State Revolving Fund Loan Programs

Drinking Water, Wastewater, Nonpoint Source

PRELIMINARY DECISION OF CATEGORICAL EXCLUSION

TO ALL INTERESTED CITIZENS, ORGANIZATIONS AND GOVERNMENT AGENCIES:

CITY OF GOSHEN
PROJECT B -ELKHART RIVER WATER MAIN CROSSING,
PROJECT D - LOGAN STREET WATER MAIN,
PROJECT E - BACKUP POWER GENERATOR, AND
PROJECT F - LEAK DETECTION EQUIPMENT
SRF Project DW 16 06 20 02

Date: February 15, 2016

Pursuant to IC 4-4-11, the State Revolving Fund (SRF) Loan Program has determined that the project described here and in the City of Goshen's Preliminary Engineering Report will have no substantial negative environmental impact. Therefore, the SRF is issuing a preliminary decision of Categorical Exclusion from the requirements of substantive environmental review.

How were environmental issues considered?

The National Environmental Policy Act requires agencies disbursing Federal funds to include environmental factors in the decision making process. A summary of the project is attached for your review. The SRF's preliminary review has found that the proposed project does not require the preparation of either an Environmental Assessment or an Environmental Impact Statement.

Why is additional environmental review not required?

Our environmental review has concluded that significant environmental impacts will not result from the proposed action.

How do I submit comments?

Comments can be submitted to:

April Douglas,
Senior Environmental Manager
SRF Programs
317-234-7294; adouglas@ifa.in.gov

CATEGORICAL EXCLUSION

I. PROJECT IDENTIFICATION

Project Name and Address:	**Project B - Elkhart River Water Main Crossing,** **Project D - Logan Street Water Main,** **Project E - Backup Power Generator, and** **Project F - Leak Detection Equipment** City of Goshen 202 South Fifth Street Goshen, IN 46528
SRF Project Number:	DW 16 06 20 02
Authorized Representative:	Jeremy P. Stutsman, Mayor

II. PROJECT LOCATION

Figure 1 shows each project is located in Elkhart County on the Goshen Quadrangle:

- Project B - Elkhart River water main crossing at Pike Street: Township 36N, Range 6E, Section 9;
- Project D - Logan Street water main: Township 36N, Range 6E, Section 9, 10 and 15;
- Project E - North WTP backup power generator: Township 36N, Range 6E, Section 9.

III. PROJECT NEED AND PURPOSE

Project B, Elkhart River Water Main Crossing, will install a new 24-inch water main under the Elkhart River to replace the existing 10-inch water main currently suspended on the Pike Street bridge. The existing water main is susceptible to the elements and is currently out of service due to a break caused by freezing. A new larger water main at this river crossing location is needed to provide pressure, capacity, and a reliable primary feed from the North Water Treatment Plant to the City of Goshen west of the Elkhart River.

Project D, Logan Street Water Main, will install a new 16-inch water main along Logan Street, Monroe Street, and Cottage Avenue to replace existing 6-inch and 8-inch water main that will be severed by the US 33 roadway realignment project. The larger water main will provide adequate capacity and pressure needed for the area. Relocating the water main to accommodate the US 33 project will allow for significantly better access and maintenance as it is currently located between the railroad and industrial buildings.

Project E, North WTP Backup Power Generator, will provide an emergency generator at the North Water Treatment Plant. A backup power source is needed at the plant because it does not currently have a backup generator or secondary power feed from a separate power substation.

Project F, Leak Detection Equipment, includes the purchase of water main leak detection equipment. The equipment is needed to identify leaks in the distribution system and prevent further loss of water.

The **No Action Alternative** for these projects would not be feasible. Without the Elkhart River water main crossing, there would not be reliable primary water service west of the river. Without the Logan Street water main projects, there would continue to be less than adequate capacity and pressure, and water main would be severed by the US 33 roadway project. Without a backup power generator, operation of the North WTP would be at risk in the event of a power outage. Without leak detection equipment, staff would need to rely on water main breaks detected at the surface, which is more costly and less effective to reduce water loss.

IV. ESTIMATED PROJECT COSTS, AFFORDABILITY AND FUNDING

Selected Plan Estimated Cost Summary

Construction Components		Cost
Elkhart River Water Main Crossing (Project B)		$ 650,000
Logan Street Water Main (Project D)		3,130,000
North WTP Emergency Generator (Project E)		350,000
Leak Detection Equipment (Project F)		30,000
Contingency		416,000
	Total Estimated Construction Cost	$4,576,000
Non-Construction Costs		
Rate Consultant		$ 60,000
Legal Services		5,000
Bond Council		50,000
Wage Rate Auditor		15,000
	Total Non-Construction Cost	$ 130,000
	Total Estimated Project Cost	**$4,706,000**

