CSO Annual Notification 2024

Compiled annual data pursuant to the requirement of 40 CFR Part 122.38(b)

2024

CSO Annual Notice

40 CFR Part 122.38(b)

INDEX

1. Description of the Location and Receiving Water for CSOs

Table 1.1 lists the location and receiving stream of each Combined Sewer Overflow (CSO). In addition, these locations are graphically represented on a map of the City of Mishawaka in Figure 1.1

Table 1.1
Permitted CSO Locations

Outfall	Location	Latitude[a]	Longitude[a]	Receiving Water
002	N. of Middleboro Lift Station	41° 39' 38" N	86° 12' 48" W	St. Joseph River
003	NW of Logan and Lincolnway	41° 39' 36" N	86° 11' 48" W	St. Joseph River
004	S of Wilson at Calhoun	41° 39' 44" N	86° 11' 43" W	St. Joseph River
006	S of Wilson at Clay	41° 39' 51" N	86° 11' 32" W	St. Joseph River
008	S of Mishawaka Ave at Charlotte	41° 39' 54" N	86° 11' 17" W	St. Joseph River
009	N of Front St. at West St.	41° 39' 52" N	86° 11' 10" W	St. Joseph River
011	SW of Mishawaka Ave. at Christyann St.	41° 39' 52" N	86° 10' 43" W	St. Joseph River
012	N of Lincolnway at Cedar St.	41° 39' 42" N	86° 10' 25" W	St. Joseph River
013	NE of Lincolnway and Cedar St.	41° 39' 42" N	86° 10' 21" W	St. Joseph River
014	NW of Merrifield at Homewood	41° 39' 51" N	86° 10' 03" W	St. Joseph River
015	W of Niles at St. Joseph St.	41° 39' 56" N	86° 10' 01" W	St. Joseph River
016	E of N Merrifield at Battell St.	41° 40' 08" N	86° 10' 03" W	St. Joseph River
018	N of Roosevelt St.and Linden St.	41° 39' 56" N	86° 08' 36" W	St. Joseph River
019	SW of Main St. and Mishawaka Ave.	41° 39' 56" N	86° 10' 54" W	St. Joseph River
020	W of Mariellen at 3rd St.	41° 39' 39" N	86° 08' 09" W	Eller Ditch
021	N of Linden at Home St.	41° 39' 56" N	86° 08' 53" W	St. Joseph River

* CSO locations based on 2022 NPDES Permit

2. Documentation of CSO Volume and Duration

Table 2.1 Summarizes CSO volume and duration for each occurrence during the year.

3. Documentation of Dry Weather CSO Volume and Duration

In 2024 there were no CSO dry weather overflows.

4. CSO Monitoring Data

CSO volume and duration is quantified through a calibrated SWMM model. 2025 will progress the recalibration of the collection system model and refine the next separation projects to further reduce the CSOs.

5. Description of Potentially-impacted Public Access Areas

Mishawaka has four (4) locations in which public access could be potentially impacted. These locations are:

- Lincoln Park Boat Ramp
- Merrifield Park Boat Ramp
- Monkey Island Boat Ramp
- Zappia Fishing Park

The location of public access areas is marked on Figure 1.1

6. Precipitation Data

All precipitation data that resulted in a CSO is documented in Table 2.1

7. Permittee Contact Information

City of Mishawaka
Mishawaka Utilities Wastewater Division
1020 Lincolnway West
Mishawaka, IN 46545
(574) 258-1655

8. Nine Minimum Controls Summary and Implementation status of LTCP

NMC #1: Proper Operation and Maintenance

The Mishawaka Sewer Department has 14 employees, 2 combination sewer cleaning machines, 2 television inspection trucks, several utility vehicles including a backhoe, and a cement mixer trailer to perform various duties. They have a GIS/Locates/New Inspection Department, which locates sewer lines for contractors before digging, inspects new construction connections, and locates City assets in the ground to document their actual locations.

2024 Collection System Summary	
Total Sewer (Sanitary and Storm)	354 miles
Sewer Lines Cleaned	136,535 feet
Sewer Lines Televised	160,148 feet
Residential Service Calls	226
Residential Service after hours	24
Residential Laterals Televised	48
Sewer Insurance Claims	78
Sewer Permit Inspections	145
Sewer Line Rehab. CIPP	10,628 feet
Sewer Lines Rehabilitated	38 segments
Manhole Rehab. (poly line)	55
Rehab. Cost Total	$1.9 million

System Inventory:

The City has a detailed GIS collection system map drawn to scale showing all separate, combined and storm sewers with sewer sizes, length, slope, material, direction of flow, interceptors, manhole location and elevations, catch basins, pump stations, CSO locations, and the WWTP.

