



**GOSHEN REDEVELOPMENT COMMISSION  
AGENDA FOR THE REGULAR MEETING OF October 13, 2020**

**To access online streaming of the meeting, go to <https://us02web.zoom.us/j/88473622441>**

The Goshen Redevelopment Commission will meet on October 13, 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 – New South Side Fire Department Study**

**4. PRESENTATION**

**Jason Semler, Baker Tilly** – Annual presentation of information for the governing bodies of all taxing units within an allocated area.

- a. The Commission's budget with respect to allocated property tax proceeds.
- b. The long term plans for the allocation area.
- c. The impact on each of the taxing units.

**5. NEW BUSINESS**

**Resolution 58-2020** – Approve Execution of Change Order No.7 for Main Street Streetscapes

**Resolution 59-2020** – Approve Request from Goshen Engineering to Advertise for Bids for Eisenhower Drive North and South Pavement Replacement

**Resolution 60-2020** – Approve Request to Issue a Request for Proposals for Fidler Pond Connector Path Design College Avenue Connection

**Resolution 61-2020** – Authorization to Negotiate and Execute an Agreement with DLZ for Evaluation of Options and Design of Madison Street Bridge (Bridge #302)

**Resolution 62-2020** – Approve Request for Contribution toward the Infrastructure Necessary for the New Court Complex (to be presented at meeting)

**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 – November 10, 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 September 8, 2020**

The Goshen Redevelopment Commission met in a regular meeting on September 8, 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 Turner and seconded by Commissioner Weddell to approve the minutes of the August 11, 2020 regular meeting and August 28, 2020 executive session. The motion was adopted unanimously.

### **OLD BUSINESS**

**Resolution 47-2020** – Approve Sale of 65736 State Road 15

(.55) Becky Hutsell, Redevelopment Project Manager, stated Commissioner Weddell and Commissioner Johnson volunteered to be part of the selection committee to review the four offers received and recommend a purchase agreement with Nathan & Amber Butler. Purchase price is \$50,000 with \$30,000 due at closing and the city will hold a mortgage for the remaining \$20,000. This is contingent on them selling their current home.

(2:50) Nathan Butler, 120 N Indiana Avenue, stated he didn't feel it would be a problem selling his home since it is currently maintained and in a nice location.

(4:03) Questions and comments from Commission members regarding the proposal and any additional right of way needed.

A motion was made by Commissioner Weddell and seconded by Commissioner Turner to approve Resolution 47-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**Resolution 49-2020** – Authorization to Negotiate and Execute an Agreement with JPR for the Downtown River District Revitalization Plan

(6:35) Becky Hutsell, Redevelopment Project Manager, A review committee of 9 members including city staff, Commission members and stakeholders scored the four proposals received and it was determined the top 2 scoring firms would be interviewed. Interviews were held this morning and the committee recommends proceeding with negotiation and execution of an agreement with JPR. Total cost is \$75,000 with a six month project timeline.

(8:00) Questions and comments from Commission members regarding how consultant was selected.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 49-2020.

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 50-2020** – Approve and Authorize Execution of Agreement with Barak Group LLC

(10:25) Becky Hutsell, Redevelopment Project Manager, gave history of the project. In August the Barak Group indicated they are not ready to proceed due to uncertainty in the market. Redevelopment Commission funding needs to be committed before the end of 2020 as the TIF expired at the end of 2019. The project will continue minus the stormwater improvements on the Barak Group land/Crossing Subdivision. All obligations in the agreement with Pilgrim Partners, LLC and MR Realty, LLC will be satisfied with the city project. Ms. Hutsell explained the new agreement with the Barak Group.

(14:01) Questions from Commission members regarding the funding and how the stormwater will work.

(18:54) Questions from Commission members regarding effects of new school infrastructure will have on area.

A motion was made by Commissioner Weddell and seconded by Commissioner Johnson to approve Resolution 50-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**Resolution 51-2020**– Approve Request to Issue a Request for Proposals for New South Fire Station Study

(21:10) Becky Hutsell, Redevelopment Project Manager, stated the commission's approved five year capital plan includes \$200,000 for design in 2020 and \$2,500,000 towards construction in 2022. The RFP will develop a Program of Requirements for the elements to be included in the new station. Proposals are due October 12, 2020.

(22:16) Questions from Commission members regarding the Commission's responsibility on funding and location of the new station in a TIF district.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 51-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**Resolution 52-2020** – Approve Request to Issue a Request for Proposals for Professional Services for Madison Street Bridge Replacement

(27:58) Dustin Sailor, Director of Public Works, requesting permission to issue the RFP for professional services for the design of the bridge. The cost of the professional design services is estimated to be \$50,000 and proposals are due September 25, 2020.

A motion was made by Commissioner Weddell and seconded by Commissioner Johnson to approve Resolution 52-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**Resolution 53-2020** – Approve Request to Issue a Request for Proposals for Professional Services for West Jefferson Streetscapes

(30:02) Dustin Sailor, Director of Public Works, stated the reconstruction of West Jefferson is in the 5 year plan. An initial design focus has been completed. Due to the current work load in the Engineering department we are requesting approval to issue the RFP.

(30:42) Questions from Commission members regarding if the water and sewer will be replaced and stormwater capacity in the area.

(33:35) Question from Commission member asking if this is being done to bring new business to the area and Ms. Hutsell responded.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 53-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**Resolution 54-2020** – Authorize Negotiation and Execution of an Agreement with Clear Creek Associates for the Downtown Vault Structural Evaluation

(36:00) Dustin Sailor, Director of Public Works, stated the RFP was sent to six firms with structural engineers. Received proposals from Clear Creek & Associates, JPR and Frost Engineering. Mr. Sailor outlined the requested work per the memo in the packet. Requesting approval to enter into an agreement with Clear Creek & Associates in the amount of \$14,250.00.

(39:23) Discussion among Commission members and staff about enforcement and liabilities if problems are found.

A motion was made by Commissioner Weddell and seconded by Commissioner Turner to approve Resolution 54-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**Resolution 55-2020** – Approve and Authorize Execution of Agreement Amendment with Interra Credit Union for Lease of Parking Spaces

(46:54) Theresa Sailor, Environmental Resilience Department, the Redevelopment Commission owns this property and has a 30 year lease with Interra regarding parking spaces. Asking the Commission to approve an agreement amendment to the lease with Interra to allow 3 spaces for the EV charging station. Ms. Sailor told the Commission about the matching grant.

(49:19) Questions and comments from Commission members and staff regarding funding and charging options.

(55:00) Comments and discussion among Commission member and staff regarding possible incentives with downtown businesses.

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve Resolution 55-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**Resolution 56-2020** – Approve Execution of Change Order No. 7 for Kercher Road Reconstruction Phase 2

(1:00:56) Dustin Sailor, Director of Public Works, stated this change order is for pavement grooving to extend the life of the pavement markings. This was not included in phase 2 of the project. The amount of this change order is \$13,392.99.

A motion was made by Commissioner Weddell and seconded by Commissioner Turner to approve Resolution 56-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**Resolution 57-2020** – Approve Execution of Change Order No. 8 for Kercher Road Reconstruction Phase 2

(1:02:20) Dustin Sailor, Director of Public Works, stated this change order is for the adjustment in the chemical modifier from 4 percent in the contract to 5 percent. The cost of this change order is \$7,850.54

A motion was made by Commissioner Weddell and seconded by Commissioner Johnson to approve Resolution 57-2020.

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**DISCUSSION** – Kercher Road Phase 1 Change Order No. 5

(1:03:14) Dustin Sailor, Director of Public Works, stated MACOG is still working on this. Will turn in Change Order 7 & 8 to MACOG for their final decision and will report back once determination is made.

**APPROVAL OF REGISTER OF CLAIMS**

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to approve payment of the Register of Claims totaling \$229,364.01

After discussion, on call of the roll, the motion was carried by the following vote:

Ayes: Garber Johnson Stump Turner Weddell

Nays: None

The motion was adopted by a vote of 5 in favor and 0 against.

**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. Mr. Brinson thanked the Commission members that were part of the review committees.

**OPEN FORUM**

No one from the Commission or the public spoke during the open forum

**ANNOUNCEMENTS**

It was announced that the next regular meeting is scheduled for October 13, 2020 at 3:00 p.m.

**ADJOURNMENT**

A motion was made by Commissioner Weddell and seconded by Commissioner Garber to adjourn the meeting. The motion was adopted unanimously.

The regular meeting was adjourned at 4:06 p.m.

**APPROVED** on October 13, 2020

**GOSHEN REDEVELOPMENT COMMISSION**

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Thomas W. Stump, President

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Andrea Johnson, Secretary

## **RESOLUTION 58-2020**

### **Approve Execution of Change Order No.7 for Main Street Streetscapes**

WHEREAS Change Orders 1-6 decreased the original contract by \$63,782.42 and Change Order No. 7 increases the contract by \$1523.60 for a revised contract amount of \$867,398.78 a decrease of 6.7 percent.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission approves the terms and conditions of Change Order Number Seven (7) which is attached to and made part of this Resolution and Community Development Director Mark Brinson is authorized to execute Change Order No. Seven (7) on behalf of the City of Goshen and the Goshen Redevelopment Commission.

PASSED and ADOPTED on October 13, 2020.

#### **GOSHEN REDEVELOPMENT COMMISSION**

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Thomas W. Stump, President

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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:** Dustin Sailor, P.E., Director of Public Works

**RE:** **MAIN STREET IMPROVEMENTS FROM MADISON ST. TO PIKE ST.  
 CHANGE ORDER NO. 7 (JN: 2016-0038)**

**DATE:** September 29, 2020

Attached please find Change Order No. 7 for \$1,523.60

The original contract amount was \$929,657.60; Change Order No. 1, 2, 3, 4, 5 and 6 decreased the total contract by \$63,782.42. Change Order No. 7 increased the total contract by \$1,523.60 for a revised contract amount of \$867,398.78, which is a decrease of 6.70 percent.

Please review and consider approval of this change order by signing the attached copies.

<b>Original Contract Amount</b>	<b>\$929,657.60</b>
Change Order No. 1	\$0.00
Change Order No. 2	\$14,072.80
Change Order No. 3	(\$6,600.00)
Change Order No. 4	\$1,650.00
Change Order No. 5	(135,961.22)
Change Order No. 6	\$63,056.00
Change Order No. 7	\$1,523.60
<b>Revised Contract Amount</b>	<b>\$867,398.78</b>

**Requested Motion:** Move to Approve Change Order No. 7 for \$1,523.60. The revised project amount of \$867,398.78 is a 6.70 percent decrease from the original contract amount of \$929,657.60.



**CHANGE ORDER FORM**

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Change Order No. 7  
Date: 9/29/2020

**CITY OF GOSHEN, INDIANA  
OFFICE OF THE CITY ENGINEER  
204 E. Jefferson Street, Suite 1  
Goshen, IN 46528**

OWNER: City of Goshen  
PROJECT NAME: Main St. Improvements from Madison St. to Pike St.  
PROJECT NUMBER: 2016-0038  
CONTRACTOR: Niblock Excavating, Inc.

**I. DESCRIPTION OF WORK INVOLVED (Use additional sheets if needed)**

Change Order 7: Revised Balancing Change Order for Change Order No. 6.

CO6.3	Concrete curb Removal (Note: This balances the line item out)	-210.00 LFT	@ \$10.00	-----	-\$2,100.00
CO6.4	Concrete Curb Replacement (Note: This balances the line item out)	-210.00 LFT	@ \$33.00	-----	-\$6,930.00
CO6.5	4" Sidewalk Removal (Note: This balances the line item out)	131.92 SYD	@ \$15.00	-----	\$1,978.80
CO6.6	4" Sidewalk Replacement (Note: This balances the line item out)	131.92 SYD	@ \$65.00	-----	\$8,574.80
				Subtotal -	\$1,523.60

## CHANGE ORDER FORM

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Change Order No. 7

### II. ADJUSTMENTS IN AMOUNT OF CONTRACT

1. Amount of original contract	\$929,657.60
2. Net ( <del>Addition</del> /Reduction) due to all Previous Contract Supplements Numbers 1 to <u>6</u>	(\$63,782.42)
3. Amount of Contract, not including this supplement	\$865,875.18
4. <del>Addition</del> /Reduction to Contract due to this supplement	\$1,523.60
5. Amount of Contract, including this supplemental	\$867,398.78
6. Total ( <del>Addition</del> /Reduction) due to all Change Orders (Line 2 + Line 4)	(\$62,258.82)
7. Total percent of change in the original contract price Includes Change Order No. 1 to <u>7</u> (Line 6 divided by Line 1)	-6.70%

### III. CONTRACT SUPPLEMENT CONDITIONS


1. The contract completion date established in the original contract or as modified by previous Contract Supplement(s) is hereby extended/reduced by 0 calendar days, making the final completion date N/A.
2. Any additional work to be performed under this Contract supplement will be carried out in compliance with the specifications included in the preceding Description of Work Involved, with the supplemental contract drawing designed as \_\_\_\_\_, and under the provisions of the original contract including compliance with applicable equipment specifications, general specifications and project specifications for the same type of work.
3. This Contract Supplement, unless otherwise provided herein, does not relieve the contractor from strict compliance with the guarantee provisions of the original contract, particularly those pertaining to performance and operation of equipment.
4. The contractor expressly agrees that he will place under coverage of his Performance and Payment Bonds and contractor's insurance, all work covered by this Contract Supplement. The contractor will furnish to the owner evidence of increased coverage of this Performance and Payments bonds for the accrued value of all contract supplements, which exceed the original contract price by twenty (20) percent.

