



## **2009 Planning – Building – Community Development Annual Report Introduction**

**From a fiscal, growth, and development perspective, the best that can be said of 2009 is that the worst economic downturn since the great depression was estimated to hit bottom in the middle of 2009. To address the economy, change in the tax structure, and falling revenue, the City made some hard decisions to weather the storm. This included the outright layoff of 25 people over the past year. With attrition, the City has eliminated more than 75 full time and part time positions over the last three years.**

**Although these are hard times, there are also many positives that took place in 2009. Positives included the opening of the new 350 million dollar Saint Joseph Regional Medical Center, the continued private investment in and around the Medical Center including three new multi-million dollar projects, completing massive public works projects such as the Main Street Underpass, and the neighborhood investments such as the sewer separation projects that have occurred in the West End.**

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In 2009, the City, including all Departments, met the challenge to reorganize and better apply its resources to be more efficient and not just cut programs and services. This challenge brought about over 100 changes/cost cutting measures/efficiencies that kept Mishawaka on-pace to weather the current financial uncertainty. One of these efficiencies included combining the Building, Community Development, and Planning Departments in one location to reduce costs and better serve the City. This change took place in the summer of 2009. Overall, 2009 was a year where private development took a significant downturn, but with the advent of massive federal stimulus, the work of the Departments turned toward accepting new responsibilities, making applications, and generally changing the way we do business to better serve the public.

## **The U.S. Economy**

Regarding the U.S. Economy, the Indiana University Kelley School of Business projects that 2010 will be substantially better than 2009. However, the bad news is that it might not feel better and there are very large problems lurking in the future. The uncertainty of the market and declining home and contribution retirement plans will require higher savings at the price of consumption leading to a weak recovery. They project that “Unfortunately, it will take three to five years to restore the luster to the economy and once again reach full employment”.

## **The Regional Economy**

The Indiana University Kelley School of Business also forecasts regional economies in Indiana. A summary of their forecast is as follows: “The Michiana region, comprised largely of the South Bend-Mishawaka and Elkhart-Goshen Metropolitan areas, faced significant setbacks during the recent recession, including slowed production, substantial job loss, and shrinking real wages. Recovery in 2010 will come slowly, particularly for employment.”

“The recession adversely affected local labor conditions. One cause of concern is the region’s shrinking labor force.” “The reduction in the labor force could be a sign of growth in the number of discouraged workers and the outmigration of workers from the area.”

“The outlook for 2010 is optimistic, but not overly so. The worst effects of the recession have likely occurred and economic conditions should improve as the national economy



recovers. The Michiana region should experience falling unemployment rates, modest job growth, some improvement in real wages, and increased activity in housing markets.”

“The impact of the recovery will depend on the ability to sustain economic growth in the future.”

## Redevelopment Commission

The Redevelopment Commission serves as the governing body for the Department of Planning and Community Development, and is made up of five voting members who are each appointed to a one-year term by the Mayor and Common Council. House Enrolled Act 1001, enacted in July 2008, required that the Mayor appoint a member of the local school board to act as a non-voting member of the Redevelopment Commission. In January of 2009, Mr. Larry Stillson, who serves as the School City Mishawaka Board President, graciously accepted the invitation to fill that position on the Commission. The following Commissioners served on the 2009

Redevelopment Commission:

<b>Dr. M. Gilbert Eberhart</b>	<b>President</b>
<b>Mr. Gary O’Dell</b>	<b>Vice-President</b>
<b>Mr. M. Wayne Troiola</b>	<b>Secretary</b>
<b>Mr. Matt Mammolenti</b>	<b>Member</b>
<b>Mrs. Ronda Gebo</b>	<b>Member</b>
<b>Mr. Larry Stillson</b>	<b>Member (Non-Voting)</b>

## Staff

In an effort to reduce salary costs and increase efficiencies within the Planning and Community Development Department, the position of Bookkeeper B was eliminated. The tasks associated with that position were distributed among the remaining members of the Department. In 2010, depending on the workload, entering into partnerships with



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other organizations such as the Chamber of Commerce may be evaluated to expand our economic development and business retention services.

During the summer of 2009, Ms. Elizabeth Marzotto (Michigan State University) returned to intern with the Department. During her time with the City, Ms. Marzotto assisted in creating the City's Five-Year Housing and Community Development (HCD) Plan. Every five years the Department of Planning and Community Development, in conjunction with The City of South Bend and St. Joseph County, is required to submit a comprehensive plan to HUD (Department of Housing and Urban Development). This plan details exactly where and how we intend to spend our CDBG funds for the next five years, which for this cycle is 2010 - 2014. A key component of the HCD Plan, the Analysis of Impediments to Fair Housing in St. Joseph County, will be undertaken and completed in the first half of 2010.

## **Habitat for Humanity: East McKinley Avenue and DeLorenzi Street**

The City of Mishawaka again collaborated with the St. Joseph County chapter of Habitat for Humanity to build new homes on vacant City properties. In 2008 the City helped to clear a blighted structure on East McKinley



Avenue, and granted Habitat for Humanity \$15,000 in HOME funds to help cover the



construction costs. Construction began in November 2008, was completed in April 2009, and the new homeowner moved into the house in May 2009. Similarly, the Department demolished a vacant,

dilapidated structure on South DeLorenzi Street that had been purchased for \$1 from the Department of Housing and Urban Development. Using a \$15,000 grant from the City's HOME funds as a construction subsidy, a new home was built in the summer of 2009. The new owner took possession of the house in August 2009. The Department of Planning and Community Development considers its partnership with Habitat for Humanity of St. Joseph County to be one of its most effective and rewarding. Habitat for Humanity routinely involves volunteers from local organizations in City-sponsored projects, creating

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meaningful opportunities for the community to come together to provide home ownership opportunities for low-income families.

## Redevelopment Acquisitions

During 2009, the City of Mishawaka Redevelopment Commission acquired numerous blighted and vacant properties throughout the City for use in its sponsored programs and initiatives.

### *West Tenth Street*



This foreclosed property was tagged by the City's Code Enforcement Department for numerous violations. The lending institution that took possession was not willing make the necessary investment to bring the property up to code requirements, so the Department was able to acquire the site for \$10,000 plus back taxes using the City's Community Development Block Grant Recovery (CDBG-R) funds. The dilapidated structure was

demolished in December 2009, and the cleared lot will be the site of a First-Time Homebuyer or Habitat for Humanity home.

### *East Third Street and South Merrifield Avenue*



In 2008, the Department acquired and cleared five blighted structures at the northwest corner of East Third Street and South Merrifield Avenue. The cleared lots will eventually be used for First Time Homebuyer Program lots, but in the near future will be utilized as a staging area for local infrastructure improvements.

Acquisition of the following three properties will allow the Department to continue improvement efforts at that intersection.



This long-time vacant commercial property at 853 E. Third Street is located on the southwest corner of East

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**Third and South Merrifield.** It was acquired in May 2009 using \$69,000 in Tax Incremental Financing (TIF) funds.

Located directly west of the property at 853 E. Third Street, 851 E. Third Street went into foreclosure and was acquired in October 2009 using \$85,000 in TIF funds.



The property at 209 S. Merrifield Avenue, located to the south of 853 E. Third Street, was purchased for \$78,000 in TIF funds. All three properties are scheduled to be demolished and cleared in February 2010. After intersection improvements are made, the Department intends to install sidewalks and a tree lawn, and construct a First Time Homebuyer house on the site where these structures now stand.

### ***Vacant Lot at E. Fourth Street and S. Merrifield Avenue***



The owner of this vacant lot at the northwest corner of E. Fourth Street and S. Merrifield Avenue offered the lot to the City as a gift, and in January 2009 the property transfer was completed. The site will be used as a staging area for future intersection improvements at E. Fourth Street and S. Merrifield Avenue.

### ***Lincolnway East***



A former storefront in a residential neighborhood, in December 2008 the Redevelopment Commission acquired this property for \$18,000 with HOME Partnership Program funds. The structure was demolished and the lot cleared in February 2009, and construction began in



September 2009 for a First Time Homebuyer Program house.

### ***North Hill Street***

Located in the proximity of the River Center development and surrounded by vacant City-owned lots, this single-family residence was acquired in December 2008 for \$92,500 in TIF funds. The structure was demolished in February 2009, and the cleared lot will factor into the City's plan for the River Center area.



### ***West First Street***

Another key property located near the River Center development, this site is just east of the Carnegie Library. It went into foreclosure and was acquired from the lender for \$28,500 in TIF monies in May 2009. Demolition took place in October 2009.



### ***South Cedar Street***

Located at the corner of 4th Street and S. Cedar Street, this property was donated to the City by Wells Fargo Bank in June 2009 after attempts to sell it proved futile. It was an apartment building with four units and inadequate parking on a small, unbuildable lot. Demolition occurred in October, and the vacant lot currently provides open green space in a neighborhood of closely situated houses.



### ***East Fourth Street***

The City's Code Enforcement Department presented this blighted property at a code violation hearing several years ago. Using TIF funds, the Department acquired the site in December 2009 for \$30,000. Demolition is anticipated to occur in February 2010.



### ***South West Street***



Another blighted property that went to a code violation hearing is located on South West Street. The Department purchased the site for \$30,000 in December 2009 using Community Development Block Grant funds. Demolition is expected to take place in February 2010.



### ***East Third Street***

This property on East Third Street had an FHA loan that went into foreclosure. The abandoned house was also tagged by the City's Code Enforcement Department for violations. The Department of Housing and Urban Development (HUD) offered the house to the City for \$1.00 as part of their Good Neighbor Program. In February 2009 the acquisition process was completed; the substandard structure was demolished in May. Construction of a new house for the First Time Homebuyer Program began in August, and a new homeowner now resides at the property.





### ***Lincolnway West***

**This vacant property was in substandard condition, and was condemned at a code violation hearing in December 2008. The owner was given 30 days to bring the structure up to minimum code standards or have it demolished. Rather than invest money in the property, the owner instead sold it to the City for \$1.00. The**

**structure was demolished in November 2009.**

### ***East Grove Street***

**Once the site of a residential fire, this property on East Grove Street sat vacant for several years. The Department acquired the site in May 2009 for \$10,750 in TIF funds, and construction of a First Time Homebuyer Program house began in September 2009. The house was transferred to the new homeowner in December 2009.**



### ***East Sixth Street / East Fifth Street***

**The houses on this property were vacant for several years, and were tagged by the Code Enforcement Department as a substandard property. With two rental units and two garages on one city lot, the property was deemed a non-conforming site. The Department was able to acquire the property for \$1.00 through the Department of Housing and Urban Development's Good Neighbor Program in December 2009. Several structures on the property will be demolished, and the main house will be rehabilitated using funds from the City's Neighborhood Stabilization Program (NSP) grant.**





### ***Lincolnway West***

As part of a comprehensive strategy for redevelopment of the River Center area (former Uniroyal site), the City acquired the Mishawaka Furniture property. This building has been a prominent fixture in the City's central business district for 100 years. Constructed in 1910, it was originally the second Mishawaka High School structure. When the current high school building

was opened in 1924, the building was changed to Main Junior High School. It was sold to a private owner in the 1970s, and was most recently utilized as a commercial retail site.

Inspections have determined that the building is in substandard, but reparable, condition. An adaptive re-use study conducted in May 2008 indicated that the building could be successfully rehabilitated for use as apartments for those 55 years and older. A historically significant building that occupies three-quarters of a city block will be transformed from a blight on the surrounding neighborhood into desirable affordable senior housing.

At 51,000 square feet and three stories, the renovated building will be an imposing downtown landmark that maintains a turn-of-the-previous-century downtown atmosphere. This project will serve as the "hub" around which further stabilization efforts in the surrounding neighborhood will occur, and will compliment the IronWorks project and Riverwalk Townhomes. In general, this project is very similar to the Mary Phillips School project which converted a former school into 25 affordable apartments for senior citizens in 2003-2004. The building is located in the City's Northwest Tax Increment Finance District and was purchased, along with an adjacent vacant lot, for \$566,500 in TIF funds. Rehabilitation efforts are anticipated to be funded with a combination of state, federal and local funds.

## **Neighborhood Stabilization Program (NSP) Grant**

In September 2008 the Department of Housing and Urban Development (HUD) allocated \$3.92 billion to help revitalize and stabilize communities impacted by the foreclosure crisis. Specifically, the funds were earmarked to address the problem of abandoned or

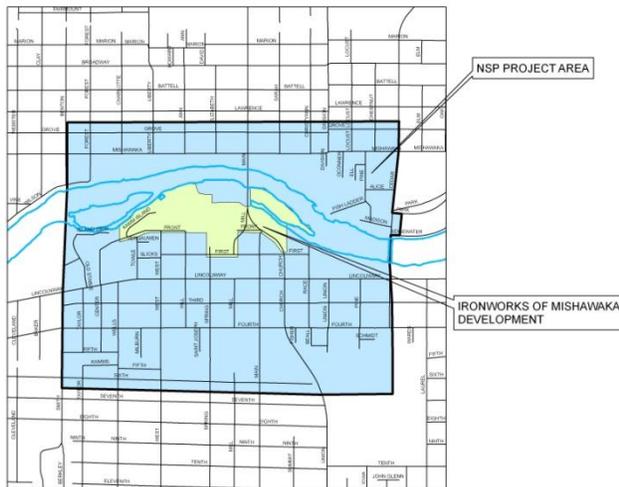
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foreclosed

homes.

The City of Mishawaka applied for, and was awarded, \$6.5 million from the NSP. Using statistics from HUD regarding low-moderate income populations, foreclosure risk and sub-prime mortgages, along with U.S. Postal Service figures on vacancy rates, we were able



to determine a target area comprised of block groups most impacted by the foreclosure crisis. This area is bordered on the north by Grove Street, on the south by Sixth Street, on the west by Taylor Street and on the east by Cedar Street. It is .67 square miles (4% of the City's total area), and has a population of approximately 8,200 (18% of the total population).

The City's Code Enforcement has identified 50 - 60 vacant residences in the target area. The Department's proposal included the acquisition of approximately twenty (20) vacant homes in the target area. Those that are considered substandard will be demolished and the lots will be utilized for the City's First-Time Homebuyer Program and Habitat for Humanity projects. Vacant residences that are suitable for rehabilitation will be used for the City's Self-Sufficiency Lease-to-Own Program. Community Development Block Grant, HOME Partnership and Federal Home Loan Bank funds will be utilized to leverage the NSP funds. Since the majority of the target area falls within the Northwest TIF District, some TIF funds will also be used where appropriate.

As well as eliminating blight in one of the City's oldest neighborhoods, the project would provide housing units for low-moderate income households. It would also improve the quality of life in the residential neighborhood surrounding the River Center and Riverwalk by reducing the problems caused by an excess of vacant structures in an area.

## Community Development Block Grant - Recovery

As part of the American Recovery and Reinvestment Act, the City was awarded \$144,277 in

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additional Community Development Block Grant funds. This money must be kept separate from the regular CDBG allocation, and used for separate projects. Therefore, the Department intends to use it to acquire and demolish blighted properties in the Milburn Boulevard area. The cleared lots will then be used for new construction homes targeted at low-moderate income homebuyers, either through the City's First Time Homebuyer Program or via our partnership with Habitat for Humanity of St. Joseph County.

## Self-Sufficiency Homeownership Program

The purpose of the Self-Sufficiency Homeownership Program is to provide eligible applicants with the opportunity to "lease to own" a Dollar Home that was purchased from the Department of Housing and Urban Development and rehabilitated with the Department's Community Development Block Grant funds. Down payment assistance is provided to program participants in the form of a deferred payment loan.



The Self-Sufficiency Homeownership Program serves low and moderate-income households with incomes at or below 80% of the St. Joseph County area median income and that qualify for a mortgage loan from a participating lender. Applicants participate in a "lease-to-own" scenario for two years, in which payments made to the Department of Planning and Community Development are used to reduce the purchase price of the home.

As long as the eligible applicants remain in the home, the total loan is deferred. While the rehabilitation work is being performed on the home, applicants participate in an educational course designed for first time homebuyers, administered by the Department of Planning and Community Development. In 2007 the Department rehabilitated and rented a house on East Eleventh Street that was acquired from HUD. The participating family continues to receive financial counseling through the Department of Planning and Community Development and the Penn Township Food Pantry, and it is anticipated that in 2010 the clients will be in a position to purchase the home.





## **Owner-Occupied Rehabilitation**

**2009** marked the third year of the Department of Planning and Community Development's partnership with Carpenter's Union Local 413 to build wheelchair ramps for low-moderate income homeowners. Applicants are screened by REAL Services, Inc. for income qualification and demonstrated need, then referred to the Carpenter's Union. Volunteer carpenters construct the ramps, and the cost of materials is reimbursed using the Department's Community Development Block Grant funds. Approximately \$5,000 in CDBG funds was allocated to fund this project.

## **CDBG Subgrantees**

The Department of Planning and Community Development also assists local human service agencies that provide Community Development Block Grant-eligible activities in the Mishawaka area. Organizations that received funding during program year 2009 included the YMCA, Family and Children's Center, REAL Services Inc. (Adult Guardianship and Older Adult Crime Victim Program), Northern Indiana Food Bank, Home Management Resources, Stone Soup Community, and the Boys and Girls Club. In 2009, a total of \$60,000 in CDBG funds was invested in these programs.

## **First-Time Homebuyer Program**

The City's First Time Homebuyer Program continues to strengthen and improve Mishawaka's neighborhoods. The First Time Homebuyer Program makes homeownership a reality for area residents with low to moderate level incomes that are ready to purchase their first home. Since the program's inception in 2004, the Department has received much positive feedback from public officials and our First Time Homebuyers. In addition, we have heard many positive comments from the surrounding neighbors.



