



## **Board of Public Works & Safety and Stormwater Board**

Regular Meeting Agenda

**2:00 p.m. November 2, 2020**

Goshen Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

**To access online streaming of the meeting, go to <https://goshenindiana.org/calendar>**

Call to Order

Approval of Minutes – Oct. 26

Changes to Agenda

- (1) Promotion of Jade E. Murphy from Probationary Patrol Officer to Patrol Officer (Miller)
- (2) Change Order 2: E. Goshen Water Main, JN: 2019-0037 (Sailor)
- (3) Community Development Block Grant – COVID-19 Agreements (Bylsma)
- (4) Flood Resilience Plan Agreement with Christopher Burke (Kingsley)
- (5) Sewage Works Refunding Bond Engagement Agreements (Sailor, Scharf)
- (6) 2020 Bridge Inspection Report, JN: 2020-0015 (Sailor)
- (7) Acceptance of 2020 Infrastructure Reconstruction, PN: 2020-02 (Sailor)
- (8) NIPSCO Lane Restrictions: College Ave., Dierdorff Rd. (Sailor)
- (9) Extension of Steury Ave. Closure, JN: 2019-0037 (Sailor)

PRIVILEGE OF FLOOR

APPROVAL OF CLAIMS

*Adjournment*



## MINUTES of October 26, 2020 Regular Meeting

### Board of Public Works & Safety and Stormwater Board

Held 2:00 p.m. Goshen Police & Court Building, 111 East Jefferson Street, Goshen, Indiana

Present: Member Mike Landis, Member Mary Nichols

Absent: Chair Jeremy Stutsman

Minutes of Oct. 19 were presented.

**Nichols/Landis moved to approve minutes of Oct. 19, 2020 as presented. Passed 2-0.**

**Nichols/Landis moved to move Building Commissioner Order for 203 Queen St. to final item, add N. Main St. closure extension for Rock Run sewer work, and approve agenda as amended. Passed 2-0.**

#### Open Quotes for Compact Wheel Loader Purchase

One quote was received from RPM Machinery: \$46,984 including trade-in.

**Landis/Nichols moved to refer the quote to Legal Dept. for review. Passed 2-0.**

#### Request for Use of Parking Space by Electric Brew

Myron Bontrager, representing The Electric Brew, presented request in order to facilitate outdoor service on traditionally busy days during the holiday season. Landis commented that it seemed reasonable given what is going on with COVID-19.

**Nichols/Landis moved approve the use of one parking space immediately east of the patio in front of The Electric Brew on Nov. 27 & 28, Dec. 24 & 26, Jan. 2. Passed 2-0.**

#### Mechanical License for Martin L. Kain

Building Inspector Jim Ramer presented the packet memo.

**Nichols/Landis moved to approve a City of Goshen mechanical license to Martin L. Kain. Passed 2-0.**



Post-construction Plan Approval: Horizon of Hope Gazebo, JN: 2013-0037

Director of Public Works Dustin Sailor presented the packet memo.

**Nichols/Landis moved to accept the second amendment to the post-construction stormwater management plan for Horizon of Hope Gazebo. Passed 2-0.**

Agreement: Ladder Testing with Diversified Inspections/Independent Testing Laboratories

Paralegal Carla Newcomer presented the packet memo.

**Nichols/Landis moved to approve and authorize the mayor to execute the agreement for ladder testing with Diversified Inspections/Independent Testing Laboratories, Inc. for a 3-year term and a total price not to exceed \$9756.00. Passed 2-0.**

Agreement for Stormwater Drainage System Design with Abonmarche Consultants, Inc.

Legal Compliance Administrator Shannon Marks presented the packet memo.

**Nichols/Landis moved to approve and execute the Agreement for Stormwater Drainage System Design with Abonmarche Consultants, Inc. in amount of \$39,800 with all services except construction phase services to be completed by March 31, 2021. Passed 2-0.**

Extension of Steury Ave. Lane Closure, JN: 2019-0037

Sailor presented the packet memo.

**Nichols/Landis moved to approve an additional time extension for the closure of the southbound lane of Steury Ave. until Nov. 6, 2020. Passed 2-0.**

Lane Restrictions: College Ave., Dierdorff Rd. for NIPSCO

Sailor presented the packet memo.

**Nichols/Landis moved to approve lane restrictions on College Ave., Section 6 and Dierdorff Rd., Section 3 as shown on the [map in the packet] and traffic control plan Oct. 27-30, 2020. Passed 2-0.**



Extension of Closure of N. Main St. for Rock Run Sewer Improvements, JN: 2019-0025C

Sailor presented the request. [Memo attached as Exhibit A.] Noted that two contractors are currently working in the area: Selge Construction north of the creek and Niblock Excavating south of the creek. Landis asked whether this time extension would be sufficient to reach the end of the construction work. Sailor said the contractors had failed to provide a timeframe, so staff was estimating three weeks based on their own observation of the status of work.

**Landis/Nichols moved to approve the extension of temporary closure of N. Main St. north of Rock Run Creek Bridge and the intersection of N. Main St. and Middlebury St. until Nov. 20, 2020. Passed 2-0.**

Building Commissioner Order for 203 Queen St.

Member Michael Landis opened the public hearing.

Building Inspector Ryan Conrad presented the board with photographs of the property taken at the last inspection conducted by the City on Oct. 21, 2020. [attached as Exhibit B]. Mr. Conrad stated that the property owner had made significant progress on the required repairs since the initial inspection conducted in July. Mr. Conrad stated that Items #4 and #6 in the Building Commissioner Order have been corrected. He commented on some of the other non-compliant items.

Landis asked whether the house was occupied. Conrad stated it was. Continued by noting property owner had replaced stove; outstanding issues were electrical, foundation, and ceiling in utility room.

Landis asked whether July was first contact with this house. Conrad checked his notes and said first inspection was August 25, 2020. Landis asked whether that was the date of first notice of items to be worked on. Conrad affirmed. Landis asked to confirm that first inspection was Aug. 25. Conrad said he was sorry, first inspection was July 28. Said reinspection was performed Aug. 25 at which time some items had been corrected. Conrad said subsequent inspection was Sept. 15, at which time there were no additional improvements. Landis asked Mr. Conrad whether items 1, 2, 3, and 5 were to his knowledge not yet completed. Mr. Conrad said that is correct.

Mr. Conrad said he was last at the house Wed. Oct. 21, at which time progress was being made on some items but they were not yet completed.

Bill Davis of the law firm Davis & Roose, attorney representing property owner Ronald E. Davidhizar (also present), asked about the objective of the present hearing. City Attorney Bodie Stegelmann explained that this is a formal hearing pursuant to the ordinance; said board is hearing about status of house. Stegelmann noted the order requires compliance by Oct. 30; said Board of Works can today make findings, then affirm, rescind, or modify the order.



Stegelmann said that if good cause is shown, Board of Works can extend the timeframe to achieve compliance; explained that if compliance is not achieved by Oct. 30, City can proceed with legal action.

Clerk-Treasurer Adam Scharf administered the following oath to Mr. Davidhizar:

"Please raise your right hand. Do you swear or affirm, under the pains of and penalties for perjury, to tell the truth in this matter before the Board of Works?"

Mr. Davidhizar said, "I affirm," then stated his name as Ron Davidhizar of 203 Middlebury St., Goshen.

Mr. Davis proceeded with questioning of Mr. Davidhizar. Davis asked Davidhizar whether he is the owner of real estate 203 Queen St. in Goshen, Indian. Davidhizar said he is.

Davis asked Davidhizar whether he had been served with a copy of the Building Commissioner Order. Davidhizar said he was not sure.

Davis referred to the utility room ceiling (Item #1) in the order and asked Davidhizar the status of the item. Davidhizar said it is repaired.

Davis asked Davidhizar about the status of Item #3. Davidhizar said a wire had come loose from a wire nut; the main disconnect has been installed. Davis asked whether Item #3 is fixed, and the basement light turns on. Davidhizar said he thinks so and it was working.

Davis referred to Item #4 and asked Davidhizar whether he is aware of any lighting fixtures not securely fastened as of today. Davidhizar said he was not aware of any.

Davis asked whether foundation repair, Item #5, had been taken care of. Davidhizar said yes.

Davis noted the Building Commissioner said the stove had been replaced; asked Davidhizar if that is correct, and that the stove is in and operating properly. Davidhizar said he thinks so.

Davis returned to Item #2 regarding electrical box. Davidhizar explained that he had wanted to upgrade 60 amp electrical service to 100 amp; said inspector informed him of requirement to install a main disconnect, which he did outdoors. Davidhizar said the breaker box inside will therefore have to be abandoned in favor of one without a main breaker. Davis prompted Davidhizar to refer to the photos [attached as Exhibit B] in his explanation to the board. In the 11<sup>th</sup> of the 13 photos, Davidhizar pointed to the main breaker in the top middle of the box. Davidhizar said the electrical riser had been below the soffit; he replaced with a higher one that extends above the roof. Davidhizar said two ground rods have been installed; panel without main breaker needs to be installed next. Davis asked whether that could be completed by Thursday. Davidhizar said his portion could be but uncertain about NIPSCO portion. Davis asked what NIPSCO needs to do. Davidhizar said they need to detach the service from the lower riser and attach to the higher riser.

Davis asked Davidhizar whether he could do everything he could do to correct this situation and meet all six complaints by Thursday. Davidhizar said he is not sure what they are. Davis said he had just read them.



Referring to a copy of the order, Davidhizar said the foundation, gas connection, electrical disconnect have been done. Davidhizar said during foundation work deteriorated siding was discovered, then replaced this past Saturday.

Davis asked Davidhizar whether additional time beyond Oct. 30 would be required for any item on the list. Davidhizar replied that there was not any item that was not completed or could not be completed by Thursday. Davidhizar then asked for some additional time for the NIPSCO work to be completed. Landis asked whether Davidhizar had been in contact with NIPSCO engineer. Davidhizar said yes. Landis asked whether engineer was aware of project and ready for notice that project is ready. Davidhizar affirmed.

Davis suggested modification to require Davidhizar call NIPSCO by Thursday; asked Davidhizar if that would be appropriate. Davidhizar said yes except that only after NIPSCO switchover could new breaker panel be installed; said ten days after NIPSCO switchover would be adequate to complete the work.

Landis noted photos are dated Oct. 21. Said generally the board makes findings of condition. Landis asked Conrad whether he had inspected since Oct. 21. Conrad said he had not. Landis said they cannot confirm status via city staff and were reliant on Davidhizar's word, which he is not comfortable with.

Stegelmann said the ordinance requires the board to make a finding. Discussion of technical details for formulation of findings.

Conrad said his main concern is to have a licensed electrical contractor, city permit and inspection. Landis asked whether a permit had been issued for the electrical work. Conrad said no.

Davis asked Davidhizar what his estimated expense for this electrical work had been since he had done it himself. Davidhizar said \$200, maybe \$250. Davis asked whether his understanding was that no permit was required under a certain dollar amount. Davidhizar said yes. Davis asked what the number was. Davidhizar said \$600.

Davis asked Conrad whether Davidhizar is misunderstanding the rules or the law. Conrad said he did not tell Davidhizar that; maybe someone in permitting told him that, but Conrad said he is unaware of it. Conrad said his main concern is that work is completed safely and up to code.

Davis said his understanding is that Davidhizar has done a lot of electrical work over the years. Asked Conrad whether he would inspect even if licensed electrician did not perform the work. Conrad said they would.

**Landis/Nichols moved to make the finding that on the Oct. 5 Order of the Building Commissioner there were 6 items that needed to be taken care of; that photographs from Oct. 21 appear to show most not completed; that Mr. Davidhizar represents that all but the electrical box (Item #2) have been completed. Further, that a city inspection will be required to confirm completion of all of the items, and any found by city inspection not to be completed must be completed to satisfaction of Building Dept. Passed 2-0.**



**Landis/Nichols moved that by Oct. 30 NIPSCO must be contacted for the service entrance work, and provided that all related work is then completed within 7 days of NIPSCO completing their work, the matter before the board will be resolved without further action. Passed 2-0.**

Landis closed the public hearing.

PRIVILEGE OF FLOOR: Scharf informed the board that the process for Redevelopment Commission claims for payment have been approval first by that board, then Board of Works. Scharf said he has checked with City's municipal advisor and with State Board of Accounts, who advise that Redevelopment Commission approval would still be required but Board of Works approval could be eliminated, which would allow a reduction of about one week in the time required to issue payment to vendors. Scharf invited comments and feedback; said Mayor and Legal Dept. would be consulted about implementation.

**Landis/Nichols moved to approve civil city and utility claims and to adjourn. Passed 2-0.**

*Adjournment at 2:48 p.m.*

*Exhibit A: Engineering Dept. memo re: N. Main St. closure for Rock Run sewer work (1 page)*

*Exhibit B: Photographs of 203 Queen St. taken Oct. 21, 2020 by Building Inspector Ryan Conrad (13 pages)*

APPROVED

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Jeremy Stutsman, Chair

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Michael Landis, Member



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Mary Nichols, Member

ATTEST

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Adam Scharf, Clerk-Treasurer



EXHIBIT A: 10-26-20



Engineering Department  
CITY OF GOSHEN

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

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

## MEMORANDUM

TO: Board of Works Public and Safety

FROM: Engineering

RE: **ROCK RUN SEWER IMPROVEMENTS**  
**(JN: 2019-0025C)**

DATE: October 26, 2020

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Due to delays on the Rock Run Sewer Improvements Project, Selge Construction has requested to extend the road closure of North Main Street between the Rock Run Creek bridge and the intersection of North Main Street and Middlebury Street for an additional 3 weeks. Selge will maintain open access for Meadowlark Cars and Indiana Paint & Collision. Furthermore, the closure will extend the current bike and pedestrian detour of the Maple City Greenway through Kauffman Park.

The closure, which began September 22, 2020, will now extend through November 20, 2020 in lieu of the previous date of October 30, 2020. The previously established traffic control plans will remain in effect.

**Requested motion: Move to approve the extension of the temporary closure of North Main Street between the Rock Run Creek Bridge and intersection of North Main Street and Middlebury Street to November 20, 2020.**

**City of Goshen**  
**Board of Works & Safety**

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Jeremy Stutsman, Mayor

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Mike Landis, Board Member

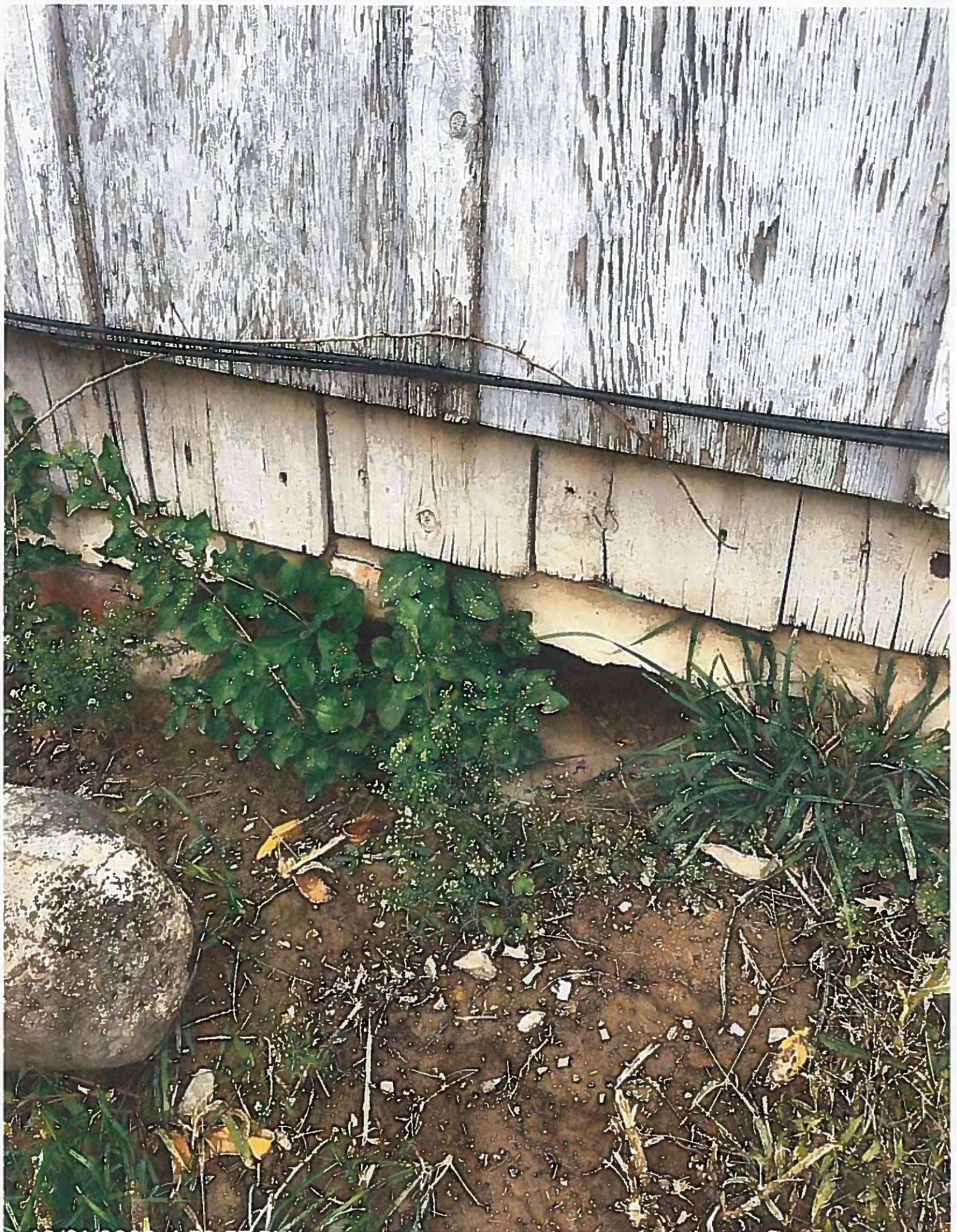
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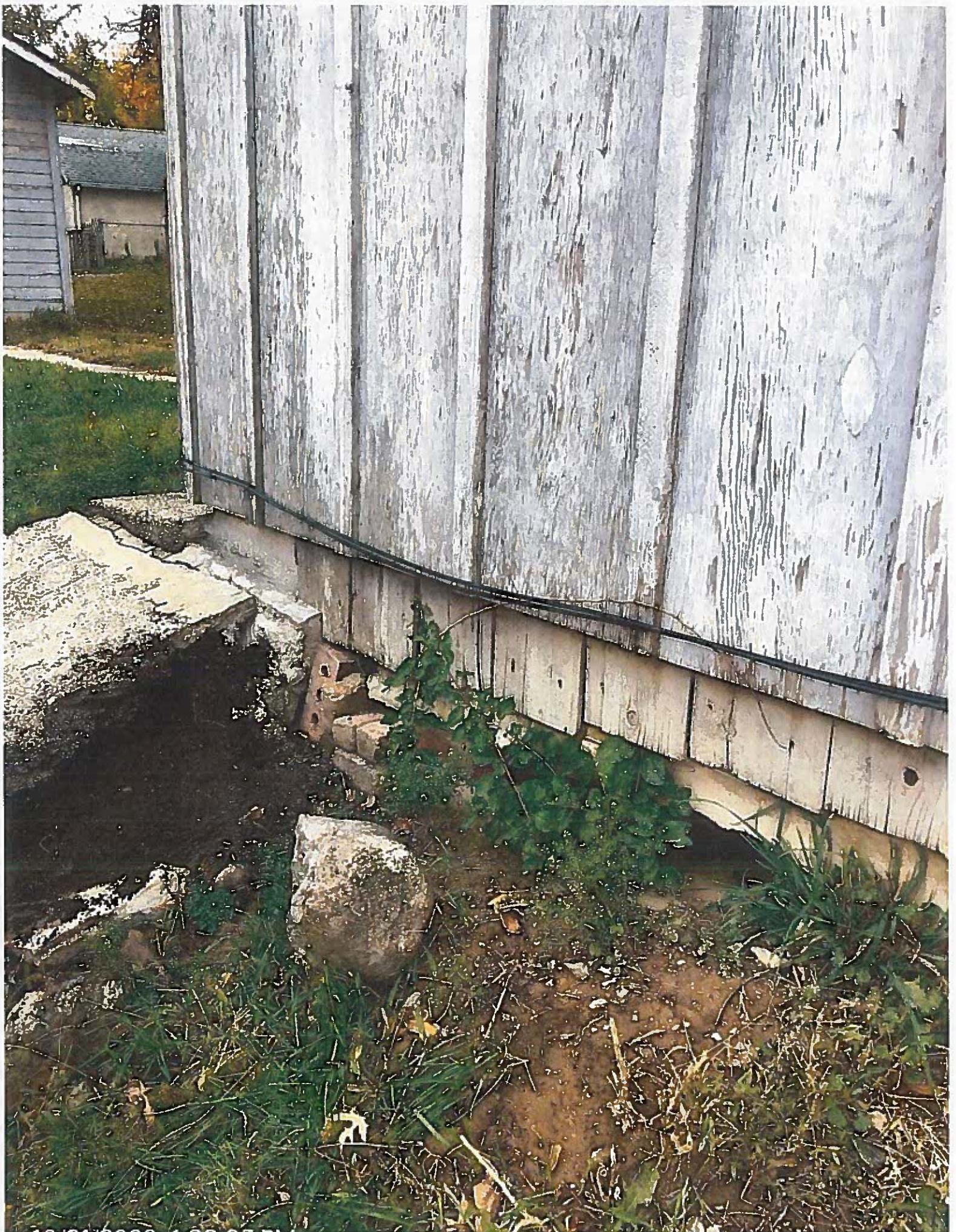
Mary Nichols, Board Member

EXHIBIT B: 10-26-20







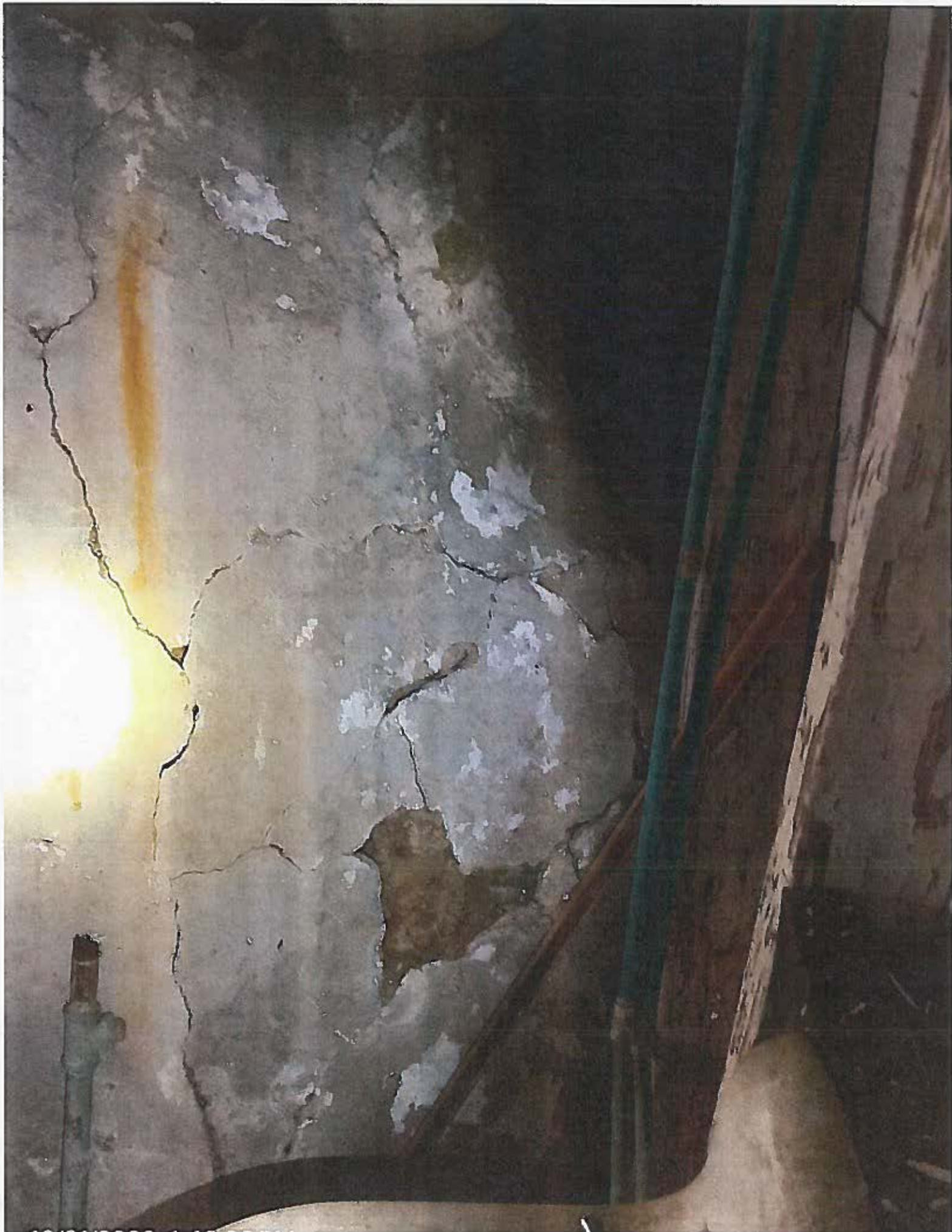


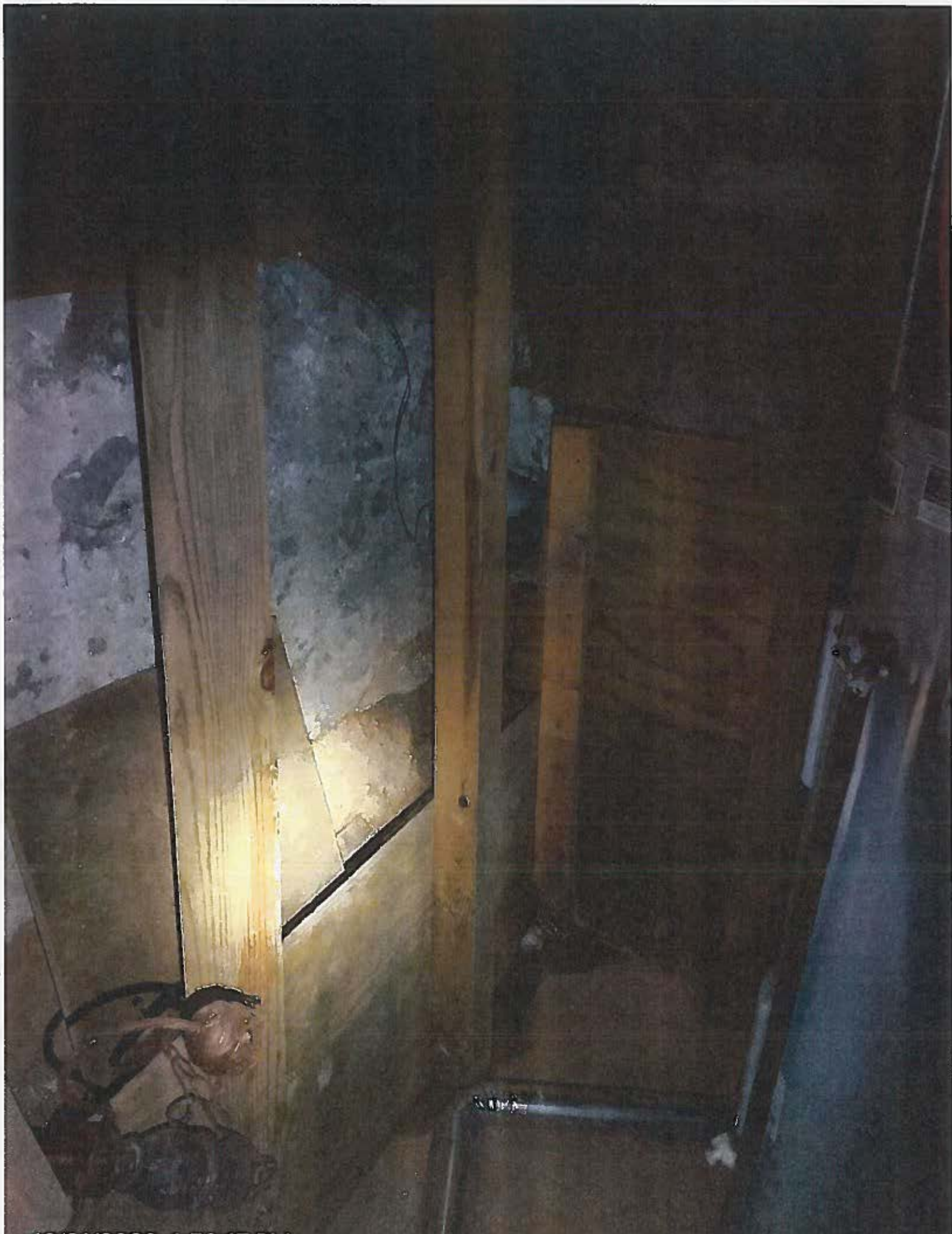




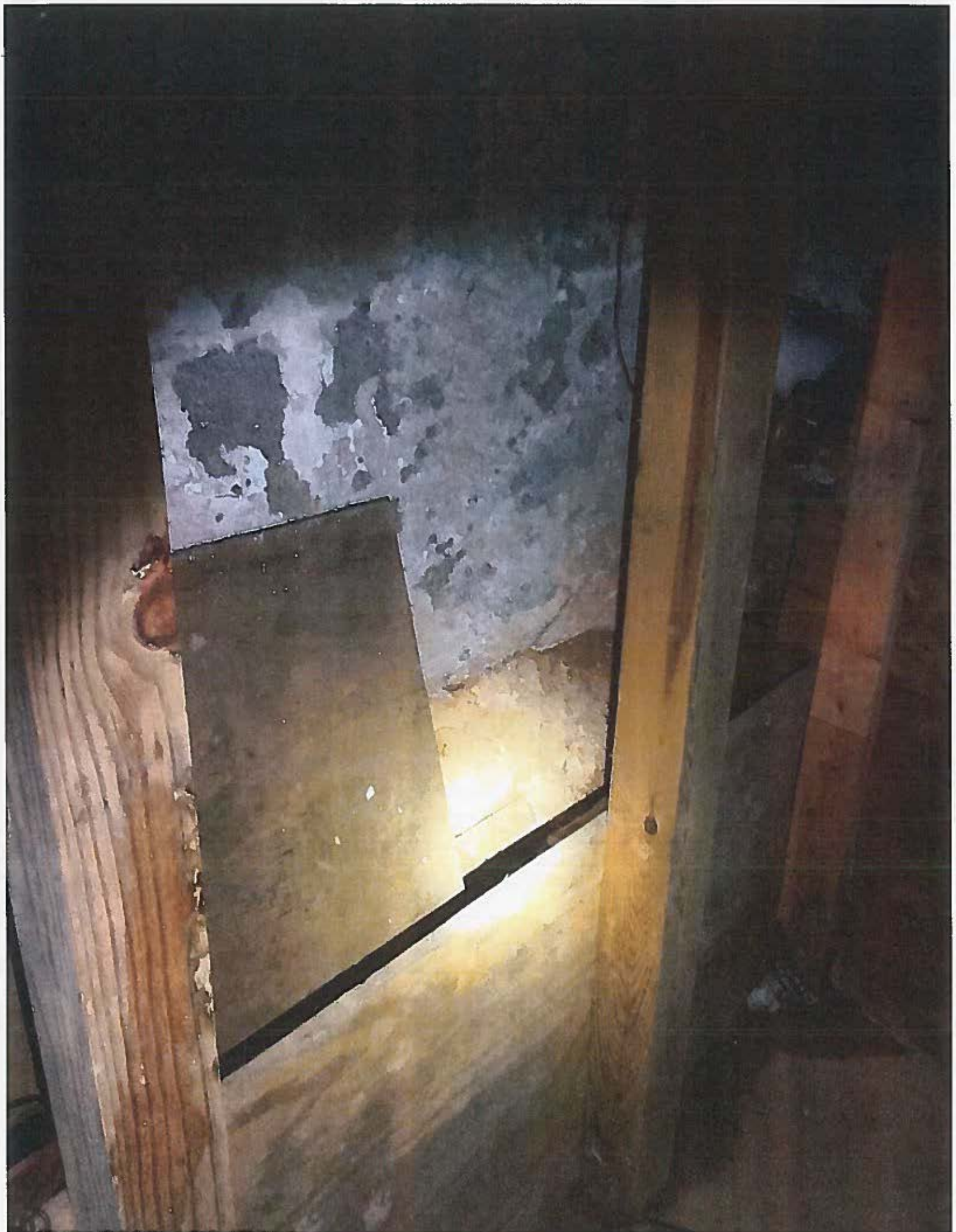


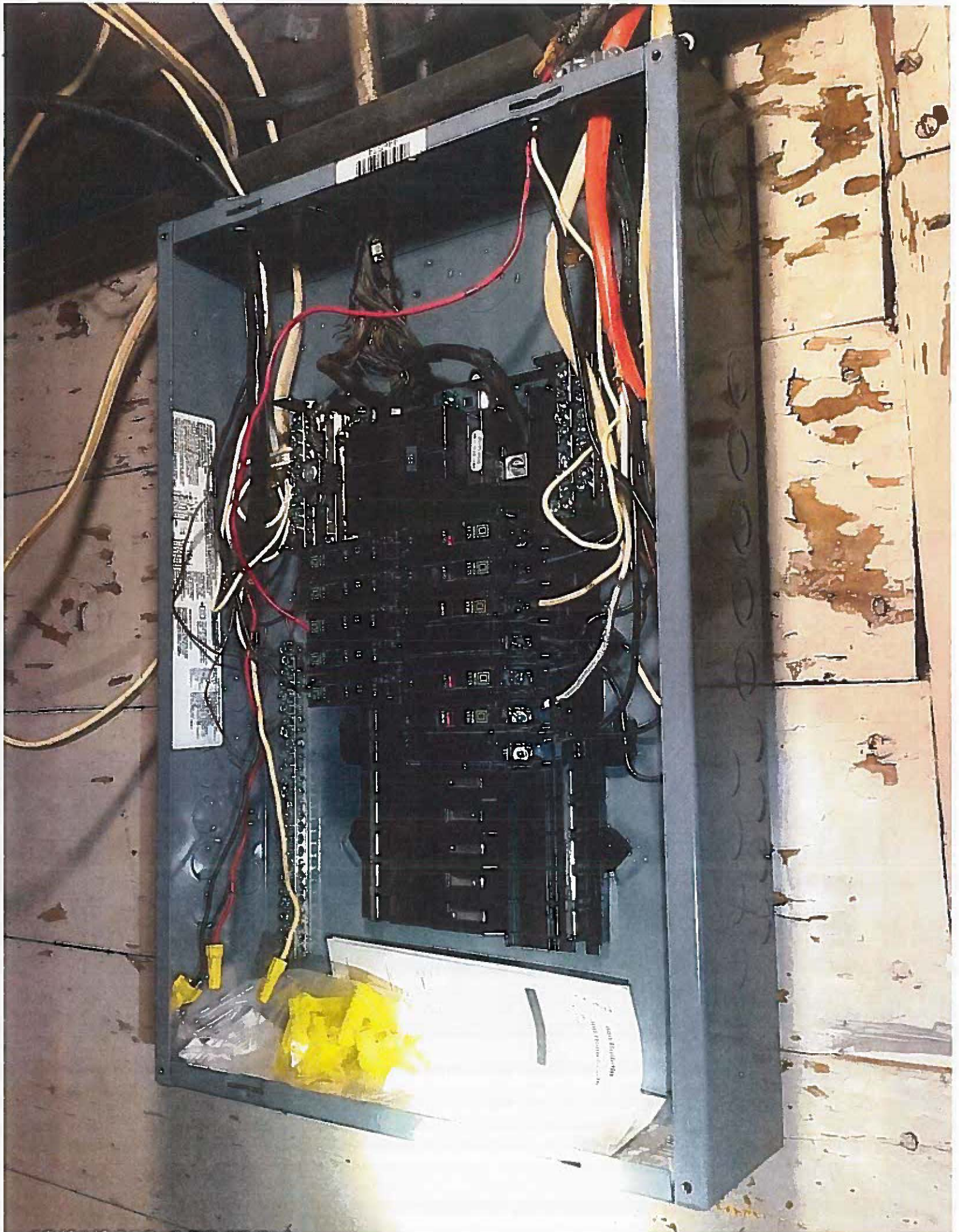






10/01/2009 4:50:17 PM







203 QUEEN  
CITY OF CHICAGO BUILDING DEPARTMENT  
300 E. 30TH STREET  
CHICAGO, IL  
OFFICE 334-2333

**STOP WORK ORDER**

THIS NOTICE REQUIRES ALL PARTIES TO STOP WORK IMMEDIATELY ON THIS PROJECT.

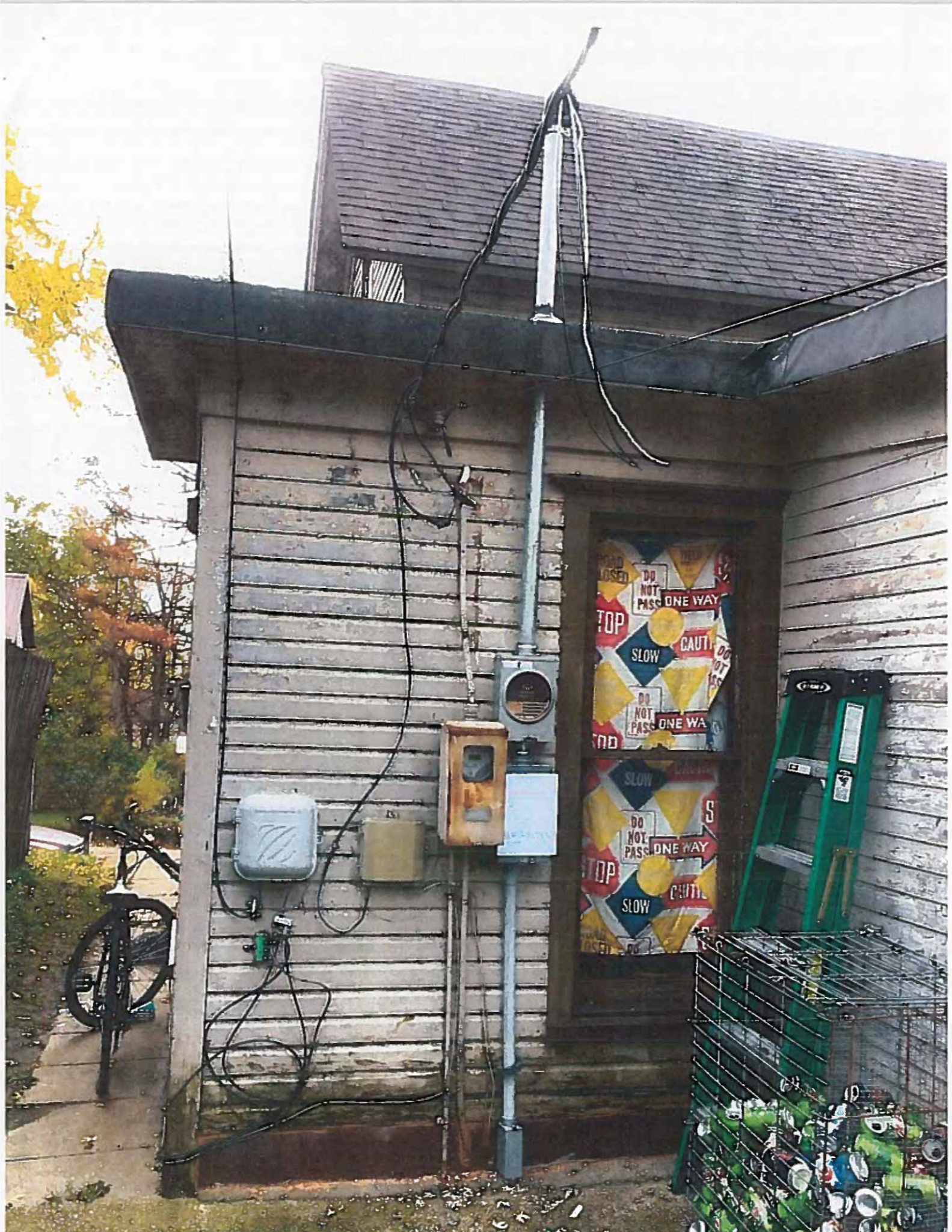
WORK HAS BEEN DONE

- WITHOUT REQUIRED PERMITS
- BEYOND THE SCOPE OF A PERMIT
- VIOLATION OF ORDINANCES
- A VIOLATION OF BUILDING CODE
- BY LICENSED CONTRACTORS
- OTHER \_\_\_\_\_

ISSUED BY: PAUL APPEL FOR AND OBTAIN ALL  
PERMITS FROM CHICAGO BUILDING DEPARTMENT  
BEFORE ANY WORK IS DONE TO EXISTING

A. GONZA 10/1/10  
INSPECTOR







**Jose' D. Miller**

**Chief of Police**

111 E Jefferson St  
Goshen, Indiana 46528

TO: Goshen Board of Public Works & Safety  
Mayor Jeremy Stutsman  
Member Mary Nichols  
Member Mike Landis

Date: November 2<sup>nd</sup>, 2020

From: Jose' Miller, Chief of Police

Reference: Promotion of Jade E. Murphy from Probationary Patrol Officer to Patrol Officer

I am requesting the Goshen Board of Public Works and Safety approve the promotion of Jade E. Murphy from the position of Probationary Patrol Officer to the rank of Patrol Officer retroactive to November 1<sup>st</sup>, 2020. As of November 1<sup>st</sup>, 2020 Officer Murphy will have completed her twelve (12) month probationary period. Officer Murphy has demonstrated she will be a great addition to the Goshen Police Department and to this community.

Jade will be present for the Board of Works Meeting.

Respectfully,

Jose' Miller #116  
Chief of Police  
Goshen City Police Department  
111 E. Jefferson Street  
Goshen, IN. 46528

**Telephone: (574) 533-8661**

**Hearing Impaired: (574) 533-1826**

**FAX: (574) 533-1826**



**Engineering Department  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

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engineering@goshencity.com • www.goshenindiana.org

## MEMORANDUM

TO: Board of Public Works & Safety

FROM: Engineering Department

RE: **CHANGE ORDER NO. 2 FOR EAST GOSHEN WATER MAIN  
REPLACEMENT PROJECT – STEURY AVENUE TO BLACKPORT DRIVE  
(JN: 2019-0037)**

DATE: November 2, 2020

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Attached please find Change Order No. 2 for the East Goshen Water Main Replacement Project.

