



**GOSHEN REDEVELOPMENT COMMISSION
AGENDA FOR THE REGULAR MEETING OF July 13, 2021**

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

The Goshen Redevelopment Commission will meet on July 13, 2021 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. CHANGES TO THE AGENDA

3. APPROVAL OF MINUTES

4. NEW BUSINESS

Resolution 40-2021 – Partial Loan Forgiveness of a Loan to Goshen Theater, Inc.

Resolution 41-2021 Approve Purchase Agreement for 217 West Wilden Avenue

Resolution 42-2021 – Authorization to Negotiate and Execute Contract for Professional Engineering Services with American Structurepoint for College Avenue Reconstruction Phase 2

Resolution 43-2021 – Approve Execution of Change Order One (1) for Eisenhower Drive North and South Reconstruction

Resolution 44-2021 – Request to Approve Issuance of a Request for Proposals for Design of the Consolidated Court Project Roadway Improvements

Resolution 45-2021 – Request to Approve Project Additions to the Five Year Capital Plan

5. APPROVAL OF REGISTER OF CLAIMS

6. MONTHLY REDEVELOPMENT STAFF REPORT

7. 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.

8. ANNOUNCEMENTS

Next Regular Meeting – August 10, 2021 at 3:00 p.m.

GOSHEN REDEVELOPMENT COMMISSION

Minutes for the Regular Meeting of June 8, 2021

The Goshen Redevelopment Commission met in a regular meeting on June 8, 2021 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 Vince Turner. 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

Absent: Bradd Weddell

CHANGES TO THE AGENDA – A request was made to remove Resolution 33-2021 from the agenda and move Resolution 39-2021 after Resolution 36-2021.

APPROVAL OF MINUTES

A motion was made by Commissioner Stump and seconded by Commissioner Garber to approve the minutes of the May 11, 2021 regular meeting and executive session.

The motion was adopted unanimously.

OLD BUSINESS

Resolution 32-2021 – Approve Disposal of Real Estate at 217 West Wilden Avenue (1:36) Mark Brinson, Community Development Director, these parcels are located within the area now known as Downtown River District and if developed jointly could offer opportunity for new development. Appraisal were done in 2018. Mr. Brinson informed the Commission of the assessed values of the parcels.

(3:24) Commissioner Stump asked the price for appraisals and he objects to the price of the appraisals.

A motion was made by Commissioner Weddell and seconded by Commissioner Johnson to approve Resolution 32-2021.

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.

PUBLIC MEETING

217 West Wilden Avenue – No comments from the public.

620 East Douglas Street – No comments from the public.

OLD BUSINESS

Resolution 34-2021 – Approve Disposal of Real Estate at 217 West Wilden Avenue (9:34) A motion was made by Commissioner Stump and seconded by Commissioner Weddell to approve Resolution 34-2021.

The motion was adopted unanimously

Resolution 35-2021 – Approve Disposal of Real Estate at 620 East Douglas Street

(10:20) A motion was made by Commissioner Stump and seconded by Commissioner Weddell to approve Resolution 35-2021.

The motion was adopted unanimously.

Resolution 36-2021 – Ratify Execution of Agreement with Heron Environmental, LLC for Phase 2 Environmental Site Assessment (ESA) at 113 West Jefferson Street

(10:45) Becky Hutsell, Redevelopment Project Manager, stated the Commission approved the agreement in April and now asking for ratification of the agreement.

A motion was made by Commissioner Stump and seconded by Commissioner Weddell to approve Resolution 36-2021.

The motion was adopted unanimously.

Resolution 39-2021 – Approve Request to Execute an Agreement with Heron Environmental, LLC for a Vapor Intrusion Assessment at 113 West Jefferson Street

(11:50) Becky Hutsell, Redevelopment Project Manager, A copy of the executive summary was included in the packet. PCE impacts were reported but the levels are below IDEM's direct contact exposure levels. A vapor intrusion assessment is now recommended to ensure that the vapors are not accumulating below the building slab and migrating into the building. A lump sum cost of \$3,980 and all work shall be completed no later than July 16, 2021.

A motion was made by Commissioner Weddell and seconded by Commissioner Stump to approve Resolution 39-2021.

The motion was adopted unanimously.

Resolution 37-2021 – Development Agreement with Last Dance, LLC

(13:25) Becky Hutsell, Redevelopment Project Manager, presented a power point and explained the project details.

(25:52) Commissioner Stump asked if these properties will be in their own TIF and stated he thinks this project is great for Goshen.

(28:51) Adam Scharf commented that he thought this is an interpretation change from previous understanding of what serves an area in a particular TIF.

(29:50) Comments and discussion between staff and Mr. Scharf.

(37:01) Commissioner Stump commented on how much payroll tax will be collected once the project is done.

(37:33) Commissioner Weddell asked about the state tax credit and how it will affect the TIF revenue and pay back of the bond.

(38:20) Ryan Thwaites, Last Dance LLC, Introduced himself and told of his background. When he started planning the project 2 years ago costs were significantly less and it is going to require more capital

funding. One of the major expenses is the water/sewer tap fees which could be upwards of \$750,000. He stated he know the fees cannot be waived and asking the Commission to help cover the fees. This is in addition to the development agreement.

(41:00) Comments and discussion regarding the tap fees.

(46:58) Commissioner Turner commented if we take the agreement as it is now and consider the request at a future date. Mark Brinson commented that the Commission can amended an agreement.

Comments and discussion regarding amending an agreement.

(48:55) Commissioner Turner stated he came prepared to vote in favor of the development as he feels it fulfills a huge need for industrial land in Goshen. Would like to consider the proposal in front of us as is and in good faith we will consider the proposal for tap fees at a later date if the Commission is in favor of it.

A motion was made by Commissioner Stump and seconded by Commissioner Weddell to approve Resolution 37-2021.

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 38-2021- Approve Request to Authorize Execution of an Engagement Letter with BakerTilly for Advisory Services associated with the East College Avenue Development Bond

(51:11) Becky Hutsell, Redevelopment Project Manager, as part of the Developer Agreement for the East College project, a bond will be issued by the City. The engagement letter is for their advisory services that will be required with the bond.

(52:47) Adam Scarf commented that since the fiscal officer is the treasurer of the Redevelopment Commission is that person a party to this agreement. Mr. Scharf requested access to the information and correspondences.

A motion was made by Commissioner Weddell and seconded by Commissioner Stump to approve Resolution 38-2021.

The motion was adopted unanimously.

CORRESPONDENCE

Commissioner Turner noted that the correspondence from Ron Guth was received.

APPROVAL OF REGISTER OF CLAIMS

A motion was made by Commissioner Weddell and seconded by Commissioner Stump to approve payment of the Register of Claims as amended totaling \$632,917.74.

The motion was adopted unanimously.

MONTHLY REDEVELOPMENT STAFF REPORT

Community Development Director Mark Brinson offered to answer any questions about the monthly report; however the Commission did not have any questions. Mr. Brinson told the Commission that a new house is under construction on River Race Drive on the lot recently sold by the Commission.

OPEN FORUM

No one from the Commission of the public spoke during the open forum.

ANNOUNCEMENTS

It was announced that the next regular meeting is scheduled for July 13, 2021 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 4:00 p.m.

APPROVED on July 13, 2021

GOSHEN REDEVELOPMENT COMMISSION

Vince Turner, President

Andrea Johnson, Secretary

RESOLUTION 40-2021

Partial Forgiveness of Loans to Goshen Theater, Inc.

WHEREAS, Goshen Theater, Inc., (Theater, Inc.) and the City of Goshen acting through the Goshen Redevelopment Commission (Redevelopment) entered into an agreement dated March 1, 2019 to fund a portion of the repair and renovation of the theater.

WHEREAS, Redevelopment provided Theater, Inc. loans to acquire the theater and partially fund the repair and renovation of the theater.

WHEREAS, Redevelopment agreed to forgive the loans if Theater, Inc. met certain terms and conditions.

WHEREAS, Theater, Inc. has completed the repairs and renovations described in Exhibit A attached to the agreement dated March 1, 2019, and continues to use the theater for performances, concerts, shows, and exhibitions which are open to the general public.

WHEREAS, Redevelopment forgave Four Hundred Twenty-five Thousand Dollars (\$425,000) in August 2020 of the loan of Eight Hundred Fifty Thousand Dollars (\$850,000).

BE IT THEREFORE RESOLVED, that Redevelopment forgives Eighty-five Thousand Dollars (\$85,000) of the loan of Eight Hundred Fifty Thousand Dollars (\$850,000) given to Theater, Inc. to partially fund the repair and renovation of the theater. The remaining Three Hundred Forty Thousand Dollars (\$340,000) of that loan will be forgiven in the amount of Eighty-Five Thousand Dollars (\$85,000) a year provided that the theater is maintained as a public venue for arts and entertainment open to the general public and owned by a nonprofit entity. The next loan forgiveness will occur on July 1, 2022. The final forgiveness should occur on July 1, 2025.

BE IT FURTHER RESOLVED, that Redevelopment forgives all accrued interest plus Thirty Thousand Dollars (\$30,000) of the loan of One Hundred Fifty Thousand Dollars (\$150,000) given to Theater, Inc. to acquire the theater. The remaining One Hundred Twenty Thousand Dollars (\$120,000) of that loan will be forgiven in the amount of Thirty Thousand Dollars (\$30,000) a year provided that the theater is used at least sixty percent (60%) of the time for performances, concerts, shows, and exhibitions open to the general public. The next loan forgiveness will occur on July 1, 2022. The final forgiveness should occur on July 1, 2025.

PASSED and ADOPTED by the Goshen Redevelopment Commission on July 13, 2021.

President

Secretary



**Department of Community Development
CITY OF GOSHEN**

204 East Jefferson Street, Suite 6 • Goshen, IN 46528-3405

Phone (574) 537-3824 • Fax (574) 533-8626

communitydevelop@goshencity.com • www.goshenindiana.org

Memo

To: Redevelopment Commission
From: Mark Brinson
Subject: Goshen Theater Loan Forgiveness
Date: July 13, 2021

The Redevelopment Commission has two outstanding loans to Goshen Theater, Inc. One loan was in the amount of \$150,000 and was used to purchase the theater. The second loan was in the amount of \$850,000 and was used to renovate the theater. Both loans were structured to be forgiven over time, provided the renovations were completed and the theater remains open and is used primarily for public events.

The loans are forgiven on an annual basis, beginning last year when the theater renovation was determined to be substantially complete. Details of the partial forgiveness, including the timeline, were noted in Resolution 45-2020.

As we are now in the second year of the forgiveness period, the status of the loans is as follows:

Loan Type	Original Loan Balance	Forgiveness Schedule		New Loan Balance
		2020	2021	
Renovation	\$850,000	\$425,000	\$85,000	\$340,000
Purchase	\$150,000	\$0	\$30,000	\$120,000

RESOLUTION 41-2021

Approve Purchase Agreement for 217 West Wilden Avenue

WHEREAS the Commission issued a Request for Proposals for the purchase of the vacant lot at 217 West Wilden Avenue in March 2021.

WHEREAS two (2) proposals were received and the review committee recommended Habitat for Humanity.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission that Community Development Director Mark Brinson is authorized to negotiate and execute the purchase agreement on behalf of the City of Goshen and Goshen Redevelopment Commission with Habitat for Humanity for the purchase of vacant lot at 217 West Wilden Avenue.

PASSED and ADOPTED on July 13, 2021.

Vince Turner, President

Andrea Johnson, Secretary



Goshen Redevelopment Commission
Mark Brinson, Goshen City Community Development Director
City of Goshen Redevelopment Commission
204 East Jefferson Street, Suite 6
Goshen, IN 46528

Date: May 13, 2021

Subject: Proposal to Purchase 217 West Wilden Avenue, Goshen IN

Dear Mr. Brinson,

I am pleased to submit the enclosed offer for the real estate located 217 West Wilden Avenue in Goshen, Indiana on behalf of Habitat for Humanity of Elkhart County, Inc.

Habitat for Humanity of Elkhart County has built 208 homes in Elkhart County since our inception in 1986 with many of these in the city of Goshen, including our very first home on North 6th Street. We are completing construction on both Hickory Avenue lots we bought last year a year ahead of schedule in spite of COVID! Both of these owner-occupied homes are housing young families who will be attending school at West Goshen. The second home will be featured in the Builders Association of Elkhart County Parade of Homes in June, a first for Habitat and a wonderful example to the whole community of the great partnership with the city of Goshen. We will be building later this year at the corner of 6th and Clinton on a lot purchased from LaCasa. We are committed to continuing, and expanding our work in the city of Goshen but our constraint is affordable, buildable lots.

We believe that affordable housing is a critical need for our community. We are experiencing a doubling or tripling in qualified applicants for our Habitat program over the last year. We also believe that the Habitat mission of bringing people together to build homes, communities, and hope provides benefits to the entire community beyond just the homes that we build. A home has generational impact upon a family, stabilizes neighborhoods, increases the property tax base, allows for the recruitment and retention of a needed segment of the labor market, encourages philanthropy and volunteerism, and unifies the community as they work together on a home.

We look forward to working with you, the city of Goshen, and the Redevelopment Commission on this exciting opportunity.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Conrad".

Greg Conrad

Executive Director and President
Habitat for Humanity of Elkhart County, Inc.
2910 Elkhart Road
Goshen, IN 46526

Tax ID Number: 35-1685313

Seeking to put God's love into action, Habitat for Humanity of Elkhart County brings people together to build homes, communities and hope.

PO Box 950, Goshen, IN 46527 • Phone: 574.533.6109 • Fax: 574.537.9276 • habitatec.com • fb.com/habitatec2





Proposal to Purchase 217 West Wilden Avenue, Goshen, IN

Submitted to Goshen Redevelopment Commission

Attn: Mark Brinson, Goshen City Community Development Director

May 17, 2021

Proposal Offer: Habitat for Humanity of Elkhart County, Inc., a 501(c)3 corporation, offers \$8,500 for the purchase of 217 West Wilden, Goshen, IN.