**CHANGE ORDER FORM**


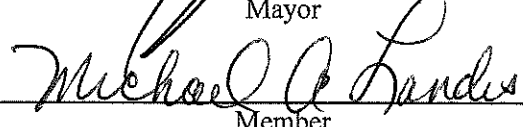

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Change Order No. 7

**RECOMMENDED FOR ACCEPTANCE**

  
\_\_\_\_\_  
Dustin Sailor, P.E.  
Director of Public Works

**ACCEPTED:** BOARD OF PUBLIC WORKS AND SAFETY  
CITY OF GOSHEN, INDIANA

  
\_\_\_\_\_  
Mayor  
  
\_\_\_\_\_  
Member  
  
\_\_\_\_\_  
Member

**ACCEPTED:** REDEVELOPMENT  
CITY OF GOSHEN, INDIANA

BY: \_\_\_\_\_  
Mark Brinson, Community Development

**ACCEPTED:** CONTRACTOR \_\_\_\_\_  
Niblock Excavating, Inc.

BY: \_\_\_\_\_  
Signature of authorized representative of Contractor

**RESOLUTION 59-2020**

**Approve Request from Goshen Engineering  
To Advertise for Bids for Eisenhower Drive North and South Pavement  
Replacement**

WHEREAS the Goshen Engineering Department requests permission to advertise for bids for Eisenhower Drive North and South Pavement Replacement.

WHEREAS bids are anticipated at the Board of Works and Safety meeting on November 9, 2020 and a recommendation will be offered at the November 10, 2020 Redevelopment Commission meeting.

NOW, THEREFORE, BE IT RESOLVED that the Goshen Redevelopment Commission approves the request to advertise for bids for Eisenhower Drive North and South Pavement Replacement.

PASSED and ADOPTED on October 13, 2020.

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Thomas W. Stump, President

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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 K. Sailor, Director of Public Works

RE: **EISENHOWER DRIVE NORTH AND SOUTH PAVEMENT REPLACEMENT  
(JN: 2020-0013)**

Date: October 8, 2020

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Goshen Engineering has prepared the plans for pavement on Eisenhower Drive North and South and requests the Commission's permission to advertise the project.

Bids are anticipated at the Board of Works and Safety on November 9, 2020, and a recommendation will be offered to the Commission at their meeting on November 10, 2020.

## **RESOLUTION 60-2020**

### **Approve Request to Issue a Request for Proposals for Fidler Pond Connector Path Design – College Avenue Connection**

WHEREAS Fidler Pond Park trail is heavily utilized and does not currently have a pedestrian route to access the park.

WHEREAS requesting permission to issue the Request for Proposals for design of Phase 1 which includes full survey, establishing exact path location and construction from the north end of Oak Lane to the park.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission that the Redevelopment Commission authorizes the issuance of a Request for Proposals for Fidler Pond Connector Path Design College Avenue Connection.

PASSED and ADOPTED on October 13, 2020

#### **GOSHEN REDEVELOPMENT COMMISSION**

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Thomas W. Stump, President

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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

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To: Redevelopment Commission

From: Becky Hutsell, Redevelopment Project Manager

Date: October 12, 2020

RE: Request to Issue an RFP for Fidler Pond Connector Path Design – College Avenue Connection

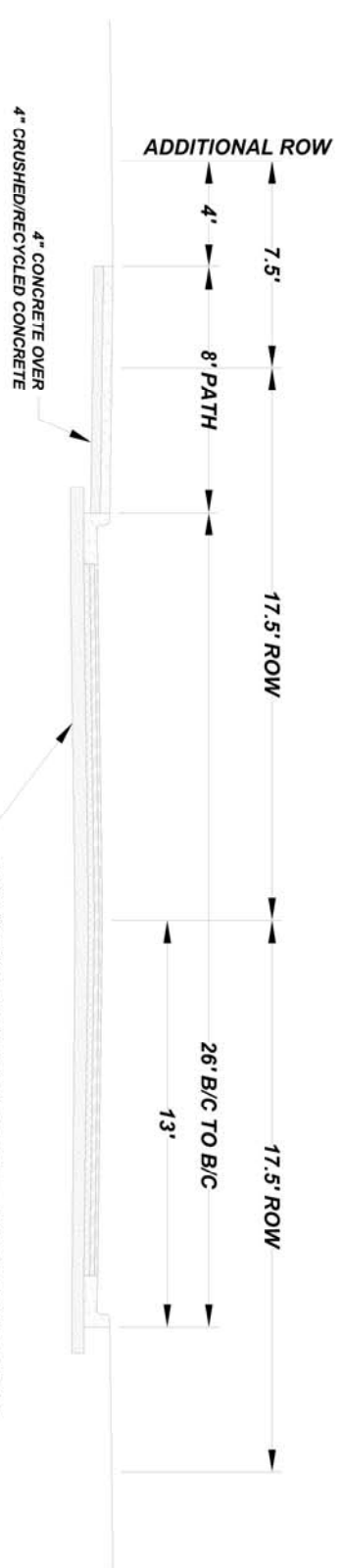
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Fidler Pond Park trail is one of Goshen's most heavily utilized trails but there is currently no pedestrian route to access the park. For the past two years, Engineering has submitted project funding requests to MACOG for a connector trail from East College Avenue to Fidler Pond but its has not been selected for funding. It continues to be a potential project in our Five-Year Capital Plan project list. Although it's clear that a connector path is desired, there has been debate on the best route to construct.

In September, a meeting was requested by the Spring Brooke neighborhood with Engineering and Parks Department staff as they would like to see a connector path move forward. Engineering staff has evaluated different options and the owners of the property at 403 Oak Lane have indicated that they would be willing to provide an easement at the southern edge of their property to allow for a path to be constructed. The Spring Brooke neighborhood already utilizes their property to the connect to the park with their permission but they would prefer for it to be an established path. With this option, the existing Oak Lane roadway would act that the pathway for now while the trail is constructed from the north end of the road to the Fidler Pond Park property and sharrows would be added to the Oak Lane roadway as Phase I of this project. Phase II would come at a later date and would include reconstructing Oak Lane with curb and gutter and installation of a separated trail.

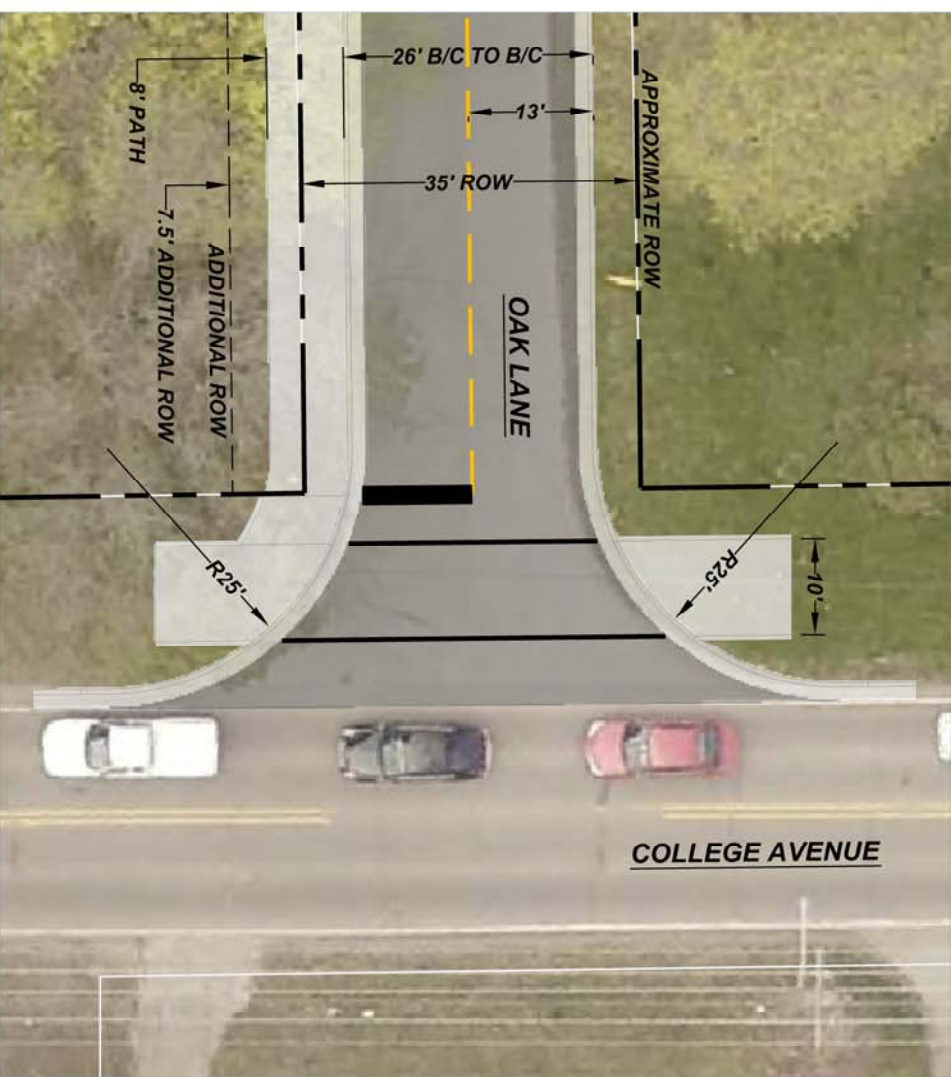
Engineering has prepared preliminary drawings and Engineer's Estimates for both Phase I and Phase II and that information is attached. We are requesting permission to move forward with an RFP for the design of Phase I which would include a full survey of the area, establishing the exact path location and construction of the connector from the north end of Oak Lane to the park. This project, as designed by staff, costs a significant amount less than the previously proposed project that was submitted to MACOG. In addition, the ability to proceed in phases utilizing local funding allows for the area to benefit from the connection much sooner than if federal money were granted as construction utilizing their funding is typically 4 years out from the award. As the park is located within the Consolidated River Race TIF and the connection benefits the park by providing an additional access, this project will be funded from the TIF.

We're requesting the Commission's permission to issue a Request for Proposals for the design of this project.