**Over the past six years, with funding from HOME Partnership Act monies awarded by the**

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St. Joseph County Housing Consortium, the Department has built a total of twenty seven (27) homes and completed infrastructure upgrades on a number of lots scattered throughout the city. The Department continues to partner with Weiss Homes, Place Builders, Jeff Moser Homes and The McCollester Group to construct the First Time Homebuyer homes. In addition to our building partners, 1st Source Bank and Mutual Bank continue to work with us to provide private mortgages and other funding for the program. Program participants receive HOME funds that are used as down payment and closing cost assistance toward the purchase of their homes. HOME funds are also used to provide infrastructure improvements.

After completing the “Borley Avenue Subdivision” in 2008, the Department decided that in order to best serve the community the PY 2009 program should focus on building new homes on infill lots throughout the city. After careful planning, three (3) lots that were contributing to neighborhood blight were selected for acquisition and clearance. Building plans were reviewed and designs were selected that would best compliment the surrounding homes.

Construction for Program Year 2009 began in August, and houses on East Third Street (Place Builders) and East Grove Street (The McCollester Group) were completed in



December. The third house, located on Lincolnway East (Jeff Moser Homes) is scheduled to be completed in January 2010. Throughout the year our staff and builders held regular project meetings to ensure that construction proceeded smoothly, and that the end product would be in accordance with the HUD guidelines for building affordable, mid-grade homes with allowable amenities. The three homes that were constructed in

2009 appraised in the range of \$124,000-\$135,000. Each home included three bedrooms, 1 1/2 baths, a finished basement, 1 1/2 car garage, and all appliances, while two of the homes had an additional bedroom in the basement with an egress window.

In order to qualify for the First Time Homebuyer Program, applicants must have incomes at or below 80% of the St. Joseph County area median, qualify for a mortgage loan from



one of the programs participating lenders, contribute \$1,500 of their own savings toward closing costs, and successfully complete the Department-sponsored pre-purchase counseling course.

## Summer of Service

In the fall of 2006, the City of Mishawaka began a partnership with Rivervalley Church and Vineyard Community Church to create the program now known as Summer of Service. The objectives of the Summer of Service Program are to encourage youth volunteers to connect with the community, beautify the city, and touch the lives of Mishawaka residents. In 2009, the City again joined efforts with local faith-based organizations to complete service and repair projects on two homes in the Mishawaka community. Approximately \$5,000 in Community Development Block Grant funding was allotted for materials to repair two homes that were referred to the Summer of Service committee by the City's Code Enforcement Department.

### *West Marion*



The Summer of Service team, headed up by volunteers from Vineyard Community Church, scraped and re-painted the façade of the house. In addition, they completed extensive yard maintenance that included removing overgrown grass from the driveway, pruning trees and shrubs, and planting flowers.

### *West Colfax*

This home has been owned by the current resident for over 60 years. The Summer of



Service team for this project, lead by Rivervalley Church volunteers, scraped and repainted the façade of the house, and completed extensive exterior repairs and yard maintenance. Outside lights were upgraded, gutters were replaced and truckloads of yard debris were hauled away.



## Student Weekend

The Summer of Service home repair program and the Department partnered with River Valley Community Church in an effort to bring the youth of the community together to complete beautification projects across the City. On the weekend of June 5th - 6th, 75 students from six Mishawaka churches cleaned, weeded and applied mulch at Shiojiri Niwa and Beutter Parks, and picked up trash along the railroad south of Fourth Street. The major project of the weekend took place at the Merrifield Park Ice Rink, where along with local artist Dana DaBrodt, the students painted the City Seal on the Merrifield Park Ice Rink.

## Economic Development

The Department of Building – Community Development - Planning is also responsible for organizing and implementing programs and initiatives aimed at retaining local businesses and assisting them to grow and benefit the greater community.

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## Mishawaka River Center Ironworks of Mishawaka



The City of Mishawaka continues to work closely Prime Development regarding their continued efforts to redevelop the former Uniroyal site. During 2008, the first phase of building was completed with the construction of 19 custom townhouses, ranging in size from 2,100-2,800 square feet. Additionally, the multi-story mixed-use building on the riverfront of Beutter Park was completed; at present, Prime Development continues to market and enter into discussions with potential tenants for the space. The current economic environment has made it difficult to find lenders particularly for a restaurant venture which is intended to occupy the first floor of the building.

## Riverwalk Townhomes, LLC.



In 2007, Riverwalk Townhomes, LLC. began work on what will eventually be 20 townhomes in the style of traditional Chicago brownstone walk-ups, situated along the North bank of the Mishawaka Riverwalk. Phase I, consisting of 11 units, was completed and made available for sale in the fall of 2008. At the end of 2009, only one unit was occupied by lease, despite continued interest from buyers. This project has suffered significantly due to the recession and fall of the higher end residential housing market. The projected improving residential market, combined with the recently completed Mishawaka Avenue streetscape improvements should help assist in allowing the developers to sell and complete this project as envisioned.

## Tax Abatements

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The City of Mishawaka awards tax abatements on commercial real estate and personal property taxes to corporations involved in new capital investments and facility expansions that will further the economic development of the Mishawaka community. In 2009, the City approved only one tax abatement. A three year tax abatement was granted for Douglas Road Nursing Homes; Long Term Care Investments LLC. The abatement was for the construction of a 1-story, 70,000 square foot, 120 bed nursing home building on the north side of Douglas Road immediately across from the WSBT studios building. The estimated cost of the project is \$18,000,000.

Since 1986, the City has approved a total of 47 tax abatements for 32 different companies. Currently there are 9 active abatements in the City including the following companies: AM General Byrkit facility, Ironwood Enterprizes LLC (Dr. Del Pilar), Damon Products, Culture Systems, Patrick Industries, Jamil Packaging (2 abatements), Nyloncraft, BD Development LLC (St. Joseph Hospital Medical Office Building), Long Term Care Investments LLC.

## **Building and Planning**

As previously stated, from a fiscal, growth, and development perspective, the best that can be said of 2009 is that the worst economic downturn since the great depression was estimated to hit bottom in the middle of 2009. The City continued to grow, but at a much slower pace in 2009. The City issued permits worth an estimated \$53 million dollars in 2009. Over the previous 4 years, even excluding the St. Joseph Regional Medical Center project, the City had averaged close to \$100 million dollars in construction a year. \$53 million dollars is the lowest valued construction that has occurred in the City in the past ten years. The next lowest was 2003 where the City had \$57 million dollars in new construction.

Although the City is reaping the benefits of long-term strategic decision making, such as the relocation of the hospital, the poor housing market, saturated retail market, and the lingering effects of the national economic recession will continue to be a drag on the quantities of new construction for years to come.

## **Planning and Building Permits**

### **Residential- 10.5 Million Dollars in Estimated Construction Costs**

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- **32- New single family detached homes**
- **677- Residential Alterations/Additions**
- **16- Garage/Carport Additions**
- **21- Accessory buildings**
- **1- Pool**

**Commercial/Industrial- 42.5 Million Dollars in Estimated Construction Costs**

- **8 new commercial buildings**
- **138 Alterations/Additions**

## **Development Constructed**

Unlike 2008, In 2009, the decrease we have experienced in permit activity was also reflected in the overall amount/value of construction. In 2009, the total number of new projects also decreased significantly. In addition, there was yet another decrease in new residential construction. For the second year in a row, no new multiple family structure (apartment) permits were pulled within a single calendar year. Although the City is reaping the benefits of long-term strategic decision making such as the relocation of the hospital- the poor housing market, saturated retail market, the national recession continues to have a negative influence on the quantities of new construction.

### **Points of interest:**

- **For the second year in a row, no multi-family building permits were issued for new buildings in 2009.**
- **A total of 32 new single family permits were issued in 2009. This is down from the 46 new single family permits in 2008. This is significantly down from the 112 permits issued in 2007 and representative of the national recession and problems in the housing market.**
- **Only 8 new commercial buildings were started in 2009. This is even less than the 13 new commercial buildings were started in 2009. For reference and comparison, prior to the downturn in the economy, 24 permits were issued for new commercial buildings in 2007.**

## **Annexations**

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By federal law, the City cannot amend its boundaries the year prior to the Census. As such, no amendment of the City boundaries can occur in 2009. As such, we had only one annexation occur in 2009 with the effective date of the annexation as January 1, 2010. The annexation included.

## Medical Related Construction

In 2009, we were excited to see the opening of the St. Joseph Regional Medical Center. This building has profoundly changed the landscape of the City, not just with its massive physical presence, but also for its economic influence on our City's continued growth and prosperity. Over the past few years, the City has worked hard to solidify the hospitals plans, extended utilities and constructed Holy Cross Parkway, connecting Douglas Road to



**Edison Lakes Parkway.**

*View of the St. Joseph Regional Medical Center from Edison Lakes Parkway*

This medical presence has already paid off with three significant medical related projects that began construction in 2009. These projects included the Hearth at Juday Creek, Michiana Hematology Oncology, and Douglas Road Nursing Homes.

## Commercial Growth

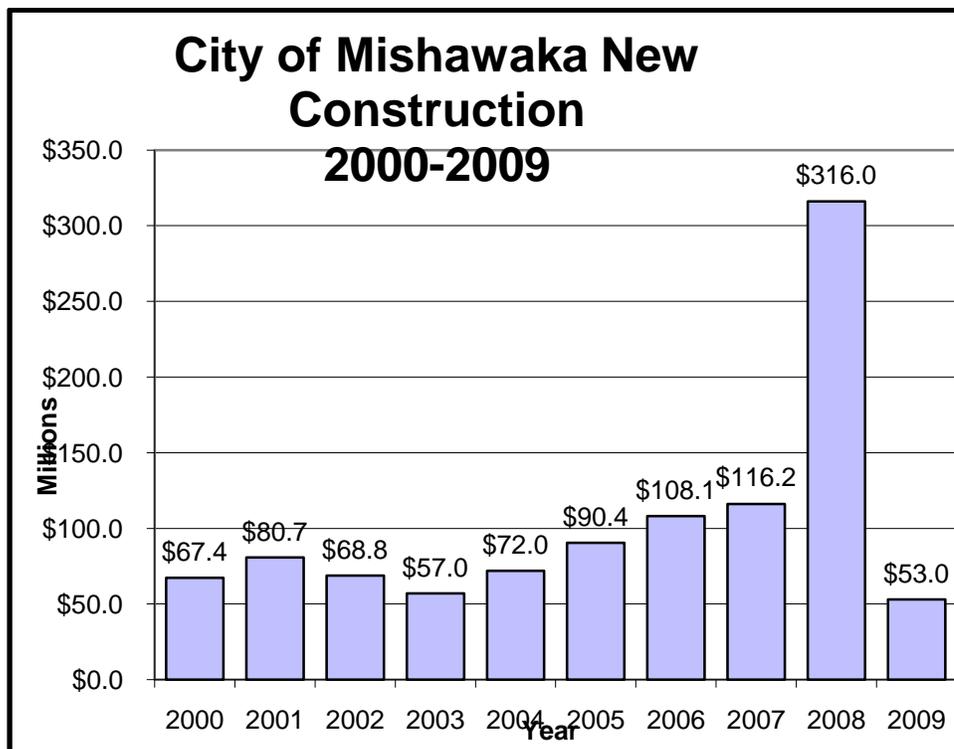
In 2009, the overbuilt retail areas on the north side of the City combined with the recession created a buyers market and left property owners cutting deals to fill tenant space. As

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identified in 2008, in 2009 changes continued to occur within the existing retail spaces. In 2009, the competition was self evident as new businesses entered the market, some moved, and some went out of business entirely. We also continue to see new businesses and chains make a go of it including Christmas Tree Shops and HH Gregg. With the downturn in the economy and buyers market, it appears that there will continue to be large retail vacancy rates and deals to be had in the coming years. This will also be a time where centers may take the opportunity to reinvest to lure new tenants.

Over the next few years, we anticipate that the City will continue to see the transformation of longstanding retail centers as a result of competition, as well as the appearance of new commercial centers. It is likely that the City will see a decrease in the quantity of new retail construction in the coming years and potentially increased vacancies while the market sorts itself out.



### Residential Construction

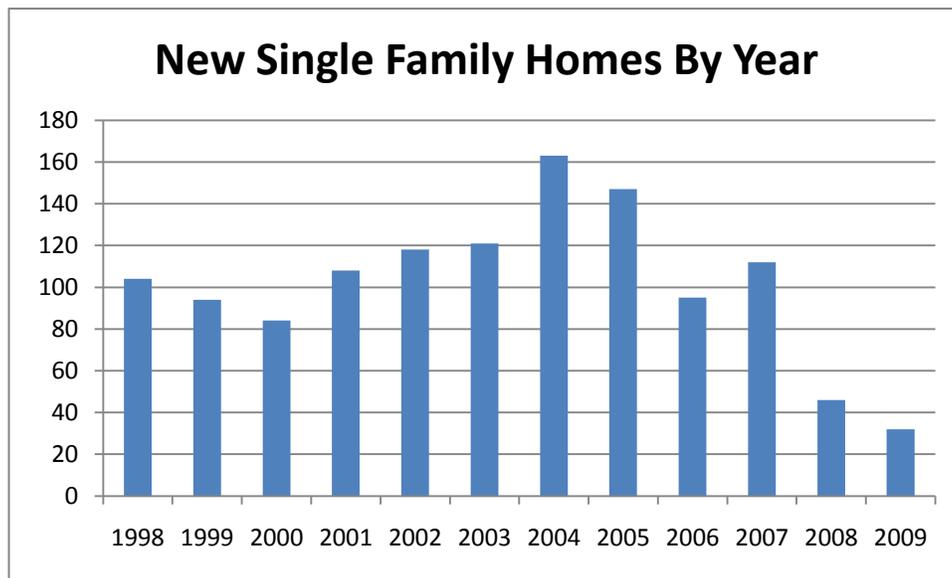
As noted, residential construction in the City was significantly lower than at any other time

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over the past decade. No multi-family building permits were issued for new buildings in 2009. This is the second year in a row. Only 32 new single family home permits were issued in 2009. This is down from 46 in 2008. For reference, 112 new homes were constructed in 2007. In addition to the recession, the housing industry continues to suffer from the foreclosure/banking crisis and the homes that have remained on the market for an extended period of time. What is significant is that 32 homes is about one third of what our average has been over the last decade.

### New Single Family Home Construction by year:



### 2009 Activity of Commissions and Boards

#### Planning Commission

A total of 60 petitions were filed before the Planning Commission in 2009, compared to 70 in 2008, and 104 in 2007. This is another statistic indicative of the downturn in the economy and how the residential markets have been severely hampered by national economics. Petitions included 24 rezoning/annexation requests, 29 final site plans, and 7 Plats/Re-plats. The following people served on the 2009 Planning Commission:

<b>Murray Winn</b>	<b>President</b>
<b>Matthew Lentsch</b>	<b>Vice President</b>



<b>Edward Salyer.</b>	<b>Member (BPW&amp;S)</b>
<b>Gary West</b>	<b>Member (City Engineer)</b>
<b>Ross Portolese</b>	<b>Member (Parks &amp; Rec Bd.)</b>
<b>Carol Sergeant</b>	<b>Member</b>
<b>Don McCampbell</b>	<b>Member</b>
<b>Rosemary Klaer</b>	<b>Member</b>
<b>Ross Deal</b>	<b>Member (Council Rep.)</b>

### **Board of Zoning Appeals**

The Board of Zoning Appeals heard a total of 56 appeals in 2009. This total is slightly higher than the 49 appeals heard in 2008. The following people served on the 2009.

#### **Board of Zoning Appeals**

<b>Don McCampbell</b>	<b>Chairman</b>
<b>James Trippel</b>	<b>Vice Chairman</b>
<b>Rosemary Klaer</b>	<b>Member</b>
<b>Charles Krueger</b>	<b>Member</b>
<b>Ross Portolese</b>	<b>Member</b>

### **Historic Preservation Commission**

The City of Mishawaka Historic Preservation Commission was established in January of 1991. The Historic Preservation Commission consists of nine (9) members appointed by the Mayor and Council. The Commission generally meets at 4:00 p.m. on the first Tuesday of every month at City Hall for its regularly scheduled meetings. All meetings are open to the public.

#### **Historic Preservation Commission**

<b>David Vollrath</b>	<b>Richard Barnette</b>	<b>Judy Gray</b>
<b>Cynthia Harrington</b>	<b>Dave Schmidt</b>	<b>John Gleissner</b>
<b>David Eisen</b>	<b>Michael Bultinck</b>	<b>Tony Oberinger</b>



The Commission reviewed one Certificate of Appropriateness for the Ellis-Schindler House located at 900 LWW to allow replacement of a cedar shingle roof with an architectural, dimensional, asphalt shingle.

## **Zoning Enforcement/Zoning Administration**

A responsibility of the Planning Department is the need to enforce our ordinances and respond to violations and complaints in a speedy and considerate manner.

In addition to countless phone calls and personal contact with those in violation, the Department sent out over 280 residential and commercial letters addressing notice of violation and citation warnings. Welcome letters were mailed to new businesses opening in Mishawaka. The mailing included general sign information enclosures and contact information.

Forty-one (41) citations were mailed to those who repeatedly violated the ordinance or disregarded letters.

## **Geographic Information Systems**

In 2009, as part of the re-organization of Departments, the function of Geographic Information Systems (GIS) was consolidated under the IT Department. There continues to be three full time people dedicated to the GIS needs of the City. Instead of working independently in the Planning, Electric, and Water Departments, these individuals are now located in the same office. The consolidation allows them to share resources and apply resources to system wide rather than individual department goals. The consolidated Department also is positioned to take advantage of the support provided by the information Technology Department. City-wide users now have the benefit of a consolidated resource that will increase access and productivity over time.



