



**CITY OF GOSHEN BOARD OF PUBLIC WORKS & SAFETY
MINUTES OF THE NOVEMBER 20, 2025 REGULAR MEETING
*Convened in the Goshen Police & Court Building, 111 East Jefferson St., Goshen, Indiana***

Present: Mayor Gina Leichty, Mike Landis, Orv Myers, Mary Nichols, and Barb Swartley
Absent: None

CALL TO ORDER: Mayor Leichty called the meeting to order at 3:59 p.m.

REVIEW/APPROVE MINUTES: No minutes were available to review/approve.

REVIEW/APPROVE AGENDA: Mayor Leichty presented the agenda as prepared by the Clerk-Treasurer with three additions: #6, *Engineering Department request: Authorize the Mayor to sign the recommendation for acceptance form for the Wilden Avenue reconstruction for submission to the Indiana Department of Transportation;* #7, *Engineering Department request: Approve the closure of South Ninth Street from Plymouth Avenue to Jackson Street beginning Friday, Nov. 21, through Friday, Dec. 19, 2025;* and #8, *Legal Department request: Approve and authorize the Mayor to execute the Contract with Roberts Environmental Services, LLC to perform a Phase I environmental site assessment for the real estate at 1711 Eisenhower Drive North.* Board member Mike Landis made a motion to approve the agenda as amended. Board member Orv Myers seconded the motion. The motion passed 5-0.

1) Bid opportunities: Open sealed proposals for Waste Water Treatment Plant Ground Mounted Solar Array, announce them and refer the proposals to the Legal Department for review

On behalf of the Engineering Department, the City solicited sealed proposals and qualifications for the design, development, and building of a Ground Mounted Solar Array to serve the City's Wastewater Treatment Plant. All sealed bids were due by 3:45 p.m. on Nov. 20, 2025 to the City Engineering Office or by 4 p.m. at the Board's meeting. City staff asked that the Board to request any last-minute proposals and then open and announce any proposals submitted and refer them to the Legal Department for review.

Mayor Leichty asked if there are additional proposals to be submitted to the Board. There were not. The Mayor then announced that proposals were received from the following companies:

- JBK Development, Nappanee, IN
- Solar Energy Systems, LLC, Nappanee, IN
- Solscient Energy, Toledo, Ohio

Landis/Myers made a motion to forward the proposals to the City Legal Department for review. The motion passed 5-0.

2) Legal Department request: Adopt Resolution 2025-32, Interlocal Agreement with the County of Elkhart for Reconstruction of the Bridge on College Avenue crossing Horn Ditch

Assistant City Attorney Don Shuler asked the Board to approved a resolution to approve a resolution for the terms and conditions of an Interlocal Agreement with Elkhart County for the reconstruction of the Bridge #410 crossing College Avenue at Horn Ditch and the associated funding.

Shuler said the purpose of this Interlocal Agreement is to incorporate the bridge reconstruction work as a 100% locally funded component within the INDOT-let contract for the College Avenue reconstruction project. He said the agreement was approved by the Common Council on Nov. 17 and will be reviewed for approval by the City Redevelopment Commission on Nov. 21. He said the project is scheduled to open for bids on Dec. 10.

Mayor Leichty thanked Shuler for his "tenacious work" on the project.



Landis/Myers made a motion to adopt Resolution 2025-32, *Interlocal Agreement with County of Elkhart for Reconstruction of the Bridge on College Avenue Crossing Horn Ditch*. The motion passed 5-0.

3) Carlisle Utility Contractors, Inc. request: Approve daytime lane closures for 300 feet at 301 Kercher Road, Nov. 24-26, 2025, for a directional bore to install 2" HDPE conduit under and crossing Kercher Road in front of 300 Kercher Road for NIPSCO

Guy Griner, the Construction Coordinator for Orbital Engineering, Inc., representing NIPSCO, asked the Board to approve a traffic control plan to allow for horizontal directional drilling under and crossing Kercher Road to install communications cables for NIPSCO.

In a written request, Carlisle Utility Contractors of Merrillville, Indiana, which is coordinating the project, requested lane restrictions for a 300 foot section of Kercher Road for a directional bore to install 2" HDPE conduit under and in front of 300 Kercher Road to connect NIPSCO comms network to the Pine Manor substation.

The traffic control, which be conducted by High Star Traffic, will consist of eastbound and westbound lanes closed with traffic passing through the work location using the center lane. There will be flaggers on each end of the lane closure to allow safe travel through the work location in both directions.

City Civil Engineer Brad Minnick said the traffic control plan has been reviewed and approved by the City Engineering Department. He said the work will take place during daylight hours Nov. 24, 25 and 26, 2025.

Clerk-Treasurer Richard R. Aguirre noted for the record that this request was submitted by Carlisle Utility Contractors and that the applicant, Josh Carlisle, said he would attend the meeting but was not present.

Landis/Myers made a motion to approve daytime lane closures of Kercher Road, for 300 feet Road, from Nov. 24 through Nov. 26, 2025, for a directional bore to install a 2-inch conduit under and crossing Kercher Road in front of 300 Kircher Road for NIPSCO. The motion passed 5-0.

4) Engineering Department request: Approve a temporary street closure of New Street, between West Pike Street and Alley 266, as requested by Ancon Construction for the Burton Laundry construction project, Dec. 2-3, 2025

On behalf of Ancon Construction Company, City Civil Engineer Brad Minnick requested the closure of New Street, from the north side of West Pike Street to south of Alley 266, on Tuesday, Dec. 2 and Wednesday, Dec. 3, 2025, weather permitting. He said the closure was related to the Burton Laundry construction project.

Board member Landis suggested providing more leeway for the work in case there are weather issues.

Landis/Myers made a motion to approve a temporary street closure of New Street, between West Pike Street and Alley 266, as requested by Ancon Construction for the Burton Laundry construction project, for Dec. 2-3, 2025 or two similar days if needed, weather permitting. The motion passed 5-0.

5) Engineering Department request: Approve the 2025 Pavement Asset Management Plan for submittal to Purdue's Local Technical Assistance Program, as a condition of INDOT's Community Crossings Matching Grant eligibility

Background: As a condition of the Indiana Department of Transportation (INDOT) Community Crossings Matching Grant (CCMG) eligibility, INDOT requires an annual update to each local public agency's Pavement Asset Management Plan (PAMP). The PAMP has been developed by the City's Innovation and Technology and Engineering Departments.

The plan must be presented to INDOT through the Local Technical Assistance Program at Purdue University. The PAMP reports on the current condition of Goshen's road assets, provides suggested guidance to increase the overall condition of Goshen's road assets, and fulfills the eligibility requirements for CCMG fund applications. The PAMP must be reviewed and approved by the Board of Works.



City Civil Engineer Brad Minnick told the Board that he would be providing a summary of the 2025 Pavement Asset Management Plan that was provided to Board members before the meeting. The plan is a 22-page document with detailed information about the City's road conditions and the costs and ways to improve them (EXHIBIT #1).

Minnick said he prepared the report with Mattie Lehman, the City's Director of Innovation and Technology, and Kendra Collat, the City's Asset Manager, who was introduced to the Board.

Minnick presented an overview and summary of the plan using a 13-page PowerPoint presentation titled "Pavement Asset Management Plan, Presented to the Board of Works, November 30, 2025." (EXHIBIT #2)

Highlights of the PowerPoint presentation:

- Pavement Asset Management is "a proactive and data-driven process to operate, maintain, and improve road networks, instead of a reactive approach of fixing roads when they fail."
- It is a better approach because it maximizes "the service life of pavements while reducing long-term costs. Investing small amounts in preventive maintenance on good roads prevents them from deteriorating into poor condition requiring more expensive repairs later."
- It works by evaluating "current road conditions using the Pavement Surface Evaluation and Rating system (PASER), forecast future performance based on the appropriate treatment applications and use them to prioritize projects."
- Goshen's Pavement Management Goals are to "maintain and improve the overall condition of roadways with measurable improvement over time."
- PASER allows City staff to forecast future performance based on the appropriate treatment applications and use them to prioritize projects.
- PASER is used to rank the condition of the three types of roads – local roads, collector roads and arterial roads – on a 1-10 scale with 9-10 applied to roads with no defects, 5-8 used for roads with environmental distress and 1-4 used for roads in structural distress.
- The City's goal is for local roadways to be ranked 4 or higher, which is sufficient for low volume and low speed, although that is still considered "poor." The City's goal for collector and arterial roadways is for roads to be rated 6 or higher, which would be required for a higher level of service to residents and non-resident travelers.
- The City's overall length-weighted average PASER rating has risen from 3.98 in 2022 to 4.30 in 2025.
- The City's average PASER rating by road class in 2025 was 4.19 for local roads, 4.73 for collector roads and 4.75 for arterial roads.
- The City of Goshen maintains 148 miles of roadway and PASER ratings are collected on a yearly basis, in March. The ratings are based on impacts of environmental and structural distresses.
- The breakdown of the length-weighted proportional PASER conditions of Goshen's roads is: 67% rated poor, 22% rated fair and 31% rated good.
- The City uses a balance of three different treatments based on current PASER conditions.
- Preventative Maintenance – Small investments in good roads (PASER 8-10) like crack sealing to prevent deterioration.
- Rehabilitation/Overlays – More significant treatments for roads in fair condition (PASER 5-7) like resurfacing to extend life.
- Reconstruction – Expensive and may involve total replacement for roads in poor condition (PASER 1-4).
- Treatment summary goals are to: Preserve good roads first to improve the overall condition of the network; adjust against real-world deterioration analysis; and balance preventative, rehabilitation, and reconstruction treatments.



- The City's strategic planning has begun to show a positive increase in overall PASER ratings.
- The City has compiled figures indicating that \$78,224,350 would be required in 2025 to treat all roads at current conditions in a single year.
- The 2026 treatment plan calls for a base funding goal of \$4 million which would provide for 7.14 miles of road rejuvenation, 20 miles of crack sealing, 4.44 miles of milling and paving and 1.33 miles of full reconstruction.
- The City also has calculated the potential impact of increased base funding of \$2.5 million and \$4 million over 10 years and the resulting improvement in road conditions.
- The City staff's overall recommendations are to "keep the roads in good condition" and to make the "right fix in the right place at the right time."

