CSO Annual Notification 2025

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

2025

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	Longitude	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

On 10/14/25, there was an overflow at CSO 20 due to a blocked sanitary sewer main line. A large stick had become lodged in the pipe and caused rags and wipes to build up and block the line. Mishawaka Sewer Department jetted the sanitary line to clear the debris. An estimated 20,000 gallons was released over 2 hours. This was the only dry weather overflow in 2025.

4. **CSO Monitoring Data**

CSO volume and duration are quantified through a calibrated SWMM model. With the many completed CSO improvements and a number of years passing since last model recalibration, the city elected to perform a recalibration of the collection system model for the second time since the signing of the consent decree, which was completed during 2024 and 2025. A recalibrated model depicts the changes in the system and reflects the progress of the completed projects. This recalibration process resulted in the Sewer System Flow Monitoring and Precipitation Data Report. The initial report was submitted to the agencies in December 2024. Additional data collection in 2025 was completed and progressed the recalibration of the collection system model to confirm the anticipated progress of the LTCP. By the completion of the 2026 projects, we will have reduced the overflows to 2 for a typical year storm with 99.9 percent total capture of flows.

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 in 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.

2025 Collection System Summary	
Total Sewer (Sanitary and Storm)	361 miles
Sewer Lines Cleaned	18.1 miles
Sewer Lines Televised	20.8 miles
Residential Service Calls	220
Residential Service after hours	32
Residential Laterals Televised	41
Sewer Insurance Claims	76
Sewer Permit Inspections	124
Sewer Line Rehab. CIPP	1,960 feet
Sewer Lines Rehabilitated	7 segments
Manhole Rehab. (poly line)	17
Rehab. Cost Total	$576,000

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

Addressing the existing limitations of the combined sewer system through the city's Long Term Control Plan (LTCP) and Neighborhood Revitalization Plan is the ultimate literal "storm" fighting tool. Whether it be a rainstorm, snow melt, or even city growth, progressing the improvements prepares the city to "manage the storm." The city started investing in stormwater management in 1990 as a proactive response to water quality and flooding concerns. A decade later, the LTCP was mandated by the EPA and Department of Justice and built on what we had started by separating storm water from sanitary flows within the combined sewer system along with increasing and upsizing storm system capacities and improving the combined sewer system by providing in-line storage as appropriate. These combined sewer and storm system improvements reduce basement and street flooding as well as reduce combined sewer overflows (CSOs) to the St. Joseph River.

From the inception of the city's action in the 1990s to today, CSOs have reduced from an estimated 314 MG to 2 MG annually. The completion of construction projects that are currently under contract with the city should result in a reduction to 2 overflows at the end of 2026. Achieving the two overflows represents a 99.9% reduction in the volume of CSO flow to the river. Additionally, the number of storm (wet weather) related resident concerns due to basement and street flooding has reduced from several calls each event to only four in 2025.

Another key element used in the LTCP projects is cured-in-place pipe lining (CIPP). Cured-in-place pipe lining is a trenchless technology to rehabilitate existing pipes without digging them up and replacing them. A "tube sock," saturated with a curing compound, is pulled into the existing pipe though manhole access at the pavement. With light or heat, supplied by water or steam, the compound is activated becoming hard as it expands to take the shape of the existing pipe, creating a new pipe inside of the old pipe. Not only does this rehabilitate the existing pipe to like new condition without needing the original pipe for strength, it also reduces water, soil, and root infiltration into the main line through joints. This restores the pipe capacity to its original capacity, allowing it to handle larger flows and reducing the groundwater infiltration into the pipe and therefore reducing the amount of flow going to the Water Resource Recovery Facility (WRRF, formerly the Wastewater Treatment Plant). Additionally, the manholes are rehabilitated, protecting them from failure and infiltration. The laterals in the projects are either CIPP lined or open cut replaced.

CIPP Lining

As noted above with CIPP, in addition to reducing CSOs, implementation of all elements of the plan results in less flow being treated at the WRRF. If the wet weather flows are in a separate system, they do not go to the WRRF to be treated along with the dry weather sanitary flows. Since the first, official LTCP project in 2008 in the Milburn Boulevard neighborhood, the dry weather flows at the WRRF have been reduced by about twenty percent (20%) even with growth in the City. This means reduced cost and more efficient treatment, which allows funds to be allocated for maintenance and improvements instead of unnecessarily treating wet weather flows.