## Department of Code Enforcement 2009 ANNUAL REPORT

### Top 100 Project

Seeing is believing, and The Code Enforcement Department, under the direction of Department Manager George Obren takes great pride in knowing that our citizens and those who visit, do not see many substandard structures in Mishawaka. Our Top 100 program has played a huge roll in the overall appearance of our neighborhoods in the City. We are now in the fourth year of this program where during the winter months we take the time to identify structures that we feel need the most attention in the coming year. In 2009 we were able to bring into compliance 82 of the top 100 substandard structure cases we opened, which is fantastic! Our completion rate in 2009 is the highest yet. Our Top 100 list for 2010 is now being compiled and in the coming spring we will begin contacting owners of these properties to establish completion dates for these 2010 projects. Our Top 100 program is even more significant when you realize that in a four year period we've addressed 400 of the worse cases in Mishawaka. The vast majority of these structures have been brought into compliance.



### Borley Park Neighborhood Improvement Drive

In an effort to further elevate the quality of life in Mishawaka's neighborhoods the Department of Code Enforcement has developed a yearly initiative where we as a department can work together as a team. In 2009 we chose the Borley Park area as the one we wanted to focus on. This area is not very large but it is clearly defined and is an older section of the city. Most of the properties in this area are owner occupied. Our objective was to have a noticeable impact on the overall appearance of this neighborhood. We felt this was accomplished and found that the citizens living within this area were very cooperative and easy to work with.

Each code officer was assigned specific streets within the Borley Park area to monitor and address any issues that they observed. They patrolled their streets regularly and notified property owners or tenants of code violations where necessary.



While in the Borley Park area this past year, code officers initiated 68 public nuisance type cases and were able to close 66 of them. We opened a total of 20 cases on substandard structures and so far we have been able to close 14 of those. More of these substandard cases will be closed when the spring arrives and property owners can once again begin to work on their unfinished projects.

## The Vacant Structure Initiative



The Vacant Structure Initiative is still in effect. This initiative was started two years ago in 2008 when we began contacting owners of vacant properties in our city. We wanted to know what their plans were for their vacant property and make them aware of the negative impact vacant structures usually have on a neighborhood. The documentation we compiled in this initiative has proved to be extremely valuable to the Department of Community Development as they progress with the Neighborhood Stabilization Program (NSP). Community Development has relied heavily on the list of vacant structures we have identified in the NSP area.

While Mishawaka has had its share of vacated/foreclosed properties due to the economic downturn in 2009, it is important to note that these properties are being purchased quite regularly. New owners are investing their dollars into improving these homes and are putting them back on the market. This really reduces blight in our neighborhoods and it shows that investors realize Mishawaka is a very strong and stable community.

### Cases:

During 2009, there were 4,274 Public Nuisance type cases opened with 4,053 of them now closed. These cases were typically tall grass (1,271 cases), snow cases (311 cases), and abandoned vehicles (494 cases) to name a few. Code officers made 6,848 follow-up inspections on these cases. 451 substandard cases were opened with 444 substandard cases being closed. Of course, the number of closed cases represents cases opened not only during 2009 but also some opened in 2008. Many residents have done a great job as they began and finished working on substandard issues throughout the city. Our office has received many positive comments on the improvements in our neighborhoods.

In 2009 we took a total of ten properties and their respective owners to hearing. These cases were mainly substandard structures where the owners simply refused to cooperate with us. Several of



these cases have been resolved through the hearing process. We have found these hearings are extremely valuable in bringing our most difficult cases to resolution.

## Stewardship



For board-ups and clean-ups a total of \$4291.00 was spent in 2009. Most of this was for mowing by our contractor. This past year we had all of our contractors bid mowing jobs hourly and we awarded all of the jobs to the lowest hourly bidder for the entire year rather than bid each job separately as we had done in the past. This saved us a lot of time and we found this process to be much simpler. Our department has recouped a total of \$2,690.00 for 2009 in weed/trash/lien monies. Spring will be upon us soon and we are making plans to begin contacting mortgage and property

maintenance companies to get their respective vacant properties on regular mowing lists. This will hopefully save us time and money and keep our neighborhoods looking neat in the coming year.

Code officers continued to perform such tasks on their own such as doing our own board-ups and covering graffiti when possible. In the past we would hire one of our contractors to these jobs. Its very difficult to estimate a dollar amount on how much money we saved by doing theses jobs ourselves but I believe our savings have easily topped \$1,000.00 in 2009. Many of the materials we have used were salvaged from 1st Time Home Buyer sites after being tossed aside as scrap.

## Teamwork



As mentioned earlier, our office has worked very closely on many issues with the Department of Planning and Community Development in identifying vacant and/or problem structures and how to remedy them. We anticipate Mishawaka will see a great deal of success in Community Developments Neighborhood Stabilization Program and we are glad to be a part of it .

Code's attendance at various neighborhood meetings and fairs has proven to be a very successful public relations tool. We enjoy the opportunity to introduce code personnel to our citizens and assist them in any way we can.

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## Weights & Measures

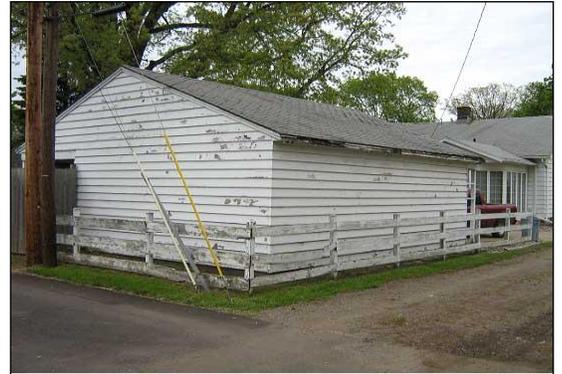


As mentioned earlier, Code was saddened by the death of Rob McKown who was not only a code officer but was our weights & measures inspector. We were happy to see that Roger Shields has taken on this duty. Roger was recently certified as a state inspector. Roger has already begun certifying scales in our city and has also responded to several complaints from our citizens regarding the amount of product that they received. Code officers will be assisting Roger as needed.

On the following pages you will find examples of how code enforcement has progressed and how code continues to strive for excellence by working with our citizens. You will also see a small sample of some of the violations we were able to resolve in 2009. It is important to note that nearly all of these cases were discovered by code officers patrolling their areas.



**Before and After Pictures of  
a Fence Repair**



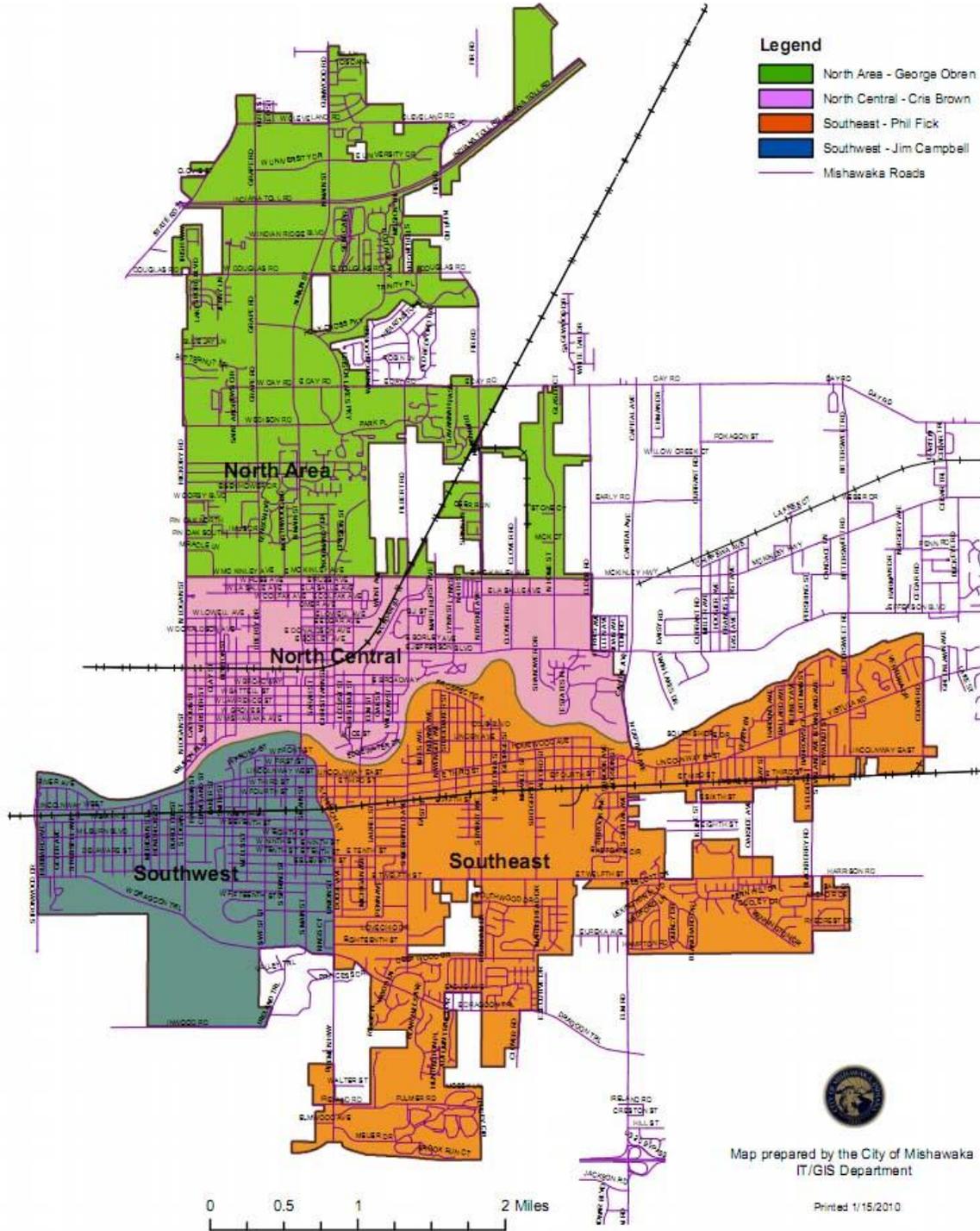
**Before and After on Garage  
Repair and Painting**

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City of Mishawaka  
Code Enforcement Areas

3



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## Engineering Department

Our Engineering Department is most definitely the busiest department in the City – it is the hub of all transportation and construction engineering services to the citizens of Mishawaka by planning, developing and constructing capital improvement projects to improve the safety and traffic flow along Mishawaka roadways. Department Manager Gary West is also President of Mishawaka’s Board of Public Works and Safety and along with Assistant Director of Engineering Christine Jamrose the Engineering Department’s responsibilities include: planning, design, bidding, funding and construction management for all Public Works Projects within the City of Mishawaka. These projects include curb, sidewalks, street improvements, traffic signals, school warning devices as well as sanitary and storm sewers. The Engineering Department also provides technical assistance and plan review for municipal utility projects. In addition to City projects, the Engineering Department reviews plans for construction of proposed development projects to ensure compliance with developmental guidelines, access and drainage requirements of the City.



The Engineering Department is also responsible for issuing and tracking excavation and street cuts on all city streets. The issuance of excavation permits is important to protect the motoring public, existing infrastructure such as sanitary sewers, laterals and storm sewers, the City’s fiber optic network, traffic control facilities and to ensure proper restoration of street cuts.

The Engineering Department staff includes a full-time Construction Manager whose salary is funded totally from Tax Incremental Funds (TIF). This individual oversees all City construction projects within the three TIF Districts to insure compliance with construction documents. The Engineering Department also includes a part time MS-4 Coordinator funded from the Wastewater Department with the responsibility of erosion control plans and their compliance during and post construction.

Early in 2009 both the Office Manager and Locator/Inspector decided to retire. With implementation of property tax caps reducing the amount of funding, both of these positions were eliminated from our department. In order to ensure that the Engineering Department could continue to provide a reasonable level of service to contractors, developers, citizens and continue to respond to issues in the field it was necessary to have additional clerical help.

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Following several discussions with Tom Dolly, Manager of the Sewer Maintenance Department it was decided that the Office Manager from the Sewer Maintenance Department would split her time between the Sewer Department and the Engineering Department. The part-time support from the Sewer Department was created to bring efficiency to both departments due to many similar issues in both departments relating to sewers. In addition, the Mayor's office provided their secretary on a part-time basis each afternoon when schedules permitted to

answer telephones and type correspondence.

With the elimination of the Locator Position it was discussed with the Sewer Maintenance Department the possibility of them also assuming the duties of locating storm and sanitary sewers prior to excavation in public right of way for the Engineering Department. This was a natural transition for the sewer maintenance crews, but depending upon the number of locates, may have had an impact on the amount of maintenance work performed by the sewer department. Without these two support offerings from the Sewer Department and the part-time clerical assistance from the Mayor's Office, our department would not have been able to continue our many programs.

With this highly skilled and experienced technical staff, the responsibilities of the Department of Engineering are assigned to various staff members. The major responsibilities of site plan review, including storm water management, site access, sanitary sewer connection, and construction plan review, are assigned to the Assistant Director of Engineering. These plan reviews include new residential and industrial subdivisions documenting compliance with storm water regulations, subdivision infrastructure requirements, sanitary sewer engineering standards, and to ensure that adequate sanitary sewer capacity is available to serve the proposed development. In 2009 approximately \$53,000,117 in private development occurred in the City of Mishawaka which represents a very large reduction compared to 2008's \$300,178,772 value.



## Insurance Recovery

The Engineering Department receives copies of accident reports involving City property damage, such as guardrails, traffic signs, traffic signals and other City property. The responsible party is contacted for restitution for the damaged property either through insurance claims or personal payment. Below are the dollars collected in 2009 as well as the pending claims for damages.

Restitution Collected in 2009:	\$2,221.66
Pending Claims	\$11,450.10

## Utility Locates – 2010



Due to staff reductions, the locates were split into two areas: sewers and traffic related items. The underground public works utility locate service for the City is the responsibility of the Engineering Department. The facilities and services located are the sanitary trunk sewers, lateral connections, storm sewers, fiber optic interconnects, traffic signal control systems, and the Metronet shared conduit system. As part of reducing costs for the City, the Engineering Department partnered with

the Sewer Maintenance Department to utilize their field personnel to perform the physical locate of the sanitary and storm sewers while the Engineering Department clerical staff continues to filter, forward, log, and process locates for Permits. The fiber optic, traffic signal, and Metronet locate responsibilities were transferred to the Traffic Engineer within the Engineering Department. This transition of responsibilities was only possible due to the previous efforts of the Locator who retired in January of 2009 and left a legacy we utilize today, i.e. multiple locate tracking data bases, a digital library of Record Drawings generated with summer interns assistance, and a well defined e-mail routing system. The slumping economy also played a role allowing this shift of responsibility due to the significant reduction of requests for sanitary sewer connections where the time would be allocated to permitting, locating, and inspection. As the economy recovers, we'll see if we can continue with this approach.

Development outside the City limits also slowed this year and the locate area of responsibility for



the Department changed. These extensions when accepted for perpetual maintenance become part of the City system.

Those areas of locate responsibility outside the corporate limits include:

- Capital Avenue/Creston Hills Subdivision 2004
- Currant Road (Jefferson Rd. to north of McKinley Hwy.)
- East Douglas Road (to east of Fir Road.) 2005
- Filbert Road (between McKinley Hwy and Day Rd)
- East Jefferson Boulevard (Elder Road to AM General)
- McKinley Highway (from Capital Ave to Bittersweet Rd.)
- Newbury Pointe Subdivision, Town of Osceola (off of Vistula Rd)2005
- Shepherds Cove Subdivision, Town of Osceola (off of Vistula Rd.) 2004
- Winding Brook Park Subdivision (Day Rd.)
- Fir Road sanitary extension (University Dr to SR 23) by St. Pius X Church, 2007
- Gumwood Crossing Subdivision, 2006/2007
- Northbridge Valley Subdivision (Edison/Birch Roads) 2007/2008
- Villas at Vistula Landing (Town of Osceola) 2007

Systems with shared conduits include:

- Metronet 2008

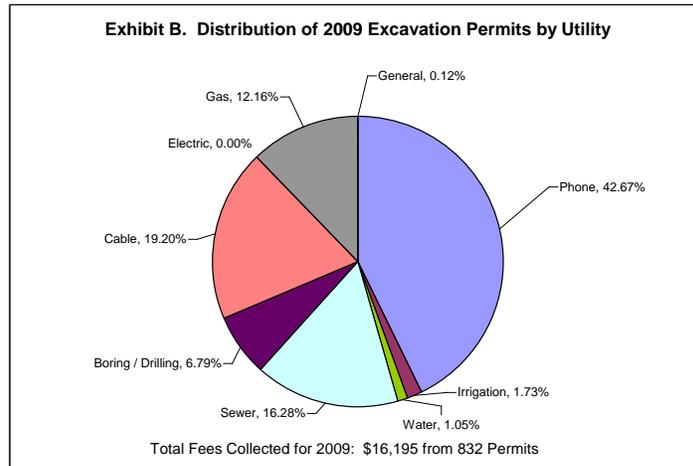
## **Public Works Bonding – 2010**

Contractor and individual compliance with the City of Mishawaka Public Works Bonding Ordinances and right-of-way permitting requirements is the responsibility of the Department of Engineering. During 2009, 115 contractors filed a \$5,000 Public Works General Excavation Bond to perform work within the City right-of-ways. Site/Project Specific Bonds were assessed when the magnitude of the proposed projects presented potential for damage to City facilities that was determined to exceed the general bonding requirements of \$5000.