Minnick provided additional context and details while presenting the PowerPoint presentation. He also discussed the road improvements made in 2025 and the plans for 2026.

Mayor Leichty said that the City was "heading in the right direction" in terms of spending funds to improve road conditions, but there is now uncertainty that can continue because of reductions in tax revenue.

Board member Landis asked how Goshen's road improvement costs compared to the statewide average. Minnick said Goshen has higher costs because it doesn't have an abundance of contractors and road conditions are harsher than in other parts of the state.

Mayor Leichty said she believes the City of Goshen has about 52 freeze-thaw cycles every year, which damages roads.

The Mayor thanked Minnick, Lehman and Colat for their report. She also invited comments from the public and board, but there were none.

Landis/Myers then made a motion to approve and accept the 2025 Pavement Asset Management Plan. The motion passed 5-0.

The following item was added to the agenda. Before the meeting, the City Engineering Department provided the Board with a one-page memorandum, dated Nov. 20, 2025, as well as a one-page Indiana Department of Transportation Report of Contract Final Inspection and Recommendation for Acceptance (EXHIBIT #3).

6) Engineering Department request: Authorize the Mayor to sign the recommendation for acceptance form for the Wilden Avenue reconstruction for submission to the Indiana Department of Transportation

Andrew Lund asked the Board to authorize Mayor Leichty to sign the Recommendation for Acceptance form for the Wilden Avenue reconstruction project for submission to the Indiana Department of Transportation (INDOT).

Lund said the contract is sufficiently complete and this form is required to close out the project. The Engineering Department has reviewed the project and has endorsed the Recommendation for Acceptance.

Landis/Myers made a motion to authorize the Mayor to sign the Recommendation for Acceptance form for submission to INDOT. The motion passed 5-0.

The following item was added to the agenda. Before the meeting, the City Engineering Department provided the Board with a one-page memorandum, dated Nov. 20, 2025, as well as color area map explaining the staff's request (EXHIBIT #3).

7) Engineering Department request: Approve the closure of South Ninth Street from Plymouth Avenue to Jackson Street beginning Friday, Nov. 21, through Friday, Dec. 19, 2025

City Director of Public Works & Utilities Dustin Sailor said the City has the opportunity to work with multiple parties to dispose of semi-tractor trailers along the South Ninth Street corridor. The first step in disposing of the tractor trailers is to move them the shortest distance possible while maintaining adequate offset from the railroad tracks.



Sailor said a section of South Ninth Street, between Plymouth Avenue and Jackson Street, along Water Tower Park, has been identified as a temporary relocation site. He requested a closure of this section of roadway beginning Friday, Nov. 21 and extending through Friday, Dec. 19, 2025.

Landis/Myers made a motion to approve the closure of South Ninth Street, from Plymouth Avenue to Jackson Street, beginning Friday, Nov. 21, through Friday, Dec. 19, 2025 if needed. The motion passed 5-0.

The following item was added to the agenda. Before the meeting, the City Legal Department provided the Board with a one-page memorandum, dated Nov. 20, 2025, as well as a 20-page Contract for Phase 1 Environmental Site Assessment at 1711 Eisenhower Drive North (EXHIBIT #5).

8) Legal Department request: Approve and authorize the Mayor to execute the Contract with Roberts Environmental Services, LLC to perform a Phase I environmental site assessment for the real estate at 1711 Eisenhower Drive North

Shannon Marks, the Legal Compliance Administrator for the City Legal Department, recommended that the Board approve and authorize the Mayor to execute the attached a contract with Roberts Environmental Services, LLC to perform a Phase I environmental site assessment for the real estate at 1711 Eisenhower Drive North. Roberts will be paid \$1,900 for these services.

Landis/Myers made a motion to approve and authorize the Mayor to execute the contract with Roberts Environmental Services, LLC to perform a Phase I environmental site assessment for the real estate at 1711 Eisenhower Drive North. The motion passed 5-0.

Privilege of the Floor (opportunity for public comment for matters not on the agenda):

Mayor Leichty opened Privilege of the Floor at 4:31 p.m.

City Civil Engineer Brad Minnick said that at the Nov. 13, 2025 meeting, the Board approved a request by Kennyland Tree Works, LLC to close South 7th Street, between East Plymouth Street and the alley to the north, and the street halfway between East Plymouth Street and East Douglas Street, on Nov. 18 and 19, 2025 for a tree removal. Minnick said he was notified today that the tree removal was delayed because of a dispute with NIPSCO. Minnick said the work won't take place until next week. Minnick said he notified several stakeholders of the delay. As a courtesy to the Board, Minnick said he also wanted to inform Board members.

Mayor Leichty thanked Minnick for the update.

There were no further comments, so the Mayor closed Privilege of the Floor at 4:33 p.m.

APPROVAL OF CIVIL & UTILITY CLAIMS

Mayor Leichty made a motion to approve Civil City and Utility claims and adjourn the meeting. Board member Myers seconded the motion.

ADJOURNMENT

Mayor Leichty adjourned the meeting at 4:33 p.m.



EXHIBIT #1: The City of Goshen's 2025 Pavement Asset Management Plan, which was provided to Board members before the meeting. The plan is a 22-page document with detailed information about the City's road conditions and the costs and ways to improve them. It was presented during consideration of agenda item #5, Engineering Department request: Approve the 2025 Pavement Asset Management Plan for submittal to Purdue's Local Technical Assistance Program, as a condition of INDOT's Community Crossings Matching Grant eligibility.

EXHIBIT #2: A 13-page PowerPoint presentation titled "Pavement Asset Management Plan, Presented to the Board of Works, November 30, 2025." City Civil Engineer Brad Minnick presented the PowerPoint during consideration of agenda item #5, Engineering Department request: Approve the 2025 Pavement Asset Management Plan for submittal to Purdue's Local Technical Assistance Program, as a condition of INDOT's Community Crossings Matching Grant eligibility.

EXHIBIT #3: A one-page memorandum, dated Nov. 20, 2025, as well as a one-page Indiana Department of Transportation Report of Contract Final Inspection and Recommendation for Acceptance which was distributed to Board members for agenda item #6, Engineering Department request: Authorize the Mayor to sign the recommendation for acceptance form for the Wilden Avenue reconstruction for submission to the Indiana Department of Transportation.

EXHIBIT #4: A one-page memorandum, dated Nov. 20, 2025, as well as color area map explaining the staff's request for approval of agenda item #7, Engineering Department request: Approve the closure of South Ninth Street from Plymouth Avenue to Jackson Street beginning Friday, Nov. 21, through Friday, Dec. 19, 2025. It was provided to Board members before the meeting.

EXHIBIT #5: A one-page memorandum, dated Nov. 20, 2025, as well as a 20-page Contract for Phase 1 Environmental Site Assessment at 1711 Eisenhower Drive North, which was provided to Board members before the meeting, for agenda item #8, Legal Department request: Approve and authorize the Mayor to execute the Contract with Roberts Environmental Services, LLC to perform a Phase I environmental site assessment for the real estate at 1711 Eisenhower Drive North.

APPROVED:



Mayor Gina Leichty



Mike Landis, Member



A handwritten signature in black ink, appearing to be "Orv Myers", written over a horizontal line.

Orv Myers, Member

A handwritten signature in black ink, appearing to be "Mary Nichols", written over a horizontal line.

Mary Nichols, Member

A handwritten signature in blue ink, appearing to be "Barb Swartley", written over a horizontal line.

Barb Swartley, Member

ATTEST:

A handwritten signature in black ink, appearing to be "Richard R. Aguirre", written over a horizontal line.

Richard R. Aguirre, City of Goshen Clerk-Treasurer



Exhibit #1

2025 PAVEMENT ASSET MANAGEMENT PLAN

AND SUPPLEMENTAL TRANSPORTATION ASSETS



City of Goshen Pavement Asset Management Plan 2025

Approved by:

Board of Public Works and Safety on November 20, 2025

Mayor Gina Leichty

Michael Landis

Mary Nichols

Barb Swartley

Orv Myers

Prepared by:
Department of Innovation and Technology
in collaboration with Goshen Engineering
204 East Jefferson Street
Goshen, IN 46528

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Definitions

Alligator Cracks – Interconnected cracks that form small pieces, usually one inch to 6 inches in size.

Block Cracks – Interconnected cracks that form large blocks, usually at right angles.

Distortion – Shoving or rippling surface material displaced crossways in the direction of traffic.

Flushing – The excess asphalt on the surface caused by a poor initial asphalt mix design.

Length-weighted PASER Score – The PASER score of a segment normalized by its length. For calculating averages, this allows calculations that do not overrepresent the score of a short segment and underrepresent the score of a long segment.

Longitudinal Cracks – Cracks that run parallel to the direction of traffic.

Maltenes - The n-alkane-soluble molecular components of asphalt, which is the residue remaining after petroleum refiners remove other useful derivatives such as gasoline and kerosene from crude oil.

Patches – Original surface repaired with new asphalt material.

Polishing – A smooth slippery surface caused by traffic wearing off sharp edges of aggregate.

Potholes – Holes or loss of pavement material.

Raveling – The progressive loss of pavement material from the surface downward.

Reflection Cracks – Cracks in overlays that reflect the crack pattern in the pavement underneath.

Rutting – The displacement of unstable material or traffic compaction that creates channels in wheel paths.

Slippage Cracks – Crescent or rounded cracks in the direction of traffic.

Transverse Cracks – Cracks that run perpendicular to the flow of traffic.

Plan Overview

The City of Goshen is responsible for maintaining the City's transportation assets, including roadways and culverts. The City of Goshen has set both short-term and long-term condition targets for its roadways. To meet the long-term targets, the City of Goshen must continue to plan, budget, and adjust projects on the roadways to reach these standards.

The purpose of this plan is to assess the pavement conditions rating of each roadway segment to identify the maintenance, repair, and replacement activities needed. The City of Goshen has approximately 148 centerline miles of roadway, which is approximately 300 lane miles of roadway. Utilizing PASER guidelines, survey results help to develop maintenance, repair, and replacement programs in consideration of available funds. The City is committed to updating its PASER survey and plan annually.