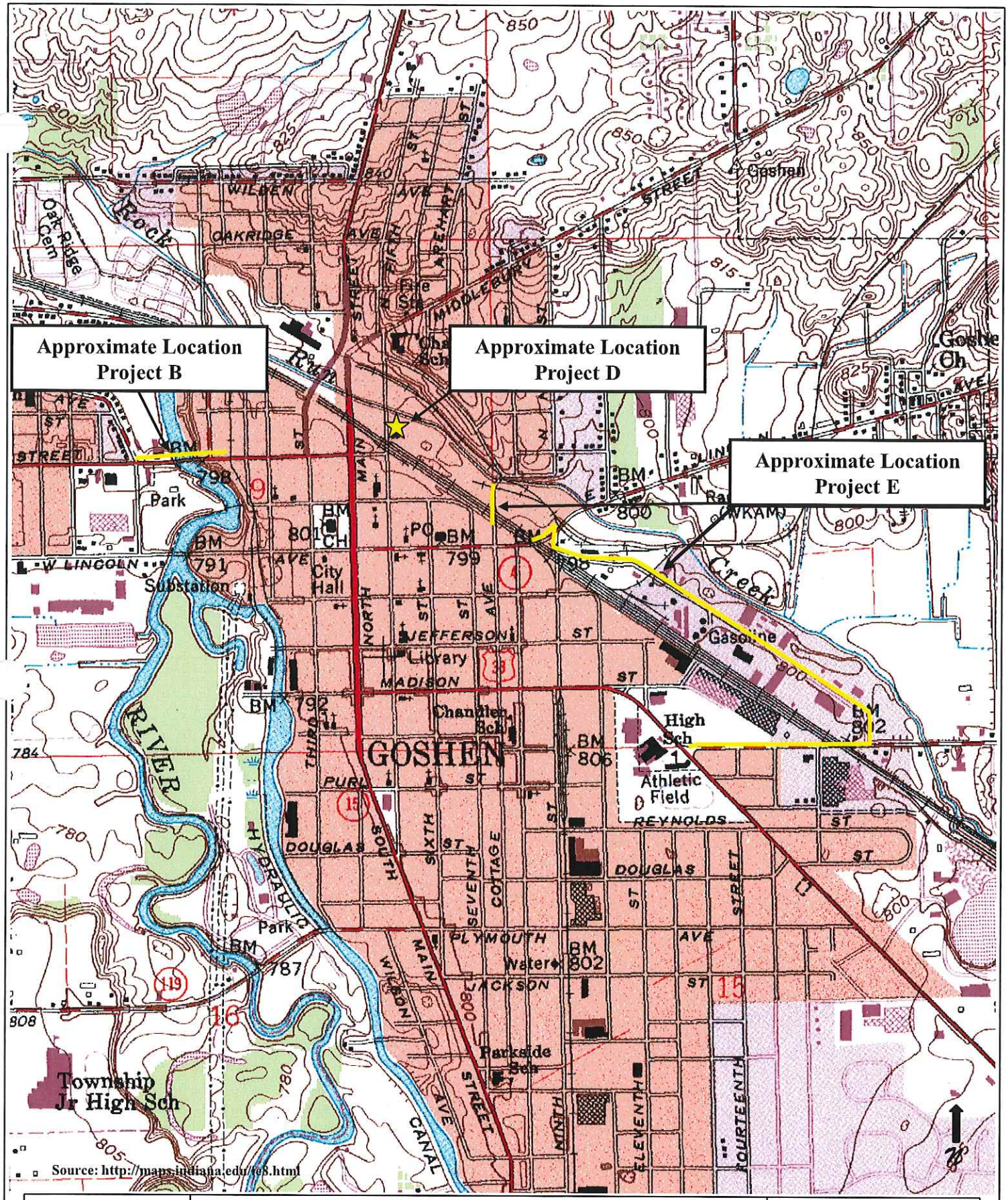
Total cost of this project is estimated to be approximately $4,706,000. The City of Goshen will finance the project with a loan from the SRF Loan Program for a 20-year term at an annual fixed interest rate to be determined at loan closing. Monthly user rates and charges may need to be analyzed to determine if adjustments are required for loan repayment.

V. ENVIRONMENTAL IMPACTS OF THE FEASIBLE ALTERNATIVES

Construction and operation of the project will not alter, demolish or remove historic properties. If any visual or audible impacts to historic properties occur, they will be temporary and will not alter the characteristics that qualify such properties for inclusion in or eligibility for the National Register of Historic Places. The SRF's finding pursuant to Section 106 of the National Preservation Act is: "no historic properties affected." See Figures 2 through 8.

VI. PUBLIC PARTICIPATION

A properly noticed public hearing was held on November 2, 2015 at 2 pm at the Goshen Board of Public Works and Safety and Stormwater Boards regular meeting. The public hearing and meeting took place in the Court Room/Council Chambers at the Goshen Police & Court Building, 111 East Jefferson Street. There were no questions during the hearing. No written comments were received in the 5-day period following the hearing.