Change Order No. 2 covers additional costs and time due to necessary additional water main connections; disposal of unanticipated unsuitable soils; and re-excavation required to install water services while waiting on gas relocation work. The original contract amount plus additions from Change Order No. 1 was \$1,051,677.75. The quantities from Change Order No. 2 increase the contract amount by \$58,517.72, for a revised contract amount of \$1,110,195.47, an increase of 6.93% over the original contract price.

Change Order No. 2 also provides for an extension of the current contract completion date by 18 business days, or 29 calendar days, from November 5 to December 4, 2020.

**Requested motion:**

**Move to approve Change Order No. 2 for the East Goshen Water Main Replacement Project for an increase of \$58,517.72 and extension of contract completion date by 29 calendar days.**



**CHANGE ORDER FORM**

Pg 1 of 3

Change Order No. 2  
Date: 11/2/20

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

OWNER: City of Goshen  
PROJECT NAME: East Goshen Water Main Replacement - Steury to Blackport  
PROJECT NUMBER: 2019-0037  
CONTRACTOR: Selge Construction Co., Inc.

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

Additional water main and service connections have been added to the scope of work for the East Goshen Water Main Replacement Project. These include water main connections for N 20th Street and N 21st Street, as well as a fire protection lateral for 924 E Lincoln. These connections were not originalled surveyed but need to be made in order to adequately replace the existing water system within the scope of the project.

During excavation, Selge Construction has also encountered large areas of organic and other soils unsuitable for use as backfill. These areas of unsuitable material were not anticipated from the original geotechnical survey. This change order includes bid items for hauling and disposing of the material.

Finally, due to the need to continue preparing for paving on Lincoln Avenue, while waiting for gas main relocation to be complete on Steury Avenue, Selge Construction needed to place services before the new water main was completely installed. In order to avoid lengthy times with open excavations in sidewalks, Selge Construction will need to backfill and re-open these areas to complete water service connections.

In order to accomplish the above additional work, Selge Construction has requested an extension of the project completion date by 3 weeks (15 business days). The new completion date is reflected in this change order.

CO2.1	Water Main, Wedge Valve & Box, 6"	1 EA	@	\$1,065.00	-----	\$1,065.00
CO2.2	Water Main, Fitting, 22.5° Elbow, 6"	2 EA	@	\$244.00	-----	\$488.00
CO2.3	Water Main, Fitting, 11.25° Elbow, 6"	1 EA	@	\$247.00	-----	\$247.00
CO2.4	6" DI Water Main Tie-In Connection	2 EA	@	\$3,700.00	-----	\$7,400.00
CO2.5	Unsuitable Soils - Disposal	584 CY	@	\$15.95	-----	\$9,320.06
CO2.6	Unsuitable Soils - Disposal at Elkhart County Gravel	1380 CY	@	\$25.85	-----	\$35,677.65
CO2.7	Reopen Excavation for Water Service	18 EA	@	\$240.00	-----	\$4,320.00
				Subtotal -		\$58,517.72

# CHANGE ORDER FORM

Pg 2 of 3

Change Order No. 2

## II. ADJUSTMENTS IN AMOUNT OF CONTRACT

1. Amount of original contract		\$1,038,228.25
2. Net (Addition/ <del>Reduction</del> ) due to all Previous Contract Supplements Numbers 0 to <u>1</u>		\$13,449.50
3. Amount of Contract, not including this supplement		\$1,051,677.75
4. Addition/ <del>Reduction</del> to Contract due to this supplement		\$58,517.72
5. Amount of Contract, including this supplemental		\$1,110,195.47
6. Total (Addition/ <del>Reduction</del> ) due to all Change Orders (Line 2 + Line 4)		\$71,967.22
7. Total percent of change in the original contract price Includes Change Order No. 1 to <u>2</u> (Line 6 divided by Line 1)		6.93%

## III. CONTRACT SUPPLEMENT CONDITIONS

1. The contract completion date established in the original contract or as modified by previous Contract Supplement(s) is hereby extended/~~reduced~~ by 29 calendar days, making the final completion date: December 4, 2020.
2. Any additional work to be performed under this Contract supplement will be carried out in compliance with the specifications included in the preceding Description of Work Involved, with the supplemental contract drawing designed as \_\_\_\_\_, and under the provisions of the original contract including compliance with applicable equipment specifications, general specifications and project specifications for the same type of work.
3. This Contract Supplement, unless otherwise provided herein, does not relieve the contractor from strict compliance with the guarantee provisions of the original contract, particularly those pertaining to performance and operation of equipment.
4. The contractor expressly agrees that he will place under coverage of his Performance and Payment Bonds and contractor's insurance, all work covered by this Contract Supplement. The contractor will 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.

**CHANGE ORDER FORM**

Pg. 3 of 3

Change Order No. 2

**RECOMMENDED FOR ACCEPTANCE**



\_\_\_\_\_  
Bryce J. Gast, P.E.  
Administrative City Engineer

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

**ACCEPTED:** CONTRACTOR

\_\_\_\_\_  
Selge Construction Co., Inc.

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

\_\_\_\_\_  
Printed

\_\_\_\_\_  
Title



**Community Development Block Grant Program  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 4 • Goshen, IN 46528-3405

Phone (574) 537-3815 • Fax (574) 533-8626 • TDD (574) 534-3185  
rhodayoder@goshencity.com • www.goshenindiana.org

MEMORANDUM

TO: Board of Public Works and Safety

FROM: Meaghan Bylsma, Community Development Specialist

DATE: November 2, 2020

RE: Approval of 2020 Community Development Block Grant CARES Act (CDBG-CV) Agreements

Please approve the following CDBG-CV agreements for Program Year 2020, and authorize the Mayor to sign the agreements:

**Public Service Grants:**

Boys and Girls Clubs of Elkhart County – Goshen Club	\$14,550
Council on Aging of Elkhart County	\$21,918
Elkhart County Clubhouse	\$2,600
Maple City Health Care Center, Inc.	\$100,000
Walnut Hill Early Childhood Center	\$15,900

**Public Service Grants Total** **\$154,968**

The public service grants will be used to fund access to early childhood education, daily breakfast programs and youth services, mental health outreach, senior support services, and a program to increase availability of primary healthcare. All activities carried out are for the purpose of “preparing, preventing and responding to the coronavirus”.

A sample public service agreement is attached.

CITY OF GOSHEN - COMMUNITY DEVELOPMENT BLOCK GRANT-CV PROGRAM  
Program Year 2020: July 1, 2020 – June 30, 2021  
Public Service Sub-Recipient Agreement  
Boys & Girls Clubs of Elkhart County – Goshen Club

This Agreement is entered into as of the 2nd day of November 2020 between the City of Goshen (herein called the “City”) and the Boys & Girls Clubs of Elkhart County – Goshen Club (herein called the “Sub-recipient”) an Indiana Not-For-Profit Corporation, for the contract period July 1, 2020 through June 30, 2021.

WHEREAS, the City has entered into an Agreement with the United States Department of Housing and Urban Development (HUD) for a Community Development Block Grant (CDBG) under Title I of the Housing and Community Development Act of 1974, as Amended, and;

WHEREAS, said Agreement with HUD provides for the grant of funds to the City for projects and activities principally benefiting persons of low and moderate income, and;

WHEREAS, Sub-recipient desires to carry out a project or program, described in the Scope of Services section of this document, principally for the benefit of low- and moderate-income residents of the City of Goshen and;

WHEREAS, Sub-recipient has requested the assistance of the City, through the Community Development Block Grant Program, in order to carry out the proposed program.

NOW, THEREFORE, Sub-recipient and the City agree as follows:

1. SCOPE OF SERVICES

- A. Sub-recipient agrees that CDBG-CV funds will be used to fund the School Year Breakfast Program to “prevent, prepare for and respond to the coronavirus”, providing breakfast to Club members present for Early Bird programming in response to the alteration in school year schedule and setting due to the coronavirus, as outlined in the Public Services Grant Application. The project will be carried out as described in the proposed project details and budget from the application form, a copy of which is attached as Attachment A, which is hereby made a part of this Agreement.
- B. Sub-recipient certifies that the School Year Breakfast Program carried out under this Agreement will meet the LMC, Nature/Location (Low/Moderate Income Limited Clientele, Nature/Location) National Objective.
- C. Sub-recipient agrees that it shall comply with applicable laws and regulations including, but not limited to, those listed in Attachment B, which is hereby made a part of this Agreement.
- D. Sub-recipient agrees that it shall provide a written quarterly report within five days of the end of each quarter or with each payment request within a quarter, and a final written report with the request for final grant payment, or no later than the deadline for final claim submittal if unexpended funds remain. Using the form provided, the report shall detail how funds were used, matching funds used, number and details of project beneficiaries, and any other requested information. A sample form is provided in Attachment C, which is hereby made a part of this Agreement.
- E. The City agrees, on submission of proper reports, claims and verification of costs that it shall reimburse Sub-recipient for up to Fourteen Thousand Five Hundred Fifty Dollars (\$14,550.00). The City shall have no obligation to reimburse Sub-recipient for any costs incurred in violation of any provision of this Agreement or any applicable law, ordinance or regulation. Claims will be processed per the City's weekly payment procedures for CDBG claims, provided in Attachment D, which is hereby made a part of this Agreement.
- F. All claims for reimbursement under this Agreement shall be submitted to the City no later than the day specified by the CDBG Administrator near the end of the contract period, approximately June 3, 2021, so that all claims

can be paid within the contract year.

## 2. AUDIT COMPLIANCE

The Sub-recipient shall provide the amount of federal funds expended in the Sub-recipient's fiscal year, as requested by the City. If the Sub-recipient expends \$750,000 or more of federal funds in a fiscal year, an audit following 2 CFR 200.514 must be conducted and a copy of the audit submitted to the City for review, within 30 days after receipt of the auditor's report(s) or nine months after the end of the audit period, whichever is earlier. Any findings related to CDBG must be cleared by the City.

## 3. TERMINATION FOR CONVENIENCE

Sub-recipient may terminate this Agreement as to any funds not disbursed by providing notice to the City, however, Sub-recipient's service and reporting requirements shall continue. The notice of termination shall specify the reason for the termination of Agreement and the date when the Agreement shall be terminated. If the Sub-recipient chooses to terminate this Agreement after part of the funds have been drawn, the Sub-recipient must continue to comply with all other parts of this Agreement.

## 4. TERMINATION FOR NONCOMPLIANCE

If the City determines Sub-recipient is in noncompliance with this Agreement the City may take the following corrective actions: temporarily withhold cash payments, disallow all or part of the activity or action in noncompliance, wholly or partly suspend or terminate the current award, withhold further awards, or take other remedies that may be legally available. If Sub-recipient is found to be in noncompliance the City will provide a time and place for a hearing with the Sub-recipient at which time the Sub-recipient may appeal its suspension. The Sub-recipient must request in writing a hearing for noncompliance. Costs incurred by the Sub-recipient during suspension or following termination of an award are not allowable unless the City expressly authorizes them in the notice of suspension or termination. Other Sub-recipient costs during suspension or following termination which are necessary and not reasonably avoidable are allowed if, and, in the case of a termination, are non-cancelable, the costs result from obligations which were properly incurred by the Sub-recipient before the effective date of suspension or termination, are not in anticipation of it, and, in the case of a termination, are non-cancelable, and, the costs would be allowable if the award were not suspended or expired normally at the end of the funding period in which the termination takes effect. Notice of suspension or termination shall be given by the City to the Sub-recipient in writing. The Sub-recipient shall have the right to appeal the suspension or termination in writing and must do so within 15 days of notice from the City.

## 5. EQUIPMENT

In the event that any funds provided under this Agreement are used for the purchase of equipment, Sub-recipient shall comply with applicable federal regulations with regard to the disposition of such equipment when it is no longer needed for the program per 2 CFR Part 200. Unless federal rules require otherwise, it is hereby agreed that the City's percentage interest in equipment shall be the amount of funds provided by the City divided by the total cost of the equipment incurred over the term of this Agreement.

## 6. PROVISIONS IN CASE OF DEFAULT

Sub-recipient's obligations under this Agreement shall be extended for an additional year in the event Sub-recipient fails to provide evidence in reports provided for in paragraph 1.D that the Sub-recipient's programs are of benefit principally to low- and moderate-income residents of the City of Goshen. In the event that the Sub-recipient fails to provide such evidence for a period of two years, Sub-recipient shall be in default of this Agreement. The Sub-recipient shall reimburse the City in an amount equal to the funds provided.

## 7. RECORDS

Sub-recipient shall maintain records adequate to identify and account for all costs pertaining to this Agreement and such other records as may be required by statute, rule or regulation. These records shall be maintained for a period of four (4) years after project completion and shall be made available to the City and authorized federal agencies.

8. NOTICES

Notices will be considered sufficient if sent by certified mail or delivered in person to:

City:  
CDBG Administrator  
City of Goshen  
204 E Jefferson, Suite 4  
Goshen, IN 46528

Sub-recipient:  
Kevin Deary, President & CEO  
Boys and Girls Clubs of Elkhart County  
306 Crescent St, PO Box 614  
Goshen, IN 46527-0614

Executed as of the date first written above.

CITY OF GOSHEN

by: \_\_\_\_\_  
Jeremy Stutsman, Mayor

by: \_\_\_\_\_  
Kevin Deary, President & CEO

ATTACHMENT A: GRANT APPLICATION PROJECT DETAILS



1. Briefly describe the proposed project to receive CDBG-CV funds. Include the need or problem to be addressed, how this need or project prevents, prepares for, and responds to the coronavirus, the population (or area) to be served, a description of the work, including who will carry it out, and the proposed schedule of work, including the proposed timing of requests for CDBG-CV funds. Please note, this proposal can be to request funds retroactively, for coronavirus-related expenditures incurred beginning January 21, 2020, that are/were not otherwise 100% funded by another source (e.g. FEMA, State of Indiana, other CARES grants). If assistance is requested to retroactively fund a need or project, please specify when the costs were incurred.

In response to the ongoing coronavirus pandemic, Goshen Community Schools (GCS) is using a hybrid in-person/virtual model for the 2020-21 school year, with the possibility of moving to all virtual classes if necessary. The Boys & Girls Club of Goshen (BGC), in order to best support the children, youth, and families of the Goshen community has likewise altered its normal school year schedule in order to respond to the change in school setting and provide appropriate and necessary services.

BGC is now open each weekday at 6:00 am to provide Early Bird programming for middle and high school students, who are attending virtual learning on Mondays, Tuesdays, Thursdays, and Fridays (each student attends 2 days a week virtually). This allows parents the ability to continue working outside the home and have support for their child(ren)'s virtual schooling. For those members attending virtual learning, but are not in need of early morning programming, they are able to arrive at 10:00 am. BGC opens every day, except Wednesdays, at 1:30pm for those members attending in-person schooling, with transportation provided by their school. BGC closes at 6:00 pm for all members. On Wednesdays, when all GCS Middle and High School students are attending virtual classes, BGC is open for all enrolled Club members from 6:00 am – 10:00 am for Early Bird programming and 10:00 am -6:00 pm for all members (including those attending Early Bird). All members attending Early Bird programs during the week are required pay a weekly fee. Rates include \$10 per day or \$45 per week per child, with multiple child discounts available. Scholarships are available to those whose financial situation will keep them from attending BGC programming.

While the scope of providing appropriate educational supports is within the regular operating principles of BGC, the additional costs required to operate 12-hours per day is not something that was anticipated. The increased hours will mean additional food and staffing costs. BGC will provide breakfast to all members present when breakfast is served. We anticipate serving 30 breakfasts daily. GCS will provide lunches for all members present at BGC during the lunch hour. Staffing for the meal service will equate to 3-hours for 2 staff members each (totaling 30 hours per week). Funding for this project would be requested beginning August 17, 2020, coinciding with the first day of in-person school functions at GCS and BGC.

Beyond the unanticipated needs of providing space for e-learning/virtual school support, BGC has also changed regularly daily program and implemented a small-group setting for members. Referred to as "pods," each enrolled child is assigned a group and stays with the specific group for all activities. By using a small group setting BGC is able to limit inter-personal contact between members and staff to further mitigate the spread of COVID-19 should anyone involved in the program have a positive test result.

Population to be served by this project includes children and youth of Goshen.

BGC has secured other funding for the afternoon snack and dinner programs. This funding, through Indiana Department of Education's Child and Adult Care Food Program (CACFP), will reimburse BGC for food and staffing expenditures based on the number of dinners and snacks served during the month.

2. Complete the costs and funds calculation for the proposed need/project. For any funds received or reasonably anticipated to receive, verification **must be** provided to prevent duplication of benefits. See the attached policy regarding duplication of benefits and CDBG-CV funds.

Item Description	Total Amount	CDBG-CV Funds	Other Funds
a. Food	\$7,500	\$7,500	\$
b. Non-food Serving Supplies	\$1,000		\$1,000
c. Operational Labor	\$7,050		\$7,050
d. Program Administration	\$1,298.80		\$1,298.80
e. General Overhead	\$8,866.20		\$8,866.20
f.			
<b>TOTALS</b>	<b>\$25,715</b>	<b>\$7,500</b>	<b>\$18,215</b>

- a. Food – Cost is estimated at 30 breakfasts per day at \$2.50 per breakfast for 5 days each week. The program is anticipated to last no less than 20 weeks.
- b. Non-Food Serving Supplies – same as above, but non-food serving supplies purchased over the past 2 years.
- c. Operational Labor –
  - a. Food Program Manager – 15 hours/week x 20 weeks x \$14/hr = \$4,200
  - b. Food Program Assistant (1) – 15 hours/week x 20 weeks x \$9.50/hr = \$2,850
- d. Program Administration –
  - a. Area Director – 1 hour/week x 20 weeks x \$26.44 = \$528.80
  - b. Unit Director – 1 hours/weeks x 20 weeks x \$21 = \$420.00
  - c. Member Service Manager – 1 hours/week x 20 weeks x \$17.50 = \$350.00
- e. General Overhead – cost is based on expenses since June 2017 when the renovated building opened. Expenses include custodial, utilities, and insurance.

**Total Cost(s) of Stated Need Prior to Any Assistance (to-date and anticipated) \$25,715.00**

ATTACHMENT B

Standard Contract Attachments

I. Administrative Requirements

II. Personnel and Participant Conditions

III. Environmental Conditions

## **I. Administrative Requirements**

### **A. Financial Management**

#### **1. Accounting Standards**

The Sub-recipient agrees to comply with 2 CFR Part 200 and agrees to adhere to the accounting principles and procedures required therein, utilize adequate internal controls, and maintain necessary source documentation for all costs incurred.

#### **2. Cost Principles**

The Sub-recipient shall administer its program in conformance with 2 CFR Part 200 as applicable. These principles shall be applied for all costs incurred whether charged on a direct or indirect basis.

### **B. Documentation and Record Keeping**

#### **1. Records to be Maintained**

The Sub-recipient shall maintain all records required by the Federal regulations specified in 24 CFR 570.506 that are pertinent to the activities funded under this Agreement. Such records shall include but not be limited to:

- a. Records providing a full description of each activity undertaken;
- b. Records demonstrating that each activity undertaken meets the National Objective of the CDBG program of benefiting low/moderate income persons;
- c. Records required to determine the eligibility of activities;
- d. Records required to document the acquisition, improvement, use or disposition of real property acquired or improved with CDBG assistance;
- e. Records documenting compliance with the fair housing and equal opportunity components of the CDBG program;
- f. Financial records as required by 24 CFR 570.502, and 2 CFR Part 200; and
- g. Other records necessary to document compliance with Subpart K of 24 CFR 570.

#### **2. Retention**

The Sub-recipient shall retain all financial records, supporting documents, statistical records, and all other records pertinent to the Agreement for a period of four (4) years. The retention period begins on the date of submission of the City's annual performance and evaluation report to HUD in which the activities assisted under the Agreement are reported on for the final time. Notwithstanding the above, if there is litigation, claims, audits, negotiations or other actions that involve any of the records cited and that have started before the expiration of the four-year period, then such records must be retained until completion of the actions and resolution of all issues, or the expiration of the four-year period, whichever occurs later.

#### **3. Client Data**

The Sub-recipient shall maintain client data demonstrating client eligibility for services provided. Such data shall include, but not be limited to, client name, address, income level or other basis for determining eligibility, and description of service provided. Such information shall be made available to the City or their designees for review upon request.

#### **4. Disclosure**

The Sub-recipient understands that client information collected under this contract is private, and the use or disclosure of such information, when not directly connected with the administration of the City's or Sub-recipient's responsibilities with respect to services provided under this contract, is prohibited unless written consent is obtained from such person receiving service, and, in the case of a minor, that of a responsible parent/guardian, unless otherwise required by law.

#### **5. Close-Outs**

The Sub-recipient's obligation to the City shall not end until all close-out requirements are completed. Activities during this close-out period shall include, but are not limited to: making final payments, disposing of program assets (including the return of all unused materials, equipment, unspent cash advances, program income balances, and accounts receivable to the City), final close-out reports and determining the custodianship of records. Notwithstanding the foregoing, the terms of this Agreement shall remain in effect during any period that the Sub-recipient has control over CDBG funds, including program income.

6. Audits and Inspections

All Sub-recipient records with respect to any matters covered by this Agreement shall be made available to the City, grantor agency, their designees or the Federal Government, at any time during normal business hours, as often as the City or grantor agency deems necessary, to audit, examine, and make excerpts or transcripts of all relevant data. Any deficiencies noted in audit reports must be fully cleared by the Sub-recipient within 30 days after receipt by the Sub-recipient. Failure of the Sub-recipient to comply with the above audit requirements will constitute a violation of this contract and may result in the withholding of future payments. The Sub-recipient hereby agrees to have an annual agency audit conducted in accordance with current City policy concerning Sub-recipient audits and, as applicable, 2 CFR Part 200.

C. Reporting and Payment Procedures

1. Program Income

The Sub-recipient shall report on a monthly basis all program income as defined at 24 CFR 570.500(a) generated by activities carried out with CDBG funds made available under this contract. The use of program income by the Sub-recipient shall comply with the requirements set forth at 24 CFR 570.504. By way of further limitations, the Sub-recipient may use such income during the contract period for activities permitted under this contract and shall reduce requests for additional funds by the amount of any such program income balances on hand. All unused program income shall be returned to the City at the end of the contract period. Any interest earned on cash advances from the US Treasury and from funds held in a revolving fund account is not program income and shall be remitted promptly to the City.

2. Indirect Costs

If indirect costs are charged, the Sub-recipient will develop an indirect cost allocation plan for determining the appropriate Sub-recipient's share of administrative costs and shall submit such plan to the City for approval, in a form specified by the City.

3. Payment Procedures

The City will pay to the Sub-recipient funds available under this contract, based upon information submitted by the Sub-recipient and consistent with any approved budget and City policy concerning payments. With the exception of certain advances, payments will be made for eligible expenses actually incurred by the Sub-recipient, and not to exceed actual cash requirements. Payments will be adjusted by the City in accordance with advance fund and program income balances available in Sub-recipient accounts. In addition, the City reserves the right to liquidate funds available under this contract for costs incurred by the City on behalf of the Sub-recipient.

D. Procurement

1. Compliance

The Sub-recipient shall comply with current City policy concerning the purchase of equipment and shall maintain inventory records of all non-expendable personal property as defined by such policy as may be procured with funds provide herein. All program assets (unexpended program income, property, equipment, etc.) shall revert to the City upon termination of this Agreement.

2. OMB Standards

Unless specified otherwise within this Agreement, the Sub-recipient shall procure all materials, property, or services in accordance with the requirements of 2 CFR Part 200.

3. Travel

The Sub-recipient shall obtain written approval from the City for any travel outside the metropolitan area with funds provided under this Agreement.

**II. Personnel and Participant Conditions**

A. Civil Rights

1. Compliance

The Sub-recipient agrees to comply with all local and State of Indiana civil rights ordinances and with

Title VI of the Civil Rights Act of 1964 as amended, Title VIII of the Civil Rights Act of 1968 as amended, Section 104(b) and Section 109 of Title I of the Housing and Community Development Act (HCDA) of 1974 as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990, the Age Discrimination Act of 1975, Executive Order 11063, and Executive Order 11246 as amended by Executive Orders 11375, 11478, 12107 and 12086.

2. Nondiscrimination

The Sub-recipient agrees to comply with the non-discrimination in employment and contracting opportunities laws, regulations, and executive orders referenced in 24 CFR 570.607, as revised by Executive Order 13279. The applicable non-discrimination provisions in Section 109 of the HCDA are still applicable.

3. Land Covenants

This contract is subject to the requirements of Title VI of the Civil Rights Act of 1964 (PL 88-352) and 24 CFR 570.601 and 570.602. In regard to the sale, lease, or other transfer of land acquired, cleared or improved with assistance provided under this contract, the Sub-recipient shall cause or require a covenant running with the land to be inserted in the deed or lease for such transfer, prohibiting discrimination as herein defined, in the sale, lease or rental, or in the use or occupancy of such land, or in any improvements erected or to be erected thereon, providing that the City and the United States are beneficiaries of and entitled to enforce such covenants. The Sub-recipient, in undertaking its obligation to carry out the program assisted hereunder, agrees to take such measures as are necessary to enforce such covenant, and will not itself so discriminate.

4. Section 504

The Sub-recipient agrees to comply with all Federal regulations issued pursuant to compliance with Section 504 of the Rehabilitation Act of 1973 (29 USC 794), which prohibits discrimination against the individuals with disabilities or handicaps in any Federally assisted program. The City shall provide the Sub-recipient with any guidelines necessary for compliance with that portion of the regulations in force during the term of this Agreement.

B. Equal Opportunity

1. Women- and Minority-Owned Businesses (W/MBE)

The Sub-recipient will use its best efforts to afford minority- and women-owned business enterprises the maximum practicable opportunity to participate in the performance of this contract. As used in this contract, the term "minority and female business enterprise" means a business at least fifty-one percent (51%) owned and controlled by minority group members or women. For the purpose of this definition, "minority group members" are Afro-Americans, Spanish-speaking, Spanish-surnamed or Spanish-heritage Americans, Asian-Americans, and American Indians. The Sub-recipient may rely on written representations by businesses regarding their status as minority and female business enterprises in lieu of an independent investigation.

2. Access to Records

The Sub-recipient shall furnish and cause each of its own subrecipients or subcontractors to furnish all information and reports required hereunder and will permit access to its books, records and accounts by the City, HUD or its agent, or other authorized Federal officials for purposes of investigation to ascertain compliance with the rules, regulations and provisions stated herein.

3. Notifications

The Sub-recipient will send to each labor union or representative of workers with which it has a collective bargaining Agreement or other contract or understanding, a notice, to be provided by the agency contracting office, advising the labor union or worker's representative of the Sub-recipient's commitments hereunder, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

4. Equal Employment Opportunity and Affirmative Action (EEO/AA) Statement

The Sub-recipient will, in all solicitations or advertisements for employees placed by or on behalf of the Sub-recipient, state that it is an Equal Opportunity or Affirmative Action employer.

5. Subcontract Provisions

The Sub-recipient will include the provisions of Paragraphs II.A., Civil Rights, and B., Equal Opportunity, in every subcontract or purchase order, specifically or by reference, so that such provisions will be binding upon each of its own subrecipients or contractors.

C. Employment Restrictions

1. Prohibited Activity

The Sub-recipient is prohibited from using funds provided herein or personnel employed in the administration of the program for: political activities; inherently religious activities; lobbying; political patronage; and nepotism activities.

2. Labor Standards

The Sub-recipient agrees to comply with the requirements of the Secretary of Labor in accordance with the Davis-Bacon Act as amended, the provisions of Contract Work Hours and Safety Standards Act (40 USC 327 *et seq.*), and all other applicable Federal, state and local laws and regulations pertaining to labor standards insofar as those acts apply to the performance of this Agreement. The Sub-recipient agrees to comply with the Copeland Anti-Kickback Act (18 USC 874 *et seq.*) and its implementing regulations of the US Department of Labor at 29 CFR Part 5. The Sub-recipient shall maintain documentation which demonstrates compliance with hour and wage requirements of this part. Such documentation shall be made available to the City for review upon request.

The Sub-recipient agrees that, except with respect to the rehabilitation or construction of residential property containing less than eight (8) units, all contractors engaged under contracts in excess of \$2,000.00 for construction, renovation or repair work financed in whole or in part with assistance provided under this contract, shall comply with Federal requirements adopted by the City pertaining to such contracts and with the applicable requirements of the regulations of the Department of Labor, under 29 CFR Parts 1, 3, 5 and 7 governing the payment of wages and ratio of apprentices and trainees to journey workers; provided, that if wage rates higher than those required under the regulations are imposed by state or local law, nothing hereunder is intended to relieve the Sub-recipient of its obligation, if any, to require payment of the higher wage. The Sub-recipient shall cause or require to be inserted in full, in all such contracts subject to such regulations, provisions meeting the requirements of this paragraph.

3. "Section 3" Clause

a) Compliance

Compliance with the provisions of Section 3 of the HUD Act of 1968, as amended, and as implemented by the regulations set forth in 24 CFR 135, and all applicable rules and orders issued hereunder prior to the execution of this contract, shall be a condition of the Federal financial assistance provided under this contract and binding upon the City, the Sub-recipient and any of the Sub-recipient's subrecipients and subcontractors. Failure to fulfill these requirements shall subject the City, the Sub-recipient and any of the Sub-recipient's subrecipients and subcontractors, their successors and assigns, to those sanctions specified by the Agreement through which Federal assistance is provided. The Sub-recipient certifies and agrees that no contractual or other disability exists that would prevent compliance with these requirements.

The Sub-recipient further agrees to comply with these "Section 3" requirements and to include the following language in all subcontracts executed under this Agreement:

"The work to be performed under this Agreement is a project assisted under a program providing direct Federal financial assistance from HUD and is subject to the requirements of Section 3 of the Housing and Urban Development Act of 1968, as amended (12 USC 1701). Section 3 requires that to the greatest extent feasible opportunities for training and employment be given to low- and very low-income residents of the project area, and that contracts for work in connection with the project be awarded to business concerns that provide economic opportunities for low- and very low-income persons residing in the metropolitan area in which the project is located."

The Sub-recipient further agrees to ensure that opportunities for training and employment arising in connection with a housing rehabilitation (including reduction and abatement of lead-based paint hazards), housing construction, or other public construction project are given to low- and very low-income persons residing within the metropolitan area in which the CDBG-funded project is located; where feasible, priority should be given to low- and very low-income persons within the service area of the project or the neighborhood in which the project is located, and to low- and very low-income participants in other HUD programs; and award contracts for work undertaken in connection with a housing rehabilitation (including reduction and abatement of lead-based paint hazards), housing construction, or other public construction project to business concerns that provide economic opportunities for low- and very low-income persons residing within the metropolitan area in which the CDBG-funded project is located; where feasible, priority should be given to business concerns that provide economic opportunities to low- and very low-income residents within the service area or the neighborhood in which the project is located, and to low- and very low-income participants in other HUD programs.

The Sub-recipient certifies and agrees that no contractual or other legal incapacity exists that would prevent compliance with these requirements.

b) Notifications

The Sub-recipient agrees to send to each labor organization or representative of workers with which it has a collective bargaining Agreement, or other contract or understanding, if any, a notice advising said labor organization or worker's representative of its commitments under this Section 3 clause and shall post copies of the notice in conspicuous places available to employees and applicants for employment or training.

c) Subcontracts

The Sub-recipient will include this Section 3 clause in every subcontract and will take appropriate action pursuant to the subcontract upon a finding that the subcontractor is in violation of regulations issued by the grantor agency. The Sub-recipient will not subcontract with any entity where it has notice or knowledge that the latter has been found in violation of regulations under 24 CFR 135 and will not let any subcontract unless the entity has first provided it with a preliminary statement of ability to comply with the requirements of these regulations.

D. Conduct

1. Assignability

The Sub-recipient shall not assign or transfer any interest in this contract without the prior written consent of the City thereto; provided, however, that claims for money due or to become due to the Sub-recipient from the City under this contract may be assigned to a bank, trust company, or other financial institution without such approval. Notice of any such assignment or transfer shall be furnished promptly to the City.

2. Subcontracts

a) Approvals

The Sub-recipient shall not enter into any subcontracts with any agency or individual in the performance of this contract without the written consent of the City prior to the execution of such Agreement.

b) Monitoring

The Sub-recipient will monitor all subcontracted services on a regular basis to assure contract compliance. Results of monitoring efforts shall be summarized in written reports and supported with documented evidence of follow-up actions taken to correct areas of noncompliance.

c) Content

The Sub-recipient shall cause all of the provisions of this contract in its entirety to be included in and made a part of any subcontract executed in the performance of this Agreement.



d) Selection Process

The Sub-recipient shall undertake to ensure that all subcontracts let in the performance of this Agreement shall be awarded on a fair and open competition basis. Executed copies of all subcontracts shall be forwarded to the City along with documentation concerning the selection process.

3. Hatch Act

The Sub-recipient agrees that no funds provided, nor personnel employed under this contract, shall be in any way or to any extent engaged in the conduct of political activities in violation of Chapter 15 of Title V of the USC.

4. Conflict of Interest

The Sub-recipient agrees to abide by the provisions of 2 CFR Part 200 and 570.611, which include (but are not limited to) the following:

- a) The Sub-recipient shall maintain a written code or standards of conduct that shall govern the performance of its officers, employees or agents engaged in the award and administration of contracts supported by Federal funds.
- b) No employee, officer or agent of the Sub-recipient shall participate in the selection, or in the award, or administration of, a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved.
- c) No covered person who exercise or have exercised any functions or responsibilities with respect to CDBG-assisted activities, or who are in a position to participate in a decision-making process or gain inside information with regard to such activities, may obtain a financial interest in any contract, or have a financial interest in any contract, subcontract, or Agreement with respect to the CDBG-assisted activity, or with respect to the proceeds from the CDBG-assisted activity, either for themselves or those with whom they have business or immediate family ties, during their tenure or for a period of one (1) year thereafter. For purposes of this paragraph, a "covered person" includes any person who is an employee, agent, consultant, officer, or elected or appointed official of the Sub-recipient, the City, or any designated public agency.

5. Lobbying

The Sub-recipient hereby certifies that:

- a) No Federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative Agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative Agreement;
- b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative Agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions; and
- c) It will require that the language of paragraph (d) of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative Agreements) and that all subrecipients shall certify and disclose accordingly:
- d) Lobbying Certification:  
This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, USC. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more

than \$100,000 for each such failure.

6. Copyright

If this contract results in any copyrightable material or inventions, the City and/or grantor agency reserves the right to royalty-free, non-exclusive and irrevocable license to reproduce, publish or otherwise use and to authorize others to use, the work or materials for governmental purposes.

7. Religious Activities

The Sub-recipient agrees that funds provided under this Agreement will not be utilized for inherently religious activities prohibited by 24 CFR 570.200(j), such as worship, religious instruction, or proselytization.

**III. Environmental Conditions**

A. Air and Water

The Sub-recipient agrees to comply with the following requirements insofar as they apply to the performance of this Agreement:

- Clean Air Act, 42 USC, 7401 *et seq.*
- Federal Water Pollution Control Act, as amended, 33 USC, 1251, *et seq.*, as amended, 1318 relating to inspection, monitoring, entry, reports, and information, as well as other requirements specified in said Section 114 and Section 308, and all regulations and guidelines issued thereunder.
- Environmental Protection Agency (EPA) regulations pursuant to 40 CFR Part 50, as amended.

B. Flood Disaster Protection

In accordance with the requirements of the Flood Disaster Protection Act of 1973 (42 USC 4001), the Sub-recipient shall assure that for activities located in an area identified by the Federal Emergency Management Agency (FEMA) as having special flood hazards, flood insurance under the National Flood Insurance Program is obtained and maintained as a condition of financial assistance for acquisition or construction purposes (including rehabilitation).

C. Lead-Based Paint

The Sub-recipient agrees that any construction or rehabilitation of residential structures with assistance provided under this Agreement shall be subject to HUD Lead-Based Paint Regulations at 24 CFR 570.608, and 24 CFR Part 35, Subpart B. Such regulations pertain to all CDBG-assisted housing and require that all owners, prospective owners, and tenants of properties constructed prior to 1978 be properly notified that such properties may include lead-based paint. Such notification shall point out the hazards of lead-based paint and explain the symptoms, treatment and precautions that should be taken when dealing with lead-based paint poisoning and the advisability and availability of blood lead level screening for children under seven. The notice should also point out that if lead-based paint is found on the property, abatement measures may be undertaken. The regulations further require that, depending on the amount of Federal funds applied to a property, paint testing, risk assessment, treatment and/or abatement may be conducted.

D. Historic Preservation

The Sub-recipient agrees to comply with the Historic Preservation requirements set forth in the National Historic Preservation Act of 1966, as amended (16 USC 470) and the procedures set forth in 36 CFR Part 800, Advisory Council on Historic Preservation Procedures for Protection of Historic Properties, insofar as they apply to the performance of this Agreement.

In general, this requires concurrence from the State Historic Preservation Officer for all rehabilitation and demolition of historic properties that are fifty years old or older or that are included on a Federal, state, or local historic property list.

ATTACHMENT C: SAMPLE REPORT FORM

QUARTERLY/FINAL REPORT: **CDBG-CV FUNDS**  
CITY OF GOSHEN  
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM  
Program Year 2020: July 1, 2020 through June 30, 2021  
Report Due with Each Claim Submitted or a Minimum of  
January 5, 2021, April 5, 2021, and June 3, 2021  
Final Report Due with Claim for final payment

Organization: \_\_\_\_\_

Date of Report: \_\_\_\_\_

For Period: \_\_\_\_\_

Submitted by (Print name with title): \_\_\_\_\_

Signature: \_\_\_\_\_

**CDBG-CV** Claim Amount: \_\_\_\_\_

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Briefly describe project activities/accomplishments that “prevent, prepare for and respond to the coronavirus” in reporting period: \_\_\_\_\_

Any new/not already reported matching funds or in-kind contributions received or pending receipt to be applied *prior to* CDBG-CV Grant (**amount and source**): \_\_\_\_\_

Total number of beneficiaries: \_\_\_\_\_

Number of beneficiaries by race:

White (11): \_\_\_\_\_

Black/African American (12): \_\_\_\_\_

Asian (13): \_\_\_\_\_

American Indian (14): \_\_\_\_\_

Multi-Racial (20) \_\_\_\_\_

Other (please specify): \_\_\_\_\_

Total: \_\_\_\_\_

Number of beneficiaries by Hispanic Origin: \_\_\_\_\_

ATTACHMENT D

City of Goshen Weekly Payment Procedures for CDBG Claims  
Updated/Effective December 8, 2014

Thursday NOON	Deadline to submit claims to CDBG Administrator for processing the following week
Friday	CDBG Administrator Review of Claim: Incomplete claims will be held until all required information is received
Monday ( <b>Week 1</b> )	CDBG Administrator Reporting in HUD's online system for each claim (required before a claim may be processed)
Tuesday AM Tuesday PM	First drawdown authorization by CDBG Administrator Voucher submitted by CDBG Administrator to Clerk Treasurer's Office
Wednesday Wednesday, 3pm	Second drawdown authorization by Clerk Treasurer's Office Deadline for claim to be processed by Clerk Treasurer's Office for Board of Works
Monday ( <b>Week 2</b> )	Claim approved and signed by Board of Works – all CDBG vouchers must be hand-signed by BOW members
Tuesday	Check written by Clerk Treasurer's Office

October 29, 2020

## Memorandum to: Goshen Board of Works

Regarding: Christopher B. Burke Engineering Contract

Professional Services – Flood Resilience Plan

Christopher B. Burke Engineering, LLC has proposed to complete a professional Flood Resilience Plan for the City of Goshen in the wake of historic flooding in 2018, subsequent flooding in 2019, and peer-reviewed projections from Purdue University regarding future climate-related flood exposure.

The professional services offered are unique and particular to the Midwest and Indiana. The services will not result in materials (other than documents), capital improvements, or capital assets; rather, the services will provide professional plans and advice regarding flood management.

In consultation with both Mayor Stutsman and Dustin Sailor, we feel that authorizing this professional services contract is in line with other similar advisory and plan development contracts. Christopher B. Burke's unique history and experience providing this service will allow the City to make well-informed decisions about flood management.

**Suggested Motion:** Move to approve the Flood Resilience Plan Development Agreement with Christopher B. Burke Engineering, LLC and authorize the Mayor to sign on behalf of the Board of Public Works and Safety.

Aaron Sawatsky-Kingsley  
Director, Department of Environmental Resilience  
City of Goshen

# AGREEMENT

## Flood Resilience Plan Development

THIS AGREEMENT is entered into on \_\_\_\_\_, 2020, by and between **Christopher B. Burke Engineering, LLC** (“Contractor” or “Burke”) whose mailing address is 115 W. Washington St., Suite 1368 South, Indianapolis, IN 46204, and **City of Goshen, Indiana**, a municipal corporation and political subdivision of the State of Indiana acting through the Goshen Board of Public Works and Safety (“City”).

In consideration of the terms, conditions and mutual covenants contained in this agreement, the parties agree as follows:

### **Section 1. Scope of Services.**

Burke shall provide services under this agreement which shall include the provision of all labor, supplies, materials, tools, equipment, supervision, insurance and all other items necessary to develop a flood resilience plan for the City of Goshen, including smart growth strategies to improve the City’s flood resilience. Burke anticipates proposing a unique two-pronged approach to help the City achieve this goal. The first uses land-use planning policies to direct growth, economic development, and capital improvement projects to safer areas that are less vulnerable to flooding. This will help to prevent the problem from spreading and getting worse. The second is to identify projects to protect the people and critical assets that already exist in the vulnerable flood risk areas. This planning effort may challenge local leaders, decision-makers, and stakeholders to think differently about how to grow and develop while at the same time become resilient to the floods that have previously devastated this community. Burke’s services shall include:

- 1.1 **Task 1 – Project Kickoff and Work Plan Development:** Burke will develop a project work plan defining the project approach, including the planning process, schedule and scale of analysis; roles and responsibilities of the project team; communication plan for decision-making and distribution of information; involvement of the City Council, other City departments and public/stakeholders; and deliverables, progress reporting and invoicing process. We will review the work plan with representative staff and meet with the project team to officially kick off the project and initiate the data collection process.
- 1.2 **Task 2 – Flood Resilience Plan Preparation:** Burke will prepare a flood resilience plan including smart growth approaches, specific land use policies, and a process to audit, update, integrate and revise the City’s plans, policies and regulations. To achieve this, Burke will:
  - 1.2.1 Review existing data, plans and policies as they relate to flooding, growth and development
  - 1.2.2 Engage local leaders, decision-makers and stakeholders through two meetings during the process.
  - 1.2.3 Develop flood resilience planning area maps using regulatory floodplain boundaries, fluvial erosion hazard areas, and riverine setback requirements
  - 1.2.4 Identify both structural and non-structural strategies to mitigate and/or prevent future flood losses for each of the flood resilience planning areas
  - 1.2.5 Provide content for the City to share with the public and build support throughout the process
  - 1.2.6 Prepare a comprehensive report, review it with City representatives, and present the final version at a public meeting.