This asset management plan is performance-based. The objectives of the plan are measurable and support day-to-day operations as well as the City's strategic goals. The City has developed this plan with resiliency in mind to give its roadways the best level of service possible through extreme Indiana weather. Funding decisions such as where to allocate across our roadway network will be based on thorough analysis aligned with the guiding principles of this plan. To best serve the seasonal realities of operations, the operational year is defined from November 1st through October 31st. This operational time frame ensures that the City can maintain compliance with annual reporting requirements for funding and grant opportunities.

The City of Goshen's roadway network is facing a funding deficit to maintain assets in stable condition – in other words, trend analysis shows the road network is deteriorating faster than it can be maintained with the funding available. The City's goal is to maintain and improve the overall condition of its roadway network and make measurable improvements over time. This can be done with realistic goals and efforts to optimize spending. This plan is designed to improve the overall condition of the City of Goshen's pavement assets. While immediate progress may not be noticeable, following the steps outlined in this plan should increase the average rating of the City's pavement network.

The City's current goal is to hold an average PASER score of 4 or higher on Local roadways, and a PASER score of 6 or higher on Arterial or Collector roadways. The following pages describe the current state of progress towards this goal and outline the City's spending plan for improvement. As a living document, this plan will be monitored and continually revised to reflect the changing conditions of the City's funding structures, emerging technologies, and new insights from ongoing network condition analysis.

What is the PASER System?

PASER stands for Pavement Surface Evaluation and Rating. The PASER system is a comprehensive pavement management system that involves collecting data and assessing several road characteristics, such as roughness, surface distress, surface skid conditions, and structure. Surface condition is one of the most vital elements in any pavement management system. Using the simplified rating system that is presented in the Asphalt PASER Manual to evaluate the City's roadways, combined with annual inventory data, is essential in planning future budgets and setting priority target areas.

Each year the City of Goshen will inventory all local roadways, evaluate the condition of the pavement surface, and use the condition evaluations to set priorities for projects and select alternative treatments based on the overall condition of the road segment. Using the PASER scale, a road segment is given a score of 1 – 10, with 10 being used to score a brand-new segment and 1 being used to score a segment that has completely failed. To more closely identify the treatment that should be used for the entire

segment, the segment is given a score reflecting the worst area within the segment. The following section provides guidance on all possible PASER scores and appropriate treatment and maintenance activities.

PASER Rating of 10

Roads with a PASER rating of 10 are road segments of brand-new construction. They do not have any visible distresses and require no treatment. Maltene Replacement Treatment can be added to extend the life of the roadway.

PASER Rating of 9

Roads with a PASER rating of 9 are road segments of new construction or road segments with a recent overlay. They do not have any visible distresses and require no treatment. Maltene Replacement Treatment can be added to extend the life of the roadway.

PASER Rating of 8

Roads with a PASER rating of 8 are road segments that have no longitudinal cracks except reflection of pavement joints. Occasional transverse cracks widely spaced (40' or greater). All cracks are sealed or tight (open less than 1/4"). Treatments are crack sealing in order to extend the life of the road segment for one to three years.

PASER Rating of 7

Roads with a PASER rating of 7 show the first signs of aging. Very slight or no raveling occurring and the surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart with little or slight crack raveling is present. No patching or very few patches in excellent condition. Treatments are crack sealing in order to extend the life of the road segment for one to three years.

PASER Rating of 6

Roads with a PASER rating of 6 show signs of aging but have a sound structural condition. Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4" to 1/2") with some spaced less

than 10'. First signs of block cracking. Slight to moderate flushing or polishing is present. Occasional patching is in good condition. Treatments are crack sealing to extend the life of the road segment for one to three years.

PASER Rating of 5

Roads with a PASER rating of 5 show signs of surface aging but have a sound structural condition. Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near the pavement edge are present. Block cracking covers up to 50% of the surface. Extensive to severe flushing or polishing is occurring. Some patching or edge wedging is in good condition. Treatments are milling and resurfacing to extend the life of the roadway for five to ten years.

PASER Rating of 4

Roads with a PASER rating of 4 show significant aging and first signs of need for strengthening. Severe surface raveling. Multiple longitudinal and transverse cracking in wheel path. Block cracking covers more than 50% of the surface. Patching is in fair condition. Slight rutting or distortions (1/2" deep or less) are present. Road treatments are milling and resurfacing, along with 25% full-depth patching to remove deterioration to extend the life of the roadway for five to ten years.

PASER Rating of 3

Roads with a PASER rating of 3 need patching and repair prior to major overlay. Closely spaced longitudinal and transverse cracks often show raveling and crack erosion. Severe block cracking is present. Some alligator cracking (less than 25% of surface). Patches are in fair to poor condition. Moderate rutting or distortion (1" or 2" deep) is present. Occasional potholes are occurring. Road treatments are milling and resurfacing, with 50% patching to remove deterioration to extend the life of the roadway for five to ten years.

PASER Rating of 2

Roads with a PASER rating of 2 have severe deterioration. Alligator cracking (over 25% of surface) and severe distortions (over 2" deep) are present. Extensive patching is in poor condition, and potholes exist. Treatments are full reconstruction.

PASER Rating of 1

Roads with a PASER rating of 1 have completely failed. Severe distress exists with extensive loss of surface integrity. Treatments are full reconstruction.

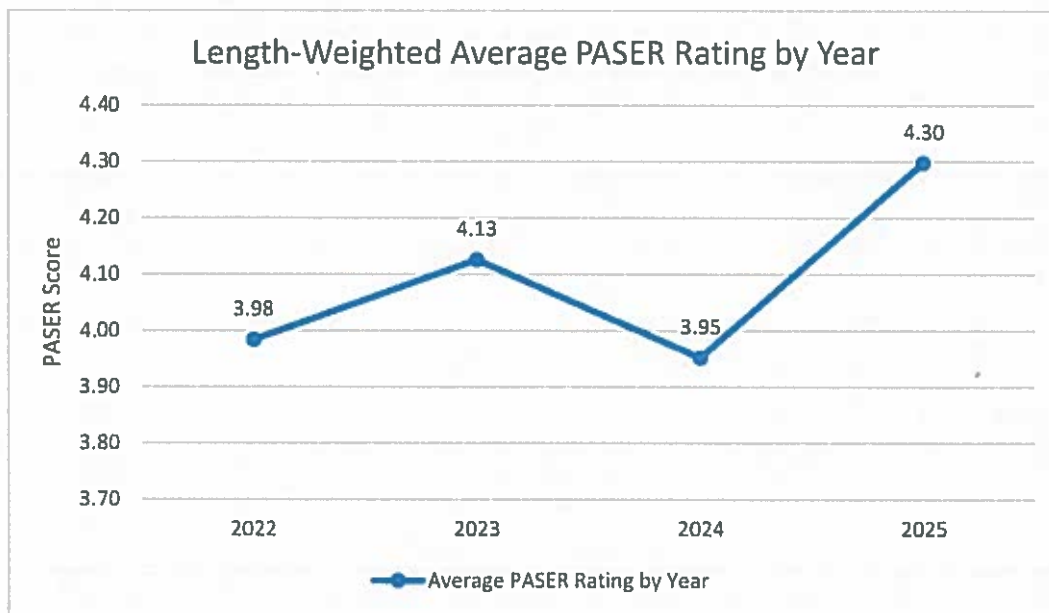
PASER Survey and Work Plan

The City of Goshen has created roadway segments by breaking the roads into segments from intersection to intersection. Each roadway segment is given attributes for width and length from the city's geographic information system (GIS). The City of Goshen utilizes 3-person teams to perform the PASER survey. Each roadway segment is driven and surveyed, then an appropriate score and photo are uploaded into a mobile GIS application designed in coordination between the Goshen Street Department and the City's GIS Coordinator. The base survey was performed during March 2025, and any road segments that received treatment were reevaluated after their applied treatment to provide an accurate end of year PASER score. All team members who have performed the survey and applied rating scores to roadway segments have been fully trained through Indiana's Local Technical Assistance Program (LTAP).

Goshen's Existing Roadway Conditions

The City of Goshen currently has 148.09 miles of roadway. The current average PASER rating across all roadway segments is 4.32, with a length-weighted PASER rating (see definitions) of 4.30. This represents a marked improvement from last year's length-weighted average rating of 3.95. The following graph shows the last four years of average ratings.