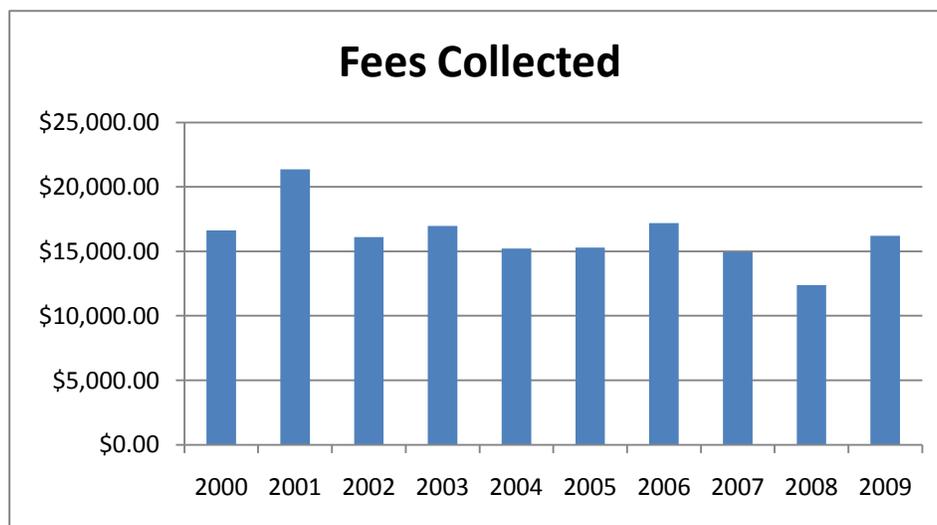


## Excavation Permit Inspection – 2009

The Department issued a total of 832 Permits, 707 Excavation Permits and 125 Sanitary Sewer Connection and Excavation Permits and are show the chart below:



Construction inspections were completed to insure compliance with site barricading safety, maintenance of traffic and erosion control issues. Upon completion of work, follow up inspections were performed regarding site restorations. The summary below lists the Excavation Permit fees since 2000 for all categories of excavation as shown Exhibit B, and can see 2009 was an average year when compared to past years:



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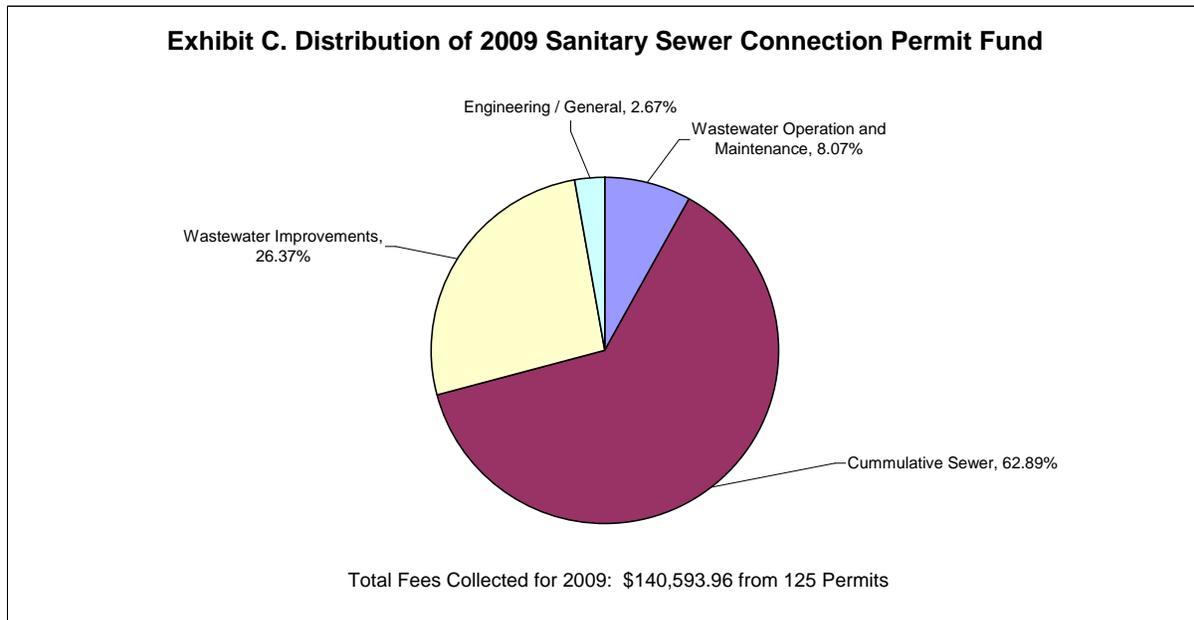


Following comments from the State Board of Accounts Auditors in 2004, the City Controller directed all contractors and utilities to establish a Trust Account with the City upon which Excavation Permits could be drawn. As a result, trust accounts for excavation permits were established and for the year 2009, SBC/AT&T, NIPSCO, Pirtano Construction Company, R.S. Service Systems, Langdon Underground Construction, and R. Gordon Engineering had current accounts. As permits are issued, the fees are applied to the Trust Account Balance; this allows the timely issuance of Excavation Permits to these utilities.

## Sanitary Sewer Connection

Consultants developed a revised formula for assessing the sanitary sewer connection fees to developers. This fee was designed to assess a fee on developers based upon the size of their property and the impact their proposed development would have upon the available capacity within the sanitary sewer collection system and the wastewater treatment plant.

Money collected is utilized for over sizing and extension of sanitary sewers as well as for improvements at the Wastewater Department. The chart below illustrates the distribution of the connection permit fund for 2009.





In the thirteenth year of implementation, the summary below lists the sewer connection fees since 1996:

**Sanitary Sewer Connection Summary**

<b><u>Year</u></b>	<b><u>Fees Collected</u></b>	<b><u>Permits Issued</u></b>
1996	\$162,473.57	116
1997	\$256,648.47	169
1998	\$220,805.67	176
1999	\$283,940.76	208
2000	\$310,355.36	171
2001	\$415,505.84	190
2002	\$240,826.43	205
2003	\$229,204.29	195
2004	\$237,942.76	233
2005	\$280,380.91	292
2006	\$299,093.05	238
2007	\$434,518.79	229
2008	\$289,580.53	166
2009	\$140,593.96	125

**Review of Industrial, Commercial, and Residential Developments**

The industrial and residential sectors again experienced almost no growth when compared to the previous year expansions; however the 2009 year experienced an increase of medical developments requesting access to City utility services and most likely stemming from the completion of the three year construction project of the St. Joseph Regional Medical Center. Specifically, they are the two assisted living facilities, Douglas Meadows and The Hearth, which also has an Alzheimer’s wing. The Michiana Hematology and Oncology Cancer Center began construction directly across from the hospital at the South east corner of Holy Cross Parkway and Douglas Road in 2009 and anticipated completion in summer of 2010.

In addition, there continues to be pockets of interest in the sanitary sewer extensions outside the City limits. For example, an extension was completed providing sanitary access for the north side of SR 23 and Fir Road. Specifically, extending the section that the South Bend Clinic – Granger completed in 2008, Ginger Valley and Walgreens extended the gravity sanitary sewer to across SR23. We continue to have inquiries regarding Elm Road Medical Campus constructed in 2007 located at southwest corner of Jackson and Elm Road which houses the St. Joseph Regional Medical’s stand alone





## **Residential Developments- Single Family Subdivision Plats**

<b>Willow Creek Villas</b>	<b>21 single family lots</b>
<b>Riverwood Landing, formerly Villas at Vistula landing*</b>	<b>Reduction of 10 lots, for new total of 26 lots</b>

\*The asterisk denotes the Town of Osceola or St. Joseph County; all projects are more specifically described in the following sections.

The residential subdivisions will add a total of 47 single-family lots that will ultimately add connections to the sanitary sewer system in the City of Mishawaka. Of these single family lots, 21 were within the City Limits and 26 were outside the City Limits.

### **Sanitary Sewer Extensions and Street Improvements by Developers**

In 2009, several sanitary sewer extensions and street improvements were initiated by private developers for land within the City limits, Town of Osceola, and St Joseph County. Construction plans and specifications are reviewed by our office and approved through the Board of Public Works and Safety if any portion of the project will be accepted for perpetual maintenance and/or subject to the City Excavation Permit and Indiana Department of Environmental Management (IDEM) Sanitary Construction Permit. Otherwise if it remains privately maintained, the sewer extension only requires the IDEM Sanitary Construction Permit and Engineering Department's review and issuance of the City's Excavation/Connection Permits.

In the past, the City was able to partner with several developers to offset costs associated with right-of-way improvements where the City previously identified some improvements prior to the proposed new developments. Therefore, we saw a unique opportunity for a development partnership with an outcome both the developer and City desire. The following is a description of this year's project:

- 1) **University Park Mall/Grape Road Double Left Turn Lanes:** The Simon Corporation proposed a change in concept for the mall embracing the open air lifestyle concept in 2007. The new concept



incorporated the removal of the original Husdons/Marshall Fields anchor store and proposed a series of four restaurant and retail building spaces parallel to the mall but facing Grape Road. Each space included outdoor spaces for restaurant dining and gathering. In addition, they lengthened the entrance from the Grape Road signal. In 2008, the Simon Corporation donated additional right-of-way for the City to expand the Grape Road and University Drive intersection. Specifically, the City constructed a second left turn lane to both the Grape Road approaches providing double left turns into the mall and east bound onto University Drive. The project included storm sewer, concrete curb and gutter, resurfacing from curb to curb, and extensive utility relocation by AEP, Mishawaka Electric, and several communication companies. However, the utility relocations caused delays in the project and unfortunately, the final surface, pavement markings, and signal reconfiguration were completed spring of 2009.

The City of Mishawaka experienced requests for City utility services for developments located in the County. Historically, the City would have one subdivision connection request located outside the City Limits per year. In 2008, we had five requests of both residential and commercial developments. Specifically, the developments are discussed in the following paragraphs:

- 1) **Dr Beebe**: extended 118LF of 8” sanitary sewer main to serve his parcel and neighboring parcel with county addresses of 59323 and 59303 Bremen Highway. He has currently initiated annexation that will be effective in 2010 once the Census no annexations stipulation of 2009 has expired.
- 2) **St. Pius the X Church, Ginger Valley, Walgreens, South Bend Clinic - Granger**: St Pius the X, located along the west side of Fir Road approximately 600LF south of SR 23, extended 3000 LF of gravity sanitary sewer and water main from the intersection of Fir Road and University Drive along the east side of Fir Road to the north property line of St. Pius the X campus. They have master planned a campus which includes a new school with grades K through 8 that was constructed in 2007 and opened in fall of 2008. The gravity sanitary sewer extension, located in its own easement parallel to east right-of-way line of Fir Road, was constructed in 2007 and was accepted for perpetual maintenance by the City of Mishawaka in spring of 2008. A reimbursement agreement was developed in early 2009 and the City entered into the Agreement with St. Pius the X on August of 2009.

The South Bend Clinic- Granger Campus was initiated late 2007 and the gravity sanitary sewer extension was approved and constructed early spring of 2008 and accepted summer of 2008. This



sanitary sewer project connected to the north terminus of the St. Pius the X sewer extension and added, parallel to east side of Fir Road, 360 LF of gravity sanitary sewer main to the north providing sanitary sewer access to three South Bend Clinic –Granger campus buildings and the Phillips 66 Station at the southeast corner of SR. 23 and Fir Road.

Ginger Valley Nursery and Walgreens initiated a third sanitary sewer extension in 2008 which crosses Fir Road to the west from the South Bend Clinic Project terminus on east side of Fir Road. The sewer continues north 130 LF to cross SR 23. The sanitary sewer construction that was specifically within the SR23 right-of-way was rushed ahead of schedule to be included in the SR23 widening project in 2008 in order to minimize costs associated with crossing a State right-of-way. The 100LF portion of 8” gravity sanitary sewer north of SR 23 and specifically serving Ginger Valley and Walgreens was completed in summer of 2009.

The City of Mishawaka typically has several commercial and residential developments proposed within the City Limits to extend sanitary sewer. However, due to the economy, 2009 had only one newly proposed residential development, Willow Creek Villas, that was initiated in design in 2008 but design was not finalized until 2009. A few projects with subsequent phases that were initially planned for 2008 were postponed, for instance the second phase of Stonebridge Villas and Phases IV and V of Ridgemont Crossings were also not constructed in 2009. Townes at Kamm’s Island completed its sanitary construction in 2009. These projects plus additional projects are more specifically described in the following paragraphs:

- 1) **Ridgemont Crossings Subdivision Phase III:** Phases IA and II are located directly east of Rosewood Subdivision on the northeast corner of Dragoon Trail and Fir Road. In 2005 Phase I was approved and completed. In 2006 Phase IA and II were approved and constructed and include 4 and 46 single family lots with 290 LF and 1,822 LF of 8” and 12” gravity sanitary sewer, respectively. At our request, a 12” diameter gravity sewer main has been designed though this subdivision to allow future development to the east and south of the proposed project. The newly constructed streets, storm and sanitary sewer system are planned for perpetual maintenance by the City of Mishawaka. Phase III was re-platted to utilize a Villas concept and is slightly more dense then the original PUD adding 76 lots into the City and was constructed in 2007 – accepted in 2008.
- 2) **Stonebridge Villas at Edison Lakes:** Located on the south side of Park Place, west and adjacent to Waterford Assisted Living Community. This is a Condominium Complex of 24 4-plex



buildings for a total of 96 two-bedroom units. Completed in 2007, the construction of Phase I, which is half the buildings and the community center and includes approximately 2050 LF of 8” gravity sanitary sewer. The streets, storm system, and sanitary sewer system will remain the development’s responsibility for perpetual maintenance due to the specific street, drainage, and building configurations chosen by the Developer. Phase II of construction was not initiated as planned in 2008 and anticipate completion in 2009/10.

- 3) **Towns at Kamm’s Island**: Located south of the river at the west end of the Uniroyal redevelopment area and north of Front Street. The Developer extended 736LF of 8” gravity Sanitary Sewer main to serve the 19 proposed buildings in 2007. Approximately half of the townhomes were constructed in 2007 and 2008. The remaining townhomes were anticipated for the 2009 construction season, however it appears they will now be delayed until 2010.
- 4) **The Fields at Highland Village**: Located at the north-west corner of Jefferson Boulevard and Byrkit Avenue. The 2008 concept proposed by the developer utilizes narrow deep lots with rear alley access. The Plat proposes 83 single family lots and 2351 LF of public gravity sanitary sewer main. The alleys are platted ingress/egress easements and therefore will remain privately maintained by the Homeowners Association. In addition, the stormwater management will remain private since it is mainly proposed within the alleys that surges to a basin and ultimately interconnects with an overflow to the commercial development fronting Jefferson Boulevard. The project is proposed in phases with the first phase containing 31 lots for the southern most portion of the plat, specifically Borley Avenue, south portion of McPhail Drive, and Falkirk Drive. Phase I was anticipated to be constructed in 2009 and also was postponed until the economy rebounds with no start date set.

### **MS4 - Municipal Separate Storm Sewer System**

The Stormwater Phase II Program, which is mandated by Federal Clear Water Act, identifies and ultimately regulates stormwater as a leading cause of pollution in water bodies. Phase II regulates communities larger than 10,000 and in 2003, it designated the City of Mishawaka as an MS4 or Municipal Separate Storm Sewer System. MS4 is a publicly owned conveyance or system of conveyance designed for collecting and conveying stormwater which is not a combined sewer system and that which it is not treated by a publicly owned treatment works. This regulation is an unfunded mandate by the federal government acted on the State who in turn passed the cost and regulation responsibilities to the MS4’s, i.e., the Cities, Towns, Counties, Universities and Colleges.



The Phase II mandate requires each MS4 entity to create, implement, document, enforce, and evaluate the effectiveness of their Stormwater Quality Management Plan. Each plan requires an NPDES Permit at five year increments that satisfies six minimum control measures, which are:

- 1) Public Education and Outreach
- 2) Public Participation and Involvement
- 3) Illicit discharge Detection and Elimination
- 4) Construction Site Run-off Control Program
- 5) Post Construction Run-off Control Program
- 6) Pollution Prevention and Good Housekeeping

To comply with this new regulation, the Wastewater, Engineering, and Planning Departments formed a committee to address the MS4 requirements. In addition, IDEM encouraged partnering with nearby MS4 entities to utilize the strengths of each entity. In early 2004, the City of Mishawaka partnered for the term of the Permit with Bethel College to take advantage of their strengths as educators for Minimum Control Measures #1 and #2. In May of 2004, the City and Bethel College completed the required to submit its Notice of Intent called Part A and B to IDEM. In November of 2004, we fulfilled our second requirement by submitting an outline of our program (Part C) to IDEM that addresses the 6 minimum control measures.

The City of Mishawaka then focused on the remaining four Control Measures, which required adoption of additional Ordinances regulating erosion control, illicit discharge and post construction run-off. A caveat to this program is that the Phase II regulation also reduces the existing erosion regulations of Rule 5 for a parcel 5 acres and larger to 1 acre. In June of 2005, the Common Council City of Mishawaka adopted the Erosion Control Ordinance which further reduces the one acre parcel to 2000 square feet of disturbed land in order to include development of a city lot.

At the end of 2006, the final two ordinances required by IDEM were passed by the Common Council. A Post-Construction and Illicit Discharge Ordinance were required and were proposed as revisions to the existing Erosion Control and Sewer Use Ordinances, respectively. In December of 2006, the Common Council of the City of Mishawaka adopted both the Post-Construction revisions to the Erosion Control Ordinance as well as the Illicit Discharge provisions of the Sewer Use Ordinance.



The revisions to the Erosion Control Ordinance specify performance standards that construction sites must meet after construction. Property owners are required to submit and follow a post-construction stormwater pollution prevention plan. A long-term operation and maintenance agreement must be submitted to ensure that property owners are aware of the maintenance requirements for their stormwater management measures. The ordinance grants the city access to inspect the stormwater management measures to ensure that they are perpetually kept in working order and gives the City the authority to require improvements when stormwater management measures no longer perform their intended function.

The changes to the existing sewer use ordinance prohibit the direct or indirect placement of any pollutants in the Municipal Storm Sewer System. The ordinance retroactively covers any connections of non-stormwater discharge that have been made to the Municipal Storm Sewer System. When discovered, property owners are required to remove the illicit connection at their own expense. The ordinance further specifies the City's right of entry for inspection and monitoring of properties. The Construction Standards and Best Management Practices approved by the Board of Public Works were adopted by this ordinance as the standards to be employed at construction sites throughout the City.

A final report certifying the adoption of the required ordinances was prepared and submitted to IDEM in December 2006. IDEM accepted the ordinances and informed the local office of the Soil and Water Conservation District (SWCD) that the City of Mishawaka's program was sufficient for the City to take over Rule 5 Erosion Control Plan review from the State.