DLZ

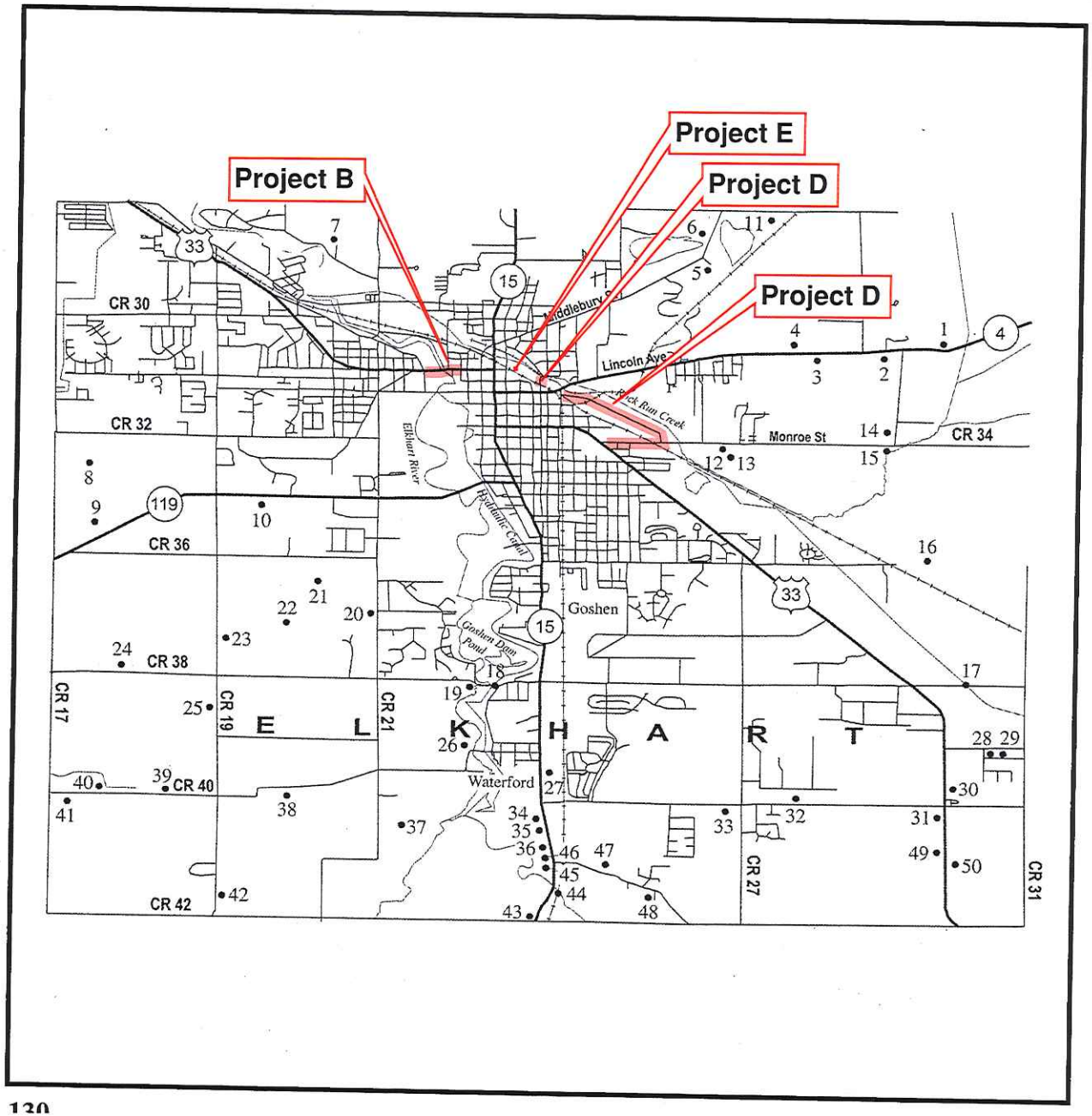
Preliminary Engineering Report
Drinking Water State Revolving Fund
City of Goshen, Indiana

Scale: NTS

Figure 1

Elkhart Township (50001-050)

Figure 2: from the Elkhart County Interim Report Historic Sites and Structures Inventory