NMC #2: Maximum Use of the Collection System for Storage

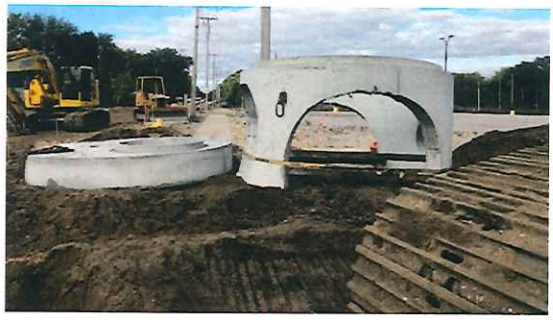
The City has modified CSO diversion structures by raising weirs to provide additional in-system storage and additional hydraulic capacity in the Interceptor. Between the years 1989 and 2015, at least 20 CSO diversion structures have been modified which increased the Interceptor capacity. In addition, the City added parallel Front St. interceptor sewer from CSO 009 to the WWTP and expanded the capacity of River Crossing #2 in Central Park.

In 2020 the City made some large strides in these continued sewer separation improvements including major improvements in and around Crawford Park, The Linden Project Area, West Street, and the 3rd Street Corridor.

In Crawford Park area the combined sewer overflow was relocated and two new concrete diversion structures were constructed. The construction continued through 2021 with the installation of new 30-inch and 72-inch sewer, and the replacement and rerouting of approximately 600 feet of existing 48-inch sewer within Crawford Park. Despite some delays due to pipe availability associated with the impacts of the pandemic, over 600 feet of new 18-inch force main was installed for future use. The project was completed in spring 2022. The estimated total City investment in this project is 4 million dollars.

Linden Area

The Linden Area sewer separation is an element of the original Long Term Control Plan (LTCP), which includes the area south of the St. Joseph River roughly bounded by Merrifield Avenue, Fourth Street, and Roosevelt Avenue. As part of the city's ongoing efforts to reduce the amount of stormwater conveyed in combined sewers, the city studied the Linden Avenue combined trunk sewer area to develop a plan for a new storm trunk line which would allow for the separation of the storm flows. The study area was later expanded to include the area south of the Norfolk Southern railroad to Eighth Street between Byrkit Avenue and Campbell Street. This study led to development of plans for a trunk storm sewer crossing the Eberhart-Petro Golf Course to outfall in the south bank of St. Joseph River. There are several divisions to complete the entire system over the next several years (see Exhibit C for project phasing). In addition to the storm sewer separations, all the projects will include rehabilitation or replacement of the existing main line sanitary sewer system, replacement of individual sewer laterals and water service lines, and removal and replacement of all surface improvements from back of sidewalk to back of sidewalk bringing all sidewalks into ADA compliance.



Linden Division M Phase 1B

The projects began in 2016 with Division A – Phase I completing twin storm trunk pipelines across the golf course to the river. Divisions A – Phase II, B, and C were completed in 2017. Divisions N & P, along Byrkit from the railroad to Linden Avenue including the Lincolnway intersection, were constructed in 2018 and began the construction of a 30-inch/36-inch dedicated sanitary sewer line to facilitate the separation of the sanitary sewer flow. Division M Phases 1A and 1B were slowed by the requirements of Norfolk Southern Railroad. Division M Phase 1A included the 36" dedicated sanitary sewer line under the railroad and was completed in 2022. Division M Phases 1B separated flows south of the railroad tracks; improved portions of Sixth Street, Bradford Court, and Fifth Street; and was completed in 2023. With Linden Division M Phase 1B complete, the existing large diameter (60"/66") sewer, which continues south under the railroad within Byrkit Avenue, has become a dedicated storm sewer that outfalls at the twin 54" storm sewer at the river. The completion of Linden Division M Phase 1B was a pivotal point in the plan for future

projects in the Linden Area and Twelfth Street Phase IIIA & IIIB. Currently, the completed investment in the Linden Area totals $14.7 million.

Initiated in 2024, are the design of Division M Phases IIA and IIB, which will provide new storm sewer and, for the first time, access to sanitary sewer systems as well as street improvements for the remainder of the neighborhood south of the Norfolk Southern Railroad within the Linden study area. Portions of Division M Phases IIA and IIB will provide sewer and water service to some properties currently served by well and/or septic. Division M Phase IIA will extend improvements south through Seventh Street. Phase IIA design will be completed in early 2025 with bidding in spring, followed by construction in 2025 and 2026. The estimated investment for Division M Phase IIA is $2.8 million. Construction of Division M Phase IIB, including Campbell Street and Eighth Street, is expected to begin in 2026 with an anticipated investment of $1.6 million.