1 1/2" (165#/SYD) HMA SURFACE, 9.0 mm, TYPE 'B', ON TACK COAT  
 2 1/2" (275#/SYD) HMA BINDER, 19.0 mm, TYPE 'B'  
 3" (330#/SYD) HMA BASE, 25.0 mm, TYPE 'B'  
 6" COMPACTED AGGREGATE SUBBASE, NO. 53 CRUSHED/RECYCLED CONCRETE  
 EXTEND 1' BEYOND BACK OF CURB

**TYPICAL ROADWAY SECTION**  
NOT TO SCALE



REV.	DESCRIPTION	BY	DATE

**NOT FOR CONSTRUCTION**

**The City Of Goshen**  
 Department of Public Works & Safety  
 Office of Engineering  
 204 East Jefferson Street, Goshen, Indiana 46528  
 Phone: 574-534-2201 Fax: 574-533-8626

**FIDLER POND  
 PATH CONNECTOR**  
 OAK LANE AND FIDLER POND  
 CONNECTOR TO COTTAGE AVENUE - PHASE II

Project Number: <b>2020-0027</b>	Approved By: J. Cornish
Designed By: J. Cornish	Drawn By: J. Cornish
Checked By: J. Hoffmann	Date: 08.22.2020
SCALE: <b>AS SHOWN</b>	



ESTIMATED EASEMENT AND ROW AREAS			
403 OAK LANE	12,484 SQ. FT.		0.286 ACRES
315 GORHAM ROAD	622 SQ. FT.		0.014 ACRES
OAK LANE - ADDITIONAL ROW	9,704 SQ. FT.		0.223 ACRES



REV.	DESCRIPTION	BY	DATE

NOT FOR  
CONSTRUCTION

**The City Of Goshen**  
 Department of Public Works & Safety  
 Office of Engineering  
 204 East Jefferson Street, Goshen, Indiana 46528  
 Phone: 574-534-2201 Fax: 574-533-8626

**PHASE I - FIDLER POND  
 PATH CONNECTOR**  
 FIDLER POND PATH CONNECTOR  
 TO OAK LANE - PHASE I

Project Number: <b>2020-0027</b>	Approved By: J. Cornish
Designed By: J. Cornish	Drawn By: J. Cornish
Checked By: J. Hoffmann	Date: 08.22.2020
Scale: <b>1" = 40'</b>	

<i>Engineer's Pre-Design Construction Estimate</i>					
<b>Project: Fidler Pond Path - Connector to Oak Lane (Phase I)</b>					
Item No.	Estimated Quantity	Unit	Description	Engineer's Estimate	
				Unit Price	Total Price
1	1	LSUM	Mobilization and Demobilization	\$ 10,000.00	\$ 10,000.00
2	1	LSUM	Construction Engineering	\$ 3,000.00	\$ 3,000.00
3	1	LSUM	Erosion & Sediment control	\$ 2,000.00	\$ 2,000.00
4	1	LSUM	Traffic Control	\$ 1,500.00	\$ 1,500.00
5	1	LSUM	Clearing of Right of Way	\$ 3,000.00	\$ 3,000.00
6	1	LSUM	Site Grading	\$ 10,000.00	\$ 10,000.00
7	780	SYD	4" Thick Concrete Path	\$ 60.00	\$ 46,800.00
8	50	SYD	ADA Ramp	\$ 55.00	\$ 2,750.00
9	659	LFT	Split Rail Fence	\$ 15.00	\$ 9,885.00
10	1	LSUM	Landscaping Plants, Border & Mulch	\$ 5,500.00	\$ 5,500.00
11	1	LSUM	Landscape Restoration	\$ 10,000.00	\$ 10,000.00
			Total Estimated Cost		\$ 104,435.00
				Subtotal Bid=	\$ 104,435.00
				Contingency (25%)=	\$ 26,108.75
				Engineer's Estimate (+/-)=	\$ 130,500.00

<b>Project: Fidler Pond Path - Oak Lane (Phase II)</b>					
Item No.	Estimated Quantity	Unit	Description	Engineer's Estimate	
				Unit Price	Total Price
1	1	LSUM	Mobilization and Demobilization	\$ 10,000.00	\$ 10,000.00
2	1	LSUM	Construction Engineering	\$ 4,500.00	\$ 4,500.00
3	1	LSUM	Erosion & Sediment control	\$ 3,500.00	\$ 3,500.00
4	1	LSUM	Traffic Control	\$ 3,000.00	\$ 3,000.00
5	1	LSUM	Clearing of Right of Way	\$ 5,000.00	\$ 5,000.00
6	3,850	SYD	Pavement Removal	\$ 5.00	\$ 19,250.00
7	1	LSUM	Site Grading	\$ 25,000.00	\$ 25,000.00
8	1	LSUM	Storm System	\$ 65,000.00	\$ 65,000.00
9	1,000	SYD	4" Thick Concrete Path	\$ 60.00	\$ 60,000.00
10	2,680	LFT	Concrete Curb and Gutter	\$ 26.00	\$ 69,680.00
11	360	SYD	6", Concrete Drive Approach	\$ 55.00	\$ 19,800.00
12	340	TONS	1.5" HMA Surface	\$ 70.00	\$ 23,800.00
13	570	TONS	2.5" HMA Binder	\$ 65.00	\$ 37,050.00
14	680	TONS	3.0" HMA Base	\$ 60.00	\$ 40,800.00
15	1,500	TONS	6.0" #53 Crushed/Recycled Concrete	\$ 34.00	\$ 51,000.00
16	70	LFT	6", Thermoplastic, Single, White	\$ 2.25	\$ 157.50
17	265	LFT	4", Thermoplastic, Single, Skipped, Yellow	\$ 2.25	\$ 596.25
18	11	LFT	24", Thermoplastic, Single, White, Stop Bar	\$ 5.00	\$ 55.00
19	1	LSUM	Landscape Restoration	\$ 8,300.00	\$ 8,300.00
			Total Estimated Cost		\$ 345,580.00
				Subtotal Bid=	\$ 345,580.00
				Contingency (25%)=	\$ 86,395.00
				Engineer's Estimate (+/-)=	\$ 432,000.00

**RESOLUTION 61-2020**

**Authorization to Negotiate and Execute an Agreement with DLZ for Evaluation of Options and Design of Madison Street Bridge (Bridge #302)**

WHEREAS the RFP was issued on September 23, 2020 and two proposals were received on October 7, 2020.

WHEREAS after reviewing and scoring of the proposals based on the Policy to Solicit Professional Services, staff is recommending DLZ.

NOW, THEREFORE, BE IT RESOLVED that Mark Brinson, Community Development Director is authorized to execute the Agreement with DLZ for Evaluation of Options and Design of Madison Street Bridge (Bridge #302) on behalf of the City of Goshen and Goshen Redevelopment Commission.

PASSED and ADOPTED on October 13, 2020.

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Thomas W. Stump, President

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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

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To: Redevelopment Commission

From: Becky Hutsell, Redevelopment Project Manager

Date: October 12, 2020

RE: Request to Negotiation and Execute an Agreement with DLZ for an Evaluation of Options and Design of Madison Street Bridge (Bridge #302)  
JN: 2020-0025

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In September the Commission approved issuance of a Request for Proposals to design firms to assist the City in 1) evaluating bridge replacement options for the Madison Street bridge and 2) completing the design for the selected bridge type. The RFP was issued on September 23<sup>rd</sup> and we received two proposals on October 7<sup>th</sup> from the following firms:

1. DLZ
2. Lawson Fisher

After reviewing and scoring the proposals based upon the Policy to Solicit Professional Services, staff is recommending that the Commission move forward with negotiation and execution of an agreement with DLZ. They have been the firm that has completed the City's last two bridge inspections and are coming into the project with specific knowledge of the challenges that are faced with this specific bridge location. Based upon their proposal, all work will be completed by the end of April 2021 and the agreement will have a not-to-exceed cost of \$101,300. A copy of DLZ's proposal and compensation information is attached.



**Technical & Qualification Package**

**CITY OF GOSHEN**

**Madison Street Bridge Reconstruction**

**Project No. 2020-0023**

**October 7, 2020**



# PROPOSAL TRANSMITTAL LETTER

October 7, 2020

Mr. Josh Corwin, PE  
Civil City Engineer  
City of Goshen Engineering Department  
204 East Jefferson Street, Suite 1  
Goshen, IN 46528

**RE: TECHNICAL & QUALIFICATION PACKAGE  
MADISON STREET BRIDGE RECONSTRUCTION**

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<b>Pages 7-14</b>	<b>Project Approach</b>
<b>Pages 15-18</b>	<b>Overall Qualifications of Firm</b>
<b>Page 19</b>	<b>Previous Experience with the City</b>
<b>Pages 20-33</b>	<b>Effort Justification</b>

Dear Mr. Corwin:

DLZ Indiana, LLC (DLZ) has provided professional design services for numerous Local Agencies throughout the Midwest. DLZ will provide City of Goshen:

- A firm with a strong background in bridge design and roadway design.
- The local knowledge and resources to design and manage the project in a timely manner, and with ample capacity to accelerate the schedule, if needed.
- Management experience and responsiveness at competitive costs.

We have experienced and competent personnel available to complete this project. The team will be led by Project Manager, Pedro A. Trana, PE. Pedro is leading the current Bridge Inventory Program for the City and has 16 years of experience providing structural engineering design for bridge replacement and rehabilitation projects funded both locally and federally. Pedro will be supported by a team with more than adequate capacity that draws from our staff of 9 bridge engineers, 28 roadway engineers, 4 environmental specialists, 30 survey crews, 4 right of way coordinators, 11 certified utility coordinators, and over 40 project supervisors, construction observers, and material testing technicians. All Key Personnel in our submittal are knowledgeable with this type of project and are available.

Effective communication and coordination are essential to the success of any project. DLZ will coordinate with all stakeholders and keep you informed of the work schedule and critical deadlines. Successful projects rely on prioritizing these key elements. As local officials, you must be informed and aware as issues are identified and resolved.

DLZ is a cost conscious firm that respects the limited resources that government has to provide important public services. We have a strong history and reputation for providing services within budget, on schedule, and exceeding our clients' expectations.

# PROPOSAL TRANSMITTAL LETTER

The City of Goshen can place its trust in DLZ as your partner. It is our goal to meet and exceed your expectations for Quality, Schedule and Performance while staying within the budget of this project. Thank you for this opportunity and your consideration of our firm.

The authorized negotiator for this contract and address of the office performing the work are listed below.

Gary K. Fisk, P.E., Vice President  
DLZ Indiana, LLC  
2211 East Jefferson Boulevard  
South Bend, IN 46615  
Phone: 574.236.4400  
[gfisk@dlz.com](mailto:gfisk@dlz.com)

Enclosed is the information requested. We would appreciate the opportunity to formally discuss this project and our proposal with your review team, at your convenience.

Respectfully submitted,

**DLZ INDIANA, LLC**



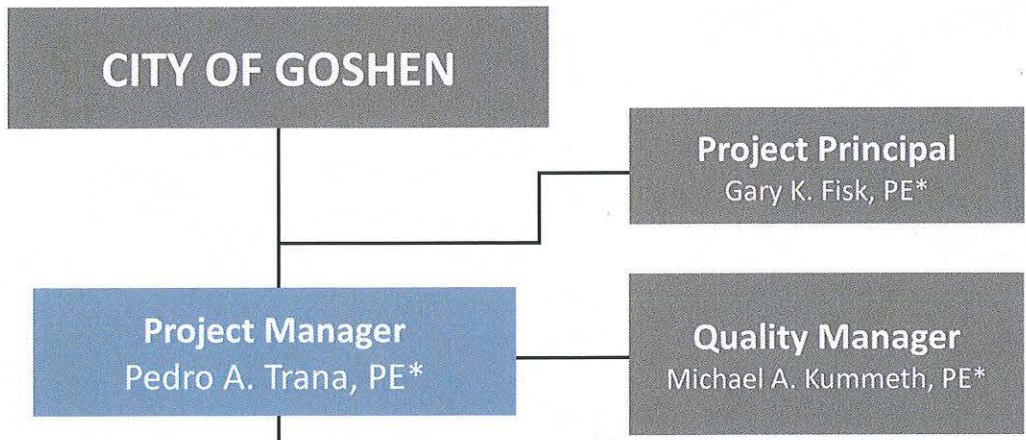
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Gary K. Fisk, PE  
Vice President

## RESPONSIBLE OFFICE

**DLZ Indiana, LLC**  
2211 East Jefferson Boulevard  
South Bend, IN 46615  
574.236.4400 | [www.dlz.com](http://www.dlz.com)

# PROJECT MANAGER/KEY PERSONNEL



<p><b>Topographic Survey</b> Steve Jones*</p> <p><b>Geotechnical Investigation</b> Advanced Engineering Services, Inc. (AES)</p> <p><b>Bridge Design</b> John Marino, PE* Lynne Leonhard, EI Ethan A. Flook, EI</p> <p><b>Roadway Design and Rule 5 Permit</b> Paul Foster* Matthieu Doyle, PE Ryan Carrington, PE</p>	<p><b>Bridge Hydraulics and Waterway Permits</b> Jonathan LaTurner, PE* John Marino, PE*</p> <p><b>Waters of the US Report and Asbestos Inspection</b> Jason Stone* Daniel Stevens</p> <p><b>Utility Coordination</b> Wyatt Bower*</p>
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*\* Brief resume included*

All staff assigned to the project will be working from the South Bend office.



## PROJECT MANAGER

### Pedro A. Trana, PE

**EDUCATION:** M.S. Civil Engineering, Purdue University

**PROFESSIONAL ENGINEER:** IN, IL, KY, MI, WI

**EXPERIENCE:** 16 Years

Pedro has been assigned to this contract as DLZ’s Project Manager. Pedro’s design emphasis has been on the structural side of transportation projects. However, his 16 years of experience has exposed him to other aspects of transportation projects, and he is a well-rounded engineer and project manager. Pedro’s desire to solve problems paved the way for him to becoming an engineer. As Pedro’s career evolved, he quickly learned that engineering is a lot more than just solving problems and “crunching the numbers”; engineering is a service. As a result, Pedro has worked diligently on his “people skills”.