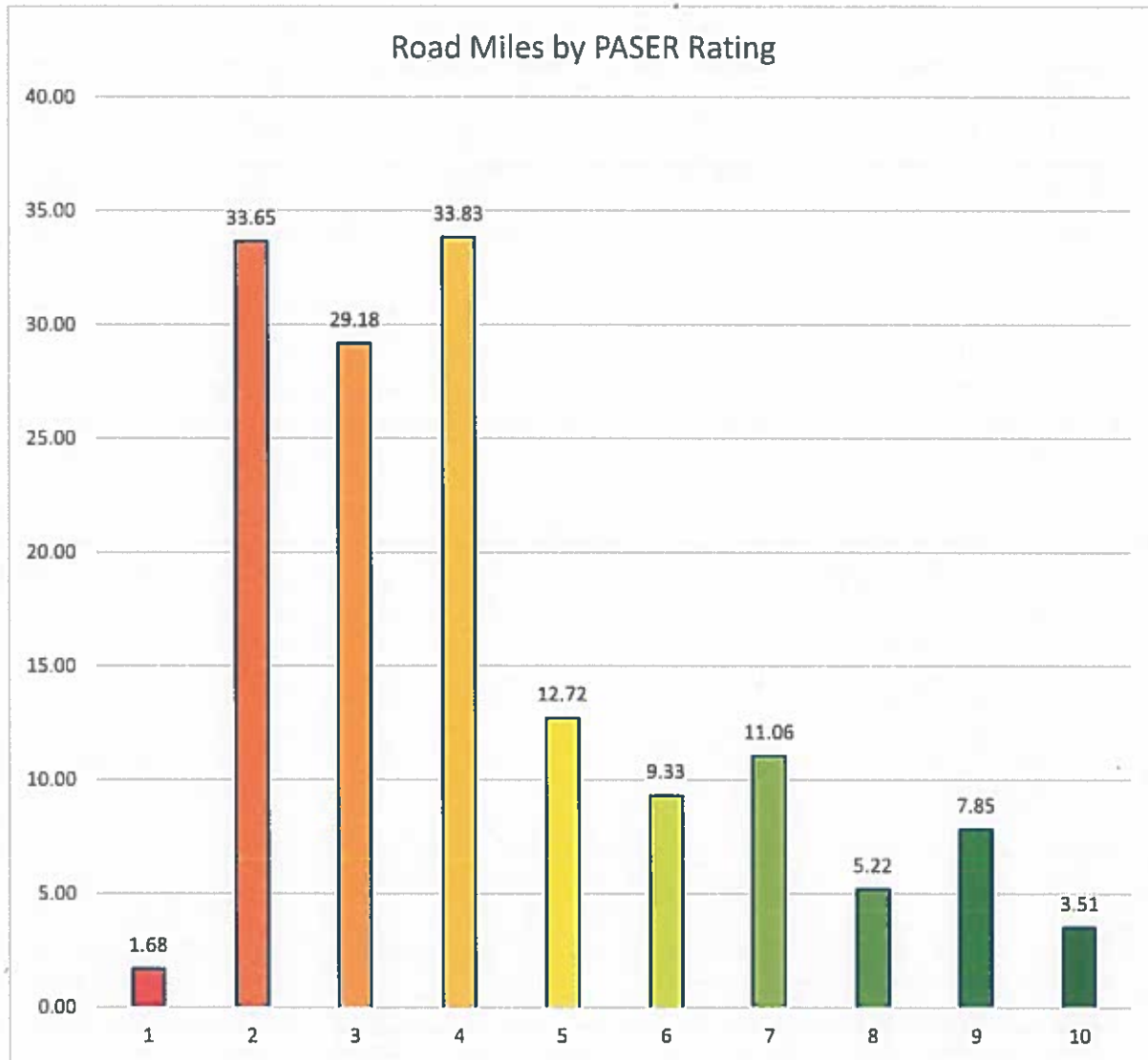
Figure 1 Length-Weighted Average PASER Rating by Year



Taking a closer look at the breakdown for this year's ratings, the graph below shows the mileage summary for 2025 PASER ratings.

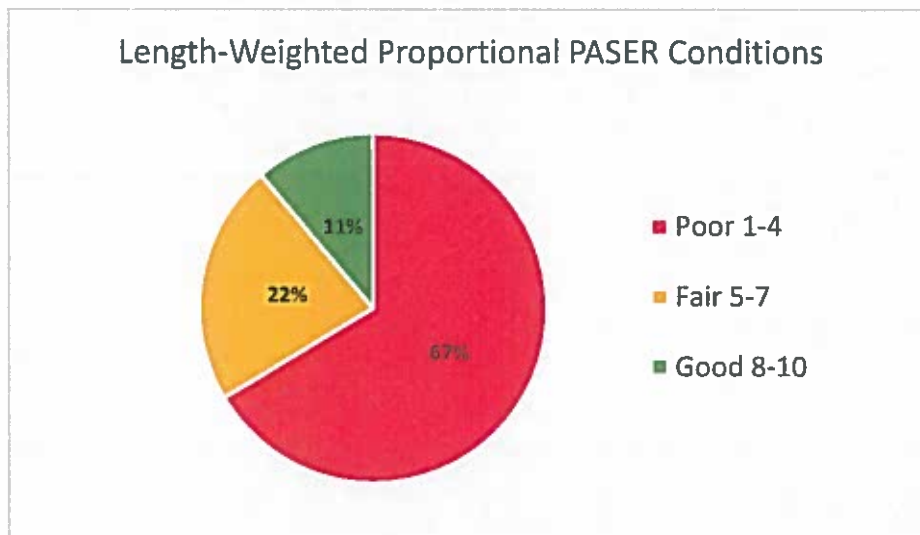
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Figure 2 Road Miles by PASER Rating



As another view of the data, the following chart breaks scores into three major condition classifications per PASER standards. These categories are represented by percentage of the overall network.

Figure 3 Length-Weighted Proportional PASER Conditions

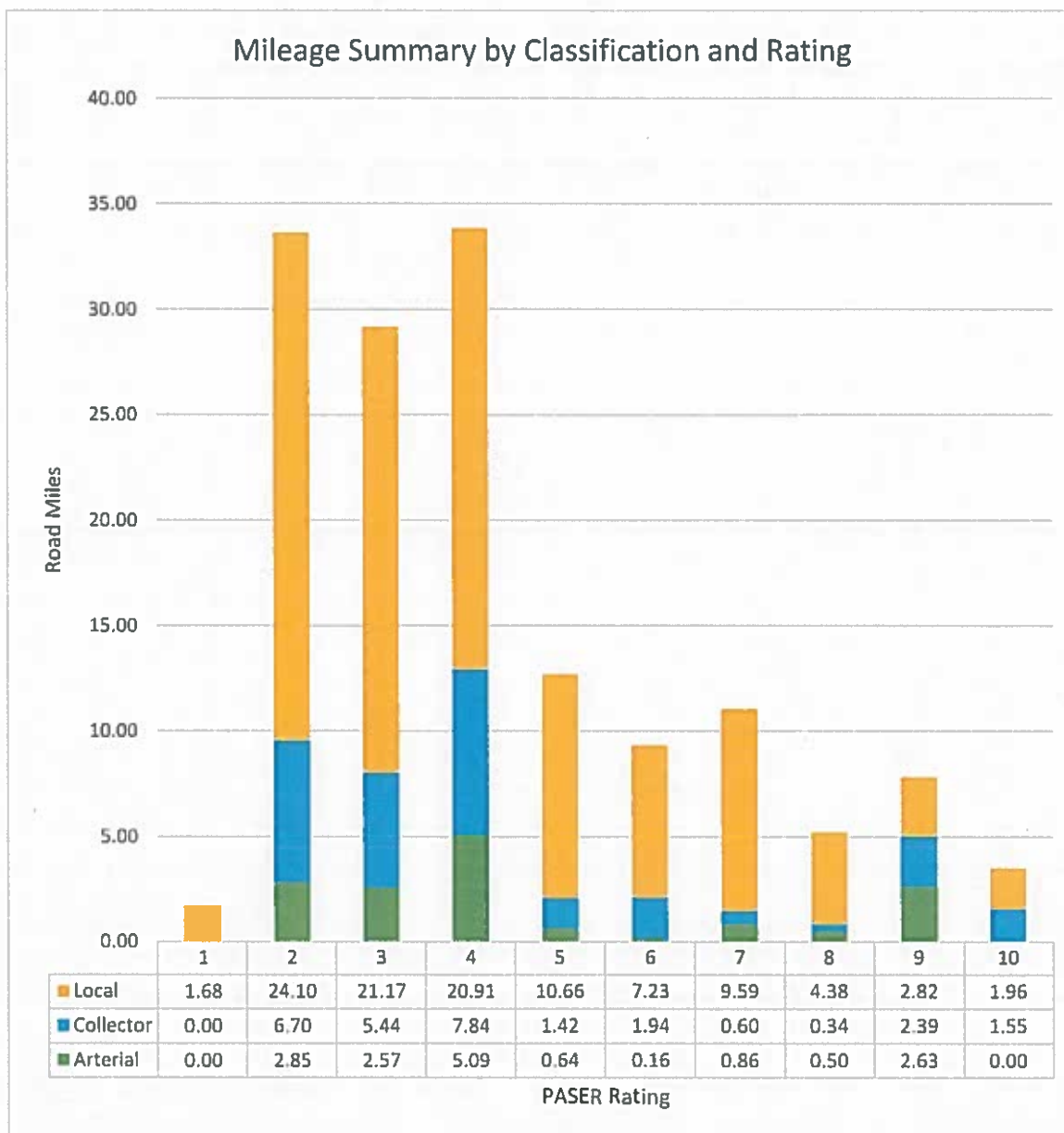


This data can be taken one step further by introducing functional road classes. The classes that make up the City of Goshen’s road network are Local, Collector, and Arterial. Of the City’s overall mileage, there are 104.50 miles of Local roadway, 28.23 miles of Collector roadway, and 15.31 miles of Arterial roadway. The average PASER rating by segment for **Local roadways is 4.19** (length-weighted 4.22), the average PASER score for **Collector roadways is 4.76** (length-weighted 4.39), and the average PASER score for **Arterial roadways is 4.75** (length-weighted 4.68).

With consideration for funding constraints and historic funding shortfalls, a PASER score of 4.0 has been set as the most realistic short-term goal for low traffic, local roadways. A 4 rating represents a roadway functionally sufficient for low volume, low speed traffic but should be noted is considered in “poor” condition by PASER methodologies. A different determination has been made for Arterial and Collector roadways that see more traffic with a goal PASER score of 6 to maintain a higher level of service to Goshen residents and non-resident travelers.

The chart below shows the mileage summary for the associated PASER rating by their functional road classification.

Figure 4 Mileage Summary by Classification and Rating



Pavement Maintenance and Cost

The City of Goshen is taking an approach to road maintenance known as the mix of fixes. A mix of fixes approach puts funding towards pavement in need of major rehabilitation or reconstruction, but also addresses roads in good and fair condition in an effort to extend their useful life. The mix of fixes used in the City of Goshen are preventative maintenance, non-structural preservation treatment, rehabilitation or structural repairs, and reconstruction or replacement. These methods will be assessed annually to determine treatment effectiveness.

Preventative Maintenance

Preventative maintenance are treatments applied to pavements that are in relatively good condition. These are typically low cost treatments that slow the rate of deterioration, such as crack sealing or maltene replacement.

Non-structural Preservation Treatment

Non-structural preservation treatments are a broad category of treatments which can include preventative maintenance activities as well as minor rehabilitation activities, such as thin overlays, micro surfacing, chip seal, or seal coating. These treatments are usually less than 2 inches in depth, and used to treat signs of distress such as block cracking and transverse cracking.