West Street Sewer System Improvements Phase III

West Street Phases I and II completed a storm sewer outfall under the railroad tracks allowing for the separation of the storm flows from the sanitary sewer in the area south of the railroad. Phase III is a continuation of the storm sewer and infrastructure improvements defined in the 2013 West Street Master Plan and incorporated into the city's Sewer Separation and Neighborhood Revitalization Plan. Every West Street phase completed will reduce wet weather flow contribution to the existing combined sewer system, resulting in minimized combined sewer overflows as part of the city's Long Term Control Plan. The West Street Phase III area is expansive, which requires it to be split into fundable project sizes. West Street Phase IIIA included West Street (Sixth Street to Seventh Street), Wells Street (Kamms Court to Sixth Street), and Fifth and Sixth Streets (West Street to Wells Street). It was completed in 2021 with a city investment of $1.9 million.

West Street Phase IIIB includes West Street (Seventh Street to south of Eighth Street), which is only a small portion of the project limits but the most complicated and was completed in 2023. Streetscape beautification elements for this portion of West Street include stamped concrete with adjacent ADA compliant sidewalks, decorative lighting, reestablished tree lawns with landscaping, and relocating aerial utilities underground to enhance the corridor's aesthetics and safety. The remainder of Phase IIIB began construction in 2024 and included Seventh Street (Wells Street to Spring Street), Wells Street (Sixth Street to Seventh Street), and Spring Street (Sixth Street to Eighth Street). Improvements include new storm sewers; roadway reconstruction; concrete curbs, gutter, and sidewalk replacement; water main replacement; cured-in-place pipe rehabilitation of existing combined sewers; and replacement of water and sanitary lateral service lines.

The design of West Street Phase IIIC is programmed for 2025 with construction as funds allow. This project phase includes Eighth Street (Wells Street to Spring Street), Eighth Street and Main Street intersection, West Street (Eighth Street to Ninth Street), and Spring Street (Eighth Street to Ninth Street).

Third Street Sewer Improvements – Cedar Street to Hill Street

One of the proposed alternative projects to the original LTCP Consent Decree includes a conveyance element utilizing Third Street from Pine Street to Spring Street. The key component is the installation of a 60" diameter trunk sewer providing storage and conveyance. The system will capture combined flows currently contributing to CSO 012 and CSO 012A along Cedar Street and instead route the flow to the Spring Street interceptor, which is a much larger system and thereby reducing overflows. Other project improvements include a new 48" storm sewer to serve Spring Street and Third Street; a new water main to replace the existing water main, which is over 100 years old; water service and sanitary lateral replacements; CIPP lining of existing sanitary sewers; concrete curb and gutter; new full-depth pavement; ADA-compliant curb ramps; decorative stamped concrete; decorative street lighting; and street trees.

Phase I includes Third Street (Hill Street through the intersection of Main Street) and Spring Street (First Street to Third Street). Material supply issues, conflicts with other projects, and extensive utility conflicts delayed the overall completion of Phase I. The extensive utilities at the intersection of Main Street and Third Street required a design change from open cut construction to auger boring under Main Street to protect both the utilities and the contractor. The majority of Phase I was complete by the end of summer 2023, with the Third Street corridor open to the traveling public. Final completion of punch list items was in spring 2024, with a city investment of $6.5 million.

Third Street Sewer Improvements – Spring Street

Third Street Phase II includes Third Street (Main Street to Race Street), Mill Street (Lincolnway West to Third Street), Beall Court, and Castleman Court. This project used a trenchless construction method in lieu of an open cut for the installation of the 60" diameter trunk sewer for Third Street crossing under Church Street. The contractor utilized a Tunnel Boring Machine (TBM) to precisely set the path of the 60" diameter trunk sewer. With the TBM in the lead, augers followed removing soil to permit the installation of a casing pipe. Once the casing pipe was installed, the 60" diameter trunk sewer was threaded through the casing pipe. The additional benefit of the casing pipe is that future maintenance of

the 60" diameter trunk sewer should not require an open cut of Church Street. This method of construction, though more advanced and thus costly, provides precision to pass between the tight clearances of the existing utilities, which had one foot of clearance on either side. It also allowed the Church Street corridor to remain open to north-south traffic during construction, which is particularly important for public safety vehicles. Due to long lead times of trenchless materials and schedule availability of specialty contractors, Phase II was bid in summer 2023 allowing construction to begin in spring 2024. The Mill Street portion of the sewer separation was completed without complication. However, the relocation of non-municipal utilities was slower than normal due to materials and the lead times were beyond those anticipated for scheduling the TBM crossing under Church Street, which did not begin until October 2024. This left little time for restoration and installation of the remainder of the 60" diameter trunk sewer. Underground construction east of Church Street and final restoration east and west of Church Street will take place in 2025. Phase II also included sewer separation on Beall Court and Castleman Court, which was a commitment to this neighborhood in 2017. Both Beall and Castleman Courts were challenging due to their right of way being only the width of an alley. Additional right of way and easements were obtained through donation to install the necessary improvements. This neighborhood welcomed our plan and dedicated the needed easements and right of way to complete the new storm sewer, sanitary sewer main, new water main, and sewer and water lateral services, curb, ADA compliant sidewalk, and new full depth pavement. It is anticipated that construction will be completed in 2025, with an estimated city investment of $5.8 million.