# PROJECT MANAGER/KEY PERSONNEL

Pedro takes pride in keeping others informed and understands that it is more important to have that hard conversation early, when issues come up, then to wait till the timing is convenient. As a result, Pedro has become a highly sought-after engineer and project manager, that clients trust and someone they want to work with on their projects.

## Relevant Project Experience

- Bridge 302 Inspection and Load Rating, City of Goshen
- Bridge 147, Pigeon Street over Elkhart River, Noble County
- Bridge 68, Smoke Road over Jones Ditch, Porter County
- Bridge 96, CR 250W over Salt Creek, Porter County
- Bridge 312, Grant Street over Prairie Creek, Boone County
- Bridge 150, CR 650E over Patoka River, Pike County
- Bridge 59, CR 900S over Salamonie River, Wells County
- Bridge 137, CR 100E over Big Walnut Creek, Putnam County
- Bridge 81, North Hickory Road over Yellow River, Marshall County

## PROJECT MANAGER'S APPROACH

Pedro's goal is to make sure your project succeeds in regard to meeting schedule, budget and purpose. Pedro will:

- Keep City of Goshen informed throughout the project
- Directly lead the design team
- Make sure ample resources are available for successful completion of the project
- Coordinate and monitor subcontracts
- Direct liaison between DLZ Team and the City of Goshen
- Committed full time throughout the duration of the contract

## WHY CHOOSE PEDRO AS YOUR PM?

### Familiarity with Structure and Site

Pedro has been inspecting the existing structure since 2012, and he is intimately familiar with the site and canal restrictions. He load rated the structure and provided repair recommendations in 2012 to allow the structure to be used during the Brownfield Cleanup project just west of the structure and future site of the Pavilion. He also load rated the structure again in February 2020 and provided the City with repair and replacement recommendations.

### Similar Project Challenges Experience

Pedro has recent experience tackling some of the challenges that will be encountered on this project:

- **Utility Coordination and Construction in a tight Urban Area**  
Noble County Bridge 147 in Ligonier, Indiana
- **Fast Track Design and Permitting Schedule**  
Lake County Bridge 260 in Munster, Indiana

# PROJECT MANAGER/KEY PERSONNEL



**Gary K. Fisk, PE**  
**Project Principal**

Gary has 39 years of experience and is responsible for the quality management on transportation projects totaling over 3 billion dollars in construction costs. His project experience includes engineering design and management of various projects that include bridges, roadway, highways, interstates, numerous complex interchanges, right of way engineering, traffic engineering, traffic signals, signing, lighting, railroad crossings, railroad engineering, highway corridor studies, storm water/sanitary sewer engineering and drainage studies.



**Michael A. Kummeth, PE**  
**Quality Manager**

Mike has 33 years of experience providing structural engineering design and inspection services for projects at the state and local levels. He has extensive bridge rehabilitation and replacement design and project management experience for various bridge projects. He has also provided services for several bridge inspections/studies.



**Steven A. Jones, PS, CFedS**  
**Topographic Survey**

Steve has 25 years of technical and project management experience in performing horizontal and vertical control surveys, boundary surveys, route surveys, hydrographic surveys, and topographical surveys. He has been responsible for the implementation and training of personnel in surveying technologies such as GPS, laser scanning (LiDAR), and Unmanned Aerial Systems. As a Certified Federal Surveyor, Mr. Jones has specialized training in the U.S. Public Land Survey System, and boundary determination.



**John F. Marino, PE**  
**Bridge Hydraulics and Waterway Permits**

John has 14 years of experience providing structural engineering, hydraulic engineering, bridge design and road design for various highway bridges, railroad bridges and small structures. Mr. Marino has also provided services for bridge inspection projects.

# PROJECT MANAGER/KEY PERSONNEL



## **Paul D. Foster**

### **Roadway Design and Rule 5 Permit**

Paul has 39 years of experience technical and project management experience, which includes highway, road and street projects, traffic signal design, railroad alignments and crossings, industrial parks, site development, residential subdivisions and community development infrastructures. His experience also includes right of way acquisition for highway, road and bridge projects, railroads, industrial parks, site development, residential subdivisions and community development infrastructures. Mr. Foster has experience in various aspects of right-of-way including engineering design, management of appraisers and buyers, negotiation, acquisition and closing services through working in various capacities on numerous Federally-funded INDOT, Local Public Agency, and locally-funded projects.



## **Jonathan E. LaTurner, PE**

### **Bridge Hydraulics and Waterway Permits**

Jon has extensive experience working on drainage and stormwater management on commercial and residential sites. He is responsible for the flood control; stormwater and sanitary sewer design; water supply and wastewater elements. These projects include both industrial and governmental clients, which involves the preparation of studies, reports, preliminary design, final design, and supervision of construction. Mr. LaTurner is also responsible for the coordination of Federal, State, and Local flood control and drainage projects. Mr. LaTurner has performed hydraulic analysis on bridge projects, both road/storm sewer hydraulics and the bridge opening hydraulics via stream modeling. Most recently, Mr. LaTurner has completed and has received approval on several small structure hydraulic reports. These reports implemented several practical design elements to maintain these replacements within the scope and budget.



## **Jason A. Stone**

### **Waters of the US Report and Asbestos Inspection**

Jason has 24 years of experience in the preparation of NEPA compliance documents including, Environmental Impact Statements (EIS), Environmental Assessments / Findings of No Significant Impact (EA/FONSI), Categorical Exclusions (CE) and numerous Section 106/Section 4(f) Analyses, primarily for Federal, State and Municipal transportation and site development projects. In addition, Mr. Stone has managed interagency coordination and review processes, performed resource inventories, impact assessments, and prepared numerous environmental permit documents, coordinating these efforts with project development milestones.



## **Wyatt Bower**

### **Utility Coordination**

Wyatt's broad background in utility planning and construction is supported by solid experience in road construction and land surveying. DLZ knows that an outstanding utility coordinator must meet two personality requirements that Wyatt fits to a tee. He has both the patience to study and understand plans and specifications, and he can talk to and work with any utility company personnel or contractor. Wyatt has worked for a utility (City of Bloomington Utilities), for heavy highway contractor (Milestone) and now brings that experience to DLZ's design team. Wyatt's experience helps designers troubleshoot issues before they escalate to critical schedule drivers.

# PROJECT APPROACH

## PROJECT UNDERSTANDING

The proposed project consists of the replacement of the existing Madison Street Bridge over the Millrace Canal (Bridge 302) with a new bridge that will provide access to a proposed multi-use pavilion. The bridge shall be constructed in 2021. The new bridge will be designed to carry both vehicular and pedestrian traffic, including construction traffic for the construction of the pavilion, and is expected to accommodate utility crossings. DLZ has been inspecting the bridge since 2012 and has recently visited the site.

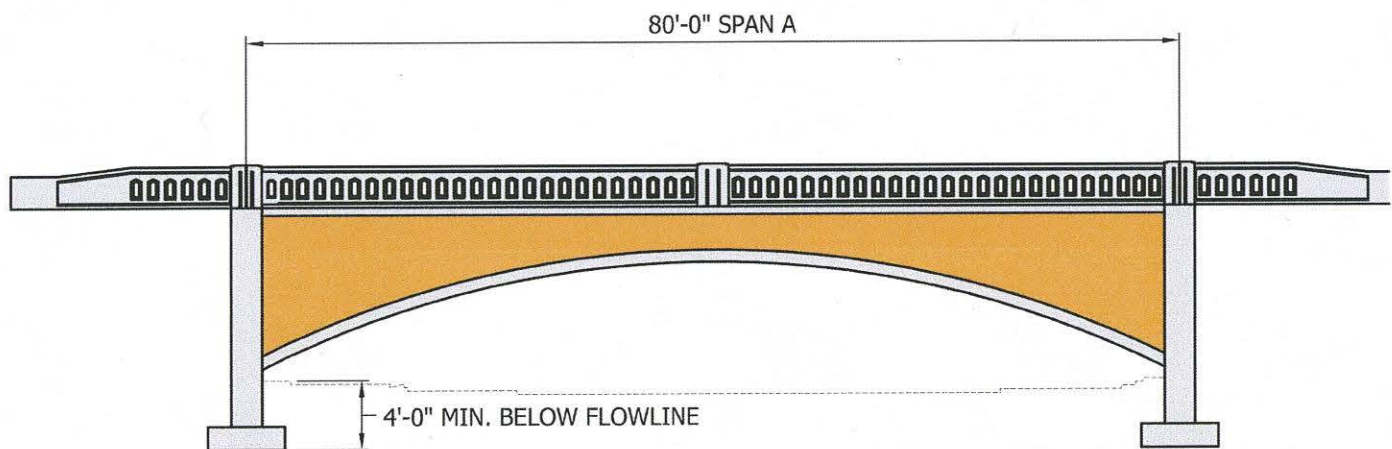
DLZ has reviewed the existing available information on the structure and met via remote conferencing with Mr. Josh Corwin and Mr. Dustin Sailor on October 1<sup>st</sup>. Based on our review of the existing information and discussions with City personnel, the following key parameters have been identified:

- The new structure shall be cost effective and require low maintenance
- The new structure shall accommodate a proposed 8" water main and 3" sewer force main
- The new structure shall provide adequate clearance for kayaks and canoe use
- The new structure shall incorporate bridge aesthetics to complement the proposed pavilion
- The new structure shall be constructed in 2021

### Proposed Structure

We understand the City's goal is to replace the existing deteriorated bridge with a new structure that will accommodate the future needs of the pavilion, while being cost effective with its initial cost, as well as, from a life cycle cost perspective and maintenance upkeep. As such, we will look at the following bridge options:

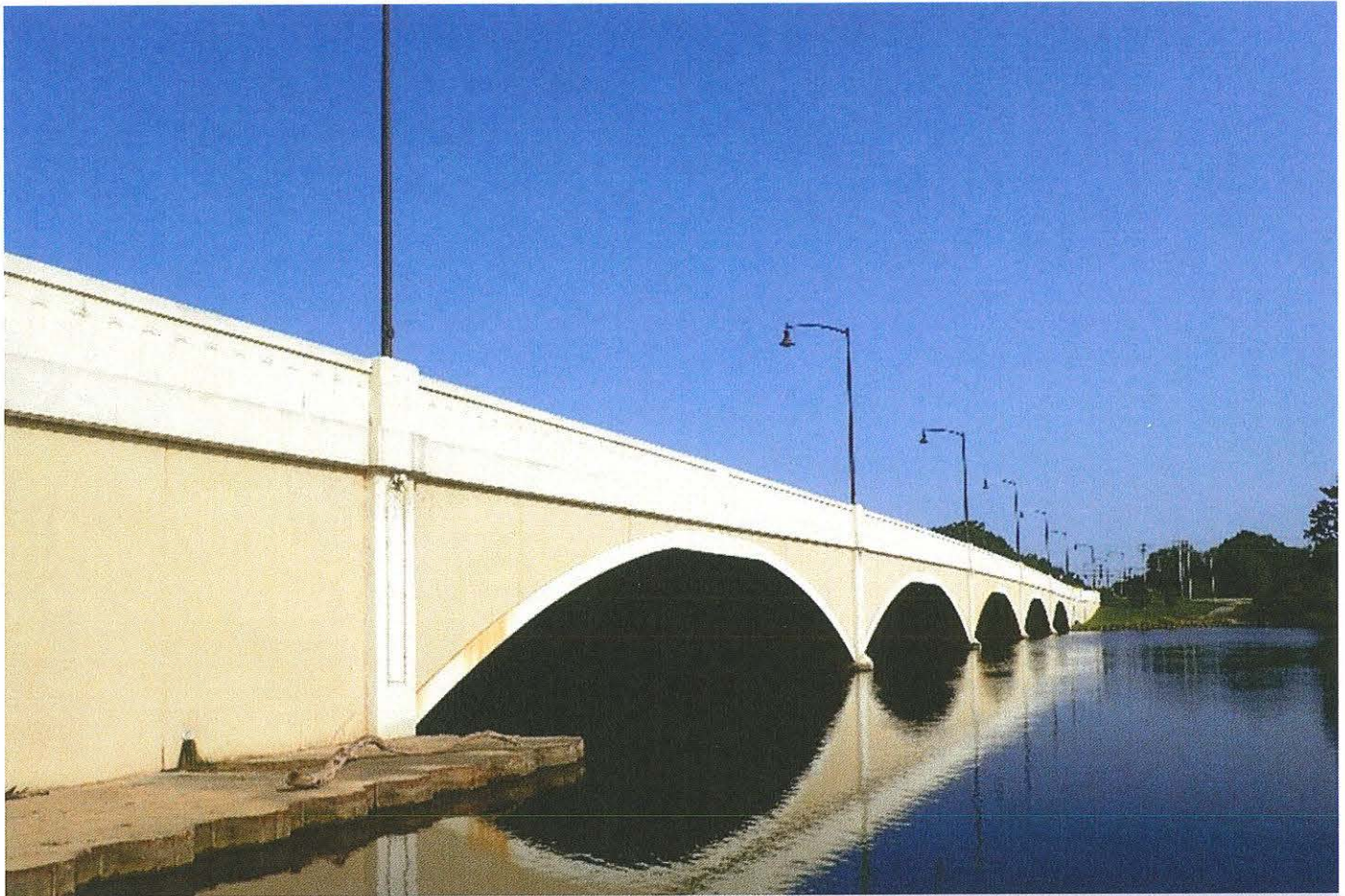
#### *Option #1 – Single Span Precast Concrete Arch Structure*



We will first investigate replacing the existing bridge with a precast concrete arch structure, similar to Elkhart County Bridge 161, CR 17 over the St. Joseph River built in 2011. The new structure is anticipated to be a single span bridge with a span of approximately 80 feet and an estimated rise of 10 feet at the center. The actual rise of the structure will be coordinated with the City to verify enough clearance is provided for kayaks and canoes while at the same time minimizing the grade raise of Madison Street.

