENTER OF DECK. DELAMINATED AREA IN SOUTHWEST CORNER OF DECK. EROSION BEHIND SOUTHWEST, SOUTHEAST, AND NORTHEAST WINGWALLS. HEAVY RUST ON H-PILES WITH MODERATE SECTION LOSS. CROSS BEAMS IMMEDIATELY ADJACENT TO ABUTMENTS (BENTS 2 & 6) HAVE SEVERE SECTION LOSS/DETERIORATION OF FLANGES AND 100% SECTION LOSS OF WEB, NO LONGER SUPPORTING SUPERSTRUCTURE. OLD BENT CAPS AT BENTS 3, 4 & 5 WITH AREAS OF 100% SECTION LOSS OF WEBS AND HEAVY RUST THROUGHOUT. NEW BENT CAPS INSTALLED AT BENTS 3, 4 & 5 IN 2008. MINOR TO MODERATE SECTION LOSS OF EXPOSED BOTTOM FLANGES OF SUPERSTRUCTURE BEAMS. DECK UNDERSIDE HAS SPALLING AND EXPOSED, CORRODED REINFORCING. 1" CRACK IN EAST ABUTMENT. WATER FLOWS AGAINST EAST ABUTMENT. SHIMS INSTALLED IN 2012 TO PROVIDE POSITIVE BEARING OF SUPERSTRUCTURE BEAMS TO ORIGINAL BENT CAP BEAMS AT BENTS 3, 4 & 5. GATES AT WEST APPROACH ARE NOT LOCKED AND CAN BE LIFTED. NO GATE AT EAST APPROACH. NO LOAD POSTING SIGNS. CRACKING AND DETERIORATION OF WEST ABUTMENT AT BEARING SEATS. CONCRETE APPROACH SLAB AND BRICK PAVERS AT EAST APPROACH.

DLZ
2211 EAST JEFFERSON BLVD.
SOUTH BEND, IN 46615
PHONE: (574) 236-4400 FAX: (574) 236-4471

CITY OF GOSHEN BRIDGE NO. 302

APPROACH LOOKING EAST

APPROACH LOOKING WEST

DOWNSTREAM CHANNEL LOOKING NORTH

UPSTREAM CHANNEL LOOKING SOUTH

CITY OF GOSHEN BRIDGE NO. 302

SECTION LOSS OF CAP BEAM AT BENT 2

SECTION LOSS OF WEST BENT CAP BEAM AT BENT 3

TYPICAL UNDERSIDE LOOKING EAST

TYP. PACK RUST IN ORIGINAL BENT CAPS AT BENTS 3, 4 & 5

CITY OF GOSHEN BRIDGE NO. 302

WEST BENT CAP BEAM AT BENT 4

SECTION LOSS OF CAP BEAM AT BENT 6

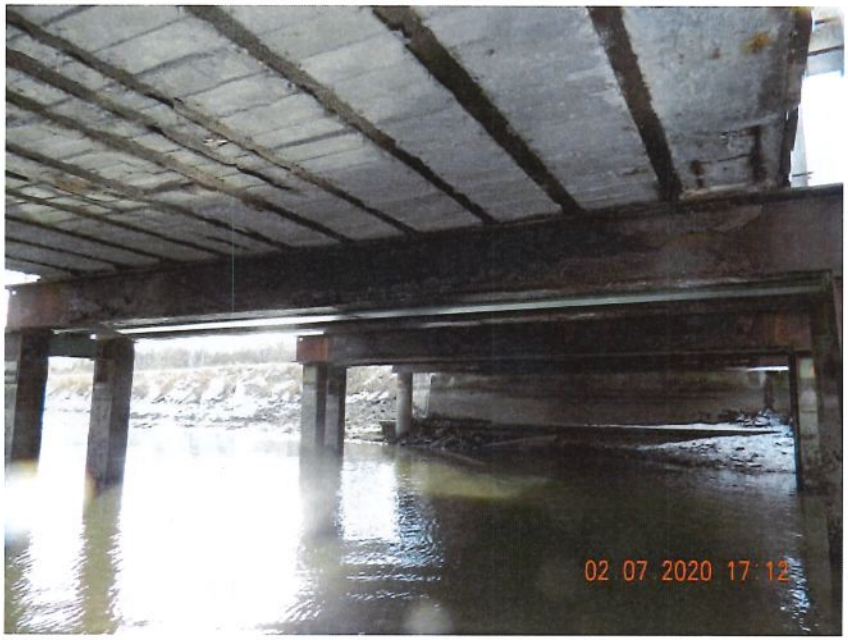
SECION LOSS OF EAST BENT CAP BEAM AT BENT 5

TYPICAL HEAVY RUST OF H-PILES

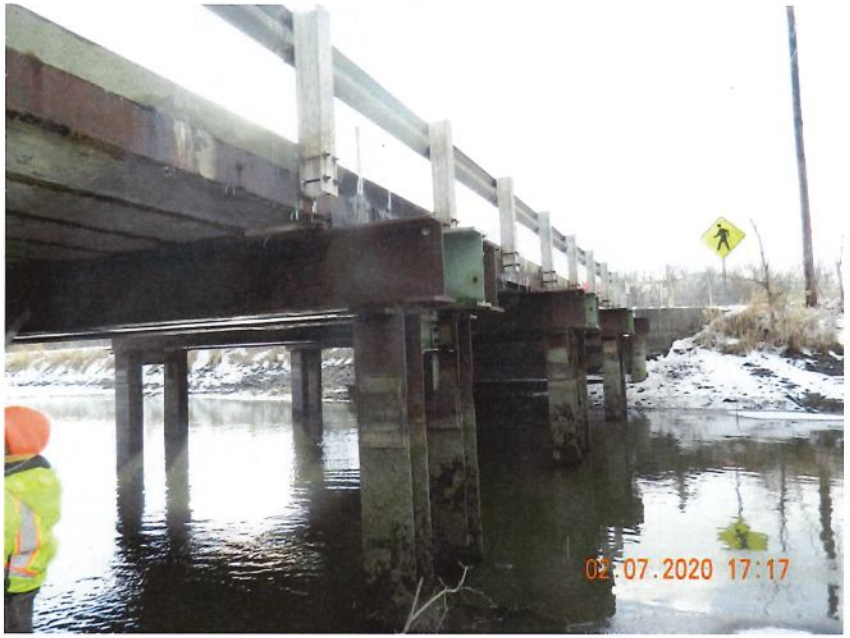
CITY OF GOSHEN BRIDGE NO. 302

UNDERSIDE OF EAST SPAN

TYPICAL UNDERSIDE LOOKING WEST



EAST BENT CAP BEAM AT BENT 4



NORTH COPING, END OF BEAMS & PILES AT BENTS 3, 4 & 5

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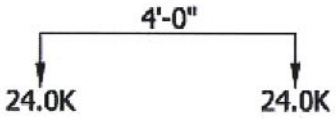
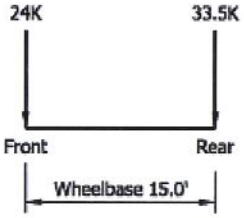
APPENDIX B – VEHICLE CONFIGURATIONS

ALTERNATE MILITARY LOADING



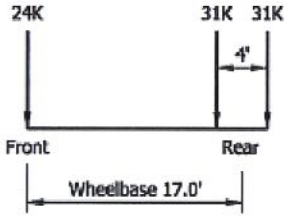
ALTERNATE MILITARY LOADING

EMERGENCY VEHICLE 2 (EV2)