- 1.3 **Task 3 – Implementation of Policy and Planning Recommendations:** Burke will review the City’s comprehensive plan, multi-hazard mitigation plan, floodplain ordinance, and zoning and subdivision control ordinance and draft the language/redline text for recommended changes. Burke will review proposed changes with City staff as well as the purpose and intent of the changes. Burke anticipates that City staff will work with Burke to develop and incorporate the suggested added/revised text for each of the noted documents to be presented to the City Council for approval and adoption. Burke will attend up to two meetings to assist with local approval and adoption as needed.

**Section 2. Effective Date; Term.**

- 2.1 The agreement shall become effective on the day of execution and approval by both parties.
- 2.2 Burke acknowledges that time is of the essence and that the timely performance of its services is an important element of this agreement. Burke shall perform all services as expeditiously as is consistent with professional skill and care in the orderly progress of the services.
- 2.3 Burke shall complete all services within six (6) months of notice to proceed.

**Section 3. Compensation.**

City agrees to compensate Burke for the services under this agreement in the amount of \$50,000.00.

**Section 4. Payment.**

- 4.1 City shall pay Burke for services satisfactorily completed under this agreement as services progress.
- 4.2 Payment for services rendered shall be upon City’s receipt of a detailed invoice from Burke. The invoice shall be sent to the following address, or at such other address as City may designate in writing.

City of Goshen  
c/o Goshen Environmental Resilience Department  
410 W. Plymouth Ave.  
Goshen, IN 46526

- 4.3 Payment will be made within forty-five (45) days following City’s receipt of the invoice. If any dispute arises, the undisputed amount will be paid. Payment is deemed to be made on the date of mailing the check.
- 4.4 Burke is required to have a current W9 form on file with the Goshen Clerk-Treasurer’s Office before City will issue payment.

**Section 5. Ownership of Documents.**

City acknowledges Consultant’s documents, plans, drawings, specifications, including electronic files, as instruments of professional service. Nevertheless, the final documents prepared under this agreement shall become the property of City upon completion of the services and payment in full of all monies due to Consultant.

**Section 6. Independent Contractor Status.**

Contractor shall be deemed an independent contractor operating as a separate entity from the City of Goshen. City shall not be responsible for injury, including death, to any persons or damages to any property arising out of the acts or omissions of the contractor and/or the Contractor’s agents, employees or subcontractors.

**Section 7. Non-Discrimination.**

Contractor agrees to comply with all federal and Indiana civil rights laws, including, but not limited to Indiana Code 22-9-1-10. Contractor or any subcontractors, or any other person acting on behalf of Contractor or a subcontractor, shall not discriminate against any employee or applicant for employment to be employed in the performance of this agreement, with respect to the employee’s hire, tenure, terms, conditions, or privileges of employment or any other matter directly or indirectly related to employment, because of the employee’s or applicant’s race, religion, color, sex, disability, national origin, or ancestry. Breach of this covenant may be regarded as a material breach of contract.

**Section 8. Employment Eligibility Verification.**

- 8.1 Contractor shall enroll in and verify the work eligibility status of all Contractor’s newly hired employees through the E-Verify program as defined in I.C. 22-5-1.7-3.
- 8.2 Contractor shall not knowingly employ or contract with an unauthorized alien, and contractor shall not retain an employee or continue to contract with a person that the Contractor subsequently learns is an unauthorized alien.
- 8.3 Contractor shall require their subcontractors, who perform work under this contract, to certify to the Contractor that the subcontractor does not knowingly employ or contract with an unauthorized alien and that the subcontractor has enrolled and is participating in the E-Verify program. Contractor agrees to maintain this certification throughout the duration of the term of a contract with a subcontractor.
- 8.4 City may terminate the contract if Contractor fails to cure a breach of this provision no later than thirty (30) days after being notified by City of a breach.

**Section 9. Investment Activity.**

Pursuant to I.C. §5-22-16.5, Contractor certifies that Contractor is not engaged in investment activities in Iran

**Section 10. Telephone Solicitation Act Compliance.**

Contractor certifies that, except for *de minimis* and non-systematic violations, it has not violated the terms of I.C. 24-4.7, I.C. 24-5-12, or I.C. 24-5-14 in the previous three hundred sixty-five (365) days, even if I.C. 24-4.7 is preempted by federal law, and that Contractor will not violate the terms of I.C. 24-4.7 for the duration of the Agreement, even if I.C. 24-4.7 is preempted by federal law. Contractor further certifies that any affiliate or principal of Contractor and any agent acting on behalf of Contractor or on behalf of any affiliate or principal of Contractor, except for *de minimis* and non-systematic violations, has not violated the terms of I.C. 24-4.7 in the previous three hundred sixty-five (365) days, even if I.C. 24-4.7 is preempted



by federal law, and will not violate the terms of I.C. 24-4.7 for the duration of the Agreement, even if I.C. 24-4.7 is preempted by federal law

### **Section 11. Contracting with Relatives.**

Pursuant to I.C. § 36-1-21, if the Contractor is wholly or partially owned by a relative of a City of Goshen elected official, the Contractor certifies that the Contractor has notified both the elected official and the City's Legal Department prior to entering into this agreement that an elected official of the City of Goshen is a relative of an owner of the Contractor.

### **Section 12. Indemnification.**

Contractor shall indemnify, defend, and hold harmless the City of Goshen and City's agents, officers and employees from any and all liability, obligations, claims, and suits, including court costs, attorneys' fees, and other expenses, caused by an act or omission of the Contractor and Contractor's agents, officers, and employees or resulting from or related to the Contractor's performance or failure to perform as specified in this contract.

### **Section 13. Insurance.**

- 13.1 Prior to commencing work, the Contractor shall furnish City a certificate of insurance in accordance with the following minimum requirements, shall maintain the insurance in full force and effect, and shall keep on deposit at all times during the term of the contract with City the certificates of proof issued by the insurance carrier that such insurance is in full force and effect. Contractor shall specifically include coverage for the City of Goshen as an additional insured for Employer's Liability, General Liability and Automobile Liability.
- 13.2 Each certificate shall require that written notice be given to the City at least thirty (30) days prior to the cancellation or a material change in the policy.
- 13.3 Contractor shall at least include the following types of insurance with the following minimum limits of liability:
  - 13.3.1 Workers Compensation and Employer's Liability - Statutory Limits
  - 13.3.2 General Liability - Combined Bodily Injury and Property Damage, \$1,000,000 each occurrence and \$2,000,000 aggregate
  - 13.3.3 Automobile Liability - Combined Bodily Injury and Property Damage, \$1,000,000 each occurrence and aggregate
  - 13.3.4 Professional Liability - Combined Bodily Injury and Property Damage, \$1,000,000 each occurrence and aggregate

### **Section 14. Force Majeure.**

- 14.1 Except for payment of sums due, neither party shall be liable to the other or deemed in default under this contract if and to the extent that such party's performance under this contract is prevented by reason of force majeure. The term "force majeure" means an occurrence that is beyond the control of the party and could not have been avoided by exercising reasonable diligence. Examples of force majeure are natural disasters or decrees of governmental bodies not the fault of the affected party.

- 14.2 If either party is delayed by force majeure, the party affected shall provide written notice to the other party immediately. The notice shall provide evidence of the force majeure event to the satisfaction of the other party. The party shall do everything possible to resume performance. If the period of non-performance exceeds thirty (30) calendar days, the party whose ability to perform has not been affected may, by giving written notice, terminate the contract and the other party shall have no recourse.

### **Section 15. Default.**

- 15.1 If Contractor fails to perform the services or comply with the provisions of this agreement, then Contractor may be considered in default.
- 15.2 It shall be mutually agreed that if Contractor fails to perform the services or comply with the provisions of this contract, City may issue a written notice of default and provide a period of time that shall not be less than fifteen (15) days in which Contractor shall have the opportunity to cure. If the default is not cured within the time period allowed, the contract may be terminated by the City. In the event of default and failure to satisfactorily remedy the default after receipt of written notice, the City may otherwise secure similar services in any manner deemed proper by the City, and Contractor shall be liable to the City for any excess costs incurred
- 15.3 Contractor may also be considered in default by the City if any of the following occur:
- 15.3.1 There is a substantive breach by Contractor of any obligation or duty owed under the provisions of this contract.
  - 15.3.2 Contractor is adjudged bankrupt or makes an assignment for the benefit of creditors.
  - 15.3.3 Contractor becomes insolvent or in an unsound financial condition so as to endanger performance under the contract.
  - 15.3.4 Contractor becomes the subject of any proceeding under law relating to bankruptcy, insolvency or reorganization, or relief from creditors and/or debtors.
  - 15.3.5 A receiver, trustee, or similar official is appointed for Contractor or any of Contractor's property.
  - 15.3.6 Contractor is determined to be in violation of federal, state, or local laws or regulations and that such determination renders Contractor unable to perform the services described under these Specification Documents.
  - 15.3.7 The contract or any right, monies or claims are assigned by Contractor without the consent of the City.

### **Section 16. Termination.**

- 16.1 The agreement may be terminated in whole or in part, at any time, by mutual written consent of both parties. Contractor shall be paid for all services performed and expenses reasonably incurred prior to notice of termination.
- 16.2 City may terminate this agreement, in whole or in part, in the event of default by Contractor.
- 16.3 The rights and remedies of the parties under this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this agreement.

**Section 17. Notice.**

Any notice required or desired to be given under this agreement shall be deemed sufficient if it is made in writing and delivered personally or sent by regular first-class mail to the parties at the following addresses, or at such other place as either party may designate in writing from time to time. Notice will be considered given three (3) days after the notice is deposited in the US mail or when received at the appropriate address.

City: City of Goshen, Indiana  
Attention: Goshen Legal Department  
204 East Jefferson St., Suite 2  
Goshen, IN 46528

Consultant: Christopher B. Burke Engineering, LLC  
115 W. Washington St., Suite 1368 South  
Indianapolis, IN 46204

**Section 18. Subcontracting or Assignment.**

Contractor shall not subcontract or assign any right or interest under the agreement, including the right to payment, without having prior written approval from City. Any attempt by Contractor to subcontract or assign any portion of the agreement shall not be construed to relieve Contractor from any responsibility to fulfill all contractual obligations.

**Section 19. Amendments.**

Any modification or amendment to the terms and conditions of the agreement shall not be binding unless made in writing and signed by both parties. Any verbal representations or modifications concerning the agreement shall be of no force and effect.

**Section 20. Waiver of Rights.**

No right conferred on either party under this agreement shall be deemed waived and no breach of this agreement excused unless such waiver or excuse shall be in writing and signed by the party claimed to have waived such right.

**Section 21. Applicable Laws.**

- 21.1 Contractor agrees to comply with all applicable federal, state, and local laws, rules, regulations, or ordinances. All contractual provisions legally required to be included are incorporated by reference.
- 21.2 Contractor agrees to obtain and maintain all required permits, licenses, registrations, and approvals, and shall comply with all health, safety, and environmental rules or regulations in the performance of the services. Failure to do so maybe deemed a material breach of agreement.

**Section 22. Miscellaneous.**

- 22.1 Any provision of this agreement or incorporated documents shall be interpreted in such a way that they are consistent with all provisions required by law to be inserted into the agreement.

- 22.2 In the event of a conflict between these documents and applicable laws, rules, regulations or ordinances, the most stringent or legally binding requirement shall govern.
- 22.3 These documents shall be construed in accordance with and governed by the laws of the State of Indiana and any suit must be brought in a court of competent jurisdiction in Elkhart County, Indiana.
- 22.4 In the event legal action is brought to enforce or interpret the terms and conditions of these documents, the prevailing party of such action shall be entitled to recover all costs of that action, including reasonable attorneys' fees.

**Section 23. Severability.**

In the event that any provision of the agreement is found to be invalid or unenforceable, then such provision shall be reformed in accordance with applicable law. The invalidity or unenforceability of any provision of the agreement shall not affect the validity or enforceability of any other provision of the agreement.

**Section 24. Binding Effect.**

All provisions, covenants, terms and conditions of this agreement apply to and bind the parties and their legal heirs, representatives, successors and assigns.

**Section 25. Entire Agreement.**

This agreement constitutes the entire agreement between the parties and supersedes all other agreements or understandings between City and Burke.

**Section 26. Authority to Execute.**


The undersigned affirm that all steps have been taken to authorize execution of this agreement, and upon the undersigned's execution, bind their respective organizations to the terms of the agreement.

IN WITNESS WHEREOF, the parties have executed this agreement on the dates as set forth below.

**City of Goshen, Indiana**  
Goshen Board of Public Works and Safety

**Christopher B. Burke Engineering, LLC**

\_\_\_\_\_  
Jeremy P. Stutsman, Mayor

\_\_\_\_\_  
  
Printed: Jon D. Stolz

\_\_\_\_\_  
Michael A. Landis, Member

Title: Managing Vice President

\_\_\_\_\_  
Mary Nichols, Member

Date: October 23, 2020

Date: \_\_\_\_\_





**Engineering Department  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

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

## MEMORANDUM

TO: Board of Works and Safety and Stormwater Board

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

RE: **2009A BOND REFUND – BAIRD G-17 DISCLOSURE  
(JN: 2009-0044)**

DATE: November 2, 2020

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At the Goshen City Council meeting on October 27, the council unanimously agreed to proceed with the refund of the 2009A wastewater utility bond, with an outstanding balance of \$23.85 million dollars. The refund is being entertained to take advantage of the favorable interest rates that are available.

In refinancing the outstanding bond, the City had the option to select an open market bond sale, a negotiated bond sale, or a private holder sale. Because of the election next week, and possible market turmoil following the election results, Goshen Utility staff has opted for a negotiated bond sale.

With a negotiated bond sale, an underwriter hereinafter referred to as "Baird" is engaged early in the bond sale process so they can arrange for bond purchasers. In connection with Baird's services, they are required to disclose their function as an underwriter. Their disclosure comes in the form of G-17 disclosure. This disclosure identifies how they are selling the City's bond but are not necessarily working in the City's interest. As a check and balance, BakerTilly is working in the City's interest and will review the negotiated sale prepared by Baird, confirming the City receives an acceptable savings.

To continue the process with Baird, the Board of Works and Safety will need to authorize Mayor Jeremy Stutsman to sign the G-17 disclosure document.

**Requested Motion:** Move to authorize the Mayor to sign the G-17 disclosure document provided by Baird.



City Clerk-Treasurer

CITY OF GOSHEN

202 South Fifth Street, Suite 2 • Goshen, IN 46528-3714

Phone (574) 533-8625 • Fax (574) 533-9740

[clerktreasurer@goshencity.com](mailto:clerktreasurer@goshencity.com) • [www.goshenindiana.org](http://www.goshenindiana.org)

2 November 2020

To: Board of Public Works & Safety

From: Adam Scharf

Re: Agreement Authorizations for BakerTilly and Baird Engagements: Sewage Works Refunding Bond (Engineering Dept. JN: 2009-0044)

This memo is supplemental to the memorandum from Director of Public Works Dustin Sailor of the same date.

Per counsel advice, please approve and authorize the Clerk-Treasurer to sign:

1. Engagement Letter Agreement Related to Services with BakerTilly
2. Engagement Letter Agreement with Robert W. Baird & Co. Inc.



Baker Tilly US, LLP  
112 IronWorks Ave, Ste C  
Mishawaka, IN 46544  
United States of America

T: +1 (574) 935 5178  
F: +1 (574) 935 5928  
bakertilly.com

October 21, 2020

City of Goshen, Indiana  
C/O Mr. Adam Scharf, Clerk-Treasurer  
202 South 5th Street, Suite 2  
Goshen, IN 46528-3703

RE: Engagement Letter Agreement Related to Services

This letter agreement (the "Engagement Letter") is to confirm our understanding of the basis upon which Baker Tilly US, LLP ("Baker Tilly") and its affiliates are being engaged by the City of Goshen, Indiana Municipal Sewage Works (the "Client") to assist the Client with advisory services.

### **Scope, Objectives and Approach**

It is anticipated that projects undertaken in accordance with this Engagement Letter will be at the request of the Client. The scope of services, additional terms and associated fee for individual engagements will be contained in a Scope Appendix or Appendices to this Engagement Letter. Authorization to provide services will commence upon execution and return of this Engagement Letter and one or more Appendices.

### **Management's Responsibilities**

It is understood that Baker Tilly will serve in an advisory capacity with the Client. The Client is responsible for management decisions and functions, and for designating an individual with suitable skill, knowledge or experience to oversee the services we provide. The Client is responsible for evaluating the adequacy and results of the services performed and accepting responsibility for such services. The Client is responsible for establishing and maintaining internal controls, including monitoring ongoing activities.

The procedures we perform in our engagement will be heavily influenced by the representations that we receive from Client personnel. Accordingly, false representations could cause material errors to go undetected. The Client, therefore, agrees that Baker Tilly will have no liability in connection with claims based upon our failure to detect material errors resulting from false representations made to us by any Client personnel and our failure to provide an acceptable level of service due to those false representations.

The ability to provide service according to timelines established and at fees indicated will rely in part on receiving timely responses from the Client. The Client will provide information and responses to deliverables within the timeframes established in a Scope Appendix unless subsequently agreed otherwise in writing.

The responsibility for auditing the records of the Client rests with the Client's separately retained auditor and the work performed by Baker Tilly shall not include an audit or review of the records or the expression of an opinion on financial data.



## **Ownership of IP**

Unless otherwise stated in a specific Scope Appendix, subject to Baker Tilly's rights in Baker Tilly's Knowledge (as defined below), Client shall own all intellectual property rights in the deliverables developed under the applicable Scope Appendix or Appendices ("Deliverables"). Notwithstanding the foregoing, Baker Tilly will maintain all ownership right, title and interest to all Baker Tilly's Knowledge. For purposes of this Agreement "Baker Tilly's Knowledge" means Baker Tilly's proprietary programs, modules, products, inventions, designs, data, or other information, including all copyright, patent, trademark and other intellectual property rights related thereto, that are (1) owned or developed by Contractor prior to the Effective Date of this Agreement or the applicable Scope Appendix or Appendices ("Baker Tilly's Preexisting Knowledge") (2) developed or obtained by Baker Tilly after the Effective Date, that are reusable from client to client and project to project, where Client has not paid for such development; and (3) extensions, enhancements, or modifications of Baker Tilly's Preexisting Knowledge which do not include or incorporate Client's confidential information. To the extent that any Baker Tilly Knowledge is incorporated into the Deliverables, Baker Tilly grants to Client a non-exclusive, paid up, perpetual royalty-free worldwide license to use such Baker Tilly Knowledge in connection with the Deliverables, and for no other purpose without the prior written consent of Baker Tilly. Additionally, Baker Tilly may maintain copies of its work papers for a period of time and for use in a manner sufficient to satisfy any applicable legal or regulatory requirements for records retention.

The supporting documentation for this engagement, including, but not limited to work papers, is the property of Baker Tilly and constitutes confidential information. We may have a responsibility to retain the documentation for a period of time sufficient to satisfy any applicable legal or regulatory requirements for records retention. If we are required by law, regulation or professional standards to make certain documentation available to required third parties, the Client hereby authorizes us to do so.

## **Timing and Fees**

Specific services will commence upon execution and return of a Scope Appendix to this Engagement Letter and our professional fees will be based on the rates outlined in such Scope Appendix.

Unless otherwise stated, in addition to the fees described in a Scope Appendix the Client will pay all of Baker Tilly's reasonable out-of-pocket expenses incurred in connection with the engagement. All out of pocket costs will be passed through at cost and will be in addition to the professional fee.

## **Dispute Resolution**

Except for disputes related to confidentiality or intellectual property rights, all disputes and controversies between the parties hereto of every kind and nature arising out of or in connection with this Engagement Letter or the applicable Scope Appendix or Appendices as to the existence, construction, validity, interpretation or meaning, performance, nonperformance, enforcement, operation, breach, continuation, or termination of this Agreement or the applicable Scope Appendix or Appendices as shall be resolved as set forth in this section using the following procedure: In the unlikely event that differences concerning the services or fees provided by Baker Tilly should arise that are not resolved by mutual agreement, both parties agree to attempt in good faith to settle the dispute by engaging in mediation administered by the American Arbitration Association under its mediation rules for professional accounting and related services disputes before resorting to litigation or any other dispute resolution procedure. Each party shall bear their own expenses from mediation and the fees and expenses of the mediator shall be shared equally by the parties. If the dispute is not resolved by mediation, then the parties agree to expressly waive trial by jury in any judicial proceeding involving directly or indirectly, any matter (whether sounding in tort, contract, or otherwise) in any way arising out of, related to, or connected with this Agreement or the applicable Scope Appendix or Appendices as or the relationship of the parties established hereunder.

Because a breach of any the provisions of this Engagement Letter or the applicable Scope Appendix or Appendices as concerning confidentiality or intellectual property rights will irreparably harm the non-breaching party, Client and Baker Tilly agree that if a party breaches any of its obligations thereunder, the non-breaching party shall, without limiting its other rights or remedies, be entitled to seek equitable relief (including, but not limited to, injunctive relief) to enforce its rights thereunder, including without limitation protection of its proprietary rights. The parties agree that the parties need not invoke the mediation procedures set forth in this section in order to seek injunctive or declaratory relief.

### **Limitation on Damages**

In no event shall either party be liable for any lost profits, lost business opportunity, lost data, consequential, special, incidental, exemplary or punitive damages, delays or interruptions arising out of or related to this Engagement Letter or the applicable Scope Appendix or Appendices as even if the other party has been advised of the possibility of such damages.

Each party recognizes and agrees that the warranty disclaimers and liability and remedy limitations in this Engagement Letter are material bargained for bases of this Engagement Letter and that they have been taken into account and reflected in determining the consideration to be given by each party under this Engagement Letter and in the decision by each party to enter into this Engagement Letter.

The terms of this section shall apply regardless of the nature of any claim asserted (including, but not limited to, contract, tort or any form of negligence, whether of you, Baker Tilly or others), but these terms shall not apply to the extent finally determined to be contrary to the applicable law or regulation. These terms shall also continue to apply after any termination of this Engagement Letter.

You accept and acknowledge that any legal proceedings arising from or in conjunction with the services provided under this Engagement Letter must be commenced within twelve (12) months after the performance of the services for which the action is brought, or within twelve (12) months after a claim is discovered in due diligence.

### **Other Matters**

#### E-Verify Program

Baker Tilly participates in the E-Verify program. For the purpose of this paragraph, the E-Verify program means the electronic verification of the work authorization program of the Illegal Immigration Reform and Immigration Responsibility Act of 1996 (P.L. 104-208), Division C, Title IV, s.401(a), as amended, operated by the United States Department of Homeland Security or a successor work authorization program designated by the United States Department of Homeland Security or other federal agency authorized to verify the work authorization status of newly hired employees under the Immigration Reform and Control Act of 1986 (P.L. 99-603). Baker Tilly does not employ any "unauthorized aliens" as that term is defined in 8 U.S.C. 1324a(h)(3).

#### Investments

Baker Tilly certifies that pursuant to Indiana Code 5-22-16.5 *et seq.* Baker Tilly is not now engaged in investment activities in Iran. Baker Tilly understands that providing a false certification could result in the fines, penalties, and civil action listed in I.C. 5-22-16.5-14.

### Non-Discrimination

Pursuant to Indiana Code §22-9-1-10, Baker Tilly and its subcontractors, if any, shall not discriminate against any employee or applicant for employment to be employed in the performance of this Engagement Letter, with respect to hire, tenure, terms, conditions or privileges of employment or any matter directly or indirectly related to employment, because of race, religion, color, sex, disability, national origin, ancestry, or veteran status. Breach of this covenant may be regarded as a material breach of this Engagement Letter.

Baker Tilly certifies that, except for de minimis and non-systematic violations, it has not violated the terms of I.C. 24-4.7, I.C. 24-5-12, or I.C. 24-5-14 in the previous three hundred sixty-five (365) days, even if I.C. 24-4.7 is preempted by federal law, and that Baker Tilly will not violate the terms of I.C. 24-4.7 for the duration of the Engagement Letter, even if I.C. 24-4.7 is preempted by federal law. Baker Tilly further certifies that any affiliate or principal of Baker Tilly and any agent acting on behalf of Baker Tilly or on behalf of any affiliate or principal of Baker Tilly, except for de minimis and non-systematic violations, has not violated the terms of I.C. 24-4.7 in the previous three hundred sixty-five (365) days, even if I.C. 24-4.7 is preempted by federal law, and will not violate the terms of I.C. 24-4.7 for the duration of the Engagement Letter, even if I.C. 24-4.7 is preempted by federal law.

In the event Baker Tilly is requested by the Client; or required by government regulation, subpoena, or other legal process to produce our engagement working papers or its personnel as witnesses with respect to its Services rendered for the Client, so long as Baker Tilly is not a party to the proceeding in which the information is sought, Client will reimburse Baker Tilly for its professional time and expenses, as well as the fees and legal expenses incurred in responding to such a request.

Neither this Engagement Letter, any claim, nor any rights or licenses granted hereunder may be assigned, delegated, or subcontracted by either party without the 'written consent of the other part. Either party may assign and transfer this Engagement Letter to any successor that acquires all or substantially all of the business or assets of such party by way of merger, consolidation, other business reorganization, or the sale of interest or assets, provided that the party notifies the other party in writing of such assignment and the successor agrees in writing to be bound by the terms and conditions of this Engagement Letter.

In the event that any provision of this Engagement Letter or statement of work contained in a Scope Appendix hereto is held by a court of competent jurisdiction to be unenforceable because it is invalid or in conflict with any law of any relevant jurisdiction, the validity of the remaining provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Engagement Letter or statement of work did not contain the particular provisions held to be unenforceable. The unenforceable provisions shall be replaced by mutually acceptable provisions which, being valid, legal and enforceable, come closest to the intention of the parties underlying the invalid or unenforceable provision. If the Services should become subject to the independence rules of the U.S. Securities and Exchange Commission with respect to Client, such that any provision of this Engagement Letter would impair Baker Tilly's independence under its rules, such provision(s) shall be of no effect.

### **Termination**

Both the Client and Baker Tilly have the right to terminate this Engagement Letter or any work being done under an individual Scope Appendix at any time after reasonable advance written notice. On termination, all fees and charges incurred prior to termination shall be paid promptly. Unless otherwise agreed to by the Client and Baker Tilly, the scope of services provided in a Scope Appendix will terminate 60 days after completion of the services in such Appendix.

**Important Disclosures**

Incorporated as Attachment A and part of this Engagement Letter are important disclosures. These include disclosures that apply generally and those that are applicable in the event Baker Tilly is engaged to provide municipal advisory services.

This Engagement Letter, including the attached Disclosures as updated from time to time, comprises the complete and exclusive statement of the agreement between the parties, superseding all proposals, oral or written, and all other communications between the parties. Both parties acknowledge that work performed pursuant to the Engagement Letter will be done through Scope Appendices executed and made a part of this document.

Any rights and duties of the parties that by their nature extend beyond the expiration or termination of this Engagement Letter shall survive the expiration or termination of this Engagement Letter or any statement of work contained in a Scope Appendix hereto.

If this Engagement Letter is acceptable, please sign below and return one copy to us for our files.

Sincerely,



Eric J. Walsh, Partner

**Signature Section:**

The terms as set forth in this Engagement Letter are agreed to on behalf of the Client by:

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

## **Attachment A Important Disclosures**

### Non-Exclusive Services

Client acknowledges and agrees that Baker Tilly, including but not limited to Baker Tilly US, LLP, Baker Tilly Municipal Advisors, LLC, Baker Tilly Capital, LLC, and Baker Tilly Investment Services, LLC, is free to render municipal advisory and other services to the Client or others and that Baker Tilly does not make its services available exclusively to the Client.

### Affiliated Entities

Baker Tilly US, LLP is an independent member of Baker Tilly International. Baker Tilly International Limited is an English company. Baker Tilly International provides no professional services to clients. Each member firm is a separate and independent legal entity and each describes itself as such. Baker Tilly US, LLP is not Baker Tilly International's agent and does not have the authority to bind Baker Tilly International or act on Baker Tilly International's behalf. None of Baker Tilly International, Baker Tilly US, LLP, nor any of the other member firms of Baker Tilly International has any liability for each other's acts or omissions. The name Baker Tilly and its associated logo is used under license from Baker Tilly International Limited.

Baker Tilly Investment Services, LLC ("BTIS"), a U.S. Securities and Exchange Commission ("SEC") registered investment adviser, may provide services to the Client in connection with the investment of proceeds from an issuance of securities. In such instances, services will be provided under a separate engagement, for an additional fee. Notwithstanding the foregoing, Baker Tilly may act as solicitor for and recommend the use of BTIS, but the Client shall be under no obligation to retain BTIS or to otherwise utilize BTIS relative to Client's investments. The fees paid with respect to investment services are typically based in part on the size of the issuance proceeds and Baker Tilly may have incentive to recommend larger financings than would be in the Client's best interest. Baker Tilly will manage and mitigate this potential conflict of interest by this disclosure of the affiliated entity's relationship, a Solicitation Disclosure Statement when Client retains BTIS's services and adherence to Baker Tilly's fiduciary duty and/or fair dealing obligations to the Client.

Baker Tilly Capital, LLC ("BTC") Baker Tilly Capital, LLC ("BTC") is a limited service broker-dealer specializing in merger and acquisition, capital sourcing, project finance and corporate finance advisory services. BTC does not participate in any municipal offerings advised on by its affiliate Baker Tilly Municipal Advisors. Any services provided to Client by BTC would be done so under a separate engagement for an additional fee.

Baker Tilly Municipal Advisors ("BTMA") is registered as a "municipal advisor" pursuant to Section 15B of the Securities Exchange Act and rules and regulations adopted by the SEC) and the Municipal Securities Rulemaking Board ("MSRB"). As such, BTMA may provide certain specific municipal advisory services to the Client. BTMA is neither a placement agent to the Client nor a broker/dealer. The offer and sale of any Bonds is made by the Client, in the sole discretion of the Client, and under its control and supervision. The Client acknowledges that BTMA does not undertake to sell or attempt to sell bonds or other debt obligations and will not take part in the sale thereof.

Baker Tilly, may provide services to the Client in connection with human resources consulting, including, but not limited to, executive recruitment, talent management and community survey services. In such instances, services will be provided under a separate scope of work for an additional fee. Certain executives of the Client may have been hired after the services of Baker Tilly were utilized and may make decisions about whether to engage other services of Baker Tilly or its subsidiaries. Notwithstanding the foregoing, Baker Tilly may recommend the use of Baker Tilly or a subsidiary, but the Client shall be under no obligation to retain Baker Tilly or a subsidiary or to otherwise utilize either relative to the Client's activities.

Conflict Disclosure Applicable to Municipal Advisory Services Provided by BTMA.

*Legal or Disciplinary Disclosure.* BTMA is required to disclose to the SEC information regarding criminal actions, regulatory actions, investigations, terminations, judgments, liens, civil judicial actions, customer complaints, arbitrations and civil litigation involving BTMA. Pursuant to MSRB Rule G-42, BTMA is required to disclose any legal or disciplinary event that is material to the Client's evaluation of BTMA or the integrity of its management or advisory personnel.

There are no criminal actions, regulatory actions, investigations, terminations, judgments, liens, civil judicial actions, customer complaints, arbitrations or civil litigation involving BTMA. Copies of BTMA filings with the SEC can currently be found by accessing the SEC's EDGAR system Company Search Page which is currently available at <https://www.sec.gov/edgar/searchedgar/companysearch.html> and searching for either Baker Tilly Municipal Advisors, LLC or for our CIK number which is 0001616995. The MSRB has made available on its website ([www.msrb.org](http://www.msrb.org)) a municipal advisory client brochure that describes the protections that may be provided by MSRB rules and how to file a complaint with the appropriate regulatory authority.

*Contingent Fee.* The fees to be paid by the Client to BTMA are or may be based on the size of the transaction and partially contingent on the successful closing of the transaction. Although this form of compensation may be customary in the municipal securities market, it presents a conflict because BTMA may have an incentive to recommend unnecessary financings, larger financings or financings that are disadvantageous to the Client. For example, when facts or circumstances arise that could cause a financing or other transaction to be delayed or fail to close, BTMA may have an incentive to discourage a full consideration of such facts and circumstances, or to discourage consideration of alternatives that may result in the cancellation of the financing or other transaction.

*Hourly Fee Arrangements.* Under an hourly fee form of compensation, BTMA will be paid an amount equal to the number of hours worked multiplied by an agreed upon billing rate. This form of compensation presents a potential conflict of interest if BTMA and the Client do not agree on a maximum fee under the applicable Appendix to this Engagement Letter because BTMA will not have a financial incentive to recommend alternatives that would result in fewer hours worked. In addition, hourly fees are typically payable by the Client whether or not the financing transaction closes.

*Fixed Fee Arrangements.* The fees to be paid by the Client to BTMA may be in a fixed amount established at the outset of the service. The amount is usually based upon an analysis by Client and BTMA of, among other things, the expected duration and complexity of the transaction and the work documented in the Scope Appendix to be performed by Baker Tilly. This form of compensation presents a potential conflict of interest because, if the transaction requires more work than originally contemplated, Baker Tilly may suffer a loss. Thus, Baker Tilly may recommend less time-consuming alternatives, or fail to do a thorough analysis of alternatives.

BTMA manages and mitigates conflicts related to fees and/or other services provided primarily through clarity in the fee to be charged and scope of work to be undertaken and by adherence to MSRB Rules including, but not limited to, the fiduciary duty which it owes to the Client requiring BMTA to put the interests of the Client ahead of its own and BTMA's duty to deal fairly with all persons in its municipal advisory activities.

To the extent any additional material conflicts of interest have been identified specific to a scope of work the conflict will be identified in the respective Scope Appendix. Material conflicts of interest that arise after the date of a Scope Appendix will be provide to the Client in writing at that time.

**RE: Proposed Refunding Revenue Bonds of 2020**

**DATE: October 21, 2020**

This Scope Appendix is attached by reference to the above named engagement letter (the "Engagement Letter") between the City of Goshen, Indiana Municipal Sewage Works (the "Client") and Baker Tilly US, LLP and relates to services to be provided by Baker Tilly Municipal Advisors, LLC

**SCOPE OF WORK**

Baker Tilly Municipal Advisors, LLC ("BTMA") will perform the following services:

**A. Financial Analysis (Municipal Advisory Services)**

1. Obtain information from the bond ordinances now in effect.
2. Prepare amortization schedules of presently outstanding funded debt extending over the life of the remaining years of payment and obtain information from bond ordinances or other documents relating to such funded debt.
3. Suggest for consideration of the Client, sources of refunding the Outstanding Bonds, including such sources as available funds on hand and refunding revenue bonds.
4. Analyze proposals from the underwriters and, when appropriate, suggest modifications of terms or amortization of the proposed refunding bonds.
5. Compare the annual principal and interest requirements of the proposed Refunding Bonds with the annual principal and interest requirements of the Outstanding Bonds and determine the total gross savings to the Client and the present value thereof.
6. Suggest terms and conditions of borrowing, such as redemption privileges, maximum interest rates, allocation of net revenues to funds and debt service reserve requirements.
7. Meet, as needed, with the Officials of the Client to discuss findings and recommendations.
8. Provide financial information to the Client's attorney for preparation of resolutions and ordinances.

**B. Marketing, Sale of Bonds and Post Issuance Filings (Municipal Advisory Services)**

**1. Disclosure Services**

- a. Assist the Client in connection with the preparation, composition and distribution of an offering document (e.g. Preliminary Official Statement, Offering Circular, Term Sheet, or Private Placement Memorandum) of the type and nature generally prepared in connection with the sale of municipal securities, which will disclose technical data, information and schedules relating to the Client, the project and the Refunding Bonds.
- b. Provide information to rating agencies and bond insurance companies as may be appropriate for the determination of a bond rating and potential qualification for insurance on the Refunding Bonds, if applicable. Provide information to providers of credit facilities or other credit enhancement providers, if applicable.
- c. Analyze the savings realized due to bond insurance and credit enhancement, if applicable.

- d. Provide additional information to underwriters or others as may be needed throughout the period between advertising and sale of the Refunding Bonds.

**2. Sale of the Bonds**

- a. Facilitate the bond sale for the purpose of assisting the Client in the receipt of bids, compute or verify bid calculations to identify lowest interest cost and to recommend such bid for acceptance by the Client.
- b. As an alternative to sub-paragraph "1" above, analyze the interest rates offered by the underwriter and make recommendations concerning the acceptance of such rates and the execution of a purchase agreement for the Refunding Bonds with the underwriter if the Refunding Bonds are sold by a negotiated sale.
- c. Distribute, on behalf of the Client, the Final Official Statement or other documents, if applicable.
- d. Prepare instructions related to closing and delivery of the Refunding Bonds including distribution of proceeds, flow of funds, and procedures for repayment of the Refunding Bonds.
- e. Prepare and file Gateway information as required by the Department of Local Government Finance ("DLGF") after the bond sale.

**C. Escrow Verification Report (Agreed Upon Procedures if Needed)**

1. Test the mathematical accuracy of the Placement Agent's or Underwriter's calculations regarding the sufficiency of the cash and investments to be deposited into the escrow account to meet the principal and interest requirements and call premium for the Outstanding Bonds.
2. Provide an Escrow Verification Report at the closing of the Refunding Bonds.

**D. Arbitrage Compliance Services (Consulting Services)**

Section 148 of the Internal Revenue Code requires issuers of tax-exempt bonds that meet certain criteria to have arbitrage rebate and/or yield reduction payment calculations performed on a periodic basis. Our services will be limited to utilizing available information to calculate the arbitrage yield on the bond issues, the yield on non-purpose investments, the amount of excess earnings, if any, of the non-purpose investments at the calculated arbitrage yield, and the rebatable arbitrage and/or yield reduction payment, if any, due as of the five-year anniversary date or more frequently as necessary. If eligible, we will prepare spend-down calculations in lieu of rebate calculations. Our services for the arbitrage compliances services computations include:

1. Obtaining information from bond offering documents, information returns filed upon issuance (Form 8038 and 8038 G), arbitrage certificate, legal documents and statements or summaries of transactions for the funds subject to rebate and/or yield restriction defined in the documents.
2. Providing a report which will be addressed to the Client. The report will summarize the results of the calculations performed.
3. Assistance in preparing the IRS from 8038-T, if necessary.

Calculation and payment of any arbitrage rebate liability and/or yield reduction due is the responsibility of the Client. The Client is responsible for notifying the Firm of any additional or subsequent bond issues that would require arbitrage compliance services. Our engagement will not include verifying that: proceeds were used for purpose expenditures; investments were purchased at market price; no amounts were paid to any party in order to reduce the yield on any investment; the bond issue was



appropriately structured or qualified as a tax-exempt offering; or information provided to us is complete and accurate.

**E. Continuing Disclosure (Consulting Services)**

The Firm will assist the Client with the annual preparation of materials required for compliance with *SEC Rule 15c2-12* as described within the Continuing Disclosure Undertaking Agreement for the Bonds. On an annual basis, the Firm will amend the existing Continuing Disclosure Engagement Letter between the Client and the Firm to include the Bonds and related requirements.

**COMPENSATION AND INVOICING**

The Firm's fees for services as set forth in Exhibit A shall be as follows:

- A. For services provided as set forth in Articles A and B fees shall be Sixty-One Thousand Five Hundred Dollars (\$61,500).
- B. For services provided as set forth in Article C, fees shall be Four Thousand Dollars (\$4,000).
- C. For services provided as set forth in Articles D and E, fees shall be billed under separate agreements with the City.

The above fees shall include all expenses incurred by the Firm with the exception of expenses incurred for mileage which will be billed on a separate line item. No such expenses will be incurred without the prior authorization of the Client. The fees do not include the charges of other entities such as rating agencies, bond and official statement printers, couriers, newspapers, bond insurance companies, bond counsel and local counsel, and electronic bidding services, including Parity®. Coordination of the printing and distribution of Official Statements or any other Offering Document are to be reimbursed by the Client based upon the time and expense for such services.

**Conflicts of Interest**

Attachment A to the Engagement Letter contains important disclosure information that is applicable to this Scope Appendix.

We are unaware of any additional conflicts of interest related to this Scope Appendix that exist at this time.

**Termination**

Notwithstanding termination provisions contained in the Engagement Letter, this Scope Appendix is intended to be ongoing and applicable individually to specific services including financings, arbitrage computations, and/or continuing disclosure engagement, ("Sub-engagements") as if they are the sole subject of the Scope Appendix. As such, termination may occur for a specific Sub-engagement without terminating the Scope Appendix itself. On termination of a Sub-engagement or the Scope Appendix, all fees and charges incurred prior to termination shall be paid promptly. Unless otherwise agreed to by the Client and Baker Tilly, the scope of services provided in a Sub-engagement performed under this Scope Appendix will terminate 60 days after completion of the services for such Sub-engagement.

**SCOPE APPENDIX to  
Engagement Letter dated: October 21, 2020  
Between Goshen Sewage, Indiana and  
Baker Tilly US, LLP**

If this Scope Appendix is acceptable, please sign below and return one copy to us for our files. We look forward to working with you on this important project.

Sincerely,



Eric J. Walsh, Partner

**Signature Section:**

The services and terms as set forth in this Engagement Letter are agreed to on behalf of the Client by:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

10/20/2020

City of Goshen, Indiana  
202 S. 5<sup>th</sup> Street  
Goshen, IN 46528

Ladies and Gentlemen:

On behalf of Robert W. Baird & Co. Incorporated (“we” or “Baird”), we wish to thank you for the opportunity to serve as managing underwriter or placement agent for the City of Goshen, Indiana (“you” or “Issuer”) on its proposed offering and issuance of approximately \$20,650,000\* Sewage Works Refunding Revenue Bonds of 2020 (or other designation) (the “Securities”). This letter will confirm the terms of our engagement; however, it is anticipated that this letter will be replaced and superseded by a bond purchase agreement or placement agreement to be entered into by the parties (the “Agreement”) if and when the Securities are priced following successful completion of the offering or placement process. The Agreement will set forth the terms and conditions on which Baird will purchase or place the Securities and will contain provisions that are consistent with those stated in this letter.