The original NPDES permit that necessitated the establishment of Mishawaka's MS4 Program expired in November 2008. A Permit Renewal Application was prepared and submitted to IDEM in the summer of 2008 for a five-year permit renewal. The City is currently in its second full year of the five-year term. The City's MS4 will operate under the NPDES renewal permit until the next renewal interval in 2013.

The City has previously had an informal partnership with neighboring MS4s and the SWCD for a portion of the Education requirements of the NPDES permit. This allowed for the pooling of resources and consistency of messaging across the local MS4 boundaries. This arrangement was in place throughout 2008 and part of 2009. Because one of the aims of the IDEM's MS4 program is to encourage intergovernmental cooperation between MS4 communities, the City decided to formalize its agreement with the other MS4s for education. In May of 2009, the City of Mishawaka and Bethel College finalized a Memorandum of Understanding for Public Education activities with the other MS4



entities in St. Joseph County. This makes Mishawaka and Bethel College official participants in the existing education consortium between St. Joseph County, St. Joseph County Soil and Water Conservation District, City of South Bend, and Ivy Tech College. This will help to enhance our educational efforts and will allow a greater audience to be reached with fewer of the City's resources.

The new education Memorandum of Understanding is in addition to an existing Memorandum of Understanding that the City of Mishawaka has with St. Joseph County and the St. Joseph County Soil and Water Conservation District. This agreement, which remained in place during 2009, provides for the Soil and Water Conservation District to review and approve all Rule 5 permit applications. This allows for consistency within the County, as applicants are familiar and comfortable with the Soil and Water Conservation district process because it has been in place since the inception of Rule 5 permitting.

There were several opportunities for resident education in 2009 that arose from our educational partnership, including the Green Expo and Mishawaka Summerfest. In addition, an event was held at the Eddy Street Commons to help educate local developers on proper stormwater management practices. During that event, developers were able to see erosion control techniques in action on an active construction site. Vendors were also available to demonstrate products and provide information. Through the Soil and Water Conservation District, hundreds of school children received stormwater pollution prevention education through school assemblies and classroom activities.

In addition, the City continued assessment of community educational efforts through a survey distributed to residents through the Mishawaka Communicator in November 2008. The survey is a follow-up to a survey conducted several years ago to assess any changes that have been made in resident knowledge and attitudes. Hundreds of City residents participated in the survey, which makes it one of our most far-reaching and successful education opportunities to date. During 2009, the results of the survey were compiled for comparison with the results of the initial survey. These results will help us gauge the effectiveness of our message and to make adjustments, as needed.

There are many ongoing education efforts that continued throughout 2009. The MS4 website that was developed by Bethel College continued to serve as a resource to local residents interested in stormwater pollution prevention information and general information about the MS4 program. The City continues to distribute educational brochures through offices in City Hall and at events held in concert with the education consortium.



Additionally, the MS4 program is assisting the Sewer Maintenance Department in its efforts to reduce blockages and maintenance costs due to fats, oils, and grease (FOG) from local restaurants. Every year, the City has to clear blockages in the public sewer system that are attributable to poor grease management practices at local restaurants. The sewer use ordinance does not provide a solid regulatory framework to deal with the problem. Consequently, the MS4 program has been charged with developing a FOG ordinance. The ordinance was drafted in 2009 and is currently undergoing revisions.

To complement the proposed ordinance, the MS4 program developed an educational brochure in 2009. The message of the brochure is aimed at restaurant owners and managers and is intended to educate them on the current problem. It also alerts them to the fact that the City is developing a FOG ordinance so that they are aware that this is coming down the road. The Engineering Department has printed the brochures for distribution to restaurant personnel. The Controller's office is assisting in the education effort by ensuring that every restaurant operator receives a brochure when he or she renews the business license for the restaurant. Because every restaurant must renew its license at the beginning of each year, we anticipate that we will be able to distribute the brochure to a representative of every food service establishment in the City.

Moving forward to 2010, the MS4 program is gearing up for an audit of the program by IDEM during the summer. While it is outside of the MS4 regulations, the IDEM auditor will be assessing compliance with Rule 6 requirements for material handling facilities in the City. Such facilities have been required to have Stormwater Pollution Prevention Plans (SWPPPs) in place since the passage of Rule 6. To assist other City entities, the MS4 Program will be assessing where such plans are applicable and ensuring that those facilities have a plan in place. If not, the Engineering department will assist in the development of a SWPPP, when necessary. As part of this effort, a stormwater pollution prevention education presentation has been developed that is geared toward facility managers. This spring, the MS4 program will provide an opportunity for managers and their designated personnel to learn about stormwater pollution prevention requirements at City facilities. At that time, the MS4 program will begin the process of gathering data to develop the necessary SWPPPs to ensure compliance during the audit.

### **Illicit Discharge**

The Common Council approved revisions to the Sewer Use Ordinance to cover illicit discharges, as



requested by the Department of Engineering, at the end of 2006. The changes to the existing Sewer Use Ordinance prohibit the direct or indirect placement of any pollutants in the Municipal Storm Sewer System. The ordinance retroactively covers any connections of non-stormwater discharge that have been made to the Municipal Storm Sewer System. When discovered, property owners are required to remove the illicit connection at their own expense. The ordinance further specifies the City's right of entry for inspection and monitoring of properties. The Construction Standards and Best Management Practices approved by the Board of Public Works were adopted by this ordinance as the standards to be employed at construction sites throughout the City.

### **St Joseph Regional Medical Center**

On December 14, 2009 SJRMC became fully operational the culmination of over four years of working with our engineering consultants to develop construction plans for transportation, sanitary sewer and utility projects that have been constructed by the City.

A 30" gravity sanitary sewer to serve the hospital site and the anticipated growth areas northeast of the hospital was completed within the right of way for Holy Cross Parkway, as part of the project the wet well for a new major sanitary sewer pump station was constructed. The project included installation of approximately 2,000 LF of 24" gravity sanitary sewer east of the site and approximately 1500 LF of 18" gravity sanitary sewer west of the primary entrance road all in Douglas Road right of way.

Holy Cross Parkway was constructed of 10" full depth concrete pavement as the primary access road through the hospital site extending approximately 4,400 feet from a new intersection on Douglas Road to a new intersection with Edison Lakes Parkway. Also completed was the reconstruction of Edison Lakes Parkway with a new intersection with the Holy Cross Parkway.

Construction continues in 2010 on multiple phases of 18,000LF of 24" force main extending from the SJRMC site southerly through Winding Brook Subdivision on an alignment east of Main Street in Christyann Street to a new river crossing connecting with a new 36" trunk sanitary sewer recently completed in Front Street . Also included is the construction of the lift station building and pumping equipment.

In December a contract was awarded to update the emergency vehicle preemption system at various existing traffic signals on major transportation access routes within the City to facilitate emergency



access to the SJRMC work to be completed early 2010. Main Street Grade Separation with Canadian National (Grand Trunk) Railroad.

## Main Street Underpass



The bridge contractor completed the last major bridge retaining wall pour on November 26, 2008. Bridge crew ended the construction season on December 5, 2008. Miscellaneous fence and lighting work continued into January 2009 as weather permitted.

Work resumed in March 2009, as weather permitted the road contractor to work on roadway construction. The two additional southbound lanes from bridge south to Broadway were completed first. Modular block walls south of the bridge remained to be finished and were completed following the remaining Main St. pavement. Connector streets for Stanley, Borley, and Marion west of Main, and work on the reconstructed City Cemetery entrance drive was completed. The new sidewalk and landscaping work along Main and the connector streets was completed in 2009.

### North Main Street Improvements (Donaldson to Edison Lakes Parkway)

Lawson-Fisher Associates of South Bend, Indiana has completed the preliminary engineering plans for the widening and the addition of a center left turn lane on Main between Donaldson and Edison Lakes Parkway. The work has been divided into three sections for construction.

#### 1. Donaldson to Guam

Due to the existing Cemetery and Middle School located along the west side of Main Street north of Donaldson, coupled with the existing right of way width of sixty feet between Donaldson and Omer, the major portion of 2009 was spent purchasing the total acquisition properties and a twenty-three partial takes primarily located on the east and west sides of Main between Omer and Russ to obtain the eighty feet of right of way. Demolition of buildings will be early in 2009 with construction scheduled to begin in May of 2009.



**2. Guam to Ardennes (Normain Heights Area)**

No additional right-of-way was required along this section; work on the west side resumed in 2009 and included the installation of a new fully actuated traffic signal at the intersection of Main and Leyte. The project was completed in June of 2009.

**3. Ardennes to Edison Lakes Parkway**

The section north of Ardennes to Catalpa and the section north of Catalpa to south of Edison Lakes Parkway will require additional right-of-way to accommodate the construction of the center left turn lane. Consultants are right of way plans to enable acquisition of the right of way to begin early in 2010.

**American Recovery and Reinvestment Act (ARRA) of 2009**

The American Recovery and Reinvestment Act of 2009, (ARRA) was enacted by the US Congress in February 2009. ARRA included significant funding for transportation infrastructure improvement projects in the State of Indiana. The Indiana Department of Transportation (INDOT) in coordination with the Michiana Council of Governments (MACOG) was responsible to oversee formula driven funds dedicated to transportation projects including highways, bridges and transit capital such as rail and airport projects. The City received approximately one million dollars of ARRA funding plus 20% matching fund requirements for the McKinley Signal Project which funded the following projects:

**ARRA Transportation Projects**

Project Name.	Description	Construction Bid Price	Construction Observation Cost
Signal Modernization, McKinley Ave with Sidewalk Installation Des #0600119	Logan Street to Division Street Designed as Federal Aid Project at 80/20% City match which the State moved to ARRA funding at 100%. City savings of \$252,926.53	\$1,129,145.66	\$135,487.00



Large Overhead Identification Signs at Various Locations Des #0900915	Various Locations City Wide	\$62,986.00	\$5,723.01
Traffic Signal Efficiency Des #0900858	City Wide Traffic Signal Modernization at various locations in Mishawaka	\$275,965.00	\$36,402.16
Bremen Highway (Ireland Rd to US 20 Bypass) Des #0901877	Asphalt Resurface	\$142,511.06	\$38,900.00 est
Fir Road (McKinley to Spine RR) Des #0900856	Asphalt Resurface	\$344,715.88	
McKinley (Division to Home St) Des #0900857	Asphalt Resurface		
Total:		\$1,955,323.60	\$216,512.17

### SRF Water Infrastructure Programs

#### Under the American Recovery and Reinvestment Act of 2009

In an effort to stimulate the nation's economy, the Recovery Act ARRA provided the Indiana Finance Authority ("IFA") with \$94,447,485 to fund Wastewater infrastructure projects and \$27,212,000 to fund Drinking Water infrastructure projects.

All standard State Revolving Fund (SRF) Loan Program requirements apply. Additionally because Recovery Act funding was limited only the most "shovel ready" projects could be funded meaning that projects selected in April must design, permit, bid and close financings by September 15, 2009. Construction must utilize Federal Davis-Bacon Wage Rates and Disadvantaged Business Enterprise (DBE) rules apply and work on the project must commence prior to December 1, 2009.

The Water Department prepared a Preliminary Engineering Report that listed three projects for which they were requesting funding assistance from the Drinking Water State Revolving Fund (DWSRF) with a Total Estimated Project Cost of six million dollars. None of the projects submitted were selected to receive grant dollars and therefore the Water Department elected to not proceed with low interest loans at this time.



The Wastewater Department prepared a Preliminary Engineering Report that listed five projects for which they were requesting funding assistance from the Wastewater State Revolving Fund (WWSRF) with a Total Estimated Project Cost of twenty-six million dollars. Of that list two projects were selected for funding:

**1. Wastewater Treatment Plant Renovation**

Project consisted of installation of a High efficiency blower with an estimated cost of \$217,300.00

**2. Juday Creek Forcemain Rehabilitation**

Project consisted of two phases of work. First phase was for installation of approximately 1,200 lf of 18” PVC gravity sewer pipe beginning at Jefferson, north along Clay Street, extending to Bethel College along Lowell Avenue. Phase two is the CIPP lining of 12, 500 lf of 18” ductile forcemain extending north from Lowell Avenue to the Juday Creek Lift Station on Grape Road with an estimated cost of \$4,699,200.00

Total estimated cost for both WWSRF projects \$4,916,500 with 50% Grant and 50% SRF low interest loan.

### **Trash Contract**

Bids were received late in 2008 for the municipal solid waste collection contract. The new citywide waste removal contract took effect on January 1, 2009 and will extend through December 31, 2012 between Allied Waste and the City of Mishawaka. This contract will implement two significant changes; the first is that the billing for these services was included on the monthly Mishawaka Utility bill and the City took over the customer service responsibilities reducing complaints on billing and missed trash collection. Secondly with the City paying Allied Waste monthly for waste collection enabled the city to address collection problems and adopt a policy of “no trash left behind.” The contractor would no longer be spraying trash bags for non payment and a huge benefit was not requiring the Code Enforcement Department to open a case report to track unpaid customers to assure that all waste would ultimately be collected.

## **Quiet Zones – Train Whistle Regulation**

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**Typical Installation of Mountable Median Channelization Devices**

The Federal Railroad Administration (FRA) published its “Interim Final Rule” in December of 2003 which established the standards local communities were required to use to silence locomotives horns, while improving safety at public highway rail-grade crossings. By employing a risk-based approach, communities with “grandfathered” whistle bans could maintain the quality of life they have become accustomed to while ensuring public safety at highway rail-rail crossings. The FRA “Use of Locomotive Horns at Highway-Rail Grade Crossings”; Final Rule took

effect on June 24, 2005, the rule will pre-empt existing state and local laws governing the sounding of locomotive horns.

On February 22, 2008, in accordance with the Final Rule, Section 222.43, the City of Mishawaka submitted a Notice of Intent (NOI) to continue its pre-rule quiet zone and filed a detailed plan for quiet zone improvements. These proposed safety measures were presented to the public during a Public Hearing on May 20, 2009 and again during a Public Hearing on a Resolution of the Common council supporting the permanent closure of Wells Street on October 6, 2009. The “Pre-Rule Quiet Zone Supplementary Safety Measures Summary” detailing the safety measures and the deadline for each to be completed to enable the Quiet Zone to be maintained is provided in the table below.

**Pre-Rule Quiet Zone Supplementary Safety Measures Summary**

Quiet Zone ID	Scenario I.D.	Rail Road	Crossing Number	Street Name	Proposed SSM	Estimated Completion Date
17118	24648	Canadian National	283360D	Main Street	Grade Separation of a public highway-rail grade crossing	September 30, 2009 (currently under construction)
			283346F	Jefferson Boulevard	Mountable medians with reflective channelization devices	October 31, 2009
18352	25346	Norfolk & Southern	522525K	Mariellen Avenue	Permanent closure of a public highway-rail grade crossing	Fall 2010 Part of Capital Avenue (SR 331) Underpass Project, INDOT Project



		522526S	Capital Avenue	Grade Separation of a public highway-rail grade crossing	Fall 2010 Part of Capital Avenue (SR 331) Underpass Project, INDOT Project
		522533C	Main Street	Mountable medians with reflective channelization devices	October 31, 2009
		522536X	Wells Street	Permanent closure of a public highway-rail grade crossing	October 31, 2009
		522541U	Russell Street	Mountable medians with reflective channelization devices	October 31, 2009
INDOT- Indiana Department of Transportation					

In June of 2008 all railroad crossing were posted with signs indicating that “Trains Do Not Sound Horns”. With construction of a grade separation on Main Street over the CN and one proposed by INDOT for Capital Avenue (SR331) for 2010, which will also permanently close Mariellen Avenue, the most significant safety measure required is the permanent closing of the Wells Street Crossing on the Norfolk & Southern Railroad. Main Street and Russell Street at the Norfolk & Southern Railroad and Jefferson at the Canadian National (CN) Railroad will require the installation of mountable median channelization devices. These actions are all scheduled to take place prior to October 31, 2009 well ahead of the deadline for completion of Final Plan Improvements of June 24, 2010. The Federal Law requires follow up affirmation and submittal of updated crossing inventories to Federal Railroad Administration every five years.

## Engineering Programs

### Sewer Insurance Program

The Engineering Department provides technical assistance for the maintenance of the City sewer system by updating all sanitary and storm sewer records and administrative assistance to the Sewer Lateral Insurance Program that began in 1986.

On June 16, 2008, Ordinance No. 5162 was passed to adjust the sewer insurance charges to \$1.50 per month for all single family residential use sewer customers. This monthly fee for sewer insurance (included on homeowner’s Mishawaka Utilities sewer bill), protects single-family residential homeowners from paying catastrophic sewer repair costs. The homeowner is responsible for paying



the first \$250 of the sewer lateral repair and for all routine cleaning costs. The Sewer Insurance Fund pays costs in excess of \$250 that are determined to be directly attributable to the repair of a private sewer lateral connection between the foundation wall of the home and the City's trunk sewer main. The fund also covers all costs associated with the removal and replacement of public streets, curbs and sidewalks as a result of the repair. The sewer insurance fund balances are shown in the table below.