Third Street Phase III design was progressed in 2024, which continues this project from Race Street to Pine Street, where the 60" diameter trunk sewer will be connected to CSO 012 and CSO 012A. The project will also extend new storm sewer to Cedar Street. There is an added element at Laurel Street and Lincolnway East, which will create an additional 72" outfall to the river. This outfall will allow for more stormwater separation from the city's combined sewers further reducing overflows. Phase III will bid in February 2025, with construction in 2025 and 2026. The estimated city investment is $7 million.

Third Street Sewer Improvements

LTCP – CSO 023A and CSO 024

CSO 023A and CSO 024 discharge to Eller Ditch through the Lincolnway East storm sewer system. The CSOs are identified in the original LTCP Consent Decree as specifically needing to determine the appropriate method to mitigate overflows. After investigation, it was determined that both CSOs would be candidates for the typical sewer separation projects, executed the "Mishawaka Way". Both projects include typical integrated plan improvements that wholistically meet the needs of all municipal utilities and services. Improvements consist of new storm sewers; roadway reconstruction including new curb, gutter, sidewalk, and drive approaches; cured-in-place pipe (CIPP) rehabilitation of existing combined sewers; and replacement of aging water mains and water services along with sanitary sewer lateral services.

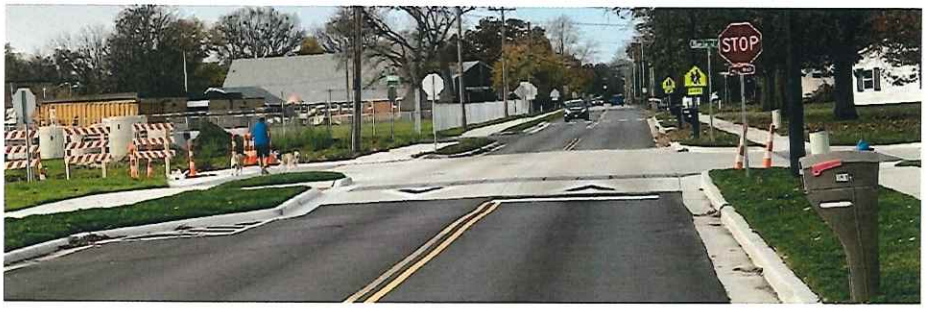
The CSO 023A project includes Manor Drive and Manchester Drive, starting at Lincolnway East and continuing to the dead end. The CIPP rehabilitation was completed in 2023. Due to delays from utility conflicts, the remaining work elements were not able to begin until 2024. The majority of the work was completed in 2024, while some final touch up restoration work remains to be completed in 2025. The project represents a city investment of $3.3 million.

The design of the CSO 024 project progressed through 2024 and will include N. Oakley Avenue, Greenwood Drive, and South Shore Drive. The project consists of the normal components associated with LTCP projects such as new separating sewers and upgrading water, curbs, sidewalks, and pavement – "The Mishawaka Way". This project will also incorporate changes identified in a traffic study conducted in 2024 of the intersections of Vistula Road and Oakley Avenue and Vistula Road and Lincolnway East (SR 933). These intersections will be realigned; eliminating identified traffic safety hazards. The CSO 024 project is scheduled for bidding in spring 2025 followed by construction in 2025 and 2026 with an estimated investment of $2.8 million.

CSO 020 Sewer and Twin Branch Traffic Improvements

This project is another perfect example of the "Mishawaka Way" with the integrated plan improvements, as it incorporates the sewer LTCP needs, the findings of the traffic study, and includes additional parking to serve the park activities as well as the school. To serve the LTCP needs, the project includes the extension of storm sewer along Vistula Road from Ballard Avenue to east of Oakland Avenue.

The existing combined sewer and manholes will be rehabilitated with cured-in-place pipe (CIPP) prior to being converting to a dedicated sanitary sewer, and sanitary sewer laterals will be replaced. The realignment of Ballard Avenue between Twin Branch Park and Twin Branch Elementary will include an all-way stop with a raised pedestrian crossing at the intersection of Ballard Avenue and Vistula Road improving safety of the traveling public. Aging water mains and service lines will be replaced and sized to current standards. Roadway reconstruction also includes new curb, gutter, sidewalk, and drive approaches. Initial components of the project were completed in 2024 including the completion of the raised intersection at Vistula and Ballard, the start of the new storm sewer system, and the CIPP. Continuing to be mindful of school access needs, construction is anticipated to be completed in 2025. The estimated city investment is $5.5 million.