1. Services to be Provided by Baird. Baird is hereby engaged to serve as managing underwriter of the proposed offering and issuance of the Securities, and in such capacity Baird agrees to provide the following services:

- Review and evaluate the proposed terms of the offering or placement and the Securities
- Develop a marketing plan for the offering, including identification of potential purchasers of the Securities
- Assist in the preparation of the preliminary official statement and final official statement or the private placement memorandum and other offering documents
- Contact potential purchasers of the Securities and provide them with copies of the offering materials and related information
- Respond to inquiries from potential purchasers and, if requested, coordinate their due diligence calls and meetings
- Assist in the preparation of information and materials to be provided to securities rating agency or agencies, as necessary, and in the development of strategies for meetings with the rating agency or agencies to obtain a rating for the Securities
- Assist in the preparation of information and materials to be provided to bond insurance companies and in the development of strategies for meetings/calls with the bond insurance companies
- Inform the Issuer of the marketing and offering process
- Negotiate the pricing, including the interest rate, and other terms of the Securities
- Obtain CUSIP number(s) for the Securities and arrange for their DTC book-entry eligibility
- Submit documents and other information about the offering to the MSRB’s EMMA website
- Plan and arrange for the closing and settlement of the issuance and the delivery of the Securities
- Such other usual and customary underwriting services as may be requested by the Issuer

2. Disclosures Concerning Baird’s Role as Underwriter or Placement Agent as Required by MSRB Rules G-23 and G-17: At the Issuer’s request, Baird may provide incidental financial advisory services, including advice as to the structure, timing, terms and other matters concerning the issuance of the Securities. Please note that Baird would be providing such advisory services in its capacity as underwriter or placement agent and not as a municipal advisor or financial advisor to the Issuer. As underwriter, Baird’s primary role is to purchase, or arrange for the placement of, the Securities in an arm’s length commercial transaction between the Issuer and Baird. As placement agent, Baird’s primary role is to arrange for the placement of the Securities in an arm’s length commercial transaction between the

Robert W. Baird & Co.  
777 East Wisconsin Avenue  
Milwaukee WI 53202-5391  
Main 414 765-3500  
Toll Free 800 RW BAIRD

[www.rwbaird.com](http://www.rwbaird.com)

\*Preliminary, subject to change.

issuer and Baird. Baird has financial and other interests that differ from those of the Issuer. Municipal Securities Rulemaking Board Rule G-17 requires an underwriter to deal fairly at all times with both municipal issuers and investors. However, unlike a municipal advisor or financial advisor, Baird as an underwriter or placement agent does not have a fiduciary duty to the Issuer under the federal securities laws and is, therefore, not required by federal law to act in the best interests of the Issuer without regard to its own financial or other interests. As part of its services, Baird will review the official statement or private placement memorandum and/or any other disclosure document (if any) applicable to the proposed offering or placement in accordance with, and as part of, its responsibilities to investors under the federal securities laws, as applied to the facts and circumstances of the proposed offering.

As underwriter, Baird will not be required to purchase the Securities except pursuant to the terms of the Purchase Agreement, which will not be signed until successful completion of the pre-sale offering period and satisfaction of various conditions. This letter does not obligate Baird to purchase any of the Securities. As placement agent, Baird will not be required to purchase the Securities or to find one or more buyers of the Securities, but rather to use its reasonable best efforts to arrange for the sale of the Securities to one or more buyers. If all of the conditions to its obligation to purchase any securities have been satisfied, Baird as underwriter has a duty to purchase securities from the Issuer at a fair and reasonable price but must balance that duty with its duty to sell those securities to investors at prices that are fair and reasonable.

If Baird is acting as placement agent and the Issuer is obligated under a current continuing disclosure agreement, the Issuer will submit information about the transaction through EMMA's continuing disclosure service, if material, and provide details including, but not limited to, the amount of debt being issued and its impact on the debt position, the purpose of the debt and use of proceeds, source of repayment, payment dates, interest rate, maturity and amortization of the debt, covenants, prepayment terms, events of default and remedies, acceleration events, other material terms, evidence of compliance with additional debt test, ratings, CUSIP number, transfer and redistribution rights and financial reporting requirements. If the Issuer is not obligated under a current continuing disclosure agreement, Baird recommends that the Issuer submit information about the transaction through EMMA's continuing disclosure service located in the continuing disclosure category of "Financial/Operating Data – Investment/Debt/Financial Policy."

Baird is registered with the Municipal Securities Rulemaking Board ("MSRB") and the SEC. The MSRB website is [www.msrb.org](http://www.msrb.org). Two investor brochures, Information for Municipal Securities Investors and Information for Municipal Advisory Clients, describe the protections that may be provided by the MSRB's rules. The brochures are available on the MSRB website. The MSRB website also contains information about how to file a complaint with an appropriate regulatory authority.

3. Fees and Expenses; Conflicts of Interest. Baird's underwriting fee/spread will not exceed 0.50% of the final par amount(s) of the Securities. The underwriting fee/spread will represent the difference between the price that Baird pays for the Securities and the public offering price stated on the cover of the final official statement. If Baird is acting as a placement agent, Baird's placement agent fee will not exceed 0.40% of the final par amount(s) of the Securities. The underwriting fee/spread will be contingent upon the closing of the proposed offering and the amount of the fee/spread will be based on the principal or par amount of the Securities. While this form of compensation is customary in the municipal securities market, it presents a conflict of interest because the underwriter may have an incentive to recommend to the Issuer a transaction that is unnecessary or to recommend that the size of the transaction be larger than is necessary. Other firms that provide services in connection with the proposed offering may also have fees that are contingent on the closing of the offering.

Baird shall be responsible for paying the fees of underwriter's counsel and other expenses it incurs in connection with the offering, including without limitation, CUSIP, DTC, MSRB, IPREO (electronic book-running/sales order system); The Issuer shall be responsible for paying all other costs of issuance, such as fees of bond counsel, issuer counsel and disclosure counsel (if any); municipal advisory and other consultant fees; ratings agency fees and expenses and travel expenses directly related thereto; auditor and other expert fees; trustee, registrar and paying agent fees; and official statement printing and mailing/distribution costs.

Baird is a full service securities firm and as such Baird and its affiliates may from time to time provide advisory, brokerage, consulting and other services and products to municipalities, other institutions, and individuals including the Issuer, certain Issuer officials or employees, and potential purchasers of the Securities for which Baird may receive customary compensation; however, such services are not related to the proposed offering. Baird has previously served as underwriter, placement agent or financial advisor on other bond offerings and financings for the Issuer and may serve in such capacities in the future. Baird may also be engaged from time to time by the Issuer to

manage investments for the Issuer (including the proceeds from the proposed offering) through a separate contract that sets forth the fees to be paid to Baird. Baird may compensate its associates for any referrals they have made that resulted in the Issuer's selection of Baird to serve as underwriter on the proposed offering of the Securities. Baird manages various mutual funds, and from time to time those funds may own bonds and other securities issued by the Issuer (including the Securities). Additionally, clients of Baird may from time to time purchase, hold and sell bonds and other securities issued by the Issuer (including the Securities).

In the ordinary course of fixed income trading business, Baird may purchase, sell, or hold a broad array of investments and may actively trade securities and other financial instruments, including the Securities and other municipal bonds, for its own account and for the accounts of customers, with respect to which Baird may receive a mark-up or mark-down, commission or other remuneration. Such investment and trading activities may involve or relate to the offering or other assets, securities and/or instruments of the Issuer and/or persons and entities with relationships with the Issuer. Spouses and other family members of Baird associates may be employed by the Issuer.

Baird has not identified any additional potential or actual material conflicts that require disclosure. If potential or actual conflicts arise in the future, we will provide you with supplemental disclosures about them.

4. Term and Termination. The term of this engagement shall extend from the date of this letter to the closing of the offering of the Securities. Notwithstanding the forgoing, either party may terminate Baird's engagement at any time without liability of penalty upon at least 30 days' prior written notice to the other party. If Baird's engagement is terminated by the Issuer, the Issuer agrees to reimburse Baird for its out-of-pocket expenses incurred until the date of termination, but limited to expenses which were previously authorized by the Issuer.

5. Indemnification; Limitation of Liability. The Issuer agrees that neither Baird nor its employees, officers, agents or affiliates shall have any liability to the Issuer for the services provided hereunder except to the extent it is judicially determined that Baird engaged in negligence or misconduct. In addition, to the extent permitted by applicable law, the Issuer shall indemnify, defend and hold Baird and its employees, officers, agents and affiliates harmless from and against any losses claims, damages and liabilities that arise from or otherwise relate to this Agreement, actions taken or omitted in connection herewith, or the transactions and other matters contemplated hereby, except to the extent such losses, claims, damages or liabilities are judicially determined to be the result of Baird's negligence or misconduct.

6. Miscellaneous. This letter shall be governed and construed in accordance with the laws of the State of Indiana. This Agreement may not be amended or modified except by means of a written instrument executed by both parties hereto. This Agreement may not be assigned by either party without the prior written consent of the other party. The Issuer acknowledges that Baird may, at its option and expense and after announcement of the offering, place announcements and advertisements or otherwise publicize a description of the offering and Baird's role in it on Baird's website and/or other marketing material and in such financial and other newspapers and journals as it may choose, stating that Baird has acted as underwriter for the offering. The Issuer also agrees that Baird may use the Issuer's name and logo or official seal for these purposes.

7. Disclosures of Material Financial Characteristics and Material Financial Risks.

Accompanying this letter is a disclosure document describing the material financial characteristics and material financial risks of the Securities as required by MSRB Rule G-17.

If there is any aspect of this Agreement that requires further clarification, please do not hesitate to contact us. In addition, please consult your own financial and/or municipal, legal, accounting, tax and other advisors as you deem appropriate. We understand that you have the authority to bind the Issuer by contract with us, and that you are not a party to any conflict of interest relating to the proposed offering. If our understanding is not correct, please let us know.

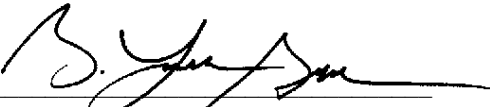
Please evidence your receipt and agreement to the foregoing by signing and returning this letter.

Again, we thank you for the opportunity to assist you with your proposed financing and the confidence you have placed in us.

[Signature block on page 4]

Very truly yours,

**ROBERT W. BAIRD & CO. INCORPORATED**

By:   
Landon Boehm, Managing Director

Accepted this \_\_\_ day of \_\_\_\_\_, 20\_\_

**CITY OF GOSHEN, INDIANA**

By: \_\_\_\_\_

Title: \_\_\_\_\_



## Disclosures of Material Financial Characteristics and Financial Risks of Proposed Offering of Fixed Rate Bonds

Robert W. Baird & Co. Incorporated (“Baird”) has been engaged as underwriter for the proposed offering by you (or the “Issuer”) of fixed rate bonds, notes, certificates of participation or other debt securities (“Fixed Rate Bonds”), to be sold on a negotiated basis. The following is a general description of the financial characteristics and security structures of Fixed Rate Bonds, as well as a general description of certain financial risks that you should consider before deciding whether to issue Fixed Rate Bonds.

This document is being provided to an official of the Issuer who has the authority to bind the Issuer by contract with Baird, who does not have a conflict of interest with respect to the offering.

If the Fixed Rate Bonds proposed to be issued are “conduit revenue bonds,” you will be a party to the bond purchase agreement and certain other legal documents to be entered into in connection with the issuance, but the material financial risks described below will be borne by the borrower or obligor, as set forth in those legal documents.

### **Financial Characteristics**

*Maturity and Interest.* Fixed Rate Bonds are interest-bearing debt securities issued by state and local governments, political subdivisions and agencies or authorities, such as the Issuer. Maturity dates for Fixed Rate Bonds will be fixed at the time of issuance and may include serial maturities (specified principal amounts are payable on the same date in each year until final maturity) or one or more term maturities (specified principal amounts are payable on each term maturity date) or a combination of serial and term maturities. Maturity dates, including the final maturity date, are subject to negotiation and will be reflected in the official statement. At each maturity, the scheduled principal or par amount of the Fixed Rate Bonds will have to be repaid.

Fixed Rate Bonds will pay fixed rates of interest typically semi-annually on scheduled payment dates, although some Fixed Rate Bonds may accrue interest to be paid at maturity. Such bonds are often referred to as capital appreciation or zero-coupon bonds. The interest rates to be paid on Fixed Rate Bonds may differ for each series or maturity date. The specific interest rates will be determined based on market conditions and investor demand and reflected in the official statement for the Fixed Rate Bonds. Fixed Rate Bonds with longer maturity dates will generally have interest rates that are greater than securities with shorter maturity dates.

*Redemption.* Fixed Rate Bonds may be subject to optional redemption, which allows the Issuer, at its option, to redeem some or all of the Fixed Rate Bonds on a date prior to scheduled maturity, such as in connection with the issuance of refunding bonds to take advantage of lower interest rates. Fixed Rate Bonds may be subject to optional redemption only after the passage of a specified period of time from the date of issuance, and upon payment of the redemption price set forth in the official statement for the Fixed Rate Bonds, which typically is equal to the par amount of the Fixed Rate Bonds being redeemed (plus accrued interest) but may include a redemption premium. The Issuer will be required to send out a notice of optional redemption to the holders of Fixed Rate Bonds, usually a certain period of time prior to the redemption date. Fixed Rate Bonds with term maturity dates also may be subject to mandatory sinking fund redemption, which requires the Issuer to redeem specified principal

amounts of the Fixed Rate Bonds annually in advance of the term maturity date. The mandatory sinking fund redemption price is 100% of the principal amount of the Fixed Rate Bonds to be redeemed. Fixed Rate Bonds may also be subject to extraordinary or mandatory redemption upon the occurrence of certain events, authorizing or requiring you to redeem the Fixed Income Bonds at their par amount (plus accrued interest).

*Credit Enhancements.* Fixed Rate Bonds may feature credit enhancements, such as an insurance policy provided by a municipal bond insurance company that guarantees the payment of principal of an interest on the bonds when due in the event of default. Other credit enhancements could include a letter of credit provided by a financial institution, or financial support from a state agency.

*Tax Status.* If Fixed Rate Bonds are intended to be tax-exempt, counsel will provide an opinion that interest on the Fixed Rate Bonds will be excluded from gross income for federal income tax purposes. Certain Fixed Rate Bonds may also be exempt from state personal income tax.

Some Fixed Rate Bonds (or a portion of those being issued) may be taxable, meaning that interest on the Fixed Rate Bonds will be included in gross income for federal income tax purposes.

### **Security**

Payment of principal of and interest on a municipal security, including Fixed Rate Bonds, may be backed by various types of pledges and forms of security, some of which are described below. The security for Fixed Rate Bonds will vary, depending on whether they are general obligation bonds, revenue bonds, conduit bonds or other types.

#### *General Obligation Bonds*

“General obligation bonds” are debt securities to which your full faith and credit is pledged to pay principal and interest. If you have taxing power, generally you will pledge to use your ad valorem (property) taxing power to pay principal and interest. Ad valorem taxes necessary to pay debt service on general obligation bonds may not be subject to state constitutional property tax millage limits (an unlimited tax general obligation bond). The term “limited” tax is used when such limits exist. General obligation bonds constitute a debt and, depending on applicable state law, may require that you obtain approval by voters prior to issuance. In the event of default in required payments of interest or principal, the holders of general obligation bonds have certain rights under state law to compel you to impose a tax levy.

#### *Revenue Bonds*

“Revenue bonds” are debt securities that are payable only from a specific source or sources of revenues that are generated from a particular enterprise or service you offer, such as water, electricity, sewer, health care, housing, transportation, toll roads and bridges, parking, parks and recreation fees, and stadiums and entertainment facilities. Revenue bonds are not a pledge of your full faith and credit and you are obligated to pay principal and interest on your revenue bonds only from the revenue source(s) specifically pledged to the bonds. Revenue bonds do not permit the bondholders to compel you to impose a tax levy for payment of debt service. Pledged revenues may be derived from operation of the financed project or system, grants, license or user fees, or excise or other specified taxes. Generally, subject to state law or local charter requirements, you are not required to obtain voter approval prior to issuance of revenue bonds. If the specified source(s) of revenue become inadequate, a default in payment of principal or interest may occur. Various types of pledges of revenue may be used to secure interest and principal payments on revenue bonds. The nature of these pledges may



differ widely based on state law, the type of issuer, the type of revenue stream and other factors. Some revenue bonds may be backed by your full faith and credit or moral obligation. A moral obligation is a non-binding covenant by you to make a budget recommendation to your legislative body to appropriate moneys needed to make up any revenue shortfall in order to meet debt service obligations on the revenue bonds, but the legislative body is not legally obligated to make such appropriation.

Certain revenue bonds may be structured as certificates of participation, which are instruments evidencing a pro rata share in a specified pledged revenue stream, usually lease payments that are typically subject to annual appropriation. With certificates of participation, the lessor or party receiving payments assigns those payments to a trustee that distributes them to the certificate holders. Certificates of participation do not constitute general obligation indebtedness of the issuer or municipality and are not backed by a municipality's full faith and credit or taxing power. Certificates of participation are payable solely from specific revenue sources.

#### Tax Increment or Tax Allocation Bonds

"Tax increment" or "tax allocation" bonds are a form of revenue bonds that are payable from the incremental increase in taxes realized from any appreciation in property values resulting from capital improvements benefitting the properties located in a particular location such as a tax incremental district. They are commonly used to redevelop, add infrastructure or otherwise improve a blighted, neglected or under-utilized area to encourage development in that area. Tax increment bonds may also be payable from increased sales taxes generated in a designated district. The proceeds of an issuance of tax increment or tax allocation bonds are typically applied to pay the costs of infrastructure and other capital improvements in the designated district. The incremental taxes or other revenues may not be sufficient to meet debt service obligations on the tax increment or tax allocation bonds. Some tax increment or tax allocation bonds may also be backed by an issuer's full faith and credit or moral obligation.

#### Conduit Bonds

Conduit revenue bonds may be issued by a governmental issuer acting as conduit for the benefit of a private sector entity or a 501(c)(3) organization (the "borrower" or "obligor"). Industrial revenue bonds are a form of conduit revenue bonds. Conduit revenue bonds commonly are issued for not-for-profit hospitals, health care facilities, educational institutions, single and multi-family housing, airports, industrial or economic development projects, corporations, and student loan programs, among other borrowers or obligors. Principal and interest on conduit revenue bonds normally are paid exclusively from revenues pledged by the borrower or obligor. Unless otherwise specified under the terms of the bonds, you are not required to make payments of principal or interest if the borrower or obligor defaults.

#### Charter School Bonds

Fixed Rate Bonds issued for the benefit of charter schools are a form of conduit revenue bonds. They are issued by a government entity acting as a conduit for the benefit of a charter school. The charter school is the borrower or obligor for the bonds. Principal and interest on charter school bonds normally are paid exclusively from revenues pledged by the charter school. Unless otherwise specified under the terms of the bonds, you are not required to make payments of principal or interest if the charter school defaults.

#### Financial and Other Covenants

Issuers of Fixed Rate Bonds (and/or obligors) may be required to agree to certain financial and other covenants (such as debt service coverage ratios) that are designed to protect bond holders. Covenants

are a form of additional security. The failure to continue to meet covenants may trigger an event of default or other adverse consequences to you and/or the obligor giving bond holders certain rights and remedies.

The description above regarding “Security” is only a brief summary of certain possible security provisions for the Fixed Rate Bonds and is not intended as legal advice. You should consult with your bond counsel for further information regarding the security for the Bonds.

### **Financial Risk Considerations**

Certain risks may arise in connection with your issuance of Fixed Rate Bonds, including some or all of the following (generally, the borrower or obligor, rather than you, will bear these risks for conduit revenue bonds):

#### **Issuer Default Risk**

You (or the obligor) may be in default if the funds pledged to secure Fixed Rate Bonds are not sufficient to pay debt service on the bonds when due. The consequences of a default may be serious for you (and/or the obligor) and, depending on applicable state law and the terms of the authorizing documents, the holders of the bonds may be able to exercise a range of available remedies against you (or the obligor). For example, if Fixed Rate Bonds are secured by a general obligation pledge, you may be ordered by a court to raise taxes. Other budgetary adjustments also may be necessary to enable you to provide sufficient funds to pay debt service on the bonds. If the Fixed Rate Bonds are revenue bonds, you (or the obligor) may be required to take steps to increase the available revenues that are pledged as security for the bonds. A default may negatively impact your (or the obligor’s) credit ratings and may effectively limit your (or the obligor’s) ability to publicly offer bonds or other securities at market interest rate levels. Further, if you (or the obligor) are unable to provide sufficient funds to remedy the default, subject to applicable state law and the terms of the authorizing documents, you (or the obligor) may find it necessary to consider available alternatives under state law, including (for some issuers) state-mandated receivership or bankruptcy. A default also may occur if you (or the obligor) are unable to comply with covenants or other provisions agreed to in connection with the issuance of the Fixed Rate Bonds.

This description is only a brief summary of issues relating to defaults and is not intended as legal advice. You should consult with your bond counsel for further information regarding defaults and remedies.

#### **Redemption Risk**

Your (or the obligor’s) ability to redeem Fixed Rate Bonds prior to maturity may be limited, depending on the terms of any optional redemption provisions. In the event that interest rates decline, you (or the obligor) may be unable to take advantage of the lower interest rates to reduce debt service. In addition, if Fixed Rate Bonds are subject to extraordinary or mandatory redemption, you (or the obligor) may be required to redeem the bonds at times that are disadvantageous.

#### **Refinancing Risk**

If your (or the obligor’s) financing plan contemplates refinancing some or all of the Fixed Rate Bonds at maturity (for example, if there are term maturities or if a shorter final maturity is chosen than might otherwise be permitted under the applicable federal tax rules), market conditions or changes in law may limit or prevent you (or the obligor) from refinancing those bonds when required. Further, limitations in the federal tax rules on advance refunding of bonds (an advance refunding of bonds

occurs when tax-exempt bonds are refunded more than 90 days prior to the date on which those bonds may be retired) may restrict your (or the obligor's) ability to refund the Fixed Rate Bonds to take advantage of lower interest rates.

*Reinvestment Risk*

You (or the obligor) may have proceeds of the Fixed Rate Bonds to invest prior to the time that you (or the obligor) are able to spend those proceeds for the authorized purpose. Depending on market conditions, you (or the obligor) may not be able to invest those proceeds at or near the rate of interest that you (or the obligor) are paying on the bonds, which is referred to as "negative arbitrage".

*Tax Compliance Risk (applicable if the Fixed Rate Bonds are tax-exempt bonds)*

The issuance of tax-exempt bonds is subject to a number of requirements under the United States Internal Revenue Code, as enforced by the Internal Revenue Service (IRS), and, if applicable, state tax laws. You (and the obligor) must take certain steps and make certain representations prior to the issuance of tax-exempt bonds. You (and the obligor) also must covenant to take certain additional actions after issuance of the tax-exempt bonds. A breach of the representations or a failure to comply with certain tax-related covenants may cause the interest on the Fixed Rate Bonds to become taxable retroactively to the date of issuance of the bonds, which may result in an increase in the interest rate that you (or the obligor) pay on the bonds or the mandatory redemption of the bonds. The IRS also may audit you (or the obligor) or the Fixed Rate Bonds or your (or the obligor's) other bonds, in some cases on a random basis and in other cases targeted to specific types of bond issues or tax concerns. If the Fixed Rate Bonds are declared taxable, or if you (or the obligor) are subject to audit, the market price of the Fixed Rate Bonds and/or your (or the obligor's) other bonds may be adversely affected. Further, your (or the obligor's) ability to issue other tax-exempt bonds also may be limited.

This description of tax compliance risks is not intended as legal advice and you should consult with your bond counsel regarding tax implications of issuing Fixed Rate Bonds.

*Continuing Disclosure Risk.*

In connection with the issuance of Fixed Rate Bonds, you (and/or the obligor) may be subject to continuing disclosures which require dissemination of annual financial and operating information and notices of material events. Compliance with these continuing disclosure requirements is important and facilitates an orderly secondary market. Failure to comply with continuing disclosure requirements may affect the liquidity and marketability of the Fixed Rate Bonds, as well as your (and/or the obligor's) other outstanding securities. Because instances of material non-compliance with previous continuing disclosure requirements must be disclosed in an official statement, failure to comply with continuing disclosure requirements may also make it more difficult or expensive for you (or the obligor) to market and sell future bonds.



**Engineering Department  
CITY OF GOSHEN**

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## MEMORANDUM

TO: Board of Works and Safety and Stormwater Board

FROM: Engineering Department

RE: **2020 BRIDGE INSPECTION REPORT  
(JN: 2020-0015)**

DATE: October 30, 2020

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In July, an agreement was put in place with DLZ to complete the inspection of the City's bridges for 2020 and 2022. DLZ has completed the inspection and report for 2020 and is seeking approval of the Board. At this time, we are submitting copies of the report for the Board's review. At the next meeting of the Board of Works, the Engineering Department will provide a brief presentation summarizing the report and outlining how the department plans to utilize the findings. Approval from the Board will be requested at that time.

# BRIDGE INSPECTION REPORT CITY OF GOSHEN, INDIANA

**PHASE I - 2020**  
**PROJECT No. 2020-0015**

**PREPARED FOR:**  
**CITY OF GOSHEN**  
**BOARD OF PUBLIC WORKS AND**  
**SAFETY**



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

**DLZ JOB No. 2061-2721-70**  
**SEPTEMBER 2020**



**BRIDGE INSPECTION REPORT  
CITY OF GOSHEN  
ELKHART COUNTY  
INDIANA**

September 2020

Board of Public Works and Safety

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Mayor Jeremy Stutsman

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Michael Landis

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Mary Nichols

Certified By:

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Michael A. Kummeth, P.E.  
Registered Professional Engineer  
State of Indiana No. 910382

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Pedro A. Trana, P.E.  
Registered Professional Engineer  
State of Indiana No. 1091097

DLZ INDIANA, LLC  
Engineers/Architects/Scientists/Planners/Surveyors  
2211 East Jefferson Boulevard  
South Bend, Indiana 46615

**CITY OF GOSHEN**  
**BOARD OF PUBLIC WORKS AND SAFETY**

JEREMY STUTSMAN, Mayor

MICHAEL LANDIS, Member

MARY NICHOLS, Member

Dustin Sailor, P.E., CPESC

Director of Public Works

Josh Corwin, P.E.

Civil City Engineer

David Gibbs

Street Commissioner

Tanya Heyde

Parks Superintendent

**PREFACE**

This Bridge Inspection Report continues the City of Goshen’s Bridge Inspection Program, which is administered by the City of Goshen Engineering Department. This report was prepared in accordance with the National Bridge Inspection Standards developed under the 1968 Federal Aid Highway Act.

DLZ Indiana, LLC was authorized to conduct this inspection and prepare this report in accordance with an Agreement with the City of Goshen, Indiana, dated July 24, 2020. Authorization to proceed with Phase I was issued by the City of Goshen on July 28, 2020. The field inspections were performed on July 29, July 30, and August 5, 2020. As required per the agreement, and in compliance with FHWA requirements, a listing of the personnel involved in the inspections and their qualifications can be found on page 7.

This inspection report should prove to be helpful to City Officials in determining problem areas, in posting safe bridge load limits, in establishing a plan for bridge improvements, and in the selection of safe school bus routes. This report should also further demonstrate the need for preventative maintenance and reemphasize the benefits of a well coordinated bridge improvement program.

We wish to acknowledge the assistance and cooperation of all governmental offices involved in this study, including, but not necessarily limited to, the City of Goshen Engineer, the City of Goshen Board of Public Works and Safety, and the City of Goshen Parks Department.





**BRIDGE INSPECTION REPORT**

CITY OF GOSHEN

INDIANA

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## INTRODUCTION AND SCOPE REPORT

The purpose of this inspection was to provide a current condition analysis and report of vehicular and pedestrian bridges under the jurisdiction of the City of Goshen. This inspection report includes a total of 16 structures. Since the last inspection, one (1) structure, Plymouth Avenue over Maple City Greenway, has been renamed from Bridge 306 to Bridge 401. In addition, two (2) structures have been added to the City's inventory: Millrace Canal Trail over the Millrace Canal at Goshen Dam (Bridge 306), and Norfolk Southern Railroad over Winona Trail at Goshen College (Bridge 402).

Several of the previously recommended repairs for various bridges have been completed; however, several bridges still require repairs and rehabilitation. This report should serve as a reminder of some of the undesirable conditions in existence.

The inspections were limited to monitoring the problem areas identified in the previous reports and checking for relatively evident deficiencies, which have occurred since the last inspection. Although the inspections and the report have been completed under the direction of a Registered Professional Engineer and every effort has been made to maintain a high level of professional judgment, no guarantees can be made that all deficiencies were noted.

The Structure Inventory and Appraisal (SI&A) Reports have been prepared with respect to the Federal Highway Administration's (FHWA) guidelines established in December of 1995 and Indiana Department of Transportation's (INDOT) direction and interpretation. Because this inventory is not part of the National Bridge Inventory (NBI) and some inventory items are not applicable to pedestrian bridges, some data entries of the coding guidelines were modified so that they would be applicable to pedestrian bridges. This was done to report the existing conditions for each structure in a clear and concise manner.

In accordance with the FHWA's *Recording and Coding Guide for the Structural Inventory and Appraisal of the Nations Bridges*, hereafter referred to as the coding guide, the SI&A sheets shall include and keep updated (within 5 years) the ADT and the percentage of trucks at the structure for those carrying vehicular traffic. For any proposed design work at the vehicular structures, the City should obtain traffic counts prior to proceeding with any design. The traffic counts for all vehicular bridges are up to date.

All field notes, computations, reference data and other materials used in the preparation of this report are on file at the office of DLZ Indiana, LLC. Copies of relevant data for individual bridges will be furnished upon request.

## NARRATIVE

### BRIDGE REPLACEMENT AND MAINTENANCE

At this time there are twelve (12) bridges recommended for rehabilitation and/or repairs, and one bridge, Bridge 302, recommended for replacement. There are also a few bridges in the City that have load capacities and roadway widths which are adequate for local and/or pedestrian traffic, but do not conform to current standards. These bridges could be replaced or widened; however, at this time they appear to be functioning adequately. Thus, they have not been recommended for major improvements.

The estimated total cost for all the improvements is \$1,387,250. A priority schedule for these improvements is included on Table 2. This cost is based on a narrow scope of work focused on repairing structures with noted major deficiencies and does not include structures requiring only routine maintenance tasks or safety feature upgrades.

Routine maintenance costs are not included in the Coding Guide of FHWA and have therefore been separated out. Routine maintenance will be required on fourteen (14) bridges to prevent future problems from occurring. This includes, but is not limited to, clearing vegetation overgrowth, installing load posting signs, fixing fences, installing gates, repairing holes in decks, removing debris, and placement of riprap to help prevent scour and erosion. The estimated total cost for all these maintenance needs is \$89,400. These estimates were based on the inspecting engineer's visual evaluation at the time of inspection. It should be realized that this type of cost is very hard to estimate on a general basis, and the costs shown should be considered as a guide to the magnitude and assumed complexity of maintenance needs rather than a firm dollar estimate. It is recommended that all maintenance work be done in a timely fashion, either to improve safety or to prevent further deterioration. Some routine maintenance may need to be performed annually or semi-annually, such as clearing vegetation from the bridge. The minor repairs made now will reduce later maintenance and repair costs and will extend the useful life of these bridges. See Table 3 for a summary of maintenance costs per bridge.

In addition to these comments, the following general conditions are worthy of noting:

1. A few of the steel bridges were found to have dirt and debris accumulating around their bearings. This condition leads to severe corrosion problems, which could be greatly reduced by periodically cleaning the bearing areas and painting the steel portions of the structure in these areas. Bridges 101, 103, 104, 302, 303 and 305 were found to have debris accumulating at the bearings.
2. A few of the steel bridges have paint that is in poor to very poor condition. This condition leaves the steel unprotected and susceptible to rust and can drastically reduce the structural integrity of the bridge, depending upon its extent. A plan to sandblast and paint steel bridges could slow down the rate of deterioration of older structures and prevent the premature deterioration of newer structures. A properly performed painting will last approximately twenty years. Bridges 103, 104, 201, 302, 303, and 304 were found to have the paint in poor to fair condition.

3. Many bridges have interior bents or piers, which tend to catch debris. These structures should be checked periodically, and the debris removed. Bridges 101 and 104 were found to have accumulated debris under the bridge.
4. Many bridges have problems with erosion, undermining, or scour to varying degrees at the substructure elements. Although these problems may not appear to be very serious initially, if they are not corrected, they can lead to serious problems. When these problems are detected, they should be repaired. A variety of means exist to repair and prevent future problems such as placing riprap around the substructure. Bridges 101, 102, 103, 104, 202, 203, 301, 305, and 306 were found to have erosion, undermining, or scour depressions.
5. Many bridges have a heavy amount of vegetation growing on, around and under them. This vegetation reduces the visibility of the bridge and can shorten the life expectancy of the structure. The vegetation tends to hold water around the bridge and reduces air circulation. These two factors will cause the bridge to deteriorate at a faster rate. A plan to keep the vegetation away from the bridge will reduce the hazard of obscuring the bridge and at the same time allow more air circulation to keep the bridge dry. Bridges 102, 104, 201, 202, 203, 303, 304, and 305 were found to have vegetation encroaching the bridge

It should be noted that continuous maintenance costs beyond these immediate requirements will be needed. However, estimating costs of such future maintenance is not within the scope of this report. In using the cost estimating sections of this report, readers are cautioned that preliminary estimates are very general and that substantial refinements can be obtained when an in-depth scope of work and detailed plans are prepared for a project.

### **BRIDGE SIGNING AND MARKING**

The field inspection showed that a few signs and markers are being used by the City. Local Agencies traditionally have been reluctant to engage in extensive signing, probably due to the assumption that most persons traveling local roads are familiar with these roads. Signs are also subject to vandalism and can be a major expense for highly limited budgets. However, recent changes in legal decisions governing liability in accidents and increases in traffic are forcing Local Agencies to be conscious of signing and marking problems. As a minimum, signs warning of one lane or narrow bridges and low load limits are essential. In addition to these signs, reflectorized delineators warning of narrow shoulders or reflectorized warning signs at the ends of narrow bridges provide a highly visible means of warning the traveling public of hazardous situations. Weed and brush control should be exercised to maintain the visibility of such warning devices.

The location of load limit signs deserves attention. Load limit signs should be located within a few feet of the structure. However, it would be advantageous to both the motorists and the City to also locate these signs at intersections nearest the bridge, thereby warning the

motorists at a point where they can change their route, if necessary. It would also be to the City's benefit to keep updated and well documented records of the posting of all load limit signs. For a summary of bridge load postings, see Table 4. In accordance with the INDOT Bridge Inspection Manual, a notice should be sent by the City to the school districts advising them of the location of all bridges with a 12 Ton or less capacity. This notice should be sent annually or when a bridge's posting status changes.

The criteria for posting bridge end markers for vehicular bridges is called out in the Federal Manual on *Uniform Traffic Control Devices*; and the Indiana Manual on *Uniform Traffic Control Devices*. These manuals only require bridge end markers for "One Lane Bridge" and "Narrow Bridge" structures or where "objects not actually in the roadway may be so close to the edge of the road that they need a marker". It is this latter criterion that governs our judgment when recommending posting of markers for certain structures wider than a "Narrow Bridge". However, the final use of the markers at locations other than at a "One Lane Bridge" or a "Narrow Bridge" will remain at the discretion of the City.

Table 5 and Table 6 list those safety items that are currently on the bridge and those that are recommended for use at the bridge designated, respectively. The recommended signing set out in these tables is intended as a minimum and should be evaluated in the field for possible expansion, especially if features such as intersections, curves, or other hazards are near the bridge.

## BRIDGE INVENTORY AND APPRAISAL CRITERIA

The condition of each bridge has been assessed by the inspecting engineer and ratings have been assigned to the features as listed in accordance with the guidelines referenced herein. In general, a rating "6" or "7" indicates a potential for minor maintenance. A rating of "5" indicates a potential for major maintenance and ratings of "4" or less indicate a potential for major rehabilitation or replacement.

The appraisal of each structure with the deficiencies as noted, was based on the judgment of the inspecting engineer. Ratings were then assigned based again on the referenced guidelines. Ratings "6" and above indicate that conditions are equal to or better than present minimum criteria. Ratings "4" and "5" indicate conditions meeting minimum tolerable limits to be left in place as is. Ratings "3" and lower indicate intolerable conditions requiring repair or replacement with high priority.

The capacity of each structure was determined by calculations where possible. Where enough data is unavailable, assumptions were made to arrive at a rating. The calculations were based on field dimensions, on the condition of the superstructure and on the judgment of the engineer. They are by no means intended to completely analyze the entire structure or to guarantee the capacity ratings. This is clearly beyond the scope of this project and would be impossible without complete plans and a more detailed inspection and investigation. They are intended to be a "best estimate" for these ratings and serve as the basis for determining the safe live load capacity. The summary of the load ratings can be found in Table 4.

Certain criteria were established as a practical method for arriving at a rating for each of the structure types. The procedures used, in accordance with guidelines of this study, were as follows:

*General:* The supporting bridge floor members in all cases were assumed to be the limiting component and subject of analysis. Members were assumed to be less than fully effective where portions of members were lost due to corrosion or spalling.

*Steel:* Member sized and spacings were measured. Superstructure dead loads were approximated based on field measurements. Distribution of wheel loads was determined in accordance with current AASHTO requirements. ASTM A36 steel (36 ksi yield stress) was assumed for bridges built since 1963 and A7 steel (33 ksi yield stress) was assumed for construction between 1936 and 1963. Steel with 30 ksi yield stress was assumed for steel construction between 1905 and 1936. For construction prior to 1905 steel with 26 ksi yield stress was assumed. Inventory ratings were based on 55 percent of yield stress; while the operating rating was based on 75 percent of yield stress.

*Cast-in-Place Concrete Flat Slabs, Arches & Girders:* Member sizes and spacing were measured. Where plans were available the specified concrete compressive strength, reinforcement yield strength and size and location of reinforcement was used in the strength calculations. Where this data was not available the guidelines outlined in the AASHTO Manual for Condition Evaluation of Bridges were followed. For structures built prior to 1954 the inventory rating was based on an allowable steel stress of 18 ksi, the operating rating was based on an allowable steel stress of 25 ksi and a yield strength of 33 ksi. For structures built after 1954 the inventory rating was based on an allowable steel stress of 20 ksi, the operating rating was based on an allowable steel stress of 28 ksi and a yield strength of 40 ksi. The concrete compressive strength for structures built prior to 1959 was assumed to be 2500 psi and 3000 psi after 1959. For a concrete compressive strength of 2500 psi, the allowable stress for the inventory rating was 1000 psi and 1500 psi for the operating rating. For a concrete compressive strength of 3000 psi, the allowable stress for the inventory rating was 1200 psi and 1900 psi for the operating rating.

*Prestressed Concrete Box Beams and I-Beams:* Member capacities were determined with the aid of load tables and the 1960's Prestressed Beam Standard Drawings published by the Indiana Department of Transportation. When the number of prestressing strands was not known, a conservative estimate was made. When plans were not available, an initial concrete strength of 4,000 psi and a final concrete strength of 5,000 psi were assumed. In addition, strands were eliminated at crack locations or where spalls were evident.

*Timber Slabs:* Member sizes and spacings were measured. Superstructure dead loads were approximated based on the field measurements. The distribution of wheel loads was determined in accordance with current AASHTO requirements. In accordance with INDOT specifications, timber slabs were assumed to be Douglas Fir-Larch, No. 1 or better with a bending strength of 1150 psi. The actual allowable stress for the operating and inventory ratings was based on the bending strength multiplied by various adjustment factors. For both the

inventory and operating rating, a repetitive member factor of 1.15 and a size factor (which depends on thickness and depth) of 1.0 to 1.2 were used. For the inventory rating a load duration factor of 1.15 was used while 1.33 was used for the operating rating duration factor. In addition to the adjustment factors, the allowable operating rating stress was increased by 33%, in accordance with AASHTO.

A listing of all personnel involved with the project and their qualifications is listed in Table 1. A summary of bridges historic significance can be found in Table 7. In order to further facilitate and clarify interpretation of the various items contained on the Structure Inventory and Appraisal Sheets, a brief explanation of each item is listed in Appendix B.

It is hoped that the format of this report will provide a convenient means of reference for anyone using it and assist in achieving an improved, adequate and safe bridge system within the City of Goshen.

**TABLE 1**

**LISTING OF PERSONNEL AND QUALIFICATIONS AND  
SIGNATURE OF ALL TEAM LEADERS**

Inspection	Load Rating	Name	Qualifications	Duties
X	X	Michael A. Kummeth, P.E.	BSCE, NHI 1990, 31 years insp. & design, INDOT Bridge Inspector Number IN000149-2020	Project Manager/ QC-QM
X	X	Pedro A. Trana, P.E.	MSCE, BSCE, NHI 2005, 16 years insp. & design, INDOT Bridge Inspector Number IN000255-2021	Team Leader
X		Ethan A. Flook	BSCE, 2 years inspection & design experience	Team Member
X		Quinten C. Prieur	Bridge Dept. Intern, 2 Summers of Bridge Inspection Experience	Team Member
<p>At least one Team Leader was present and actively involved at each of the individual inspections listed above for each of the bridges in the City of Goshen, Indiana for the 2020 Inspections.</p>				
<p>_____ Pedro A. Trana, P.E.</p>				





TABLE 2

## PRIORITY SCHEDULE FOR BRIDGE IMPROVEMENTS

Priority No.	Bridge No.	Year Needed	Work Description	*Estimated Project Cost
1	301	2020	REPAIR EROSION HOLE AND SETTLEMENT OF WEST APPROACH. INSTALL PEDESTRIAN ONLY SIGNS IN EAST APPROACH. REPAIR EROSION AT SOUTHEAST EMBANKMENT	\$20,000
2	101	2020	REPLACE MISSING PORTIONS OF RUBBER MAT	\$8,000
3	201	2020	INSTALL NEW JOINTS. INSTALL CHECKERED PLATES. CLEAN AND PAINT STEEL SUBSTRUCTURES. CLEAN RUST OFF OF DECK ANGLES. REPLACE DECK.	\$50,000
4	102	2020	INSTALL APPROACHES LEADING TO BRIDGE. CLEAN & PAINT RUST AREAS. REMOVE GRAFFITTI AND PAINT STEEL.	\$23,000
5	203	2020	REPLACE DETERIORATED BOARDS. RESET EXISTING BOARDS TO REDUCE 1" GAPS.	\$5,500
6	303	2020	CLEAN AND PAINT STRUCTURAL STEEL. INSTALL CHECKERED PLATES AT EACH END OF BRIDGE DECK.	\$13,750
7	304	2022	CLEAN AND PAINT STRUCTURAL STEEL. REPLACE TIMBER CURBS.	\$105,000
8	103	2023	REPAIR SUBSTRUCTURE WITH EPOXY CRACK INJECTION AND CONCRETE PATCHING. REPAIR THROUGH GIRDERS NEAR BEARINGS, CLEAN AND PAINT GIRDERS, FLOOR BEAMS, AND STRINGERS.	\$120,000
9	202	2025	REPLACE EXPANSION JOINTS. REPLACE BRIDGE RAILING	\$50,000
10	402	2025	REPLACE CRACKED SIDEWALK AT WEST STAIRS APPROACH.	\$7,000
11	302	2026	CONSIDER REPLACING STRUCTURE WITH NEW VEHICULAR BRIDGE.	\$610,000
12	104	2028	CLEAN AND PAINT STRUCTURAL STEEL. REPLACE DECK.	\$75,000
13	306	2030	REMOVE AND REPAIR UNSOUND CONCRETE. EPOXY INJECT CRACKS. MILL AND OVERLAY CONCRETE DECK.	\$300,000
<b>Total Cost =</b>				<b>\$1,387,250</b>

\* Estimated Project Cost does not include maintenance costs.