Proposed Use: The property, if acquired, would be used in the construction of a single-family home. The home would be an owner-occupied residence built with a Habitat partner family. The partner family purchases the completed home at an independently appraised fair market value, secured by a 0% interest, 20 to 40 year term mortgage through Habitat. The mortgage payment would be based on partner family income at the time of closing, but would not exceed 30% of their income, taking into account estimated property taxes and homeowners insurance. The home would likely be a three (3) or four (4) bedroom ranch style home of 1,100 – 1,400 square feet. The size of the home would be based on the size of the partner family that would select the lot.

Timeframe: Projected to complete the construction of the home in 2022. Work would begin no earlier than fourth quarter of 2021, or as late as the fourth quarter of 2022, depending on when an eligible partner family selects the lot.

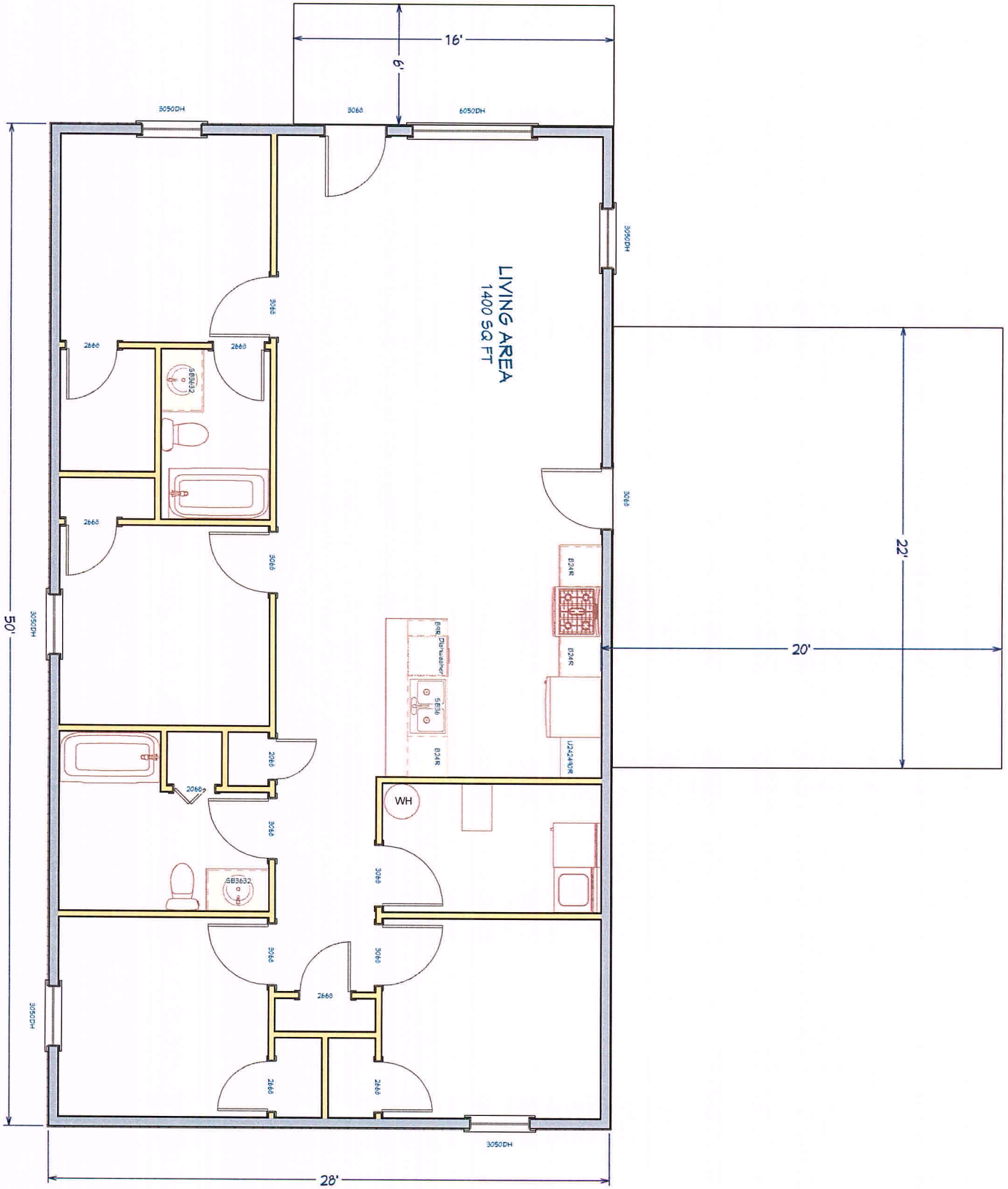
Project Cost Estimates: The home would cost approximately \$125,000 to construct. Homes are built with all new material and a combination of volunteer and hired labor. Costs and material for all construction projects are paid for through philanthropic support, gift-in-kind contributions, grants, ReStore net sales proceeds, and partner family mortgage payments. Habitat homes are built for energy efficiency and sustainability.

Purchaser: Habitat for Humanity of Elkhart County, Inc. has been building affordable, quality homes in Elkhart county since 1986. We have built over 200 homes, including two in the past six months on West Hickory with another project scheduled for late summer groundbreaking on 6th and Clinton. Habitat for Humanity of Elkhart County, Inc. is an affiliate of the world-wide Habitat for Humanity International organization. Habitat for Humanity is a Christian faith-based organization with the vision of providing and advocating for affordable housing and everyone having a decent place to live. The mission statement is "Seeking to put God's love into action, Habitat for Humanity brings people together to build homes, communities, and hope". A local 14 member volunteer board comprised of business and community leaders governs the local affiliate. Partner families must meet income guidelines of 30 – 80% of the Average Median Income based on family size and established by HUD for Elkhart County. In addition, each partner family must be willing to partner through providing 250 hours of "sweat" equity per adult working on homes and attending mandatory training on home ownership, budgeting, home maintenance, insurance, mortgages, and being a good neighbor.

Seeking to put God's love into action, Habitat for Humanity of Elkhart County brings people together to build homes, communities and hope.

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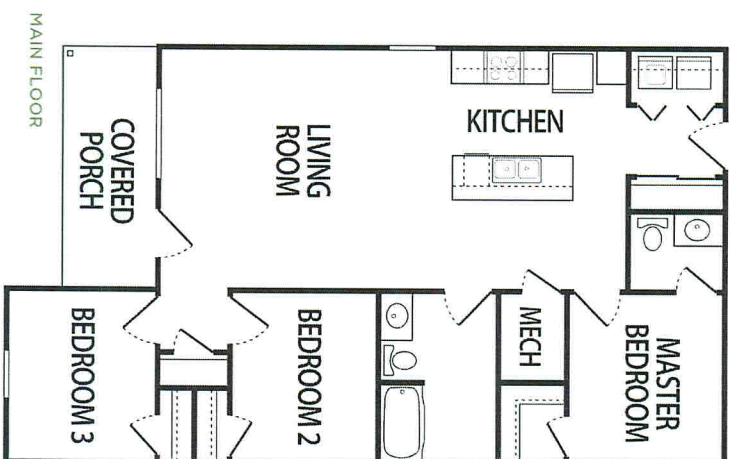




7

1213 Hickory St. | Goshen, IN

ELKHART TOWNSHIP



Habitat for Humanity

of Elkhart County
 2910 Elkhart Rd., PO Box 950
 Goshen, IN 46527
 (574) 533-6109
 www.habitataec.com



Greg Conrad



Ryan McDowell

Jay Stahly

Habitat for Humanity of Elkhart County is a faith-based nonprofit housing organization operated on principles that seek to put God's love into action by building homes, community and hope. Habitat is committed to providing safe and affordable housing.

1213 Hickory St., Goshen, IN

ELKHART TOWNSHIP

PRE-SOLD
 STYLE
 Ranch
 TOTAL FINISHED SQ. FT.
 1,184
 BEDROOMS
 3
 BATHROOMS
 1.5

HOME DESIGNED BY
 Habitat for Humanity
 of Elkhart County
 HOME DECORATED BY
 Blissful Home
 LANDSCAPING PROVIDED BY
 Habitat for Humanity
 of Elkhart County

Habitat for Humanity of Elkhart County is proud to present this quality and energy efficient 3 Bedroom home with 1 ADA ready bath and a master bedroom 1/2 bath in the West Goshen Neighborhood. This home has an open concept, including kitchen and island. Laundry room off the kitchen and a spacious bathroom. Home also has a large covered porch with ramp for handicap accessibility. Home features beautiful stone wainscot stone on front of the home.

Lloyd and Phyllis Yoder
605 Skyview Drive
Middlebury, IN 46540
574-825-9219
lloyd.yoder54@gmail.com

5-11-21

Our plans for the lot at 217 West Wilden would be single family housing similar to but not limited to the enclosed plan. The vehicle access would be from the alley to the north of the property.

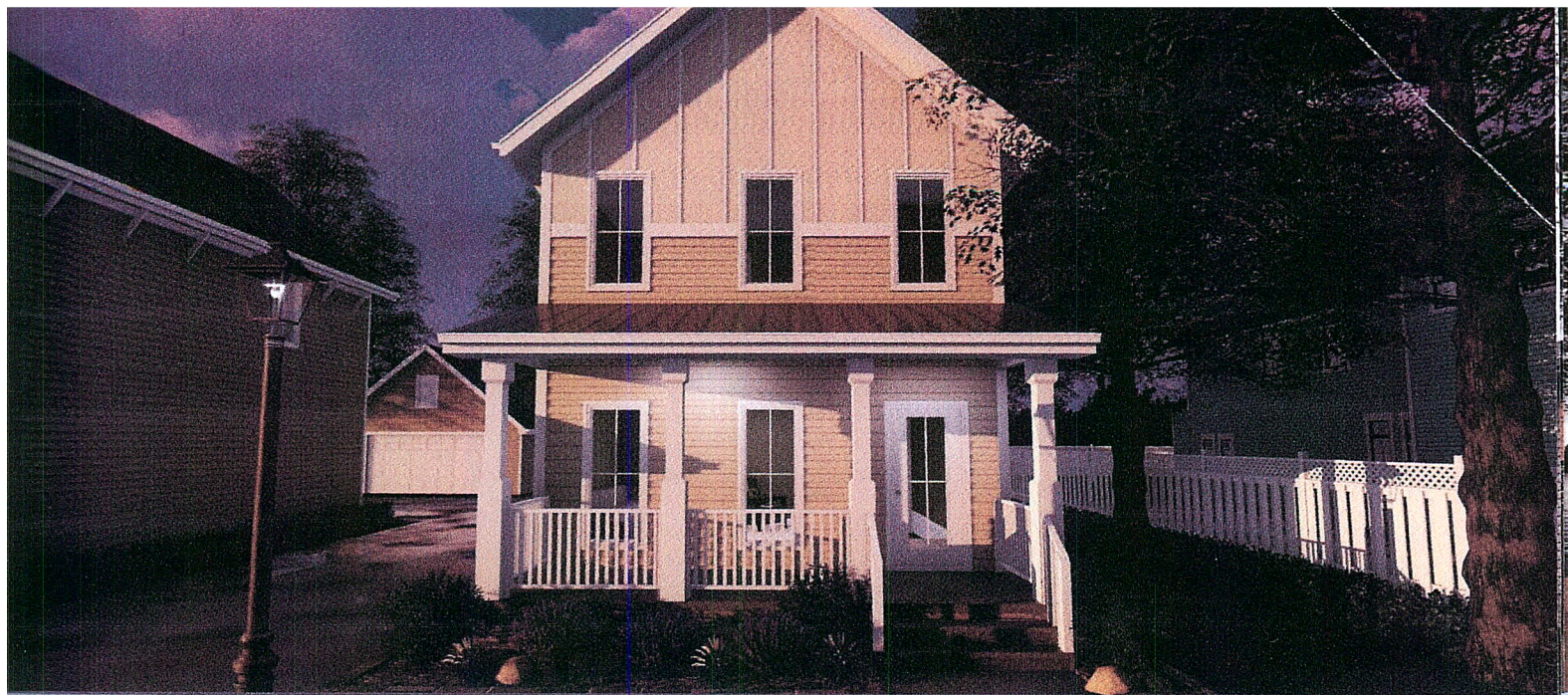
We would either sell the completed project or enter it into the rental market. My wife and I have rental properties at 503 and 615 West Wilden.

Our timeline would revolve around the West Wilden Avenue reconstruction. We would wait to start any housing construction until Wilden Avenue is substantially complete. Six months turn key for housing construction after ground breaking.

Phyllis and I offer \$16,100.00 for the empty lot at 217 West Wilden Avenue. This would be a cash sale. The funding for the improvements on the lot would be a home equity loan against our primary residence at 605 Skyview Drive in Middlebury.

A handwritten signature in blue ink, appearing to read "Lloyd Yoder". The signature is stylized and written in a cursive-like font.