It became apparent with the first LTCP projects in the Milburn Boulevard area that overall revitalization was a wise investment concurrent with the LTCP projects. With the significant excavation it takes to install new separate sewer systems, most other utilities are impacted as well as a significant portion of the surface area. Therefore, addressing all city utilities and surface improvements within the right of way was the approach chosen. The forward thinking of addressing all elements at once is not only economic at the time, but it also helps protect the investment by minimizing the potential for damage from an aged system. All the Mishawaka Utility Divisions came on board with this approach to develop a universal plan – "the Mishawaka Way." Eventually, other utilities like NIPSCO and AT&T came on board to coordinate their system upgrades within the public works projects as became apparent in the recently completed CSO 023 and CSO 020 projects.

In addition to addressing mainline utilities, the projects bring sewer laterals and water service lines up to modern standards to help each individual resident by reducing the likelihood and scope of future repairs. Removing lead services from the water system is a health and safety improvement for each individual as well. New sidewalks not only help people with disabilities, but everyone, including the elderly and students, can complete safe journeys on foot.

As projects move through the neighborhoods, each one touches many individuals. In improving the right of way, the goal is to connect to good elements on the private side. This sometimes means replacing a small portion of private walk or driveway, removing and replacing a crumbling set of steps leaving the whole area revitalized for individuals to take over where the city leaves off to make their own improvements. This holistic approach puts each property owner, the neighborhoods, and the community in the best position to weather the storms that come their way. To date these projects have impacted over 2,800 properties in the heart of the city.

The city's Long Term Control Plan continues to evolve. The city, with its official notice in November 2017, began the intricate process of renegotiating the Consent Decree signed in 2014 with the U.S. Environmental Protection Agency (EPA), U.S. Department of Justice (DOJ), and Indiana Department of Environmental Management (IDEM). In September 2021, the city submitted a revised goal of four CSOs per typical year and the removal of the deep storage tunnel element of the LTCP. Now in the ninth year of renegotiation, the agencies have agreed the tunnel is no longer a requirement; however, the number of CSOs per year for typical wet weather events is still in debate. The number of system overflows to the river (CSOs) is one of the main benchmarks the agencies use to determine compliance.

With the many completed CSO improvements and a number of years passing since last model recalibration, the city elected to perform a recalibration of the collection system model for the second time since the signing of the consent decree, which was completed during 2024 and 2025. A recalibrated model depicts the changes in the system and reflects the progress of the completed projects. This recalibration process resulted in the Sewer System Flow Monitoring and Precipitation Data Report. The initial report was submitted to the agencies in December 2024. Additional data collection in 2025 was completed and progressed the recalibration of the collection system model to confirm the anticipated progress of the LTCP. By the completion of the 2026 projects, we will have reduced the overflows to 2 for a typical year storm with 99.9 percent total capture of flows.

In good faith, the city continues to prioritize separation projects that further reduce CSO's and maintain the achieved level of control to accommodate growth.

Linden Area

The Linden Area sewer separation, an element of the original Long Term Control Plan (LTCP), 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 service area to develop a plan for a new storm trunk line that 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 the development of plans for a trunk storm sewer crossing the Eberhart-Petro Golf Course to outfall on the south bank of the St. Joseph River. There are several divisions to complete the entire system over the next several years (see Exhibit B for project phasing). In addition to the storm sewer separations, all the projects include the rehabilitation or the replacement of the existing main line sanitary sewer system, replacement of individual sewer laterals and water service lines, and the removal and replacement of all surface improvements from the back of the sidewalk to the back of the sidewalk, bringing all sidewalks into ADA compliance.

The projects began in 2016 with Division A – Phase I completing twin 54" 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"/36" 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 30" 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 completed, the existing 60"/66" diameter combined sewer, which continues south under the railroad within Byrkit Avenue, has been formally converted to dedicated storm sewer that now 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 Phases IIIA and IIIB by providing a dedicated storm outlet. Currently, the completed investment in the Linden Area totals $14.7 million.