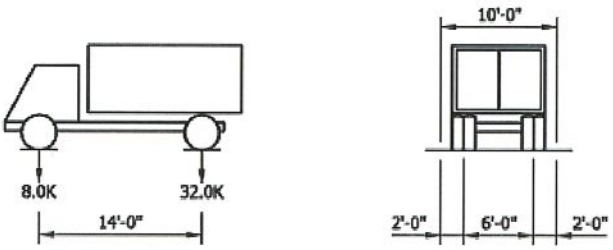
TYPE EV2

EMERGENCY VEHICLE 3 (EV3)

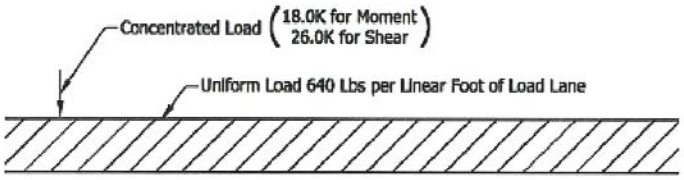


TYPE EV3

H-20 LOADING

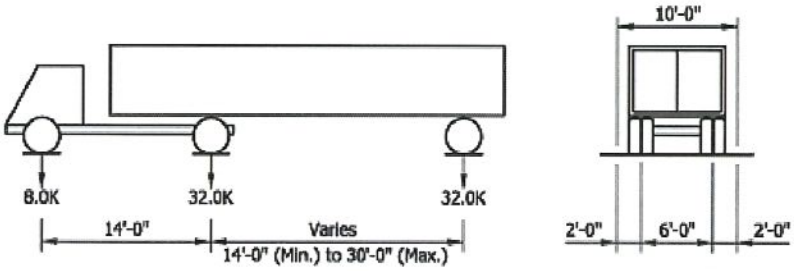


TRUCK

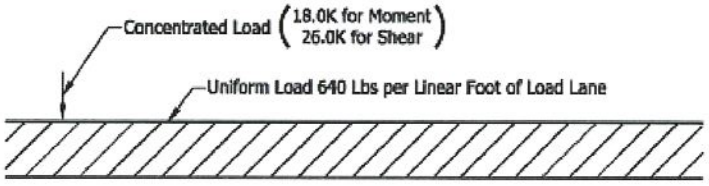


LANE
H-20 LOADINGS

HS-20 LOADING

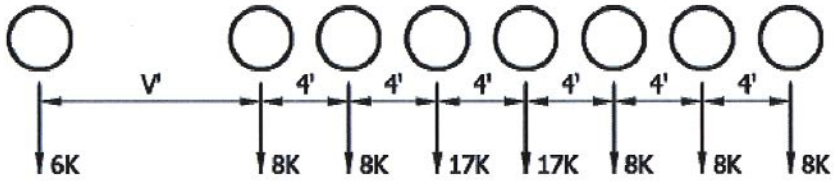


TRUCK



LANE
HS-20 LOADINGS

NATIONAL RATING LOAD (NRL)



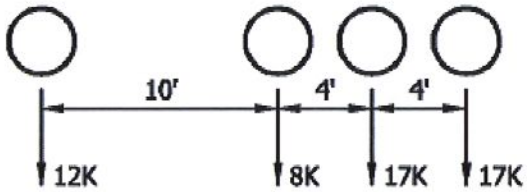
V = Variable Drive Axle Spacing - 6'-0" to 14'-0". Spacing to be used is that which produces maximum load effects.

Axles that do not contribute to the maximum load effect under consideration shall be neglected.

Maximum GVW = 80 Kips

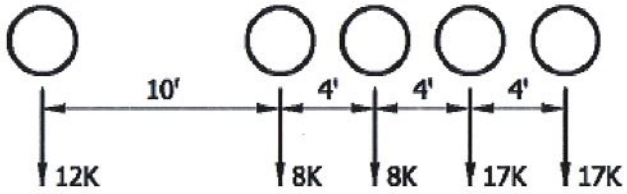
Axle Gage Width = 6'-0"