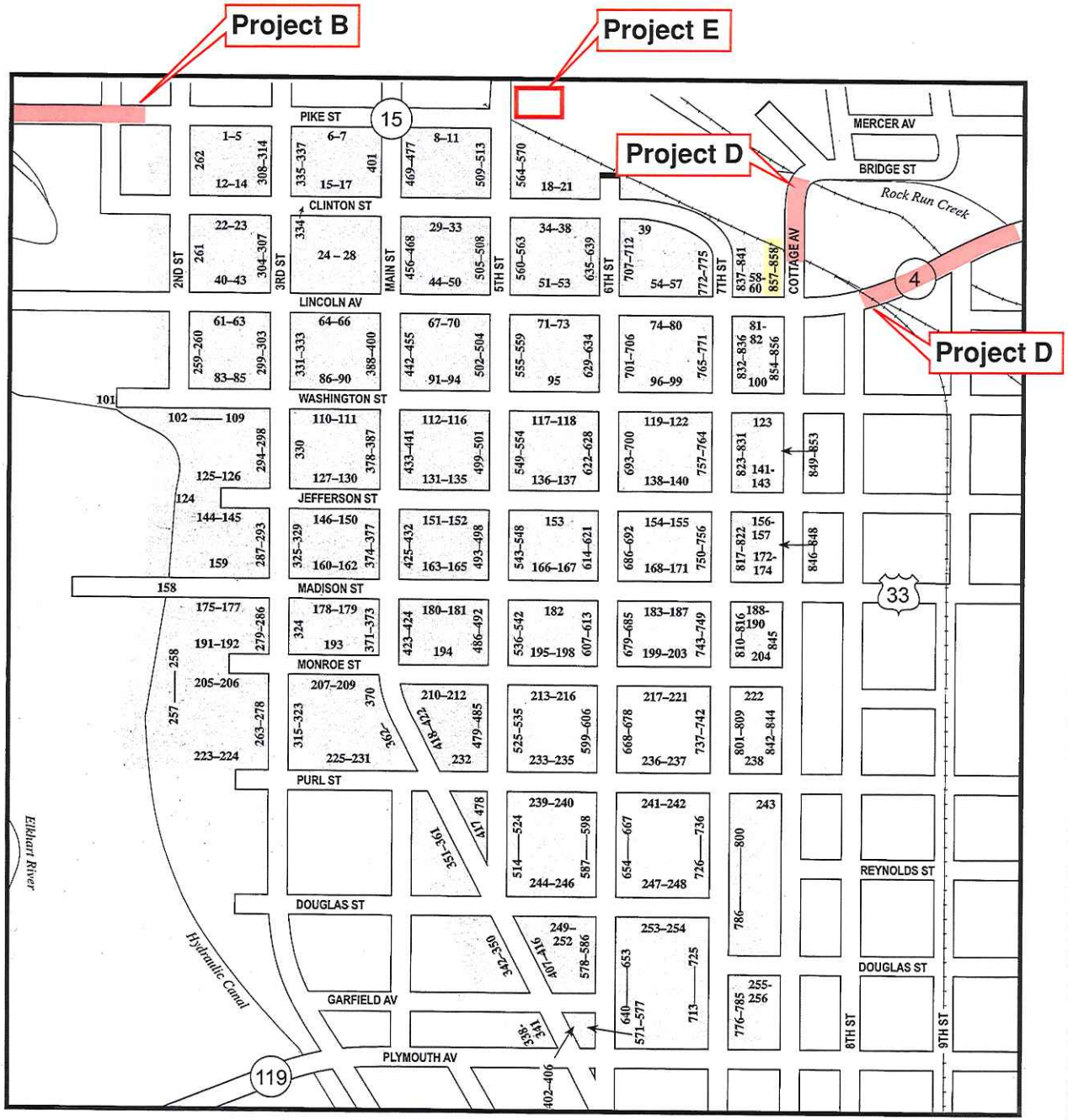
Elkhart Township is located in central Elkhart County and is home to the county seat, Goshen. Norton and Butts Lakes are situated in the hilly northern part of the township and the Elkhart River flows in a northwestwardly direction through the township. Turkey and Rock Run Creeks flow into the Elkhart River. The hydraulic canal flows to the north from the Goshen Dam Pond and also empties into the Elkhart River. The former Lake Shore and Michigan Southern Railroad tracks bisect the northern part of the township and the abandoned right-of-way of its Goshen and Michigan Branch begins in Goshen, heading northeast. The Cincinnati, Wabash, and Michigan Railroad runs north through the township, meeting the Lake Shore and Michigan Southern Railroad in Goshen; its abandoned right-of-way continues northwest.

The first settlers in the area were Elias Riggs and William Simpson in 1828. Many other settlers came the following year, including Balser Hess, a Baptist minister buried in the Hess Cemetery (50020). The house of his son Israel still stands (50031). Major John W. Violett came from Ohio, settled just north of Waterford, and became the first county recorder, while James Frier became the first county assessor. Azel Sparklin, a Methodist minister, settled south Waterford and is buried in the Sparklin Cemetery (50035).

Elkhart Township is one of two original townships established when Elkhart County was formed in 1830. Several townships were subsequently formed from Elkhart Township, including York, Middlebury, Olive, Harrison, Clinton, Locke, Union, Jackson, and Benton. Elkhart Township acquired its present boundaries in 1837, when it was still heavily forested.

Two towns, Goshen and Waterford, developed in the township. Goshen, which became the Elkhart

Goshen Historic District (039-243-51001-858)



The Goshen Historic District is situated in the heart of Goshen, Indiana and many of its buildings have served as the city's commercial center for over a century. The district is roughly bounded to the north by Pike Street, to the east by Cottage Avenue, to the south by Plymouth, Main, and Purl Streets, and to the west by the Hydraulic Canal and Second Street. The district was listed in the National Register of Historic Places in 1981. The heart of the district is the courthouse square, which is surrounded by commercial buildings. Outside the commercial area are residential and religious structures. The once-booming industrial area along the Hydraulic Canal has declined in recent years; however, many of its structures and buildings remain intact (51124, 51144).

Goshen was platted in 1831 and it is believed that the city was chosen as the county seat due to its central location. The original courthouse was built in 1833 on a block of land reserved for public use. In 1871, a second courthouse to replace the original structure was completed, designed by the Chicago architectural firm of Barrows and Garnsey. Patton and Miller, also of Chicago, remodeled the building in 1905 by adding wings and a new tower. The Elkhart County Courthouse was individually listed in the National Register of Historic Places in 1980.