Bypass Pumping

The design of Division M Phase II was completed in 2025, the project was bid, and construction began in the fall. The project includes new storm sewer as well as street improvements for the remainder of the neighborhood south of the Norfolk Southern Railroad within the Linden study area. Sanitary sewer and water lines will be extended throughout the area providing service to all properties within the Seventh Street and Eighth Street area, which includes some properties that are currently served by well and/or septic. Sidewalk will be installed on at least one side of the street in the industrial areas, and the traditional 5-foot-wide sidewalk will be installed on both sides of the street in the residential areas. Additionally, a new portion of Mason Street will be constructed to connect Sixth and Seventh Streets, allowing for more efficient travel and maintenance in the area. The project has been delayed by NIPSCO as they upgrade their infrastructure, but this will further benefit the residents in the long run as this will result in all the utilities in the area being improved. It is anticipated that the project will be complete in summer 2026. The estimated investment is $4.2 million.

Reconstruction of Seventh Street

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, as shown in Exhibit C. West Street Phase IIIA was completed in 2021 with a city investment of $1.9 million.

Signal and Storm System Improvements at Main St. and Eighth St.

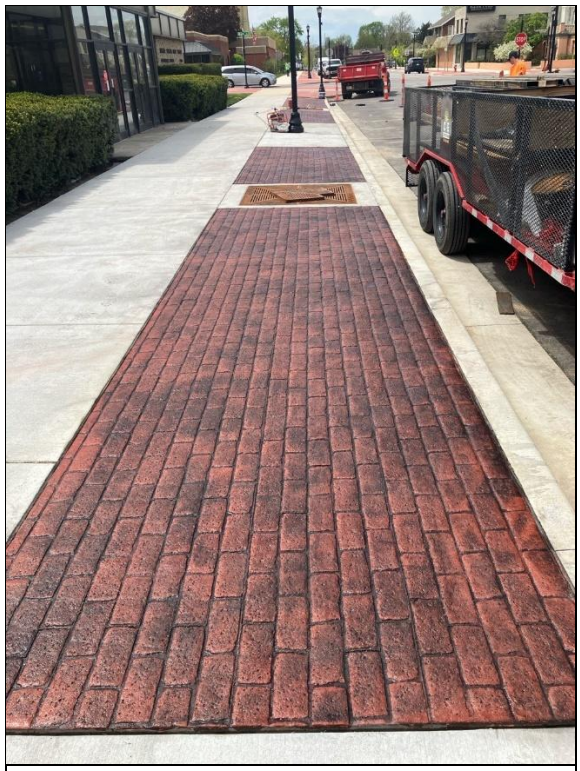
West Street Phase IIIB construction was complete in 2025, with a city investment of $4.7 million. Due to watermain and sewer infrastructure concerns that developed during the project, the section of Spring Street from Seventh Street to Eighth Street was constructed instead of Spring Street from Sixth Street to the railroad tracks. Additionally, basement and street flooding near and in the intersection of Eighth and Main Streets led the city to update this intersection with an improved storm system. This allowed for the planned traffic signal elimination and overall intersection upgrade to be performed at the same time. The West Street portion of this project included streetscape beautification elements with stamped concrete, decorative lighting, reestablished tree lawns with landscaping, and relocating aerial utilities underground to enhance the corridor's aesthetics and safety. All areas of the project 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.