SPECIALIZED HAULING VEHICLE SU4



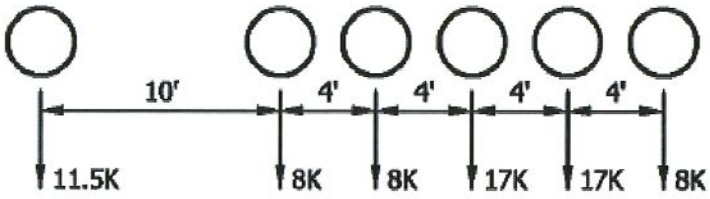
SU4 TRUCK
GVW = 54 kips

SPECIALIZED HAULING VEHICLE SU5



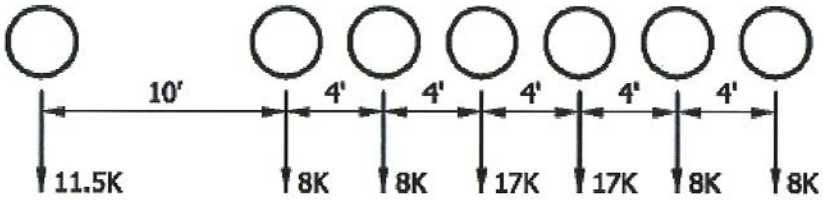
SU5 TRUCK
GVW = 62 kips

SPECIALIZED HAULING VEHICLE SU6



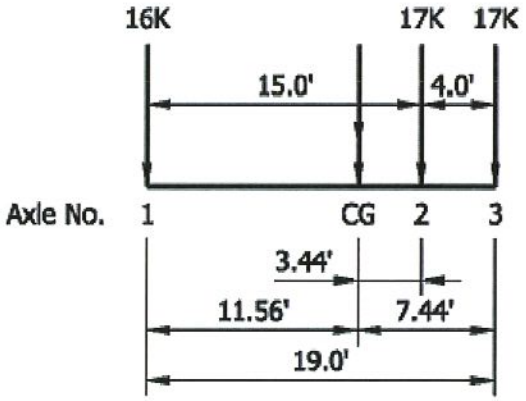
SU6 TRUCK
GVW = 69.5 kips

SPECIALIZED HAULING VEHICLE SU7



SU7 TRUCK
GVW = 77.5 kips

AASHTO TYPE 3

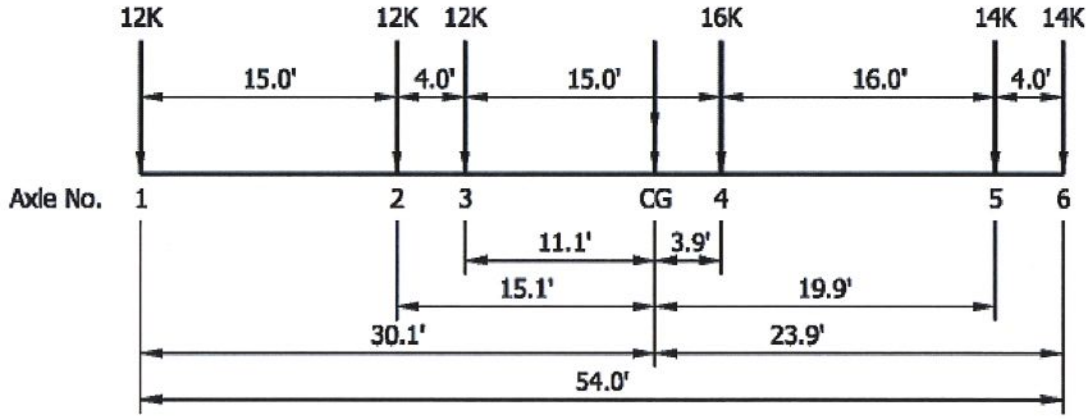


Indicated Concentrations are
Axle Loads in kips

CG = Center of Gravity

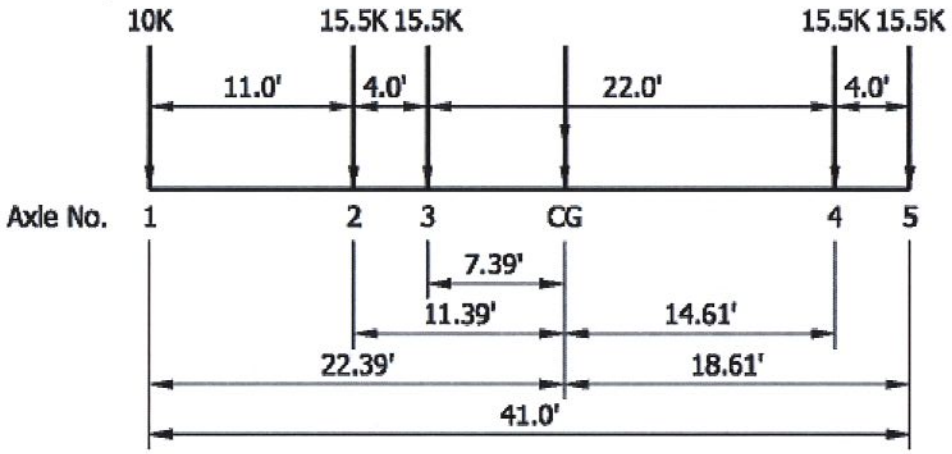
TYPE 3 UNIT
Weight = 50 kips (25 tons)

AASHTO TYPE 3-3



TYPE 3-3 UNIT
Weight = 80 kips (40 tons)

AASHTO TYPE 3S2



TYPE 3S2 UNIT
Weight = 72 kips (36 tons)

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APPENDIX C – SUPERSTRUCTURE LOAD RATING SUMMARY

Member Rating Results Report

Superstructure Rating Results - End Span (4-Span Configuration)

	Bridge Id	Structure	Member	Vehicle	Inventory Rating Factor	Operating Rating Factor	Legal Operating Rating	Legal Rating Factor	Permit Inventory Rating	Permit Operating Rating Factor	Permit Rating Factor	Inventory Capacity (Ton)
	Goshen 302	End Span 13'-10"	G2	Alternate Military Loading	0.763	1.215						18.30
	Goshen 302	End Span 13'-10"	G2	EV2	0.777	1.490						22.33
	Goshen 302	End Span 13'-10"	G2	EV3	0.590	0.941						25.39
	Goshen 302	End Span 13'-10"	G2	H 20-44	0.813	1.559						16.26
	Goshen 302	End Span 13'-10"	G2	HS 20-44	0.813	1.559						29.27
	Goshen 302	End Span 13'-10"	G2	NRL	0.945	1.489						37.79
	Goshen 302	End Span 13'-10"	G2	SU4	0.945	1.537						25.51
	Goshen 302	End Span 13'-10"	G2	SU5	0.945	1.489						29.29
	Goshen 302	End Span 13'-10"	G2	SU6	0.945	1.489						32.83
	Goshen 302	End Span 13'-10"	G2	SU7	0.945	1.489						36.61
	Goshen 302	End Span 13'-10"	G2	Type 3	1.077	1.716						26.91
	Goshen 302	End Span 13'-10"	G2	Type 3-3	1.307	2.083						52.29
	Goshen 302	End Span 13'-10"	G2	Type 3S2	1.181	1.882						42.51

Member Rating Results Report

	Operating Capacity (Ton)	Legal Operating Capacity (Ton)	Legal Capacity (Ton)	Permit Inventory Capacity	Permit Operating Capacity	Permit Capacity	Inventory Location (ft)	Operating Location (ft)	Legal Operating Location	Legal Location (ft)	Permit Inventory Location (ft)	Permit Operating Location	Permit Location (ft)
	29.17						6.92	0.00					
	42.83						6.92	0.00					
	40.46						6.92	0.00					
	31.19						6.92	0.00					
	56.14						6.92	0.00					
	59.55						6.92	0.00					
	41.51						6.92	0.00					
	46.15						6.92	0.00					
	51.74						6.92	0.00					
	57.69						6.92	0.00					
	42.90						6.92	0.00					
	83.34						6.92	0.00					
	67.75						6.92	0.00					

Member Rating Results Report

	Inventory Rating Method	Operating Rating Method	Legal Operating Rating Method	Legal Rating Method	Permit Inventory Rating Method	Permit Operating Rating Method	Permit Rating Method	Up To Date	DB	Time Stamp
	ASD	ASD						☑	☐	Wednesday, February 12, 2020 10:3
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	ASD	ASD						☑	☐	Wednesday, February 12, 2020 10:3
	ASD	ASD						☑	☐	Wednesday, February 12, 2020 10:3

Member Rating Results Report

	Rated By	Impact	Lane	Vehicle Path	Distribution Factor
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		

Member Rating Results Report

Superstructure Rating Results - End Span (6-Span Configuration)

	Bridge Id	Structure	Member	Vehicle	Inventory Rating Factor	Operating Rating Factor	Legal Operating Rating	Legal Rating Factor	Permit Inventory Rating	Permit Operating Rating Factor	Permit Rating Factor	Inventory Capacity (Ton)
	Goshen 302	End Span 10'-4"	G2	Alternate Military Loading	0.944	1.315						22.66
	Goshen 302	End Span 10'-4"	G2	EV2	1.091	1.519						31.36
	Goshen 302	End Span 10'-4"	G2	EV3	0.731	1.018						31.43
	Goshen 302	End Span 10'-4"	G2	H 20-44	1.142	1.591						22.84
	Goshen 302	End Span 10'-4"	G2	HS 20-44	1.142	1.591						41.11
	Goshen 302	End Span 10'-4"	G2	NRL	1.250	1.742						50.01
	Goshen 302	End Span 10'-4"	G2	SU4	1.250	1.742						33.76
	Goshen 302	End Span 10'-4"	G2	SU5	1.250	1.742						38.76
	Goshen 302	End Span 10'-4"	G2	SU6	1.250	1.742						43.45
	Goshen 302	End Span 10'-4"	G2	SU7	1.250	1.742						48.45
	Goshen 302	End Span 10'-4"	G2	Type 3	1.333	1.856						33.32
	Goshen 302	End Span 10'-4"	G2	Type 3-3	1.618	2.254						64.73
	Goshen 302	End Span 10'-4"	G2	Type 3S2	1.462	2.036						52.62

Member Rating Results Report

	Operating Capacity (Ton)	Legal Operating Capacity (Ton)	Legal Capacity (Ton)	Permit Inventory Capacity	Permit Operating Capacity	Permit Capacity	Inventory Location (ft)	Operating Location (ft)	Legal Operating Location	Legal Location (ft)	Permit Inventory Location (ft)	Permit Operating Location	Permit Location (ft)
	31.56						0.00	0.00					
	43.68						0.00	0.00					
	43.77						0.00	0.00					
	31.81						0.00	0.00					
	57.26						0.00	0.00					
	69.67						0.00	0.00					
	47.02						0.00	0.00					
	53.99						0.00	0.00					
	60.52						0.00	0.00					
	67.49						0.00	0.00					
	46.41						0.00	0.00					
	90.17						0.00	0.00					
	73.30						0.00	0.00					