Raised Pedestrian Crossing at Vistula and Ballard

CSO 018 Sewer Improvements

CSO 018, which discharges to the St. Joseph River, is located at the intersection of Linden Avenue and Roosevelt Avenue. It currently does not meet the zero overflow level of control outlined in the 2014 LTCP Consent Decree. The project includes the replacement of the 18-inch diameter CSO 018 throttle pipe with an upsized pipe. Surface restoration will consist of complete pavement replacement, curb and gutter, curb ramps, driveway reconstruction, and sidewalk reconstruction within the Linden Avenue and Roosevelt Avenue intersection project area. The throttle pipe replacement will allow the city to meet the zero overflow level of control at CSO 018 during the typical year storm events. Along with the proposed improvements at CSO 018, combined sewer pipes related to the system will be selected for cured in place pipe (CIPP) lining. Segments of the Linden Avenue sewer have exhibited root intrusion, which inhibits flow; ground water infiltration, which takes up needed capacity; and pipe corrosion. CIPP will stop the root and ground water infiltration, allowing the pipe to carry its full capacity thus reducing overflows. The CIPP will also restore the structural integrity of the pipe. The project is scheduled to bid in spring 2025 with construction occurring in 2025. The estimated city investment is $1.3 million.

NMC #3: Review/Modification of Pretreatment Program

The purpose of the Mishawaka Industrial Pretreatment Program is to prevent pollutants from being introduced into the sewer system that may be discharged through a CSO during wet weather or may interfere with plant operations and to prevent pollutants that cannot be treated from passing through the plant and into the environment. All permitted industries are required to monitor and reduce the amount of pollutants being discharged into the city sewer system before entering the wastewater plant.

The pretreatment program is managed by the laboratory manager. Pretreatment duties consist of, but are not limited to the following:

- Permitting and Classification
- Self-monitoring and IU Submission
- Pretreatment Monitoring
- Inspection and Analysis
- Compliance and Enforcement

The City currently has eleven (11) permitted Significant Industrial Users and several non-permitted industries that are routinely monitored and inspected.

NMC #4: Maximization of Flow to the WWTP

Flow maximization through the wastewater treatment plant is an important element of Mishawaka's CSO LTCP. Hydraulically, the WWTP is designed to pass approximately 42 MGD through the treatment facility. The WWTP expansion, completed in late 2008, provided an average design capacity of 20 MGD and 42 MGD peak sustained flow. The capacity of the upgraded facility is currently being utilized to the maximum extent possible to treat peak wet weather flows and minimize combined sewer overflows. Peak flows of up to 60 MGD have been treated while meeting all NPDES permit effluent limits.

In 2024 the highest peak flow rate treated was 54.2 MGD on June 25th. The maximum total flow treated on a single day was 19.5 million gallons on July 10th.

In 2024 the average daily flow was 8.77 million gallons.

NMC #5: Prohibition of Dry Weather Overflows

Dry weather overflows are self-reported to IDEM and kept on file at the City. CSOs structures are inspected weekly for evidence of dry weather overflows, debris, or anything out of the ordinary. CSOs that show evidence of unusual flow are inspected more frequently.

To provide a higher degree of preventive maintenance, the Sewer Maintenance Department is equipped with two combination jetting/vacuuming trucks and two video inspection trucks that routinely operate 5 days per week.

In 2024 there were no CSO dry weather overflows.

NMC #6: Control of Solids and Floatables

The following activities comprise the NMC #6 activities in Mishawaka:

- Street Cleaning – The City operates a street cleaning program, with cleaning conducted approximately 9 months out of the year. A complete cycle is made throughout the city every 9 to 11 days.
- New Sign Campaign to Raise Awareness – In conjunction with the Michiana Stormwater Partnership (MSP), signs have been installed near all major surface water bodies in the City. The signs are intended to alert residents to the abundant surface water bodies in the area, and to serve as a reminder to keep these vulnerable resources clean and free of pollutants.
- Leaf Removal Program – The City limits the amount of litter and debris that enters the collection system by operating a leaf and yard waste collection program with weekly pickup through each fall and spring.
- Household Hazardous Waste Collection Program – The Household Hazardous Waste facility located at 1105 East Fifth St. collects hazardous waste from St. Joseph County residents during regular business hours, 8:30 to 3:30 Tuesday through Saturday.
- Recycling Program – The City operates a curbside pick-up recycling program to collect newspapers, glass, plastic, aluminum, metal cans, cardboard, and mixed paper. Recyclables are picked up weekly.
- Catch Basin Signs – To prevent oil and other contaminants from reaching the river, storm drain inlets that are cast with the words "DUMP NO WASTE, DRAINS TO RIVER" are utilized by the City.
- Erosion Control – The City has adopted standards concerning erosion control, post-construction stormwater pollution prevention and other provisions related to the regulation of earthmoving, excavation, and stormwater discharge.