Reestablished Tree Lawn on Spring Street

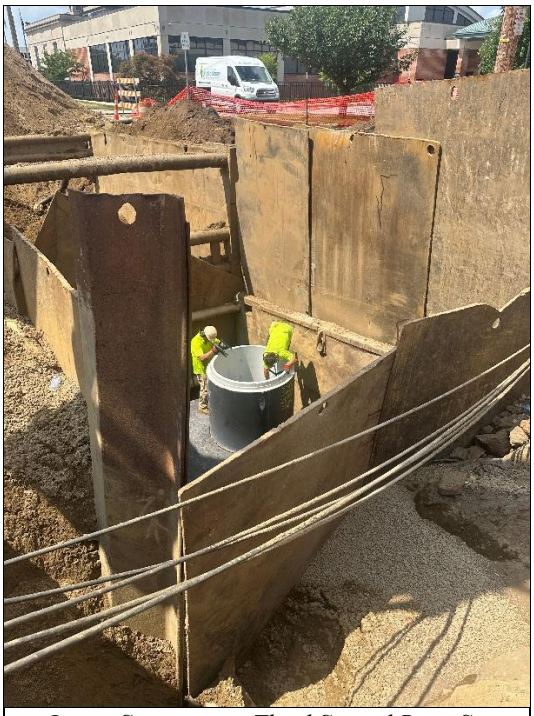
The design of West Street Phase IIIC is planned for 2026 with bidding in early fall 2026 and construction planned for completion in 2027. Phase IIIC includes Eighth Street from Wells Street to Spring Street excluding the recent improvements at the West Street intersection and Wells Street from Seventh 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, with the elimination of the deep storage tunnel, is the Third Street Sewer Improvements. This project includes sewer separation and adds a large diameter storm conveyance system from Pine Street to Spring Street. The project has been split into three phases (see Exhibit D for project phasing). The key component of the conveyance system is a new 60" diameter trunk sewer, which provides storage and conveyance. The system will capture combined sewer 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 with more capacity 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 was 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. In addition, a 72" storm outfall to the river was installed just west of the Laurel Street and Lincolnway East intersection. This larger outfall provides relief to the existing Laurel storm trunk system that serves the area south to Twelfth Street and will allow for future stormwater separation from the City's combined sewers further reducing overflows. This project plays a significant role in the city's continued plan to weather all storms.



Streetscape Improvements on Third St. between Main St. and Church St.



Large Structure at Third St. and Race St.

The challenge for all three phases involves large diameter and deep pipe installations for Third Street, in already heavily utility laden corridors including multiple large AT&T telecommunication duct banks and a NIPSCO high pressure gas main. Phase I included Third Street from Hill Street through the intersection of Main Street and Spring Street from First Street to Third Street. Phase I was completed in 2024. Third Street Phase II included Third Street from Main Street to just east of Church Street, Mill Street from Lincolnway West to Third Street, Beall Court, and Castleman Court. Phase II took two construction

seasons to be completed and finished in 2025. Phase II also used a trenchless construction method in lieu of an open cut for the installation of the 60" diameter trunk sewer in Third Street crossing under Church Street. The city investment for these two phases was $11.6 million.

New Outfall at Laurel St. and Lincolnway East

Construction of Phase III started in 2025 and will also require the 2026 construction season to be completed. Phase III includes Third Street from just east of Church Street to Cedar Street. When completed, it will extend the 60" diameter trunk sewer and connect it to a previously installed conveyance system at Pine Street, which connects to CSO 012 and CSO 012A and will ultimately redirect any overflow to the Wastewater Resource Recovery Facility in lieu of the river. Phase III also extends a new storm sewer to Cedar Street and installs an additional 72" storm outfall to the river at Laurel Street. This phase of the project not only involves large diameter and deep pipe installations for Third Street, but also within Lincolnway East (SR 933), and Laurel Street in already heavily utility laden corridors including multiple large AT&T telecommunication duct banks and a NIPSCO high pressure gas main. As a result, progress was slow as work navigated around all the utilities while at the same time maintaining access to residents and businesses. The installation of the 72" storm outfall required the closure of Lincolnway East (SR 933). Closure of any state highway involves permitting from Indiana Department of Transportation (INDOT). While the permit was in place, and to avoid future closures of this vital route through the downtown area, the extent of the improvements was expanded to the full block, from Laurel to Cedar, to address additional utility issues brought to light once under construction. Trees, sidewalks, storm sewer, lighting, and water services on Lincolnway East from Merrifield Avenue to Cedar Street were evaluated and a plan was developed to address deficiencies to bring everything up to city standards during this closure. The prime contractor, several subcontractors, Mishawaka Utilities Water Division, and Mishawaka Utilities Electric Division worked together in a very congested area to replace all the lead water services, address storm sewer drainage issues, and replace street lighting in a short period of time to minimize the length of the

Looking west on Lincolnway East at Laurel

closure. Several large trees that were damaging the sidewalk were removed, followed by replacing the damaged sidewalk. Phase III began construction in summer 2025 with work on Third Street from Church Street to Union Street as well as on Lincolnway East and Laurel Street. The remainder of the project is expected to be completed by fall 2026. The estimated city investment is $7 million.