Lloyd Yoder



Dimensions
 20'-0" Wide
 38'-0" Deep

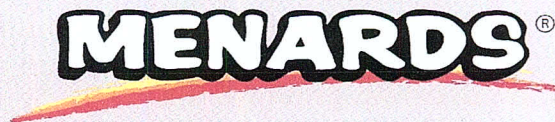
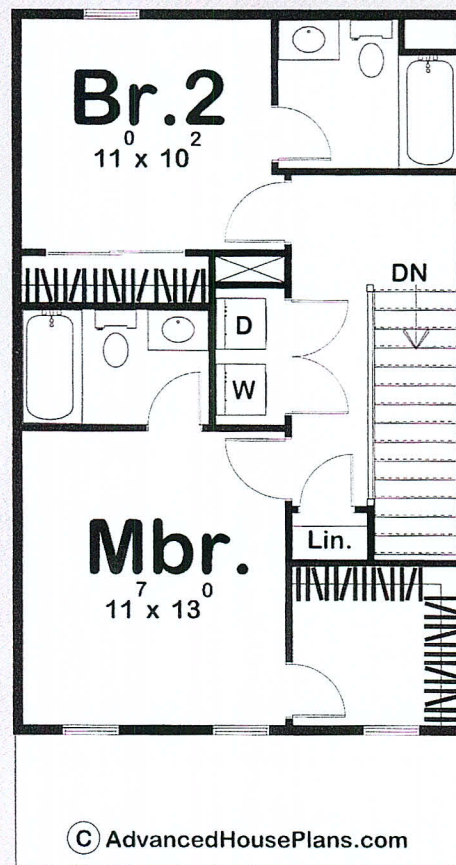
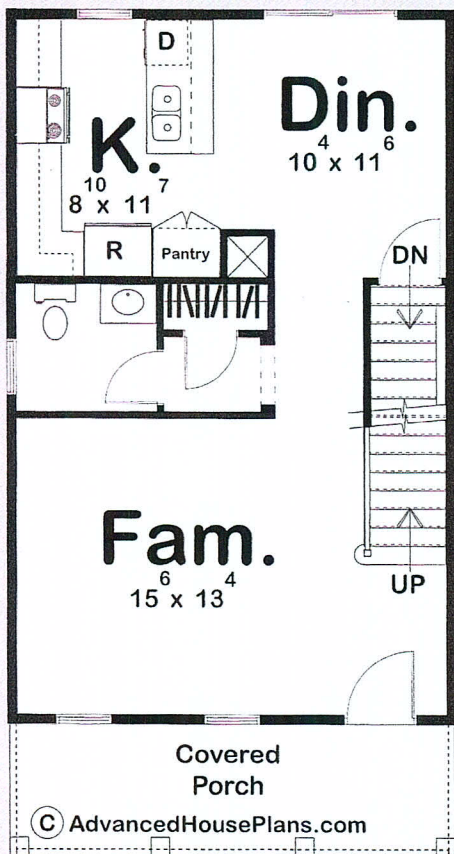
Main Level :	640	Sq. Ft.
Second Level :	588	Sq. Ft.
Total Finished:	1228	Sq. Ft.

Plan 29361 | Price Code E

Giovanni

2 Beds | 3 Baths

| Cottage Style



RESOLUTION 42-2021

Authorization to Negotiate and Execute Contract for Professional Engineering Services with American Structurepoint for College Avenue Phase 2

WHEREAS INDOT solicited Request for Proposals for Professional Engineering Services for the Reconstruction of College Avenue from Ninth Street to US 33.

WHEREAS Goshen Engineering received seven (7) proposals.

WHEREAS proposals were evaluated and American Structurepoint was selected.

NOW, THEREFORE, BE IT RESOLVED that Mark Brinson, Community Development Director is authorized to execute the Contract with American Structurepoint for Professional Engineering Services on behalf of the City of Goshen and Goshen Redevelopment Commission.

PASSED and ADOPTED on July 13, 2021.

Vince Turner, President

Andrea Johnson, Secretary



**Engineering Department
CITY OF GOSHEN**

204 East Jefferson Street, Suite I • Goshen, IN 46528-3405

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

MEMORANDUM

TO: Redevelopment Commission

FROM: Engineering

RE: **COLLEGE AVE – PH II (9TH TO US 33) - DES. NO. 2100021
PERMISSION TO NEGOTIATE DESIGN CONTRACT
PN: 2021-0017**

DATE: July 7, 2021

INDOT solicited Requests for Proposals for Professional Engineering Services for the Reconstruction of College Ave from 9th Street to US 33. The proposals were due to the Engineering Department on May 21, 2021, and the City received seven (7) proposals. The proposals have been evaluated by a team comprised of Vince Turner, Becky Hutsell, Mark Brinson, and Josh Corwin.

Based on the rankings for each firm, the results are as follows:

1. American Structurepoint
2. DLZ
3. Lawson-Fisher Associates
4. A&Z Engineering
5. Abonmarche Consultants
6. Troyer Group
7. JPR

At this time, we are requesting Redevelopment Commission's approval to proceed with contract negotiations with American Structurepoint for the design of the College Ave Ph. II project (PN 2021-0017).

Thank you for your consideration of this request.

RESOLUTION 43-2021

Approve Execution of Change Order One (1) for Eisenhower Drive North and South Reconstruction

WHEREAS this change order is for the total quantities required for excavation of unsuitable subgrade and placement of No. 2 aggregate subbase.

WHEREAS the change order number one (1) increases the contract by \$133,500.00 for a revised contract amount of \$1,920,872.45, which is an increase of 7.47 percent.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission approves the terms and conditions of Change Order One (1) that is attached to and made a part of this Resolution and Community Development Director Mark Brinson is authorized to execute Change Order One (1) on behalf of the City of Goshen and the Goshen Redevelopment Commission.

PASSED and ADOPTED on July 13, 2021.

GOSHEN REDEVELOPMENT COMMISSION

Vince Turner, President

Andrea Johnson, Secretary



**Engineering Department
CITY OF GOSHEN**

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

MEMORANDUM

TO: Redevelopment Commission

FROM: Engineering Department

RE: **EISENHOWER DRIVE NORTH AND SOUTH ROAD RECONSTRUCTION
CHANGE ORDER NO. 1 (JN: 2020-0013)**

DATE: July 13, 2021

Attached please find Change Order No. 1 for \$133,500.00, which includes cost estimates of the total quantities required for excavation of unsuitable subgrade and placement of No. 2 aggregate beneath the elevation of the No. 53 aggregate subbase. Additional undercutting has been required due to large areas with soft clay, as well as areas of trapped moisture in sandy and clayey soils.

The original contract amount was \$1,787,372.45. Change Order No. 1 increases the total contract by \$133,500.00, for a revised contract amount of \$1,920,872.45, which is an increase of 7.47 percent.

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

Requested Motion: Move to Approve Change Order No. 1 for \$133,500.00. The revised project amount of \$1,920,872.45 is a 7.47 percent increase from the original contract amount of \$1,787,372.45.

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

OWNER: City of Goshen
PROJECT NAME: Eisenhower Drive N and S Road Reconstruction
PROJECT NUMBER: 2020-0013
CONTRACTOR: Phend & Brown, Inc.

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

The below items are estimates of the total quantities required for undercutting beneath the elevation of the No. 53 aggregate subbase. Additional undercutting has been required due to large areas with soft clay, as well as areas of trapped moisture in both sandy and clayey soil.

18	Compacted Aggregate, Subgrade, No. 2	2100 TON	@ \$45.00	-----	\$94,500.00
30	Common Excavation	1300 CYD	@ \$30.00	-----	\$39,000.00

Subtotal - \$133,500.00

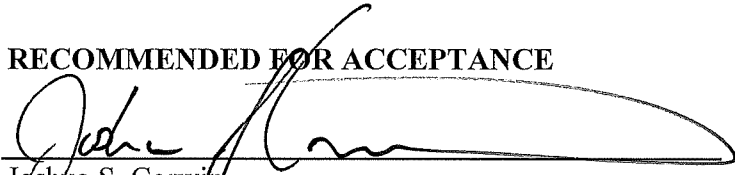
II. ADJUSTMENTS IN AMOUNT OF CONTRACT

1. Amount of original contract		\$1,787,372.45
2. Net (Addition/ Reduction) due to all Previous Contract Supplements Numbers	0 to <u>0</u>	\$0.00
3. Amount of Contract, not including this supplement		\$1,787,372.45
4. Addition/ Reduction to Contract due to this supplement		\$133,500.00
5. Amount of Contract, including this supplemental		\$1,920,872.45
6. Total (Addition/ Reduction) due to all Change Orders (Line 2 + Line 4)		\$133,500.00
7. Total percent of change in the original contract price Includes Change Order No.	1 to <u>1</u>	7.47%
(Line 6 divided by Line 1)		

III. CONTRACT SUPPLEMENT CONDITIONS

- 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.
- 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.
- 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.
- 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 furnished 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.

RECOMMENDED FOR ACCEPTANCE



Joshua S. Corwin
City Civil Engineer

ACCEPTED: REDEVELOPMENT
CITY OF GOSHEN, INDIANA

BY: _____
Mark Brinson, Community Development

ACCEPTED: CONTRACTOR

_____ Phend & Brown, Inc.

BY: _____
Signature of authorized representative of Contractor

RESOLUTION 44-2021

Request to Approve Issuance of a Request for Proposals for Design of the Consolidated Court Project Roadway Improvements

WHEREAS in January 2021, an agreement was executed with JPR to complete a traffic impact study (TIS) for the new Elkhart County Consolidated Court Complex and the executive summary of the report is attached.

WHEREAS requesting to issue a Request for Proposals for full design of the roadway improvements.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission approves the request to issue a Request for Proposals for Design of the Consolidated Court Project Roadway Improvements.

PASSED and ADOPTED on July 13, 2021

GOSHEN REDEVELOPMENT COMMISSION

Vince Turner, President

Andrea Johnson, Secretary



**Department of Community Development
CITY OF GOSHEN**

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Memorandum

To: Redevelopment Commission

From: Becky Hutsell, Redevelopment Project Manager

Date: July 13, 2021

RE: Request to Approve Issuance of a Request for Proposals for Design of the Consolidated Court Project Roadway Improvements

In January of this year, an agreement was executed with JPR to complete a traffic impact study (TIS) for the new Elkhart County Consolidated Court Complex on Reliance Road. Both City and County staff have been involved in the study and the final report is now complete. The findings have been provided to INDOT for review and we have received their approval for the improvements recommended within the TIS. A copy of the executive summary of the report is attached for your review, including the recommended improvements.

We are requesting the Commission's approval to issue a Request for Proposals (RFP) for full design of the roadway improvements to Reliance Road, Peddler's Village Road and several of the intersections within this area.

The funds utilized for project design count towards the City's commitment per the approved Interlocal Agreement with Elkhart County. A summary of the current funding commitment breakdown based upon the \$5.3 million dollar estimate for the project is as follows:

Funding Allocation		City	County
First	\$2,000,000	\$1,500,000	\$500,000
Next	\$3,300,000	\$1,650,000	\$1,650,000
Project Total	\$5,300,000	\$3,150,000	\$2,150,000

The Interlocal Agreement provided an option for either party to withdraw from the agreement if the overall project cost exceeds \$3,000,000. We are currently waiting for confirmation from Elkhart County that they do not intend to withdraw. We will not officially issue the RFP until they confirm their commitment to participation in this project as defined in the agreement.



CITY OF GOSHEN

ELKHART COUNTY COURTS CONSOLIDATION TRAFFIC IMPACT STUDY

AND SUPPLEMENTAL SUPPORTING ASSESSMENT

06-24-2021

progressive|ae



JONES
PETRIE
RAFINSKI



ELKHART COUNTY COURTS TRAFFIC IMPACT STUDY SUPPLEMENTAL SUPPORTING ASSESSMENT

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1.0 INTRODUCTION

The City of Goshen has partnered with Elkhart County in support of the careful planning for the access and roadway improvement needs associated with the County Courts consolidation. As a part of this partnership the City has commissioned a study that includes an analysis of traffic impacts and a review of potential constraints to capacity improvements to city streets. Impacts to, or conflicts with existing utilities, project right-of-way needs, and the need for aesthetic elements including lighting were also considered.

The City also requested a review of possible stormwater management concepts and then construction impacts relative to adjacent properties and pre-existing improvements.

Finally, the City requested an opinion of probable cost for various alternates developed during pre-planning activities and through the completion of the requested Traffic Impact Study.

2.0 EXECUTIVE SUMMARY

Based on the findings provided in the Draft Traffic Impact Study, and a planning meeting conducted with City and County officials, the following recommendations can be made.

- An access from the County Courts site to County Road 17 at Rieth Blvd. is not recommended as a full access requires a 5-lane reconstruction of at least 2,200 feet of roadway to reduce the rate of superelevation to a level that allows for significant cross slope adjustment at the intersection. Costs of such outweigh the benefit. No further consideration of this option is provided.
- Two access points to Reliance Road from the Courts site will impart little impact to the level of service of the roadway assuming a center left-turn lane is provided.
- The intersection at Reliance Road and U.S. 33 will meet the minimum warrant for a new traffic signal.
- The intersection at Reliance Road and U.S. 33 should be adjusted to the southeast as much as possible from the CR 17 overpass. No right-turn lane or taper is recommended if an adequate length for both cannot be provided.
- The intersection at Reliance Road and Peddlers Village Road should be upgraded to include left-turn lanes at all four legs. The intersection can continue to function well as stop controlled; however, the intersection functions at a higher level of service if a signal is provided. The intersection operates best with a single lane round-a-bout.
- Peddlers Village Road should be widened to a 3-lane section west to CR 17.
- Signal optimization and restriping of the thru movement and the left-turn movement is recommended at Peddlers Village/CR 28 west approach to CR 17.

The most cost-effective alternate providing the appropriate level of service is Alternate 1 for Reliance Road.

If adequate funding can be procured at the level needed for Alternate No. 2, then Alternate No. 2 should be considered.

Alternate 1 for Reliance Road includes a widening to 3-lanes; however, it is recommended the roadway be narrowed to 2-lanes from 495 feet north of Peddlers Village to the approximate south margin of the new Courts site. This Alternate also includes an adjustment in the alignment of the approach at U.S. 33 along with a new signal system at that location, as well as left-turn lanes and a signal at Peddlers Village Road (see TIS Alternate 1, Figures 1, 3, 4, & 5).

Alternate 2 for Reliance Road includes a 3-lane widening as in Alternate 1, an adjustment of the alignment at U.S. 33. A new signal at that location and a round-a-bout at Peddlers Village Road.

Opinions of probable cost for both alternates are included herein.

As requested, the project team conducted collateral assessments relative to utility conflicts, right-of-way needs, aesthetics and lighting, stormwater management, and construction impacts for all considered roadway improvements. No “red flag” issues became apparent through this review.

3.0 ROADWAY AND ACCESS COLLATERAL ASSESSMENT

3.1 UTILITY CONFLICTS – RELIANCE ROAD

3.1.1 Municipal Utilities

Based on the provided topographic survey and information provided by the City, a 12” PVC sanitary sewer and 8” ductile iron watermain are located within the roadway right-of-way of Reliance Road.