Rehabilitation or Structural Repairs

Rehabilitation or structural repairs are necessary when assets have deteriorated significantly and more substantial treatments are needed. Rehabilitation treatments include structural enhancements to the pavement that extend the service life and improve the ability to carry traffic loads, such as mill and pave treatments.

Reconstruction or Replacement

When assets are considered to have failed, they are candidates for reconstruction or replacement. Reconstruction usually requires the complete removal and replacement of the existing pavement structure.

Cost Summary

The following table summarizes the required funds to treat the City of Goshen's roadway network with best practice treatments for each PASER rating. This is reflective of applying all recommended treatments in a **single year**, the next section will look at the cost of spreading these treatments across the lifecycle of the road.

Table 1 Cost Summary Table of Score-Based Treatments

Cost Summary					
Rating	Total Miles	Treatment	Estimated Cost Per Mile	Estimated Cost	Typical Performance Periods
10	3.51	No Treatment Required	\$ -	\$ -	0 Years
9	7.85	Maltene Replacement Treatment	\$28,000.00	\$219,698	5 - 7 Years
8	5.22	Crack Sealing	\$10,000.00	\$52,154	1 - 3 Years
7	11.06	Crack Sealing	\$10,000.00	\$110,580	1 - 3 Years
6	9.33	Crack Sealing	\$10,000.00	\$93,289	1 - 3 Years
5	12.72	Milling and Resurfacing	\$282,000.00	\$3,587,263	5 - 10 Years
4	33.83	Milling and Resurfacing with 25% Patching	\$315,000.00	\$10,657,679	5 - 10 Years
3	29.18	Milling and Resurfacing with 50% Patching	\$360,000.00	\$10,505,292	5 - 10 Years
2	33.65	Full Reconstruction	\$1,500,000.00	\$50,471,063	20 - 30 Years
1	1.68	Full Reconstruction	\$1,500,000.00	\$2,527,332	20 - 30 Years
Total				\$78,224,350	

*These estimates are based on contracted work. Crack sealing and certain mill and resurfacing projects can be completed by Street Department in-house crews at a lower cost (e.g. Mill and resurfacing a roadway with in-house staff and equipment is half the cost at an estimated \$150,000 per mile).

The costs listed above are reflective of the treatment option most likely to be used by the City of Goshen and construction cost estimations based on recent project bids. The escalating costs of appropriate treatments as road conditions worsen points to the importance of treating and maintaining roadways at higher scores rather than letting them degrade to failure.

The total cost burden is approximately \$16.8 million *more* than the previous year due largely to a much higher estimate of Full Reconstruction in this year's estimates. While the costs of maintenance and construction activities are indeed rising at high inflationary rates (4-6% over the last year), the 2024 estimation was likely underestimated and has been corrected for this year based on real project costs over the last year.

Applying last year's mileages to this year's corrected costing gives a better indication of the change in overall burden due to 2025 maintenance activities. The recalculated 2024 values is \$91 million. With this estimation, we see an improvement in the overall cost burden by \$13 million.

Preservation Strategy

The cost of \$80.8 million to apply the recommended treatment to all roads in a single year is not a feasible number for the City of Goshen. This reinforces the need for an asset management program that

optimizes available funding by spreading preservation costs over the lifecycle of the road. The following table gives an example of what a series of treatments could look like for a single roadway segment in the City of Goshen's infrastructure.

The following table represents the estimated 30-year cost per life cycle of a single roadway segment with an average length of 0.11 miles in the City of Goshen's roadway network. The cost is broken down by the estimated year, expected PASER score of the roadway segment, and the appropriate treatment to be applied for such a condition.

Table 2 Single Segment Lifecycle Cost

Year	Estimated PASER Score	Treatment	Estimated Cost*
2	9	MRT	\$3,080
7	8	Crack Seal	\$1,100
10	6	Crack Seal	\$1,100
13	4	Mill and Overlay	\$31,020
18	7	Crack Seal	\$1,100
21	6	Crack Seal	\$1,100
24	3	Mill and Overlay	\$31,020
27	6	Crack Seal	\$1,100
30	2	Reconstruction	\$165,000
Segment (0.11 mi) cost per life cycle			\$235,620
Segment (0.11 mi) cost per year			\$7,854
Total network mileage			148
Total budget needed per year			\$10,571,761

**Estimate cost = cost per mile from Table 5 multiplied by the average segment length of 0.11 miles*

To maintain roads in a condition that meets their expected lifecycle of 30 years, the total budget needed per year would be \$10,571,761. Crucially, this number assumes that all roads deteriorate on the expected 30 year cycle and that segments are currently in their expected condition based on age.

2025 Treatment Summary

The City of Goshen is continually testing its treatment mix against real-world observed deterioration and making adjustments based emergent best practices that result in the largest gains on investment. The distribution of those treatments also varies from year-to-year based on available funding sources and staff capacity.

Ongoing analysis shows that roadway degradation often occurs faster than the expected life after the application of re-construction and maintenance treatments. If proposed treatment plans as part of this Pavement Asset Management Plan (PAMP) do not address the fast degradation issues, adjustments should be made to slow down the rapid deterioration of our roadway surfaces.

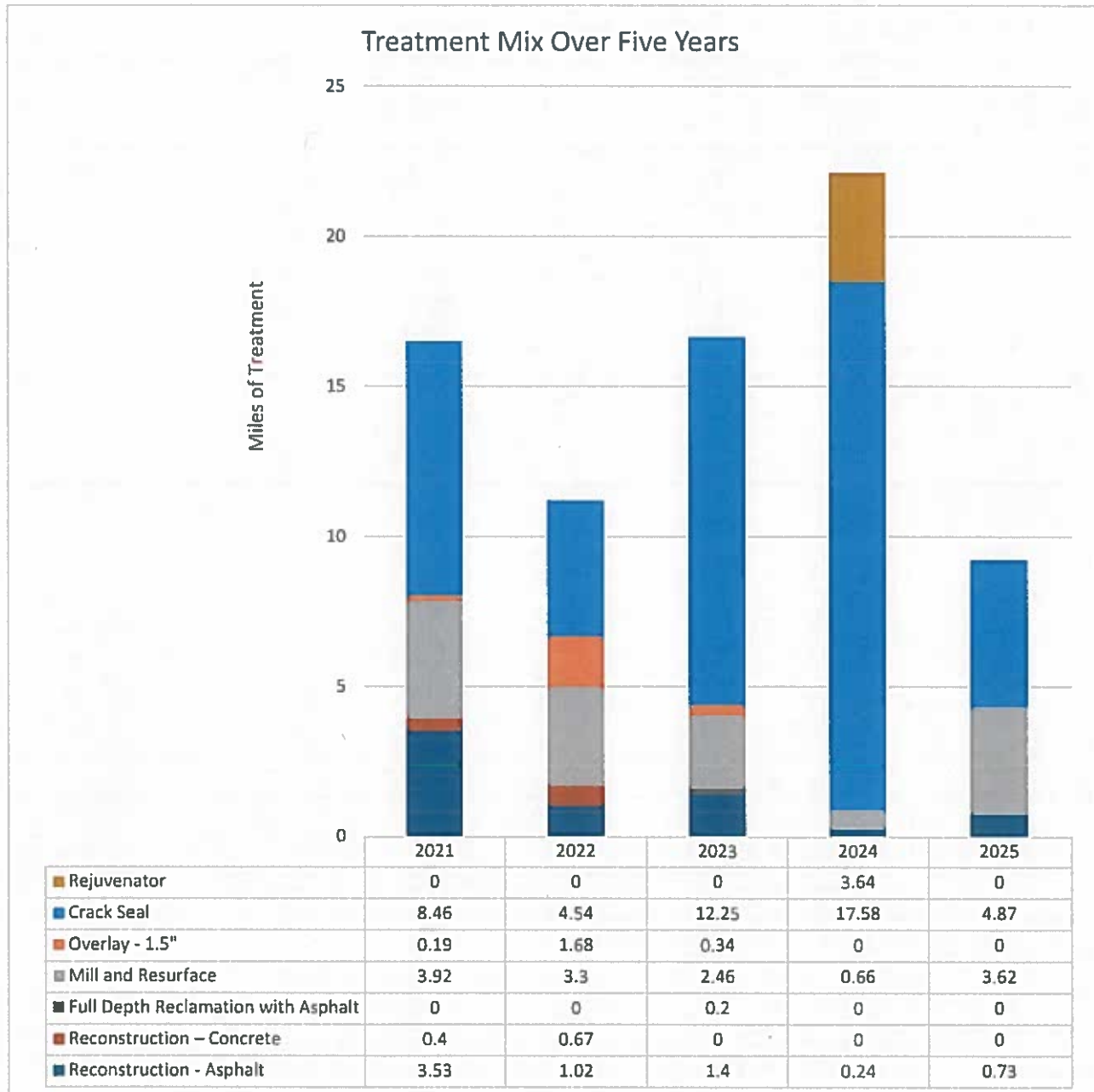
The miles of Mill and Resurfacing significantly increased in 2025. In-line with PASER scoring methodologies, Mill and Resurfacing treatments result in actual score improvements while other maintenance activities like Crack Sealing might preserve but not raise scores (see Table 2 for example score impacts of treatments). This increase in activities that raise scores explains this year's rise in the overall rating.

Also apparent in this year's data is a significant decrease in Crack Sealing mileage. Crack Sealing is generally performed in-house by the Street Department. This year they faced limited capacity due to staffing changes, unusual weather patterns affecting planned seasonal work, and other competing priorities.

The following chart shows the total mileage of treatments applied to the City's roadway network for the past 5 years.

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Figure 5 Treatment Mix Over Five Years by Mileage



Treatment Plan for 2026

The main preservation treatment types that the City of Goshen will be applying to the roadways in 2026 will be Maltene Rejuvenation, Crack Sealing, Milling and Paving, and Full Reconstruction with the budget allocated to address all four treatment types. In the coming year, the City's road maintenance program will see an influx in roadway funding coming from the Goshen

Redevelopment's tax increment financing (TIF) and the newly approved local option wheel-tax. Excluding this influx, the allocation scenarios below are reflective of the current base funding goal of \$4,000,000 from more consistent funding sources. The approximate 2026 allocation of that \$4,000,000 is 50% for Full Reconstruction, 40% for Milling and Paving, 5% for Crack Sealing, and 5% for Maltene Replacement.