While creating a permanent storm management system for the city, the project endured a storm of its own. Late at night on Saturday, October 18, 2025, there was an unexpectedly heavy storm event leading to a flooded site and what could have been catastrophic if not for the fast response of the contractor and city personnel. The contractor had proactively installed alarms on both their dewatering and bypass systems to alert them of any problems. The responding personnel quickly called for assistance from others. Torrential rains led to massive runoff flows from the adjacent areas which began washing out and eroding the exposed soils on the site, filling up the deep excavation at Laurel and Lincolnway and newly installed 72" diameter outfall pipe with water and soil. The erosion eventually caused a utility pole on the north side of Lincolnway East to collapse and fall across the site. Mishawaka Utilities Electric Division responded immediately to the call. They worked along with the contractor into the early morning hours of October 19 to resolve the issue, stabilize the site, and allow residents safe access back into their homes for the remainder of the weekend. Total cleanup efforts of the soil that washed into the trench and pipe took several days. The contractor also strengthened their site erosion control measures and constructed a temporary storm drain to better weather any future wet weather events. These events demonstrate the skilled responses to extreme challenges on top of an already challenging project both in depth, size and timeline.

Flooded Trench Box about 48 hours after incident

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. Both projects include typical integrated plan improvements that holistically 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 to convert to sanitary 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. AT&T and

NIPSCO both took advantage of the city project to upgrade their facilities in the area. Although this delayed the start of the city project, it provided the residents with an overall improvement of their utility system. CSO 023A was completed in early 2025. The project represents a city investment of $3.6 million.

The CSO 024 project design was completed and bid in 2025, and the CIPP work was also completed in 2025 as stipulated in the contract. Open cut construction is scheduled to begin in spring 2026. NIPSCO must relocate their utilities due to conflicts, and they will again take advantage of this opportunity to replace their mains and service lines within the project area. The project area includes N. Oakley Avenue from Lincolnway East to South Shore Drive. In addition to the normal improvements included in the city's Sewer Separation and Neighborhood Revitalization Plan, the project will include changes identified in a traffic study conducted in 2024 at the intersections of Vistula Road and Oakley Avenue and Vistula Road and Lincolnway East (SR 933). This existing triangle intersection will be realigned; eliminating identified traffic safety hazards (see Exhibit E). More details of the study are discussed under the Traffic Study Section of this report. The estimated city investment is $1.6 million.

CSO 020 Sewer and Twin Branch Traffic Improvements

This is another project with an integrated plan of 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. Exhibit F shows the realignment of Ballard Avenue into a single intersection with Vistula Road and the additional parking spaces located along the south side of Vistula Road and the west side of Charles Street. 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 were rehabilitated with cured-in-place pipe (CIPP) prior to being converted into a dedicated sanitary sewer, and sanitary sewer laterals were replaced. The realignment of Ballard Avenue between Twin Branch Park and Twin Branch Elementary included an all-way stop with a raised pedestrian crossing at the intersection of Ballard Avenue and Vistula Road improving safety for both pedestrians and the traveling public. Aging water mains and service lines were replaced and sized to current standards. Roadway reconstruction included new curb, gutter, sidewalk, and drive approaches. All construction was complete in 2025 with minor punch list items to resolve in 2026. The city investment is $5.7 million.

Realigned Ballard Ave.

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 does not currently meet the CSO level of control outlined in the 2014 LTCP Consent Decree. Therefore, this project includes improvements to the CSO configuration along with CIPP of the 30" combined trunk sewer running parallel to the north side of Linden Avenue. The trunk sewer has historically accumulated root growth from the trees and takes on ground water at the joints, inhibiting flow and taking up needed capacity. The CIPP eliminates the opportunity for the roots and water to infiltrate at the joints, allowing the pipe to carry its full capacity thus reducing overflows. The CIPP also restores the structural integrity of the pipe. Rehabilitation of the manholes on the trunk sewer is also included. These improvements will allow the city to meet the mandated level of control at CSO 018 during the typical year storm events. In addition, Linden Avenue will be improved from back of curb to back of curb from Roosevelt Avenue to Delorenzi Avenue. Roosevelt Avenue will be improved from Linden Avenue to Homewood Avenue with sidewalk being added on the west side. Additionally, the water and sewer mains and service lines will be replaced to current standards and sidewalks will be reconstructed to satisfy ADA requirements. The project design was completed and bid in 2025. The CIPP portion was completed in fall 2025. The open-cut portion of the improvements is scheduled for completion in 2026 with an estimated city investment is $2.8 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 8 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 close to 60 MGD have been treated while meeting all NPDES permit effluent limits.