The sanitary sewer is approximately 8-9 ft deep throughout the alignment and is located outside of the pavement limits east of the roadway edge and within the pedestrian bikeway along its west edge.

No vertical conflict is expected with any improvements required for Reliance Road.

There may need to be alignment changes within the approach to U.S. 33 depending upon the final alignment for that portion of Reliance Road.

3.1.2 Gas Communications and Power Utilities

Overhead power lines exist on both sides of Reliance Road.

Three phase power with co-locations extend from Peddlers Village Road to approximately 800 ft South of U.S. 33 along the east right-of-way line. No conflict is expected as these features are east of the pedestrian/bikeway. No underground power is noted on the provided survey from a point 800 ft south of U.S. 33, north to U.S. 33. A subsurface power conductor extends from U.S. 33 to sites north of the last pole on the east side, a conflict is possible depending on the final geometry of the approach to U.S. 33.

Overhead single-phase power with co-locates exists on the west side of Reliance Road, 330 ft north of Peddlers Village Road to 1,100 ft north of Peddlers Village Road

This pole line and conductor will be in conflict with the Reliance Road widening, assuming a 14 ft full depth widening. Coordination with the power provider, and any co-located communications providers will be needed.

A communications terminal exists along the west margin of the Reliance Road right-of-way and is shown on the survey. However, no location for the buried cable is shown on the survey. This utility, depending upon depth, may be in conflict with the widening of Reliance Road (assuming a 14 ft full depth widening). It is likely that this communications line exists along the entire alignment of Reliance Road.

Coordination and relocation planning with this provider will be needed.

Fiber optic risers exist along the east tree lawn of Reliance Road beginning at Peddlers Village Road. The line appears to be between the east edge of pavement and the pedestrian/bike trail. This line will require vertical and horizontal fieldhouse location to confirm its alignment and depth. However, it appears to be east of the assumed construction envelope for Reliance Road.

A gas main exists below the main travel portion of Reliance Road. The provided survey shows the line located along the centerline of the road. We would assume this line extends to Peddlers Village Road. Further, survey locates are needed to confirm this. We suggest this line be "potholed" for depth early in the design development process. Relocation may be required in the northern portion of the alignment depending upon the final geometry. Early coordination is recommended.

3.2 PEDDLERS VILLAGE/RELIANCE ROAD INTERSECTION, AND PEDDLERS VILLAGE ROAD WEST TO CR 17

3.2.1 Municipal Utilities

The City of Goshen records indicate sanitary sewer exists within the west leg of the intersection and extends west to CR 17. The sewer is located in the north tree lawn within the right-of-way. Regardless of the intersection geometry, no significant conflict is expected.

A watermain (12" DI). Is located in the north tree lawn as well and can remain in place. Vertical conflicts may be possible with stormwater features and this will be likely if a round-a-bout concept is employed. A hydrant at the northwest quadrant of the intersection will likely require relocation regardless of a conventional intersection or round-a-bout.

3.2.2 Gas, Communications and Power Utilities

Three phase power with co-locations exist along all legs of the intersection. The first pole on the north leg will require relocation to allow for appropriate geometry to be built into the return. On the west leg, two poles along the north tree lawn and one pole at the southwest quadrant of the intersection will require relocation.

Along the south leg, two poles may be in conflict depending upon the selected geometry. In the case of an offset round-a-bout, these poles will not be a conflict.

On the east leg, one pole will require relocation regardless of the design concept.

Power poles and conductors may need to be relocated west along Peddlers Village Road assuming a 6-foot widening in both directions is considered.

Gas utility markers are present in the intersection. Requests to Nipsco have been made for mapping.

Communication assets appear to be partially aerial as well as below grade. Phone pedestals and a significant communications substation exists at the southeast quadrant of the intersection. Early coordination with communication providers will be critical.

4.0 RIGHT-OF-WAY REQUIREMENTS/IMPACTS

Based on the completed TIS and discussions with city officials, the following assessment of right-of-way needs has been preliminarily estimated assuming a conventional intersection at Peddlers Village Road.

TABLE 1.0

Estimated Right-of-Way Required				
Reliance Road Conventional Intersection at Peddlers Village Road				
Property Address or Owner	Width from Center	Travel Way	Net Requirement	Area (Acres)
1905 Reliance Road	40.0'	12.0'	28.0'	0.55
1803 Reliance Road	40.0'	12.0'	28.0'	0.19
1723 Reliance Road	Irregular	12.0'	28.0'	0.47
1677 Reliance Road	Irregular	12.0'	28.0'	0.54
2929 Peddlers Village Road	40.0'	12.0'	28.0'	0.23
3031 Peddlers Village Road	40.0'	12.0'	28.0'	0.13
3015 Peddlers Village Road	40.0'	12.0'	28.0'	0.12
3109 Peddlers Village Road	1 Regular	12.0'	10.0'	0.02
3113 Peddlers Village Road	1 Regular	12.0'	10.0'	0.02
3121 Peddlers Village Road	1 Regular	12.0'	10.0'	0.02
3135 Peddlers Village Road	1 Regular	12.0'	10.0'	0.04
MHP (Brookside)	40.0'	12.0'	28.0'	0.28
Estimated Total Requirements				2.61

As requested, the TIS also considered a round-a-bout configuration for the intersection at Reliance Road and Peddlers Village Road. For this concept, the following right-of-way needs have been estimated:

TABLE 2.0

Estimated Right-of-Way Required				
Reliance Road with Round-a-Bout at Peddlers Village Road				
Property Address or Owner	Width from Center	Travel Way	Net Requirement	Area (Acres)
1905 Reliance Road	40.0'	12.0'	28.0'	0.55
1803 Reliance Road	40.0'	12.0'	28.0'	0.19
*1723 Reliance Road	Irregular	12.0'	28.0'	1.10
*3105 Peddlers Road	Irregular	N/A	N/A	0.36
*1689 Reliance Road	Irregular	N/A	N/A	1.00
1677 Reliance Road	Irregular	N/A	N/A	0.44
3031 Peddlers Village Road	40.0'	12.0'	28.0'	0.13
3015 Peddlers Village Road	40.0'	12.0'	28.0'	0.12
MHP (Brookside)	40.0'	12.0'	28.0'	0.28
Estimated Total Requirements				4.17

* Assumed to be total take w/relocation.

Under the conventional intersection concept at Peddlers Village Road, a relocation may be required at 1723 Reliance Road. This is due to the widened right-of-way (minimum 40' from center proximity to the front edge of the home). Acquisition then considers linear acquisition to centerline, less the average 12 ft travelway. For the round-a-bout concept expect the potential for three total take acquisitions with relocation expenses.

5.0 AESTHETIC IMPROVEMENTS, LIGHTING, ETC.

The JPR design team would encourage consideration for aesthetic lighting and landscape improvements applied in appropriate locations with specific attention given to the intersections at U.S. 33, Peddlers Village Road and CR 17/Rieth Blvd. However, we would expect the County Courts project to select and apply specific treatments that will complement the design theme of their site and building.

JPR has included a lighting allowance in the project estimates for Reliance Road and the intersections at both the north and south termini.

Access points to the Courts site will include specific lighting and aesthetic improvements as a part of the that project.

Using a similar lighting product selection, both on and off-site would certainly be advised but not necessarily essential. We would recommend this be studied in detail and discussed with County Project Managers.

JPR would routinely assist in the selection and development of a unified lighting and landscaping theme for projects at this level. Examples would be medical or educational campuses, that are prominent to specific transportation corridors.

6.0 STORMWATER MANAGEMENT

The preliminary design for the County Courts Project includes a stormwater management concept that does not currently include a controlled release. The roadway section for Reliance Road we have used for estimating purposes includes curb along both sides with storm sewer. However, given the project budget limitations, a third roadway design alternate may be developed to include consideration for roadside management of developed run-off from the roadway. In that scenario, we suggest limiting the three-lane roadway section to only that area adjacent to the Courts campus and at the intersection with Peddlers Village Road. Understanding the above, the following options for stormwater management approach could be considered:

Stormwater Management Alternate 1

Reliance Road three-lane widening, including curb, storm sewer and outfall to shared county/city stormwater feature.

Stormwater Management Alternate 2

Reliance Road three-lane section with round-a-bout including curb, storm sewer north of round-a-bout with outfall to shared county/city stormwater feature. Storm sewer system within round-a-bout to be directed to retention areas within the acquired rights-of-way.

In both options a significant stormwater feature will be located in the north one third of the Courts site. This feature will include best practice elements including sedimentation/biofilter areas, stormwater tolerant planting and demonstration level techniques for appropriate management of developed run-off from non-permeable parking areas. The system will be sized as required by Goshen City Standards.

For each alternate, early analysis will consider the need (or not) for a controlled release to an offsite water body or storm sewer. Options include the INDOT 24-30 inch storm sewer within U.S. 33, a direct discharge to Leedy Ditch, or controlled release to county owned land west of CR 17, or a combination thereof.

Relative to project cost for shared stormwater features, we would recommend that distribution of expenses be computed based on needed volume for each project. We have not developed specific opinions of cost on this topic at this time. This will be addressed within the scope of the Courts project design development process.

7.0 CONSTRUCTION IMPACTS TO AFFECTED PROPERTIES AND EXISTING IMPROVEMENTS

Impacts related to construction will be typical to roadway improvement projects. Assuming the described alternates, impacts will vary in scope, timeline and inconvenience. Our predictions of these impacts would be preliminary and based on our pre-design level of analysis.

Maintenance of traffic will likely include a roadway closure to thru traffic, except for emergency vehicles marshalled at the city fire station. Assuming a full depth widening, the existing travel lanes on Reliance Road will be restricted intermittently while the widened full depth portion of the project is being constructed.

Travel will be further restricted prior to surface paving following surface milling in the existing travel lanes at CR 7 and Peddlers Village Road.

There may also be limited lane closures as storm sewer improvements are being constructed.

Both considered alternates include new curb constructed at the east edge of the existing roadway and impacts to the tree lawn will be expected.

All of the above will be temporary and should be limited to a single construction season.

Permanent or continued impacts will be related to increased traffic predicted for Reliance Road. However, this is not expected to significantly impact the roadway level of service or that of the private approaches if mitigation strategies are implemented as recommended by the Traffic Impact Study.

Right-of-way and roadway proximity impacts specific to residents will be limited to homes on the west side of Reliance Road and the north side of Peddlers Village Road west of Reliance Road. Specifically, on Reliance Road, homes will be affected by the roadway, and overhead utilities being shifted westward to allow for a widened roadway. On Peddlers Village Road west of Reliance, a widening of 6-feet (more or less) to both sides is possible within the existing right-of-way. However, a 10-foot acquisition on the north may be needed to allow for pole relocations.

Impacts to existing improvements will be limited to construction phase disturbance of roadside paved and unpaved surfaces, existing utility features, and trees removed for widening. In Alternate 1, one (1) home may be demolished. In the case of Alternate 2, for Reliance Road, demolition of three (3) homes is possible. In all Alternates, the pedestrian/bikeway will require realignment of at U.S. 33 and Reliance Road and pedestrian crossing features at Reliance Road and Peddlers Village Road will be updated as needed to accommodate added auxiliary lanes, or the round-a-bout geometry.

Impacts to protected resources are not expected unless a new outfall to Leedy Ditch or the Elkhart River becomes necessary. Some changes may be required for the existing retention area near the Reliance Road and U.S. 33 intersection. Some wetlands characteristics are present there. That impact may need further study during the pre-design phase of the project.

8.0 CONCLUSIONS

An inter-local gathering of City and County officials convened on March 24th, 2021. Options for access were reviewed along with the results of the completed Traffic Study as well as project Opinions of Cost. The results of this meeting include the following conclusions:

1. No access to CR 17 should be considered.
2. Two (2) alternates for the Reliance Road and Peddlers Village intersection should be considered with the final configuration being driven by available funding with a round-a-bout option preferred.
3. The level of available funding for roadway improvements should be confirmed.
4. Officials should proceed to procurement for design services for the selected plan.
5. Design activities should begin as soon as possible allowing for construction to be completed concurrently with the development of the Courts consolidation project.

6. There has been significant consideration for the round-a-bout option by project stakeholders. Logic is as follows:
 - a. Within Alternate 1, assuming lane shift geometry complies with the INDOT Design Manual Guidelines, the cost and impact of the standard intersection comes closer to that of the round-a-bout concept.
 - b. The round-a-bout provides a more permanent solution for level of service sustainability.
 - c. The round-a-bout solution is a much safer intersection management design.
 - d. The traffic study shows that the round-a-bout provides the best operational solution.

9.0 RECOMMENDATIONS

Based on review by all parties including INDOT, and the conclusions provided above, recommendations are as follows:

- Access to C.R. 17 at Rieth Blvd. has been ruled out completely due to the vertical and horizontal geometry (super elevation of the roadway) and the likely limits of corrective reconstruction needed to achieve the needed level of safety and compatibility with a 4-way intersection at the site. Further, the expense of such a reconstruction was determined to fail any “cost to benefit” test of this option.
- Direct access of at least two approaches from the site to Reliance Road is the recommended plan (see attached graphic).
- The roadway (Reliance) will be reconstructed as a 3-lane cross-section with new curbs, storm sewer, lighting, and a minor realignment of the pedestrian bikeway at U.S. 33 and Reliance Road.
- The intersection at U.S. 33 and Reliance Road will be signalized and the eastbound, right-turn from U.S. 33 will include a short taper and right-turn lane.
- Some realignment of the pedestrian bikeway west of the intersection will be needed to provide a pedestrian-controlled crosswalk at Reliance Road.
- An additional pedestrian walkway should be provided along the west side of Reliance Road south to the main entrance at the courts site.
- The intersection at Peddlers Village Road and Reliance Road should be constructed as an offset round-a-bout, in lieu of traditional signaled multi-lane intersection.
- The intersection at Peddlers Village Road and C.R. 17 should be improved to provide additional storage in travel and auxiliary lanes westbound. The roadway will be widened to 3-lanes between Reliance and C.R. 17. Signal timing for east bound lanes should be optimized as recommended in the TIS (see Appendix)
- The estimated budget for the recommended project, including improvements to Reliance Road and Peddlers Village Road (including non-construction costs) is estimated at \$5.2M. The City and County set up work within the existing interlocal agreement to provide funding for this significant improvement.
- Assuming concurrence by the City and County leaders, it is recommended that a request for proposals be issued as soon as possible so as to allow a construction sequence concurrent with the Consolidated Courts project set to be completed in fall of 2023.