The precast concrete arch structure offers a very low maintenance structure with the added benefit of being able to incorporate architectural features in its design that could compliment the aesthetics of the pavilion.

# PROJECT APPROACH



Elkhart County Bridge 161 over St. Joseph River

## ADVANTAGES

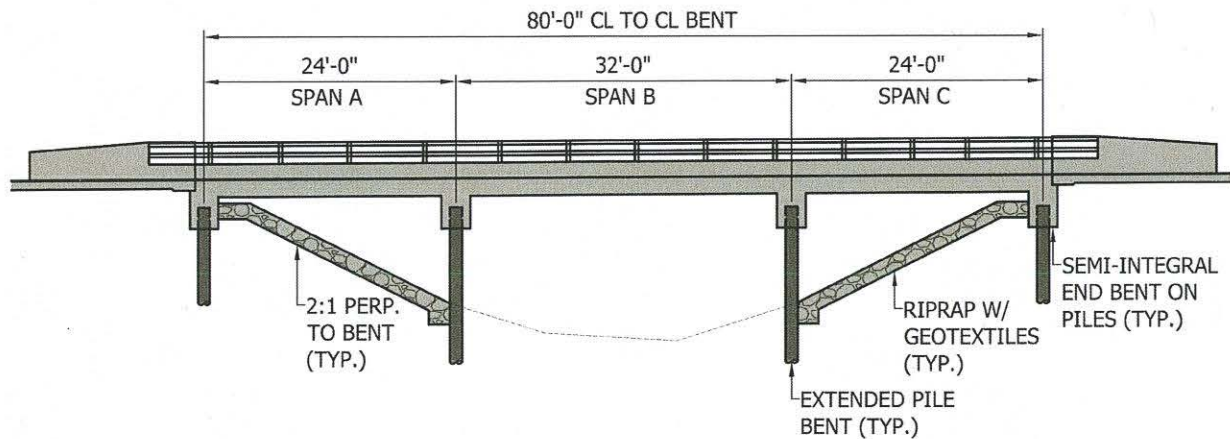
- Low maintenance required, similar to Kercher Road Bridge over Horn Ditch in the City of Goshen.
- Flexibility in the selection of finish, color, and pattern of the spandrell walls and headwalls to blend with proposed pavilion.
- Economical structure.
- Utility crossings can easily be incorporated into the typical section.
- Pre-engineered for rapid design, fabrication, and construction.

## DISADVANTAGES

- May require a slightly greater grade raise than other options.
- Limited number of suppliers.

# PROJECT APPROACH

## Option #2 – Three Span Continuous Reinforced Concrete Slab Bridge



It is understood that the City would like to minimize the amount of approach work, especially on the east approach, to avoid impacting the Hawks property. Structure depth is a major influence on the profile grade of a new bridge. Minimizing the structure depth of the proposed bridge will provide the least impact and cost to this project. Therefore, we will investigate using a conventional three-span reinforced concrete slab bridge. The slab is anticipated to be 18" thick. This 3-span option will provide the shallowest structure depth for this crossing; therefore, it will minimize any grade raise required at the bridge and provide the most vertical clearance for kayaks and canoes.

The 3-span bridge will be supported on spill-through integral end bents and extended pile interior bents. It is estimated that the maximum span length would be close to 32'-0" with end spans of 24'-0". This span arrangement will maximize the center span opening while positioning the interior bents close to the banks of the existing canal, eliminating the multiple piers currently in the canal. The proposed spans will maintain an economic ratio between center and end spans of approximately 1.33.



Noble County Bridge 147 over Elkhart River — Three-Span Reinforced Concrete Slab

### ADVANTAGES

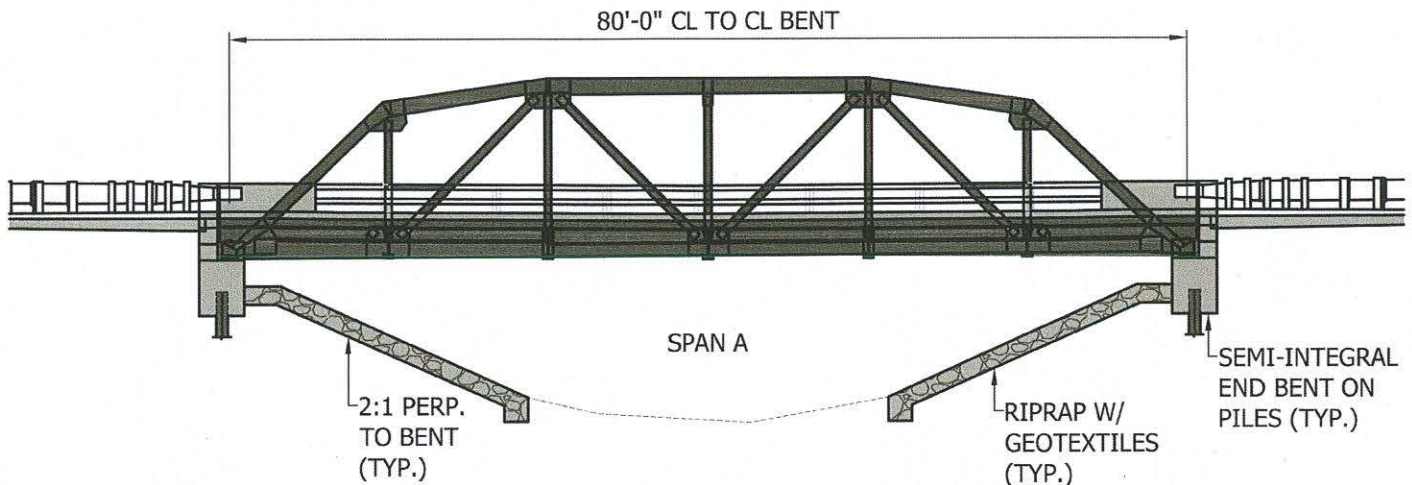
- Low maintenance required.
- Simple construction and minimal grade raise.
- Economical construction cost.

### DISADVANTAGES

- Limited options in terms of aesthetics.
- Requires in-channel formwork.

# PROJECT APPROACH

## Option #3 – Single Span Prefabricated Steel Truss Bridge



We will also look at a single span prefabricated steel truss bridge option supported on spill-through semi-integral end bents. Before the pavilion had been planned, the City had looked into replacing the Madison Street bridge with a prefabricated steel truss pedestrian bridge. This type of structure can be designed to carry both pedestrian and vehicular traffic. The truss style and/or color can be modified to match the aesthetics of the proposed pavilion. High maintenance is typically associated with trusses; however, the truss can be galvanized to reduce future maintenance cost.



Columbia Road over Grand River, Ingham County, Michigan

### ADVANTAGES

- Shallow construction depth; thereby, minimal approach work anticipated.
- Wide selection of truss styles and aesthetics features available to match the pavilion.

### DISADVANTAGES

- Higher cost of maintenance; the structure will require cleaning and painting during the life of the bridge.
- The water main and sanitary force main will likely need to hang from the bridge or directionally bored under the canal.

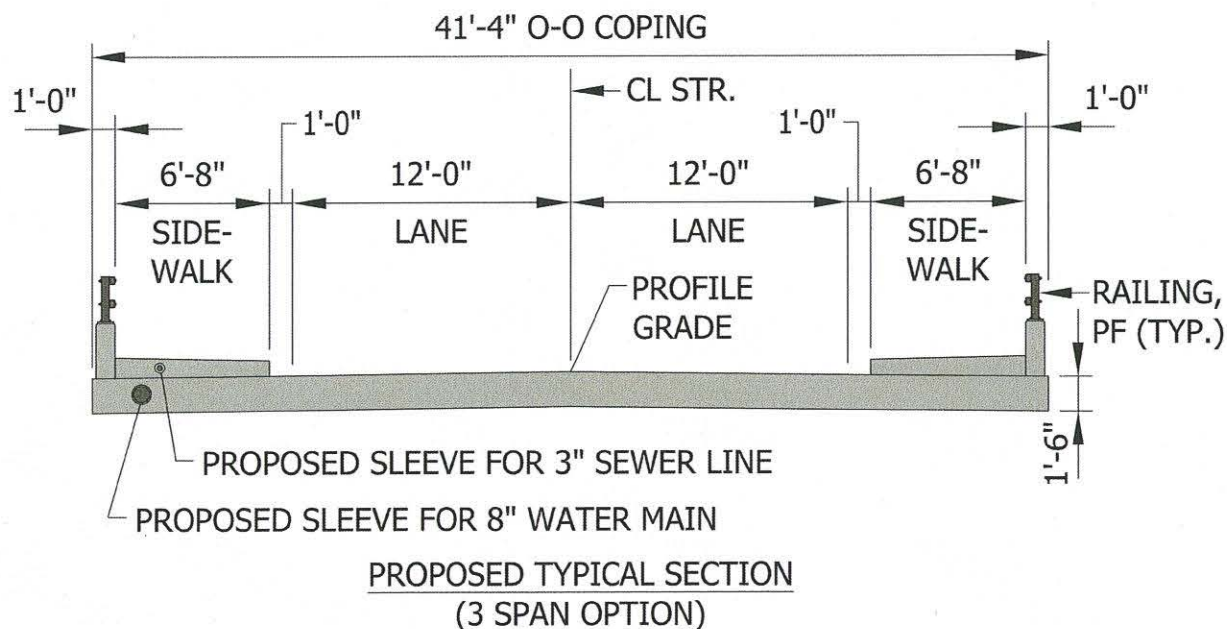
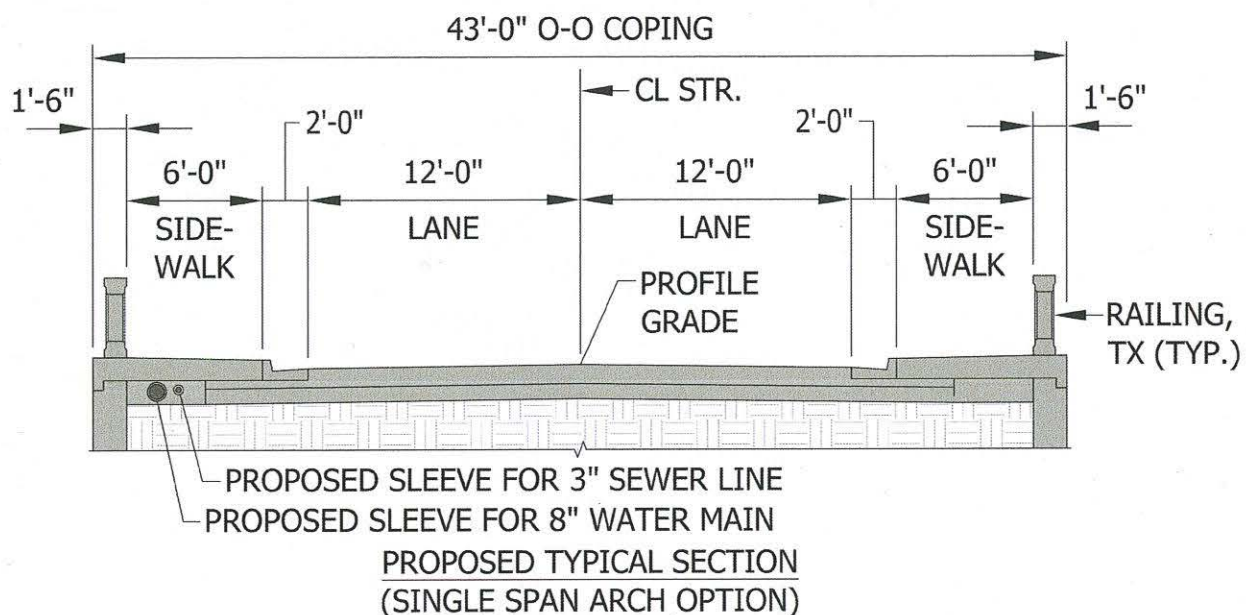
# PROJECT APPROACH

## Alternatives Report

DLZ will prepare an Alternatives Report to address the items outlined in "Phase 1" of the RFP. DLZ will compare the bridge options described. Any other options that the City wishes for DLZ to explore will also be included in the economic analysis. For our Alternatives Report submission, DLZ will perform a structure size and type analysis, for the City to arrive at the most cost-effective structure that meets the key parameters established for the project.