The following table is an example of the budget allocation based on the described percentages and the goal funding amount of \$4,000,000.

Table 3 Example Budget Allocation

Treatment	% of Budget	Budget Amount		
		\$4,000,000.00		
Treatment	% of Budget	Allocated Budget	Cost per Mile	Total Miles
Rejuvenation	5%	\$200,000.00	\$28,000	7.14
Crack Sealing	5%	\$200,000.00	\$10,000	20.00
Mill and Paving	40%	\$1,600,000.00	\$400,000	4.00
Full Reconstruction	50%	\$2,000,000.00	\$1,500,000	1.33

The charts below demonstrate the potential impact of this year's \$4 million base funding goal as compared to the previous base funding goal of \$2.5 million outlined in the 2024 Pavement Asset Management Plan. It is important to note that the below estimated score increases from the updated funding and treatment mixes are based on *standard* rates of deterioration rather than Goshen-specific rates of deterioration. As stated previously, analysis has shown that Goshen's roadways are deteriorating faster than the expected 30-year lifecycle. Additional analysis is needed to apply actual rates of deterioration to this level of analysis, but the charts are a starting point for estimating and optimizing budgeting and treatment mixes.

Figure 6 Proposed \$4 Million Base Spending Impact

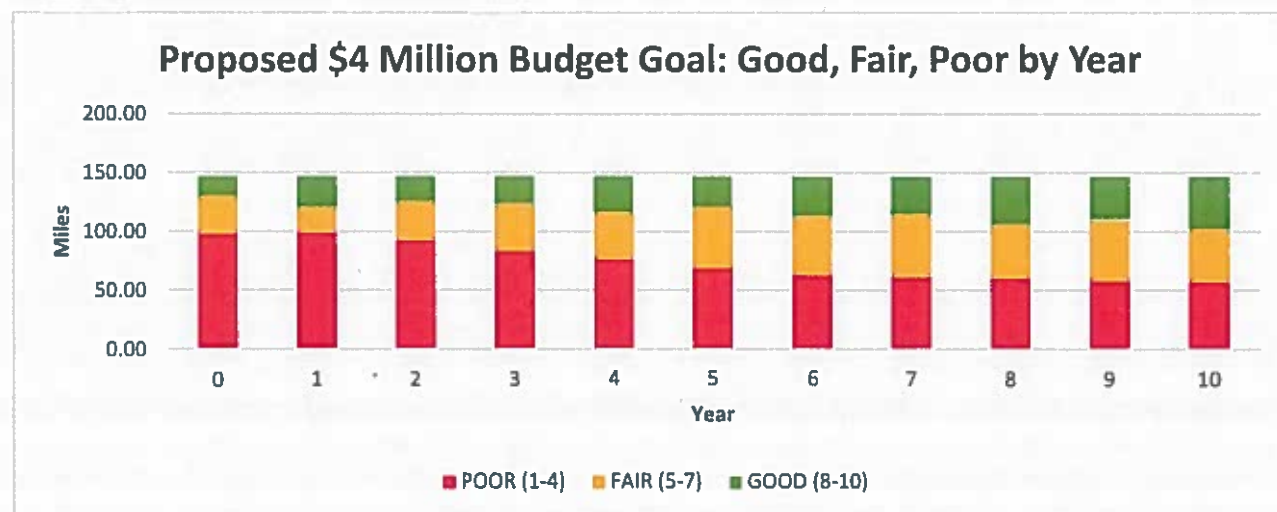
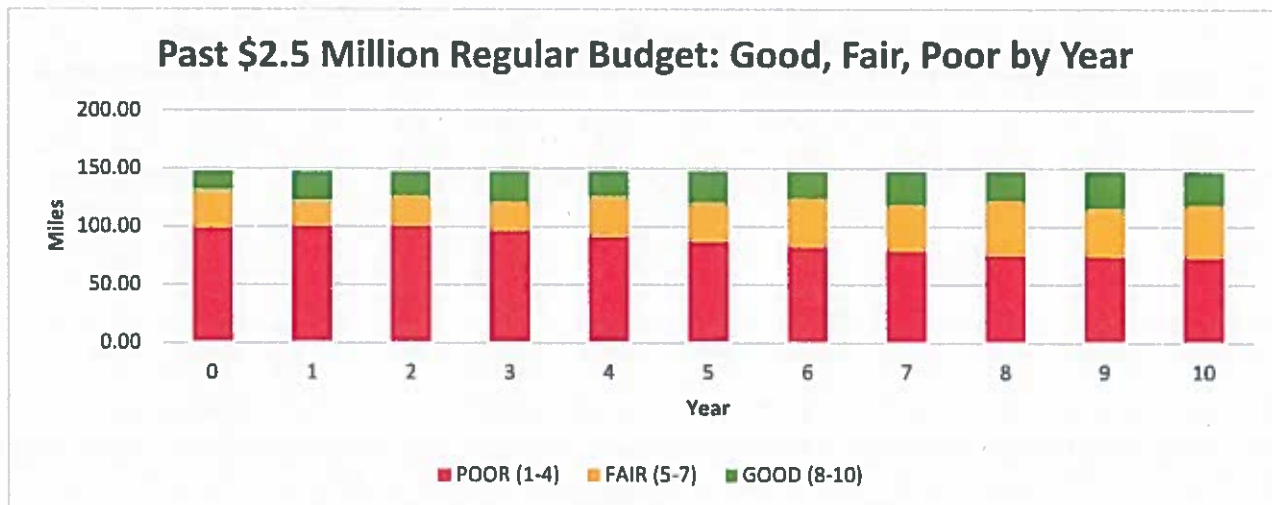


Figure 7 Previous \$2.5 Million Base Spending



With the past base spending of \$2.5 million, the City would not begin realizing a decrease in poor road conditions (5% or more) until year 5 using estimated treatment impact projections. In contrast, with the planned 2026 based spending of \$4 million, the City should see a 10% decrease in poor road conditions in year 3 as well as a 46% increase in good ratings.

Funding allocations fluctuate based on proposed projects, changing roadway needs, and available funding. This exclaims the importance of flexible project planning and careful analysis of which roadway treatments need applied at which time.

Drainage and Right of Way

Right of Way

The City of Goshen maintains Right-of-Way (ROW) data for all public roadways within City limits. All ROW measurements are contained directly in the City's roadway segment inventory which is submitted annually to the State of Indiana. These ROW measurements help Goshen determine ROW utilization, showing both limitations and areas where potential infrastructure expansions can occur. As the City of Goshen starts a new project, a survey is performed to ensure ROW data is accurate and can support the proposed infrastructure work. If sufficient ROW is not present for proposed work, additional ROW is required and appropriate steps to obtain ROW are taken in accordance with Indiana regulations.

Drainage

The City of Goshen maintains drainage information within its service boundaries. Drainage classifications are maintained along with roadway segment inventory which is submitted annually to the State of Indiana. The City's Department of Stormwater has detailed knowledge of drainage concerns within the community and is consulted before any work is performed. As projects are surveyed, drainage on these roadways is evaluated. If there are any drainage issues, they are addressed during design and construction. The City of Goshen's drainage system consists of curb and gutter, inlets, pipes, ditches, swales, and other stormwater transport and storage infrastructure. Generally, the community's drainage is adequate, with less than 10% of roadways having poor drainage due to lack of infrastructure. Having available infrastructure is not beneficial unless the infrastructure is properly maintained and in good working order. Maintenance (i.e., televising, cleaning, casting adjustments, and mowing) is regularly performed on drainage assets to ensure stormwater is collected and/or removed from the roadway adequately and safely.

Additional Transportation Assets

A transportation network is comprised of a complex assembly of assets working together to ensure safe and compliant travels for all. When installed correctly and followed accordingly, roadway transportation assets allow vehicles, bicycles, and pedestrians alike to reach their destinations quickly and safely. The City of Goshen strives to maintain this network in a good condition, and has established maintenance programs for each asset.

Signs

Signs regulate many aspects of the transportation network, including vehicular movements, restrictions, and pedestrian safety warnings. These are just a few of the reasons why maintaining a good condition on signs is of the utmost importance. The City of Goshen has approximately 8,900 signs in its transportation network that are owned and maintained by the City, the State, or private entities. These signs have been spatially mapped providing accurate location data on each asset. Along with location information, data is collected for each sign and includes owner, size, Manual on Uniform Traffic Control Devices (MUTCD) type and code, mounting height, condition, and related pole information. Knowing the location of these signs and their function helps to analyze both the strength of the community's roadway network and any potential safety gaps that need addressed. The City of Goshen established a maintenance program through an adopted Board of Works (BOW) Policy detailing signed replacements on a 10 year schedule, or when they no longer meet retroreflectivity minimum standards, whichever comes first.

Sidewalks

Sidewalk is an essential piece of infrastructure that allows pedestrians to reach their destinations while giving them a designated travel area outside of the flow of vehicular traffic. Designated travel areas are meaningless if they are not kept in a condition where they are accessible and usable to the public. The City of Goshen has approximately 187 miles of sidewalk infrastructure in its transportation network. All public sidewalks within the community have been evaluated for connectivity, width, condition, and ADA compliance. Trip hazards are among the highest concerns for pedestrian safety while traversing a sidewalk, and are being given priority in the sidewalk management program. In addition to the community's sidewalks, Goshen has collected an inventory of curb ramps and currently has approximately 1,700 in total. Curb ramps are an essential piece of transportation infrastructure which allow pedestrians to safely traverse between walking paths and the hard surfaces they cross. Knowing where these are and what condition they are in helps ensure they can be maintained in a condition that does not hinder transportation activities.

Pavement Markings

Pavement markings are safety driven indicators helping to maintain and regulate the flow of traffic on roadways. The City of Goshen is actively working on collecting a pavement marking inventory for the entire roadway network, including details such as width and retroreflectivity. The MUTCD contains both regulations and guidance on how pavement markings need to be and should be used. Maintaining an up-to-date inventory of pavement markings will ensure that safety standards are upheld and minimum standards are achieved. The MUTCD mandates that new retroreflectivity standards must be maintained on pavement markings for roadways with speed limits of 35 MPH or higher, effective September 26, 2026. The City of Goshen is working on a policy to ensure minimum retroreflectivity standards are maintained on pavement markings by the regulatory deadline.