10.0 OPINON OF COSTS

The estimated costs for construction for both alternates are presented in the following Table 3 and Table 4. A graphic representing the selected/recommended alternate is included as Figure 1.

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CITY OF GOSHEN
RELIANCE ROAD WIDENING (3-LANE SECTION AND CONVENTIONAL INTERSECTION AT PEDDLERS VILLAGE ROAD) (ALT. 1)
PRELIMINARY CONSTRUCTION COST ESTIMATE (PRE-DESIGN)
LOCAL FUNDING ONLY
PAGE 1 OF 1

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	Mobilization & Demobilization (5%)	1	LSUM	\$189,550.35	\$189,550.35
2	Maintenance of Traffic & Detour	1	LSUM	\$15,000.00	\$15,000.00
3	Construction Engineering	1	LSUM	\$5,000.00	\$5,000.00
4	Clearing Right-of-Way	1	LSUM	\$5,000.00	\$5,000.00
5	Erosion Control	1	LSUM	\$20,000.00	\$20,000.00
6	Common Excavation	21,250	CYD	\$20.00	\$425,000.00
7	Compacted Aggregate Base, No. 53	5,300	TON	\$40.00	\$212,000.00
8	PCCP, 6" Plain (Trail)	700	SYD	\$75.00	\$52,500.00
9	PCCP 6" Plain/Colorize w/t cone HC (Trail)	100	SYD	\$115.00	\$11,500.00
10	HMA Base, Type B	5,300	TON	\$80.00	\$424,000.00
11	HMA Intermediate, Type B	2,750	TON	\$85.00	\$233,750.00
12	HMA Surface Type B	1,673	TON	\$110.00	\$184,030.00
13	Tack Coat	21,240	SYD	\$0.40	\$8,496.00
14	Pavement Removal	13,493	SYD	\$22.00	\$296,846.00
15	Surface Milling, Asphalt	2,000	SYD	\$8.00	\$16,000.00
16	Reset Existing Signage W/Post	2	LSUM	\$1,000.00	\$2,000.00
17	New Traffic Signal System	2	LSUM	\$250,000.00	\$500,000.00
18	Landscape Features	1	LSUM	\$50,000.00	\$50,000.00
19	Integral Curb & Gutter, Rolled	6,920	LFT	\$29.00	\$200,680.00
20	Sheet Sign, Reflective, W/Legend	100	SFT	\$35.00	\$3,500.00
21	Sign Post, Type 1	80	LFT	\$13.00	\$1,040.00
22	Panel Sign, Reflective	64	SFT	\$70.00	\$4,480.00
23	Panel Sign Post	4	EA	\$50.00	\$200.00
24	Panel Sign Post Foundation	4	EA	\$700.00	\$2,800.00
25	Pavement Markings, Thermoplastic	1	LSUM	\$9,000.00	\$9,000.00
26	Pavement Markings, Paint	1	LSUM	\$9,000.00	\$9,000.00
27	Ornamental Roadway Lighting Pole W/Luminaire on Foundation	14	EA	\$7,500.00	\$105,000.00
28	Cable for Roadway Lighting	1	LSUM	\$14,000.00	\$14,000.00
29	Landscape Features	35,000	LSUM	\$1.00	\$35,000.00
30	Service Point For Roadway Lighting	1	EA	\$2,000.00	\$2,000.00
31	12" RCP Storm Sewer	1,340	LFT	\$78.00	\$104,520.00
32	15" RCP Storm Sewer	2,350	LFT	\$125.00	\$293,750.00
33	20" RCP Storm Sewer	600	LFT	\$150.00	\$90,000.00
34	Curb Inlet	28	EA	\$2,500.00	\$70,000.00
35	5' Storm Manhole	14	EA	\$7,200.00	\$100,800.00
36	15"- 20" Storm Sewer End Section	4	EA	\$2,400.00	\$9,600.00
37	Rip-Rap	120	TON	\$20.00	\$2,400.00
38	Mulched Seeding, Type "R"	20,000	SYD	\$0.80	\$16,000.00
39	Erosion Control Blanket	20,000	SYD	\$0.70	\$14,000.00
40	Utility Relocation	1	ALW	\$100,000.00	\$100,000.00
41	Right-of-Way Acquisition	113,692	SFT	\$1.25	\$142,115.00
ESTIMATED SUB-TOTAL					\$3,980,557.35
				CONT.(10%)	\$398,100.00
				TOTAL	\$4,378,657.35

Assumes removal and replace (w/ 1 1/2" / 3 1/2" / 6" / 6")

Assumes new curb & storm sewer (both sides) Reliance Road & Peddlers Village Road

Assumes new signal intersection at Peddlers Village and Reliance Rd. & 3-lane widening on W, S, E legs

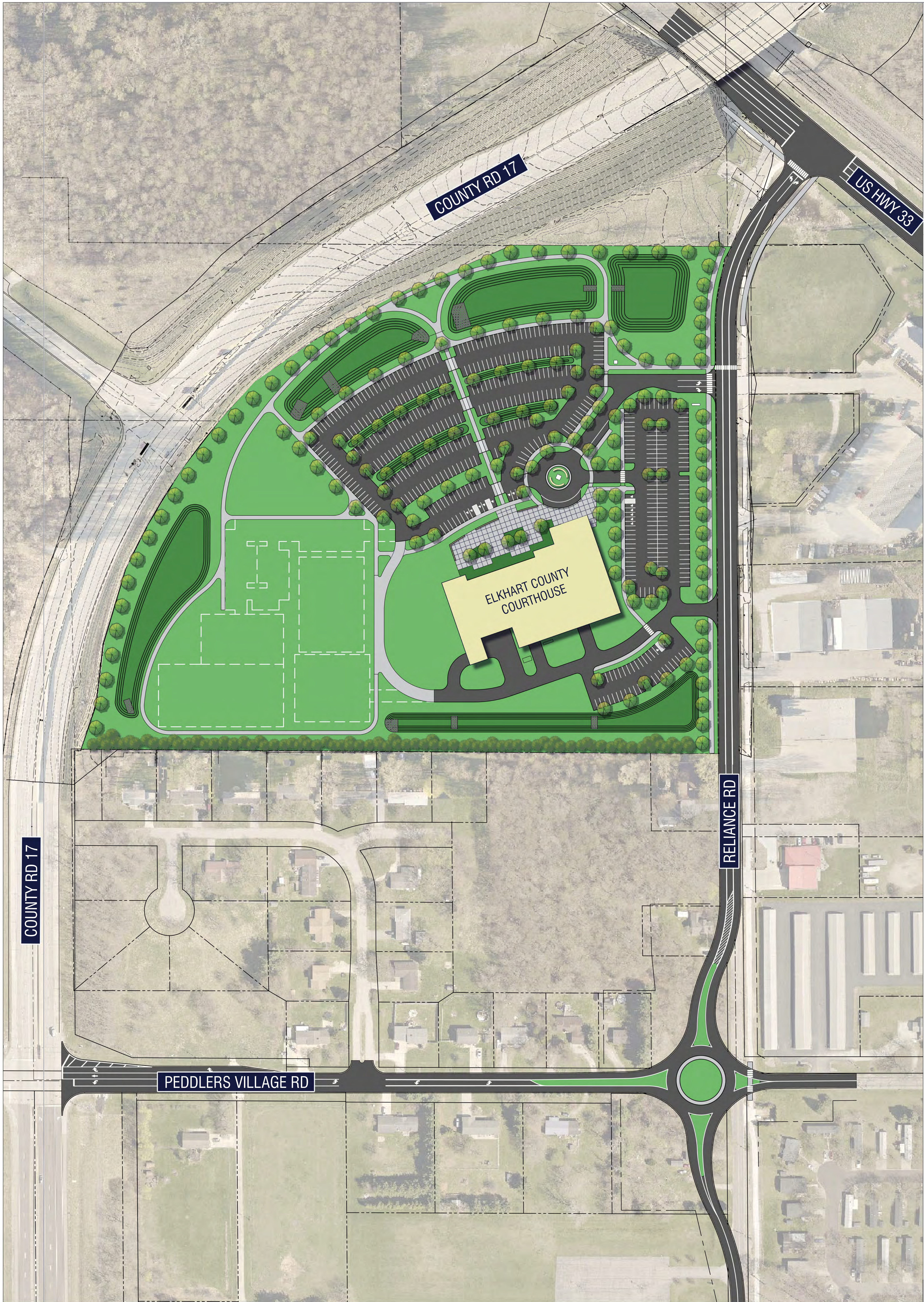
Assumes one-lane widening at CR 17 & Peddlers Village Road milling & resurface

Assumes new signal intersection at Reliance Rd. & U.S. 33

CITY OF GOSHEN
RELIANCE ROAD 3 LANE WIDENING & ROUND-A-BOUT AT PEDDLERS VILLAGE ROAD (ALT. 2)
PRELIMINARY CONSTRUCTION COST ESTIMATE (PRE-DESIGN)
LOCAL FUNDING ONLY
PAGE 1 OF 1

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	Mobilization & Demobilization (5%)	1	LSUM	\$187,552.00	\$187,552.00
2	Maintenance of Traffic & Detour	1	LSUM	\$15,000.00	\$15,000.00
3	Construction Engineering	1	LSUM	\$5,000.00	\$5,000.00
4	Clearing Right-of-Way	1	LSUM	\$5,000.00	\$5,000.00
5	Erosion Control	1	LSUM	\$35,000.00	\$35,000.00
6	Common Excavation	28,000	CYD	\$20.00	\$560,000.00
7	Compacted Aggregate Base, No. 53	4,527	TON	\$40.00	\$181,080.00
8	PCCP, 6" Plain (Trail)	700	SYD	\$75.00	\$52,500.00
9	PCCP, 6" Plain/Colorized w/t cone HC.	200	SYD	\$115.00	\$23,000.00
10	HMA Base, Type B	4,527	TON	\$80.00	\$362,160.00
11	HMA Intermediate, Type B	2,641	TON	\$85.00	\$224,485.00
12	HMA Surface, Type B	1,132	TON	\$110.00	\$124,520.00
13	Tack Coat	12,000	SYD	\$0.40	\$4,800.00
14	Pavement Removal	8,500	SYD	\$22.00	\$187,000.00
15	HMA Patching, Type B	100	TON	\$90.00	\$9,000.00
16	HMA Widening, Type B	100	TON	\$100.00	\$10,000.00
17	Surface Milling, Asphalt	200	SYD	\$8.00	\$1,600.00
18	Concrete Pavement Crack & Joint Sealing	100	LFT	\$1.50	\$150.00
19	Type D-1 Concrete Pavement Joint	600	LFT	\$12.00	\$7,200.00
20	Longitudinal Concrete Pavement Joint	600	LFT	\$1.00	\$600.00
21	New Traffic Signal System	1	LSUM	\$250,000.00	\$250,000.00
22	Roundabout Inner Circle Ornamental Features, & Linear Landscaping	1	LSUM	\$76,000.00	\$76,000.00
23	Integral Curb, Concrete, Barrier, 6"	1,200	LFT	\$32.00	\$38,400.00
24	Integral Curb & Gutter, Rolled	6,200	LFT	\$29.00	\$179,800.00
25	PCCP 10" Plain/Colorized	875	SYD	\$100.00	\$87,500.00
26	Sheet Sign, Reflective, W/Legend	170	SFT	\$35.00	\$5,950.00
27	Sign Post, Type 1	400	LFT	\$13.00	\$5,200.00
28	Panel Sign, Reflective	100	LFT	\$70.00	\$7,000.00
29	Panel Sign Post	100	EA	\$50.00	\$5,000.00
30	Panel Sign Post Foundation	8	EA	\$700.00	\$5,600.00
31	Pavement Markings, Thermoplastic	1	LSUM	\$20,000.00	\$20,000.00
32	Pavement Markings, Paint	1	LSUM	\$7,000.00	\$7,000.00
33	Ornamental Roadway Lighting Pole W/Luminaire on Foundation	16	EA	\$7,500.00	\$120,000.00
34	Cable for Roadway Lighting	1	LSUM	\$10,000.00	\$10,000.00
35	Service Point For Roadway Lighting	2	EA	\$2,000.00	\$4,000.00
36	12" RCP Storm Sewer	2,140	LFT	\$78.00	\$166,920.00
37	15" RCP Storm Sewer	1,070	LFT	\$125.00	\$133,750.00
38	20" RCP Storm Sewer	600	LFT	\$150.00	\$90,000.00
39	Curb Inlet	26	EA	\$2,500.00	\$65,000.00
40	5' Storm Manhole	14	EA	\$7,200.00	\$100,800.00
41	20" Storm Sewer End Section	1	EA	\$2,400.00	\$2,400.00
42	Rip-Rap	120	TON	\$20.00	\$2,400.00
43	Mulched Seeding, Type "R"	22,000	SYD	\$0.80	\$17,600.00
44	Erosion Control Blanket	22,000	SYD	\$2.00	\$44,000.00
45	PCCP, 9", For Approach	600	SYD	\$75.00	\$45,000.00
46	Right-of-Way Acquisition	362,900	SFT	\$1.25	\$453,625.00
47	RELOCATION EXPENSE				\$291,000.00
48	UTILITY RELOCATION ALLOWANCE				\$100,000.00
	ESTIMATED SUB-TOTAL				\$4,329,592.00
				CONT.(10%)	\$433,000.00
				TOTAL	\$4,762,592.00

Assumes removal and replacement (w/1 1/2" / 3 1/2" / 6" / 6")
Assumes new curb & storm sewer (both sides)
Assumes surface managed stormwater at round-a-bout
Assumes new signal intersection at Reliance Rd. & U.S. 33



ELKHART COUNTY COURTHOUSE

ROADWAY DIAGRAM

JUNE 18, 2021

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Elkhart, IN p: 574.293.7762 South Bend, IN p: 574.232.4388 Fort Wayne, IN p: 260.422.2522



Feet
0 40 80

RESOLUTION 45-2021

Request to Approve Project Additions to the Five Year Capital Plan

WHEREAS since the adoption of the last Five Year Capital Plan in January 2020, several new projects have developed and others have been identified for prioritization.