Member Rating Results Report

	Inventory Rating Method	Operating Rating Method	Legal Operating Rating Method	Legal Rating Method	Permit Inventory Rating Method	Permit Operating Rating Method	Permit Rating Method	Up To Date	DB	Time Stamp
	ASD	ASD						☑	☐	Wednesday, February 12, 2020 10:3
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Member Rating Results Report

	Rated By	Impact	Lane	Vehicle Path	Distribution Factor
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		

Member Rating Results Report

Superstructure Rating Results - Center Span (Both 4-Span & 6-Span Configurations)

	Bridge Id	Structure	Member	Vehicle	Inventory Rating Factor	Operating Rating Factor	Legal Operating Rating	Legal Rating Factor	Permit Inventory Rating	Permit Operating Rating Factor	Permit Rating Factor	Inventory Capacity (Ton)
	Goshen 302	Center Span 12'-3"	G2	Alternate Military Loading	0.896	1.254						21.51
	Goshen 302	Center Span 12'-3"	G2	EV2	1.074	1.503						30.89
	Goshen 302	Center Span 12'-3"	G2	EV3	0.694	0.971						29.84
	Goshen 302	Center Span 12'-3"	G2	H 20-44	1.125	1.574						22.50
	Goshen 302	Center Span 12'-3"	G2	HS 20-44	1.125	1.574						40.49
	Goshen 302	Center Span 12'-3"	G2	NRL	1.147	1.604						45.87
	Goshen 302	Center Span 12'-3"	G2	SU4	1.153	1.613						31.13
	Goshen 302	Center Span 12'-3"	G2	SU5	1.147	1.604						35.55
	Goshen 302	Center Span 12'-3"	G2	SU6	1.147	1.604						39.85
	Goshen 302	Center Span 12'-3"	G2	SU7	1.147	1.604						44.44
	Goshen 302	Center Span 12'-3"	G2	Type 3	1.265	1.770						31.63
	Goshen 302	Center Span 12'-3"	G2	Type 3-3	1.536	2.149						61.45
	Goshen 302	Center Span 12'-3"	G2	Type 3S2	1.388	1.941						49.96

Member Rating Results Report

	Operating Capacity (Ton)	Legal Operating Capacity (Ton)	Legal Capacity (Ton)	Permit Inventory Capacity	Permit Operating Capacity	Permit Capacity	Inventory Location (ft)	Operating Location (ft)	Legal Operating Location	Legal Location (ft)	Permit Inventory Location (ft)	Permit Operating Location	Permit Location (ft)
	30.09						12.25	12.25					
	43.21						0.00	0.00					
	41.74						12.25	12.25					
	31.47						0.00	0.00					
	56.65						0.00	0.00					
	64.17						12.25	12.25					
	43.54						12.25	12.25					
	49.73						12.25	12.25					
	55.75						12.25	12.25					
	62.16						12.25	12.25					
	44.25						12.25	12.25					
	85.97						12.25	12.25					
	69.89						12.25	12.25					

Member Rating Results Report

	Inventory Rating Method	Operating Rating Method	Legal Operating Rating Method	Legal Rating Method	Permit Inventory Rating Method	Permit Operating Rating Method	Permit Rating Method	Up To Date	DB	Time Stamp
	ASD	ASD						☑	☐	Wednesday, February 12, 2020 10:3
	ASD	ASD						☑	☐	Wednesday, February 12, 2020 10:3
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	ASD	ASD						☑	☐	Wednesday, February 12, 2020 10:3

Member Rating Results Report

	Rated By	Impact	Lane	Vehicle Path	Distribution Factor
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		
	brr	As Requested	As Requeste		

DLZ
ARCHITECTURE • ENGINEERING • PLANNING
SURVEYING • CONSTRUCTION SERVICES

INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

APPENDIX D – SUBSTRUCTURE LOAD RATING SUMMARY

DLZ

City of Goshen Bridge 302
Sheet 1 of 2
Comp. By NWB Date: 2/5/2020
Checked By PT Date: 2/10/2020

Goshen Bridge 302 Substructure Load Rating Summary (INVENTORY LOADS) CASE I										
Model Type	4-Span Model									
Load Case	Bent 3 - Center Cap - 100% of Load		Bent 3 - Center Cap - 2/3 of Load		Bent 3 - Adjacent Original Cap - 1/6 of Load		Bent 3 - Center Beam Support (W8/28) - 100% of Load		Bent 3 - Center Beam Support (W8/28) - 2/3 of Load	
	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear
AASHTO Typ. 3 =	1.263	5.934	2.436	9.620	3.984	10.655	3.301	1.852	5.690	3.527
AASHTO Typ. 3-3 =	1.555	7.305	2.999	11.843	4.905	13.117	4.063	2.279	7.004	4.342
AASHTO Typ. 3S2 =	1.270	5.969	2.451	9.677	4.008	10.718	3.320	1.863	5.724	3.548
SU4 =	1.035	4.865	1.997	7.887	3.266	8.735	2.706	1.518	4.664	2.891
SU5 =	0.963	4.525	1.858	7.336	3.038	8.125	2.517	1.412	4.339	2.689
SU6 =	0.877	4.123	1.693	6.684	2.768	7.403	2.293	1.286	3.953	2.450
SU7 =	0.843	3.960	1.626	6.420	2.659	7.111	2.203	1.236	3.797	2.354
EV2 =	1.109	5.213	2.140	8.451	3.500	9.360	2.900	1.626	4.998	3.098
EV3 =	0.694	3.263	1.339	5.289	2.190	5.858	1.815	1.018	3.128	1.939
Military =	0.907	4.261	1.749	6.909	2.861	7.652	2.370	1.330	4.086	2.533
NRL =	0.811	3.813	1.565	6.181	2.560	6.846	2.121	1.190	3.656	2.266
H20 =	1.157	5.438	2.232	8.816	3.651	9.764	3.025	1.697	5.214	3.232
HS20 =	1.063	4.995	2.051	8.098	3.354	8.969	2.778	1.559	4.789	2.969
Lane =	1.057	4.967	2.039	8.052	3.335	8.918	2.763	1.550	4.762	2.952