Exhibit #2

Pavement Asset Management Plan

PRESENTED TO THE BOARD OF WORKS – NOVEMBER 20, 2025

PREPARED BY – INNOVATION & TECHNOLOGY AND ENGINEERING DEPARTMENTS





Pavement Asset Management

Pavement asset management and its strategic approach for better, more cost-effective road life cycle management

What it is: A proactive and data-drive process to operate, maintain, and improve road networks, instead of a reactive approach of fixing roads when they fail.

Why it's better: Maximize the service life of pavements while reducing long-term costs. Investing small amounts in preventive maintenance on good roads prevents them from deteriorating into poor condition requiring more expensive repairs later.

How it works: Evaluate current road conditions using the PASER rating system, forecast future performance based on the appropriate treatment applications and use them to prioritize projects.

Goshen's Pavement Management Goals

Maintain and improve the overall condition of roadways with measurable improvement over time

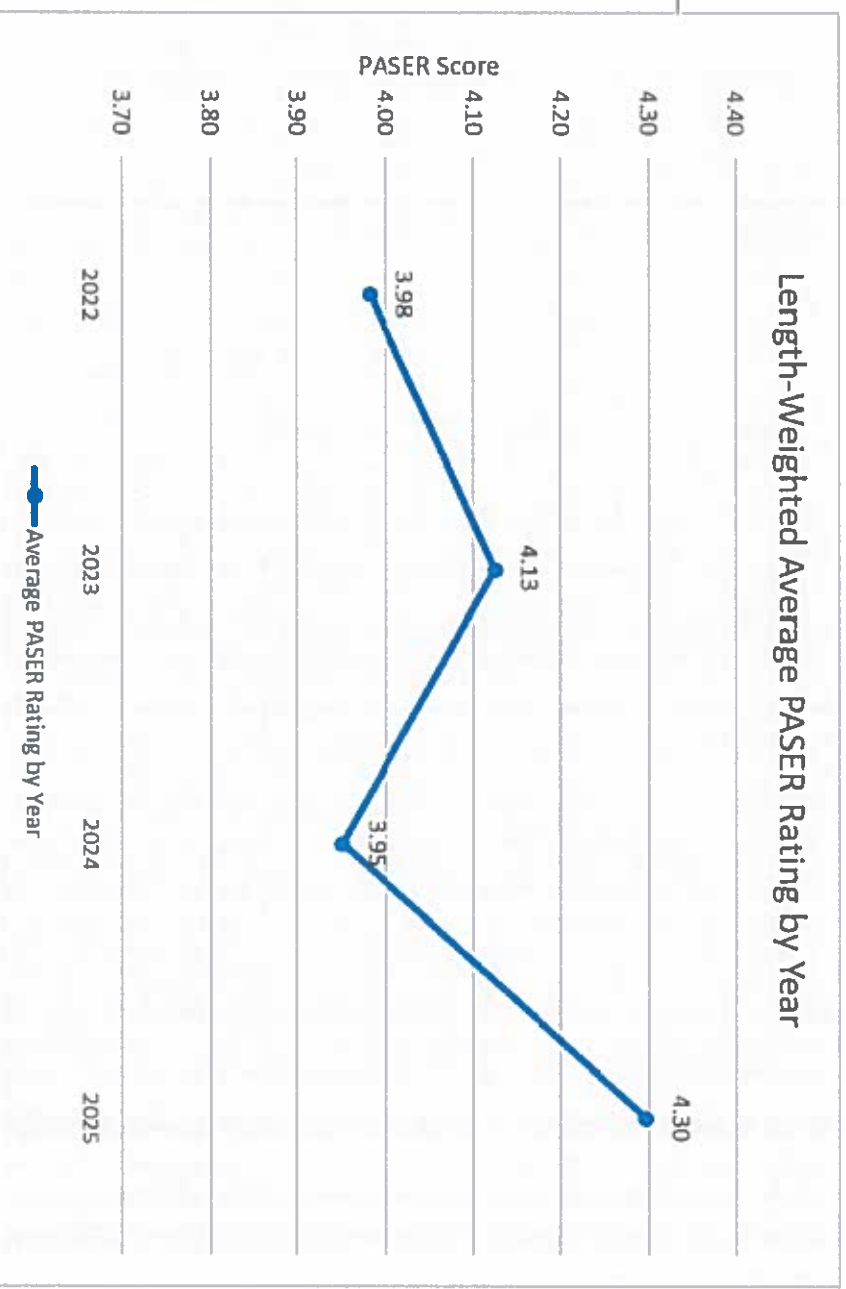
Local Roadways

- Goal Rating = 4 or higher
- Sufficient for low volume, low speed
- Still considered "poor"

Collector and Arterial Roadways

- Goal Rating = 6 or higher
- Required for higher level of service to residents and non-resident travelers

How Are We Doing?



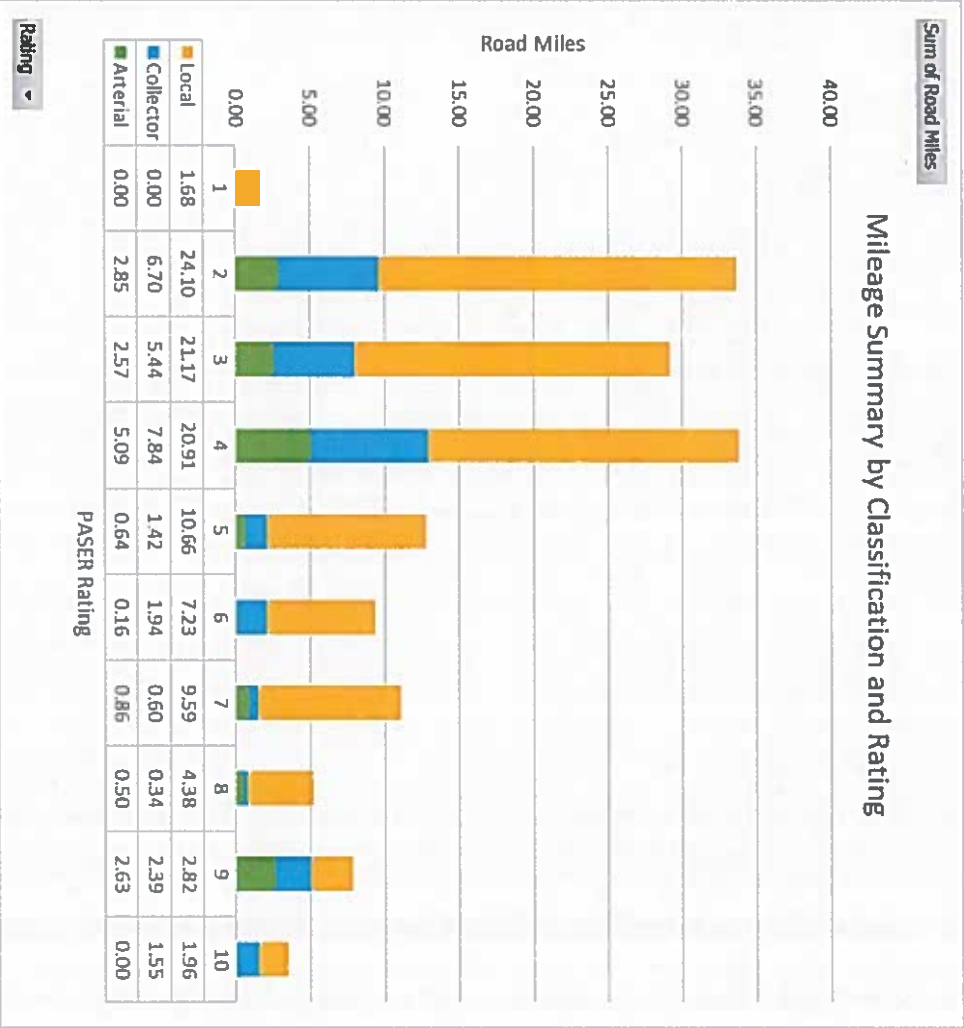
By Functional Road Class

Average PASER rating by road class

- Local – 4.19
- Collector – 4.73
- Arterial – 4.75

Coming 2026 – Time considered goal setting

Report page 13



2025 Pavement Conditions Using PASER

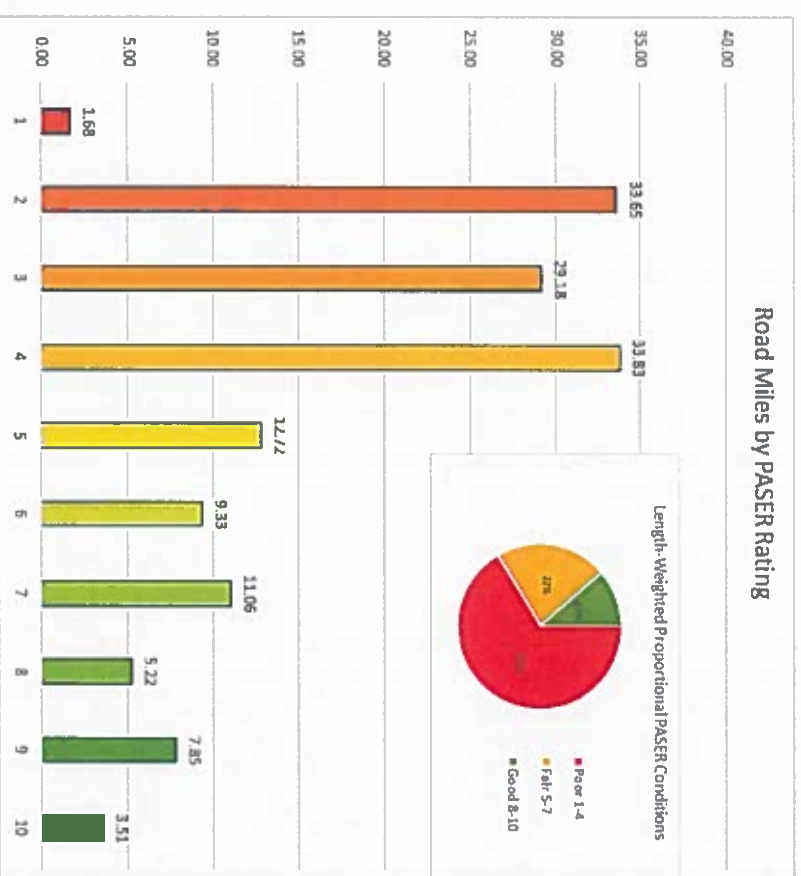
- City of Goshen maintains 148 miles of roadway
- PASER ratings collected on a yearly basis in March
- Ratings based on impacts of environmental and structural distresses