TABLE 3

## SCHEDULE FOR BRIDGE MAINTENANCE

Priority No.	Bridge No.	Description	Year Needed	*Estimated Cost
1	201	UNTIL DECK IS REPLACED, REPLACE DETERIORATED TIMBER BOARDS AS NEEDED.	2020	\$3,000
2	302	INSTALL GATE AT EAST APPROACH. INSTALL LOAD POSTING SIGNS.	2020	\$5,400
3	101	REMOVE HEAVY DEBRIS BUILD-UP UNDER BRIDGE.	2020	\$5,000
4	104	CLEAR DEBRIS FROM CHANNEL. REFASTEN LOOSE DECK PLANKS WITH GALVANIZED SCREWS.	2020	\$5,000
5	102	CLEAR TREES & HEAVY BRUSH GROWING UNDER AND ALONG BRIDGE.	2020	\$5,000
6	203	REMOVE VEGETATION AT WEST END, NEXT TO NORTH TRUSS. FIX UNDERMINING AT EAST APPROACH.	2020	\$5,000
7	103	PERIODICALLY CLEAN DEBRIS AND LEAVES FROM BRIDGE DECK AND BEARINGS. CLEAR HOMELESS ACTIVITY.	2020	\$2,000
8	301	INSTALL RIPRAP AT WEST BANK. CLEAR VEGETATION.	2020	\$5,000
9	303	SECURE FENCE ALONG TOP OF BRIDGE RAILING AND EAST APPROACH RAILING. REPAIR LOOSE BOTTOM TIMBER KICK BOARD ALONG THE SOUTH BRIDGE RAILING. REPAIR BENT RAILING ALONG NORTHWEST APPROACH RAIL & CONCRETE SPALL AT SOUTHEAST BEARING.	2020	\$9,000
10	304	CLEAR VEGETATION AROUND BRIDGE.	2020	\$5,000
11	305	CLEAR VEGETATION. PLACE RIPRAP AT PIERS.	2020	\$10,000
12	401	SEAL CRACKS IN TOP SURFACE OF SLAB.	2025	\$10,000
13	202	INSTALL RIPRAP AT SPILL SLOPES.	2025	\$5,000
14	306	FILL VOIDS IN GROUTED RIPRAP. FIX EROSION BEHIND NORTHWEST AND NORTHEAST WINGWALLS. REPLACE PAVED SIDE DITCH.	2025	\$15,000
<b>Total Cost:</b>				<b>\$89,400</b>

TABLE 4

## LOAD RATING SUMMARY AND LOAD POSTING

Bridge No.	Design Load	Load Rating (H inventory for Veh. Bridges)	Open, Posted, or Closed	*Year Rated
101	PEDESTRIAN	40 PSF	OPEN	2008
102	PEDESTRIAN	65 PSF / 10,000 LB TRUCK	OPEN	2012
103	PEDESTRIAN	85 PSF	OPEN	2008
104	PEDESTRIAN	85 PSF	OPEN	2008
201	PEDESTRIAN	80 PSF	OPEN	2008
202	PEDESTRIAN	85 PSF	OPEN	2008
203	PEDESTRIAN	60 PSF/10,000 LB TRUCK	OPEN	2012
300	H-20/HS-20	20 TON	OPEN	2012
301	UNKNOWN	1 TON	POSTED – PEDESTRIANS ONLY	2008
302	H-20/HS-20	12 TON	B – OPEN, POSTING REQUIRED	2020
303	PEDESTRIAN	80 PSF	OPEN	2008
304	PEDESTRIAN	85 PSF	OPEN	2012
305	H-20/HS-20	20 TON	OPEN	2012
306	UNKNOWN	16 TON	OPEN	2020
401	HS-25	20 TON	OPEN	2009
402	E-80 COOPER TRAIN	40 TON	OPEN	2020

\* All previous load ratings have been verified in 2020.

TABLE 5

## SAFETY IMPROVEMENTS CURRENTLY AT BRIDGE

Bridge No.	One Lane	Narrow Bridge	Bridge Railing	Approach Railing	Bridge End Markers	Speed Limit	Curve Signs	Other
101			X	X			X	
102			X					
103			X	X				
104			X	X				
201			X					
202			S					
203			X					5
300			X	X				
301			X	X				1
302			S					2
303			X	S				3
304			X					1
305	X		S		X	X		3
306			X					3
401			X	X				4
402			X					

X = In Place and Adequate

S = In Place and Substandard

Other:

- 1 – Bollard in place to prevent vehicular traffic.
- 2 – Additional signs in place: “Pedestrian Crossing (Symbol)” and City of Goshen Trail signs. In addition, gates restricting bridge are placed at the west approach.
- 3 – Additional signs in place: STOP Sign and/or City of Goshen Trail sign.
- 4 – Additional signs in place: “SR 119”, City of Goshen Trail, and “Bikeway Narrows” signs.
- 5 – Elkhart River sign

TABLE 6

SAFETY IMPROVEMENTS NEEDED AT BRIDGE

Bridge No.	One Lane	Narrow Bridge	Bridge Railing	Approach Railing	Bridge End Markers	Speed Limit	Curve Signs	Other
101								
102				X				
103								
104								
201								
202			X					
203								
300								
301								
302			X	X				1
303				X				
304								
305			X	X				
306								
401								
402								

Other:

1 – Install Load Posting signs. Install gate at east approach. Lock gate at west approach.

**TABLE 7**

**LISTING OF HISTORICAL STRUCTURES**

- Category: (1) On National Register of Historic Places  
 (2) Eligible for National Register of Historic Places  
 (3) Possibly eligible for National Register of Historic Places

<b>Category</b>	<b>Bridge No.</b>	<b>Structure Type</b>	<b>Location</b>
2 - ELIGIBLE	301	EARTH FILLED MASONRY ARCH	350' W. OF 3RD STREET
2 - ELIGIBLE	304	RIVETED STEEL PONY TRUSS	475' W. OF WILSON AVENUE

# STRUCTURE INVENTORY AND APPRAISALS

**CITY OF GOSHEN BRIDGE NO. 101**

**MAPLE CITY GREENWAY  
OVER  
ROCK RUN CREEK**



**SOUTH ELEVATION**



**NORTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**



# STRUCTURE INVENTORY AND APPRAISAL FORM

**Bridge Number: 101**

**Facility Carried: MAPLE CITY GREENWAY**  
**Feature(s) Intersected: ROCK RUN CREEK**

**IDENTIFICATION**

State: **INDIANA**  
 District: **FORT WAYNE**  
 County: **ELKHART**  
 City/Town: **GOSHEN**  
 Feature Int'd: **ROCK RUN CREEK**  
 Facility Carried: **MAPLE CITY GREENWAY**  
 Location: **425' W. OF 1ST STREET**  
 Latitude: **41° 35' 42.72"**  
 Longitude: **85° 50' 30.55"**

**GEOMETRIC DATA**

Structure Length:  
 Max. Span Length:  
 Deck Width (O-O):  
 Br. Rdwy Width:  
 Approach Width:  
 Total Hor. Clearance – Over:  
 Bridge Skew:  
 Stream Skew:

**REMAINING LIFE**

88'-4" Estimated Remaining Life:  
 84'-0 5/8" Wearing Surface: **1 Years**  
 22'-0" Deck: **15 Years**  
 21'-0" Joints: **NA Years**  
 12'-4" Superstructure: **20 Years**  
 21'-0" Substructure: **35 Years**  
 0 Degree(s) Approach: **20 Years**  
 30 Degree(s) Channel: **1 Years**  
 Culvert: **NA Years**

**STRUCTURE DATA**

Str. Type-Main: **RIVETED STEEL PONY TRUSS**  
 Str. Type-Appr: **NA**  
 Deck Str. Type: **WELDED STEEL GRATE**  
 Wearing Surface: **RUBBER MAT**  
 Thickness of Asphalt: **0 Inches**  
 No. of Spans – Main: **1**  
 No. of Spans – Approach: **0**

**CLASSIFICATION**

Historical Significance:  
 Maintenance Responsibility:  
 Owner:

**PROPOSED IMPROVEMENTS**

**NOT ELIGIBLE** Year Needed: **2020**  
 City Type Work: **REPAIR - LOCAL FORCES**  
 City **REPLACE RUBBER MAT**

**LOAD RATING AND POSTING**

Design Load:  
 Operating Rating:  
 Inventory Rating:  
 Gross Tons or H Rating:

**AGE OF SERVICE**

Year Built: **1928 (TRUSS)**  
 Reconstructed: **2003 (ON SITE)**  
 Repaired: **2011**  
 Type of Service: **PED./BIKE over WATERWAY**  
 Lanes on Structure: **TRAIL**  
 ADT – Over: **NA VPD**  
 ADT Year Over: **NA**  
 Paint Date: **2011**  
 Paint Rating: **6 - SATISFACTORY**  
 Detour: **NA**

Posting:  
 Date Posted/Closed:  
 Open, Posted, or Closed:  
 Tons Posted:  
 Year of Rating:

**PEDESTRIAN**

**NA**  
**40 PSF**  
**40 PSF**  
**NA** Bridge Imp. Costs: **\$8,000**  
**NA** Roadway Imp. Costs: **\$0,000**  
**OPEN** Total Project Costs: **\$8,000**  
 Yr. of Cost Estimate: **2020**

**INSPECTIONS**

Inspection Date:  
 Des. Inspection Frequency:  
 Prev. Inspection Date:

**MAINTENANCE NEEDS**

Year Needed: **2020**  
 Describe Work:  
**48 Months REMOVE HEAVY DEBRIS BUILD-UP UNDER BRIDGE**  
**3/7/2018**

Total Maintenance Costs: **\$5,000**

**CONDITION**

**CONDITION**  
 Deck: **SATISFACTORY - PAINT PEEL/ RUST AT EDGES.**  
 Wearing Surface: **POOR - MISSING PIECES/ TEARING**  
 Superstr: **FAIR - PACK RUST @ FLR BM/LOW CHORD & STRINGER/FLR BM CONN.**  
 Substr: **GOOD**  
 Channel: **POOR - HEAVY TREE DEBRIS UNDER BRIDGE**  
 Culvert: **NA**  
 Approach Roadway: **GOOD - TRAIL**

**MATERIAL** **RATING**  
**WELDED STEEL GRATE** **6**  
**RUBBER MAT** **4**  
**STEEL** **5**  
**CONCRETE END BENTS** **7**  
**RIPRAP** **4**  
**NA** **NA**  
**CONCRETE** **7**

**APPRAISAL**

Structural: **FAIR - PACK RUST AT FLOORBEAM/LOW CHORD AND FLOORBEAM/STRINGER CONNECTIONS. HEAVY RUST AT FASCIA STRINGERS** **RATING** **5**  
 Geometry: **VERY GOOD - TRAIL** **8**  
 Bridge Railing: **GOOD - STEEL TUBE** **7**  
 Waterway Adequacy: **SLIGHT CHANCE OF OVERTOPPING BRIDGE** **7**  
 Roadway Alignment: **VERY GOOD - TRAIL/ HORIZONTAL CURVE AT APPROACHES** **8**  
 Scour: **STABLE** **8**  
 Foundation: **STEEL H-PILES**

**REMARKS**

THE BOTTOM CHORD OF THE BRIDGE COLLECTS SIGNIFICANT AMOUNTS OF DEBRIS DURING HIGH FLOWS. THEREFORE, THE CHANNEL SHOULD BE CLEARED OF DEBRIS FOLLOWING SIGNIFICANT STORM EVENTS. ISOLATED PACK RUST AT LOWER CHORD MEMBERS. PACK RUST TYPICAL AT FLOOR BEAM TO LOW CHORD CONNECTIONS AND STRINGER TO FLOOR BEAM CONNECTIONS. PITTING OF FLOOR BEAMS AND INTERIOR STRINGERS. HEAVY RUST AND SECTION LOSS AT FASCIA STRINGERS. THINNING OF TOP FLANGE OF EXTERIOR STRINGERS. SECTION LOSS OF STRINGER ENDS AT FLOOR BEAM CONNECTION. PACK RUST AT WELDED STEEL PLATE AND STRINGER CONNECTION. PAINT PEELING AND RUST AT STEEL GRATE DECK OUTSIDE OF LIMITS OF RUBBER MAT. RUBBER MAT WEARING SURFACE TORE AT VARIOUS LOCATIONS WITH MAT PRYING UP. RIPRAP BEING ERODED EXPOSING GEOTEXTILES.



**CITY OF GOSHEN BRIDGE NO. 102**

**MAPLE CITY GREENWAY  
OVER  
ROCK RUN CREEK**



**WEST ELEVATION**



**EAST ELEVATION**



**SECTION LOOKING NORTH**



**SECTION LOOKING SOUTH**

# STRUCTURE INVENTORY AND APPRAISAL FORM

**Bridge Number: 102**

**Facility Carried: MAPLE CITY GREENWAY**  
**Feature(s) Intersected: ROCK RUN CREEK**

**IDENTIFICATION**

State: **INDIANA**  
 District: **FORT WAYNE**  
 County: **ELKHART**  
 City/Town: **GOSHEN**  
 Feature Int'd: **ROCK RUN CREEK**  
 Facility Carried: **MAPLE CITY GREENWAY**  
 Location: **625' E. OF 5TH STREET**  
 Latitude: **41° 35' 23.88"**  
 Longitude: **85° 49' 52.24"**

**GEOMETRIC DATA**

Structure Length:  
 Max. Span Length:  
 Deck Width (O-O):  
 Br. Rdwy Width:  
 Approach Width:  
 Total Hor. Clearance – Over:  
 Bridge Skew:  
 Stream Skew:

**REMAINING LIFE**

86'-0" Estimated Remaining Life:  
 85'-4" Wearing Surface: **10 Years**  
 10'-8" Deck: **10 Years**  
 10'-0" Joints: **NA Years**  
 10'-8" Superstructure: **20 Years**  
 10'-0" Substructure: **35 Years**  
 0 Degree(s) Approach: **NA Years**  
 25 Degree(s) Channel: **20 Years**  
 Culvert: **NA Years**

**STRUCTURE DATA**

Str. Type-Main: **WELDED STEEL PONY TRUSS**  
 Str. Type-Appr: **NA**  
 Deck Str. Type: **CONCRETE**  
 Wearing Surface: **MONOLITHIC CONCRETE**  
 Thickness of Asphalt: **0 Inches**  
 No. of Spans – Main: **1**  
 No. of Spans – Approach: **0**

**CLASSIFICATION**

Historical Significance:  
 Maintenance Responsibility:  
 Owner:

**PROPOSED IMPROVEMENTS**

NOT ELIGIBLE Year Needed: **2020**  
 City Type Work: **REPAIR - CONTRACT**  
 City  
**INSTALL APPROACHES LEADING TO BRIDGE. CLEAN & PAINT RUST AREAS. PAINT OVER GRAFFITTI.**

**LOAD RATING AND POSTING**

Design Load: **PEDESTRIAN**  
 Operating Rating: **NA**  
 Inventory Rating: **65 PSF / 10,000 LB TRUCK**  
 Gross Tons or H Rating: **65 PSF / 10,000 LB TRUCK**

**AGE OF SERVICE**

Year Built: **1999**  
 Reconstructed: **0000**  
 Repaired: **0000**  
 Type of Service: **PED./BIKE over WATERWAY**  
 Lanes on Structure: **TRAIL**  
 ADT – Over: **NA VPD**  
 ADT Year Over: **NA**  
 Paint Date: **1999**  
 Paint Rating: **6 - SATISFACTORY**  
 Detour: **NA**

Posting:  
 Date Posted/Closed:  
 Open, Posted, or Closed:  
 Tons Posted:  
 Year of Rating:

Bridge Imp. Costs: **\$12,000**  
 Roadway Imp. Costs: **\$11,000**  
 Total Project Costs: **\$23,000**  
 Yr. of Cost Estimate: **2020**

**INSPECTIONS**

Inspection Date:  
 Des. Inspection Frequency:  
 Prev. Inspection Date:

**MAINTENANCE NEEDS**

Year Needed: **2020**  
 Describe Work:  
**48 Months CLEAR TREES & HEAVY BRUSH GROWING UNDER AND 3/7/2018 ALONG BRIDGE**

Total Maintenance Costs: **\$5,000**

**CONDITION**

**CONDITION**  
 Deck: **GOOD - LEACHING OF UNDERSIDE NEXT TO TRUSSES**  
 Wearing Surface: **GOOD**  
 Superstr: **GOOD - PEELING OF PAINT AND SURFACE RUST AT LOWER CHORDS.**  
 Substr: **GOOD - SPALL @ N CONCRETE END BENT MUDWALL**  
 Channel: **SATISFACTORY - MINOR EROSION & UNDERMINING**  
 Culvert: **NA**  
 Approach Roadway: **N/A - NO APPROACH LEADING TO BRIDGE**

**MATERIAL** **RATING**  
 CONCRETE **7**  
 MONOLITHIC CONCRETE **7**  
 STEEL **7**  
 CONCRETE END BENTS **7**  
 GROUTED RIPRAP **6**  
 NA **NA**  
 EARTH **NA**

**APPRAISAL**

Structural: **GOOD - SURFACE RUST AND LEACHING**  
 Geometry: **GOOD - TRAIL**  
 Bridge Railing: **GOOD - STEEL TUBE WITH TIMBER HANDRAIL HAVING SOME SPLITS**  
 Waterway Adequacy: **BRIDGE ABOVE APPROACHES**  
 Roadway Alignment: **STRAIGHT, CREST VERTICAL CURVE - NO TRAIL APPROACH TO BRIDGE**  
 Scour: **STABLE - SCOUR AT TOE OF SPILL SLOPES**  
 Foundation: **UNKNOWN (LIKELY PILES)**

**RATING**  
**7**  
**7**  
**7**  
**8**  
**NA**  
**5**

**REMARKS**

**UNDERSIDE OF DECK IS LEACHING AT TRUSS INTERFACE. PAINT PEELING AND SURFACE RUST AT LOWER CHORD OF TRUSSES. HOMELESS ACTIVITY UNDER BRIDGE. GRAFFITTI ON TRUSS MEMBERS. HEAVY VEGETATION ALONG WEST TRUSS. CONCRETE APPROACH & TRAIL SIGNS ARE GONE. SPALL WITH EXPOSED REBAR IN THE WEST CORNER OF NORTH CONCRETE END BENT. SOME UNDERMINING AT TOE OF GROUTED RIPRAP SPILL SLOPES. BRIDGE NEXT TO WATER PLANT. VERIFY WARRANTY INFORMATION AND PAINT SPECIFICATIONS WITH BRIDGE MANUFACTURER PRIOR TO PERFORMING ANY WORK.**



**CITY OF GOSHEN BRIDGE NO. 103**

**MAPLE CITY GREENWAY  
OVER  
ROCK RUN CREEK**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING EAST**



**SECTION LOOKING WEST**

## STRUCTURE INVENTORY AND APPRAISAL FORM

# Bridge Number: 103

Facility Carried: MAPLE CITY GREENWAY  
Feature(s) Intersected: ROCK RUN CREEK

### IDENTIFICATION

State: INDIANA  
District: FORT WAYNE  
County: ELKHART  
City/Town: GOSHEN  
Feature Int'd: ROCK RUN CREEK  
Facility Carried: MAPLE CITY GREENWAY  
Location: 100' E. OF CRESCENT STREET  
Latitude: 41° 35' 18.25"  
Longitude: 85° 49' 41.77"

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

91'-0" Estimated Remaining Life:  
85'-6" Wearing Surface: 8 Years  
16'-4" Deck: 8 Years  
12'-9" Joints: NA Years  
7'-5" Superstructure: 8 Years  
7'-5" Substructure: 8 Years  
30 Degree(s) Approach: 15 Years  
30 Degree(s) Channel: 8 Years  
Culvert: NA Years

### STRUCTURE DATA

Str. Type-Main: RIVETED STEEL THRU GIRDER  
Str. Type-Appr: NA  
Deck Str. Type: TIMBER  
Wearing Surface: TIMBER  
Thickness of Asphalt: 0 Inches  
No. of Spans – Main: 1  
No. of Spans – Approach: 0

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:  
LOAD RATING AND POSTING  
Design Load:  
Operating Rating:  
Inventory Rating:  
Gross Tons or H Rating:

### AGE OF SERVICE

Year Built: 1850  
Reconstructed: UNKNOWN  
Repaired: UNKNOWN  
Type of Service: PED./BIKE over WATERWAY  
Lanes on Structure: TRAIL  
ADT – Over: NA VPD  
ADT Year Over: 2008  
Paint Date: UNKNOWN  
Paint Rating: 4 - POOR  
Detour: NA

### INSPECTIONS

Posting:  
Date Posted/Closed:  
Open, Posted, or Closed:  
Tons Posted:  
Year of Rating:  
Inspection Date:  
Des. Inspection Frequency:  
Prev. Inspection Date:

### PROPOSED IMPROVEMENTS

NOT ELIGIBLE Year Needed: 2023  
City Type Work: REHABILITATION - CONTRACT  
City  
REPAIR SUBSTRUCTURE WITH EPOXY CRACK INJECTION AND CONCRETE PATCHING. REPAIR THROUGH GIRDERS NEAR BEARINGS, CLEAN AND PAINT GIRDERS, FLOOR BEAMS, AND STRINGERS  
PEDESTRIAN  
NA  
85 PSF  
85 PSF  
NA Bridge Imp. Costs: \$120,000  
NA Roadway Imp. Costs: \$0,000  
OPEN Total Project Costs: \$120,000  
Yr. of Cost Estimate: 2020

### MAINTENANCE NEEDS

Year Needed: 2020  
Describe Work:  
7/29/2020 PERIODICALLY CLEAN DEBRIS AND LEAVES FROM  
48 Months BRIDGE DECK AND BEARINGS. CLEAR HOMELESS  
3/7/2018 ACTIVITY  
Total Maintenance Costs: \$2,000

### CONDITION

	<u>CONDITION</u>	<u>MATERIAL</u>	<u>RATING</u>
Deck:	SATISFACTORY - WORN/FEW SPLITS & SEPARATION	TIMBER	6
Wearing Surface:	SATISFACTORY - WORN	TIMBER	6
Superstr:	POOR - HEAVY RUST OF GIRDERS, FLOOR BEAMS, STRINGERS, AND BEARINGS	STEEL	4
Substr:	FAIR - SCALING ALONG WATERLINE, VERT. CRACKS, & SPALLING	CONCRETE ABUTMENTS	5
Channel:	FAIR - MISALIGNED, HITS SOUTHWEST CORNER OF BRIDGE	NATURAL	5
Culvert:	NA	NA	NA
Approach Roadway:	GOOD - MINOR EROSION AT EAST APPROACH	BITUMINOUS	7

### APPRAISAL

		<u>RATING</u>
Structural:	POOR - STEEL RUST, DELAMINATION AND CRACKING OF CONCRETE ABUTMENTS	4
Geometry:	GOOD - TRAIL	7
Bridge Railing:	SATISFACTORY - TIMBER RAIL ALONG APPROACHES; PL GIRDER AT BRIDGE	6
Waterway Adequacy:	BRIDGE ABOVE APPROACHES	8
Roadway Alignment:	STRAIGHT, SLIGHT CREST CURVE - TRAIL	8
Scour:	STABLE - RIPRAP INSTALLED AT SOUTHWEST CORNER OF ABUTMENT	5
Foundation:	UNKNOWN (LIKELY SPREAD FOOTING)	

### REMARKS

YEAR BUILT ESTIMATED BASED ON HISTORICAL RECORDS. BRIDGE DECK, ESPECIALLY OUTSIDE OF RAILING, SHOULD BE CLEANED PERIODICALLY TO PREVENT DEBRIS AND WATER ACCUMULATION ADJACENT TO THE STEEL THROUGH GIRDERS. A FEW DECK BOARDS WITH WARPING, SPLITS, CHECKS, AND SEPARATION. A FEW OF THE STEEL STIFFENERS ARE TWISTED ABOVE THE DECK. TOP OF FLOOR BEAM FLANGE AND WEB TWISTED IN 4 OF 5 INTERIOR FLOOR BEAMS. HOLES IN WEB PLATE OF SOUTH GIRDER AT EAST BEARING. RIVET HEADS CORRODED THROUGHOUT, SEVERELY AT BEARINGS. PACK RUST AT CONNECTIONS OF STRINGERS TO FLOOR BEAMS AND AT FLOOR BEAMS TO THRU GIRDERS. GUSSET PLATES TWISTED. CHANNEL HITS WEST ABUTMENT TOWARDS SOUTHWEST CORNER, WITH CONCRETE SCALING AND ABRASION AT THIS LOCATION. SCALING & ABRASION ALSO AT EAST ABUTMENT, AT NORTHEAST CORNER. EROSION AND UNDERMINING BELOW STORM PIPES AT NORTHWEST BANK.



**CITY OF GOSHEN BRIDGE NO. 104**

**MAPLE CITY GREENWAY  
OVER  
ROCK RUN CREEK**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING EAST**



**SECTION LOOKING WEST**

## STRUCTURE INVENTORY AND APPRAISAL FORM

**Bridge Number: 104**

**Facility Carried: MAPLE CITY GREENWAY**  
**Feature(s) Intersected: ROCK RUN CREEK**

**IDENTIFICATION**

State: **INDIANA**  
 District: **FORT WAYNE**  
 County: **ELKHART**  
 City/Town: **GOSHEN**  
 Feature Int'd: **ROCK RUN CREEK**  
 Facility Carried: **MAPLE CITY GREENWAY**  
 Location: **1250' E. OF LINCOLN AVENUE**  
 Latitude: **41° 35' 11.40"**  
 Longitude: **85° 49' 17.76"**

**GEOMETRIC DATA**

Structure Length:  
 Max. Span Length:  
 Deck Width (O-O):  
 Br. Rdwy Width:  
 Approach Width:  
 Total Hor. Clearance – Over:  
 Bridge Skew:  
 Stream Skew:

**REMAINING LIFE**

103'-0" Estimated Remaining Life:  
 31'-0" Wearing Surface: **8 Years**  
 14'-2" Deck: **8 Years**  
 12'-0" Joints: **NA Years**  
 12'-0" Superstructure: **10 Years**  
 12'-0" Substructure: **10 Years**  
 0 Degree(s) Approach: **15 Years**  
 0 Degree(s) Channel: **10 Years**  
 Culvert: **NA Years**

**STRUCTURE DATA**

Str. Type-Main: **RIVETED STEEL DECK GIRDER**  
 Str. Type-Appr: **HEAVY TIMBER STRINGER**  
 Deck Str. Type: **TIMBER**  
 Wearing Surface: **TIMBER**  
 Thickness of Asphalt: **0 Inches**  
 No. of Spans – Main: **1**  
 No. of Spans – Approach: **6**

**CLASSIFICATION**

Historical Significance:  
 Maintenance Responsibility:  
 Owner:  
**LOAD RATING AND POSTING**  
 Design Load:  
 Operating Rating:  
 Inventory Rating:  
 Gross Tons or H Rating:

**AGE OF SERVICE**

Year Built: **UNKNOWN**  
 Reconstructed: **UNKNOWN**  
 Repaired: **UNKNOWN**  
 Type of Service: **PED./BIKE over WATERWAY**  
 Lanes on Structure: **TRAIL**  
 ADT – Over: **NA VPD**  
 ADT Year Over: **NA**  
 Paint Date: **UNKNOWN**  
 Paint Rating: **4 - POOR**  
 Detour: **NA**

**INSPECTIONS**

Posting:  
 Date Posted/Closed:  
 Open, Posted, or Closed:  
 Tons Posted:  
 Year of Rating:  
 Inspection Date:  
 Des. Inspection Frequency:  
 Prev. Inspection Date:

**PROPOSED IMPROVEMENTS**

**NOT ELIGIBLE** Year Needed: **2028**  
 City Type Work: **REHABILITATION - CONTRACT**  
 City **CLEAN AND PAINT STRUCTURAL STEEL. REPLACE DECK**

**PEDESTRIAN**

**NA**  
**85 PSF**  
**85 PSF**  
**NA** Bridge Imp. Costs: **\$75,000**  
**NA** Roadway Imp. Costs: **\$0,000**  
**OPEN** Total Project Costs: **\$75,000**  
 Yr. of Cost Estimate: **2020**

**MAINTENANCE NEEDS**

Year Needed: **2020**  
 Describe Work:  
**48 Months** **CLEAR DEBRIS FROM CHANNEL. REFASTEN LOOSE**  
**3/7/2018** **DECK PLANKS WITH GALVANIZED SCREWS**

Total Maintenance Costs: **\$5,000**

**CONDITION**

	<u>CONDITION</u>	<u>MATERIAL</u>	<u>RATING</u>
Deck:	<b>SATISFACTORY - SOME LOOSE DECK PLANKS. SPLITS &amp; CHECKS</b>	<b>TIMBER</b>	<b>6</b>
Wearing Surface:	<b>SATISFACTORY - SOME LOOSE DECK PLANKS. SPLITS &amp; CHECKS</b>	<b>TIMBER</b>	<b>6</b>
Superstr:	<b>FAIR - HEAVY RUST OF STEEL, MINOR DECAY OF HEAVY TIMBER WITH SPLITS AND CHECKS</b>	<b>STEEL/TIMBER</b>	<b>5</b>
Substr:	<b>FAIR - MODERATE DECAY OF PILES AND CAPS. SPLITS IN CAPS</b>	<b>TIMBER BENTS</b>	<b>5</b>
Channel:	<b>SATISFACTORY - MINOR DEBRIS ACCUMULATION</b>	<b>EARTH</b>	<b>6</b>
Culvert:	<b>NA</b>	<b>NA</b>	<b>NA</b>
Approach Roadway:	<b>GOOD - TRAIL</b>	<b>BITUMINOUS</b>	<b>7</b>

**APPRAISAL**

		<u>RATING</u>
Structural:	<b>FAIR - HEAVY RUST AND PITTING OF STEEL GIRDERS, MINOR TO MODERATE DECAY OF TIMBER BEAMS AND PIERS</b>	<b>5</b>
Geometry:	<b>GOOD - TRAIL</b>	<b>7</b>
Bridge Railing:	<b>GOOD - TIMBER</b>	<b>7</b>
Waterway Adequacy:	<b>BRIDGE ABOVE APPROACHES</b>	<b>8</b>
Roadway Alignment:	<b>SLIGHT HORIZONTAL CURVE, LEVEL - TRAIL</b>	<b>8</b>
Scour:	<b>STABLE</b>	<b>5</b>
Foundation:	<b>TIMBER PILES</b>	

**REMARKS**

**OLD RAILROAD TRESTLE STRUCTURE. THE STRUCTURE'S PIERS COLLECT SIGNIFICANT AMOUNTS OF DEBRIS. THEREFORE, THE CHANNEL SHOULD BE CLEARED OF DEBRIS FOLLOWING ANY SIGNIFICANT STORM EVENT. HEAVY RUST AT STEEL BEARINGS. MANY STIFFENERS ON INTERIOR SIDE WITH 100% SECTION LOSS. RIVET HEADS WITH SOME DETERIORATION. PACK RUST AT DIAPHRAGM CONNECTIONS AND AT STIFFENERS. MINOR DECAY AND SPLITTING OF LONGITUDINAL TIMBER BEAMS. MODERATE DECAY AT TIMBER BENTS. DECK EDGES AT BRIDGE ENDS ARE ROUGH WITH BOARDS GETTING LOOSE. LARGE SPLIT IN EAST PIER CAP, SUPPPORTING EAST APPROACH SPAN. TREE LOG NEXT TO WEST PEIR OF MAIN SPAN.**



**CITY OF GOSHEN BRIDGE NO. 201**

**UNNAMED TRAIL  
OVER  
THE ELKHART RIVER**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**



# STRUCTURE INVENTORY AND APPRAISAL FORM

**Bridge Number: 201**

**Facility Carried: UNNAMED TRAIL**  
**Feature(s) Intersected: ELKHART RIVER**

**IDENTIFICATION**

State: **INDIANA**  
 District: **FORT WAYNE**  
 County: **ELKHART**  
 City/Town: **GOSHEN**  
 Feature Int'd: **ELKHART RIVER**  
 Facility Carried: **UNNAMED TRAIL**  
 Location: **70' W. OF CLINTON ST./NEW ST.**  
 Latitude: **41° 35' 16.19"**  
 Longitude: **85° 50' 20.82"**

**GEOMETRIC DATA**

Structure Length:  
 Max. Span Length:  
 Deck Width (O-O):  
 Br. Rdwy Width:  
 Approach Width:  
 Total Hor. Clearance – Over:  
 Bridge Skew:  
 Stream Skew:

**REMAINING LIFE**

Estimated Remaining Life:  
 Wearing Surface: **5 Years**  
 Deck: **5 Years**  
 Joints: **0 Years**  
 Superstructure: **25 Years**  
 Substructure: **20 Years**  
 Approach: **15 Years**  
 Channel: **20 Years**  
 Culvert: **NA Years**

**STRUCTURE DATA**

Str. Type-Main: **WELDED STEEL PONY TRUSS**  
 Str. Type-Appr: **NA**  
 Deck Str. Type: **TIMBER**  
 Wearing Surface: **TIMBER**  
 Thickness of Asphalt: **0 Inches**  
 No. of Spans – Main: **2**  
 No. of Spans – Approach: **0**

**CLASSIFICATION**

Historical Significance:  
 Maintenance Responsibility:  
 Owner:  
**LOAD RATING AND POSTING**  
 Design Load:  
 Operating Rating:  
 Inventory Rating:  
 Gross Tons or H Rating:

**PROPOSED IMPROVEMENTS**

**NOT ELIGIBLE** Year Needed: **2020**  
 City Type Work: **REHABILITATION - CONTRACT**  
 City  
**INSTALL NEW JOINTS. INSTALL CHECKERED PLATES. CLEAN AND PAINT STEEL SUBSTRUCTURES. CLEAN RUST OFF AT DECK ANGLES. REPLACE DECK.**  
**PEDESTRIAN**  
**NA**  
**80 PSF**  
**80 PSF**  
 Bridge Imp. Costs: **\$50,000**  
 Roadway Imp. Costs: **\$0,000**  
**OPEN** Total Project Costs: **\$50,000**  
 Yr. of Cost Estimate: **2020**

**AGE OF SERVICE**

Year Built: **1990**  
 Reconstructed: **NA**  
 Repaired: **2011**  
 Type of Service: **PED./BIKE over WATERWAY**  
 Lanes on Structure: **TRAIL**  
 ADT – Over: **NA VPD**  
 ADT Year Over: **NA**  
 Paint Date: **1990**  
 Paint Rating: **4 - POOR**  
 Detour: **NA**

**INSPECTIONS**

Posting:  
 Date Posted/Closed:  
 Open, Posted, or Closed:  
 Tons Posted:  
 Year of Rating:  
 Inspection Date:  
 Des. Inspection Frequency:  
 Prev. Inspection Date:

**MAINTENANCE NEEDS**

Year Needed: **2020**  
 Describe Work:  
**48 Months** **UNTIL DECK IS REPLACED, REPLACE DETERIORATED**  
**3/6/2018** **TIMBER BOARDS AS NEEDED**

Total Maintenance Costs: **\$3,000**

**CONDITION**

**CONDITION**  
 Deck: **FAIR- SPLITTING AND CHECKS**  
 Wearing Surface: **FAIR - SMALL KNOTS AND HOLES**  
 Superstr: **GOOD - SURFACE RUST & PITTING AT DECK ANGLES**  
 Substr: **SATISFACTORY - SURFACE RUST ON WEST BENT AND PIER**  
 Channel: **GOOD - STEEP EAST SLOPE**  
 Culvert: **NA**  
 Approach Roadway: **GOOD - TRAIL**

**MATERIAL** **RATING**  
**TIMBER** **5**  
**TIMBER** **6**  
**WEATHERING STEEL** **7**  
**STEEL & CONCRETE** **6**  
**EARTH AND BOULDERS** **7**  
**NA** **NA**  
**CONCRETE** **7**

**APPRAISAL**

Structural: **SURFACE RUST OF SUBSTRUCTURE. PACK RUST AT DECK ANGLES.** **RATING** **6**  
 Geometry: **GOOD - TRAIL** **7**  
 Bridge Railing: **GOOD - STEEL TUBE** **7**  
 Waterway Adequacy: **BRIDGE ABOVE APPROACHES** **8**  
 Roadway Alignment: **CONSTANT SLOPE, STRAIGHT ALIGNMENT - TRAIL** **8**  
 Scour: **STABLE** **8**  
 Foundation: **SPREAD FOOTING AND PILES**

**REMARKS**

**FAILED EXPANSION JOINTS. WEST EXPANSION JOINT OPEN 1 1/2". WEST ABUTMENT STEEL CAP WITH SURFACE RUST. INTERIOR PIER CAP WITH SURFACE RUST. SUBSTRUCTURE PAINT FLAKING. DECK TIMBER BOARDS ARE SPLITTING WITH MINOR KNOTS AND SMALL KNOT HOLES. THREE TIMBER BOARDS HAVE BEEN REPLACED. SURFACE RUST & PITTING AT ANGLES CONNECTING TIMBER DECK TO STRUCTURE. PACK RUST OBSERVED IN A FEW WELDS CONNECTING THE ANGLES TO THE TRUSS VERTICALS. VERIFY WARRANTY INFORMATION WITH BRIDGE MANUFACTURER PRIOR TO PERFORMING ANY WORK.**



**CITY OF GOSHEN BRIDGE NO. 202**

**UNNAMED TRAIL  
OVER  
THE ELKHART RIVER**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**

# STRUCTURE INVENTORY AND APPRAISAL FORM

**Bridge Number: 202**

**Facility Carried: UNNAMED TRAIL**  
**Feature(s) Intersected: ELKHART RIVER**

**IDENTIFICATION**

State: **INDIANA**  
 District: **FORT WAYNE**  
 County: **ELKHART**  
 City/Town: **GOSHEN**  
 Feature Int'd: **ELKHART RIVER**  
 Facility Carried: **UNNAMED TRAIL**  
 Location: **1200' E. OF INDIANA AVENUE**  
 Latitude: **41° 34' 53.30"**  
 Longitude: **85° 50' 37.86"**

**GEOMETRIC DATA**

Structure Length:  
 Max. Span Length:  
 Deck Width (O-O):  
 Br. Rdwy Width:  
 Approach Width:  
 Total Hor. Clearance – Over:  
 Bridge Skew:  
 Stream Skew:

**REMAINING LIFE**

120'-0" Estimated Remaining Life:  
 65'-0" Wearing Surface: **12 Years**  
 11'-4" Deck: **12 Years**  
 9'-0" Joints: **0 Years**  
 9'-0" Superstructure: **25 Years**  
 9'-0" Substructure: **25 Years**  
 0 Degree(s) Approach: **15 Years**  
 0 Degree(s) Channel: **10 Years**  
 Culvert: **NA Years**

**STRUCTURE DATA**

Str. Type-Main: **STEEL TWO GIRDER SYSTEM**  
 Str. Type-Appr: **NA**  
 Deck Str. Type: **CONCRETE**  
 Wearing Surface: **MONOLITHIC CONCRETE**  
 Thickness of Asphalt: **0 Inches**  
 No. of Spans – Main: **3**  
 No. of Spans – Approach: **0**

**CLASSIFICATION**

Historical Significance:  
 Maintenance Responsibility:  
 Owner:  
**LOAD RATING AND POSTING**  
 Design Load:  
 Operating Rating:  
 Inventory Rating:  
 Gross Tons or H Rating:

**PROPOSED IMPROVEMENTS**

**NOT ELIGIBLE** Year Needed: **2025**  
 City Type Work: **REPAIR - CONTRACT**  
 City  
**REPLACE EXPANSION JOINTS. REPLACE BRIDGE RAILING.**  
**PEDESTRIAN**  
**NA**  
**85 PSF**  
**85 PSF**  
**NA** Bridge Imp. Costs: **\$50,000**  
**NA** Roadway Imp. Costs: **\$0,000**  
**OPEN** Total Project Costs: **\$50,000**  
 Yr. of Cost Estimate: **2020**

**AGE OF SERVICE**

Year Built: **1975**  
 Reconstructed: **NA**  
 Repaired: **2009**  
 Type of Service: **PED./BIKE over WATERWAY**  
 Lanes on Structure: **TRAIL**  
 ADT – Over: **NA VPD**  
 ADT Year Over: **NA**  
 Paint Date: **NA**  
 Paint Rating: **NA**  
 Detour: **NA**

**INSPECTIONS**

Posting:  
 Date Posted/Closed:  
 Open, Posted, or Closed:  
 Tons Posted:  
 Year of Rating:  
 Inspection Date:  
 Des. Inspection Frequency:  
 Prev. Inspection Date:

**MAINTENANCE NEEDS**

Year Needed: **2025**  
 Describe Work:  
**48 Months** **INSTALL RIPRAP AT SPILL SLOPES**  
**3/6/2018**

Total Maintenance Costs: **\$5,000**

**CONDITION**

**CONDITION**  
 Deck: **SATISFACTORY - EXPANSION JOINTS FAILED AT EACH END**  
 Wearing Surface: **SATISFACTORY - ROUGH**  
 Superstr: **GOOD - MINOR PITTING**  
 Substr: **GOOD**  
 Channel: **GOOD - SOME EROSION AT BANKS**  
 Culvert: **NA**  
 Approach Roadway: **GOOD - TRAIL**

**MATERIAL** **RATING**  
**CONCRETE** **6**  
**MONOLITHIC CONCRETE** **6**  
**WEATHERING STEEL** **7**  
**CONC. ABUTMENTS AND STEEL PILES** **7**  
**RIPRAP/NATURAL** **7**  
**NA** **NA**  
**CONCRETE** **7**

**APPRAISAL**

Structural: **GOOD CONDITION**  
 Geometry: **GOOD - TRAIL**  
 Bridge Railing: **FAIR - ALUMINUM - POOR FIELD WELD ON ADDITIONAL HORIZONTAL RAILS**  
 Waterway Adequacy: **BRIDGE ABOVE APPROACHES**  
 Roadway Alignment: **CREST VERTICAL CURVE, STRAIGHT ALIGNMENT - TRAIL**  
 Scour: **STABLE**  
 Foundation: **SPREAD FOOTING AT ABUTMENTS AND PILES AT PIERS**

**RATING**  
**7**  
**7**  
**5**  
**8**  
**8**  
**5**

**REMARKS**

ADDITIONAL HORIZONTAL RAILS ADDED TO THE EXISTING RAIL TO REDUCE THE CLEAR SPACE BETWEEN RAILS. POOR FIELD WELD ON ADDITIONAL HORIZONTAL RAILS. NO JOINTS ON ADDITIONAL HORIZONTAL RAILS, THUS WLEDS BREAK AT SOME LOCATIONS. 2ND HORIZONTAL RAIL FROM TOP, AT NORTH BRIDGE RAIL IS UNATTACHED NEAR THE EAST END. TOP HORIZONTAL RAIL AT SOUTH BRIDGE RAIL IS ALSO UNATTACHED NEAR EAST END. DECK EXPANSION JOINTS FAILED. FOUNDATION SEAL AT EAST ABUTMENT EXPOSED. UNDERMINING AT GROUTED SPILL SLOPE NEXT TO EAST ABUTMENT.