Model Type	6-Span Model									
Load Case	Bent 4 - Center Cap - 100% of Load		Bent 4 - Center Cap - 2/3 of Load		Bent 4 - Adjacent Original Cap - 1/6 of Load		Bent 4 - Center Beam Support (W8/28) - 100% of Load		Bent 4 - Center Beam Support (W8/28) - 2/3 of Load	
	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear
AASHTO Typ. 3 =	1.271	5.952	2.446	9.644	6.845	17.007	3.315	1.863	5.708	3.541
AASHTO Typ. 3-3 =	1.562	7.316	3.006	11.853	8.413	20.902	4.074	2.290	7.015	4.352
AASHTO Typ. 3S2 =	1.278	5.987	2.460	9.700	6.885	17.105	3.334	1.874	5.740	3.561
SU4 =	1.042	4.878	2.005	7.904	5.610	13.938	2.716	1.527	4.678	2.902
SU5 =	0.969	4.537	1.865	7.352	5.218	12.964	2.527	1.420	4.351	2.699
SU6 =	0.883	4.135	1.699	6.700	4.756	11.816	2.303	1.294	3.965	2.460
SU7 =	0.848	3.972	1.632	6.436	4.568	11.349	2.212	1.243	3.809	2.363
EV2 =	1.115	5.220	2.145	8.458	6.003	14.915	2.907	1.634	5.006	3.105
EV3 =	0.699	3.273	1.345	5.302	3.763	9.350	1.822	1.024	3.138	1.947
Military =	0.911	4.267	1.754	6.915	4.907	12.193	2.376	1.336	4.092	2.539
NRL =	0.818	3.829	1.574	6.204	4.403	10.940	2.132	1.198	3.671	2.278
H20 =	1.163	5.446	2.238	8.824	6.262	15.560	3.032	1.704	5.222	3.240
HS20 =	1.070	5.014	2.060	8.123	5.765	14.325	2.792	1.569	4.807	2.983
Lane =	1.064	4.981	2.047	8.071	5.728	14.233	2.774	1.559	4.776	2.963

Goshen Bridge 302 Substructure Load Rating Summary (OPERATING LOADS) CASE I										
Model Type	4-Span Model									
Load Case	Bent 3 - Center Cap - 100% of Load		Bent 3 - Center Cap - 2/3 of Load		Bent 3 - Adjacent Original Cap - 1/6 of Load		Bent 3 - Center Beam Support (W8/28) - 100% of Load		Bent 3 - Center Beam Support (W8/28) - 2/3 of Load	
	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear
AASHTO Typ. 3 =	2.147	8.682	3.755	13.722	5.930	15.248	5.066	3.090	8.324	5.375
AASHTO Typ. 3-3 =	2.643	10.688	4.623	16.892	7.300	18.771	6.236	3.803	10.247	6.616
AASHTO Typ. 3S2 =	2.159	8.734	3.778	13.803	5.965	15.339	5.096	3.108	8.374	5.407
SU4 =	1.760	7.117	3.079	11.249	4.861	12.501	4.153	2.533	6.824	4.406
SU5 =	1.637	6.621	2.864	10.464	4.522	11.628	3.863	2.356	6.348	4.099
SU6 =	1.491	6.032	2.609	9.533	4.120	10.594	3.520	2.147	5.783	3.734
SU7 =	1.433	5.794	2.506	9.157	3.957	10.176	3.381	2.062	5.555	3.587
EV2 =	1.886	7.627	3.299	12.054	5.209	13.395	4.450	2.714	7.312	4.721
EV3 =	1.180	4.773	2.065	7.544	3.260	8.383	2.785	1.699	4.577	2.955
Military =	1.542	6.235	2.697	9.854	4.258	10.950	3.638	2.219	5.978	3.860
NRL =	1.379	5.578	2.413	8.816	3.810	9.797	3.255	1.985	5.348	3.453
H20 =	1.967	7.956	3.441	12.574	5.434	13.973	4.642	2.831	7.628	4.925
HS20 =	1.807	7.308	3.161	11.550	4.991	12.836	4.264	2.601	7.007	4.524
Lane =	1.797	7.267	3.143	11.485	4.963	12.763	4.240	2.586	6.967	4.499

Model Type	6-Span Model									
Load Case	Bent 4 - Center Cap - 100% of Load		Bent 4 - Center Cap - 2/3 of Load		Bent 4 - Adjacent Original Cap - 1/6 of Load		Bent 4 - Center Beam Support (W8/28) - 100% of Load		Bent 4 - Center Beam Support (W8/28) - 2/3 of Load	
	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear
AASHTO Typ. 3 =	2.156	8.705	3.767	13.752	9.843	23.908	5.082	3.103	8.346	5.392
AASHTO Typ. 3-3 =	2.650	10.698	4.630	16.902	12.098	29.384	6.247	3.814	10.258	6.627
AASHTO Typ. 3S2 =	2.169	8.755	3.789	13.832	9.900	24.046	5.112	3.121	8.394	5.423
SU4 =	1.767	7.134	3.088	11.271	8.067	19.594	4.165	2.543	6.840	4.419
SU5 =	1.644	6.635	2.872	10.483	7.503	18.224	3.874	2.365	6.362	4.110
SU6 =	1.498	6.047	2.617	9.554	6.839	16.610	3.531	2.156	5.799	3.746
SU7 =	1.439	5.809	2.514	9.177	6.568	15.954	3.392	2.071	5.569	3.598
EV2 =	1.891	7.634	3.304	12.061	8.633	20.968	4.457	2.721	7.320	4.729
EV3 =	1.185	4.786	2.071	7.561	5.412	13.145	2.794	1.706	4.589	2.964
Military =	1.546	6.241	2.701	9.860	7.057	17.141	3.644	2.225	5.984	3.866
NRL =	1.387	5.599	2.423	8.846	6.332	15.379	3.269	1.996	5.369	3.468
H20 =	1.973	7.964	3.447	12.582	9.005	21.874	4.650	2.839	7.636	4.933
HS20 =	1.816	7.332	3.173	11.583	8.291	20.138	4.281	2.614	7.030	4.541
Lane =	1.804	7.285	3.153	11.509	8.237	20.008	4.253	2.597	6.985	4.512

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City of Goshen Bridge 302
Sheet 1 of 2
Comp. By NWB Date: 2/5/2020
Checked By PT Date: 2/10/2020

Goshen Bridge 302 Substructure Load Rating Summary (INVENTORY LOADS) CASE II										
Model Type	4-Span Model									
Load Case	Bent 3 - Center Cap - 100% of Load		Bent 3 - Center Cap - 2/3 of Load		Bent 3 - Adjacent Original Cap - 1/6 of Load		Bent 3 - Center Beam Support (W8/28) - 100% of Load		Bent 3 - Center Beam Support (W8/28) - 2/3 of Load	
	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear
AASHTO Typ. 3 =	1.515	3.956	2.923	6.414	4.781	7.103	2.200	1.234	3.793	2.351
AASHTO Typ. 3-3 =	1.865	4.870	3.599	7.895	5.885	8.744	2.709	1.520	4.670	2.894
AASHTO Typ. 3S2 =	1.524	3.980	2.941	6.452	4.809	7.145	2.214	1.242	3.816	2.365
SU4 =	1.242	3.243	2.397	5.258	3.919	5.823	1.804	1.012	3.110	1.928
SU5 =	1.156	3.017	2.229	4.891	3.646	5.417	1.678	0.941	2.893	1.793
SU6 =	1.053	2.749	2.031	4.456	3.322	4.935	1.529	0.858	2.635	1.634
SU7 =	1.011	2.640	1.951	4.280	3.191	4.741	1.469	0.824	2.531	1.569
EV2 =	1.331	3.475	2.568	5.634	4.200	6.240	1.933	1.084	3.332	2.065
EV3 =	0.833	2.175	1.607	3.526	2.629	3.905	1.210	0.679	2.085	1.293
Military =	1.088	2.841	2.099	4.606	3.433	5.101	1.580	0.886	2.724	1.688
NRL =	0.974	2.542	1.878	4.121	3.072	4.564	1.414	0.793	2.437	1.511
H20 =	1.389	3.625	2.679	5.877	4.381	6.509	2.017	1.131	3.476	2.155
HS20 =	1.276	3.330	2.461	5.399	4.024	5.979	1.852	1.039	3.193	1.979
Lane =	1.268	3.311	2.447	5.368	4.002	5.945	1.842	1.033	3.175	1.968