WHEREAS the projects have been incorporated into a draft Capital Plan for the next five years.

NOW, THEREFORE, BE IT RESOLVED by the Goshen Redevelopment Commission approves the additional projects to the Five Year Capital Plan.

PASSED and ADOPTED on July 13, 2021.

GOSHEN REDEVELOPMENT COMMISSION

Vince Turner, President

Andrea Johnson, Secretary



Memorandum

To: Redevelopment Commission

From: Becky Hutsell, Redevelopment Project Manager

Date: July 13, 2021

RE: Request to Approve Project Additions to the Five-Year Capital Plan & Introduction to the TIF Consolidation Request

Since the adoption of the last Five-Year Capital Plan in January 2020, several new projects have developed and others have been identified for prioritization in the coming years. The following projects have been incorporated into our *draft* Capital Plan spreadsheets for the next five years:

Consolidated River Race/US 33 TIF

1. Consolidated Court Project Roadway Improvement Projects	\$3,150,000
2. Goshen Theater Alley Improvements	\$175,000
3. Downtown Vault Program	\$100,000
4. Lincoln Ave Traffic Configuration	\$550,000
5. Main Street Arches	<u>\$300,000</u>
	\$4,275,000

Southeast Consolidated TIF

1. Goshen Community Schools Manufacturing Academy Contribution	\$500,000
2. East College Avenue Industrial Development	\$5,350,000
3. Eisenhower to Kercher Stormwater Connection	\$300,000
4. Fidler Pond Path Connection to College Avenue	\$1,250,000
5. College Ave Phase II (US 33 to 9 th St)	\$796,400
6. Eisenhower Dr Reconstruction (Dierdorff Rd to US 33)	\$1,000,000
7. Caragana Ct Reconstruction	<u>\$250,000</u>
	\$9,446,400

These 12 projects add \$13,721,400 in cost to the previously approved plan. The project cost increase per year per TIF district is as follows:

Consolidated River Race/US 33 TIF

- 2021 - \$625,000
- 2022 - \$3,250,000 (*Consolidated Court Project Roadway Improvements - \$2,650,000*)
- 2023 - \$400,000
- 2024 - \$0
- 2025 - \$0

Southeast Consolidated TIF

- 2021 - \$5,750,000 (*East College Ave Industrial Development Project - \$5,350,000*)
- 2022 - \$350,000
- 2023 - \$386,400
- 2024 - \$1,100,000
- 2025 - \$1,010,000

The addition of both the Consolidated Court Project Roadway Improvements and the East College Ave Industrial Development Project have a significant impact within their respective TIF district's budgets. In addition, the anticipated costs for the previously approved projects have been reevaluated and, in general, most have been increased to reflect current construction costs in an effort to avoid unexpected funding shortages over the next 5 years. Because of these factors, both the Consolidated River Race/US 33 TIF and the Southeast Consolidated TIF will fall into the negative for a short period over the next 5 years. The budget tables for each are attached. The 2 Consolidated Court Project Roadway Improvements and the East College Ave Industrial Development Project are the primary reason for the shortfall in each TIF. However, each project is being driven by development which prevents us from being able to shift the timelines.

In order remedy the shortfalls, we have two options:

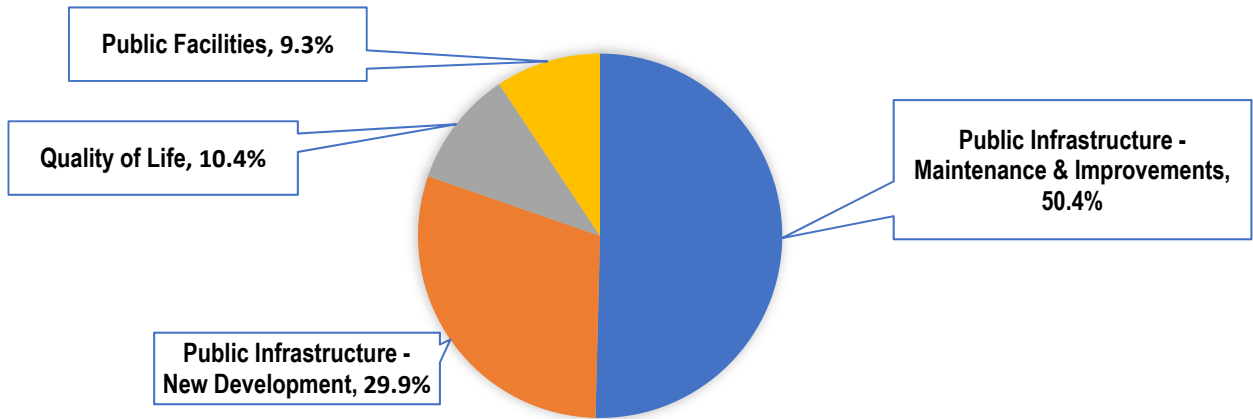
1. Rearrange Project Timelines

While this option seems feasible on the surface, the scheduling for projects is complicated. We have worked closely with Engineering to plan for reconstruction of the major industrial roadways to ensure that business can function as smoothly as possible while work is happening. INDOT's 2026 US 33 widening project from Kercher to Monroe has also played a major factor in the current proposed scheduling of our projects. To shift timelines may mean that several projects will need to wait until after the US 33 widening project is complete to move forward.

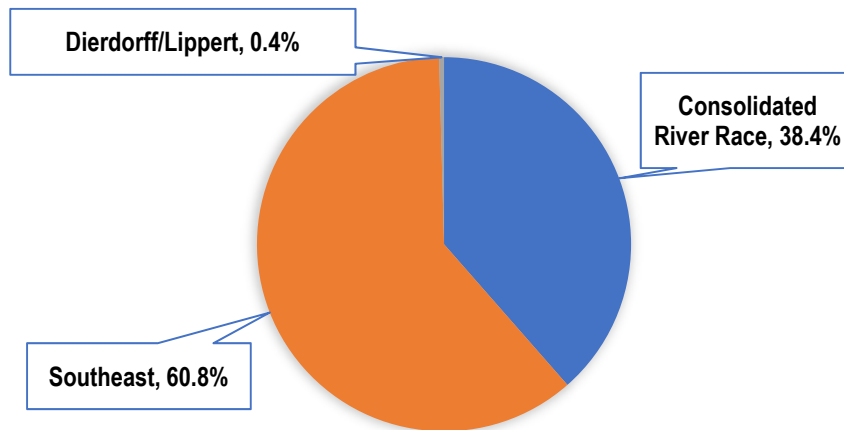
2. Consolidate Goshen's TIF districts into a City-Wide Consolidated TIF (excluding the East College Avenue parcels)

The third budget sheet provided shows the annual cash balance if the existing TIFs were to be consolidated. While each on its own faces shortages in certain years, once combined we are able to avoid any shortfalls. A primary concern with consolidation is that funds from one TIF area will be redirected to other areas but we have broken down the overall plan as presented and found that the revenues are still benefitting the TIF areas in which they are generated almost exactly. The charts on the next page show the current breakdown by project type, by original TIF location and by revenue generated by each TIF.

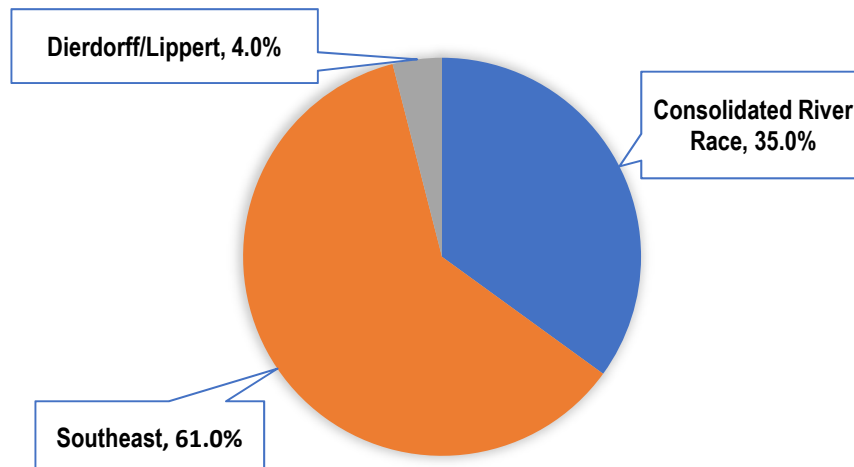
Breakdown Per Project Type



Breakdown by Project's Original TIF Location



Breakdown of Revenue Generated by Original TIF



During this month's Commission meeting, we are presenting a resolution requesting the addition of the 12 new projects. As they are all new, discussion is welcome and feedback is requested regarding the Commission's desire to proceed with all listed projects or for removal of any that are not desired.

We are also requesting that the Redevelopment Commission move forward with consolidating the City's existing TIFs (minus the East College Avenue parcels which will be established as their own TIF per the approved Development Agreement). By doing so, shortages in any year can be avoided while still ensuring that the revenue generated within each TIF is returned to that area by way of future projects.

Depending on the decisions made by the Redevelopment Commission at this month's meeting, the Capital Plan will be updated and brought back for approval at the August meeting. A breakdown on all of the projects within the Capital Plan, including shifts in schedule, increases in cost and new projects, is included at the end of this packet.

CONSOLIDATED RIVER RACE TIF DISTRICT
5 YEAR PROJECT FUNDING PLAN

ESTIMATED ANNUAL CASH BALANCE / DEFICIT

Working Plan - 7/13/2021

	2021	2022	2023	2024	2025
Prior Year End Estimated Cash Balance	\$5,118,222.85	\$2,597,165.35	-\$90,970.15	\$1,286,751.85	\$733,761.85
Estimated TIF Revenues <i>(estimated TIF revenues from 10/13/2020 Baker Tilly report)</i>	\$3,660,040.00	\$3,666,890.00	\$3,673,590.00	\$3,677,010.00	\$3,680,290.00
Estimated Total Annual Funds Available	\$8,778,262.85	\$6,264,055.35	\$3,582,619.85	\$4,963,761.85	\$4,414,051.85
Bond, Loan & Administrative Obligations	\$581,097.50	\$355,025.50	\$264,868.00	\$220,000.00	\$220,000.00
Estimated Project Costs	\$5,600,000.00	\$6,000,000.00	\$2,031,000.00	\$4,010,000.00	\$2,540,000.00
Estimated Total Annual Expenses & Project Costs	\$6,181,097.50	\$6,355,025.50	\$2,295,868.00	\$4,230,000.00	\$2,760,000.00
Estimated Year End Cash Balance Surplus/Deficit	\$2,597,165.35	-\$90,970.15	\$1,286,751.85	\$733,761.85	\$1,654,051.85

SOUTHEAST TIF DISTRICT
5 YEAR PROJECT FUNDING PLAN

ESTIMATED ANNUAL CASH BALANCE / DEFICIT

Working Plan - 7/13/2021

	2021	2022	2023	2024	2025
Prior Year End Estimated Cash Balance	\$9,295,981.00	\$4,187,820.25	\$826,260.00	-\$919,315.25	\$2,852,611.91
Estimated TIF Revenues <i>(estimated TIF revenues from 10/13/2020 Baker Tilly report)</i>	\$5,950,000.00	\$6,352,610.00	\$6,391,570.00	\$6,403,160.00	\$6,403,160.00
Estimated Total Annual Funds Available	\$15,245,981.00	\$10,540,430.25	\$7,217,830.00	\$5,483,844.75	\$9,255,771.91
Bond, Loan & Administrative Obligations	\$1,288,160.75	\$1,264,170.25	\$1,279,345.25	\$1,281,232.84	\$1,510,806.25
Estimated Project Costs	\$9,770,000.00	\$8,450,000.00	\$6,857,800.00	\$1,350,000.00	\$6,635,000.00
Estimated Total Annual Expenses & Project Costs	\$11,058,160.75	\$9,714,170.25	\$8,137,145.25	\$2,631,232.84	\$8,145,806.25
Estimated Year End Cash Balance Surplus/Deficit	\$4,187,820.25	\$826,260.00	-\$919,315.25	\$2,852,611.91	\$1,109,965.66

CITY-WIDE CONSOLIDATED TIF DISTRICT
5 YEAR PROJECT FUNDING PLAN

ESTIMATED ANNUAL CASH BALANCE / DEFICIT

Working Plan - 7/13/2021

	2021	2022	2023	2024	2025
Prior Year End Estimated Cash Balance	\$14,473,649.80	\$6,874,141.55	\$1,090,405.80	\$2,018,512.55	\$4,448,409.71
Estimated TIF Revenues <i>(estimated TIF revenues from 10/13/2020 Baker Tilly report)</i>	\$9,639,750.00	\$10,260,460.00	\$10,306,120.00	\$10,321,130.00	\$10,324,410.00
Estimated Total Annual Funds Available	\$24,113,399.80	\$17,134,601.55	\$11,396,525.80	\$12,339,642.55	\$14,772,819.71
Bond, Loan & Administrative Obligations	\$1,869,258.25	\$1,619,195.75	\$1,544,213.25	\$1,501,232.84	\$1,730,806.25
Estimated Project Costs	\$15,370,000.00	\$14,425,000.00	\$7,833,800.00	\$6,390,000.00	\$8,925,000.00
Estimated Total Annual Expenses & Project Costs	\$17,239,258.25	\$16,044,195.75	\$9,378,013.25	\$7,891,232.84	\$10,655,806.25
Estimated Year End Cash Balance Surplus/Deficit	\$6,874,141.55	\$1,090,405.80	\$2,018,512.55	\$4,448,409.71	\$4,117,013.46

2021 FIVE-YEAR CAPITAL PLAN PROJECT UPDATES

* Projects with no shading are located within the Consolidated River Race/US 33 TIF.