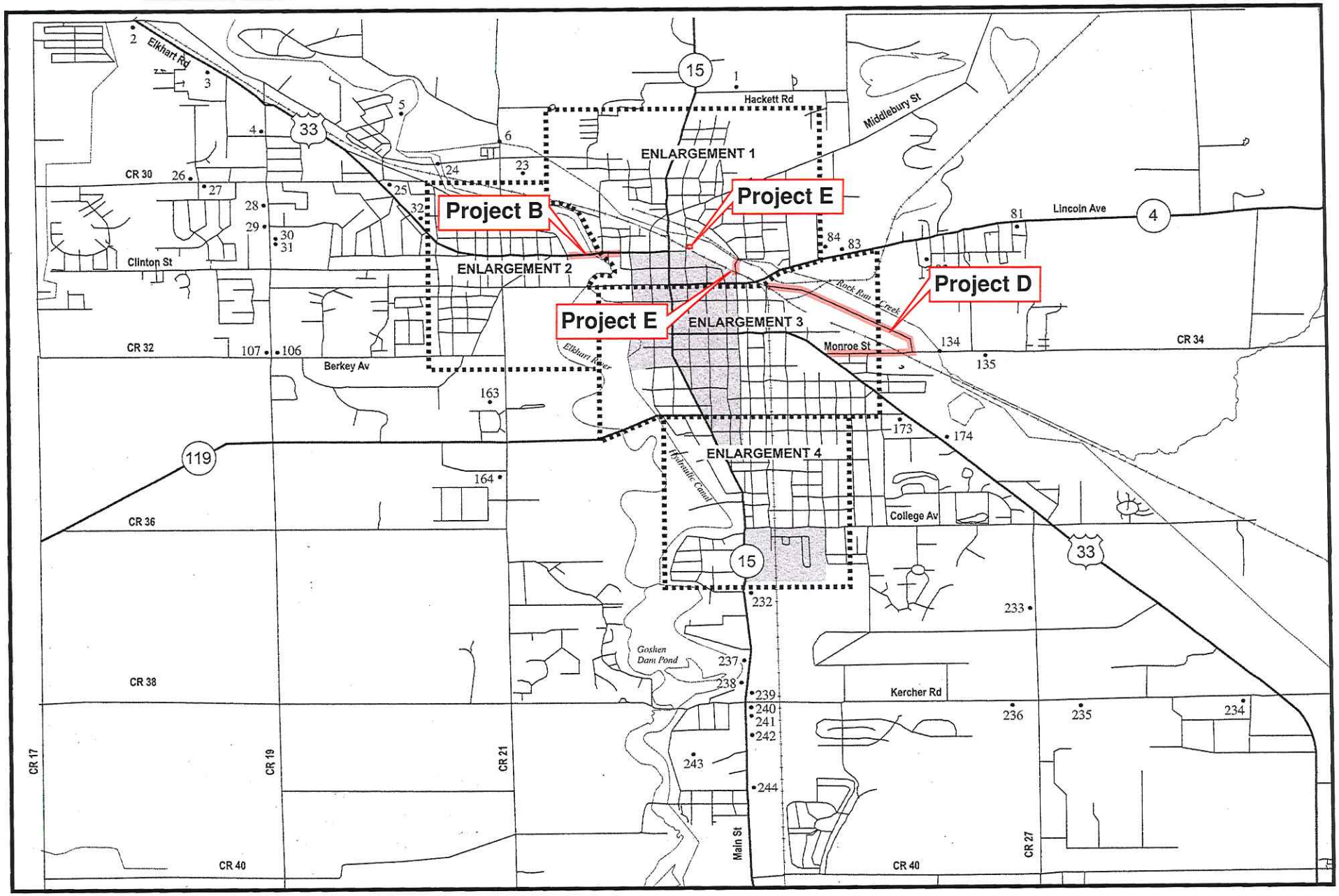
Many of Goshen's prominent residential structures were built in the mid-1800s, while its most remarkable commercial structures were built between the late 1800s and early 1900s. The 1847 Rowell/Champion House was built by George P. Rowell and is Goshen's oldest brick home (51304). The Italianate Wickam House was built in 1857 for Dr. William Wickam, a Goshen physician (51515).

Between 1898 and 1919, steel magnate Andrew Carnegie funded libraries in 1,406 communities throughout the nation. Goshen was the first Indiana community to take advantage of his

Figure 3: from the Elkhart County Interim Report Historic Sites and Structures Inventory