**CITY OF GOSHEN BRIDGE NO. 203**

**MAPLE CITY GREENWAY  
OVER  
ELKHART RIVER**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**

# STRUCTURE INVENTORY AND APPRAISAL FORM

## Bridge Number: 203

Facility Carried: MAPLE CITY GREENWAY  
Feature(s) Intersected: ELKHART RIVER

### IDENTIFICATION

State: INDIANA  
District: FORT WAYNE  
County: ELKHART  
City/Town: GOSHEN  
Feature Int'd: ELKHART RIVER  
Facility Carried: MAPLE CITY GREENWAY  
Location: 950' W. OF 3RD STREET  
Latitude: 41° 34' 28.46"  
Longitude: 85° 50' 18.68"

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

165'-0" Estimated Remaining Life:  
55'-0" Wearing Surface: 5 Years  
8'-0" Deck: 5 Years  
8'-0" Joints: 5 Years  
10'-0" Superstructure: 35 Years  
8'-0" Substructure: 35 Years  
0 Degree(s) Approach: 15 Years  
0 Degree(s) Channel: 20 Years  
Culvert: NA Years

### STRUCTURE DATA

Str. Type-Main: WELDED STEEL PONY TRUSS  
Str. Type-Appr: NA  
Deck Str. Type: TIMBER  
Wearing Surface: TIMBER  
Thickness of Asphalt: 0 Inches  
No. of Spans – Main: 3  
No. of Spans – Approach: 0

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:

### PROPOSED IMPROVEMENTS

NOT ELIGIBLE Year Needed: 2020  
City Type Work: REHABILITATION - LOCAL FORCES  
City  
REPLACE DETERIORATED BOARDS. RESET EXISTING  
BOARDS TO REDUCE 1" GAPS.

### LOAD RATING AND POSTING

Design Load: PEDESTRIAN  
Operating Rating: NA  
Inventory Rating: 60 PSF/10,000 LB TRUCK  
Gross Tons or H Rating: 60 PSF/10,000 LB TRUCK

### AGE OF SERVICE

Year Built: 1995  
Reconstructed: NA  
Repaired: NA  
Type of Service: PED./BIKE over WATERWAY  
Lanes on Structure: TRAIL  
ADT – Over: NA VPD  
ADT Year Over: NA  
Paint Date: NA  
Paint Rating: NA  
Detour: NA

Posting: NA  
Date Posted/Closed: NA  
Open, Posted, or Closed: OPEN  
Tons Posted:  
Year of Rating: 2012

Bridge Imp. Costs: \$5,500  
Roadway Imp. Costs: \$0,000  
Total Project Costs: \$5,500  
Yr. of Cost Estimate: 2020

### INSPECTIONS

Inspection Date:  
Des. Inspection Frequency:  
Prev. Inspection Date:

### MAINTENANCE NEEDS

Year Needed: 2020  
7/29/2020 Describe Work:  
48 Months REMOVE VEGITATION AT WEST END, NEXT TO NORTH  
3/6/2018 TRUSS. FIX UNDERMINING @ EAST APPROACH

Total Maintenance Costs: \$5,000

### CONDITION

CONDITION  
Deck: SPLITTING AND KNOTS; ISOLATED ROT SPOTS; 1" SEPARATION  
Wearing Surface: SPLITTING AND KNOTS; ISOLATED ROT SPOTS; 1" SEPARATION  
Superstr: GOOD - MINOR PITTING & RUST  
Substr: GOOD  
Channel: GOOD  
Culvert: NA  
Approach Roadway: UNDERMINING BELOW CONCRETE @ EAST APPROACH

<u>MATERIAL</u>	<u>RATING</u>
TIMBER	5
TIMBER	5
WEATHERING STEEL	7
CONCRETE CAPS ON STEEL PILES	7
RIPRAP/NATURAL	7
NA	NA
CONCRETE	6

### APPRAISAL

Structural: GOOD - MINOR RUST ON TRUSSES	<u>RATING</u> 7
Geometry: GOOD - TRAIL	7
Bridge Railing: GOOD - STEEL	7
Waterway Adequacy: BRIDGE ABOVE APPROACHES	8
Roadway Alignment: CREST VERTICAL CURVE, STRAIGHT ALIGNMENT - TRAIL	8
Scour: STABLE	8
Foundation: PILES	

### REMARKS

**SAFETY RAIL DAMAGE AT SOUTHWEST CORNER. TIMBER DECK SPLITTING AND ISOLATED ROT IN A FEW BOARDS. KNOTS IN SEVERAL BOARDS IN WEST AND CENTER SPANS. LOOSE BOARDS NEXT TO EAST PIER. 1" SEPARATION ON MULTIPLE BOARDS IN ALL 3 SPANS. HEAVY VEGETATION NEXT TO NORTH TRUSS AT WEST END, KEEPING BRIDGE WET. VERIFY WARRANTY INFORMATION AND WELDING SPECIFICATIONS WITH BRIDGE MANUFACTURER PRIOR TO PERFORMING ANY WORK.**



# CITY OF GOSHEN BRIDGE NO. 300

## MILLRACE CANAL TRAIL OVER MILLRACE HYDRAULIC CANAL



**EAST ELEVATION**



**SECTION LOOKING NORTH**



**SECTION LOOKING SOUTH**

# STRUCTURE INVENTORY AND APPRAISAL FORM

## Bridge Number: 300

Facility Carried: MILLRACE CANAL TRAIL  
Feature(s) Intersected: MILLRACE HYDRAULIC CANAL

### IDENTIFICATION

State: INDIANA  
District: FORT WAYNE  
County: ELKHART  
City/Town: GOSHEN  
Feature Int'd: MILLRACE HYDRAULIC CANAL  
Facility Carried: MILLRACE CANAL TRAIL  
Location: 175' W. OF 2ND ST./WASH. ST. INTER.  
Latitude: 41° 35' 5.38"  
Longitude: 85° 50' 17.81"

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

34'-0" Estimated Remaining Life:  
16'-0" Wearing Surface: 30 Years  
21'-9" Deck: 30 Years  
17'-0" Joints: NA Years  
10'-0" Superstructure: 50 Years  
17'-0" Substructure: 20 Years  
0 Degree(s) Approach: 10 Years  
0 Degree(s) Channel: 20 Years  
Culvert: NA Years

### STRUCTURE DATA

Str. Type-Main: PRES. CONC. H.C. SLAB  
Str. Type-Appr: NA  
Deck Str. Type: CONCRETE  
Wearing Surface: MONOLITHIC CONCRETE  
Thickness of Asphalt: 0 Inches  
No. of Spans – Main: 2  
No. of Spans – Approach: 0

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:

### PROPOSED IMPROVEMENTS

NOT ELIGIBLE Year Needed:  
City Type Work:  
City  
NO MAJOR WORK NEEDED AT THIS TIME

### LOAD RATING AND POSTING

Design Load: H-20/HS-20  
Operating Rating: 45 TON  
Inventory Rating: 36 TON  
Gross Tons or H Rating: 20 TON

### AGE OF SERVICE

Year Built: 1898  
Reconstructed: 2010  
Repaired: NA  
Type of Service: PED./BIKE over WATERWAY  
Lanes on Structure: TRAIL  
ADT – Over: NA VPD  
ADT Year Over: NA  
Paint Date: NA  
Paint Rating: NA  
Detour: NA

Posting: 5 - EQUAL OR ABOVE LEGAL LOADS  
Date Posted/Closed:  
Open, Posted, or Closed: OPEN  
Tons Posted:  
Year of Rating: 2012

Bridge Imp. Costs: \$0,000  
Roadway Imp. Costs: \$0,000  
Total Project Costs: \$0,000  
Yr. of Cost Estimate:

### INSPECTIONS

Inspection Date: 7/30/2020  
Des. Inspection Frequency: 24 Months  
Prev. Inspection Date: 3/6/2018

### MAINTENANCE NEEDS

Year Needed:  
Describe Work:  
NO MAJOR MAINTENANCE NEEDED

Total Maintenance Costs:

### CONDITION

	<u>CONDITION</u>	<u>MATERIAL</u>	<u>RATING</u>
Deck:	VERY GOOD	CONCRETE	8
Wearing Surface:	VERY GOOD	MONOLITHIC CONCRETE	8
Superstr:	VERY GOOD	PRESTRESSED CONC.E HOLLOW CORE SLABS	8
Substr:	FAIR - ABRASION/ SCALING/ WORN	CONCRETE	5
Channel:	GOOD	CONCRETE	7
Culvert:	NA	NA	NA
Approach Roadway:	GOOD - TRAIL - MINOR CRACKS IN RCBA	GRAVEL	7

### APPRAISAL

	<u>RATING</u>
Structural: FAIR - CONCRETE ABUTMENTS AND CENTER PIER ARE WORN WITH SCALING AND ABRASION	5
Geometry: GOOD - TRAIL	7
Bridge Railing: VERY GOOD - STEEL PEDESTRIAN RAIL	8
Waterway Adequacy: OVER HYDRAULIC CANAL WITH FLOW CONTROL	9
Roadway Alignment: STRAIGHT AND LEVEL - TRAIL	8
Scour: STABLE	8
Foundation: UNKNOWN (LIKELY SPREAD FOOTING)	

### REMARKS

ACCESS TO SUBSTRUCTURE IS OBTAINED BETWEEN WEST COPING AND POWERHOUSE. A 20' EXTENSION LADDER, 3' STEP LADDER, AND CANAL MUST BE LOWERED AT A MINIMUM FOR ACCESS. MINOR CRACKING IN REINFORCED CONCRETE APPROACH SLABS. HONEYCOMBING IN BEAM 4 FROM WEST IN SOUTH SPAN. BEARING PAD IN BEAM 2 FROM WEST IN SOUTH SPAN AT PIER, HAS STARTED TO WALK OUT.



**CITY OF GOSHEN BRIDGE NO. 301**

**JEFFERSON STREET  
OVER  
MILLRACE HYDRAULIC CANAL**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**



# STRUCTURE INVENTORY AND APPRAISAL FORM

## Bridge Number: 301

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

### IDENTIFICATION

State: INDIANA  
District: FORT WAYNE  
County: ELKHART  
City/Town: GOSHEN  
Feature Int'd: MILLRACE HYDRAULIC CANAL  
Facility Carried: JEFFERSON STREET  
Location: 350' W. OF 3RD STREET  
Latitude: 41° 35' 1.27"  
Longitude: 85° 50' 14.64"

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

48'-0" Estimated Remaining Life:  
21'-3" Wearing Surface: 2 Years  
11'-0" Deck: NA Years  
9'-1" Joints: NA Years  
10'-0" Superstructure: 15 Years  
9'-1" Substructure: 15 Years  
0 Degree(s) Approach: 1 Years  
0 Degree(s) Channel: 15 Years  
Culvert: NA Years

### STRUCTURE DATA

Str. Type-Main: EARTH FILLED MASONRY ARCH  
Str. Type-Appr: NA  
Deck Str. Type: NA  
Wearing Surface: BITUMINOUS  
Thickness of Asphalt: 5 Inches  
No. of Spans – Main: 2  
No. of Spans – Approach: 0

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:  
LOAD RATING AND POSTING  
Design Load:  
Operating Rating:  
Inventory Rating:  
Gross Tons or H Rating:

### PROPOSED IMPROVEMENTS

ELIGIBLE Year Needed: 2020  
City Type Work: REPAIR - CONTRACT  
City  
REPAIR EROSION HOLE AND SETTLEMENT IN WEST APPROACH. INSTALL PEDESTRIAN TRAFFIC ONLY SIGNS IN EAST APPROACH. REPAIR EROSION AT SOUTHEAST EMBANKMENT.  
UNKNOWN  
NA  
1 TON  
1 TON  
Bridge Imp. Costs: \$20,000  
Roadway Imp. Costs: \$0,000  
Total Project Costs: \$20,000  
Yr. of Cost Estimate: 2020  
PEDESTRIAN ONLY  
2008

### AGE OF SERVICE

Year Built: 1880  
Reconstructed: UNKNOWN  
Repaired: 2009  
Type of Service: PED./BIKE over WATERWAY  
Lanes on Structure: 01  
ADT – Over: 0 VPD  
ADT Year Over: 2008  
Paint Date: NA  
Paint Rating: NA  
Detour: < 1 MILE

Posting: 1 - 30.0-30.9% BELOW LEGAL LOADS  
Date Posted/Closed: 3/1/2012  
Open, Posted, or Closed: POSTED  
Tons Posted: PEDESTRIAN ONLY  
Year of Rating: 2008  
INSPECTIONS  
Inspection Date: 7/30/2020  
Des. Inspection Frequency: 24 Months  
Prev. Inspection Date: 3/6/2018

### MAINTENANCE NEEDS

Year Needed: 2020  
Describe Work: INSTALL RIPRAP AT WEST BANK. CLEAR VEGETATION

Total Maintenance Costs: \$5,000

### CONDITION

<u>CONDITION</u>	
Deck:	NA
Wearing Surface:	FAIR - TRANSVERSE CRACKS / SETTLEMENT AND EROSION
Superstr:	SATISFACTORY - CRACKS AND EFFLORESCENCE
Substr:	SATISFACTORY - ABRASION
Channel:	GOOD
Culvert:	NA
Approach Roadway:	POOR - CRACKED & SETTLED AT WEST END

<u>MATERIAL</u>	<u>RATING</u>
NA	NA
BITUMINOUS	5
STONE MASONRY	6
STONE MASONRY	6
EARTH AND RIPRAP	7
NA	NA
BITUMINOUS	4

### APPRAISAL

<u>APPRAISAL</u>	<u>RATING</u>	
Structural:	SATISFACTORY- CRACKING AND LEACHING OF ARCHES	6
Geometry:	GOOD - TRAIL	7
Bridge Railing:	GOOD - STEEL PEDESTRIAN HANDRAIL	7
Waterway Adequacy:	OVER HYDRAULIC CANAL WITH FLOW CONTROL	9
Roadway Alignment:	STRAIGHT AND LEVEL- TRAIL	8
Scour:	STABLE - RIPRAP ADDED AT ABUTMENTS AND PIER	5
Foundation:	SPREAD FOOTING	

### REMARKS

EAST APPROACH CLOSED AT THE TIME OF INSPECTION DUE TO CONSTRUCTION OF NEARBY BUILDING. BRIDGE ADEQUATE FOR PEDESTRIAN TRAFFIC ONLY. THE MASONRY IS SOLID WITH NO LOOSE STONES FOUND. THE BRIDGE SHOULD BE KEPT CLEAR OF VEGETATIVE GROWTH. PATCHES ON EAST SPAN IN GOOD CONDITION. RIPRAP AROUND ABUTMENTS AND PIER. RIPRAP IN NORTHEAST AND SOUTHEAST CORNERS. RIPRAP AT SOUTHEAST CORNER IS ERODING. MASONRY REPOINTING IN GOOD CONDITION. ABRASION AT WEST ABUTMENT AT ORDINARY HIGH WATER MARK. ABRASION AT WEST SIDE OF PIER. CRACKING WITH LEACHING IN WEST SPAN NEAR PIER. TRANSVERSE SEALED CRACKS IN PAVEMENT. EROSION AND SETTLEMENT IN WEST APPROACH. VOID/SETTLEMENT AT WEST APPROACH IS 4.5' X 2.5' X 5" DEEP IN SOUTHWEST SIDE OF APPROACH. APPROACH HAS SETTLED AROUND HOLE. FILL ON SOUTHWEST SIDE OF APPROACH IS BEING FILTERED OUT AT WINGWALL. SPALLING AND DETERIORATION AT SOUTHWEST WINGWALL.



**CITY OF GOSHEN BRIDGE NO. 302**

**MADISON STREET  
OVER  
MILLRACE HYDRAULIC CANAL**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**

## STRUCTURE INVENTORY AND APPRAISAL FORM

# Bridge Number: 302

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

### IDENTIFICATION

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

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

62'-6" Estimated Remaining Life:  
15'-5" Wearing Surface: 7 Years  
22'-0" Deck: 7 Years  
21'-6" Joints: NA Years  
21'-6" Superstructure: 10 Years  
21'-6" Substructure: 5 Years  
0 Degree(s) Approach: 5 Years  
0 Degree(s) Channel: 15 Years  
Culvert: NA Years

### STRUCTURE DATA

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

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:  
LOAD RATING AND POSTING  
Design Load:  
Operating Rating:  
Inventory Rating:  
Gross Tons or H Rating:

### PROPOSED IMPROVEMENTS

NOT ELIGIBLE Year Needed: 2026  
City Type Work: REPLACEMENT - CONTRACT  
City  
CONSIDER REPLACING STRUCTURE WITH NEW VEHICULAR BRIDGE.

### AGE OF SERVICE

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

### LOAD RATING AND POSTING

Posting: 4 - 0.1-9.9% BELOW LEGAL LOADS  
Date Posted/Closed:  
Open, Posted, or Closed: B - OPEN, POSTING REQUIRED  
Tons Posted:  
Year of Rating: 2020

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

### INSPECTIONS

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

### MAINTENANCE NEEDS

Year Needed: 2020  
Describe Work:  
INSTALL GATE AT EAST APPROACH. INSTALL LOAD POSTING SIGNS

Total Maintenance Costs: \$5,400

### CONDITION

CONDITION  
Deck: FAIR - TRANSVERSE CRACKING, EFFLORESCENCE, SPALLING  
Wearing Surface: FAIR - POTHOLES, DELAMINATION IN SW CORNER  
Superstr: FAIR - EXPOSED BOTTOM FLANGES HAVE DETERIORATION/SECTION LOSS  
Substr: POOR - BENT CAPS WITH HEAVY SURFACE RUST AND HEAVY SECTION LOSS  
Channel: SATISFACTORY - FLOWS AGAINST EAST ABUTMENT  
Culvert: NA  
Approach Roadway: GOOD

<u>MATERIAL</u>	<u>RATING</u>
CONCRETE	5
MONOLITHIC CONCRETE	5
CONCRETE ENCASED STEEL BEAM	5
STEEL PILE BENTS AND CONC. ABUTMENTS	4
EARTH	6
NA	NA
BITUMINOUS AT WEST APPROACH. CONCRETE AND BRICK PAVERS AT EAST APPROACH	7

### APPRAISAL

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

### REMARKS

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



**CITY OF GOSHEN BRIDGE NO. 303**

**UNNAMED TRAIL  
OVER  
MILLRACE HYDRAULIC CANAL**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**

# STRUCTURE INVENTORY AND APPRAISAL FORM

## Bridge Number: 303

Facility Carried: UNNAMED TRAIL  
Feature(s) Intersected: MILLRACE HYDRAULIC CANAL

### IDENTIFICATION

State: INDIANA  
District: FORT WAYNE  
County: ELKHART  
City/Town: GOSHEN  
Feature Int'd: MILLRACE HYDRAULIC CANAL  
Facility Carried: UNNAMED TRAIL  
Location: 400' W. OF 3RD STREET  
Latitude: 41° 34' 39.49"  
Longitude: 85° 50' 14.87"

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

40'-0" Estimated Remaining Life:  
39'-6" Wearing Surface: 6 Years  
4'-6" Deck: 6 Years  
4'-0" Joints: NA Years  
6'-0" Superstructure: 10 Years  
4'-0" Substructure: 15 Years  
0 Degree(s) Approach: 15 Years  
0 Degree(s) Channel: 10 Years  
Culvert: NA Years

### STRUCTURE DATA

Str. Type-Main: SIMPLE STEEL BEAM  
Str. Type-Appr: NA  
Deck Str. Type: STEEL FLOOR PLATE  
Wearing Surface: STEEL  
Thickness of Asphalt: 0 Inches  
No. of Spans – Main: 1  
No. of Spans – Approach: 0

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:  
LOAD RATING AND POSTING  
Design Load:  
Operating Rating:  
Inventory Rating:  
Gross Tons or H Rating:

### AGE OF SERVICE

Year Built: UNKNOWN  
Reconstructed: UNKNOWN  
Repaired: 2009  
Type of Service: PED./BIKE over WATERWAY  
Lanes on Structure: TRAIL  
ADT – Over: NA VPD  
ADT Year Over: NA  
Paint Date: UNKNOWN  
Paint Rating: 4 - POOR  
Detour: NA

### INSPECTIONS

Posting: NA  
Date Posted/Closed: NA  
Open, Posted, or Closed: OPEN  
Tons Posted:  
Year of Rating: 2008  
Inspection Date:  
Des. Inspection Frequency:  
Prev. Inspection Date:

### PROPOSED IMPROVEMENTS

NOT ELIGIBLE Year Needed: 2020  
City Type Work: REHABILITATION - CONTRACT  
City  
CLEAN AND PAINT STRUCTURAL STEEL. INSTALL CHECKERED PLATES AT EACH END OF BRIDGE DECK.

### PEDESTRIAN

NA  
80 PSF  
80 PSF  
Bridge Imp. Costs: \$13,750  
Roadway Imp. Costs: \$0,000  
Total Project Costs: \$13,750  
Yr. of Cost Estimate: 2020

### MAINTENANCE NEEDS

Year Needed: 2020  
7/29/2020 Describe Work:  
48 Months SECURE FENCE ALONG TOP OF BRIDGE RAILING AND  
3/6/2018 EAST APPROACH RAILING. REPAIR LOOSE BOTTOM  
TIMBER KICK BOARD ALONG THE SOUTH BRIDGE  
RAILING. REPAIR BENT RAILING ALONG NORTHWEST  
APPROACH RAIL & CONCRETE SPALL AT SOUTHEAST  
BEARING.  
Total Maintenance Costs: \$9,000

### CONDITION

CONDITION  
Deck: SATISFACTORY - SURFACE RUST AND PITTING  
Wearing Surface: SATISFACTORY  
Superstr: FAIR - PACK RUST AND PITTING - SECTION LOSS AT BEARINGS  
Substr: GOOD-RIPRAP IN FRONT OF ABUTMENTS  
Channel: GOOD  
Culvert: NA  
Approach Roadway: SATISFACTORY - TRAIL

<u>MATERIAL</u>	<u>RATING</u>
STEEL FLOOR PLATE	6
STEEL	6
STEEL BEAM	5
CMU BLOCK W/ CONC. ENCASEMENT	7
EARTH/RIPRAP	7
NA	NA
CONCRETE/GRAVEL	6

### APPRAISAL

Structural:	FAIR - STEEL SECTION LOSS AT BEARINGS/ RUST AND PITTING OF BEAMS AND DECK PLATE	<u>RATING</u> 5
Geometry:	GOOD - TRAIL	7
Bridge Railing:	FAIR - STEEL TUBE WITH CHAIN LINK FENCE	5
Waterway Adequacy:	OVER HYDRAULIC CANAL WITH FLOW CONTROL	9
Roadway Alignment:	STRAIGHT AND LEVEL - TRAIL	8
Scour:	STABLE	5
Foundation:	SPREAD FOOTINGS	

### REMARKS

PACK RUST AT BEARINGS. WEB HOLE IN NORTHWEST BEARING. PACK RUST AT DIAPHRAGM CONNECTIONS. WELDED SPLICE AT CENTER SPAN. TIMBER RETAINING WALL IN SOUTHEAST CORNER LEANING OUTWARD. CONCRETE SPALL AT SOUTHEAST BEARING. SMALL GAP, <1/8", IN STEEL FLOOR PLATE NEAR WEST END. SMALL GAP AT WEST APPROACH AND END OF DECK PLATE. MINOR CRACKING OF WEST APPROACH. FENCE LOOSE AT TOP OF BRIDGE RAILING AND EAST APPROACH. BOTTOM KICKBOARD AT SOUTH BRIDGE RAILING LOOSE NEAR MIDSPAN. APPROACH RAIL IN NORTHWEST QUADRANT IS BENT.



**CITY OF GOSHEN BRIDGE NO. 304**

**MURRAY STREET  
OVER  
MILLRACE HYDRAULIC CANAL**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**

# STRUCTURE INVENTORY AND APPRAISAL FORM

## Bridge Number: 304

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

### IDENTIFICATION

State: INDIANA  
District: FORT WAYNE  
County: ELKHART  
City/Town: GOSHEN  
Feature Int'd: MILLRACE HYDRAULIC CANAL  
Facility Carried: MURRAY STREET  
Location: 475' W. OF WILSON AVENUE  
Latitude: 41° 34' 20.84"  
Longitude: 85° 50' 1.32"

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

66'-6" Estimated Remaining Life:  
63'-9" Wearing Surface: 15 Years  
11'-6" Deck: 15 Years  
10'-10" Joints: NA Years  
11'-6" Superstructure: 10 Years  
10'-10" Substructure: 15 Years  
0 Degree(s) Approach: 20 Years  
0 Degree(s) Channel: 10 Years  
Culvert: NA Years

### STRUCTURE DATA

Str. Type-Main: RIVETED STEEL PONY TRUSS  
Str. Type-Appr: NA  
Deck Str. Type: TIMBER  
Wearing Surface: TIMBER  
Thickness of Asphalt: 0 Inches  
No. of Spans – Main: 1  
No. of Spans – Approach: 0

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:

### PROPOSED IMPROVEMENTS

ELIGIBLE Year Needed: 2022  
City Type Work: REHABILITATION - CONTRACT  
City  
CLEAN AND PAINT STRUCTURAL STEEL. REPLACE  
TIMBER CURBS.

### LOAD RATING AND POSTING

Design Load:  
Operating Rating:  
Inventory Rating:  
Gross Tons or H Rating:

PEDESTRIAN  
NA  
85 PSF  
85 PSF

### AGE OF SERVICE

Year Built: 1909  
Reconstructed: 2010  
Repaired: 2016  
Type of Service: PED./BIKE over WATERWAY  
Lanes on Structure: TRAIL  
ADT – Over: NA VPD  
ADT Year Over: NA  
Paint Date: UNKNOWN  
Paint Rating: 5 - FAIR  
Detour: NA

Posting:  
Date Posted/Closed:  
Open, Posted, or Closed:  
Tons Posted:  
Year of Rating:

NA Bridge Imp. Costs: \$105,000  
NA Roadway Imp. Costs: \$0,000  
OPEN Total Project Costs: \$105,000  
Yr. of Cost Estimate: 2020

### INSPECTIONS

Inspection Date:  
Des. Inspection Frequency:  
Prev. Inspection Date:

7/30/2020 Describe Work:  
48 Months CLEAR VEGETATION AROUND BRIDGE  
3/6/2018

Total Maintenance Costs: \$5,000

### CONDITION

<u>CONDITION</u>	
Deck:	GOOD
Wearing Surface:	GOOD
Superstr:	FAIR - SECTION LOSS OF FLOOR BEAMS AND TRUSS CHORDS
Substr:	GOOD - ABUTMENTS REPAIRED. ELASTOMERIC BEARING PADS ADDED
Channel:	GOOD
Culvert:	NA
Approach Roadway:	GOOD

<u>MATERIAL</u>	<u>RATING</u>
TIMBER	7
TIMBER	7
STEEL	5
CONCRETE	7
EARTH	7
NA	NA
CONCRETE	7

### APPRAISAL

Structural: FAIR - SECTION LOSS OF FLOORBEAMS/ TRUSSES. ABUTMENTS REPAIRED  
Geometry: GOOD - TRAIL  
Bridge Railing: FAIR - LATTACED STEEL RAIL  
Waterway Adequacy: OVER HYDRAULIC CANAL WITH FLOW CONTROL  
Roadway Alignment: STRAIGHT AND LEVEL - TRAIL  
Scour: STABLE  
Foundation: UNKOWN (LIKELY SPREAD FOOTING)

<u>RATING</u>
5
7
5
9
8
5

### REMARKS

FLOOR BEAMS HAVE 50% SECTION LOSS OF TOP FLANGE. HEAVY PITTING OF FLOORBEAMS. TRUSS TOP CHORD HAS PACK RUST AT ALL COVER PLATES. MINOR SURFACE RUST AND PITTING ON STRINGERS. SECTION LOSS AT EYEBARS AND CONNECTION PLATE OF LOWER CHORD. ABUTMENTS REPAIRED IN FEBRUARY 2016. DETERIORATED CONCRETE ALONG THE ABUTMENTS FACES WAS REMOVED AND NEW CONCRETE WITH NEW WELDED WIRE FABRIC WAS PLACED. ELASTOMERIC BEARING PADS ADDED AT ALL THE TRUSS BEARINGS. ABUTMENT REPAIRS ARE HOLDING VERY WELL. SPLITTING OF KICKBOARDS AND MINOR CHECKS IN TIMBER DECK.



**CITY OF GOSHEN BRIDGE NO. 305**

**WAVERLY AVENUE  
OVER  
MILLRACE HYDRAULIC CANAL**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**



# STRUCTURE INVENTORY AND APPRAISAL FORM

## Bridge Number: 305

Facility Carried: WAVERLY AVENUE  
Feature(s) Intersected: MILLRACE HYDRAULIC CANAL

### IDENTIFICATION

State: INDIANA  
District: FORT WAYNE  
County: ELKHART  
City/Town: GOSHEN  
Feature Int'd: MILLRACE HYDRAULIC CANAL  
Facility Carried: WAVERLY AVENUE  
Location: 525' W. OF SR 15 (MAIN ST.)  
Latitude: 41° 34' 5.74"  
Longitude: 85° 49' 50.34"

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

87'-2" Estimated Remaining Life:  
30'-0" Wearing Surface: 10 Years  
12'-0" Deck: 10 Years  
12'-0" Joints: NA Years  
12'-0" Superstructure: 10 Years  
10'-0" Substructure: 10 Years  
0 Degree(s) Approach: 10 Years  
0 Degree(s) Channel: 15 Years  
Culvert: NA Years

### STRUCTURE DATA

Str. Type-Main: SIMPLE STEEL BEAM  
Str. Type-Appr: NA  
Deck Str. Type: BOLTED STEEL GRATE  
Wearing Surface: STEEL  
Thickness of Asphalt: 0 Inches  
No. of Spans – Main: 3  
No. of Spans – Approach: 0

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:  
Wearing Surface:  
LOAD RATING AND POSTING  
Design Load:  
Operating Rating:  
Inventory Rating:  
Gross Tons or H Rating:

### PROPOSED IMPROVEMENTS

NOT ELIGIBLE Year Needed:  
City Type Work:  
City  
NO MAJOR WORK NEEDED AT THIS TIME

### AGE OF SERVICE

Year Built: UNKNOWN  
Reconstructed: UNKNOWN  
Repaired: 2015  
Type of Service: VEHICULAR over WATERWAY  
Lanes on Structure: 01  
ADT – Over: 10 VPD  
ADT Year Over: 2014  
Paint Date: 2015  
Paint Rating: 8 - VERY GOOD  
Detour: SINGLE ACCESS POINT - NO DETOUR

Posting: 5 - EQUAL OR ABOVE LEGAL LOADS  
Date Posted/Closed:  
Open, Posted, or Closed: OPEN  
Tons Posted:  
Year of Rating: 2012

Bridge Imp. Costs: \$0,000  
Roadway Imp. Costs: \$0,000  
Total Project Costs: \$0,000  
Yr. of Cost Estimate:

### INSPECTIONS

Inspection Date: 7/30/2020  
Des. Inspection Frequency: 24 Months  
Prev. Inspection Date: 3/6/2018

### MAINTENANCE NEEDS

Year Needed: 2020  
Describe Work: CLEAR VEGETATION. PLACE RIPRAP AT PIERS

Total Maintenance Costs: \$10,000

### CONDITION

<u>CONDITION</u>	<u>MATERIAL</u>	<u>RATING</u>
Deck: GOOD	BOLTED STEEL GRATE	7
Wearing Surface: GOOD	STEEL	7
Superstr: FAIR - HEAVY PITTING, MODERATE SECTION LOSS AT FLANGES	STEEL	5
Substr: FAIR - CRACKING/ EFFLOR. AT PIER ENDS, MINOR UNDERMINING AT W. PIER	CONCRETE	5
Channel: SATISFACTORY - SCOUR AT SOUTH END OF PIERS	EARTH AND RIPRAP	6
Culvert: NA	NA	NA
Approach Roadway: CRACKED AT EAST APPROACH	BITUMINOUS	6

### APPRAISAL

	<u>RATING</u>
Structural: FAIR - SCOUR AT SOUTH END OF PIERS. MINOR UNDERMINING AT WEST PIER. BEAM SECTION LOSS WITH HEAVY PITTING	5
Geometry: MEETS MINIMUM TOLERABLE LIMITS TO LEAVE IN PLACE	4
Bridge Railing: GOOD - STEEL TUBE - DOES NOT MEET STANDARDS	7
Waterway Adequacy: OVER HYDRAULIC CANAL WITH FLOW CONTROL	8
Roadway Alignment: STRAIGHT AND LEVEL, MINOR SPEED REDUCTION REQUIRED. TRAIL INTERSECTION AT WEST END.	6
Scour: STABLE - PREVENTIVE ACTION REQUIRED	4
Foundation: UNKNOWN (LIKELY SPREAD FOOTING)	

### REMARKS

BRIDGE CLEANED AND PAINTED IN 2015. NEW STEEL TUBE RAIL INSTALLED. NEW RAILING WELDED TO FASCIA CHANNEL BEAMS AND BOTTOM FLANGE OF 1ST AND 2ND INTERIOR W-BEAMS(FATIGUE PRONE DETAIL). 15 MPH SIGNS POSTED. ONE LANE BRIDGE SIGNS POSTED. HEAVY PITTING ON ALL BEAMS, WORST IN BEAMS SPACED CLOSELY TOGETHER. SCOUR HOLE AND UNDERMINING AT WEST PIER, SOUTH SIDE. TOP OF FOOTING EXPOSED AT WEST SIDE OF WEST PIER. EAST PIER HAS SCOUR DEPRESSION AT SOUTH END. LOW CLEARANCE AT BEAMS TOWARDS ABUTMENTS. HEAVY VEGETATION AT EAST END OF BRIDGE. SEWER LINES ON NORTH SIDE. POWER LINES AT SOUTH SIDE. GAS LINE ON SOUTH SIDE. TRAIL INTERSECTION AT WEST END OF BRIDGE. THINNING OF TOP FLANGE OF EAST INTERIOR CENTER BEAM (INTERIOR BEAM 3).



**CITY OF GOSHEN BRIDGE NO. 306**

**MILLRACE CANAL TRAIL  
OVER  
MILLRACE HYDRAULIC CANAL**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**

## STRUCTURE INVENTORY AND APPRAISAL FORM

# Bridge Number: 306

Facility Carried: MILLRACE CANAL TRAIL  
 Feature(s) Intersected: MILLRACE HYDRAULIC CANAL

### IDENTIFICATION

State: INDIANA  
 District: FORT WAYNE  
 County: ELKHART  
 City/Town: GOSHEN  
 Feature Int'd: MILLRACE HYDRAULIC CANAL  
 Facility Carried: MILLRACE CANAL TRAIL  
 Location: 220' W. OF RIVER VISTA DR.  
 Latitude: 41° 33' 41.53"  
 Longitude: 85° 50' 7.44"

### GEOMETRIC DATA

Structure Length:  
 Max. Span Length:  
 Deck Width (O-O):  
 Br. Rdwy Width:  
 Approach Width:  
 Total Hor. Clearance – Over:  
 Bridge Skew:  
 Stream Skew:

### REMAINING LIFE

64'-3" Estimated Remaining Life:  
 20'-9" Wearing Surface: 10 Years  
 13'-11" Deck: 10 Years  
 11'-8" Joints: NA Years  
 12'-6" Superstructure: 10 Years  
 11'-8" Substructure: 10 Years  
 0 Degree(s) Approach: 10 Years  
 0 Degree(s) Channel: NA Years  
 Culvert: NA Years

### STRUCTURE DATA

Str. Type-Main: ENCASED STEEL BEAM  
 Str. Type-Appr: NA  
 Deck Str. Type: REINFORCED CONCRETE  
 Wearing Surface: REINFORCED CONCRETE  
 Thickness of Asphalt: 0 Inches  
 No. of Spans – Main: 3  
 No. of Spans – Approach: 0

### CLASSIFICATION

Historical Significance:  
 Maintenance Responsibility:  
 Owner:  
**LOAD RATING AND POSTING**  
 Design Load:  
 Operating Rating:  
 Inventory Rating:  
 Gross Tons or H Rating:

### PROPOSED IMPROVEMENTS

NOT ELIGIBLE Year Needed: 2030  
 City Type Work: REHABILITATION - CONTRACT  
 City  
 REMOVE AND REPAIR UNSOUND CONCRETE. EPOXY  
 INJECT CRACKS. MILL AND OVERLAY CONCRETE DECK.  
 UNKNOWN  
 35  
 28  
 16 TON  
 Posting: 5 - EQUAL OR ABOVE LEGAL LOADS  
 Bridge Imp. Costs: \$270,000  
 Roadway Imp. Costs: \$30,000  
 Total Project Costs: \$300,000  
 Yr. of Cost Estimate: 2020

### AGE OF SERVICE

Year Built: 1868  
 Reconstructed: UNKNOWN  
 Repaired: 1995  
 Type of Service: PED./BIKE over WATERWAY  
 Lanes on Structure: TRAIL  
 ADT – Over: NA VPD  
 ADT Year Over: NA  
 Paint Date: NA  
 Paint Rating: NA  
 Detour: NA

### INSPECTIONS

Inspection Date:  
 Des. Inspection Frequency:  
 Prev. Inspection Date:

### MAINTENANCE NEEDS

Year Needed: 2025  
 Describe Work:  
 7/30/2020  
 24 Months  
 4/25/2018  
 FILL VOIDS IN GROUTED RIPRAP. FIX EROSION BEHIND  
 NORTHWEST AND NORTHEAST WINGWALLS. REPLACE  
 PAVED SIDE DITCH  
 Total Maintenance Costs: \$15,000

### CONDITION

	<u>CONDITION</u>
Deck:	SATISFACTORY - ROUGH/ SCALING & CRACKING
Wearing Surface:	SATISFACTORY - ROUGH/UNEVEN
Superstr:	CRACKING AND LEACHING / EXPOSED BOTTOM FLANGE
Substr:	HEAVY CRACKING AND LEACHING / ABRASION BELOW WATERLINE
Channel:	GOOD - AT GOSHEN DAM
Culvert:	NA
Approach Roadway:	GOOD

<u>MATERIAL</u>	<u>RATING</u>
REINFORCED CONCRETE	6
REINFORCED CONCRETE	6
CONCRETE ENCASED STEEL BEAM	5
REINFORCED CONCRETE	5
NATURAL/CONCRETE	7
NA	NA
BITUMINOUS AT WEST APPROACH. CONCRETE AND BRICK PAVERS AT EAST APPROACH	7

### APPRAISAL

		<u>RATING</u>
Structural:	FAIR - HEAVY CRACKING AND LEACHING	5
Geometry:	GOOD - TRAIL	7
Bridge Railing:	GOOD - STEEL TUBE - DOES NOT MEET STANDARDS	7
Waterway Adequacy:	OVER HYDRAULIC CANAL WITH FLOW CONTROL	9
Roadway Alignment:	STRAIGHT AND LEVEL - TRAIL	8
Scour:	STABLE	5
Foundation:	UNKNOWN (LIKELY SPREAD FOOTING)	

### REMARKS

DECK SURFACE IS ROUGH AND UNEVEN, EXHIBITING ABRASION AND CRACKING. HEAVY CRACKING WITH LEACHING AT UNDERSIDE OF STRUCTURE AND PIER WALLS. 8" THICK REINFORCED CONCRETE SLAB SUPPORTED ON ENCASED STEEL BEAMS. THE BOTTOM FLANGE OF THE BEAMS ARE EXPOSED, EXHIBITING SURFACE RUST. GROUTED RIPRAP AT POND SIDE. THE GROUTED RIPRAP EXHIBIT SOME UNDERMINING WITH VOIDS BELOW THE WATERLINE. EROSION BEHIND THE NORTHWEST AND NORTHEAST WINGWALLS. UNDERMINING IN THE PAVED SIDE DITCH BEHIND THE NORTHWEST WINGWALL.