## Bridge Typical Section

The bridge typical section is anticipated to consist of two 12-foot lanes with sidewalks on either one side or both sides of the bridge. This will be coordinated and finalized with the City. The bridge rails could either be INDOT standard TX railings or PF-1 railings, depending on the City's preference. An 8" water main and a 3" sewer line will need to be incorporated into the typical section of the bridge.





# PROJECT APPROACH

## Approach Work

It is anticipated that the roadway limits will be 35 feet west of the bridge approach slab, which will extend 10 feet past the existing trail. The limits to the east will be 35 feet east of the bridge, in order to connect to the existing sidewalk on the south side of the roadway. The approach roadway will consist of two—12-foot lanes with curb and gutter and sidewalks, matching the bridge section. The roadway west of the bridge will be asphalt pavement. East of the bridge, the existing pavers will only be removed and reset or replaced, where necessary to match into the reconstructed bridge grade. The sidewalks will be extended west of the bridge 10 feet past the existing trail and will tie into the trail. It is anticipated that the trail along the canal will stay on the same alignment. The profile of the trail will be adjusted to match the sidewalk elevation(s). ADA ramps will be provided for the trail to cross the roadway. The sidewalk along the east side will be extended along both sides of the roadway from the bridge to connect to the existing sidewalks.

## Other Design Elements

In addition to the structural and roadway design, the project will require a number of other elements as stated in the RFP. These include the following:

**Topographic Survey:** DLZ will provide all the necessary survey services required for this project. The topographic survey will extend from approximately 200 feet east of the Madison Street bridge and approximately 100 feet west of the bridge, for a total length of 360 feet. Survey coverage will extend to the apparent right-of-way, which is approximately 35 feet both sides of the centerline of the road.

**Permits and Hydraulic Analysis:** DLZ held discussions with the IDNR Assistant Director, in charge of permitting, on the need for an IDNR Construction in a Floodway Permit for this structure. As the structure is on a man-made canal, two factors need to be looked at: 1) Does the City drainage to the Millrace Canal contribute more than 1 square mile of drainage area, and 2) Is the site in the floodway of the Elkhart River? The answer to both questions is “no”; therefore, a Construction in a Floodway permit is not required. Since the flow in the Millrace is controlled by a sluice gate, there is no need to model scour. As we are improving the waterway opening by reducing the number of piers in the water, a hydraulic analysis is not needed.

Due to the anticipated in-channel work, an IDEM Section 401 Regional General Permit (RGP) and an U.S. Army Corps of Engineers 404 permit will be required. The 401 and 404 permits will be submitted as a joint application (one set of documents) to these two respective agencies. The area of concern for these agencies is the Waters of the US or that area in the stream below the ordinary high-water mark (OHWM).

**Waters of the U.S. Report:** A Waters of the US Determination Report will be prepared. The “Waters Report” will identify any wetlands in the area and also establish the OHWM. The Waters of the US Determination will be based on DLZ’s best judgment and the guidelines set forth by the US Army Corps of Engineers (USACE) for determining the jurisdictional status of surface waters and wetlands. The final determination of jurisdictional waters is ultimately made by the USACE. This determination is required as a condition of the IDEM Section 401 RGP.

**Asbestos Inspection:** The National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations, 40 CFR part 61, subpart M, requires Owners to use an accredited asbestos inspector to thoroughly inspect the affected facility where renovation/demolition activities are to occur for the presence of asbestos containing materials, including category I non-friable and category II non-friable asbestos containing materials. Owners

# PROJECT APPROACH

are then required to have all regulated asbestos containing materials removed prior to any renovation/ demolition activities that may result in the disturbance of these materials. This bridge is defined as a facility and is subject to the NESHAP regulations. DLZ will use an IDEM Accredited Asbestos Inspector to thoroughly inspect the structure and will document the location, friability, condition, and the approximate quantity of suspect asbestos containing materials. Bulk samples will be obtained from the suspect asbestos containing materials identified and will be taken to a National Voluntary Laboratory Accreditation Program (NVLAP) approved laboratory for analysis using Polarized Light Microscopy (PLM) methods. Analysis will be performed in accordance with the U.S. EPA's Interim Method for the Determination of Asbestos in Bulk Insulation Samples, 40 CFR 763, Sub Part F, Appendix A, 1987. Upon receipt of the laboratory results, DLZ will develop an inspection report documenting the results of the asbestos inspection. If asbestos is found, it will be noted on the plans and quantities provided for removal.

**Maintenance of Traffic:** It is anticipated that the construction of the bridge will require a road closure plan. Barricades will be located just west of the intersection of Madison Street and the alley and signed as local traffic only to maintain traffic to the business drives along the north side of Madison Street. Barricades will be placed along the east side of the bridge for the bridge closure. A detour will not be provided since Madison does not connected to another roadway to the west.

**Geotechnical Investigation:** An existing geotechnical investigation has been completed in the vicinity of the structure for the utility service to the new pavilion. However, a supplemental geotechnical investigation is required to specifically address the bridge foundation recommendations. This work will be sublet to Advanced Engineering Services (AES), Inc.

**Utility Coordination:** DLZ has noted existing overhead power lines along the north side of the bridge and along the west bank of the canal, running parallel to the trail. DLZ will perform utility coordination services in accordance with Chapter 104 of the Indiana Design Manual (IDM) to confirm that the existing utilities will not hinder construction. If utilities are present that will hinder construction, DLZ will work with the utilities in the development of work plans to eliminate the utility conflict. Utility coordination with the proposed utilities for the new pavilion will also be performed.

**Right of Way Engineering:** It is anticipated that all the improvements will be within the City's existing right of way. As such, no additional right of way is anticipated to be required for this project.

**Rule 5 Permit:** DLZ will prepare the application and back-up documentation for the Indiana Department of Environmental Management (IDEM) – Rule 5 Erosion Control Permit Application.

**Plans and Specifications:** DLZ will prepare plans, specifications and consult with the City throughout the design phase. Plans will consist of 3 submissions: preliminary plans (55%), final check prints (95%) and final tracings submission (100%).

**Bid Review/ Construction Phase Office Services:** These services will consist of reviewing the bids received from contractors, answering questions, and shop drawing review.

# PROJECT APPROACH

## Schedule

DLZ understands the City’s schedule to complete the scope of services outlined in this proposal with proposed letting in the spring/summer of 2021. The City has indicated that the project is to be constructed during the 2021 construction season so that the bridge is ready for construction of the new pavilion. DLZ will complete the work in accordance with the following schedule:

TASK	DATE
Submittal of Proposal	October 7, 2020
Anticipated Notice to Proceed	October 15, 2020
Topographic Survey	Within 45 days of receipt of NTP (Est. November 2020)
Alternatives Report	Within 15 days of Survey completion (Est. December 2020)
Preliminary Plans	Within 30 days of approval of Alternatives Report (Est. January 2021)
Waterway Permits Application	In conjunction with preliminary plans submission (Est. January 2021)
Permit Approval	90 days after permit submission
Final Plans (95%)	Within 45 days of approval of Preliminary Plans (On or before March 1, 2021, as stated in the RFP)
Final Tracings (100%)	Within 15 days of approval of Final Plans (Est. March 2021)
Letting	April 2021

# OVERALL QUALIFICATIONS OF FIRM/TEAM

**DLZ INDIANA, LLC (DLZ)** is an Indiana state certified minority-owned business enterprise (MBE). With nearly 700 employees at 26 office locations in seven states, DLZ is a recognized leader in the architectural, engineering, construction, and surveying industries. Consistently ranked as one of Engineering News-Record's prestigious Top 150 Design Firms in the United States, DLZ's continual growth and success is a testament to the quality of our work and the satisfaction of our clients.

- INNOVATIVE IDEAS.**
- EXCEPTIONAL DESIGN.**
- UNMATCHED CLIENT SERVICE.**

These are the principles that guide DLZ professionals in delivering solutions to your engineering and construction service needs. We focus on meeting and exceeding our clients' expectations and are known for our expertise, integrity, and contributions to the people and communities we serve. A family- and minority owned, full-service firm, DLZ's multidisciplinary, collaborative approach to professional services allows us to build and lead successful project teams that are dedicated to providing solutions that save money, improve operations, and solve problems. Our vision is simple: Create successful partnerships with our clients that facilitate trust, commitment, and communication.

## CLEAR LINES OF COMMUNICATION AND RESPONSIBILITY ARE THE KEYS TO WORKING TOGETHER

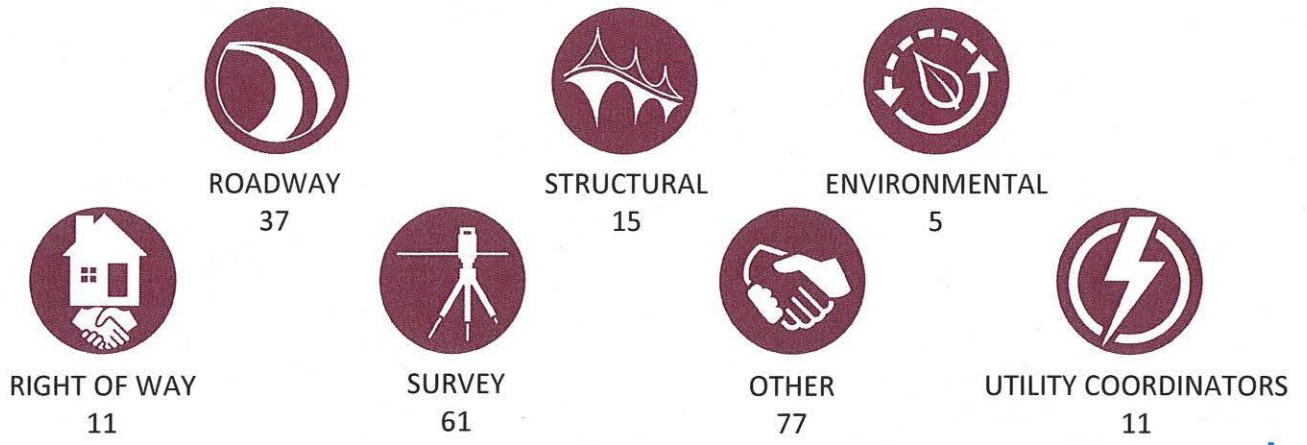
Communication is important to DLZ and we believe it to truly be the most critical component of a successful project. We realize that the City of Goshen works on many projects at one time. It is our goal to be your least concern and move this project through each milestone on time and within budget. DLZ will provide a plan that keeps you informed of progress at all times.

**YOUR VISION**  
**OUR COMMITMENT**

DLZ is committed to the City of Goshen's vision of improving infrastructure throughout the City along with project delivery on time and within budget. We are committed to serving as a part of your winning team and an extension of the City's staff to deliver a quality product.

**Together, we will make a difference.**

## CAPACITY BY DISCIPLINE



# OVERALL QUALIFICATIONS OF FIRM/TEAM

## NOBLE COUNTY BRIDGE 147 (PIGEON STREET OVER ELKHART RIVER)

### *Noble County, Indiana*

DLZ was selected to provide survey and engineering services for the replacement of the bridge carrying Pigeon Street over Elkhart River in Noble County, Indiana.