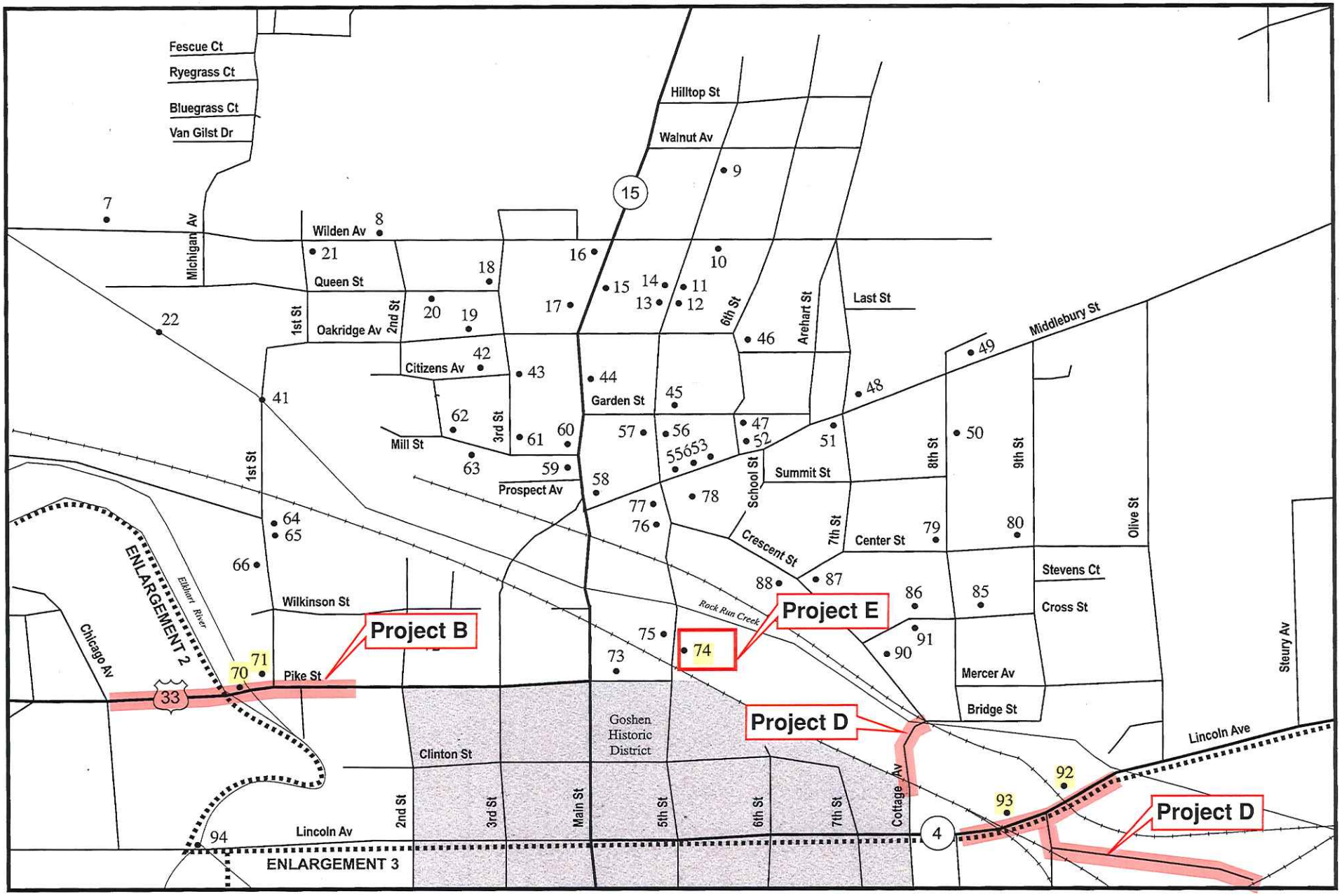
Goshen Scattered Sites (53001-244)

Figure 4: from the Elkhart County Interim Report Historic Sites and Structures Inventory



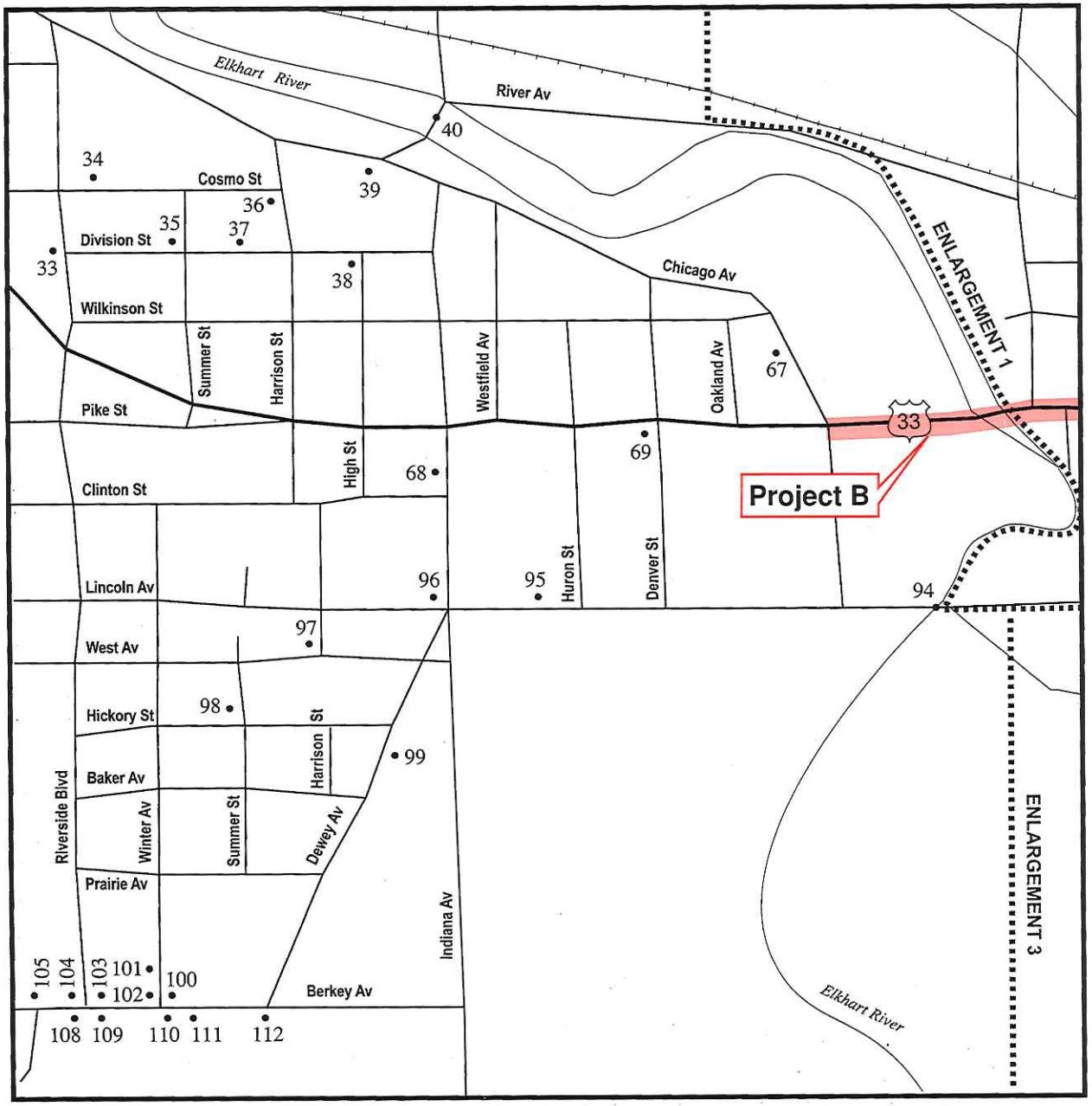
Gos en Scattered Sites Enlargeme 1 (53001-244)