**CITY OF GOSHEN BRIDGE NO. 401**

**PLYMOUTH AVENUE  
OVER  
MAPLE CITY GREENWAY**



**NORTH ELEVATION**



**SOUTH ELEVATION**



**SECTION LOOKING WEST**



**SECTION LOOKING EAST**

# STRUCTURE INVENTORY AND APPRAISAL FORM

## Bridge Number: 401

Facility Carried: PLYMOUTH AVENUE  
Feature(s) Intersected: MAPLE CITY GREENWAY

### IDENTIFICATION

State: INDIANA  
District: FORT WAYNE  
County: ELKHART  
City/Town: GOSHEN  
Feature Int'd: MAPLE CITY GREENWAY  
Facility Carried: PLYMOUTH AVENUE  
Location: 200' W. OF SOUTH 3RD ST.  
Latitude: 41° 34' 31.80"  
Longitude: 85° 50' 9.80"

### GEOMETRIC DATA

Structure Length:  
Max. Span Length:  
Deck Width (O-O):  
Br. Rdwy Width:  
Approach Width:  
Total Hor. Clearance – Over:  
Bridge Skew:  
Stream Skew:

### REMAINING LIFE

17'-0" Estimated Remaining Life:  
14'-0" Wearing Surface: 15 Years  
80'-0" Deck: 15 Years  
41'-6" Joints: NA Years  
41'-6" Superstructure: NA Years  
41'-6" Substructure: NA Years  
0 Degree(s) Approach: 15 Years  
0 Degree(s) Channel: NA Years  
Culvert: 45 Years

### STRUCTURE DATA

Str. Type-Main: REINFORCED CONCRETE  
CULVERT  
Str. Type-Appr: NA  
Deck Str. Type: REINFORCED CONCRETE  
Wearing Surface: REINFORCED CONCRETE

### CLASSIFICATION

Historical Significance:  
Maintenance Responsibility:  
Owner:

### PROPOSED IMPROVEMENTS

NOT ELIGIBLE Year Needed:  
City Type Work:  
City  
NO MAJOR WORK NEEDED AT THIS TIME

Thickness of Asphalt: 0 Inches  
No. of Spans – Main: 3  
No. of Spans – Approach: 0

### LOAD RATING AND POSTING

Design Load: HS-25  
Operating Rating: 45 TON  
Inventory Rating: 36 TON  
Gross Tons or H Rating: 20 TON

### AGE OF SERVICE

Year Built: 2009  
Reconstructed:  
Repaired:  
Type of Service: VEHICULAR over PED./ BIKE  
Lanes on Structure: 02  
ADT – Over: 12,224 VPD  
ADT Year Over: 2019  
Paint Date: NA  
Paint Rating: NA  
Detour: 5 MILES

Posting: 5 - EQUAL OR ABOVE LEGAL LOADS  
Date Posted/Closed:  
Open, Posted, or Closed: OPEN  
Tons Posted:  
Year of Rating: 2009

Bridge Imp. Costs: \$0,000  
Roadway Imp. Costs: \$0,000  
Total Project Costs: \$0,000  
Yr. of Cost Estimate:

### INSPECTIONS

Inspection Date:  
Des. Inspection Frequency:  
Prev. Inspection Date:

### MAINTENANCE NEEDS

Year Needed: 2025  
Describe Work:  
7/29/2020 24 Months SEAL CRACKS IN TOP SURFACE OF SLAB

Total Maintenance Costs: \$10,000

### CONDITION

Deck: SATISFACTORY - LONGITUDINAL CRACKING  
Wearing Surface: SATISFACTORY - LONGITUDINAL CRACKING  
Superstr: NA  
Substr: NA  
Channel: NA - NOT OVER WATERWAY  
Culvert: SATISFACTORY - LONGITUDINAL CRACKING OF TOP SLAB.  
Approach Roadway: GOOD

MATERIAL	RATING
REINFORCED CONCRETE	6
REINFORCED CONCRETE	6
NA	NA
NA	NA
NA	NA
REINFORCED CONCRETE	6
BITUMINOUS	7

### APPRAISAL

Structural: SATISFACTORY - CRACKING OF TOP SLAB  
Geometry: SOMEWHAT BETTER THAN MINIMUM ADEQUACY  
Bridge Railing: GOOD - NESTED GUARDRAIL ON SOUTH SIDE  
Waterway Adequacy: NA - NOT OVER WATERWAY  
Roadway Alignment: STRAIGHT AND LEVEL, NO SPEED REDUCTION REQUIRED  
Scour: NA - NOT OVER WATERWAY  
Foundation: BOX CULVERT

RATING
6
5
7
NA
8
NA

### REMARKS

LONGITUDINAL SHRINKAGE CRACKING OF TOP OF REINFORCED CONCRETE BOX. LONGITUDINAL SHRINKAGE CRACKING WITH LIGHT LEACHING AT UNDERSIDE OF TOP OF SLAB. LONGITUDINAL CRACKS ARE SPACED ANYWHERE FROM 2'-6" TO 5'-6" APART. MINOR MAP SURFACE CRACKING OF BOTTOM SLAB OF CULVERT. EROSION BEHIND NORTHWEST CORNER OF TUNNEL.



**CITY OF GOSHEN BRIDGE NO. 402  
NORFOLK SOUTHERN RAILROAD  
OVER  
WINONA TRAIL BIKE**



**EAST ELEVATION**



**WEST ELEVATION**



**SECTION LOOKING NORTH**



**SECTION LOOKING SOUTH**

# STRUCTURE INVENTORY AND APPRAISAL FORM

**Bridge Number: 402**

**Facility Carried: NS RAILROAD**  
**Feature(s) Intersected: WINONA TRAIL BIKE**

**IDENTIFICATION**

State: **INDIANA**  
 District: **FORT WAYNE**  
 County: **ELKHART**  
 City/Town: **GOSHEN**  
 Feature Int'd: **WINONA TRAIL BIKE**  
 Facility Carried: **NS RAILROAD**  
 Location: **780' S. OF COLLEGE AVE.**  
 Latitude: **41° 33' 49.80"**  
 Longitude: **85° 49' 33.96"**

**GEOMETRIC DATA**

Structure Length:  
 Max. Span Length:  
 Deck Width (O-O):  
 Br. Rdwy Width:  
 Approach Width:  
 Total Hor. Clearance – Over:  
 Bridge Skew:  
 Stream Skew:

**REMAINING LIFE**

14'-0" Estimated Remaining Life:  
 12'-0" Wearing Surface: **25 Years**  
 54'-0" Deck: **NA Years**  
 NA Joints: **NA Years**  
 NA Superstructure: **NA Years**  
 NA Substructure: **NA Years**  
 0 Degree(s) Approach: **15 Years**  
 0 Degree(s) Channel: **NA Years**  
 Culvert: **75 Years**

**STRUCTURE DATA**

Str. Type-Main: **REINFORCED CONCRETE CULVERT**  
 Str. Type-Appr: **NA**  
 Deck Str. Type: **NA**  
 Wearing Surface: **RAILROAD BALLAST**  
 Thickness of Asphalt: **0 Inches**  
 No. of Spans – Main: **1**  
 No. of Spans – Approach: **0**

**CLASSIFICATION**

Historical Significance:  
 NA Maintenance Responsibility:  
 NA Owner:  
**LOAD RATING AND POSTING**  
 Design Load: **E-80 COOPER TRAIN**  
 Operating Rating: **NA**  
 Inventory Rating: **40 TON**  
 Gross Tons or H Rating: **40 TON**

**PROPOSED IMPROVEMENTS**

NOT ELIGIBLE Year Needed: **2025**  
 City Type Work: **REPAIR - LOCAL FORCES**  
 City **REPLACE CRACKED SIDEWALK AT WEST STAIRS APPROACH**  
 Bridge Imp. Costs: **\$0,000**  
 Roadway Imp. Costs: **\$7,000**  
 Total Project Costs: **\$7,000**  
 Yr. of Cost Estimate: **2020**

**AGE OF SERVICE**

Year Built: **2011**  
 Reconstructed:  
 Repaired:  
 Type of Service: **RAILROAD over PED./ BIKE**  
 Lanes on Structure: **00**  
 ADT – Over: **NA VPD**  
 ADT Year Over: **NA**  
 Paint Date:  
 Paint Rating:  
 Detour:

Posting:  
 Date Posted/Closed:  
 Open, Posted, or Closed:  
 Tons Posted:  
 Year of Rating:  
**INSPECTIONS**  
 Inspection Date:  
 Des. Inspection Frequency:  
 Prev. Inspection Date:

**MAINTENANCE NEEDS**

Year Needed:  
 7/29/2020 Describe Work:  
 24 Months **NO MAJOR MAINTENANCE NEEDED**

Total Maintenance Costs:

**CONDITION**

Deck: **NA - UNDER RAILROAD FILL**  
 Wearing Surface: **GOOD**  
 Superstr: **NA**  
 Substr: **NA**  
 Channel: **NA - NOT OVER WATERWAY**  
 Culvert: **GOOD - MINOR SURFACE SPALLS/ SHRINKAGE CRACKS**  
 Approach Roadway: **CRACKING IN WEST APPROACH STAIRS**

<u>MATERIAL</u>	<u>RATING</u>
NA	NA
RAILROAD BALLAST	7
NA	NA
NA	NA
NA	NA
REINFORCED CONCRETE	7
CONCRETE SIDEWALKS	7

**APPRAISAL**

	<u>RATING</u>
Structural: <b>GOOD CONDITION</b>	7
Geometry: <b>GOOD - CONCRETE STAIRWELL</b>	7
Bridge Railing: <b>GOOD - STEEL HANDRAIL</b>	7
Waterway Adequacy: <b>NA - NOT OVER WATERWAY</b>	NA
Roadway Alignment: <b>TRAIL UNDER RAILROAD</b>	8
Scour: <b>NA - NOT OVER WATERWAY</b>	NA
Foundation: <b>BOX CULVERT</b>	

**REMARKS**

**CRACKING IN WEST APPROACH SIDEWALK. MINOR SHRINKAGE CRACKS IN CONCRETE RETAINING WALLS, WEST STAIRS. MINOR MAP SURFACE CRACKING IN BOTTOM SLAB OF CULVERT. MINOR SURFACE SPALLS IN UNDERSIDE OF TOP SLAB OF UNIT 2 FROM WEST.**



**APPENDIX A**

**ADDITIONAL PHOTOGRAPHS**



# **CITY OF GOSHEN BRIDGE NO. 101**

**CITY OF GOSHEN BRIDGE NO. 101**



**APPROACH LOOKING EAST**



**APPROACH LOOKING WEST**



**UPSTREAM CHANNEL LOOKING SOUTH**



**DOWNSTREAM CHANNEL LOOKING NORTH**

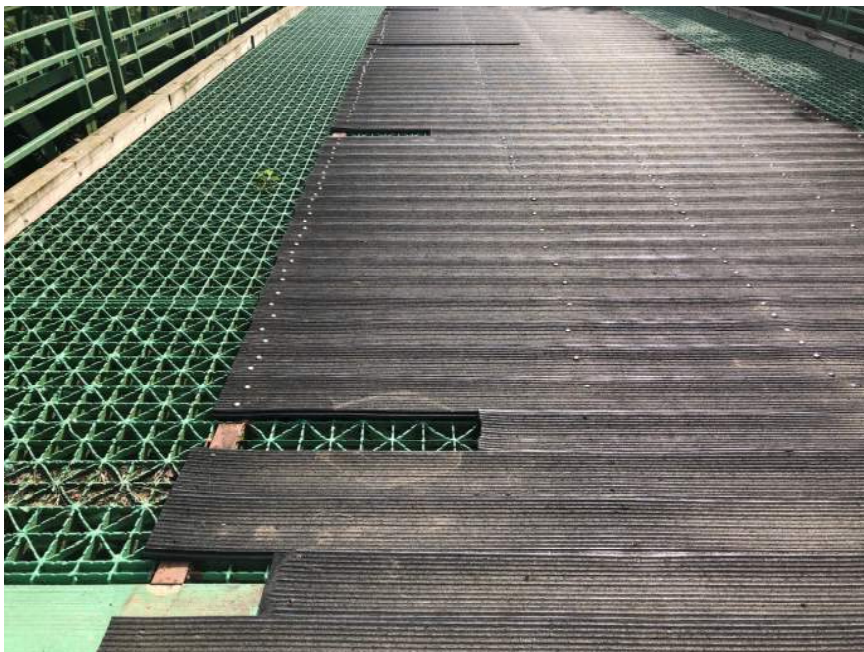
# CITY OF GOSHEN BRIDGE NO. 101



**BRIDGE PLAQUE**



**TYP. RUBBER MAT PIECES MISSING**



**TYPICAL CONDITION OF RUBBER MAT**



**HEAVY DEBRIS IN CHANNEL**

**CITY OF GOSHEN BRIDGE NO. 101**



**TYP. PACK RUST AT LOWER CHORD OF TRUSS**



**TYPICAL UNDERSIDE OF BRIDGE**



**TYP. PACK RUST AT FLOORBEAM TO LOWER CHORD CONN.**



**SECTION LOSS IN TOP FLANGE OF STRINGERS**

**CITY OF GOSHEN BRIDGE NO. 101**



07 29 2020 18 07

**TYP. SECTION LOSS AT TOP FLANGE OF STRINGER/ FB CONN.**



07 29 2020 18 09

**DEBRIS UNDER BRIDGE AND BETWEEN LATERALS**



07 29 2020 18 10

**DISPLACED RIPRAP AT WEST SPILLSLOPE**



07 29 2020 18 10

**EXPOSED GEOTEXTILES AT WEST SPILL SLOPE**

# **CITY OF GOSHEN BRIDGE NO. 102**

# CITY OF GOSHEN BRIDGE NO. 102



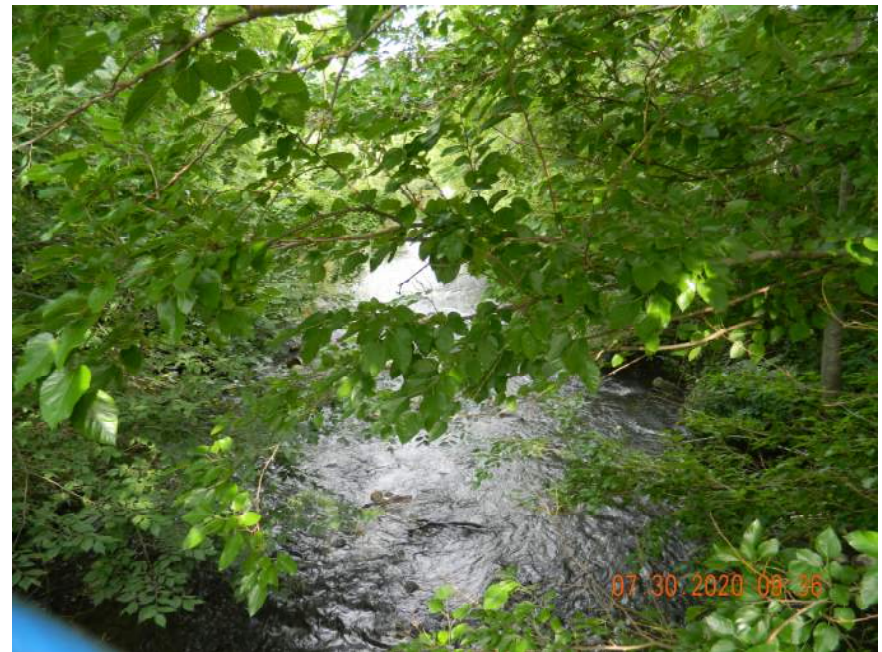
**APPROACH LOOKING NORTH**



**APPROACH LOOKING SOUTH**



**CHANNEL UPSTREAM LOOKING EAST**



**CHANNEL DOWNSTREAM LOOKING WEST**

**CITY OF GOSHEN BRIDGE NO. 102**



**BRIDGE PLAQUE**



**HEAVY VEGETATION ON WEST TRUSS**



**SOUTH END BENT**



**UNDERSIDE OF BRIDGE LOOKING NORTH**



**CITY OF GOSHEN BRIDGE NO. 102**



**TYP. LEACHING AND RUST AT TRUSS/ DECK INTERFACE**



**NORTH END BENT**



**NO APPROACH AND DROP OFF AT SOUTH APPROACH**



**NO APPROACH AND DROP OFF AT NORTH APPROACH**

**CITY OF GOSHEN BRIDGE NO. 102**



**6.5" DROP OFF AT NORTH APPROACH**



**SPALL IN WEST CORNER OF NORTH END BENT MUDWALL**



**UNDERMINING AT TOE OF SOUTH SPILL SLOPE**



**UNDERMINING AT TOE OF NORTH SPILL SLOPE**

# **CITY OF GOSHEN BRIDGE NO. 103**

**CITY OF GOSHEN BRIDGE NO. 103**



**APPROACH LOOKING WEST**



**APPROACH LOOKING EAST**



**CHANNEL UPSTREAM LOOKING NORTH**



**CHANNEL DOWNSTREAM LOOKING SOUTH**

**CITY OF GOSHEN BRIDGE NO. 103**



**UNDERMINING IN EAST APPROACH**



**WARPING IN DECK TIMBER BOARDS**



**TWISTED STEEL STIFFENER ABOVE DECK**



**100% SECTION LOSS IN WEB PL OF S. GIRDER AT E. BRG.**

**CITY OF GOSHEN BRIDGE NO. 103**



**TYP. TWISTING IN TOP FLANGE AND WEB OF FLOORBEAMS**



**TYP. BENT GUSSET PLATE**



**TYP. TWISTING IN TOP FLANGE AND WEB OF FLOORBEAMS**



**TYP. BENT GUSSET PLATE**

**CITY OF GOSHEN BRIDGE NO. 103**



**CRACKING AND SCALING IN WEST ABUTMENT**



**SCALING AND ABRASION IN EAST ABUTMENT**

# **CITY OF GOSHEN BRIDGE NO. 104**



# CITY OF GOSHEN BRIDGE NO. 104



**APPROACH LOOKING WEST**



**APPROACH LOOKING EAST**



**CHANNEL UPSTREAM LOOKING SOUTH**



**CHANNEL DOWNSTREAM LOOKING NORTH**

**CITY OF GOSHEN BRIDGE NO. 104**



**CHECKING OF TIMBER DECK**



**SPLITTING OF TIMBER DECK BOARDS**



**TIMBER DECK BOARDS PRYING UP**



**LOOSE TIMBER BOARDS AT WEST END**

**CITY OF GOSHEN BRIDGE NO. 104**



**EROSION BEHIND SOUTHWEST CORNER**



**LARGE SPLIT IN TIMBER CAP OF EAST PIER OF MAIN SPAN**



**100% SECTION LOSS IN STEEL STIFFENERS**



**HEAVY PACK RUST AND PITTING AT STEEL STIFFENERS**

**CITY OF GOSHEN BRIDGE NO. 104**



**TYPICAL UNDERSIDE OF MAIN SPAN**



**TYPICAL SPLITS IN PIER CAPS OF APPROACH SPANS**

# **CITY OF GOSHEN BRIDGE NO. 201**

# CITY OF GOSHEN BRIDGE NO. 201



**APPROACH LOOKING WEST**



**APPROACH LOOKING EAST**



**DOWNSTREAM CHANNEL LOOKING NORTH**



**UPSTREAM CHANNEL LOOKING SOUTH**

**CITY OF GOSHEN BRIDGE NO. 201**



**BRIDGE PLAQUE**



**RUST AND PITTING AT LOWER CHORDS NEXT TO BOARDS**



**REPLACED TIMBER BOARDS NEAR MIDSPAN**



**TYPICAL RUST AT END BENTS**

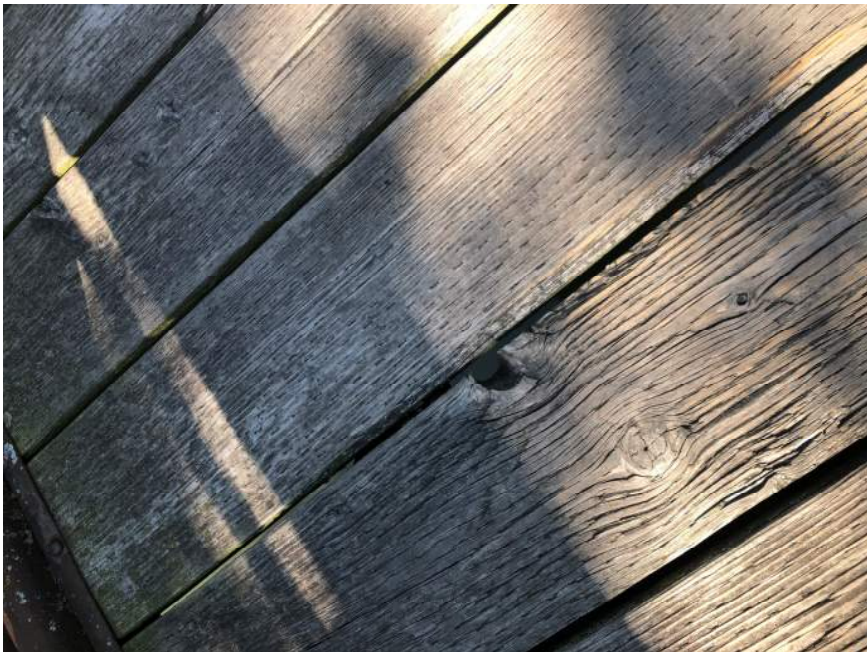
**CITY OF GOSHEN BRIDGE NO. 201**



**TYPICAL SPLITS & CHECKS IN TIMBER DECK**



**TREE NEXT TO SOUTH TRUSS KEEPING BRIDGE WET**



**KNOTS AND SPLITS IN TIMBER DECK**



**WEST APPROACH END WITH 1" VERTICAL OFFSET**



**CITY OF GOSHEN BRIDGE NO. 201**



**EXPANSION JOINT AT WEST END MISSING MATERIAL**



**TYPICAL UNDERSIDE OF STRUCTURE**



**RUST AND PAINT PEELING IN CENTER PIER**



**RUST AND PITTING BELOW TIMBER DECK**

# **CITY OF GOSHEN BRIDGE NO. 202**

**CITY OF GOSHEN BRIDGE NO. 202**



**APPROACH LOOKING WEST**



**APPROACH LOOKING EAST**



**CHANNEL UPSTREAM LOOKING SOUTH**



**CHANNEL DOWNSTREAM LOOKING NORTH**

**CITY OF GOSHEN BRIDGE NO. 202**



**EAST ABUTMENT**



**EAST PIER**



**WELD FAILURE AT SOUTHEAST END OF RAIL**



**WELD FAILURE AT NORTHEAST END OF RAIL**

**CITY OF GOSHEN BRIDGE NO. 202**



**FAILED EAST EXPANSION JOINT DECK**



**FAILED WEST EXPANSION JOINT DECK**



**UNDERSIDE OF FAILED EAST EXPANSION JOINT DECK**



**UNDERSIDE OF MAIN SPAN**

**CITY OF GOSHEN BRIDGE NO. 202**



**WEST ABUTMENT**



**WEST PIER**

# **CITY OF GOSHEN BRIDGE NO. 203**

**CITY OF GOSHEN BRIDGE NO. 203**



**APPROACH LOOKING WEST**



**APPROACH LOOKING EAST**



**CHANNEL UPSTREAM LOOKING SOUTH**



**CHANNEL DOWNSTREAM LOOKING NORTH**



**CITY OF GOSHEN BRIDGE NO. 203**



**UNDERMINING AT EAST APPROACH**



**SEPARATION OF TIMBER BOARDS**



**SEPARATION OF TIMBER BOARDS**



**LOOSE DECK BOARD AT EAST PIER**

# CITY OF GOSHEN BRIDGE NO. 203



>1" SEPARATION AT EAST APPROACH END



BRIDGE PLAQUE



HEAVY VEGETATION NEXT TO NORTH TRUSS



TYPICAL UNDERSIDE OF BRIDGE

**CITY OF GOSHEN BRIDGE NO. 300**

**CITY OF GOSHEN BRIDGE NO. 300**



**APPROACH LOOKING NORTH**



**APPROACH LOOKING SOUTH**



**MINOR CRACKS IN SOUTH APPROACH SLAB**



**CENTER PIER, SOUTH FACE**

**CITY OF GOSHEN BRIDGE NO. 300**



**UNDERSIDE OF SOUTH SPAN**



**SOUTH ABUTMENT**



**BEARING PAD EXPOSED IN BEAM 2 FROM W., S. SPAN**



**HONEYCOMB IN BEAM 4 FROM W., S. SPAN**

# CITY OF GOSHEN BRIDGE NO. 300



CANAL SCREEN AT SOUTH SPAN



GATE AT SOUTH SPAN



NORTH ABUTMENT



TYPICAL UNDERSIDE OF NORTH SPAN

**CITY OF GOSHEN BRIDGE NO. 300**



**GATE AT NORTH SPAN**



**CANAL SCREEN AT NORTH SPAN**



**CENTER PIER, NORTH FACE**



**TYPICAL UNDERSIDE OF NORTH SPAN**

# **CITY OF GOSHEN BRIDGE NO. 301**



# CITY OF GOSHEN BRIDGE NO. 301



**APPROACH LOOKING WEST**



**APPROACH LOOKING EAST (CLOSED DUE TO CONSTR.)**



**UPSTREAM CHANNEL LOOKING SOUTH**



**DOWNSTREAM CHANNEL LOOKING NORTH**

**CITY OF GOSHEN BRIDGE NO. 301**



**SETTLEMENT IN WEST APPROACH**



**SETTLEMENT IN WEST APPROACH**



**SETTLEMENT AND CRACKING OF WEST APPR. PAVMT.**



**CRACKING OF PAVEMENT AT BRIDGE**

**CITY OF GOSHEN BRIDGE NO. 301**



**EROSION AT SOUTHWEST WINGWALL**



**VOIDS AT SOUTHWEST WINGWALL**



**CRACKS WITH EFFLORESCE IN WEST SPAN AT PIER**



**TYPICAL MASONRY CONDITION AT BRIDGE**

**CITY OF GOSHEN BRIDGE NO. 301**



**WEST ABUTMENT**



**EAST ABUTMENT**

**CITY OF GOSHEN BRIDGE NO. 302**

# CITY OF GOSHEN BRIDGE NO. 302



**APPROACH LOOKING EAST**



**APPROACH LOOKING WEST**



**DOWNSTREAM CHANNEL LOOKING NORTH**



**UPSTREAM CHANNEL LOOKING SOUTH**

# CITY OF GOSHEN BRIDGE NO. 302



SECTION LOSS OF CAP BEAM AT BENT 2



SECTION LOSS OF WEST BENT CAP BEAM AT BENT 3



TYPICAL UNDERSIDE LOOKING EAST



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

**CITY OF GOSHEN BRIDGE NO. 302**



**WEST BENT CAP BEAM AT BENT 4**



**SECTION LOSS OF CAP BEAM AT BENT 6**



**SECTION LOSS OF EAST BENT CAP BEAM AT BENT 5**



**TYPICAL HEAVY RUST OF H-PILES**



# CITY OF GOSHEN BRIDGE NO. 302



**UNDERSIDE OF EAST SPAN**



**TYPICAL UNDERSIDE LOOKING WEST**



**EAST BENT CAP BEAM AT BENT 4**



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

**CITY OF GOSHEN BRIDGE NO. 303**

**CITY OF GOSHEN BRIDGE NO. 303**



**APPROACH LOOKING EAST**



**APPROACH LOOKING WEST**



**DOWNSTREAM CHANNEL LOOKING NORTH**



**UPSTREAM CHANNEL LOOKING SOUTH**

**CITY OF GOSHEN BRIDGE NO. 303**



**DENT IN DECK PLATE AT EAST END**



**GAP AT WEST APPROACH END OF BRIDGE**



**DAMAGED KICKBOARD IN SOUTH RAIL NEAR MIDSPAN**



**LOOSE FENCE IN NORTH RAIL AT EAST END**

**CITY OF GOSHEN BRIDGE NO. 303**



**NORTH RAIL BENT AT WEST END**



**BROKEN TOP BAR IN BENT RAIL AT WEST END**



**BEARINGS AT WEST END**



**HOLE IN NORTH BEAM AT WEST BEARING**

**CITY OF GOSHEN BRIDGE NO. 303**



**TYPICAL RUST & PITTING OF STEEL BEAMS AND DECK PL**



**HEAVY RUST IN STEEL DIAPHRAGM**



**EAST ABUTMENT**



**SOUTHEAST RETAINING WALL LEANING**

**CITY OF GOSHEN BRIDGE NO. 303**



**WEST ABUTMENT**



**RUST AND SEPARATION OF DECK PL NEAR MIDSPAN**



**BEARINGS AT EAST END**



**TYPICAL PACK RUST AT STEEL BEAMS & DECK PL**

# **CITY OF GOSHEN BRIDGE NO. 304**



**CITY OF GOSHEN BRIDGE NO. 304**



**APPROACH LOOKING EAST**



**APPROACH LOOKING WEST**



**UPSTREAM CHANNEL LOOKING SOUTH**



**DOWNSTREAM CHANNEL LOOKING NORTH**

**CITY OF GOSHEN BRIDGE NO. 304**



**TYP. PITTING AND PAINT PEELING OF TRUSS**



**TYP. SPLITTING OF TIMBER CURBS**



**TYP. DECK CONDITION**



**MOISTURE AND RUST IN SOUTH TRUSS AT EAST END**

**CITY OF GOSHEN BRIDGE NO. 304**



**PITTING AND MINOR SECTION LOSS AT UPPER CHORD**



**TYP. PITTING OF FLOORBEAMS**



**TYP. PACK RUST AND SECTION LOSS AT EYEBARS**



**TYP. PITTING OF STRINGERS**

**CITY OF GOSHEN BRIDGE NO.304**



**WEST ABUTMENT**



**EAST ABUTMENT**

**CITY OF GOSHEN BRIDGE NO. 305**

**CITY OF GOSHEN BRIDGE NO. 305**



**APPROACH LOOKING EAST**



**APPROACH LOOKING WEST**



**UPSTREAM CHANNEL LOOKING SOUTH**



**DOWNSTREAM CHANNEL LOOKING NORTH**

# CITY OF GOSHEN BRIDGE NO. 305



**VEGETATION GROWING UNDER EAST END OF BRIDGE**



**VEGETATION AT WEST END OF BRIDGE**



**TYPICAL PITTING OF STEEL BEAMS**



**SCOUR DEPRESSION AT SOUTH END OF WEST PIER**

**CITY OF GOSHEN BRIDGE NO. 305**



**TYPICAL CRACKING WITH LEACHING AT PIERS**



**TYP. CONNECTION OF RAIL TO BEAMS**



**TYP. PITTING & SECTION LOSS ON FLANGES OF BEAMS**



**TYPICAL BEAM STAMP**



**CITY OF GOSHEN BRIDGE NO. 306**

# CITY OF GOSHEN BRIDGE NO. 306



**APPROACH LOOKING EAST**



**APPROACH LOOKING WEST**



**UPSTREAM CHANNEL LOOKING SOUTH**



**DOWNSTREAM CHANNEL LOOKING NORTH**

**CITY OF GOSHEN BRIDGE NO. 306**



**TYP. CRACKING IN DECK SURFACE**



**CRACKING AND SCALING IN DECK SURFACE**



**TYP. VOIDS IN GROUTED RIPRAP**



**CRACKING IN NORTH WINGWALL OF WEST ABUTMENT**

**CITY OF GOSHEN BRIDGE NO. 306**



07.30.2020 13:56

**HEAVY CRACKING WITH LEACHING IN PIER WALLS**



08.05.2020 13:44

**UNDERSIDE OF WEST SPAN**



08.05.2020 13:45

**CRACKING AND SCALING IN WEST PIER**



08.05.2020 13:46

**CRACKING AND SCALING IN EAST PIER**

**CITY OF GOSHEN BRIDGE NO. 306**



**TYP. UNDERSIDE OF STRUCTURE**



**HEAVY CRACKING WITH LEACHING IN WEST PIER**



**TYP. SCALING BELOW THE WATERLINE**



**NORTH ELEVATION OF STRUCTURE**

# **CITY OF GOSHEN BRIDGE NO. 401**

# CITY OF GOSHEN BRIDGE NO. 401



**APPROACH LOOKING WEST**



**APPROACH LOOKING EAST**



**LONGITUDINAL CRACKING IN SLAB SURFACE**



**LONGITUDINAL CRACKING - TYP. SPACING**

**CITY OF GOSHEN BRIDGE NO. 401**



**LONGITUDINAL CRACKING IN SLAB SURFACE**



**UNDERSIDE OF TOP SLAB W/ LONGITUDINAL CRACKING**



**LONGITUDINAL CRACKING IN UNDERSIDE OF TOP SLAB**



**MINOR MAP CRACKING IN SURFACE OF BOTT. SLAB**



# **CITY OF GOSHEN BRIDGE NO. 402**

**CITY OF GOSHEN BRIDGE NO. 402**



**WEST STAIRS LOOKING SOUTH**



**EAST STAIRS LOOKING SOUTH**



**MINOR SHRINKAGE CRACKS IN WEST STAIRS RET. WALL**



**MINOR MAP CRACKING IN BOTTOM SLAB**

**CITY OF GOSHEN BRIDGE NO. 402**



**SURFACE SPALLS IN TOP SLAB OF UNIT 2 FROM WEST**



**CRACKING IN SIDEWALK APPROACH AT WEST STAIRS**

# **APPENDIX B**

## **DESCRIPTION OF ITEMS**

**APPENDIX B – NBI ITEM DESCRIPTIONS & GLOSSARY OF TERMS**

1. State: “Indiana” (185) for all bridges.
2. Hwy District: INDOT highway district number in which the bridge is located.
3. County: County code and name.
4. City/Town: City and town code and name are listed. Bridges are listed as being in an urban area rather than within actual corporation limits. This item is coded all “zeros” for bridges in rural locations.
5. Features Intersected: This is the stream, road, railroad and/or other features under the bridge.
6. Facility Carried: This is the name of the local road as named by the county.
7. Bridge Number: This is the bridge number which, in general, follows the LTAP bridge numbering system.
8. Location: The location of the bridge using local road designations, county lines, other locally recognized features, or map boundary location codes.
16. Latitude: The latitude found on USGS maps.
17. Longitude: The longitude found on USGS maps.
26. Year Built: Year (or approximate year) the bridge was built.
27. Lanes on Str.: Lanes of highway traffic carried on the structure and lanes of highway traffic under the bridge.
28. ADT: Current average daily traffic count on bridge to the nearest ten vehicles. These were estimated where recent counts were not available.
29. Year of ADT: Year traffic count was taken or estimated.
30. Design Load: The live load which the bridge was evaluated for load rating purposes.
31. Approach Roadway Width/Shldr.: Shoulder-to-shoulder width of the approach roadway.
32. Skew: The angle of bridge skew to the nearest degree.
- 36B. Bridge Railing Type: Identifies the type of railing on the bridge.



**APPENDIX B – NBI ITEM DESCRIPTIONS & GLOSSARY OF TERMS**

37. Historical Significance: This item indicates that a bridge may be a particularly unique example of the history of engineering; the crossing itself might be significant; the bridge may be associated with a historical property or area; or the bridge may be associated with significant events or circumstances. One of the following 1-digit codes are used as applicable:
1. Bridge is on the National Register of Historic Places.
  2. Bridge is eligible for the National Register of Historic Places.
  3. Bridge is possibly eligible for the National Register of Historic Places or bridge is on a State or Local historic register. (Requires further investigation before determination can be made.)
  4. Historical significance is not determinable at this time.
  5. Bridge is not eligible for the National Register of Historic Places.
38. Open, Posted or Closed: This item indicates the operational status of the bridge; “K” = closed to all traffic, “P” = open to traffic with load posted; “A” = open to traffic without load posted, “B” = open; posting required, “G” = new bridge; not yet open; “R” = posted for other than load.
39. Type Service: Describes the function of the bridge. This is usually highway or highway-pedestrian.
- 43A. Structure Type-Main: The structural type of bridge for the main spans of the bridge.
- 43C. Main Widening Type: The structural type of material used for widening, if that has occurred.
44. Structure Type-Approach: The structural type for the approach spans, if they are a different material or construction type than the main spans.
45. Number of Spans-Main: The number of spans in the main units of the bridge.
46. Number of Spans-Approach: The number of spans in the approach units of the bridge.
47. Total Horizontal Clearance: The distance to the nearest tenth of a foot between the most restrictive features limiting the roadway. Where no such features existed, the deck width was used. When two clearances are recorded after this item, the second clearance is the distance between the most restrictive features limiting the use of the highway or railroad under the bridge. This is recorded only when the bridge is over a highway or railroad.
48. Maximum Span Length: The length to the nearest tenth of a foot of the longest span.
49. Structure Length: The total length of bridge from backwall to backwall to the nearest foot.

**APPENDIX B – NBI ITEM DESCRIPTIONS & GLOSSARY OF TERMS**

50. Bridge Roadway Width (Curb-Curb): The distance between curbs on the bridge to the nearest tenth of a foot. Where curbs do not exist, the distance between parapets, railings or guardrails is used.
51. Deck Width (Out-Out): The total width of the bridge roadway to the nearest tenth of a foot.
58. Deck: Describes the material and condition of the bridge floor, wearing surface, expansion joints, curbs, railings, deck drains and other associated items.
59. Superstructure: Describes the material and condition of the deck supporting members, their connections and bearings.
60. Substructure: Describes the material and condition of the superstructure supporting elements such as abutments, piers, bents, piles and others.
61. Channel & Channel Protection: Describes the channel, its protections and any problems associated with the channel.
62. Estimated Remaining Life: The estimated remaining life of the bridge with repairs but without major reconstruction. This estimate on each of the major components takes into account the material condition, the load rating, the traffic counts and other factors.
63. Operating Rating: Operating rating is the maximum live load that can be occasionally carried by a bridge. See Item 66, Inventory Rating.
64. Inventory Rating: Inventory rating is the maximum live load that can safely utilize an existing structure for an indefinite period of time. The range of loading above the inventory rating up to the operating rating should be allowed only by written permit from the County.
65. Structural Condition: Describes major structural deficiencies.
66. Deck Geometry: Describes deficiencies in deck width.
67. Bridge Posting: Describes the load capacity, relative to the legal load allowed, to show when posting is required.
68. Waterway Adequacy: Describes deficiencies in the waterway, the bridge opening and slope protection at the bridge. The waterway opening under the bridge was judged to be adequate or inadequate from drift and other signs and without a hydraulic analysis.

**APPENDIX B – NBI ITEM DESCRIPTIONS & GLOSSARY OF TERMS**

69. Year Needed: The year that improvements, repairs or replacement is recommended by the inspecting engineer.
75. Type of Work: This describes the type of work recommended as repair, widening, replacement or construction of a new bridge at the same or another location or for a new type of service.
90. Inspection Date: The date the structure was inspected.
91. Designated Inspection Frequency: The designated inspection interval, in months, for each bridge in the inventory.

Bridges will require special non-scheduled inspections after unusual physical traumas.

92. Bridge Improvement Cost: Only bridge construction costs are included. No bridge maintenance costs are included.
93. Roadway Improvement Cost: Only roadway construction costs are included. No roadway maintenance costs are included.
94. Total Project Cost: All costs normally associated with the proposed bridge improvement project, including right-of-way, detour, preliminary engineering, construction inspection and other incidental costs are included. No maintenance costs are included.
95. Year of Improvement Cost Estimate: The base year of the improvement costs provided in Items 94 through 96, with cost data provided to be no more than 8 years old.
106. Year Reconstructed: Indicates the year of reconstruction or rehabilitation of the structure, where applicable.

For a bridge to be defined as reconstructed, the type of work performed, whether or not it meets current minimum standards, must have been eligible for funding under any of the Federal-aid funding categories. The eligibility criteria would apply to the work performed regardless of whether all State or local funds or Federal-aid funds were used.

107. Deck Structure Type: Describes the type of deck system on the bridge. If more than one type of deck system is on the bridge, the most predominant is indicated.
108. Wearing Surface/Protective System: Indicates information on the wearing surface and protective system of the bridge deck.



## APPENDIX B – NBI ITEM DESCRIPTIONS & GLOSSARY OF TERMS

113A. Scour: Identifies the current status of the bridge regarding its vulnerability to scour, as follows:

Code	Description
U	Unknown Foundation
N	Bridge not over waterway.
8	Bridge foundations (including piles) well above flood water elevations.
8	Bridge foundations determined to be stable for calculated scour conditions; calculated scour is above top of footings.
7	Countermeasures have been installed to correct a previously existing problem with scour. Bridge is no longer scour critical.
6	Scour calculation/evaluation has not been made (Use only to describe case where bridge has not yet been evaluated for scour potential).
1	Bridge foundations determined to be stable for calculated scour conditions; scour within limits of footing or piles.
4	Bridge foundations determined to be stable for calculated scour conditions; field review indicates action is required to protect exposed foundations from effects of additional erosion and corrosion.
3	Bridge is scour critical; bridge foundations determined to be unstable for calculated scour conditions: Scour within limits of footing or piles. Scour below spread-footing base or pile tips.
2	Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations. Immediate action is required to provide scour countermeasures.
1	Bridge is scour critical; field review indicates that failure of piers/abutments is imminent. Bridge is closed to traffic.
0	Bridge is scour critical. Bridge has failed and is closed to traffic.

113B. Foundation Type: Identifies the type of foundation if known.

Items 58 through 62 and Item 65 are given a numerical “CONDITION” rating as follows:

Rating	Description
N	Not Applicable.
9	New Condition.
8	Very Good Condition: No repairs needed.
7	Good Condition: Some minor problems.



**APPENDIX B – NBI ITEM DESCRIPTIONS & GLOSSARY OF TERMS**

6	Satisfactory Condition: Potential exists for “major maintenance” with major items in need of repair by maintenance forces.
5	Fair Condition: Potential exists for “minor rehabilitation” with major repair by contract needed.
4	Poor Condition: Potential exists for “major rehabilitation” with minimum adequacy to tolerate present traffic; immediate rehabilitation necessary to keep open.
3	Serious Condition: Repair or rehabilitation required immediately with inadequacy to tolerate present heavy load; “warrants closing bridge to trucks”.
2	Critical Condition: The need for repair or rehabilitation is urgent. The facility should be closed until the indicated repair is complete with inadequacy to tolerate any live load; “warrants closing bridge to all traffic”.
1	Imminent Failure Condition: The “facility is closed”. Study should determine the feasibility of the bridge being repairable, if desirable to reopen to traffic.
0	Failed Condition: The “facility is closed” and the bridge conditions are beyond repair; “danger of immediate collapse”.

Items 67 through 72 are given a numerical “APPRAISAL” rating as follows:

Rating	Description
N	Not Applicable.
9	Superior to present desirable criteria.
8	Equal to present desirable criteria.
7	Better than present minimum criteria.
6	Equal to present minimum criteria.
5	Somewhat better than minimum adequacy to tolerate being left in place as is.
4	Meets minimum tolerable limits to be left in place as is.
3	Basically intolerable condition requiring high priority of repair.
2	Basically intolerable condition requiring high priority of replacement.
0	Closed, immediate replacement necessary to put back in service.



**Engineering Department  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

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

## MEMORANDUM

TO: Board of Public Works, Safety and Stormwater

FROM: Engineering Department

RE: **APPROVAL & ACCEPTANCE OF INFRASTRUCTURE  
CONCRETE PAVEMENT RECONSTRUCTION (PN: 2020-0002)**

DATE: 11/02/2020

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The installation of infrastructure (concrete pavement, rolled curb, ADA ramps and sidewalk) has been satisfactorily completed for the above listed project. The Engineering Department recommends that the infrastructure be accepted for maintenance. The one-year maintenance bond in the amount of \$75,420.85 (10% of the construction costs) for the infrastructure has been submitted to the City of Goshen Engineering Department.