NMC #7 – Pollution Prevention – Mishawaka is dedicated to a pollution prevention program to reduce contaminants to the St. Joseph River. The programs described in NMC #6 are pollution prevention programs. A public education program has been implemented that utilizes the City's website and includes a public education video, and information on CSOs.

NMC #8 – Public Notification – In accordance with Federal Law (40 CFR 122.38 (c), Mishawaka operates a CSO notification program. The program provides an initial notification of a CSO event within four (4) hours of becoming aware of an overflow, and a supplemental notice within seven

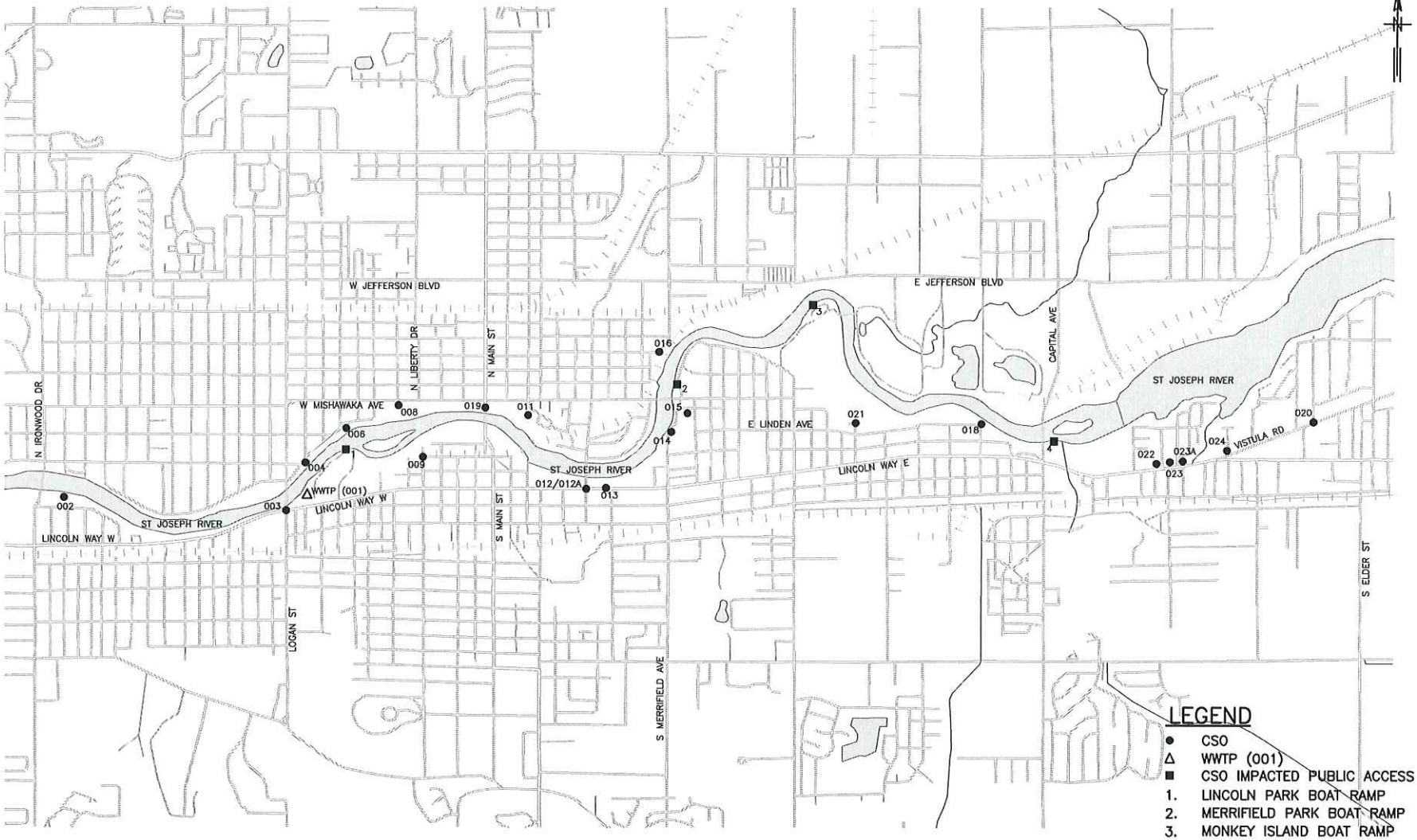
(7) days of the event that provides an estimated CSO volume and estimated start and stop times. Interested persons may get notifications by following Mishawaka CSO Alerts on Twitter. Go to https://twitter.com/CSOAlerts. Persons may also search Twitter for "Mishawaka CSO Alerts".