Model Type	6-Span Model									
Load Case	Bent 4 - Center Cap - 100% of Load		Bent 4 - Center Cap - 2/3 of Load		Bent 4 - Adjacent Original Cap - 1/6 of Load		Bent 4 - Center Beam Support (W8/28) - 100% of Load		Bent 4 - Center Beam Support (W8/28) - 2/3 of Load	
	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear
AASHTO Typ. 3 =	1.525	3.968	2.935	6.430	8.214	11.338	2.210	1.242	3.805	2.361
AASHTO Typ. 3-3 =	1.874	4.877	3.608	7.902	10.095	13.935	2.716	1.526	4.676	2.901
AASHTO Typ. 3S2 =	1.534	3.991	2.952	6.467	8.261	11.404	2.222	1.249	3.827	2.374
SU4 =	1.250	3.252	2.406	5.269	6.732	9.292	1.811	1.018	3.118	1.935
SU5 =	1.163	3.025	2.238	4.901	6.261	8.642	1.684	0.947	2.900	1.799
SU6 =	1.060	2.757	2.039	4.467	5.707	7.877	1.535	0.863	2.644	1.640
SU7 =	1.018	2.648	1.959	4.290	5.481	7.566	1.475	0.829	2.539	1.575
EV2 =	1.338	3.480	2.574	5.639	7.204	9.944	1.938	1.089	3.337	2.070
EV3 =	0.839	2.182	1.614	3.535	4.516	6.234	1.215	0.683	2.092	1.298
Military =	1.093	2.845	2.105	4.610	5.889	8.129	1.584	0.890	2.728	1.692
NRL =	0.981	2.553	1.888	4.136	5.284	7.293	1.421	0.799	2.448	1.519
H20 =	1.395	3.630	2.686	5.882	7.515	10.373	2.022	1.136	3.481	2.160
HS20 =	1.285	3.342	2.472	5.416	6.918	9.550	1.861	1.046	3.205	1.988
Lane =	1.276	3.321	2.457	5.381	6.874	9.488	1.849	1.039	3.184	1.976

Goshen Bridge 302 Substructure Load Rating Summary (OPERATING LOADS) CASE II										
Model Type	4-Span Model									
Load Case	Bent 3 - Center Cap - 100% of Load		Bent 3 - Center Cap - 2/3 of Load		Bent 3 - Adjacent Original Cap - 1/6 of Load		Bent 3 - Center Beam Support (W8/28) - 100% of Load		Bent 3 - Center Beam Support (W8/28) - 2/3 of Load	
	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear
AASHTO Typ. 3 =	2.576	5.788	4.506	9.148	7.116	10.166	3.377	2.060	5.549	3.583
AASHTO Typ. 3-3 =	3.171	7.125	5.547	11.261	8.760	12.514	4.157	2.536	6.832	4.411
AASHTO Typ. 3S2 =	2.591	5.822	4.533	9.202	7.158	10.226	3.397	2.072	5.582	3.604
SU4 =	2.112	4.745	3.694	7.499	5.833	8.334	2.769	1.689	4.549	2.937
SU5 =	1.964	4.414	3.436	6.976	5.426	7.752	2.575	1.571	4.232	2.732
SU6 =	1.790	4.021	3.131	6.356	4.944	7.063	2.346	1.431	3.856	2.489
SU7 =	1.719	3.863	3.007	6.105	4.749	6.784	2.254	1.375	3.704	2.391
EV2 =	2.263	5.084	3.959	8.036	6.251	8.930	2.967	1.809	4.875	3.148
EV3 =	1.416	3.182	2.478	5.029	3.912	5.589	1.857	1.132	3.051	1.970
Military =	1.850	4.156	3.236	6.569	5.110	7.300	2.425	1.479	3.985	2.573
NRL =	1.655	3.719	2.895	5.877	4.572	6.531	2.170	1.323	3.566	2.302
H20 =	2.361	5.304	4.130	8.383	6.521	9.316	3.095	1.888	5.085	3.284
HS20 =	2.168	4.872	3.793	7.700	5.990	8.557	2.843	1.734	4.671	3.016
Lane =	2.156	4.845	3.772	7.657	5.956	8.509	2.827	1.724	4.645	2.999

Model Type	6-Span Model									
Load Case	Bent 4 - Center Cap - 100% of Load		Bent 4 - Center Cap - 2/3 of Load		Bent 4 - Adjacent Original Cap - 1/6 of Load		Bent 4 - Center Beam Support (W8/28) - 100% of Load		Bent 4 - Center Beam Support (W8/28) - 2/3 of Load	
	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear	Moment	Shear
AASHTO Typ. 3 =	2.587	5.803	4.521	9.168	11.812	15.939	3.388	2.069	5.564	3.595
AASHTO Typ. 3-3 =	3.180	7.132	5.556	11.268	14.517	19.589	4.164	2.542	6.839	4.418
AASHTO Typ. 3S2 =	2.602	5.837	4.547	9.221	11.880	16.031	3.408	2.081	5.596	3.615
SU4 =	2.120	4.756	3.705	7.514	9.680	13.062	2.777	1.695	4.560	2.946
SU5 =	1.972	4.423	3.446	6.989	9.004	12.149	2.583	1.577	4.241	2.740
SU6 =	1.798	4.032	3.141	6.370	8.206	11.073	2.354	1.437	3.866	2.497
SU7 =	1.727	3.872	3.017	6.118	7.882	10.636	2.261	1.380	3.713	2.399
EV2 =	2.269	5.089	3.965	8.041	10.359	13.979	2.972	1.814	4.880	3.152
EV3 =	1.423	3.191	2.486	5.041	6.494	8.763	1.863	1.137	3.059	1.976
Military =	1.855	4.161	3.241	6.573	8.468	11.427	2.429	1.483	3.989	2.577
NRL =	1.664	3.733	2.908	5.898	7.598	10.253	2.180	1.331	3.579	2.312
H20 =	2.367	5.309	4.136	8.388	10.807	14.582	3.100	1.893	5.091	3.289
HS20 =	2.179	4.888	3.808	7.722	9.949	13.425	2.854	1.742	4.687	3.028
Lane =	2.165	4.856	3.783	7.673	9.885	13.339	2.836	1.731	4.656	3.008

GOSHEN REDEVELOPMENT COMMISSION

Register of Claims

The Goshen Redevelopment Commission has examined the entries listed on the following itemized Expenditure Report for claims entered from **February 12, 2020 through March 6, 2020** and finds that entries are allowed in the total amount of **$35,899.69**