In 2025, the highest peak flow rate treated was 66.7 MGD and the maximum total flow treated on a single day was 19.3 million gallons. Both of these were reached on April 2nd.

In 2025, the average daily flow was 8.68 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 2025, there was 1 CSO dry weather overflow due to debris blocking the line.

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://x.com/CSOAlerts. Persons may also search X (formerly Twitter) for "Mishawaka CSO Alerts".

NMC #9: Monitoring

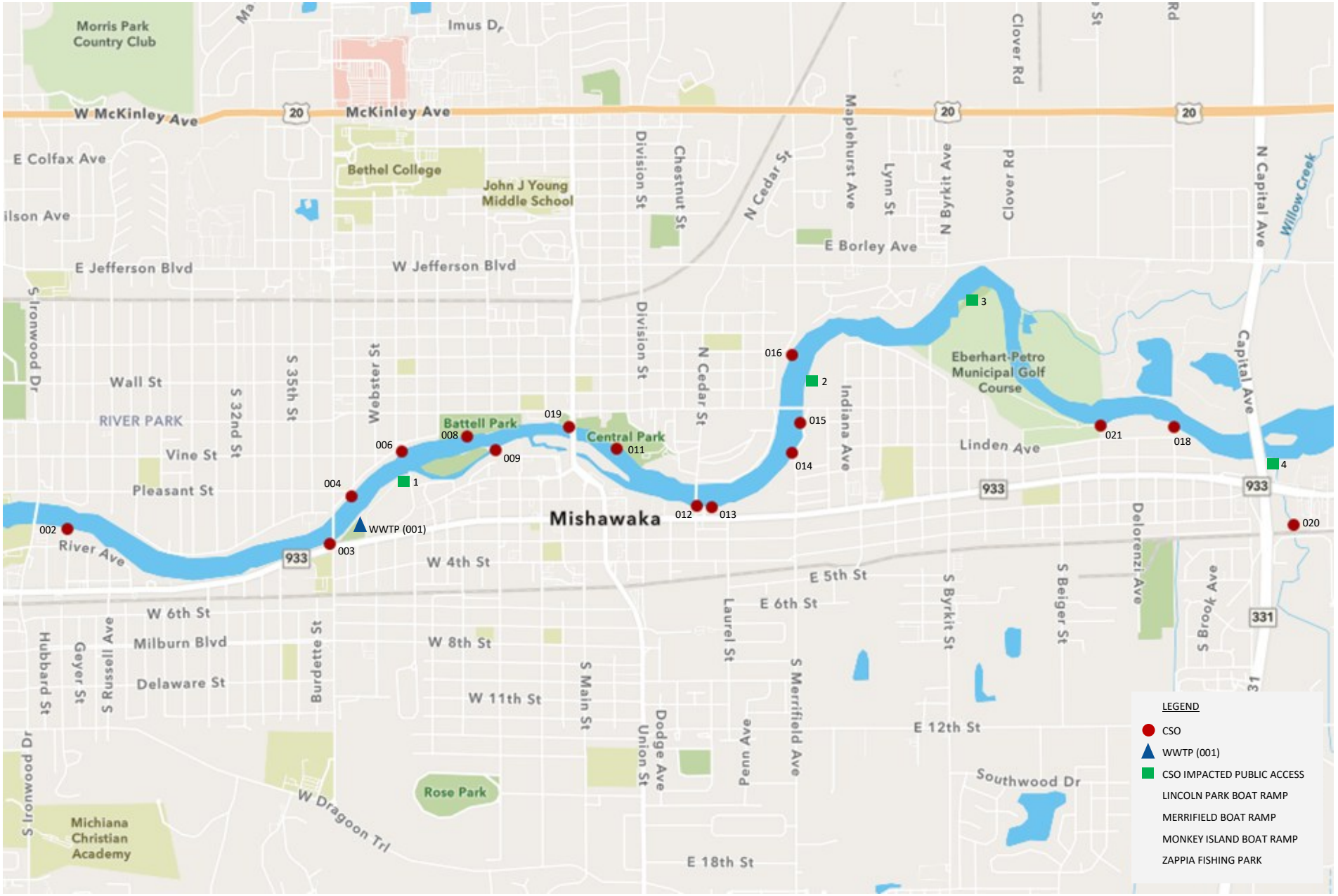
The purpose of Mishawaka's monitoring program is to characterize CSO impacts and record rainfall data to estimate CSO frequency, volumes and durations to complete the CSO Monthly Report of Operations (MRO). The river is sampled on a monthly basis for E. coli at three locations. CSO structures are inspected 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