NMC #9 – Monitoring – The purpose of Mishawaka's monitoring program is to characterize CSO impacts and record rainfall data to estimate CSO frequency, volumes and durations to complete the CSO Monthly Report of Operations (MRO). The river is sampled on a weekly basis for E. coli at five locations. CSO structures are inspected weekly to ensure that there are no instances of dry weather overflows or other impending issues. Dry weather overflows are a very rare occurrence in Mishawaka.

Implementation Status of LTCP

The current status of the Implementation of the LTCP is summarized in Table 8.1

FIGURE 1.1



CSO LOCATION MAP

SCALE: 1" = 2000'

GREELEY AND HANSEN

CITY OF MISHAWAKA
MARCH 2019

FILE: J:\Projects\07190 Mishawaka LTCP- Phase 2\21 CADD Files\21.30 Study and Reports\07190DR01 1:1 04/01/11 09:20 GH-H

CITY OF MISHAWAKA
Combined Sewer Overflow Annual Report 2024 **TABLE 2.1**
40 CFR Parts 122.38(b)

			CSO 002		CSO 003		CSO 004		CSO 006		CSO 008		CSO 009		CSO 011		CSO 012	
DATE	Total Daily Precip. (Inches)		Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)
01/09/24	1.1																5.17	0.069390
01/23/24	1.1																5.17	0.069390
01/24/24	0.8																4.42	0.015407
01/25/24	0.5																0.14	0.000497
01/26/24	0.5																0.14	0.000497
02/22/24	0.5																0.14	0.000497
03/05/24	0.8																4.42	0.015407
03/08/24	1.0																4.92	0.051396
03/14/24	2.4				0.58	0.000435											6.38	0.380136
03/26/24	0.7																2.99	0.010437
03/30/24	1.3																5.58	0.110979
03/31/24	0.5																0.14	0.000497
04/01/24	1.1																5.17	0.069390
04/11/24	0.8																4.42	0.015407
04/17/24	0.5																0.14	0.000497
04/28/24	0.5																0.14	0.000497
05/04/24	0.7																2.99	0.010437
05/07/24	0.5																0.14	0.000497
05/09/24	0.6																1.57	0.005467
05/14/24	1.7																5.96	0.208944
05/27/24	0.6																1.57	0.005467
06/13/24	1.1																5.17	0.069390
06/23/24	0.9																4.67	0.033401
06/25/24	1.6																5.88	0.185355
07/09/24	1.2																5.42	0.087384
07/10/24	2.4				0.58	0.000435											6.38	0.380136
07/14/24	1.1																5.17	0.069390
07/15/24	0.5																0.14	0.000497
08/27/24	1.3																5.58	0.110979
09/22/24	1.0																4.92	0.051396
09/24/24	0.5																0.14	0.000497
11/04/24	0.8																4.42	0.015407
12/29/24	1.5																5.79	0.161766
Totals:	32.1		0.00	0.000000	1.17	0.000871	0.00	0.000000	0.00	0.000000	0.00	0.000000	0.00	0.000000	0.00	0.000000	115.41	2.206726

CITY OF MISHAWAKA

Combined Sewer Overflow Annual Report

40 CFR Parts 122.38(b)

2024

	CSO 013		CSO 014		CSO 015		CSO 016		CSO 018		CSO 019		CSO 020		CSO 021	
DATE	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)	Duration Time (Hours)	Discharge Volume (MG)
01/09/24																
01/23/24																
01/24/24																
01/25/24																
01/26/24																
02/22/24																
03/05/24																
03/08/24																
03/14/24			0.26	0.015423	2.01	0.061910			2.24	0.119392			5.41	0.005782		
03/26/24																
03/30/24									0.19	0.000272						
03/31/24																
04/01/24																
04/11/24																
04/17/24																
04/28/24																
05/04/24																
05/07/24																
05/09/24																
05/14/24									1.14	0.027741			1.88	0.000048		
05/27/24																
06/13/24																
06/23/24																
06/25/24									0.92	0.016987			1.13	0.000029		
07/09/24																
07/10/24			0.26	0.015423	2.01	0.061910			2.24	0.119392			5.41	0.005782		
07/14/24																
07/15/24																
08/27/24									0.19	0.000272						
09/22/24																
09/24/24																
11/04/24																
12/29/24									0.69	0.006233			0.38	0.000010		
	0.00	0.000000	0.52	0.030846	4.02	0.123819	0.00	0.000000	7.60	0.290288	0.00	0.000000	14.19	0.011650	0.00	0.000000

City of Mishawaka, Indiana
Consent Decree Reporting Requirements (Section VII)
Case No. 3:14-cv-00281-JD-CAN
Effective Date: May 23, 2014
Semi-Annual Report #22
31-Mar-25