* Projects shaded in blue are located within the Southeast Consolidated TIF.

* Projects shown in red text indicate new projects being added to the Capital Plan.

2021 PROJECTS

	Project Name	Task Type	Budgeted Total	Comments
1	Steury Ave/Lincoln Ave Stormwater Improvements and Roadway Reconstruction	Construction	\$ 3,750,000	Combining Phase I & II into one project to be bid and started this year contingent upon NIPSCO's utility pole relocation schedule. Increased budget from \$2.2 to \$3.75 million due to expanded scope of work, findings regarding subsurface conditions and increased construction costs.
2	Real Estate Acquisition	Property Acquisition	\$ 750,000	No funds were spent in 2020. \$200,000 balance added to the 2021 allocation. Increased budget from \$400,000 to \$750,000 due to purchase agreement for 113 W Jefferson St and increased prices for the current real estate market.
3	Quiet Zone - 9th St Corridor	Construction	\$ 250,000	Funds shifted to 2021 due to Norfolk's construction schedule for the improvements.
4	GCS Manufacturing Academy	Construction	\$ 100,000	New project added this year. To be paid to GCS annually for 5 years.
5	Consolidated Court Project	Design	\$ 500,000	New project added this year. Design fees to include scope of all road improvements identified in Traffic Impact Study.
6	West Jefferson Street Reconstruction	Design	\$ 100,000	RFP for design was delayed while RDC awaiting results of the environmental assessment work at 113 W Jefferson. Project will proceed as long as no major concerns are noted as part of the vapor assessment sampling to be completed this month.
7	Eisenhower Drive Reconstruction	Construction	\$ 2,000,000	Project is currently under construction.
8	College Ave Phase I Reconstruction (RR to 33)	Design	\$ 120,000	Project is in the design phase and on schedule. Remaining balance for design fees in 2020 carried over to 2021.
9	South Wellfield Improvements	Design/ Property Acquisition/ Construction	\$ 1,100,000	Engineering is currently evaluating options regarding south wellfield improvements. More details will be provided as they become available. Cost for construction increased slightly due to increased construction market prices.
10	New South Fire Station	Design	\$ 200,000	Study to be finalized within the next few months. An RFP will be issued for full design with remaining balance from 2020 plan.

11	Winona Trail Extension (by Bethany Christian School)	Construction	\$ 250,000	Increased from \$85,000 to \$250,000 as staff was previously unclear on the project scope and the commitment that had been made by the City.
12	East College Ave Development	Property Acquisition/ Construction	\$ 5,350,000	New project added this year. Includes the funding required to complete the RDC's commitment in the approved development agreement. Scope of the flood control portion of the project contingent upon pending annexation request and successful issuance of a bond to be issued by the City and purchased by the Developer.
13	9th St Corridor Sidewalks (Installation/Reconstruction)	Construction	\$ 125,000	-
14	CR 40 Reconstruction	Design	\$ 350,000	Project was previously proposed as a 80/20 split MACOG project. City has submitted 2 requests and neither have been approved. Staff will be meeting with Elkhart County to discuss a funding split as both entities own approximately 50% of the roadway with the project being funded locally. Design cost line item increased from \$150,000 to \$300,000 as substantial survey and geotechnical work is anticipated.
15	Goshen Theater Alley Improvements	Design	\$ 25,000	New project. The alley to the south is in poor shape and years of adding asphalt has exacerbated the drainage problems. After spending several million to improve the theater, they've had water leaking into the basement and causing damage. \$25,000 has been budgeted for this year to allow for the alley to be redesigned for improved drainage.
16	Downtown Vault Program	Construction	\$ 100,000	New project added this year. Assistance program approved by the RDC. \$100,000 allotted for this year and remainder will be carried over into next year.
17	Eisenhower to Kercher Stormwater Connection	Construction	\$ 300,000	New project added this year. Supported by the RDC. Scope includes a stormwater connection from a vacant lot on Eisenhower (to be developed by Genesis) south through vacant land to the existing Kercher storm line. Improvement will allow for development of 3-4 additional industrial/commercial lots within the wellhead protection area.
ANNUAL PROJECT TOTAL			\$ 15,370,000	

2022 PROJECTS

	<i>Project Name</i>	<i>Task Type</i>	<i>Budgeted Total</i>	<i>Comments</i>
1	Real Estate Acquisition	Construction	\$ 300,000	New item added to allow for demolition/improvement of any structures acquired by the RDC.
2	GCS Manufacturing Academy	Construction	\$ 100,000	New project added this year. To be paid to GCS annually for 5 years.

3	Consolidated Court Project	Property Acquisition/ Construction	\$ 2,650,000	New project added this year. Includes costs associated with acquisition of parcels identified in the Traffic Impact Study and all roadway improvements identified in the report. To be paid per the approved Interlocal Agreement with Elkhart County (City to fund 1st \$1.5 million, County to fund next \$500,000 and all costs beyond that are to be split 50/50).
4	New Parks Dept Maintenance Facility	Construction	\$ 500,000	Increased from \$350,000 to \$500,000 due to increased construction costs. It is anticipated that the project will be bid before the end of the year.
5	West Jefferson Street Reconstruction	Construction	\$ 800,000	Increased from \$500,000 to \$800,000 based upon Engineer's Estimate developed by Engineering staff for the planned improvements. Anticipate bidding the project in the spring.
6	Fidler Pond Path Connection (to College Ave) - Phase I - North of Oak Lane	Construction	\$ 250,000	New project. Scope is currently being developed. Goal is to provide a path through the former Fidler family house lot in the short term by way of an easement as the community already walks through the property. Path direction from Oak Lane being evaluated. Funding currently covers the cost of the path on the land now owned by Jay Hochstetler.
7	Industrial Park Stormwater Project	Construction	\$ 3,000,000	Increased from \$2 to \$3 million due to increased construction costs. To be bid in 2022.
8	Century Dr Reconstruction	Design	\$ 300,000	Design costs increased from \$115,000 to \$300,000 to allow for adequate geotechnical planning to address the failing subgrade. Project shifted to 2022.
9	New South Fire Station	Property Acquisition/ Construction	\$ 4,300,000	Current location of a new south fire station is still being decided. Funds are earmarked for 2022 in the event that the land needs to be acquired depending on the option selected. Construction costs increased from \$2.5 to \$4 million to allow for a sufficient station to be constructed as fire protection is a key component for industrial development and users' insurance rates.
10	East Lincoln Ave Reconstruction (RR to Creek)	Construction	\$ 400,000	Increased from \$200,000 to \$400,000 due to increased construction costs and RDC's support of the addition of a pedestrian crossing at the RR, which was not part of the original project scope. Shifted to 2022 but may be shifted to 2023 depending upon the timeline for the reconstruction of the Lincoln/Steury project.
11	9th St Corridor Sidewalks (Installation/Reconstruction)	Construction	\$ 125,000	-
12	CR 40 Reconstruction	Property Acquisition	\$ 500,000	Increased from \$300,000 to \$500,000 for right-of-way acquisition as a placeholder for the road project as stormwater has not yet been designed and inclusion of an adjacent multi-use path has not yet been determined. Contingent upon Elkhart County contributing an additional \$500,000 towards right-of-way acquisition.

13	Goshen Theater Alley Improvements	Construction	\$ 150,000	New project. Scope of work for construction includes a complete reconstruction of the alley to resolve the failing drainage system.
14	Bike Path - Monroe St to Fidler Pond	Design	\$ 100,000	Previously applied to MACOG for 80/20 funding for this project but was not approved. \$100,000 budgeted for path design in the event that we are able to secure a portion of land from Ozinga for the path.
15	Lincoln Ave Traffic Reconfiguration	Construction	\$ 150,000	New project. Engineering has completed a traffic analysis for Lincoln Ave from Indiana Ave to 8th Street. In order to calm traffic and provide more multi-modal transportation options, the traffic lanes will be reconfigured to provide only two travel lanes from Indiana to 2nd Street (in addition to turn lanes) and a cycle track lane will be added. All improvements will be made with paint only through pavement markings. This will be the first phase of the project.
16	Main Street Arches	Construction	\$ 300,000	New project. Engineering is currently designing arches for both the north and south end of Main Street within downtown. \$300,000 in construction funds have been allocated for 2022 to contribute to the project.
17	Ozinga Property	Property Acquisition	\$ 500,000	Previous plan approved \$150,000 in 2021 and \$850,000 in 2024 to acquire the Ozinga property as well as the lot that had been sold for construction of a hotel. To date, Ozinga has not agreed to the price that was established through 2 appraisals but \$500,000 in funding has been allocated for 2022 in the event that they are willing to enter into a purchase agreement with the RDC for the land.

ANNUAL PROJECT TOTAL \$ 14,425,000

2023 PROJECTS

	<i>Project Name</i>	<i>Task Type</i>	<i>Budgeted Total</i>	<i>Comments</i>
1	GCS Manufacturing Academy	Construction	\$ 100,000	New project added this year. To be paid to GCS annually for 5 years.
2	Century Dr Reconstruction	Construction	\$ 3,000,000	Budget increased from \$1.75 to \$3 million due to increased construction costs and anticipated subgrade improvements that will be required for the roadway. Project shifted from 2022 to 2023 due to construction schedule planning.
3	College Ave Phase I Reconstruction (RR to 33)	Land Acquisition	\$ 171,400	MACOG schedule for 80/20 project allows for right-of-way land acquisition to begin in 2023.
4	Water Main Installation (Clinton to Reliance)	Design	\$ 250,000	Design budget increased from \$110,000 to \$250,000 to allow for adequate surveying and geotechnical work. Project shifted from 2022 to 2023.
5	Pike St Water Main Extension (by Walgreens)	Design	\$ 25,000	Project shifted from 2022 to 2023.

6	9th St Corridor Sidewalks (Installation/Reconstruction)	Construction	\$ 125,000	-
7	Fidler Pond Path Connection (to College Ave) - Phase II - Oak Lane Improvements	Design	\$ 150,000	New project. Scope of work for the second phase of this project is still being developed. \$150,000 earmarked for design in 2023.
8	CR 40 Reconstruction	Construction	\$ 1,750,000	Budget increased from \$2 to 3.5 million due to increased construction costs and variables related to stormwater that have not yet been designed. Of the total construction cost, project is contingent upon Elkhart County funding 50% making the RDC's construction contribution \$1.75 million. Project shifted from 2024 to 2023 to facilitate the RDC's overall project construction schedule.
9	Waterford Commons Business Park - Phase I	Design	\$ 150,000	Project design shifted from 2020 to 2023.
10	Dierdorff Rd Reconstruction (College to CR 40)	Design	\$ 400,000	Project design shifted from 2021 to 2023. Design budget increased from \$300,000 to \$400,000 due to the length of the roadway and currently undefined scope of necessary improvements.
11	College Ave Phase II Reconstruction (US 33 to 9th St)	Design	\$ 136,400	New project added this year. MACOG 80/20 funds have been awarded for this project to widen the roadway to 3 lane, add a new multi-use path for the entire stretch and improve stormwater within the corridor. Design funds are allocated through MACOG for 2023.
12	Bike Path - Monroe St to Fidler Pond	Construction	\$ 500,000	Construction costs have been estimated at \$500,000 with so many unknowns at this time. Project contingent upon negotiation of a successful purchase agreement with Ozinga.
13	Blackport Reconstruction	Design	\$ 76,000	MACOG 80/20 funds have been awarded for this project to improve the roadway and add a multi-use path. Design funds are allocated through MACOG for 2023.
14	Lincoln Ave Traffic Reconfiguration	Construction	\$ 400,000	New project. Phase II of this project includes reconfiguring the traffic lanes from 2nd Street east to 8th Street utilizing pavement markings only. \$400,000 in funding is allocated for this project in 2023.
15	Ozinga Property (Demolition)	Construction	\$ 600,000	In the event that a successful purchase agreement is negotiated with Ozinga, \$600,000 in demolition funds have been allocated for 2023 to prep the site for redevelopment.
ANNUAL PROJECT TOTAL			\$ 7,833,800	

2024 PROJECTS

	<i>Project Name</i>	<i>Task Type</i>	<i>Budgeted Total</i>	<i>Comments</i>
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1	GCS Manufacturing Academy	Construction	\$ 100,000	New project added this year. To be paid to GCS annually for 5 years.
2	Madison St Bridge Reconstruction	Construction	\$ 1,000,000	Following the evaluation of bridge repair/replacement options, the RDC approved moving forward with design of a new bridge for the Madison Street crossing over the Millrace Canal. \$1 million has been allocated for construction in 2024. Due to current steel prices and the delay in construction of the multi-use pavilion/ice rink, the urgency to proceed with bridge replacement in 2021 has diminished.
3	Water Main Installation (Clinton to Reliance)	Construction	\$ 2,500,000	Construction budget increased from \$1.3 to \$2.5 million to account for unknowns in advance of design and increased construction costs. Budget will be updated once project is designed. Construction shifted from 2023 to 2024.
4	Pike St Water Main Extension (by Walgreens)	Construction	\$ 200,000	Construction shifted from 2022 to 2024.
5	Fidler Pond Path Connection (to College Ave)	Land Acquisition	\$ 250,000	New project. Scope of work for the second phase of this project is still being developed. \$150,000 earmarked for right-of-way acquisition in 2023 as a placeholder.
6	Waterford Commons Business Park - Phase I	Construction	\$ 1,000,000	Construction shifted from 2021 to 2024.
7	Millrace Canal Levee Analysis	Design	\$ 30,000	-
8	Dierdorf Rd Lift Station Removal/ New Gravity Sewer Project (Plymouth Ave Portion)	Construction	\$ 300,000	Prior to INDOT's widening of Lincolnway East in 2026, plans are being prepared to install new gravity sewer mains within the Plymouth Ave right-of-way. During US 33 construction, the 2nd phase of this project will occur with new gravity sewer in the US 33 right-of-way to connect to the existing infrastructure at Dierdorff. The new sewer mains will allow for the Dierdorff Lift Station to be removed. \$300,000 in construction funding is allocated for the Plymouth Ave portion of the project in 2024.
9	Blackport Reconstruction	Property Acquisition	\$ 10,000	MACOG 80/20 right-of-way acquisition funds have been allocated for 2024.
10	Eisenhower Dr Reconstruction (Dierdorff to US 33)	Construction	\$ 1,000,000	New project. \$1 million allocated for the reconstruction of this roadway in 2024.
ANNUAL PROJECT TOTAL			\$ 6,390,000	

2025 PROJECTS

	Project Name	Task Type	Budgeted Total	Comments
1	GCS Manufacturing Academy	Construction	\$ 100,000	New project added this year. To be paid to GCS annually for 5 years.
2	College Ave Phase I Reconstruction (RR to 33)	Construction	\$ 775,000	MACOG 80/20 funds have been allocated for construction in 2025.