APPROVED on March 10, 2020

Thomas W. Stump, President

Andrea Johnson, Secretary

GOSHEN REDEVELOPMENT COMMISSION
Itemized Expenditure Report

Claims from 2/11/20 through 03/05/20

Invoice Date	Payee	Description	Claim #	Line Number	Amount
3/4/2020	City of Goshen Utilities	Water bill for 65736 State Road 15	1671	406-560-00-439.0930	$10.18
3/4/2020	J Carnine & Co	Appraisal for 620 East Douglas Street	1668	480-560-00-431.0502	$1,200.00
3/4/2020	Abonmarche (05859)	Professional Services Steury Aveune/Lincoln Avenue R	1664	480-560-00-431.0502	$3,720.32
3/4/2020	Abonmarche (05859)	Survey for 311 W Madison	1665	480-560-00-431.0502	$3,300.00
3/4/2020	Barkes, Kolbus, Rife & Shuler, LLP (02483)	Professional Services East Lincoln Reconstruction	1673	480-560-00-439.0930	$1,348.50
3/4/2020	Bank of New York Mellon Trust Company, NA (053	Paying Agent Fees -Goshen Redevlopment Commissio	1675	324-560-00-438.0300	$750.00
3/4/2020	Commercial Appraisal Services, Inc. (09958)	Appraisal for 620 East Douglas Street	1667	480-560-00-431.0502	$1,000.00
3/4/2020	John Hall's True Value Hardware (00081)	Padlock for RDC homes	1666	406-560-00-436.0100	$44.95
3/4/2020	Lochmueller Group(09835)	Kercher Road Phase 1	1670	473-560-00-431.0502	$5,011.12
3/4/2020	Lochmueller Group(09835)	Kercher Road Phase 2	1669	473-560-00-431.0502	$14,687.82
3/4/2020	NIPSCO (00014)	611 N 2nd St	1674	406-560-00-435.0101	$29.03
3/4/2020	NIPSCO (00014)	611 N 2nd St	1674	406-560-00-435.0201	$79.83
3/4/2020	NIPSCO (00014)	65706 State Road 15	1672	406-560-00-435.0101	$29.67
3/4/2020	NIPSCO (00014)	65706 State Road 15	1672	406-560-00-435.0201	$45.96
3/4/2020	NIPSCO (00014)	65736 State Road 15	1672	406-560-00-435.0101	$251.78
3/4/2020	NIPSCO (00014)	65736 State Road 15	1672	406-560-00-435.0201	$119.53
3/10/2020	Barkes, Kolbus, Rife & Shuler, LLP (02483)	Legal services from March 1, 2020 through March 31, 2	1663	406-560-00-431.0502	$4,271.00
				Total:	**$35,899.69**

March 2020 Redevelopment Staff Report

PROJECT: GOSHEN THEATER RENOVATION- PHASE I

PROJECT DESCRIPTION

Goshen Theater, Inc. has purchased the Goshen Theater building to serve as an Arts and Entertainment facility downtown. A phased renovation of the theater has been proposed and construction is in progress. The first phase of construction will include renovation of the lobby area, installation of an elevator, and construction of restrooms, HVAC upgrades, hazardous material remediation and façade restoration.

PROJECT UPDATE

The Commission has approved $850,000 for this project, which is structured as a forgivable loan. Additional funding is coming from the Regional Development Authority, Community Foundation and private donors. The theater board has secured approximately $5.0 million to date, which includes $1 million for an operating endowment. In December of 2019 the theater received an additional gift of $500,000 from an anonymous donor, which was matched by an additional $500,000 from the Community Foundation. These additional gifts are targeted for auditorium renovations, including new seating, originally planned for the second phase of construction.

Construction is scheduled to be completed in summer of 2020.

PROJECT: RAILROAD QUIET ZONE FROM KERCHER ROAD TO LINCOLN AVENUE

PROJECT DESCRIPTION

Establishment of a Quiet Zone along the Norfolk Southern Railroad Marion Branch from Washington Ave to Kercher Ave.

PROJECT UPDATE

Here is the updated schedule for the implementation of the Quiet Zone:

- Spring 2020 – Installation of signs and delineators at the railroad crossings.
- Summer 2020– Traffic counts to be done at each of the railroad crossings.
- Fall 2020 – Madison Street will have flasher and gates installed which is anticipated to cost approximately $400,000. INDOT has agreed to pay 90% of the project. INDOT is improving the crossing as a part of the Crossing Safety Improvement funds. The project is expected to be completed in 2020.
- Fall 2020 – Submit the Public Authority Application (PAA) to Federal Railroad Administration (FRA) for review, which typically takes 2 months.
- Fall/Winter 2020 – Railroad Quiet Zone is anticipated to be “in-service”.

The City met with the Federal Railroad Administration (FRA) and INDOT at the end of July 2019 to review the plans implementation status and finalize the proposed changes. An addendum to the Notice of Intent with the proposed changes have been submitted to FRA, INDOT, and Norfolk and Southern for comment.

A review of the Madison Street railroad crossing occurred on with INDOT and Norfolk Southern (NS) on February 19, 2020. NS noted the design would take 12 to 18 months to complete.

PROJECT: STEURY AVENUE RECONSTRUCTION AND STORMWATER DETENTION AREA

PROJECT DESCRIPTION
This project has grown out of the recent improvements along the Lincoln Avenue and Steury Avenue corridor with the expansion of GDC, Lions Head, the Goshen Street Department, Goshen Police Department's Training facility and the Goshen Central Garage. This corridor no longer supports the additional vehicle loads and has been chip and sealed to extend the service life of the current pavement. The intersection of Steury Avenue and Lincoln has small turning radiuses, which causes semi-traffic serving the corridor to make wide swings onto and off of Steury Avenue and Lincoln. Drainage is effectively non-existent along the roadway corridor and there are limited opportunities to improve the drainage without looking outside the corridor. In addition to the functionality of the roadway, the roadway's appearance does not reflect the investment the adjoining companies have made on their properties. The overall plan is to reconstruct both roadways, adding turning lanes and improving intersections while also addressing utility needs.

PROJECT UPDATE
Phase I of the project has been completed which was construction of the pond at the old salvage yard. The next phase of the project will include new water main and storm sewer installation for both Lincoln Avenue from the creek to just past Troyer Carpets and Steury Avenue from Lincoln to the "S" curves. Final design is underway and our inability to acquire 708 E Lincoln Avenue to date is potentially pushing the road portion of the project to 2021 with only water main installation occurring in 2020. More details will be available in April.

PROJECT: KERCHER ROAD RECONSTRUCTION FROM RAILROAD TO DIERDORFF ROAD

PROJECT DESCRIPTION
Improvements to Kercher Road from the Railroad to Dierdorff Road will include one lane in each direction and a center left turn lane, curb and gutter along with storm sewer, and a 10-foot sidewalk/bicycle trail along the south side of the roadway. The intersection at Pine Manor Drive and Industrial Park Drive will be aligned to allow for safe turning movements. This project was let in February 2018.

PROJECT UPDATE

The work is substantially complete. Punch list items continue to be addressed in 2020.

PROJECT: KERCHER ROAD RECONSTRUCTION FROM DIERDORFF ROAD TO US 33

PROJECT DESCRIPTION
Improvements to Kercher Road from Dierdorff Road to US 33 will include one lane in each direction, a center left turn lane, curb and gutter along with storm sewer, and a 10-foot sidewalk/bicycle trail along the south side of the roadway. This project was let in February 2019.

PROJECT UPDATE
Construction is expected to be completed at the end of June, 2020. Traffic has switched to two-way traffic for the winter and will remain two-way as the contractor begins work on the south side of the road.

PROJECT: KERCHER ROAD RETENTION AREA

PROJECT DESCRIPTION
Development of a plan for a stormwater retention area on the north side of Kercher Road, just east of the railroad tracks. This project will address some of the flooding problems in the Goshen Industrial Park.

PROJECT UPDATE

All work has been completed on the first phase of this project. Goshen Engineering is currently working with DLZ to finalize the construction plans. Once the necessary easements are acquired, bidding of the work will take place in 2020.