Project	No.	Start Date	End Date	Description	Note	Status	Work this Period (October 1, 2024 - March 31, 2025)	Work Projected Next Period (April 1, 2025 -September 30, 2025)
Milburn Area	1	2007	2026	Sewer Separation and Middleboro LS Improvements		Divisions A – G Completed Middleboro LS Upgrade Complete		
Wilson Boulevard Area	2	Dec. 2011	Dec. 2020	Parallel interceptor to redirect Flows from CSO 004, 005, 006, 007 and 008 to RC 4.		Phase I Completed Phase II - Completed		
Central Park Area	3	Started 2008	Dec. 2013	Main St. Underpass Sewer Improvements		Completed		
	4	Dec. 2021	Dec. 2029	Daisy Road Lift Station	*	Property Acquired from AEP June 21, 2011	Progressed 30% Design	Progress 30% Design
				Forcemain	*	95% of Forcemain Installed		
				RC 5		River Crossing 5 Installed		
				Conveyance from RC 5 to Merrifield Park	*	Preliminary Alignment (Mishawaka Ave to RC5) developed. Design and construction of ~600 feet of FM completed (Linden to Mishawaka Ave).		
	5	Started 2008	Dec. 2014	Front Street Sewer		Completed		
	6	Started 2008	Dec. 2031	CSO 016 Improvements	*			
				CSO 019 Sewer Improvements		Completed		
				CSO 011 Sewer Improvements		Completed		
				RC 2 Improvements		Completed		
East Area	7	Dec. 2016	Dec. 2028	Linden Area Sewer Separation	* **	2014 Model Recalibration Completed, Sewer Improvements Study Completed, Design & Construction of Div. A, Phase I & II, Div. B, Div. C, Div. N&P, Div. MIA and MIB completed.	CSO 018 Improvements (Linden Area) Design Initiated and Progressed.	Finalize Design of CSO 018 Improvements (Linden Area), Bid and Award to Contractor. Begin Construction.
	8	Dec. 2017	Dec. 2028	Storage and Conveyance – Capital Ave to Merrifield Avenue	* **	2014 Model Recalibration Completed Preliminary alignment developed. 60% Design Completed for 1 block, incorporated in Item 10 Project.		
	9	Started 2011	Dec. 2031	Sewer Improvements East of Capital Ave.	* **	2014 Model Recalibration Completed		
				Mariellen Lift Station (US 331 Underpass) 4.8 MGD		Phase I - LS w/ 2 Pumps and 3 Siphons Completed and in Operation 4.8 MGD Capacity		
River Center / CSO 009 Area	10	Dec. 2015	Dec. 2023	Storage and Conveyance Merrifield Park to 4th Street	* **	Survey 80% Complete Geotechnical Investigation Completed. Preliminary Engineering Completed. 2014 Model Recalibration Completed. 60% Design Completed (Merrifield Ave.). Construction of Crawford Park Storage/ Conveyance Completed.		
	11	Dec. 2014	Dec. 2022	Storage and Conveyance Merrifield to Main Street	* **	90% GBR Completed. Phase I & II Geotech. Investigation Completed. Preliminary Engineering Report Completed. 2014 Model Recalibration Completed. ROW Acquisition, Demolition & Remediation Completed for Parcel 13. Environmental Screening Completed. 90% Design Completed.		
	12	Dec. 2012	Dec. 2020	Storage and Conveyance Main Street to WWTP	* **	90% GBR Completed. Phase I & II Geotech. Investigation Completed. Preliminary Engineering Report Completed. 2014 Model Recalibration Completed. 90% Design Completed. ROW Acquisition & Demolition Completed for Parcels 2 and 3. Environmental Screening Completed		
	N/A					Flow Metering and Precipitation Data Report Submitted to Agencies.	Flow Metering and Precipitation Data Report Submitted, Initiate Model Recalibration	Submit Model Recalibration Report, Initiate LTCP Update

Shading indicates project completed.

* The City of Mishawaka submitted a request for modifications to their current Consent Decree on August 23, 2018. Modifications are being requested for projects identified with '*'. As part of the submittal, the City requested that the schedule for projects 10, 11 and 12 be placed in abeyance during agency review. The City responded to the EPA Letter dated November 14, 2019 on February 20, 2020, and to EPA/IDEM April 1, 2020 e-mail on July 9, 2020. The City provided updated information January 15, 2021 and February 11, 2021 in response to Agency request. City provided Long Term Control Plan Update No. 6 to Agencies on September 29, 2021.

** The City of Mishawaka submitted a request for Minor and Major Modification to their current Consent Decree on December 12, 2023 and July 24, 2024, respectively. Modifications are being requested for Projects identified with '**'.