**Requested Motion:** Approve the acceptance of the infrastructure and maintenance bond for this project. Copies of the bond are attached for your review.

**BOARD OF PUBLIC WORKS & SAFETY  
CITY OF GOSHEN, INDIANA**

---

Jeremy Stutsman, Mayor

---

Mary Nichols, Member

---

Michael Landis, Member

Attachments: Maintenance Bond for water, sanitary and storm sewer, street and curbing

Cc: Contractor  
Street Dept.  
Clerk Treasurer

**MAINTENANCE BOND**

Bond No. INC60774-MNT

**KNOW ALL MEN BY THESE PRESENTS:**

That Selge Construction Co., Inc., 2833 South 11th Street, Niles, MI 49120  
as Principal, hereinafter call Contractor, and Merchants Bonding Company (Mutual)  
West Des Moines, IA as Surety, hereinafter call Surety, are held and firmly bound unto \_\_\_\_\_  
City of Goshen as Obligee, hereinafter called Owner, in the penal sum of  
\$75,420.85 for the payment whereof Contractor and Surety bind themselves, their heirs, executors,  
administrators, successors, and assigns, jointly and severally, firmly by these presents.

WHEREAS, Contractor has by written agreement, dated November 21, 2019  
entered into a contract with Owner for 2020 Concrete Roadway Repair

in accordance with the General Conditions, the Drawings and Specifications, which contract is by reference incorporated herein,  
and made a part hereof, and is referred to as the Contract.

NOW, THEREFORE, the condition of this obligation is such that, if Contractor shall remedy any defects due to faulty materials or  
workmanship, and pay for any damage to other work resulting therefrom, which shall appear within a period of three (3) year(s)  
from the date of substantial completion of the work provided for in the Contract, then this obligation to be void; otherwise to  
remain in full force and effect.

Bond shall be effective from October 12, 202 to October 12, 2021.  
PROVIDED, HOWEVER, that Owner shall give Contractor and Surety notice of observed defects with reasonable promptness.

SIGNED and sealed this 16th day of October, 2020

Selge Construction Co., Inc.

Principal  
By James Boyles (Seal)  
James Boyles, Vice President

Merchants Bonding Company (Mutual)

By Jennifer L. Kasznia (Seal)  
Jennifer L. Kasznia

**MERCHANTS**  
**BONDING COMPANY™**  
**POWER OF ATTORNEY**

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa (herein collectively called the "Companies") do hereby make, constitute and appoint, individually, Barbara E Pearson; Faith D Hunt; Jennifer L Kasznia; Jordan M Scheiber; Lisa M Thomas; Mark E Wobbe; Megan E Riesenber; Nicole L Bicknell; Sandra L Junk; Theresa M Burns; Wesley L Mantooth; William J Cerney III

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the following By-Laws adopted by the Board of Directors of Merchants Bonding Company (Mutual) on April 23, 2011 and amended August 14, 2015 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 16, 2015.

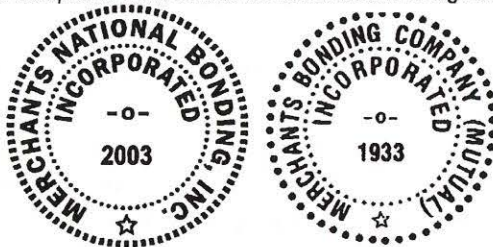
"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner-Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 8th day of October, 2020.



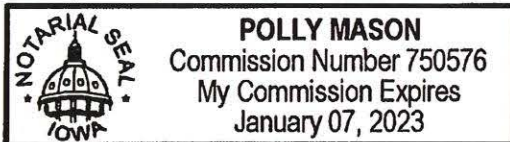
MERCHANTS BONDING COMPANY (MUTUAL)  
MERCHANTS NATIONAL BONDING, INC.

By

*Larry Taylor*  
President

STATE OF IOWA  
COUNTY OF DALLAS ss.

On this 8th day of October 2020, before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.



*Polly Mason*  
Notary Public

(Expiration of notary's commission does not invalidate this instrument)

I, William Warner, Jr., Secretary of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 10th day of October 2020



*William Warner Jr.*  
Secretary



**Engineering Department  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

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

## MEMORANDUM

TO: Goshen Board of Public Works & Safety

FROM: Goshen Engineering

RE: **NIPSCO ELECTRIC LANE RESTRICTIONS ON DIERDORFF ROAD AND COLLEGE AVENUE**

DATE: November 2, 2020

---

NIPSCO Electric will be placing new power poles along the east side of Dierdorff Road from College Avenue to Eisenhower Drive as part of the College Avenue and US 33 intersection project. The north bound lane will be closed to allow for the line trucks to safely install the new power poles and wires. The north bound traffic will be detoured around the area and the south bound lane will remain open in one direction south. This request is for Sections 3, 4 and 5 as shown on the attached map. The lane restriction on College Avenue approved at the October 26 BOW meeting will be extended through Wednesday, November 4, 2020, Section 6 at Dierdorff Road. The lane restriction on Dierdorff Road is scheduled to beginning November 2, 2020 through November 13, 2020. NIPSCO and their subcontractors have scheduled regular web meetings every Thursday with the Engineering Department to keep everyone up to date on the work schedule. Work will continue through the rest of 2020.

**Requested Motion: Approve lane restrictions on Dierdorff Road, Sections 3, 4 and 5 & College Avenue, Section 6 as shown on attached map and traffic control plans beginning November 2, 2020 through November 13, 2020.**

**APPROVED:  
BOARD OF PUBLIC WORKS & SAFETY  
CITY OF GOSHEN, INDIANA**

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Jeremy Stutsman, Mayor

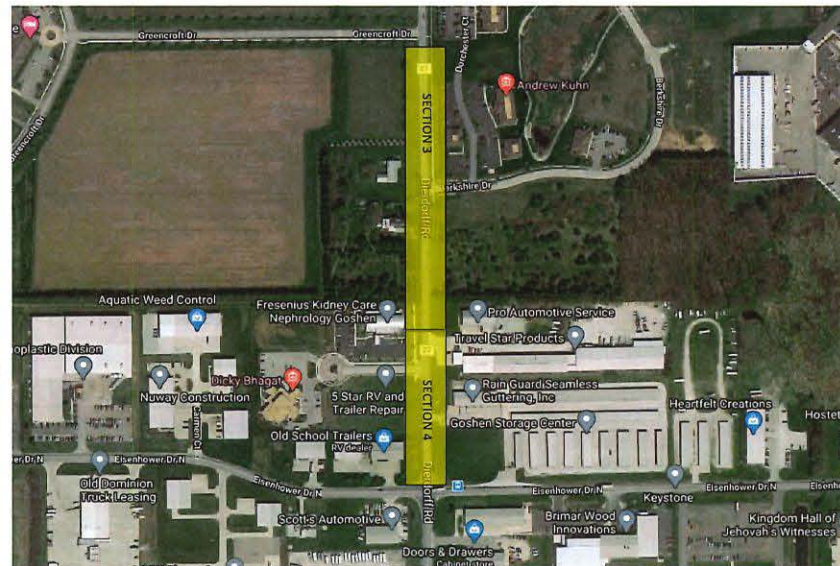
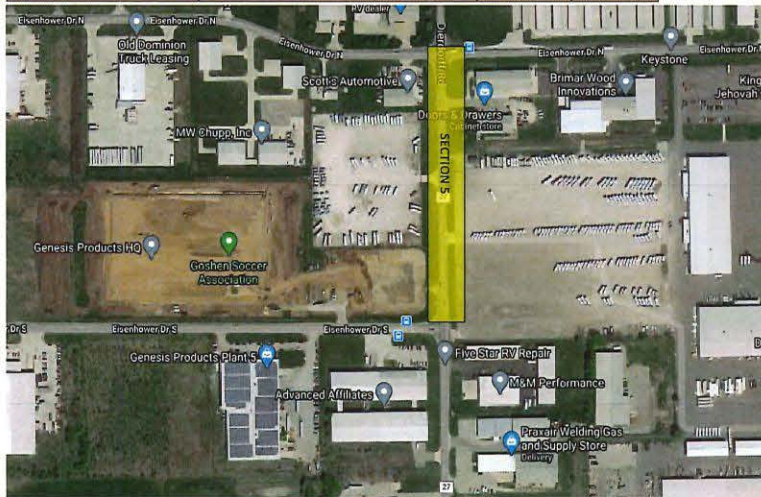
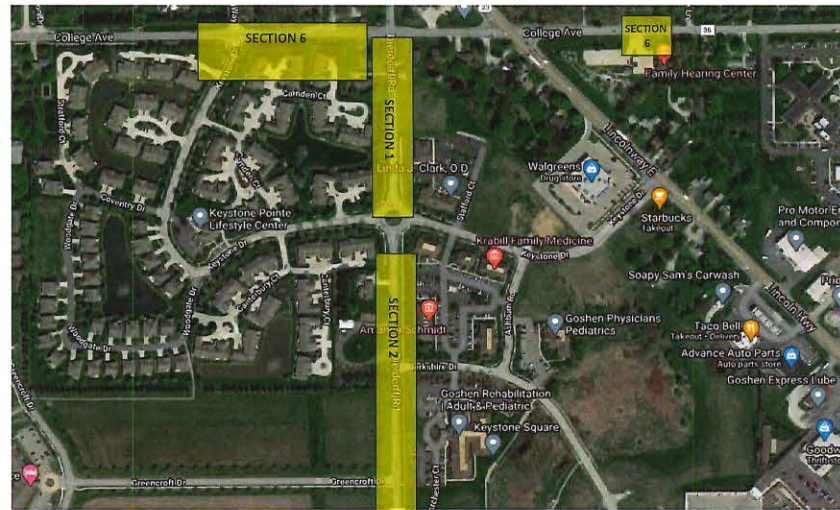
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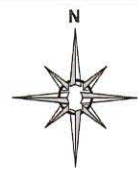
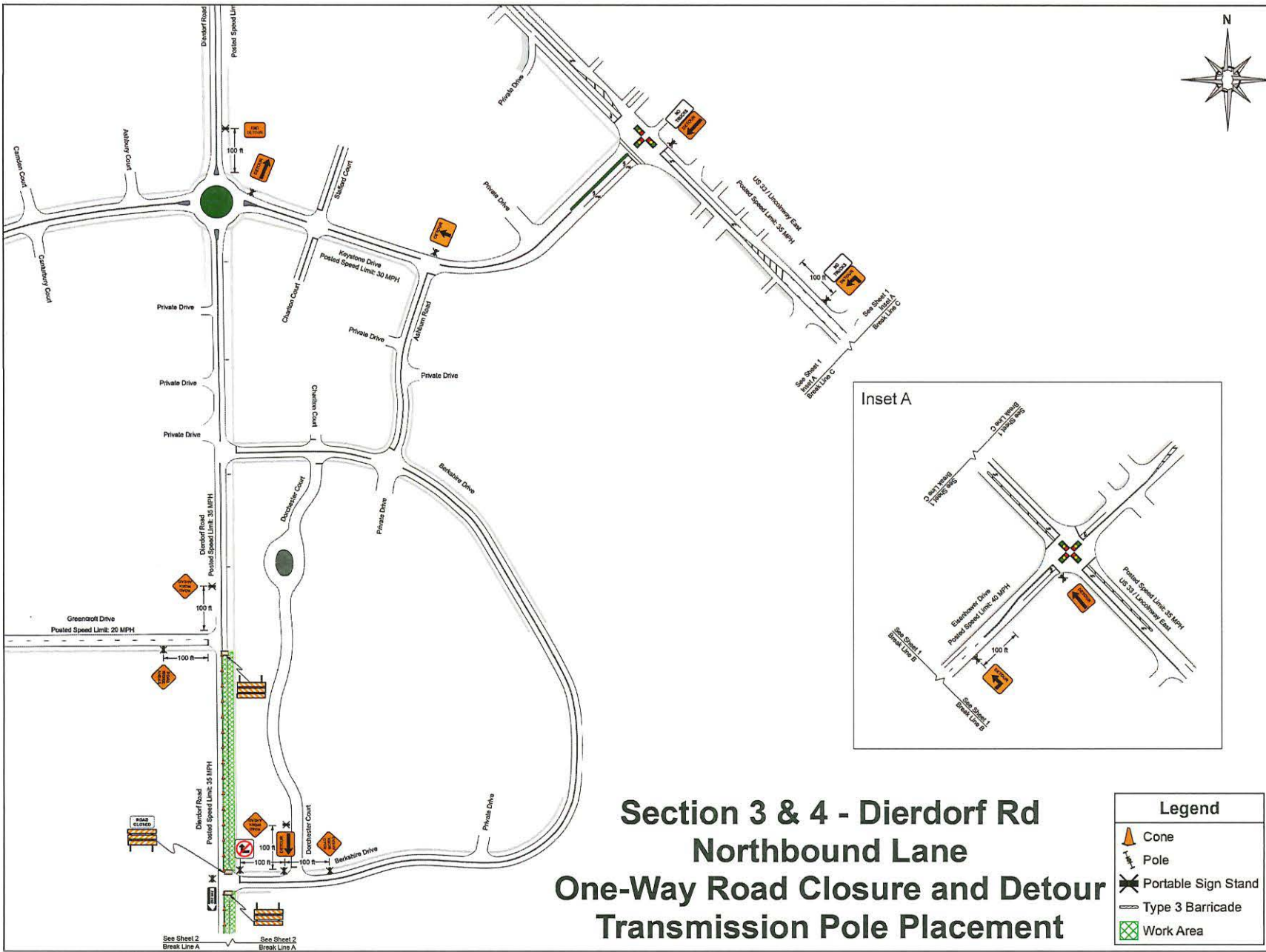
Mary Nichols, Member

---

Michael Landis, Member

Section 1	Task	Traffic Start	Traffic End
	Install poles/transfer distribution conductor	10/12/2020	10/16/2020
	Pull in new conductor, reduced traffic area to corner of College and Dierdorff	11/10/2020	11/12/2020
	Transfer facilities to new conductor	11/16/2020	11/18/2020
Section 2	Task	Traffic Start	Traffic End
	Install poles/pulling blocks/rope	10/19/2020	10/26/2020
	Transfer facilities to new conductor	11/17/2020	11/18/2020
Section 3	Task	Traffic Start	Traffic End
	Install poles/pulling blocks/rope	10/26/2020	10/28/2020
	Transfer facilities to new conductor	11/18/2020	11/20/2020
Section 4	Task	Traffic Start	Traffic End
	Install poles/pulling blocks/rope	10/28/2020	11/2/2020
	Transfer facilities to new conductor	11/23/2020	11/25/2020
Section 5	Task	Traffic Start	Traffic End
	Install poles/pulling blocks/rope	11/3/2020	11/9/2020
	Pull in new conductor, reduced traffic area to corner of S Eisenhower and Dierdorff	11/10/2020	11/12/2020
	Transfer facilities to new conductor	11/30/2020	12/2/2020
Section 6	Task	Traffic Start	Traffic End
	Install poles/transfer distribution and transmission conductor	10/27/2020	11/4/2020





John P. McCarty  
 Digitally signed by John P. McCarty  
 Date: 2020.10.23 09:54:50 -04'00'

Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Indiana, License No. PE19700034, Expiration Date: 7/31/2022

**OBE**  
 ORANGE BARREL ENGINEERS  
[www.orangebarrelengineers.com](http://www.orangebarrelengineers.com)  
 ORANGE BARREL ENGINEERS, P.C.  
 2542 N 700 W  
 GREENFIELD, IN 46140  
 317-758-7587

PREPARED FOR:  
**LS Traffic Control, Inc.**

PROJECT NAME:  
**One-Way Road Closure and Detour Transmission Pole Placement**

Section 3 & 4 - Dierdorf Rd Northbound Lane

PROJECT ADDRESS:  
 Dierdorf Road  
 Greencroft Dr to Karlsa Dr  
 Goshen, Indiana

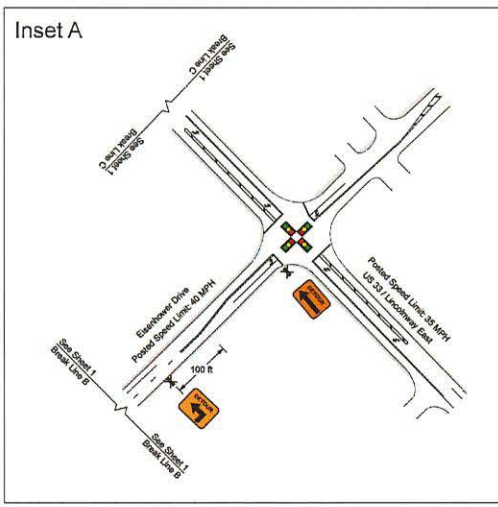
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 Des. by: JPM  
 Drawn by: JPM

REVISION			
NO	DESCRIPTION	BY	DATE

SHEET TITLE:  
**Temporary Traffic Control**

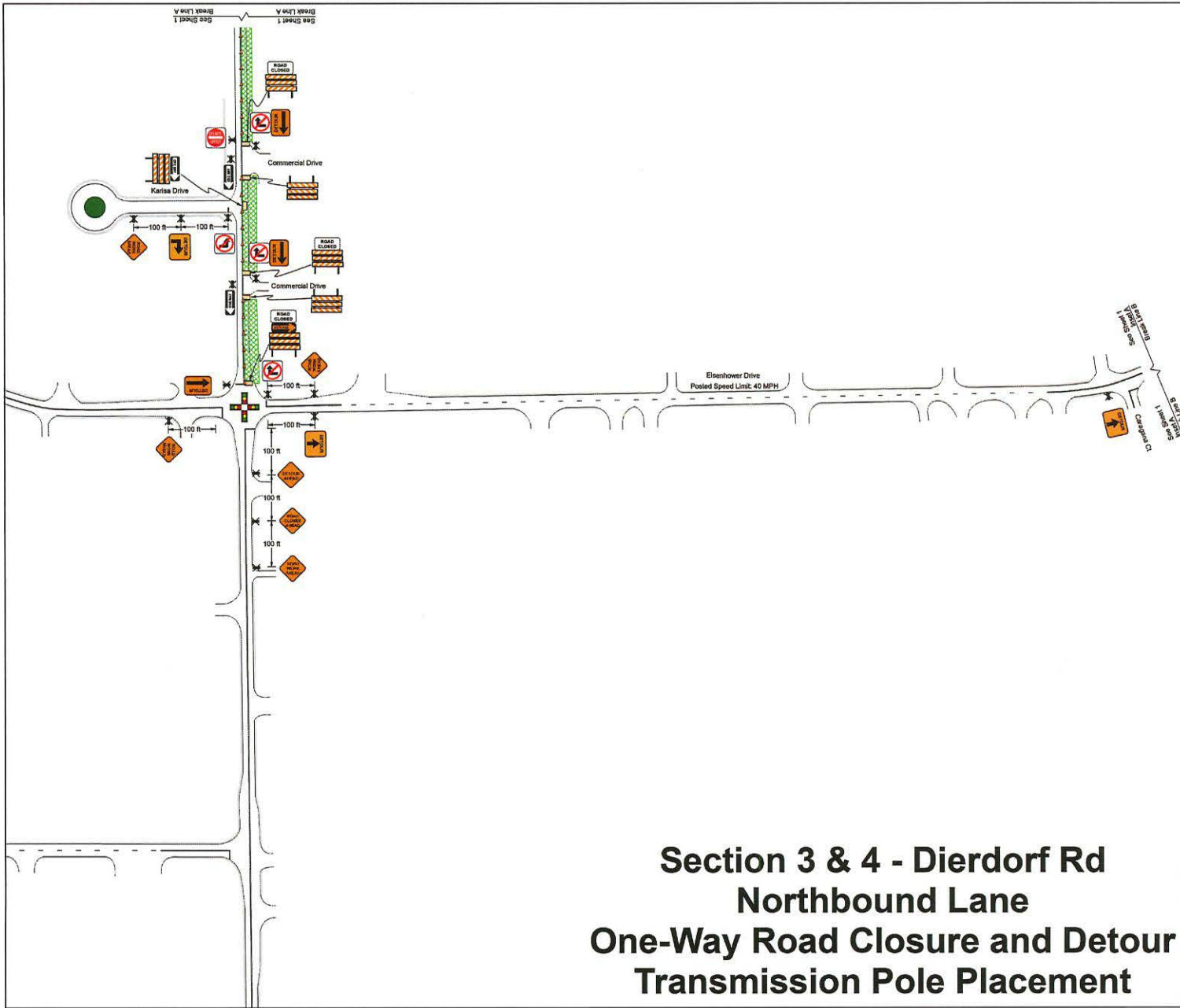
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**1 OF 2**



## Section 3 & 4 - Dierdorf Rd Northbound Lane One-Way Road Closure and Detour Transmission Pole Placement

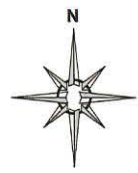
Legend	
	Cone
	Pole
	Portable Sign Stand
	Type 3 Barricade
	Work Area





## Section 3 & 4 - Dierdorf Rd Northbound Lane One-Way Road Closure and Detour Transmission Pole Placement

Legend			
	Cone		
	Pole		
	Portable Sign Stand		
	Type 3 Barricade		
	Work Area		



John P. McCarty  
 Digitally signed by John P. McCarty  
 Date: 2020.10.23 09:54:38 -04'00'

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 GREENFIELD, IN 46140  
 317-758-7587

PREPARED FOR:  
**LS Traffic Control, Inc.**

PROJECT NAME:  
**One-Way Road Closure and Detour  
 Transmission Pole Placement**

Section 3 & 4 - Dierdorf Rd  
 Northbound Lane

PROJECT ADDRESS:  
 Dierdorf Road  
 Greencroft Dr to Karlsa Dr  
 Goshen, Indiana

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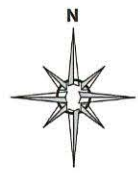
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 Temporary Traffic Control 10/23/2020

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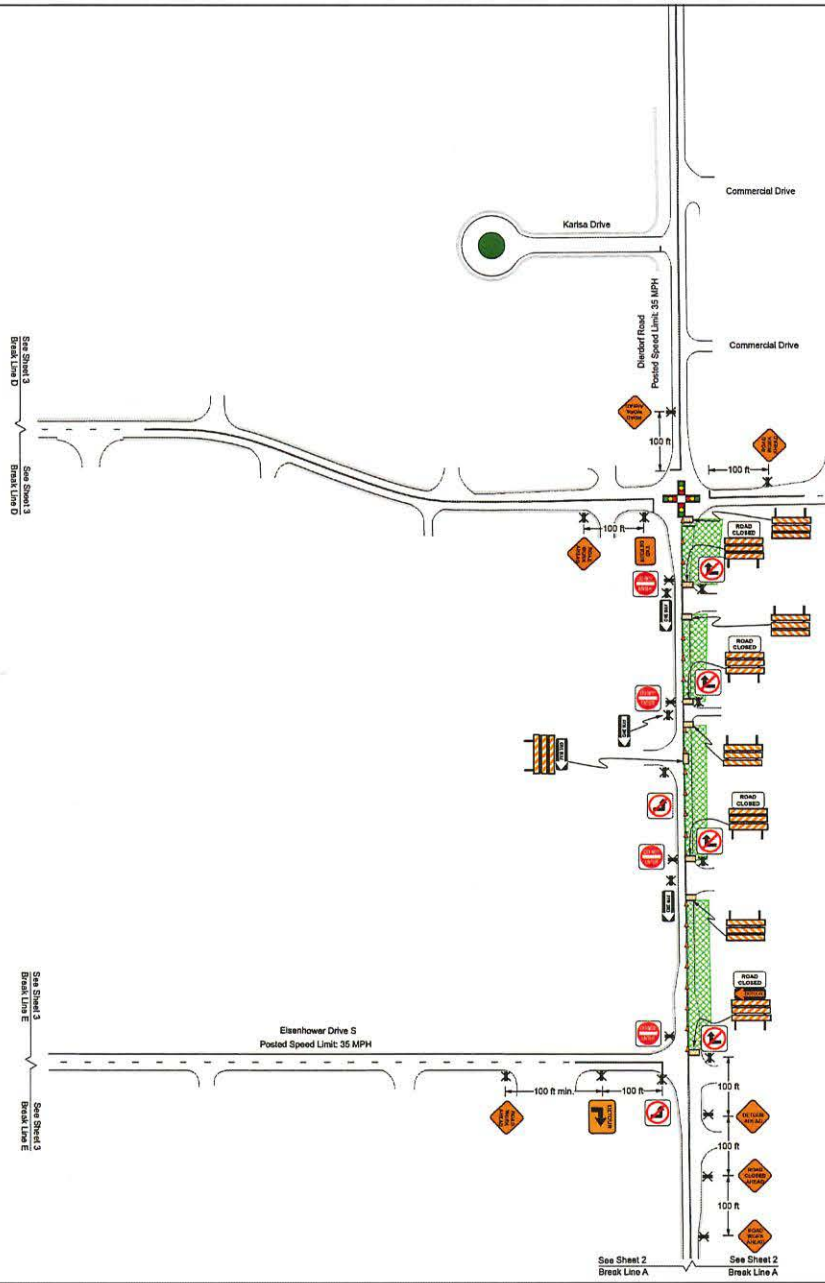
REVISION			
NO	DESCRIPTION	BY	DATE

SHEET TITLE:  
**Temporary Traffic Control**

SHEET NUMBER:  
**2 OF 2**



# Section 5 & 6 - Dierdorf Rd Northbound Lane One-Way Road Closure and Detour Transmission Pole Placement



Legend			
	Cone		
	Pole		
	Portable Sign Stand		
	Type 3 Barricade		
	Work Area		



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 2642 N 700 W  
 GREENFIELD, IN 46140  
 317-758-7587

PREPARED FOR:  
**LS Traffic Control, Inc.**

PROJECT NAME:  
**One-Way Road Closure and Detour  
 Transmission Pole Placement**  
 Section 5 & 6 - Dierdorf Rd  
 Northbound Lane  
 PROJECT ADDRESS:  
 Dierdorf Road  
 Greencroft Dr to Karlsa Dr  
 Goshen, Indiana

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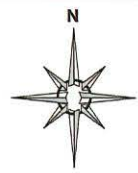
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 DATE: 10/23/2020  
 Des. by: JPM  
 Drawn by: JPM

REVISION			
NO	DESCRIPTION	BY	DATE

SHEET TITLE:  
**Temporary Traffic Control**

SHEET NUMBER:  
**1 OF 3**

# Section 5 & 6 - Dierdorf Rd Northbound Lane One-Way Road Closure and Detour Transmission Pole Placement



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317-758-7587

PREPARED FOR:  
**LS Traffic Control, Inc.**

PROJECT NAME:  
**One-Way Road Closure and Detour  
Transmission Pole Placement**

Section 5 & 6 - Dierdorf Rd  
Northbound Lane

PROJECT ADDRESS:  
Dierdorf Road  
Greencroft Dr to Karlsa Dr  
Goshen, Indiana

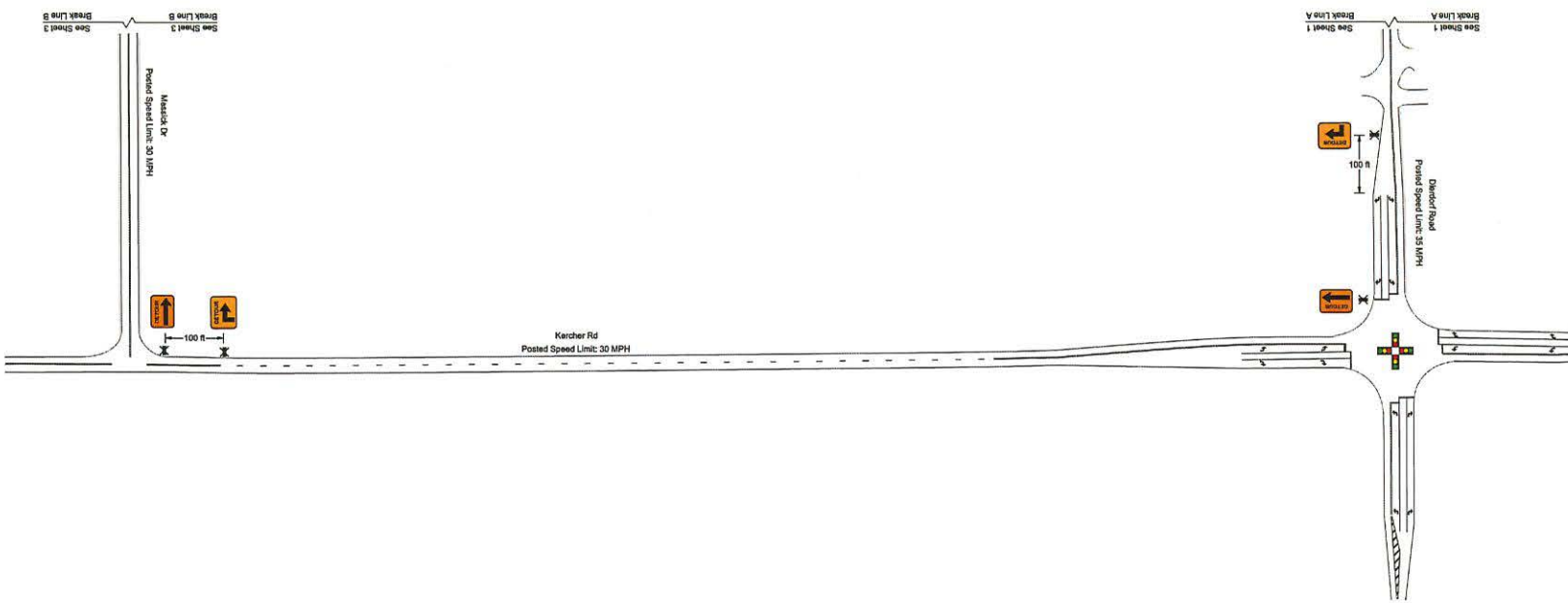
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REVISION			
NO	DESCRIPTION	BY	DATE

SHEET TITLE:  
**Temporary Traffic Control**






SHEET NUMBER:  
**2 OF 3**

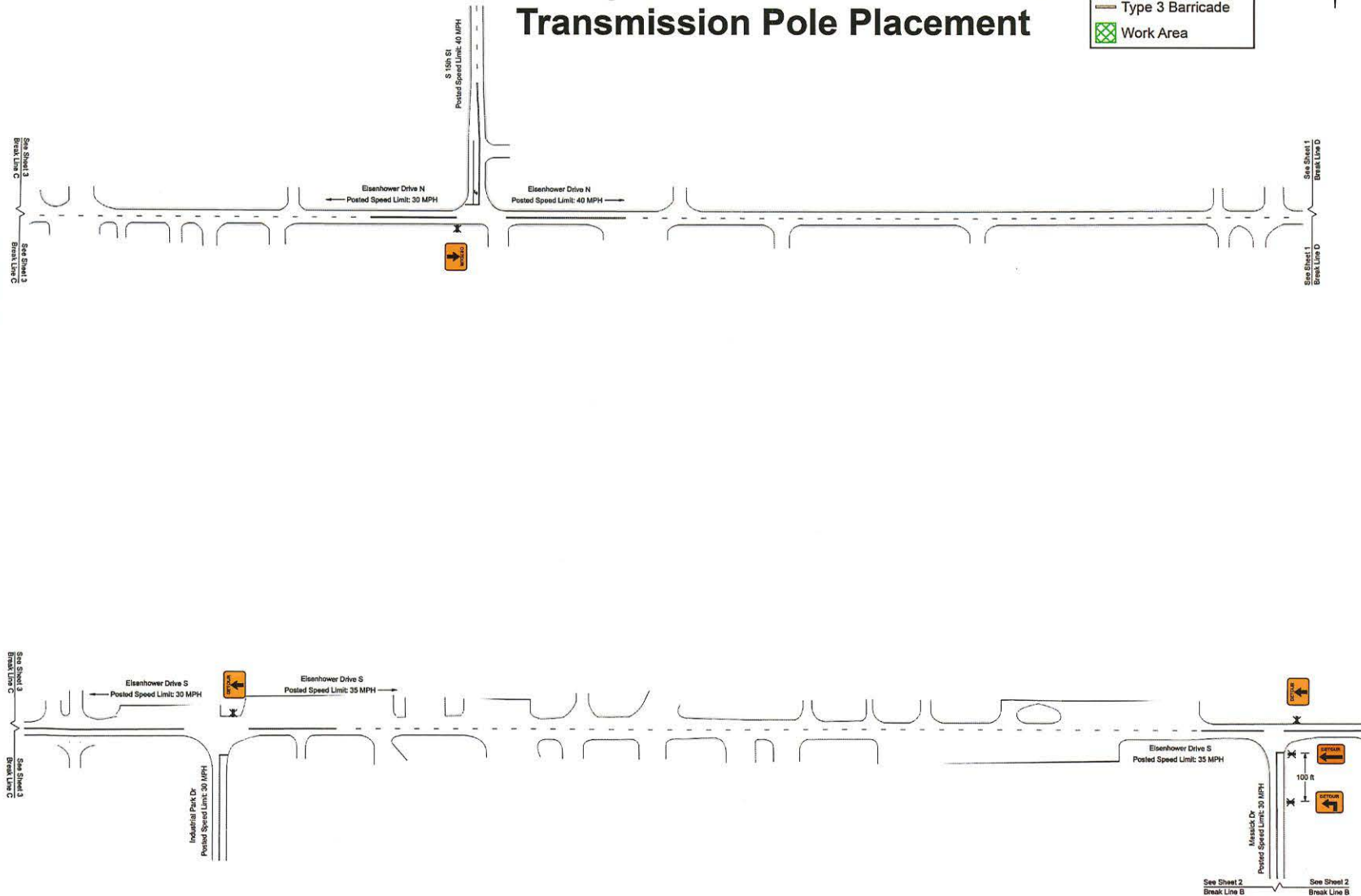
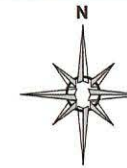


**Legend**

- Cone
- Pole
- Portable Sign Stand
- Type 3 Barricade
- Work Area

# Section 5 & 6 - Dierdorf Rd Northbound Lane One-Way Road Closure and Detour Transmission Pole Placement

Legend	
	Cone
	Pole
	Portable Sign Stand
	Type 3 Barricade
	Work Area



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 GREENFIELD, IN 46140  
 317-758-7587

PREPARED FOR:  
**LS Traffic Control, Inc.**

PROJECT NAME:  
**One-Way Road Closure and Detour**  
**Section 5 & 6 - Dierdorf Rd**  
**Northbound Lane**  
 PROJECT ADDRESS:  
**Dierdorf Road**  
**Greencroft Dr to Karlsa Dr**  
**Goshen, Indiana**

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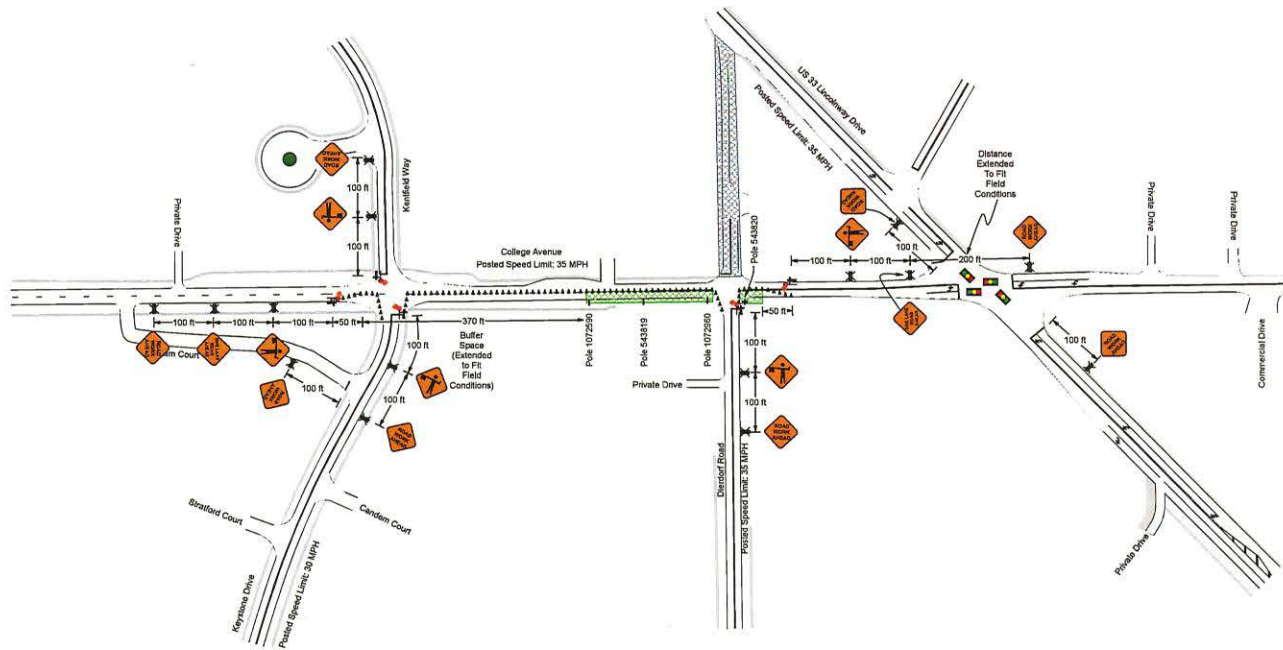
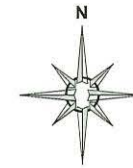
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NO	DESCRIPTION	BY	DATE

SHEET TITLE:  
**Temporary Traffic Control**

SHEET NUMBER:  
**3 OF 3**

# Flagging Operations for Transmission Pole Placement



Note:  
Coordinate access to private and commercial drives with the occupants of the property.  
Additional flaggers may be needed to control entry/exit from private drives

Legend			
	Cone		
	Flagger		
	Pole		
	Portable Sign Stand		
	Road Closed By Others		
	Work Area		



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GREENFIELD, IN 46140  
317-758-7587

PREPARED FOR:  
**LS Traffic Control, Inc.**

PROJECT NAME:  
**Flagging Operations for Transmission Pole Placement Eastbound Lanes**

PROJECT ADDRESS:  
College Avenue  
Keystone Drive to Spring Brooke Drive  
Goshen, Indiana

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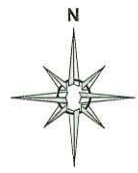
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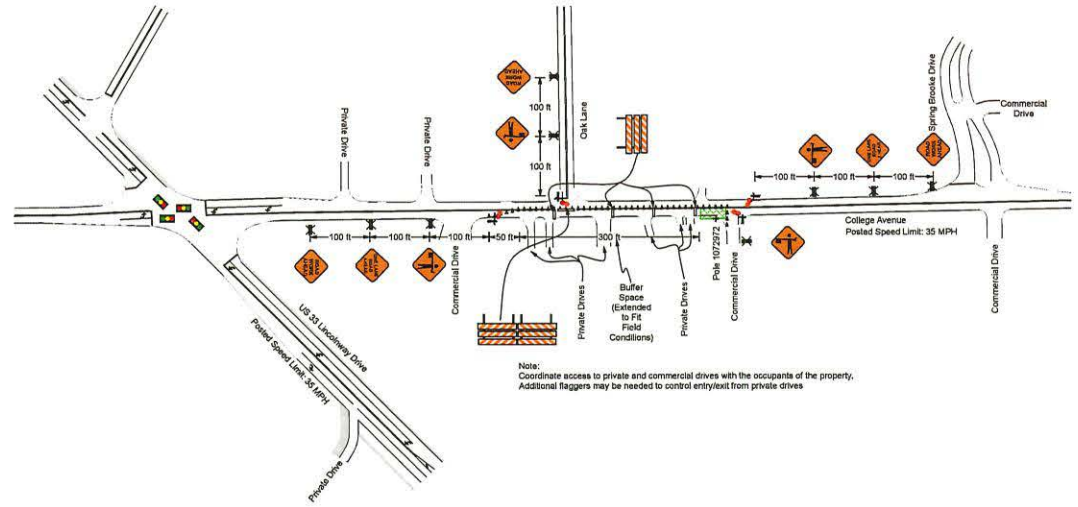
REVISION			
NO	DESCRIPTION	BY	DATE

SHEET TITLE:  
**Temporary Traffic Control**

SHEET NUMBER:  
**1 OF 2**



## Flagging Operations for Transmission Pole Placement



Note:  
Coordinate access to private and commercial drives with the occupants of the property.  
Additional flaggers may be needed to control entry/exit from private drives

Legend	
	Cone
	Flagger
	Pole
	Portable Sign Stand
	Road Closed By Others
	Work Area



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 Date: 2020.10.19 12:49:01 -04'00'

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 317-758-7587

PREPARED FOR:  
**LS Traffic Control, Inc.**

PROJECT NAME:  
**Flagging Operations for  
 Transmission Pole Placement  
 Eastbound Lanes**

PROJECT ADDRESS:  
 College Avenue  
 Keystone Drive to Spring Brooke Drive  
 Goshen, Indiana

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Des. by: JPM  
 Drawn by: JPM

REVISION			
NO	DESCRIPTION	BY	DATE

SHEET TITLE:  
**Temporary Traffic Control**

SHEET NUMBER:  
**2 OF 2**



**Engineering Department  
CITY OF GOSHEN**

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

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

## MEMORANDUM

TO: Board of Public Works and Safety

FROM: Goshen Engineering Department

RE: **EXTENSION OF STEURY AVENUE SOUTHBOUND LANE CLOSURE  
EAST GOSHEN WATER MAIN REPLACEMENT PROJECT (JN: 2019-0037)**

DATE: November 2, 2020

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Due to an unforeseen suspected gas leak, Miller Pipeline was required to complete additional work to relocate the gas main on Steury Avenue. As a result, Selge Construction has altered their order of work to meet end-of-season paving deadlines. Selge Construction will now need additional time to install water main on Steury Avenue. It is requested the Board of Works allow for an extension of the southbound lane closure of Steury Avenue from 305 Steury Avenue to East Lincoln Avenue until November 13, 2020. Two-way traffic will be maintained on Steury Avenue with flaggers. The lane closure will be removed over the weekend.

**Requested motion: Move to approve an additional time extension for the closure of the southbound lane of Steury Avenue until November 13, 2020.**

**ACCEPTED:**

**City of Goshen  
Board of Works & Safety**

\_\_\_\_\_  
Jeremy Stutsman, Mayor

\_\_\_\_\_  
Mike Landis, Board Member

\_\_\_\_\_  
Mary Nichols, Board Member