Ending Balance 2008	Money Collected in 2009	Money Disbursed in 2009	Ending Balance 2009
\$34,352.54	\$223,213.53	\$152,516.11	\$105,049.96

In 2009 the Sewer Insurance Program responded to complaints from 56 residents experiencing sewer problems. As a result of this investigation, it was determined that 1 problem was the homeowner's responsibility and could be resolved by a roto-roter service to clean the sewer line. The remaining 55 required repair under the Sewer Insurance Program. The average cost in 2009 to repair each of sewer laterals was \$2,902.00; the total dollars spent on repairs was \$160,603.31. Through careful management of this repair fund, the balance of the Sewer Insurance Repair Fund was \$105,049.96 at the end of 2009 and a Summary of the sewer repair activity is shown the table below:

#### Summary of 2009 Sewer Repair Activity

Date Initiated	Job #r	Address	Action	Cost	Completion Date
1/5/2009	974	615 W Fifth St	Line opened, guarantee provided, \$50.00 above the deductible	\$50.00	1/5/2009
1/6/2009	975	1720 Lynn St	Line opened, guarantee provided, \$50.00 above the deductible	\$50.00	1/6/2009
1/12/2009	976	1022 W Broadway	Contractor repaired lateral with street patch	\$8,047.60	1/31/2009
1/12/2009	977	2503 Normandy Dr	Line opened, guarantee provided, cost covered by \$250 deductible Refunded \$25.00 to homeowner	\$0.00	1/13/2009
1/13/2009	978	720 Somerset Ave	Contractor repaired lateral	\$3,546.10	1/22/2009
1/16/2009	979	1501 Tremont Dr	Contractor cleaned, recommended property owner install outside cleanout for proper cleaning	\$281.00	1/17/2009
2/2/2009	981	922 E Grove St	Contractor repaired lateral	\$1,200.00	3/18/2009
2/17/2009	982	719 Queensboro Ave	Contractor repaired lateral with street patch	3,447.90	2/28/2009



2/17/2009	983	218 Meridian St	Contractor repaired lateral	\$1,878.00	2/24/2009
2/18/2009	984	308 E Ninth St	Property owner was to contact to schedule repair	\$0.00	
3/24/2009	985	701 E Fourth St	Contractor repaired lateral	\$1,425.00	4/5/2009
3/30/2009	986	127 S Home St	Contractor repaired lateral by lining	\$5,825.00	4/21/2009
<b>Summary of 2009 Sewer Repair Activity (continued)</b>					
Date Initiated	Job #	Address	Action	Cost	Completion Date
4/8/2009	987	921 Dodge Ave	Contractor repaired lateral	\$2,418.32	4/15/2009
4/13/2009	988	2428 Normandy Dr	Contractor repaired lateral with street patch	\$11,074.14	5/20/2009
4/21/2009	989	424 W Twelfth St	Contractor repaired lateral	\$2,645.13	4/202/2009
5/6/2009	990	725 Somerset Ave	Contractor repaired lateral with street patch	\$6,566.13	6/4/2009
5/22/2009	991	220 E Jefferson Blvd	Line opened, guarantee provided, \$281.00 above the deductible	\$281.00	5/22/2009
7/13/2009	992	1605 Sarah Street	Line opened, guarantee provided, \$50.00 above the deductible	\$50.00	7/14/2009
7/13/2009	993	813 Alabama St	Line opened, guarantee provided, \$50.00 above the deductible	\$50.00	7/13/2009
7/28/2009	994	430 N Oakland Ave	Contractor repaired lateral	\$1,584.00	7/30/2009
8/11/2009	995	533 Calhoun St	Contractor repaired lateral and patched hole in pipe with liner patch	\$2,813.00	8/19/2009
8/11/2009	996	910 Meridian St	Contractor repaired lateral	\$3,341.42	8/18/2009
8/17/2009	997	110 S Walnut St	Contractor repaired lateral	\$1,288.75	8/26/2009
8/19/2009	998	1509 E Third St	Contractor repaired lateral with street patch	\$3,756.19	8/27/2009
8/21/2009	999	2807 Wild Cherry Ridge W	Contractor repaired lateral	\$553.95	8/26/2009
8/24/2009	1000	119 Wayne St	Contractor repaired lateral	\$1,371.56	8/24/2009
8/26/2009	1001	1045 E Mishawaka Ave	Contractor repaired lateral	\$2,285.00	9/9/2009
9/2/2009	1002	217 S Brook Ave	Line opened, guarantee provided, cost covered by \$250 deductible, refunded \$25.00 to homeowner	\$0.00	9/8/2009
9/11/2009	1003	414 W Fourteenth St	Contractor repaired lateral	\$6,669.03	9/16/2009
9/14/2009	1004	407 N Mason St	Contractor repaired lateral	\$2,702.18	9/15/2009
9/21/2009	1005	704 Hummel Dr	Line opened, guarantee provided, \$50.00 above the deductible	\$50.00	9/21/2009
9/21/2009	1006	104 Ardennes Ave	Contractor repaired lateral	\$1,355.50	10/2/2009
9/23/2009	1007	1132E Fourth St	Contractor repaired lateral by lining.	\$1,700.00	10/1/2009
9/24/2009	1008	601 W Lawrence St	Contractor repaired lateral	\$4,424.82	9/28/2009
10/5/2009	1009	114 Saint Lo Ave	Contractor repaired lateral	\$3,149.74	10/8/2009
10/7/2009	1010	2118 Linden Ave	Contractor repaired lateral with street patch	\$18,493.86	11/11/2009
10/8/2009	1011	214 Meridian St	Contractor repaired lateral	\$1,600.00	10/26/2009

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10/16/2009	1012	319 W Lawrence St	Contractor repaired lateral	\$1,917.53	11/15/2009
10/20/2009	1013	906 W Mishawaka Ave	Contractor repaired lateral	\$4,301.96	10/29/2009
10/22/2009	1014	2009 N Main St	Contractor repaired lateral	\$4,353.67	10/26/2009
10/28/2009	1015	205 Middleboro Ave	Contractor repaired lateral by lining	\$2,650.00	11/16/2009
10/29/2009	1016	909 Meridian St	Contractor repaired lateral	\$1,152.72	10/30/2009
11/4/2009	1017	2738 Lexington Blvd	Contractor repaired lateral	\$1,320.70	11/04/2009
11/5/2009	1018	125 Strathmoor Ave	Contractor repaired lateral	\$5,434.24	11/16/2009
11/5/2009	1019	715 E Tenth St	Line opened, guarantee provided, \$50.00 above the deductible	\$50.00	11/5/2009
11/9/2009	1020	428 W Lawrence St	Contractor repaired lateral	\$2,416.00	11/16/2009
11/13/2009	1021	522 N Cedar St	Line opened, guarantee provided, refunded \$25.00 to homeowner	\$0.00	11/16/2009
11/23/2009	1022	1012 W Borley Ave	Contractor repaired lateral	\$1,508.00	11/30/2009
11/30/2009	1023	815 Burdette St	Contractor repaired lateral	\$1,585.72	12/1/2009
12/1/2009	1024	434 Calhoun St	Contractor repaired lateral by replacing plumbing and drilling new lateral	\$27,817.45	12/17/2009
12/1/2009	1025	442 Calhoun St	Contractor cleaned lateral, additional work to be completed in spring	\$0.00	12/1/2009
12/7/2009	1026	444 N Logan St	Line opened, guarantee provided	\$0.00	12/8/2009
12/9/2009	1027	814 Sarah St	Contractor cleaned lateral, additional work necessary	\$121.00	12/8/2009
Summary of 2009 Sewer Repair Activity (continued)					
Date Initiated	Job #	Address	Action	Cost	Completion Date
12/14/2009	1028	2833 Lincolnway E	Contractor repaired lateral		
12/15/2009	1029	327 W Lawrence St	Contractor repaired lateral		
12/29/2009	1030	907 Merrifield Pl	Contractor repaired lateral		

**In addition to repairing failed sanitary sewer laterals, sewer insurance funds are also used to replace existing sewer laterals located on sewer main replacement projects. This replacement minimizes the need to repair a sewer lateral in a newly reconstructed street.**



## 2009 Curb and Sidewalk Replacement Program

Instituted in 1986 this program encourages single-family homeowners to repair or replace deteriorated public curb and sidewalks adjacent to their property. This program provides a 50/50 split of the repair cost for curbs, sidewalks and drive approaches between the homeowner and the City. Since the beginning of this program, the cost for reconstruction of approximately 77915 lf of new curb and sidewalk has been shared by the City and its residents. This year a total of \$86,117.50 was spent in neighborhoods on curb and sidewalk improvements.



## 2009 Summer Street Program

The Engineering and Street Departments develop and implement the annual Summer Street Repair Program. In 2009 the City paved and reconstructed approximately 73 blocks of residential streets and collector streets.

The Summer Street Program for 2009 contract was awarded to Brook's 1<sup>st</sup> Construction Company, Inc. who provided and placed all street materials and services. The City requested the use of two different surface mixes. In an attempt to extend the life of the surface for higher traffic volume streets, a polymer-modified mix, at a unit price of \$54.00 per ton was utilized. The balance of streets resurfaced in the Summer Street Program were paved with 1-1/2" of Hot Asphalt Concrete Surface at a unit price of \$49.00 per ton.

The following table summaries the streets that were resurfaced in 2009. All were either edge milled 6 feet along the curb line or the entire surface removed to retain as much curb exposure as possible.



### 2009 Street Resurfacing Summary

<u>Street Name / Section</u>	<u>Length</u>
Bowdoin Drive – Huntington Drive to Blair Hills Drive	600
Dragoon Trail Spring Street to Main Street	500
Dragoon Trail – Union Street to Wenger Street	2700
Eighth Street – Spring Street to Main Street	850

2009 Street Resurfacing Summary (continued)	
<u>Street Name / Section</u>	<u>Length</u>
Fern Hill Drive – Bennington – north 200 feet	200
Grape Road – Day Road to Edison Lakes Parkway	2300
Handlebar Road – Wood Lane to Dead End	800
Hook Road – Handlebar Road to Dead End	200
Indiana Avenue – Prospect Avenue to Mishawaka Avenue	500
Iowa Street – Tenth Street to Twelfth Street	800
Jefferson Blvd – Cedar Street to Merrifield Avenue	1300
LaSalle Avenue – 1945 LaSalle Avenue 100 feet east	100
Laural Street – Sixth Street to Twelfth Street	2100
Merrifield Avenue and Third Street Intersection	400
Merrifield Avenue – Lincolnway East north to the Park	950
Merrifield Place – Tenth Street to Eleventh Street	500
Mill Street – Lincolnway East to Third Street	400
Niles Avenue – Lincolnway East to Homewood	600
Oakley Avenue – Lincolnway East to Third Street	750
Seventh Street – Logan Street to Wells Street	2200
Smith Street – Railroad to Eighth Street	800
Tenth Street – Union Street to Laural Street	1500
Union Street – Thirteenth Street to Dragoon Trail	2300

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Yearly Lane – Blair Hills Avenue to Huntington Place	500
Total Linear Feet	

<b>Total Cost for Street Resurfacing:</b>	<b>\$283,638.34</b>
<b>Total Cost for Milling:</b>	<b>\$183,239.84</b>
<b>Grand Total for Summer Street Paving Program</b>	<b>\$466,878.18</b>

## 2009 Curb, Sidewalk and Paving Improvements

Each year the Engineering Department identifies improvement areas in the City where existing curbs and sidewalks are damaged and in need of repair or where no curb and walk exists. This year several areas of the City were identified to be in need of new or replacement of deteriorated curbs and sidewalk. The following summary discusses the larger projects in more detail:

### Summary of 2009 Curb , Sidewalk and Paving Improvements

### Cost

<b>Bowdoin Drive – Huntington Place to Belknap – Installed under drains along the north and south curb lines and replaced     feet of rolled Curb. The underdrain was installed due to the heavy soils located in this area to aid in the drainage under the roadway and to increase the life of the pavement.</b>	<b>\$92,753.81</b>
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### Traffic Signal Energy Consumption Reduction Program

January 2008 to January 2010

### Signals Upgraded from incandescent to LED

As improvements to the transportation network were completed over the past decade on the north side of the city, additional traffic signals were installed. Prior to 2008 the City of Mishawaka was responsible for 56 signalized intersections all with incandescent bulbs. The average monthly electric



cost per intersection was \$130.00 and the annual cost for power of traffic signals was approximately \$87,000.00.

In 2008 thirteen of the intersections were converted to LED lamps with an annual savings of \$8,000.00. In 2009 the Engineering Department implemented the North Side Traffic Signal Modernization Project. This project included the replacement of 5 intersections from incandescent signal heads to LED from McKinley Avenue North to State Road 23.

In 2009 a traffic signal at Main and Leyte and Douglas and Holy Cross Parkway became fully operational, increasing the total number of signals from 56 to 58. All traffic signals in the area north of McKinley are now LED. This resulted in an average reduction in Kwh of 62% in energy consumption.

In 2010 the remaining 38 intersections will be converted to LED lamps as part of a 100% ARRA Funded Project titled the Traffic Signal Modernization Project plus and McKinley Avenue Signal and Sidewalk Project. Upon completion of these projects all of the city maintained traffic signals will be LED with an operational cost reduction of 53 percent lowering our annual electric cost to approximately \$42,000.00 for an annual savings of \$45,000.00.

Also included in this is the cost savings as a direct result of these upgrades. The LED signals will not require the annual re-lamp required by the incandescent bulbs saving an additional \$11,000.00 each year with a ten year savings of nearly \$560,000.00.

Our department has recently programmed upgrading of all existing school safety flashers to LED bulbs as a Highway Safety Improvement Project (HSIP) which will generate greater electrical savings in the future.



## **NW General TIF District**

### **Front Street Trunk Sewer and Tailworks to River Crossing No. 2**

**In 2004 The City of Mishawaka entered into negotiation with the United States Environmental Protection Agency (USEPA) and Indiana Department of Environmental Management (IDEM) regarding Mishawaka's Long Term Control Plans (LTCP) to reduce Combined Sewer Overflow (CSO) discharges during major storm events. The City of Mishawaka currently has 21 CSO discharge points to the river, and each of the LTCP identifies improvements to control regulated overflows as required by the EPA and IDEM. Over the last five years, consultants have grouped CSOs through the City into five sewer service areas with specific improvements planned for each area to increase capacity of the sewer system to convey the flows to the wastewater treatment plant and not overflow into the river. These proposed improvements have been fully evaluated by the EPA and IDEM, which required several submissions to address their comments with plans being finalized in the spring of 2009. The remaining element to be completed will be the implementation schedule for each project.**

**One of the sewer service areas is the Central Area, which identified upgrades to the trunk sewer system located within the Front Street Project Corridor to convey storm flows to the wastewater treatment plant. As the new streets were designed and constructed, major upgrades of the sanitary sewer system identified as part of the LTCP were installed. The Front Street Sewer project, which closed Main Street for three weeks last summer, was one of those projects. It consisted of installation of 486 feet of 48 inch trunk sewer pipe parallel to an existing 36 inch sewer that consultants identified as near capacity. This phase extended eastward from the intersection of Mill Street to a junction chamber from River Crossing No. 2 just south of the river. Due to the significant number of existing sanitary sewers, water mains, storm sewers and other utilities, this project utilized PVC pipe to enable the large diameter sewer to fit in the available confined area.**

**With additional future projects planned as upgrades within the Central Area LTCP continue, the 48 inch parallel sewer will ultimately connect to and include an expanded river crossing with three new 24 inch lines scheduled for construction early in 2010. The new river crossing will provide additional capacity to carry flows rerouted from CSO's on the north side of the river and additional sanitary waste from a growing north-east portion of the City including the new SJRMC.**



**Demolition of Two Commercial Buildings: 109 W. Front Street and 207 N. Mill Street, ENT-09-022**

The two structures located at 109 W. Front Street (Frosted Mug) and 207 N. Mill Street (Fire and Ice Building) were demolished in the Fall of 2009. The former building sites were restored by placing topsoil, grading and seeding.

**Location:** 109 W. Front Street and 207 N. Mill Street, Mishawaka, IN  
**Contractor:** C&E Excavating, Inc., Elkhart, Indiana  
**Final Contract Price:** \$22,266.25  
**Project Scope:** Demolition and disposal of two commercial structures including site restoration.  
**Project Status:** Project demolition, site restorations, and project paperwork are 100 percent complete.

**Edison Lakes Parkway Whitetopping, ENT-09-020**

Project construction commenced on October 12, 2009. The original project scope consisted of placing 4 inches of concrete white topping on Edison Lakes Parkway between Day Road and N. Main Street. Also included was the reconstruction of the medians on Edison Lakes Parkway between N. Main Street and Holy Cross Parkway to allow access to the commercial properties on both the north and south sides of Edison Lakes Parkway.

Due to the potential cold weather limitations with concrete pavement construction and the scheduled opening of the new Saint Joseph Regional Medical Center (SJRMC) on December 14, 2009, the Director of Engineering changed the concrete white topping to a bituminous overlay on Edison Lakes Parkway. This change would assure the completion of Edison Lakes Parkway prior to and without interference with the SJRMC opening. A portion of Edison Lakes Parkway is also a designated ambulance route to the new hospital. Bituminous pavement is placed more expeditiously than concrete pavement and due to its properties, is not as subject to cold weather limitations. Concrete pavement can be damaged by deicing agents used for roadway snow removal and ice control if placed too late in the year.



## Grape Road Dual Left Turns at University Drive ENT -08-007



The primary objective of this project was to reconstruct the intersection of Grape Road at University Drive and the entrance to the University Park Mall. Dual left turn lanes were added on Grape Road for northbound and southbound traffic. Also a designated right turn lane was constructed on the west side of Grape Road for southbound traffic entering the mall. In addition to the above work, an extension to the Metronet communication system was installed from north of the I80-90 bridge to

Cleveland Road.

## Main Street Improvement Project Phase V McKinley to Ardennes ENT -08-012



Construction began in September 2008 and involved the reconstruction of N. Main Street (1,860') between McKinley Avenue and Ardennes Avenue from four lanes to five lanes with a center left turn lane. Work on the east side was completed in 2008 with the road opened to traffic during the winter. Work on the west side was delayed due to relocation work by AT&T. Installation of curbs, sidewalks and final roadway surface was completed in June 2009. Also, the intersection of N. Main Street and Leyte Avenue

included the installation of a new traffic signal system.