Figure 5: from the Elkhart County Interim Report Historic Sites and Structures Inventory



Goshen Scattered Sites Enlargement 2 (53001-244)

Figure 6: from the Elkhart County Interim Report Historic Sites and Structures Inventory



In 1831, Goshen became the new Elkhart County seat. That year, George Crawford platted the town, while Oliver Crane sold the first lots. Goshen was named after Goshen, New York, the hometown of Crane. William Bissell built the first house and store in the new town, and became its first postmaster in 1832. In 1833, Joseph Studebaker designed the first Elkhart County courthouse, modeling it after a courthouse in Dayton, Ohio. Studebaker is buried in the West Goshen Cemetery (53163). The original courthouse was replaced in 1870 with the present building (51024).

Goshen developed at the crossing of the Fort Wayne Road and the Logansport and White Pigeon Road (Lincoln Avenue and Main Street), which became Goshen's primary commercial district. Major John W. Violett, an early Elkhart Township settler, built the 1854 Violett House at the northwestern corner of North Main and West Clinton Streets, which later became the Hotel Hascall (53241). Major Violett is buried in the Violett Cemetery (53243). Goshen was incorporated as a village in 1854 and incorporated as a city in 1868.

The Northern Indiana Railroad completed a branch line from Elkhart to Goshen in 1852; Goshen citizens had built a roundhouse as an incentive for the line. Six years later, the line became the through line of the merged Michigan Southern and Northern Indiana Railroad (later called the Lake Shore and Michigan Southern Railroad).

Construction on the hydraulic canal and its dam on the Elkhart River began in 1866 and was completed two years later. Cephas Hawks, buried in the Oakridge Cemetery (53023), formed a company with several other businessmen to build the canal that was vital to the town's industrial and economic health. Hawks moved his grist mill from

Continued on page 158

Gos n Scattered Sites Enlargeme 3 (53001-244)

Figure 7: from the Elkhart County Interim Report Historic Sites and Structures Inventory