The new structure is a three-span (34'-6", 44'-0", 34'-6") bridge with a clear roadway width of 20'-0". The superstructure consists of 22" thick continuous reinforced concrete slab, thus avoiding raising the grade due to intersections at each end of the bridge.

Integral end bents and concrete interior bents support the slab. A new retaining pile wall was built at the west end bent to avoid impacting an adjacent building and parking lot. The east end bent provides a 2:1 spill slope.

A hydraulic analysis of the existing and proposed bridge was performed using the U.S. Army Corps of Engineers HEC-RAS program. DLZ created a model of the study reach using surveyed cross-sections taken both upstream and downstream of the project site and any available floodplain information. The available information included the published FEMA Flood Insurance Study for Elkhart River, the Coordinated Discharge Graph of Elkhart River, and the USGS Quadrangle Maps.



**CLIENT:** Noble County Board of Commissioners  
**CONTACT:** Mr. Zachary Smith, PE, County Engineer, 260.636.2124  
**FEE:** \$317,930  
**CONSTRUCTION COST:** \$1,283,000  
**COMPLETED:** 2018

# OVERALL QUALIFICATIONS OF FIRM/TEAM

## COLUMBIA ROAD OVER GRAND RIVER BRIDGE REPLACEMENT

### *Ingham County, Michigan*

DLZ provided topographic and hydraulic surveys, hydraulic and scour analyses, USACE/MDEQ joint permit application, utility coordination, bridge and road design, and MOT design for the replacement design of a single span steel truss bridge. The structure consists of pile supported concrete abutments, steel truss superstructure, concrete deck with two-tube steel railings.

DLZ worked hand-in-hand with a steel truss fabricator throughout the design and construction to coordinate the design of the substructure and road approaches with the design of the steel truss superstructure. Close coordination and understanding of the superstructure loads, design and load rating vehicles and calculations, as well as proposed bearing elevations took place between the DLZ engineers and the truss fabricator.

The 165-foot single span bridge replaced a three-span structure that had two piers in the river. The new structure completely spans the river and includes spill through slopes protected by heavy riprap. The construction project included full roadway closure and a detour route several miles in length.

The intersection of Columbia Road and Waverly Road at the east end of the bridge was relocated slightly away from the bridge to provide better visibility and a safer intersection.



**CLIENT:** Ingham County road Department  
**CONTACT:** Ms. Kelly Jones, 517.676.9722  
**FEE:** \$72,000  
**CONSTRUCTION COST:** \$1,777,083  
**COMPLETED:** 2018

# OVERALL QUALIFICATIONS OF FIRM/TEAM

## TRU-PALMYRA ROAD BRIDGE REPLACEMENT

### *Trumbull County, Ohio*

The existing Palmyra Road Bridge over Little Duck Creek was a single-span concrete encased steel beam bridge which was built in 1940. The existing bridge was 27'-6" long with a total width of 20'-6" face-to-face of guardrail.

The Trumbull County Engineer's Office selected DLZ to address the structural and geometric design deficiencies to improve vehicular safety along the corridor with a replacement bridge as part of an LPA project with ODOT District 4.

The work included removal of the existing deteriorated structure and construction of a new structure. The replacement bridge is a single-span, CONSPAN precast concrete arch culvert 28' x 6'. The bridge and approach pavement is wider than the existing width to provide 30'-0" total out-to-out.

The project involved creative avoidance of several wetland areas, hydraulic analysis, stream realignment, utility coordination, a minimal right-of-way take, and full depth replacement of 0.13 miles approach pavement.



**CLIENT:** Trumbull County Engineer  
**CONTACT:** Mr. Gary Shaffer, PE, Project Manager, 330.675.2640  
**FEE:** \$260,000  
**CONSTRUCTION COST:** \$505,000  
**COMPLETED:** 2015

# PREVIOUS EXPERIENCE WITH THE CITY

- Madison Street over Canal Inspection and Repair Recommendations (City of Goshen Bridge 302)
- 2020, 2016/2018 and 2012/2014 City of Goshen Bridge Inspections
- Shanklin-Millrace Bike and Pedestrian Tunnel under S.R. 119 (City of Goshen Bridge 401)
- Monroe Street Trail from US 33 to East Fair Grounds Entrance
- Construction Observation for Maple City Greenway Phase V
- Millrace Powerhouse Restoration
- Kercher Road Construction Observation from U.S. 33 to C.R. 31
- Goshen Airport Survey
- Industrial Park Drainage Study and Design
- Eisenhower Drive Extension from U.S. 331 to Century Drive
- State Route 4, Red Rock Creek to Steury Avenue
- Kercher Road Reconstruction from Dierdorff Road (C.R. 27) to U.S. 33
- Kercher Road Reconstruction from U.S. 33 to C.R. 31
- Kercher Road Sanitary Sewer Extension
- Construction Observation of Intersection Improvements of Main Street (SR 151 and College Avenue)
- Maple City Greenway, Phase VII
- Winona Trail Pedestrian Tunnel under Norfolk Southern Railroad (City of Goshen Bridge 402)
- US 33 Realignment
- Preliminary Engineers Report (PER) for Various Watermain Improvements
- Topographical Survey for In-house Design (Multiple Locations)
- US33 Water and Sewer Utility Relocation Design
- Riverside Boundary Survey
- Construction Observation of South Link Road
- North West Bike and Pedestrian Trail
- Bridge 304 Abutment Repair Design
- New York Street Watermain
- Construction Observation for South Link Road
- Industrial Park Drainage
- US 33 Relocation





# EFFORT JUSTIFICATION

Please see the attached Effort Justification.

**EFFORT JUSTIFICATION FOR TOPOGRAPHIC SURVEY**

**Goshen: Madison St. Bridge**

DLZ Indiana, LLC (2020 Rates)

DESCRIPTION	HOURS BY CLASSIFICATION									TOTALS:
	Div. Man.	PM I	Reg. LS	Party Chief	Field Survey Technician	Designer II	Surveyor I	GIS Tech	Clerical	
<b>Research Activities:</b>										
- Old Field Books, Plans										
- Utility Plans, Contact Information and Field Meetings				1.0						
- Section Corner Information							1.0			
- Deeds and Property Owner Names & Addresses							1.0			
- Other Recorded Documents							1.0			
- Bench Marks & Control Points										
- Send letters to property owners										
- Field Reconnaissance										
- Document Review										
<b>Field Activities:</b>										
<b>Search / Excavate / Locate</b>										
- Section Corners (including References)										
- Bench Marks & Survey Control Points				3.0						
- Title/Property Evidence										
<b>Horizontal Control and Field Activity Notes:</b>										
- On-site traverse										
Bridge Design and Plans (Option 2 - Three-Span Slab)				2.0						
<b>Vertical Control and Field Activity Notes:</b>										
- Off-site										
- On-site				1.0						
<b>Witnesses:</b>										
- Control Points						2.0				
<b>Staking:</b>										
- Soil Borings										
- Right of Way										
- Boundary										
- Miscellaneous										
<b>Topographic Survey:</b>										
- Mainline(s)				8.0						
- S-Line(s)										
- T Line(s)										
- Site Design Topo										
- Detailed Sketches										
- Sanitary and Storm Sewer Investigator				1.0						
<b>Other Field Related Work:</b>										
- Wetland/CHWM Flags				2.0						
- Field Check										
- Stream Sections				4.0	4.0					
- Bridge Detail				2.0						
<b>Office Activities</b>										
Project Proposal Preparation										
Project Administration	0.5									
Project Coordination	0.5									
Lidar Registration/cleanup/extraction										
Field Book Preparation										
Utility Mapping							2.0			
Topography Mapping							6.0			
Boundary/Right of Way Resolution			2.0							
Report Preparation										
Plat Preparation										
Review	0.5									
Revisions			1.0							
<b>TOTAL - Hours:</b>	<b>1.5</b>	<b>0.0</b>	<b>3.0</b>	<b>24.0</b>	<b>4.0</b>	<b>2.0</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45.50</b>





**Goshen Madison - Effort Justification  
Maintenance of Traffic and Roadway Design**

DLZ INDIANA, LLC

Date: 10/07/20

DESCRIPTION	MANHOURS BY CLASSIFICATION						TOTALS
	DM	PM	ENG III	ENG II	ENG I	DES II	
PFC MOT Detour plans		1		4	8	10	23
PFC Road approach plans		1		4	10	12	
Final MOT Detour plans		1		2	4	6	13
Final Road approach plans		1		2	8	8	
Quantity Calculations		1		4	8		13
							0
							0
							0
							0
							0
<b>TOTAL - HOURS:</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>36</b>	<b>95</b>

V:\Opportunities\South Bend\2020\Transportation\{SB20017820} City of Goshen IN - Madison Street Bridge ReconstrlScope and Fees\Bridge\{Goshen 302 Effort (No Fees).xlsx}Const Phase

**Effort Justification - Waterway Permits**  
**City of Goshen Bridge 302: Madison Street Bridge over Millrace Canal**  
 October 7, 2020

<b>Description</b>	<b>Div. Manager</b>	<b>Proj. Mngr. I</b>	<b>Eng. III</b>	<b>Eng. I</b>	<b>Designer II</b>	<b>Total</b>
Early Notification and Coordination w/ Agencies	3		3			6
IDEM 401 & Corps 404 Permit Applications			2	8	4	14
Quality Assurance	2					2
<b>Hours</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>22</b>

**Bridge 302 - Madison Street Bridge over the Millrace Canal  
City of Goshen, Indiana  
WATERS OF THE US REPORT  
Effort Justification**

Consultant: DLZ Indiana, LLC

October 7, 2020

Description	Manhours by Classification								Total Labor Hours
	Division Manager	Department Manager	Project Manager	Environmental Scientist III	Environmental Scientist II	Survey Party Chief	Civil Engineer I	Clerical II	
<b>WATERS OF THE US REPORT</b>									
Gather available secondary source data				2					2
Drive time (1 trip)				1.5					2
Perform an on-site reconnaissance				2					2
Flag OHWM				1					
Prepare Report and QA/QC		1		22			4		27
Prepare PJD form				2					2
<b>Total Hours:</b>	0	1	0	31	0	0	4	0	36

**Bridge 302 - Madison Street Bridge over the Millrace Canal**  
**City of Goshen, Indiana**  
**ASBESTOS INSPECTION**  
**Effort Justification**

**Consultant: DLZ Indiana, LLC**

October 7, 2020

Description	Manhours by Classification								Total Labor Hours	
	Division Manager	Department Manager	Project Manager	Environmental Scientist III	Environmental Scientist II	Survey Party Chief	Civil Engineer I	Clerical II		
<b>ASBESTOS INSPECTION</b>										
Perform Asbestos Inspection				2						2
Drive time (included under Waters Report)				0			0			0
Prepare Asbestos Inspection Report		1		7						8
<b>Total Hours:</b>	0	1	0	9	0	0	0	0		10



**Goshen Madison - Effort Justification  
IDEM Rule 5 Permit**

DLZ INDIANA, LLC

Date: 10/07/20

DESCRIPTION	MANHOURS BY CLASSIFICATION						TOTALS
	DM	PM	ENG III	ENG II	ENG I	DES II	
Prepare and Submit Rule 5 Permit Application		2		4	16	8	30
Monitor the Approval Process		2		2			4
<b>TOTAL - HOURS:</b>	0	4	0	6	16	8	34

**Goshen\_Madison Street Bridge  
Utility Coordination  
Effort Justification**

10/02/2020

DLZ INDIANA, LLC

Tasks	DEPT.	PROJ.	UT	ENGR.	TOTAL
	MGR.	MGR.	COORD	I	HOURS /TASK
Design Ticket - Spreadsheet creation and input			1		1
Send initial notices of proposed project to all utilities			2		2
Prepare and Maintain spreadsheet for all utility contacts (weekly communication logs)			4		4
Send verification plans to all utilities and review all plans			2		2
Send approved Stage 1 plans to all utilities (utilities to verify their lines are shown properly)			2		2
Set up and attend utility field meetings = PFC		1	2		3
Conflict resolution		2	6		8
Send final plans to all utilities (for relocation plans and work plans)			2		2
Review relocation plans and work plans		2	12		14
Draft, compile one set and compare utility relocation plans			2		2
Utility Coordination Certification, RSP Docs, and Signing Work Plans			4		4
Prepare and Maintain utility schedule gant chart (weekly)			3		3
QM/QA	2				2
7 Utilities per 811 Design Ticket. OH Electric with 3 Comm. Lines attached on N. side Bridge Design and Plans (Option 2 - Three-Span Slab)					
<b>TOTAL - HOURS:</b>	<b>2</b>	<b>5</b>	<b>42</b>		<b>49</b>