3	Multi-Use Community Pavilion/Ice Rink	Construction	\$ 2,500,000	Construction shifted to 2025 due to rising construction costs. To be reevaluated again in the future regarding timing.
4	Fidler Pond Path Connection (to College Ave)	Construction	\$ 600,000	New project. \$600,000 earmarked for 2025 construction. To be updated once design is complete for improvements and better estimates are available.
5	Dierdorff Rd Reconstruction (College to CR 40)	Construction	\$ 4,000,000	Construction shifted from 2023 to 2025. Budget increased from \$2.35 to \$4 million due to increased construction costs and undefined scope of work until full design is completed.
6	College Ave Phase II Reconstruction (US 33 to 9th St)	Property Acquisition	\$ 660,000	New project added this year. MACOG 80/20 right-of-way acquisition funds are allocated for 2025.
7	Blackport Reconstruction	Property Acquisition	\$ 40,000	MACOG schedule for 80/20 project allows for construction in 2025.
8	Caragana Ct Reconstruction	Design	\$ 250,000	New project. \$250,000 in design funds have been allocated for the reconstruction of Caragana Ct.
ANNUAL PROJECT TOTAL			\$ 8,925,000	
FIVE YEAR PROJECT TOTAL			\$ 52,943,800	

The following projects have been **removed** from the capital plan:

1	Waterford Mills Parkway Extension (SR 15 to CR 40)	Design/ Property Acquisition/ Construction	\$ 2,500,000.00	Elkhart County conducted a traffic study for this area and data indicated that no improvements are needed over the next 10 years to allow for these roadways to function per INDOT standards.
2	US 33 - Fairfield to Plymouth Intersection Improvements & Pedestrian Crossing	Design/ Property Acquisition/ Construction	\$ 266,300.00	City has been notified by INDOT that US 33 from Kercher Rd to Monroe will be widened to 5 lanes beginning in 2026. Due to this upcoming project, RDC's improvements through this project would be negated. Project will not be pursued locally at this time.

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 **June 8, 2021 through July 8, 2021** and finds that entries are allowed in the total amount of **\$708,106.86**

APPROVED on July 13, 2021

Vince Turner, President

Andrea Johnson, Secretary

GOSHEN REDEVELOPMENT COMMISSION

Expenditure Report - by Budget Line and Payee

Claims from 06/08/21 through 07/08/21

406-560-00-429.0002		RDV NON-RVRT OP/Other Supplies	
7/7/2021	Community Business Equipment (04491)		\$12.85
		Line Total for Period:	\$12.85
406-560-00-431.0502		RDV NON-RVRT OP/Contractual Services	
7/7/2021	Barkes, Kolbus, Rife & Shuler, LLP (00311)		\$4,399.00
7/7/2021	Yarkshark, LLC		\$2,358.34
		Line Total for Period:	\$6,757.34
406-560-00-435.0101		RDV NON-RVRT OP/Electric	
7/7/2021	NIPSCO (00014)		\$40.94
		Line Total for Period:	\$40.94
406-560-00-435.0201		RDV NON-RVRT OP/Gas	
7/7/2021	NIPSCO (00014)		\$17.73
		Line Total for Period:	\$17.73
406-560-00-439.0301		RDV NON-RVRT OP/Subscriptions & Dues	
7/8/2021	Redevelopment Association of Indiana (07563)		\$125.00
		Line Total for Period:	\$125.00
473-560-00-431.0502		SOUTHEAST TIF/Contractual Services	
7/7/2021	American Structurepoint, Inc. (03093)		\$2,427.63
7/7/2021	Jones Petrie Rafinski Corp. (00463)		\$3,645.00
7/7/2021	Lochmueller Group(09835)		\$1,947.92
7/7/2021	Lochmueller Group(09835)		\$1,641.74
7/7/2021	Lochmueller Group(09835)		\$252.35
7/7/2021	Lochmueller Group(09835)		\$470.82
		Line Total for Period:	\$10,385.46

473-560-00-439.0930		SOUTHEAST TIF/Other Services & Charges	
7/7/2021	Abonmarche (05859)		\$552.50
7/7/2021	City of Goshen Utilities		\$28.35
7/7/2021	Menards - Goshen Store # 3096 (01046)		\$538.11
Line Total for Period:			\$1,118.96
473-560-00-442.0000		SOUTHEAST TIF/Capital Projects	
7/8/2021	Phend & Brown		\$675,094.23
Line Total for Period:			\$675,094.23
474-560-00-431.0502		Lippert/Dierdorff Contractural Services	
7/7/2021	American Structurepoint, Inc. (03093)		\$2,427.63
Line Total for Period:			\$2,427.63
480-560-00-431.0502		RR/US 33 TIF/Contractual Services	
7/7/2021	Abonmarche (05859)		\$2,832.20
7/7/2021	Jones Petrie Rafinski Corp. (00463)		\$412.50
Line Total for Period:			\$3,244.70
480-560-00-439.0930		RR/US 33 TIF/Other Services & Charges	
6/8/2021	Elkhart County Landfill (00587)		\$7,937.02
7/7/2021	Barkes, Kolbus, Rife & Shuler, LLP (00311)		\$95.00
Line Total for Period:			\$8,032.02
484-560-00-442.0000		PLYMOUTH AVE TIF/Capital Projects	
7/7/2021	Abonmarche (05859)		\$850.00
Line Total for Period:			\$850.00
Total Expenditures for Period:			\$708,106.86



July 2021 Redevelopment Staff Report

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 2021 – Installation of signs and delineators at the railroad crossings.
- Summer 2021– Traffic counts to be done at each of the railroad crossings.
- Fall 2021 – 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 2021.
- Fall 2021 – Submit the Public Authority Application (PAA) to Federal Railroad Administration (FRA) for review, which typically takes 2 months.
- Fall/Winter 2021 – 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, but that timeline was established before COVID. The City anticipates beginning the installation of the center dividers in 2021.

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. The water main project, which is a Water Utility project, east of Steury Avenue, was completed in December 2020, with successful improvement of fire flow capability in East Goshen. The plan is to bid the remaining work for East Lincoln and Steury Avenue in before the end of summer to allow for construction to begin. We are currently waiting on final permits and for NIPSCO electric to complete their pole relocation work.

PROJECT: KERCHER ROAD RETENTION AREA

PROJECT DESCRIPTION

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

PROJECT UPDATE

All work has been completed on the first phase of this project. An easement needs to be acquired from Benteler, and then the project can be bid. Goshen Engineering continues to work towards bidding this project. Construction is planned for the spring of 2021.

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 agreement negotiation with the Barak Group, LLC, ended without an agreement. Agreements are in place with the adjoining property owners to allow the drainage improvements to proceed. To avoid loss of the collected TIF funds, Civil City is partnering with the Redevelopment Commission to fund the stormwater design. The Stormwater Department will assist with some of the anticipated construction cost overrun up to \$200,000. The agreement with the design consultant has been completed, and the design is anticipated to be completed in July for bidding in August 2021. Construction is anticipated to occur in 2021.

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 April, 2021, with the initial round of proposals due May 11. No offers were received exceeding the fair market price of \$175,000. A second round of proposals is due June 11.. The Commission has now met the legal requirements to negotiate a purchase agreement with a prospective buyer, without having to issue a new RFP.

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. (See the update on the Madison Street Bridge Improvement for current activity in this area).

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 is nearing completion and, as of mid-June, 16 of the 19 units were already occupied. Abonmarche has now taken possession of their space on the second floor and will be hosting a grand opening in the next few months.. They will be going through the Tech Review process for the apartment building over the next several months. It is anticipated that construction will not begin until later this year or early next year..

PROJECT: DOWNTOWN VAULT ASSESSMENT

PROJECT DESCRIPTION

Downtown vaults have been discussed for many years as a public safety concern. Since the incident in 2012, effort and resources have been committed to identify, assess, and eliminate vaults. Many vaults have removed, but there are approximately 26 vaults remaining. Work through the next steps, staff determined a vault assessment by a structural engineer was necessary. The Commission agreed to fund the assessment, and a contract was awarded to Clear Creek & Associates.

PROJECT UPDATE

The vault assessments are complete, and assessments have been forwarded to each property owner for consideration. There were two vaults deemed immediate concerns and there are other vaults that were identified as needing repairs or closure. At

the May Redevelopment meeting, the proposed assistance was identified and Goshen Engineering is working on notices to the businesses so they can take advantage of the 2021-2022 vault closure program.

PROJECT: EISENHOWER DRIVE RECONSTRUCTION

PROJECT DESCRIPTION

Eisenhower Drive North and South's pavement has been chip and sealed multiple times in the last ten years and is ready for reconstruction. Goshen Engineering has prepared bid documents for the full reconstruction of the pavement cross section.

PROJECT UPDATE

The project was bid in November 2020, and awarded in December to Phend and Brown. Construction has begun. Completion is anticipated in August or earlier, if weather cooperates.

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 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.

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.

The City selected American Structurepoint to complete the design.

PROJECT UPDATE

American Structurepoint is currently working on the survey and utility data collection.

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 hired Lochmueller Group to conduct a traffic study, to further evaluate the options and prepared an interlocal agreement, which defined the roles and responsibilities of both parties in the design and construction of this roadway. At this time, no action is triggered by the traffic study but will be amended if circumstances change with further development within the Southeast TIF.

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 east 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

In September, the Redevelopment Commission selected Jones Petrie Rafinski (JPR) to serve as the planning consultant for this project. The professional services contract has been executed and meetings with the Steering Committee have been occurring monthly. The first Stakeholder meeting was held on February 3rd and a second on April 14th. JPR presented the plan to the government officials in June to gather their feedback before finalizing the plan. It is anticipated that JPR will present the summary of the final report to the Commission in August.

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

On September 8, 2020, the Redevelopment Commission approved the issuance of a Request for Proposals (RFP) for design services. The design will include an evaluation of various bridge design alternatives prior to preparing full design and construction documents. Some scoping about the bridge design occurred in February, and DLZ is beginning the bridge design. The design for the replacement of the bridge is anticipated to be completed in May 2021. Bidding was planned for 2021, but will be postponed until at least 2022, with hopes material pricing will normalize.

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. BKV Group was selected to conduct the study and City staff has held the first 3 planning meetings with them. It is anticipated that planning efforts will be completed this summer with a presentation to the Redevelopment Commission for the final report.

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 of the street improvements but issuance was delayed until the RDC is able to acquire the property at 113 W Jefferson Street. A purchase agreement has been executed, both the Phase I and Phase II ESA has been completed and vapor intrusion assessment is underway. Once acquisition of the property is complete, the RFP will be issued.

PROJECT: ELKHART COUNTY COURT COMPLEX

PROJECT DESCRIPTION

Elkhart County has selected a site located on Reliance Road to construct the new Court Complex. Due to the projected increase in traffic that will be generated by the new complex, several road improvements are required to increase capacity. Since this project is located in the River Race/US 33 TIF area, the Redevelopment Commission has pledged \$1.5 million in TIF revenue to fund the improvements. The County has pledged an additional \$500,000 to assist in paying for these improvements. This project will be designed and constructed through the City of Goshen and is expected to start construction in 2023.

PROJECT UPDATE

The City and County worked with JPR to complete a Traffic Impact Study (TIS) for the area based upon the new court complex and the changes in traffic patterns that can be expected. The report is now complete and has been approved by INDOT. The executive summary of the report is being provided to the RDC at this month's meeting. We're requesting permission to issue a RFP for design of the recommended roadway and intersection improvements as soon as Elkhart County confirms their funding commitment for the project based upon the Interlocal Agreement.

PROJECT: KERCHER WELLFIELD LAND PURCHASE

PROJECT DESCRIPTION

The Kercher Wellfield located in the Goshen Industrial Park requires the replacement of one of its three wells. Because the wellfield is sitting on a postage stamp property, the site is unable to support the development of another well without the purchase of additional land.

PROJECT UPDATE

Goshen Utilities is in negotiation of for the additional land purchase, but is working through the due diligence process to verify potential environmental concerns in the soil and groundwater. At the Board of Works meeting on March 1, 2021, agreements

with Roberts Environmental and Peerless Midwest were approved to complete the due diligence process. It is the Utilities goal to close on the first part of the property purchase in July 2021.

PROJECT: FIDLER POND CONNECTOR PATH

PROJECT DESCRIPTION

This project will create a pedestrian path connecting the College Avenue path to Fidler Pond Park. The path will be constructed in two phases. Initially, the Oak Lane roadway will act as the pathway while the trail is constructed from the north end of the road to the park. Sharrows will be added to Oak Lane during Phase One and Phase Two will include reconstructing Oak Lane with curb and gutter and the installation of a separated pedestrian trail.

PROJECT UPDATE

Engineering has prepared preliminary drawing and engineers estimates for both phases. After the final alignment is determined a neighborhood meeting will be scheduled to receive comments. Final design may be completed in-house. If not, a RFP for design services will be issued. Construction is anticipated to occur in 2021 or 2022, depending on how quickly the alignment can be finalized.