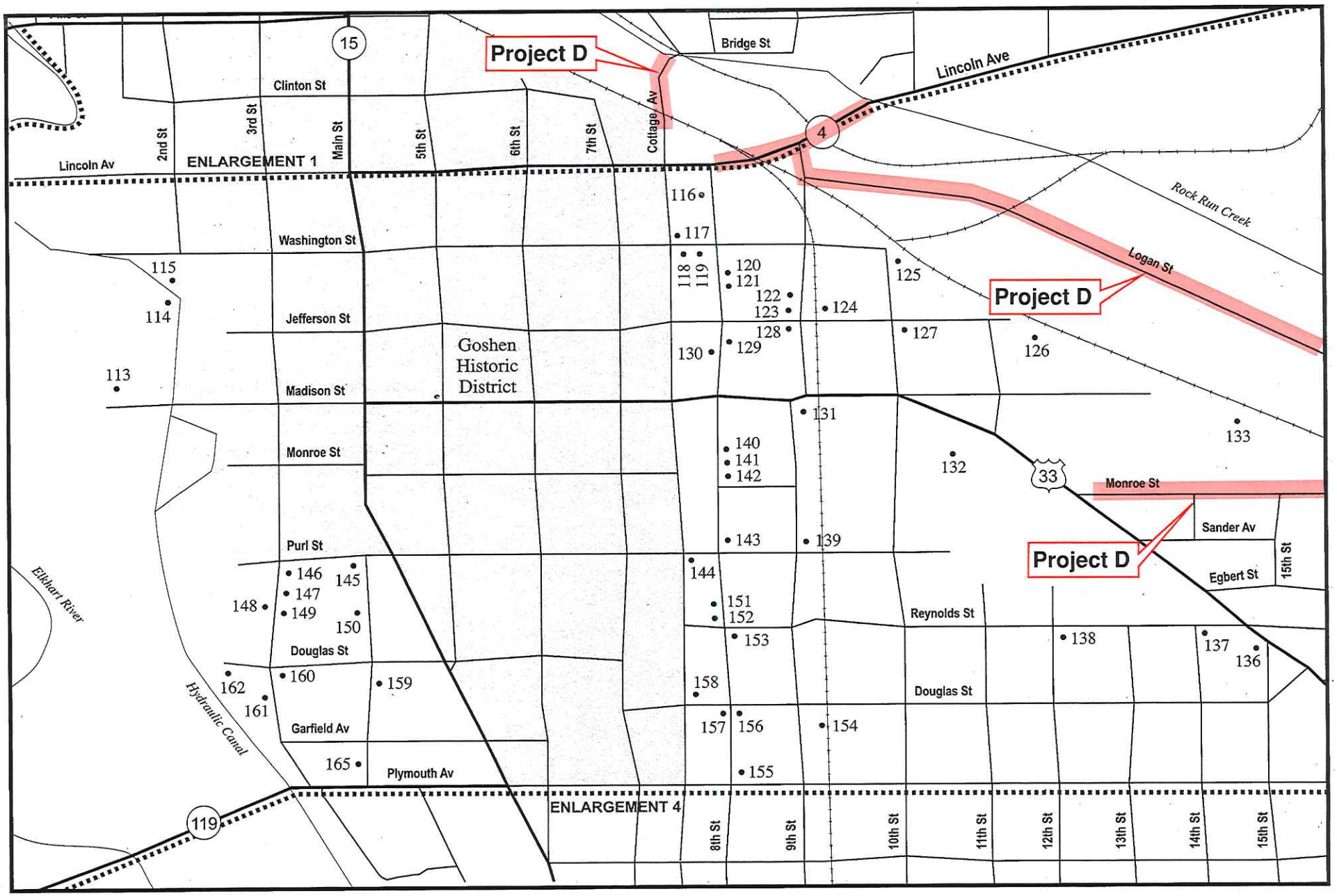
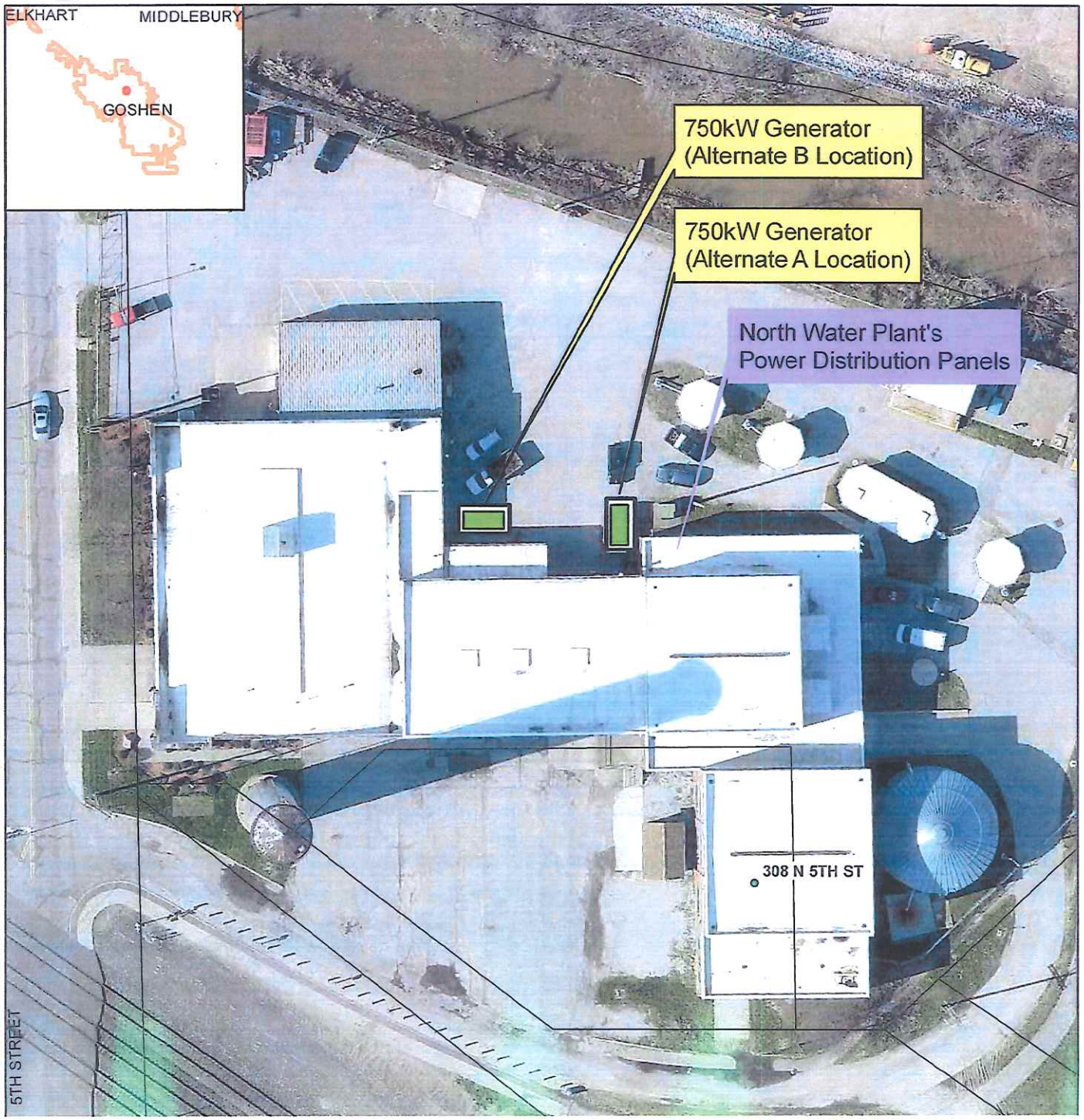


Figure 8


ELKHART
MIDDLEBURY
GOSHEN
750kW Generator
(Alternate B Location)
750kW Generator
(Alternate A Location)
North Water Plant's
Power Distribution Panels
308 N 5TH ST
5TH STREET