## **Douglas Road Improvements from Grape Road to 3,300' East of Main Street ENT 08-009**

Construction operations began in August 2008, and due to the lateness of the construction season, this project was split into two construction phases. Phase I of the project involved the reconstruction of Douglas Road from Grape Road to N. Main St. This work consisted of widening Douglas Road, formerly asphalt pavement, with 10" of QC/QA Portland cement concrete pavement with new integral concrete curb. Also included in this phase, Grape Road from Douglas Road to Edison Lakes Parkway was roto-milled, resurfaced, and restriped. New concrete drive approaches were also constructed in this phase as well as a dedicated right turn lane for westbound traffic on Douglas Road turning north onto Grape Road. Decorative street lights were installed on Douglas Road from Grape Road to the west city limits and from Grape Road to N. Main Street.

Phase II of the project was substantially completed in October 2009 and involved the construction of 5-lane concrete pavement from 660 feet east of N. Main Street to 3,300 feet East of N. Main Street a distance of 2,640'. This stretch of pavement includes the frontage to the new Saint Joseph Regional Medical Center Hospital. Bituminous pavement was roto-milled and resurfaced on Douglas Road from 332 feet west of N. Main Street to 660 feet east of N. Main Street. Construction operations on N. Main Street for Phase II included the construction of a dedicated right turn lane for Main Street northbound traffic turning east onto Douglas Road including an upgrade to the existing traffic signal at this intersection. N. Main Street was roto-milled and resurfaced from Douglas Road to 950' to the south to ensure lane markings were placed properly.

## **North Side Traffic Signal Modernization, ENT-09-018**

The primary objective of this project, which started in the fall of 2009, was the installation of the Traffic Signal System at the intersection of Douglas Road and Holy Cross Parkway. This was accomplished prior to the opening of the Saint Joseph Regional Medical Center (SJRMC) in December 2009.

Also included in this project are the upgrades of traffic signal controllers at the intersections of N. Main Street and Edison Lakes Parkway, N. Main Street and Day Road and N. Main Street and Edison Road.

**Other work elements in the project include the following:**

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- New overhead street identification signs at various intersections.
- Installation of LED traffic signal heads at 24 intersection as upgrades to existing incandescent heads.
- Optical pre-emption traffic signal control systems for emergency vehicles at 11 intersections.
- Two each ITS Video Systems with PTZ camera and 50' steel strain poles.
- Uninterruptible power supply systems for traffic signals.

## **Mill Street Improvements and Parking Lot, ENT-09-022**

Phase I Construction completed in 2009 consisted of the construction of Mill Street between First and Front Street. This work included concrete pavement, concrete curb, concrete sidewalks, concrete drive approaches, storm sewer and decorative street lighting. In addition, water and sanitary lines were extended from First to Front Street. Also included in this phase was the construction of 32 diagonal parking slots on Mill Street.

Phase II Construction operations scheduled for the Spring of 2010 will include municipal parking lot improvements east of Mill Street and south of Front Street. This work will include a new concrete parking lot with 88 parking slots, new decorative lighting, storm sewers, landscaping and nursery sod. Scheduled completion for this phase is July 30, 2010.

## **Holy Cross Parkway Lift Station**

To provide sanitary sewer service to the new hospital and to serve the anticipated growth of the area around it, a decision was made to construct a regional sanitary sewer lift station. This facility when completed will enable two existing lift stations, one at Autumn Lakes Apartments and one on Douglas Road at WSBT, to be eliminated, which will reduce operating and maintenance costs. A second project will reroute the discharge from the University Park Lift Station to discharge into this regional station when both projects are completed the combined flow removed from the North Main Street Trunk Sewer will provide additional capacity for growth areas north of SR 23.

## **Holy Cross Parkway Lift Station Phase IB**

The Construction of this regional lift station commenced in the Fall of 2009. Construction operations include site work, piping, structural, process equipment, painting, electrical and other various items necessary for completion.



### **Holy Cross Pkwy Lift Station FM, Ph IIC**

**This project is one of seven projects to place the new force main to service the Holy Cross Parkway area. This project entails the installation of approximately 2012 lineal feet of 24 inch High Density Polyethylene (HDPE) force main using Horizontal Directional Drilling (HDD) from Henry Frank Park to Catalpa Avenue. The project is 97 percent complete with a small portion of pipe remaining to complete and test. The project is expected to be completed in the Spring of 2010. The total project cost including change orders is anticipated to be \$592,320.**

### **Holy Cross Pkwy Lift Station FM, Ph IID**

**This project, one of seven projects to place the new force main to service the Holy Cross Parkway area, entails the installation of approximately 4,582 lineal feet of 24" High Density Polyethylene (HDPE) force main using Horizontal Directional Drilling (HDD) from Catalpa Avenue to Russ Street. The project is 99 percent complete with only testing remaining. The project is expected to be completed in the Spring of 2010. The total project cost including change orders is anticipated to be \$1,986,600.**

### **Holy Cross Pkwy Lift Station FM, Ph IIE**

### **Holy Cross Pkwy Lift Station FM, Ph IIF**

**This project, one of seven projects to place the new force main to service the Holy Cross Parkway area, entails the installation of approximately 2,052 lineal feet of 20 inch installed using open cut construction. This project also included the storm and sanitary sewer separation and road reconstruction for one block of Grove Street and six blocks of Christyann Street. A control structure in Central Park is being completed during the winter months to have less impact on this park. The project is 60 percent complete. It is anticipated to be completed by summer 2010. The total project cost including change orders is anticipated to be \$1,559,765.**



## Holy Cross Pkwy Lift Station FM, Ph IIG

### Mishawaka Wastewater Funded Projects Sanitary Sewer

#### Long Term Control Plan

In 2004, Mishawaka entered into negotiations with the United States Environmental Protection Agency (USEPA) and the Indiana Department of Environmental Management (IDEM) regarding Mishawaka’s Long Term Control Plans (LTCP) to reduce Combined Sewer Overflow (CSO) discharges to the St. Joseph River during major storm events. The City of Mishawaka currently has 21 CSO discharge points to the river and the LTCP identifies improvements to control overflows in accordance with storm event limits approved by the EPA and IDEM. Over the last five years, consultants have identified existing CSOs throughout the city and grouped them into five service areas with specific improvements planned for each area to increase capacity of the sewer system to convey the flows from a design storm event to the wastewater treatment plant and not overflow into the river. Consultants are developing a master plan of LTCP projects to determine priority, schedule and funding for construction over the next twenty years to limit CSO discharges in accordance with standards documented in a consent decree between the United States Department of Justice and the City of Mishawaka which will be finalized late 2010.

The first area selected for construction was the Milburn Boulevard Neighborhood. This area was given a high priority due to the age of the combined sewer system, high ground water table and the large volume of water infiltrating into the sewer system. The first two phases of the eight total phases had been completed by the end of 2009, Wastewater records for 2009 indicated that they had pumped approximately 600 million gallons less than the previous year which reduces treatment costs.

<u>Long Term Control Projects</u>	<u>Completion Date</u>	<u>Amount</u>
Milburn Area – All Divisions, See section below	Dec 2020	\$18,000,000
Master Plan Study of LTCP elements south of river	Aug 2010	\$375,000
Third Street Interceptor, Merrifield Ave to Church St	Nov 2012	\$7,525,000



<b>Third Street Interceptor, Church to Spring Street</b>	<b>2018</b>	<b>\$10,750,000</b>
<b>Interceptor, Norfolk South RR north R/W, Merrifield to Roosevelt</b>	<b>Nov 2014</b>	<b>\$11,625,000</b>
<b>Storage at Capital Lift Station/SR 331, Laing Park</b>	<b>Nov 2015</b>	<b>\$2,225,000</b>
<b>Storage west of Spring Street in Third Street</b>	<b>2019</b>	<b>\$8,275,000</b>
<b>18” FM Connection, south side of river to Interceptor</b>	<b>2016</b>	<b>\$4,875,000</b>

### Milburn Boulevard Area Sewer Improvements



Prior to beginning the latest design for the upgrade to the wastewater plant, the Federal EPA and Indiana Department of Environmental Management (IDEM) required monitoring, testing, and preparation of a Long Term Control Plan (LTCP). To complete this work, the City retained the consulting engineering firm of Greeley–Hansen from Indianapolis, Indiana. The LTCP would define the most cost effective and beneficial improvements to the wastewater treatment plant and wastewater collection system. The LTCP also identified problem areas within the

collection system that with improvement would reduce combined sewer overflows.

The first area identified for improvement was the Milburn Boulevard Area bounded by Logan Street, Ironwood Drive, Dagoon Trail/Panama Street and the St. Joseph River that encompassed 348 acres containing approximately 1,300 residents. In 2005 the City retained the consulting engineering firm of Lawson-Fisher Associates, from South Bend, Indiana to prepare a Master Plan of this area.

The entire area shown in Exhibit J could be completed by 2015 if adequate funding is provided. It was determined that wastewater funding would be utilized to construct these sewer improvement projects, but since they are not neighborhood improvement projects, every street would not be improved to accomplish the goals of the plan. Another important aspect of improvements was that Milburn residents would not be charged additional costs; monies collected from all sewer ratepayers



throughout the city would pay for the sewer improvements.

Upon analysis of available funding sources, it was determined that to have adequate funding for design and construction of at least two phases of improvements to this area, it would be necessary to sell revenue bonds from the wastewater utility. Revenue from a two-step rate approved in 2004 would support a sale of \$8.5 million in bonds. Proceeds from the bond sale were available in December 2006 to enable the preparation of construction plans for the early sewer improvement projects. It has been estimated that at least eight construction projects, each costing approximately \$2 to \$3 million will be necessary to complete the entire area.



## Milburn Boulevard Improvement Area

Division Name	Project Description	Schedule/Status
Div. A, Ph I: Lincolnway, from Family Children's Center to Alabama St. Sixth St from Meridian to Alabama St.	60" Storm outfall at river for new storm sewers and 18" underdrain in Alabama, Lincolnway and Sixth St. Includes 72" & 24" borings under RR, new curb, pavement, and portions of sidewalk for Alabama and Sixth St. Lincolnway pavement was completed with INDOT project and funding	Construction completed Spring 2009
Div. A, Ph II, Lincolnway, From Beverly to Alabama	New 30" storm sewer, underdrain, replaced sanitary sewer, new curb. Lincolnway pavement was completed with INDOT project and funding.	Construction completed Fall 2008
Div. A, Ph III, Lining all Phases of A	Sanitary sewer CIPP lining in all streets	Bid Summer 2010
Div. B, Southwest I Section of Milburn Area	New 30" storm sewer, 18" underdrain, sanitary lining, new curb and gutter for Milburn and Delaware, new curb for portions of Geyer and Russell. All new surface.	Bid early Spring 2010 (February)
Div. C, Meridian/Panama	New 30" storm sewer, 18" underdrain, sanitary lining, new curb and gutter for Panama from Logan to Reddick, new straight curb for Meridian from Panama to Sixth St. All new pavement.	Construction to be completed early Spring 2010
Div. D, Southwest II Section of Milburn Area	New 30" storm sewer, 18" underdrain, sanitary lining, curb and gutter for Milburn and Delaware, new curb for portions of Hubbard and Russell. All new surface	Bid early Spring 2010 (February)



Div. E, Dale from Sixth St to Panama / Delaware from Dale to Reddick.	New 30” storm sewer, 18” underdrain, sanitary lining, curb and gutter for Panama from Grand to Reddick, new straight curb for Dale from Panama to Sixth St. All new pavement.	Bid Spring 2010 (March)
Div. F, Eastern Section of Milburn Area	New 24” & 30” storm sewer, 18” underdrain, sanitary lining, curb and gutter for Milburn and Delaware, new straight curb for Burdette from Milburn to Panama. All new pavement	Under contract, construction to be completed Summer 2010
Div. G, River Avenue	Flow Monitor and upgrading lift station	Bid 2014
Div. H, Central Section	New storm sewer, 18” underdrain, sanitary lining, curb and gutter for Milburn and Delaware, new straight curb for portions of Sixth St. and Panama. All new surface.	Bid Spring 2010 (April)
Miscellaneous CIPP Linings:	Sanitary sewer linings for streets not disturbed in previous projects.	Bid 2012

## Juday Creek Force Main Rehabilitation

**This project entails the rehabilitation of approximately 11,086 lineal feet of 18” force main from the Juday Creek Lift Station to Bethel College, the replacement 1,888 lineal feet of 18” force main with 24” gravity sewer along Lowell and Clay Streets, and the rehabilitation of the Juday Creek Lift Station. The project will require extensive bypass pumping to accommodate the flows the lift station currently handles. The force main rehabilitation will be via Cured in Place Pipe (CIPP). The project is about 14 percent complete and is anticipated to be completed in the Fall of 2010.**

## Traffic

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The Engineering Department receives numerous traffic-related requests for additional or modified signage from the Police Department, concerned citizens, and the motoring public. Each request is thoroughly investigated by the Engineering Department, and a response is prepared. Requests in 2009 resulted in the issuance of approximately 51 traffic work orders for installation or modification of signage and pavement markings. The Engineering Department also works with developers for the initial installation of traffic signage in new subdivisions to ensure that the contractor has met City Standards for traffic control signs prior to acceptance. We installed two new traffic street identification signs including stop signs at Kamm Island Place at Front Street, Highland Village Drive at Trossicks Trail, and Highland Village Drive at Jefferson Boulevard. We installed 23 traffic control signs including speed limit signs, stop signs, as well as no parking signs. We also installed 34 hospital signs around Mishawaka (State and local roads) for the new St. Joseph Regional Medical Center. In addition, as part of the whistle ban requirement for the Federal Railroad Administration, we closed the Wells Street railroad crossing.

To better manage maintenance repair costs of the city's traffic signal equipment, the Engineering Department saved the City of Mishawaka \$26,000 in 2009. This savings involved one hundred eighty (180) repairs of traffic signals, luminaries, and guardrails. This savings also involved simple maintenance to all 56 signal cabinets, and included changing all filters, internal lights, and general cleaning of all equipment. In the past, this maintenance has been performed under the Annual Signal Relamp maintenance program. The Engineering Department has also responded to some 4-way flash problems involving the resetting of traffic controllers and conflict monitors.

Traffic signals that were installed or upgraded to a more modern system and were completed at the following intersections: Main Street and Leyte Avenue (new signal), Douglas Road and Holy Cross Parkway (new signal), Main Street and Edison Lakes Parkway (upgraded), Main Street and Day Road (upgraded), and Main Street and Edison Road. These signals were part of the North Side Modernization Improvement Project. The upgrades included new traffic signal heads, cabinets, new controllers, and conflict monitors for better traffic flow.

The Engineering Department has received a \$10,830 grant in 2009 from INDOT's Railroad Grade Crossing Fund for the pavement markings at 21 Norfolk railroad crossings. Resurfacing was required prior to applying these 21 pavement markings.

The Engineering Department continues to work on new sign retro-reflectivity standards required by the Manual of Uniform Traffic Control Devices. The Federal Highway Administration (FHWA)



believes that this proposed change will continue to promote safety while providing sufficient flexibility for agencies to choose a maintenance method that best matches their specific conditions.

## McKinley Traffic Signals

The McKinley Avenue Corridor Project includes replacement of all traffic signal equipment including light emitting diodes (LED) signals, battery backup, emergency vehicle preemption, fiber optic interconnect and video detection. These signals will be upgraded at the following intersections: McKinley Avenue and Logan Street; McKinley Avenue and Miracle Lane; McKinley Avenue and Grape Road; McKinley Avenue and Main Street; and McKinley Avenue and Division Street. The preliminary studies and design plans for this project were completed by First Group Engineering of Indianapolis. To enable the installation of handicap ramps at these intersections, it will be necessary to acquire corner cuts at several locations. This right-of-way phase has delayed construction of this \$1,850,000 project until the Spring of 2010. When completed, the modernization of these intersections will significantly improve the traffic flow through this corridor, which will also reduce air congestion due to stop and go traffic.

## School Signage



Before each school year, the Engineering Department takes an inventory of all traffic control signage near public and private schools, which includes replacing damaged, faded, or missing signs and repainting crosswalks. This inventory enables us to maintain safe and effective traffic control signage near all schools by following the guidelines for school signage as outlined in the *Indiana Manual on Uniform Traffic Control Devices 1988*.

## School Flashers

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The Engineering Department continues to work with the Indiana Safe Routes to School Program to establish an environment of health and safety for school children. We are currently examining each school to identify a safe route for that school. The Engineering Department has identified Emmons Grade School to help improve some infrastructure projects through the Safe Routes to School program in 2010. Working together with school officials, parents, and the police department, we hope to design a safe route that is well maintained to allow kids to easily walk or bike to and from Emmons Grade School. This will require safe sidewalks and the removal of brush and trees that may hamper the walkway to Emmons. By encouraging the kids to walk or bike to school, we can reduce traffic congestion, fuel consumption and air pollution near our schools to avoid growing health and obesity concerns. The Engineering Department will target a different school each year throughout the life of this program.

In 2009 the Engineering and Legal Departments continued working together to draft an Ordinance to authorize the City to receive additional money for speeding violation fines collected in school zones. Currently, the City receives a \$3 per fine for court costs. With the proposed Ordinance, the City could collect up to \$100 per fine, which would not go against the motorists driver's license. If the motorist is traveling at an excessive speed, the police could write tickets under the State Law, which would result in points and possibly higher insurance costs. Before this Ordinance can be enacted, School Signage must be standardized, the speed limit must be reduced by 10 miles an hour with signs placed 200 ft. from the crosswalk or 200 ft. from school property

## Traffic Studies

Requests such as four-way stops, time limit parking, restricted parking, etc. cannot be approved without a Traffic Commission recommendation and in most instances, action by the Mishawaka Common Council. In these instances, a thorough investigation is completed by the Engineering Department to determine the merits of each request. These studies are then presented to the Traffic Commission for review and recommendation to the Common Council. Upon adoption of an Ordinance by the Mishawaka Common Council, the Engineering Department issues a work order for the installation of the appropriate signage. In 2009 Ann Street and Grove Street became a four way stop at the request of St. Monica's Catholic School.