PROJECT: PLYMOUTH AVENUE AREA STORMWATER PROJECT

PROJECT DESCRIPTION

The city owns an existing stormwater facility located on the south side of State Road 119 and east of Lighthouse Lane. This facility does not adequately address the stormwater issues in the area. The project will supplement existing public stormwater facilities by constructing additional interconnecting detention areas in partnership with the developer of The Crossing, a residential subdivision. The project will also include the extension of Lighthouse Lane to connect to The Crossing.

PROJECT UPDATE

The Redevelopment Commission has approved an agreement with the Barak Group, LLC, developer of The Crossing subdivision. The agreement requires the developer to complete the design for stormwater and road improvements, which will then be bid by the City. Design is underway and construction will likely occur in late 2020/early 2021. Agreements are already in place with the adjacent property owners to be able to construct a comprehensive stormwater solution for this area.

PROJECT: FORMER WESTERN RUBBER SITE

PROJECT DESCRIPTION

The Western Rubber site went through an extensive demolition and environmental remediation process and is now considered a buildable site. The vacant parcel contains approximately 170,000 square feet and is located east of the Norfolk Railroad, north of the Plymouth Avenue.

PROJECT UPDATE

A Request for Proposals was issued in February, 2020 with the initial round of proposals due March 10. If no proposal meets the fair market price of $175,000, a second round of proposals will be due April 14.

PROJECT: MULTI-USE PAVILION AND ICE RINK

PROJECT DESCRIPTION

A market analysis;/feasibility study was completed in October 2017 to evaluate the ice rink/multi-use pavilion project on the west side of the Millrace Canal and the results were favorable. The concept is to have a parks' department operated facility that will function year round for programming and events. Public feedback was incorporated into the study and all interviewed community members are in support of the idea. The City has received a $300,000 grant from the Regional Cities initiative and $1,000,000 from the Elkhart County Community Foundation. Mayor Stutsman has received a $1,000,000 anonymous private commitment and he continues to talk with other potential donors to fulfill the costs of the project. The Commission has pledged $2,500,000 as part of the approval of our 5 Year Capital Plan.

PROJECT UPDATE

American Structurepoint was hired to design the project in August 2018. Full design is nearly complete and the construction timeline is being discussed. More information will be available in April.

PROJECT: RIVER ART

PROJECT DESCRIPTION

An agreement has been executed with Insite Development to design and construct an upscale residential project along the millrace canal. The site is near the intersection of South Third Street and Jefferson Street.

The River Art development project will consist of an approximately 46-unit apartment building, the construction of 18 condominium/apartment units in the north half of the Hawks building and the creation of a new community park. The new apartments will be constructed on property previously offered for sale by the Goshen Redevelopment Commission. The development site also includes the north half of the Hawks building which is privately owned and will be acquired separately by the developer.

The developer plans to invest $11 million on the construction of a modern architectural style building featuring high-quality rental apartments. Amenities include covered parking spaces for residents located under the apartment building, a common terrace shared by residents and private balconies for individual apartments.

An additional $3.6 million would be invested in the complete redevelopment of the north half of the Hawks Building for the construction of condominiums. Plans also include the possibility of constructing a coffee shop and gallery space on the first floor of the Hawks building.

As an amenity to the two development projects, Insite is proposing to design and construct a small community park on the vacant lot north of the Hawks Building. The park would serve area residents including those at the Hawks and River Art and will feature landscaping, a walkways, benches, lighting and public art produced by local artists. The developer would donate the completed park to the City.

PROJECT UPDATE

A development agreement was executed on March 26, 2018 and closing was held on April 17, 2018 for the north half of the Hawks building. Work on the Hawks Building has begun and they will be going through the Tech Review process for the apartment building this year.

PROJECT: MAIN STREET IMPROVEMENTS

PROJECT DESCRIPTION

Main Street from Pike south to Madison includes a number of aesthetic and functional improvements. Features included in the project are:

1. Asphalt pavement improvements
2. Striping for angle parking and bump-outs
3. Delineators at the bump-out locations
4. Curb ramp replacements and sidewalks as funding allows
5. Mid-block crossings at two locations.

The River Race Capital Plan includes $500,000 for construction in 2019. For the US 33 and SR 15 transfer, INDOT will be providing the City with $400,000 which will go towards this project.

PROJECT UPDATE

Niblock will restart work on Main Street in April 2020, by finishing the concrete work they started in 2019. The construction plan has Niblock starting work on the asphalt road in May.

PROJECT: MILLRACE TOWNHOME SITE

PROJECT DESCRIPTION

The Redevelopment Commission issued an RFP for the Millrace Townhome site on River Race Drive and received two proposals. A committee was established to review both proposals and make a recommendation to the board. The committee, which included members of the Redevelopment Commission, the Mayor and City staff, recommended that the Commission

select the proposal from Insite Development as the preferred project. The proposed project includes 16 town homes, ranging in size from 2,500to 3,000 square feet. All homes would feature private garages, decks and courtyards. Total private investment is projected to be $4.2 million, with construction being completed in 2020.

At the December Redevelopment meeting, the Commission authorized staff to negotiate a development agreement with Insite Development.

PROJECT UPDATE

The developer will be working with City staff over the next several months to modify the subdivision for this area. A pre-development meeting was held in mid-December and a Major Change to the PUD will heard by the Plan Commission this month.

PROJECT: RIVER RACE DRIVE IMPROVEMENTS

PROJECT DESCRIPTION

The 2019 phase of the River Race drive project includes the construction of a public parking lot at Third and Jefferson. The new lot will be constructed using brick pavers to manage stormwater on-site. There will be approximately 50 spaces that will provide parking for the new Hawks North and River Art projects. It will also provide public parking for other developments in the immediate area.

PROJECT UPDATE

The second phase of this project was bid, with bids received on March 2, 2020. An award recommendation is being presented to the Redevelopment Commission at their meeting on March 10, 2020.

PROJECT: US 33 AND FAIRFIELD IMPROVEMENTS

PROJECT DESCRIPTION

This federally funded project consists of adding a pedestrian crossing on US 33 near Fairfield Ave. and added turn lanes on US 33 at Fairfield and US 33 at Plymouth. The project is expected to be under construction in 2023.

PROJECT UPDATE

The City has sent a letter to the Indiana Department of Transportation (INDOT) and to the Michiana Area Council of Governments (MACOG) requesting the project be cancelled. The reason for the cancellation of the project is that INDOT is submitting a funding request to reconstruct the US Hwy. 33 corridor.

PROJECT: COLLEGE AVE FROM US 33 TO RAILROAD XING

PROJECT DESCRIPTION

This federally funded project consists of adding a center turn lane and a 10 foot multi-use path on the north side of College Ave from US 33 to the railroad crossing. The project is expected to be under construction in 2025.

PROJECT UPDATE

The City has selected American Structurepoint to design the project and INDOT has approved the selection. The City is currently in contract negotiations with the chosen firm.

PROJECT: WATERFORD MILLS PARKWAY FROM SR 15 TO CR 40

PROJECT DESCRIPTION

The next phase of the Waterford Mills Parkway project will be to extend the road to the west and connect to CR 40, east of the existing bridge. The City of Goshen and Elkhart County will be working together to design and build this project, with the County taking the lead role.

PROJECT UPDATE

The County has prepared preliminary analysis of possible alignments, including a "no build" option. The County has hired the Lochmueller Group to conduct a traffic study, to further evaluate the options. The County has prepared an inter-local agreement, which will define the roles and responsibilities of both parties in the design and construction of this roadway. The interlocal agreement has been approved by the City Council and will be presented to the Redevelopment Commission in early 2020.