Proposed Bridge 302 on Madison Street  
City of Goshen, IN  
AES Proposal No. 2020-263G (Rev)

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
<b><u>GEOTECHNICAL LABORATORY</u></b>			
39. Sieve analysis for soils	3 ea		
40. Hydrometer analysis	3 ea		
41. Sieve analysis for Aggregates			
a. Analysis by Washing (AASHTO T-11)	3 ea		
b. Analysis by Using (AASHTO T-27)	3 ea		
42. Liquid limit	3 ea		
43. Plastic limit & plasticity index	ea		
44. Liquid Limit Ratio	ea		
45. pH test	3 ea		
46. Loss on Ignition Test			
a. Loss on Ignition Test (Conventional)	4 ea		
b. Loss on Ignition Test (Sequential)	ea		
c. Organic content based on Clorimeter	ea		
47. Topsoil Tests			
a. Phosphorus tests	ea		
b. Potassium tests	ea		
48. Moisture Content Test			
a. Moisture Content Test ( Conventional)	14 ea		
b. Moisture Content Test (Microwave)	ea		
50. Specific Gravity Test	ea		
51. Unit weight determination	ea		
52. Hydraulic Conductivity Test			
a. Constant Head	ea		
b. Falling Head	ea		
53. Unconfined Compression Test on soils & Rocks			
a. Unconfined Compression Test (Soils)	2 ea		
58. Moisture-Density Relationship Test			
a. Standard Proctor	ea		
b. Modified Proctor	ea		
59. Soil Support Testing			
a. California Bearing Ratio Test	ea		
b. Subgrade Resilient Modulus on remoulded soils	ea		
c. Resilient modulus on Shelby tube	ea		
61. Water Soluble Sulfate Test	2 ea		
62. Water Soluble Chloride Test	ea		
64. Shale Durability Tests			
a. Slake Durability Index Test	ea		
b. Jar Slake Test	ea		

**Subtotal (Geotechnical Laboratory)**

Proposed Bridge 302 on Madison Street  
 City of Goshen, IN  
 AES Proposal No. 2020-263G (Rev)

	<u>Unit</u>	<u>Unit Price</u>	<u>Total</u>
<b><u>GEOTECHNICAL ENGINEERING</u></b>			
65 Geotechnical Report			
b. With soil subgrade investigation			
i. First mile	1	LS	
ii. Each additional mile		mi	
70 Bridge foundation analysis and recommendations			
a. Shallow foundation	1	ea	
b. Deep foundation			
i. Deep foundation analyses		ea	
ii. Wave equation analyses		ea	
iii. Liquefaction analysis		ea	
iv. Group - 3D analysis		ea	

**Subtotal (Geotechnical Engineering)**

**GEOTECHNICAL PROJECT MANAGEMENT**

87 Geotechnical Review			
a. Structure Report	1	ea	
b. Roadway Report		mi	

**Subtotal (Project Management)**

**Summary of Fees**

- Geotechnical Field**
- Geotechnical Laboratory**
- Geotechnical Engineering**
- Geotechnical Project Management**

**Estimated Total**

2 @ 40 ft borings

# COMPENSATION

Based upon an anticipated notice to proceed of October 15, 2020, and completing the Final Documents and Permits on or before March 1, 2021 as shown in the Request for Proposal, DLZ Indiana, LLC (DLZ) has submitted the attached fee. The fees are based on anticipated hours shown in Exhibit A.

The following is a summary of the proposed fees for the Madison Street Bridge project.

FEE SUMMARY	
PRELIMINARY DESIGN — BASE FEE	
ITEM	FEE
Topographic Survey	\$5,200
Alternatives Report	\$6,900
Bridge and Roadway Design and Plans including MOT (Options 1 or 3)	\$38,100
Waterway Permits	\$2,700
Waters of the US Report	\$3,700
Asbestos Inspection	\$1,200
Rule 5 Permit	\$3,300
Utility Coordination	\$5,600
<b>SUBTOTAL (ENGINEERING)</b>	<b>\$66,700</b>
<b>TOTAL BASE FEE</b>	<b>\$66,700</b>
ADDITIONAL SERVICES, AS REQUIRED	
ITEM	FEE
Bid Phase and Construction Phase Office Services, Hourly Rate, as required	\$5,000
Geotechnical Investigation (for Spread Footing Foundation)	\$9,600
Bridge Design and Plans (Option 2 - Three-Span Slab) (Additional Fee)	<u>\$20,000</u>
<b>TOTAL ADDITIONAL SERVICES</b>	<b>\$34,600</b>
<b>SUM OF BASE FEE AND ADDITIONAL SERVICES</b>	<b>\$101,300</b>

## **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 **September 9, 2020 through October 8, 2020** and finds that entries are allowed in the total amount of **\$169,453.25**

**APPROVED** on October 13, 2020.

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Thomas W. Stump, President

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Andrea Johnson, Secretary

# GOSHEN REDEVELOPMENT COMMISSION

## Itemized Expenditure Report

Claims from 09/08/20 through 10/8/20

Invoice Date	Payee	Description	Claim #	Line Number	Amount
9/10/2020	Tracee Norton	Postage	1774	406-560-00-432.0201	\$8.25
9/23/2020	Amazon Capital Services	Office Supplies	1775	406-560-00-429.0002	\$32.95
10/7/2020	City of Goshen Utilities	65736 State Road 15	1778	406-560-00-439.0930	\$9.17
10/7/2020	R Yoder Construction	Goshen Police Shooting Range Training Center	1783	480-560-00-442.0000	\$24,643.70
10/7/2020	Yarkshark, LLC	September Mowing	1777	406-560-00-431.0502	\$1,576.25
10/7/2020	Amazon Capital Services	Office Supplies	1785	406-560-00-429.0002	\$11.04
10/7/2020	American Structurepoint, Inc. (03093)	College Avenue Reconstruction	1780	473-560-00-431.0502	\$26,533.50
10/7/2020	Barkes, Kolbus, Rife & Shuler, LLP (00311)	Legal Services October 1 to October 31, 2020	1784	406-560-00-431.0502	\$4,271.00
10/7/2020	Lochmueller Group(09835)	Kercher Road Phase 1	1781	473-560-00-431.0502	\$2,286.84
10/7/2020	Lochmueller Group(09835)	Kercher Road Phase 2	1782	473-560-00-431.0502	\$2,089.75
10/7/2020	Niblock Excavating, Inc. (00653)	Main Street Streetscapes	1779	480-560-00-442.0000	\$102,296.97
10/7/2020	Niblock Excavating, Inc. (00653)	River Race Drive Extension	1779	480-560-00-442.0000	\$5,693.83
<b>Total:</b>					<b>\$169,453.25</b>





# October 2020 Redevelopment Staff Report

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**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 with INDOT and Norfolk Southern (NS) on February 19, 2020. NS noted the design would take 12 to 18 months to complete. The City will begin installing the center dividers in 2021.

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**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. Delays in securing 708 E. Lincoln Avenue and relocating the tenants

have pushed the project into 2021. It is anticipated that the project will be ready to bid before the end of this year. The water main project, which is a Water Utility project, east of Steury Avenue, is underway.

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**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 City is waiting on NIPSCO's subcontractor to address erosion control issues at Pine Manor Drive, and then the Notice of Termination will be applied for. The goal is to complete all items by mid-July.

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**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

The contractor has been actively working on the project. They are currently working to complete required work items by June 14, weather permitting. Asphalt paving is scheduled for the week of June 8, along with pavement striping, and then shoulder/tree lawn restoration.

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**PROJECT: KERCHER ROAD RETENTION AREA**

PROJECT DESCRIPTION

Construction of a 60-inch pipe between Eisenhower Drive North to GDC's property and then west to the Kercher Road detention basin. The work will include a stormwater control structure to be placed beneath the intersection of Eisenhower Drive North and Industrial Park Drive.

PROJECT UPDATE

All work has been completed on the first phase of this project. An easement needs to be acquired from Benteler, and then the project can be bid. We are still working to bid the year.

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**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 City is finalizing the agreement with the design consultant. Civil City will fund the design of the public works improvements, and Redevelopment will be funding a majority of the construction with funding assistance from stormwater funds, as well.. Construction will begin in 2021. Agreements are already in place with the adjacent property owners to be able to construct a comprehensive stormwater solution for this area.

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**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 (RFP) was issued in February, 2020 with the initial round of proposals due March 10. No offers were received exceeding the fair market price of \$175,000. A second round of proposals was due April 14 and no proposals were received. The Commission has now met the legal requirements to negotiate a purchase agreement with a prospective buyer, without having to issue a new RFP.

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**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

The Mayor has asked to place this project on hold until the financial impact of the COVID-19 virus can be determined. Construction will not start in 2020 as originally planned and, with the planned bridge improvements, will likely be pushed back to 2022.

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**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 will be completed this fall and they will be going through the Tech Review process for the apartment building this year. It is anticipated that construction will not begin until 2021.

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#### **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

The road improvement with Niblock as the contractor is complete. With Redevelopment's permission in July, Niblock's contract was extended to include additional sidewalk replacement in the 100 block north of Lincoln Avenue. The sidewalk replacement in front of the courthouse is complete and the project is being finalized. The request for the material quote is in the Goshen Legal Department for approval prior to solicitation. The intent is to have the Goshen Street Department install the decorative crosswalks in the spring of 2021.

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#### **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 2,500 to 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 has been approved by the Plan Commission.

They have begun marketing the townhomes and hope to begin construction on the first unit this year once the subdivision process is complete

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**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 work is complete, and the contractor is working to complete the punch list items. Goshen Engineering would like to have the balancing change order and retainage submitted in November to close out the project.

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**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 selected American Structurepoint to design the project and INDOT has approved the selection. The contract has been signed, and the process has begun. Goshen Engineering participated in a kickoff meeting on October 7, 2020, and Stage one plans are scheduled to be submitted on December 1, 2020. Project letting is scheduled for July of 2024. During the meeting, staff learned the project has been truncated to eliminated the last couple hundred feet of roadway improvement

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**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 2020. The City and Elkhart County have requested that traffic projections be ran for south Goshen by the Michiana Area Council of Governments (MACOG). The request has been received, and will be worked on as soon as MACOG fills their staffing vacancy.

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**PROJECT: DOWNTOWN RIVER DISTRICT REVITALIZATION PLAN**

PROJECT DESCRIPTION

The Goshen Redevelopment Commission authorized the issuance of a Request for Proposals (RFP) to prepare a revitalization plan for the Downtown River District. The district is located in the downtown, from the Elkhart River west to Third Street and

from Lincoln Avenue north to Pike Street. The revitalization plan will guide future public and private investments in the area, particularly several key redevelopments sites, which include the former County Jail site.

PROJECT UPDATE

On September 8, 2020, the Redevelopment Commission selected Jones Petrie Rafinski (JPR) to serve as the planning consultant for this project. The professional services contract is currently being prepared by the Legal Department.

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**PROJECT: MADISON STREET BRIDGE REPLACEMENT**

PROJECT DESCRIPTION

The replacement of the Madison Street Bridge is necessary prior to the construction of the Multi-Use Pavilion, as it will be required to handle heavy truck traffic during construction of the pavilion. The project is planned for construction during the 2021 construction season and will cost an estimated \$610,000.

PROJECT UPDATE

The design will include an evaluation of various bridge design alternatives prior to preparing full design and construction documents.

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**PROJECT: SOUTH FIRE STATION STUDY**

PROJECT DESCRIPTION

The Five-Year Capital Plan includes the construction of a new south fire station. There is \$200,000 allocated for design in 2020 and an additional \$2.5 million for construction in 2022. The new fire station will replace the College Avenue station and will improve overall response times for emergency services.

PROJECT UPDATE

Prior to the complete design of the new fire station, a study will be completed to develop a program of requirements and a final schematic design with cost estimates. These plans will serve to guide the development of architectural plans and construction documents. A RFP has been issued for the study and a recommendation will be made at the October 13 Commission meeting

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**PROJECT: WEST JEFFERSON STREETScape**

PROJECT DESCRIPTION

The Five Year Capital Plan include the reconstruction of West Jefferson Street between Third Street and Main Street. The project will incorporate the use of brick pavers to address stormwater restrictions in this area. The project will also include the reconfiguration of parking, decorative street lighting, and street trees. The estimated cost of the project is \$500,000, plus and an additional cost of \$100,000 for design fees.

PROJECT UPDATE

The Commission approved the issuance of RFP for design at the September 8 meeting.