CITY OF MISHAWAKA
Combined Sewer Overflow Annual Report 2025 **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)
01/31/25	0.5																0.14	0.000497
03/04/25	1.6																5.88	0.185355
03/15/25	0.6																1.57	0.005467
03/16/25	0.5																0.14	0.000497
03/19/25	0.5																0.14	0.000497
03/28/25	0.6																1.57	0.005467
03/30/25	0.6																1.57	0.005467
04/02/25	2.0																6.21	0.279711
04/25/25	1.6																5.88	0.185355
05/01/25	0.8																4.42	0.015407
05/04/25	0.5																0.14	0.000497
05/20/25	0.7																2.99	0.010437
06/04/25	0.8																4.42	0.015407
06/08/25	1.0																4.92	0.051396
06/18/25	1.3																5.58	0.110979
06/27/25	0.9																4.67	0.033401
07/11/25	0.5																0.14	0.000497
07/19/25	1.1																5.17	0.069390
07/24/25	0.6																1.57	0.005467
07/26/25	0.9																4.67	0.033401
07/28/25	0.5																0.14	0.000497
08/18/25	0.9																4.67	0.033401
08/19/25	2.3				0.42	0.000311											6.34	0.354813
09/21/25	1.2																5.42	0.087384
09/23/25	1.0																4.92	0.051396
10/07/25	0.5																0.14	0.000497
10/18/25	0.9																4.67	0.033401
10/19/25	1.0																4.92	0.051396
12/10/25	0.5																0.14	0.000497
12/28/26	1.1																5.17	0.069390
Totals:	27.5		0.00	0.000000	0.42	0.000311	0.00	0.000000	0.00	0.000000	0.00	0.000000	0.00	0.000000	0.00	0.000000	98.32	1.697260

CITY OF MISHAWAKA

Combined Sewer Overflow Annual Report

40 CFR Parts 122.38(b)

2025

	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)
01/31/25																
03/04/25									0.92	0.016987			1.13	0.000029		
03/15/25																
03/16/25																
03/19/25																
03/28/25																
03/30/25																
04/02/25									1.81	0.060004			4.13	0.000106		
04/25/25									0.92	0.016987			1.13	0.000029		
05/01/25																
05/04/25																
05/20/25																
06/04/25																
06/08/25																
06/18/25									0.19	0.000272						
06/27/25																
07/11/25																
07/19/25																
07/24/25																
07/26/25																
07/28/25																
08/18/25																
08/19/25			0.19	0.011016	1.44	0.044221			2.15	0.103960			5.15	0.004163		
09/21/25																
09/23/25																
10/07/25																
10/18/25																
10/19/25																
12/10/25																
12/28/26																
	0.00	0.000000	0.19	0.011016	1.44	0.044221	0.00	0.000000	5.97	0.198209	0.00	0.000000	11.52	0.004326	0.00	0.000000

Table 8.1

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 #24
31-Mar-26

Project	No.	Start Date	End Date	Description	Note	Status	Work this Period (October 1, 2025 - March 31, 2026)	Work Projected Next Period (April 1, 2026 -September 30, 2026)
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).		Progress Detailed Design
	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.	Progress construction of CSO 018 Improvements.	Progress construction of CSO 018 Improvements.
	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, Model Recalibration Report and LTCP Update No.7 Submitted to Agencies.	Submitted LTCP Update No. 7 to Agencies	Respond to Agency requests. Await Agency response.

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 '**'.