The Engineering Department continues to work with the Mishawaka City Police Department to resolve truck problems. Because many streets were closed or in various stages of repair during the 2009 construction year, excessive truck traffic occurred on non-truck route streets. Police



enforcement assisted in curbing these truck problems in residential areas.

The Engineering Department works in cooperation with the Michiana Area Council of Governments (MACOG) to gather traffic count data at various Mishawaka locations. This data is useful for tracking changes in traffic patterns over a period of time and may be used to justify changes in infrastructure. The Engineering Department was approved for a CMAQ grant in 2009 to update the traffic signals on the Church Street/Union Street corridor from Front Street to Dragoon Trail. This CMAQ application is for a closed-loop traffic signal central control system along a one and a quarter (1.25) mile section of Main / Church / Union Street in Mishawaka extending from Dragoon Trail to the south and north to the Main / Church Street intersection. This section of Church / Union Street is a four-lane urban arterial that was constructed in 1986. Presently, there are eight signalized intersections, all of which are under the City's control. These eight signalized intersections are located at:

- Union Street at Dragoon Trail, Thirteenth Street, Eighth Street, and Seventh Street;
- Church Street at Fourth Street and Third Street; and
- Church Street at First Street, and Main Street.

In addition to Union Street being a major a truck route (formerly SR 331) and a north / south connector between SR 23 on the north and the US 20 Bypass on the south, the Main / Church / Union Street corridor also serves as a major connector for the new River Center Development, the Mishawaka Riverwalk condos, and the Townes at Kamm Island development. Many major traffic generators flow into this corridor, including shopping centers, retail and grocery stores, schools, restaurants, and offices.

## Disabled Parking Approvals

The Engineering Department, with the assistance of the Mishawaka Police Traffic Division, manages the application process for the designation of disabled spaces on public streets. Upon approval by the Board of Public Works & Safety, a work order is issued to the Street Department to install a disabled parking sign and appropriate curb markings. In 2009 the Board of Public Works & Safety approved the designation of fifteen (15) new disabled parking spaces and removed six (6) spaces that were no longer required.



## Public Works Projects

In addition to managing the following Public Works Projects currently in the construction phase, the Engineering Department usually has several projects in different stages of planning and design to enable projects to be advanced to the construction phase as soon as funding becomes available. The major project for construction in 2010 will continue to be the Main Street Corridor and the completion of subsequent phasing of the Main Street Improvement Corridor. This year we will complete construction of the middle segment of Main Street Improvements, Guam to Ardennes Avenues, and begin construction of adjoining segments from Donaldson to Guam Avenues and Mishawaka Avenue to Battell Street. The following projects are ready to begin construction pending funding:

### Capital Avenue, (SR 331 State Road 933-Twelfth Street) – Sanitary Sewer Relocation

In 2006, the City selected American Structure point from Indianapolis, Indiana to identify the existing sanitary sewer pipe sizes, associated service area and in addition, they have updated our sanitary master plan of the Capital Avenue corridor including areas south of the bypass. This information was used to develop improvements within the Long Term Control Plan (LTCP) and was overlaid with the route INDOT identified as the SR331 alignment.

The first project was relocation of approximately 1,100 LF of 27 inch gravity trunk sanitary sewer main currently in Capital Avenue from Twelfth Street to Ninth Street including the installation of 1,275 LF of 12” gravity sanitary sewer extending west of Capital in Twelfth Street. This project also included the installation of 225 LF of 16 inch water main Bids were opened in September with R&R Excavating from Mishawaka, Indiana being low bidder at \$535,560. Work began in November and continued throughout the winter as weather permitted.



**Public Works Projects for 2010**  
**North West TIF Area**

<u>Project</u>	<u>Completion Date</u>	<u>Amount</u>
Main St Underpass at CN RR Retaining Walls & Approaches	Aug 2009	\$14,000,000
SJRMC Lift Station Building and Site Work	Nov 2010	\$1,350,000
Douglas Road Improvements, Main Street-Fir Rd, Phase II	Oct 2009	\$2,275,000
Douglas Road at Holy Cross Parkway Traffic Signal	Nov 2009	\$425,000
Grape Road at University Park Dual Left Turn Lane	May 2009	\$1,150,000
Main Street Improvements – Donaldson to Guam Avenues	Jul 2011	\$2,775,000
Main Street Improvements – Ardennes Avenue to Edison Road	Nov 2010 Oct 2011	\$1,690,000 \$925,000
Main Street Improvements – Edison to Day, Center Left Turn	Nov 2010 Nov 2011	\$1,375,000 \$3,775,000
Main Street Improvements – Mishawaka Avenue to Battell Street		
Main/Church Reconstruction – South of Bridge to First Street		
McKinley Avenue Signal Modernization, Logan - Division Street	Jun 2010	\$1,850,000
Mishawaka Avenue – Elizabeth to Main Street	Nov 2009	\$386,000
Riverwalk, Phase IIIB (Logan Street to Lincoln Park)	July 2008	\$750,000
Church-Main Reconstruct Bridge to First Street	Nov 2011	\$1,250,000

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### South Side TIF

Bremen Highway Gateway Master Plan	July 2010	\$150,000
Bremen Highway at Meijer Dr. Right-Turn Lane	June 2011	\$350,000
Twelfth Street Improvement Environmental Study	Nov 2009	\$75,000

### Public Works Projects

<u>Project</u>	<u>Completion Date</u>	<u>Amount</u>
Lynn Street, Borley to McKinley Avenue	Nov 2009	\$725,000
12 <sup>th</sup> Sanitary Sewer Relocation – Capital/SR331 Project	May 2010	\$535,600
Lincoln Inn Relocation of Sanitary Connection/SR 331 Project	Nov 2009	\$35,000
LWE at Capital Lift Station/SR 331 Project	Nov 2010	\$2,500,000
Twelfth Street Improvement from Blackberry to Capital	Nov 2012	\$2,200,000

### Public Works Projects

**The Department of Planning and Community Development is committed to serving the Mishawaka community through its support of various public works projects designed to enhance citizens’ quality of life. During 2009, the department cooperated with private firms and other City departments on several significant public works projects.**

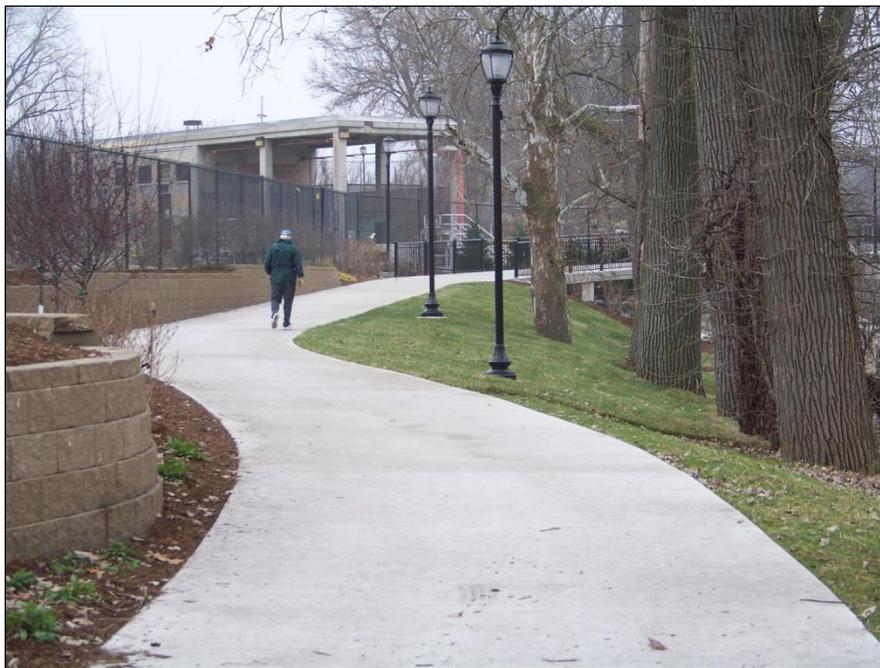


## Mishawaka Riverwalk

The Mishawaka Riverwalk continues to be the cornerstone for many of the City's redevelopment efforts. It connects neighborhoods and parks by taking advantage of the City's greatest natural resource: the St. Joseph River. The Mishawaka Riverwalk also adds value to existing homes and neighborhoods, and will undoubtedly be a source of pride for Mishawaka's citizens for generations to come.

### Mishawaka Riverwalk- Phase IIIB Logan Street to Kamm Island

During 2009, Phase IIIB of the riverwalk, the long awaited section that connects Kamm Island to Logan Street Bridge, was completed. Through our partnerships with INDOT and the Michiana Area Council of Governments, this 1.4 million dollar project was constructed with approximately 70% of funds coming through Federal grants. This section included over 1800 lineal feet of trail, the restoration of the historic WPA restroom, the reconfiguration of the boat launch, and a piling boardwalk to bridge the wastewater treatment outfall.



*Mishawaka Riverwalk Phase IIIB- Crossing Wastewater Treatment Outfall*

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*Mishawaka Riverwalk Phase IIIB- New overlook node constructed in WPA style.*



*Mishawaka Riverwalk Phase IIIB- Princess Mishawaka Memorial and restored WPA Restroom.*

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*Mishawaka Riverwalk Phase IIIB- Reconfigured Boat Ramp*



**Legend**

- Existing Walk
- Proposed Walk

**Mishawaka Riverwalk**  
Kamm Island to Logan Street Connector

Scale: 300'

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## Mishawaka Riverwalk- Merrifield Park Connector

The second riverwalk section to begin construction in 2009 is the “Merrifield Park Connector”. This project, proposed as part of the restoration and widening of the Mishawaka Avenue Bridge includes a connective tunnel underneath Mishawaka Avenue between Merrifield Park and the Riverwalk. The tunnel will be placed underneath Mishawaka Avenue. The cost of the project is 1.8 million dollars, and was awarded to Walsh Construction in the fall of 2009. Although the exact amount is yet to be determined, the vast majority, almost 100% of the construction costs will be paid for through Federal Grants and not local money. This is possible only due to the City’s partnership on this



project with MACOG. The increased funding was made possible because other projects in the region that were allocated funds through MACOG that were not able to be accomplished within the allocated time/funding cycle.

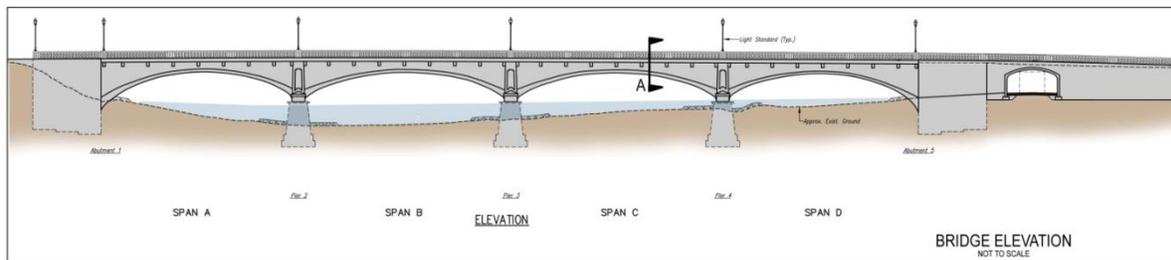
The Merrifield Park Connector involves building a tunnel and constructing wing walls extending the abutment of the bridge. The primary function of the Merrifield Park Connector portion of the Riverwalk provides a grade separated connection to the parks underneath the Mishawaka Avenue Bridge. This section will not only connect the north and south portions of Merrifield Park, but by utilizing existing asphalt pavement, it will add approximately 3,400 linear feet to the existing Riverwalk system. The Connector will also provide access to the Riverwalk for thousands of existing homes in the Merrifield

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Park, Niles, Engeldrum's, and Lincoln Garden Realty subdivisions.

The Mishawaka Avenue Bridge is an earthen arch bridge with historical and architectural significance. St. Joseph County is currently undertaking a major restoration of the bridge. This was bid concurrent with the Merrifield Park connector project. The intent of the plan of the Merrifield Connector is to maintain the historic integrity of the bridge by avoiding the arches and building a separate tunnel underneath the road. Without removing the arch on the south side of the river, given the low clearance where the southern arch meets the south bank of the river, the Riverwalk would have either needed to be located in the river, approximately 60 feet north of the south bank, or a tunnel would need to be constructed. Given that the apex of the river bridge arch that would provide the most clearance for the walk/bridge is located within the floodway of the river, the most environmentally sensitive and cost effective option is to build a tunnel.



This phase also includes a connection from the Mishawaka Avenue Bridge to the intersection of Niles Avenue. An entry node that includes ornamental paving and gateway piers has also been included for this location. A bike parking area is proposed in this phase that will be adjacent to Merrifield Park's vehicle parking lot. This Riverwalk project also includes modification to the existing parking lot adjacent to the splash pad to provide additional parking and a more appropriate turnaround for vehicles. Along the river, the project will connect to an existing asphalt access road on the north side of Mishawaka Avenue in Merrifield Park just south of the boat launch. This will provide an immediate connection for Riverwalk users via the access drive to the intersection of Prospect Drive and Indiana Avenue, which is located approximately 1,200 linear feet northeast of the boat launch.

The project also connects to an existing asphalt drive on the south side of Mishawaka Avenue. This asphalt drive, a vacated roadway, has been utilized as a multi-use path for



many years. The roadway connects to Merrifield Avenue, which is located approximately 800 feet south of the parking lot. This path also provides ADA accessibility access to an existing restroom and water fountain located approximately 350 feet south of the parking lot in south Merrifield Park.

Throughout the past two years, significant and meaningful intergovernmental cooperation between the City, the St. Joseph County Engineer and MACOG has resulted in the MACOG Policy Board's approval of the use in CMAQ funding for the project. The City, as approved by the Redevelopment Commission and Board of Public Works and Safety has entered into a reciprocal funding agreement with St. Joseph County. The Bridge restoration and Riverwalk portions of the project are expected to be complete at the end of 2010 or potentially the beginning of 2011 based on the potential for unforeseen conditions encountered on projects such as these.



## Sewer Department Report 2009

In today's economy, public utilities are under pressure to make the most of their existing facilities while meeting increasing requests for service.



In 2009, the Sewer Maintenance Department is no different. A well planned, well equipped, and cross trained group of ten employees, two Vactor/AquaTech cleaning trucks, video inspection equipment, and repair equipment manages over 200 miles of sanitary sewers of various diameters. The Sewer Department, under the leadership of department manager Tom Dolly and assistant manager Gary Isle, the crew is one of the most versatile, and

enthusiastic groups in the City. One of the most significant responsibilities of the Sewer Department is to maximize the volume of flow transported to the Wastewater Treatment Plant accomplished by scheduled maintenance of the larger collector sewers, which restrict the ability of all sewers under normal flow conditions. The Sewer Department has a well planned rigorous schedule of preventative maintenance to perform on a regular basis. The Sewer Department also performs tasks for Electric, Water, Parks, Streets, and the Wastewater Treatment Plant.

The department is responsible for the infrastructure maintenance and rehabilitation of the sanitary sewer system which includes:

1. Approximately 200 miles of sanitary sewers ranging in various diameters
2. All sanitary manholes
3. Storm sewers and related inlets and catch basins; also related manhole maintenance and cleaning
4. Inspections of new sewer system extensions within various developments
5. Sewer televising, including private sewer laterals to assist homeowners in identifying the source of their problems



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## 6. Citizen inquiry response and assistance

There are four divisions in the Sewer Department. They are the: the Video Inspection Crew, the Cleaning Crew, the Repair Crew, and the Utility Crew. The video inspection crew is well equipped with robotic cameras which can travel up to 1200 feet in length, take videos, still pictures, record data to a computer in the camera truck, and print reports.

The video inspection crew which is comprised of one main Camera Operator, and several cross trained individuals, have given the department precise documentation on which sewers need the following: jetting and vacuuming, dragging for heavy debris, root cutting, herbicide treatment for root control, the integrity of the pipe, the condition of sanitary sewer laterals, pipe repair, and patching, or lining.



The cleaning crew which is the two vacuum/cleaning trucks; the Aquatech, and the Vactor are operated by three highly skilled operators, and a select group of cross trained individuals. Their main function is to perform scheduled preventative maintenance cleaning on a daily basis. One truck will assist the Video Inspection Crew cleaning lines before televising them, while the other cleans Inlets, and Catch

Basins.

As a result of preventative maintenance, we have been able to: minimize sewer surcharges into basements, increase volume of flow to the wastewater treatment plant and decrease combined sewer overflows.

The Repair Crew which is comprised of assigned cross trained employees performs routine maintenance on Storm Inlets, Catch Basins, Manholes, and Concrete Flat Work on sewer repairs. The repair crew uses; concrete saws, jack hammer, cement mixer, backhoe, and concrete finishing equipment on a daily basis.

The Sewer Utility Crew comprised of all cross trained employees; perform many jobs for the Sewer Department. Their jobs range from doing Traffic Control for the Video



**Inspection, or Cleaning Crew, Inlet Patrol, Lateral Locate Inspections, New Construction Inspections, and Service Request Mini Cam Inspections.**

**Over the past year, we had received 197 calls from residents during normal working hours and 42 after hours requesting our personnel to check the sewer main because either their home was experiencing sewer problems, an odor coming from the sewer line, water standing in the street or a resident had a contractor clean their sewer lateral and was still experiencing a problem. Of the 239 calls, 57 residents qualified for the sewer insurance program. These 57 sewer insurance work order calls were taken, set-up and completed by our office personnel. These residents had repairs that ranged from a simple second opinion cleaning and 1 year guarantee against tree roots to a more in depth project such as an excavation and lateral replacement. This program has proven to be very successful in assisting Mishawaka's residents with the high cost of sewer lateral repairs. More of the specifics regarding the sewer insurance program can be found on our City's website.**



**The department continues to strive to improve its preventative maintenance programs and, through cost-effective measures, maintain the current level of services provided. Through its various programs, the division endeavors to preserve and maintain its major infrastructure system investment. Working together as a team with all departments has proven to be one of the most important keys to success in 2009.**



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