PASER	
10	No Defects
9	
8	
7	ENVIRONMENTAL DISTRESSES
6	
5	
4	STRUCTURAL DISTRESSES
3	
2	
1	

Cracking due to Freeze/Thaw
Cracking Induced by oxidation

Distresses that affect the Base

Report page 11-12



Mix-of-Fixes Treatment Approach

Balance of different treatments based on current PASER condition ratings

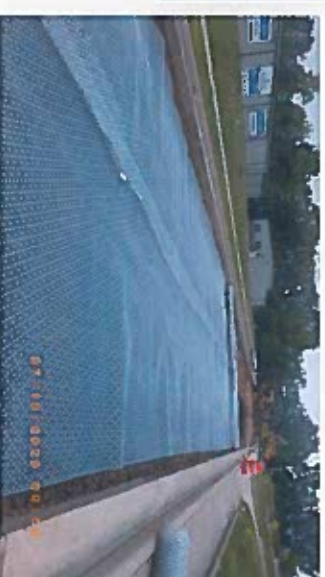
- **Preventative Maintenance**
Small investments in good roads (PASER 8-10) like crack sealing to prevent deterioration
- **Rehabilitation/Overlays**
More significant treatments for roads in fair condition (PASER 5-7) like resurfacing to extend life
- **Reconstruction**
Expensive and may involve total replacement for roads in poor condition (PASER 1-4)



Milled surface ready to pave



Crack seal application

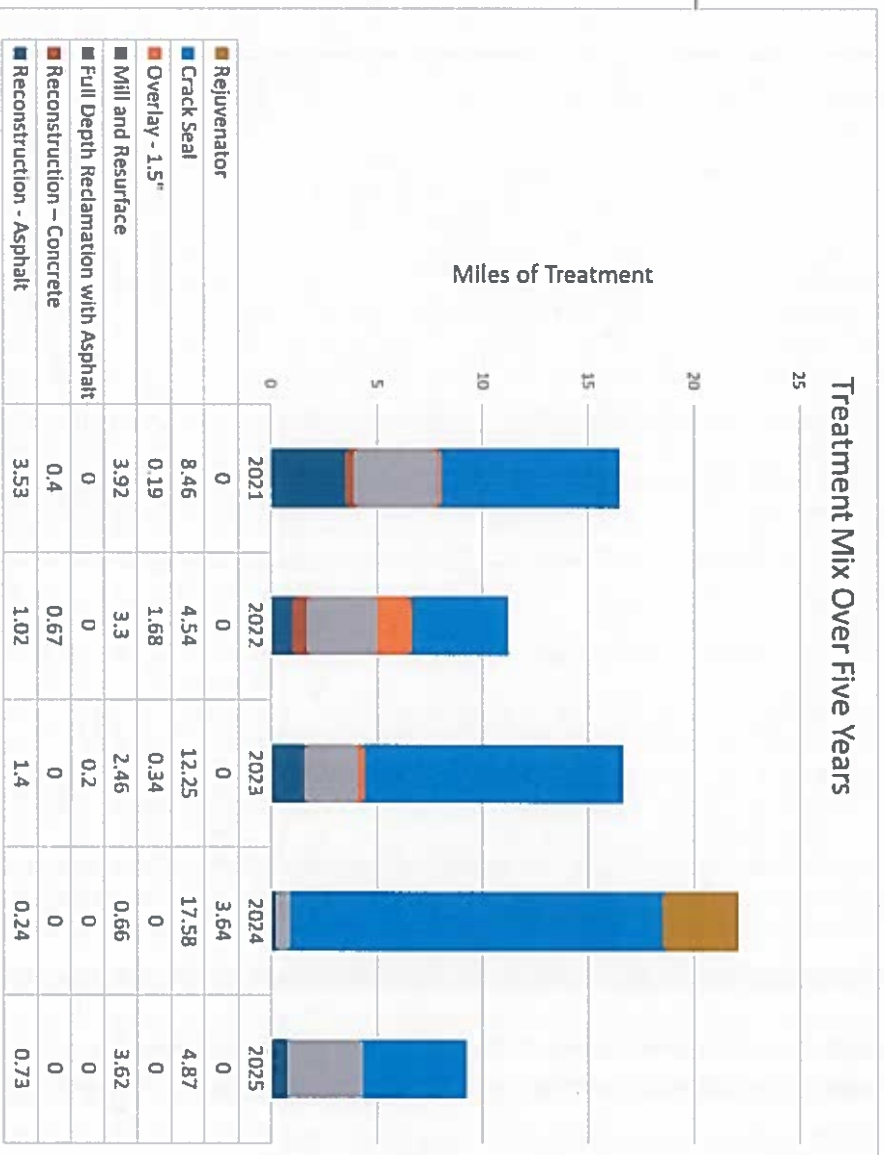


Road Reconstruction

Treatment Summary

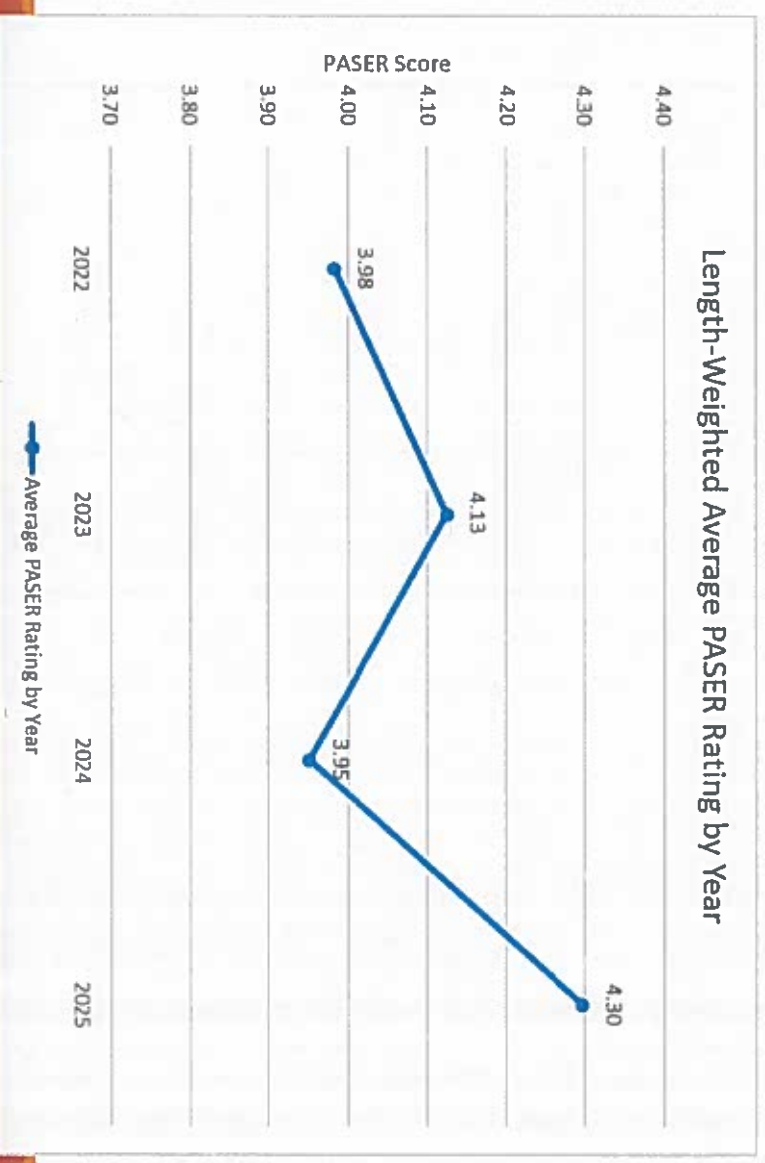
Goals

- Preserve good roads first to improve the overall condition of the network
- Adjust against real-world deterioration analysis
- Balance preventative, rehabilitation, and reconstruction treatments



Impact of Strategic Planning

Beginning to see a positive increase in overall PASER ratings



2025 Treatment Costs

- Cost of treating all roads at current conditions in a single year
- 4-6% inflation rates in cost of maintenance and construction activities
- Adjusted costs from statewide averages to actual Goshen bid tabs
- Improvement in overall cost burden by \$1.3M from 2024

Cost Summary					
Rating	Total Miles	Treatment	Estimated Cost Per Mile	Estimated Cost	Typical Performance Periods
10	3.51	No Treatment Required	\$ -	\$ -	0 Years
9	7.85	Maltene Replacement Treatment	\$28,000.00	\$219,698	5 - 7 Years
8	5.22	Crack Sealing	\$10,000.00	\$52,154	1 - 3 Years
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1	1.68	Full Reconstruction	\$1,500,000.00	\$2,527,332	20 - 30 Years
Total:				\$78,224,350	

2026 Treatment Plan

- 2026 base funding goal of \$4M
- Does not include potential influx of funding coming from Goshen Redevelopment tax increment financing (TIF)
- Example budget allocation based on current treatment plan

Budget Amount: \$4,000,000

Treatment	% of Budget	Allocated Budget	Cost per Mile	Total Miles
Rejuvenation	5%	\$200,000	\$28,000	7.14
Crack Sealing	5%	\$200,000	\$10,000	20.00
Mill and Paving	40%	\$1,600,000	\$360,000	4.44
Full Reconstruction	50%	\$2,000,000	\$1,500,000	1.33

Report page 19

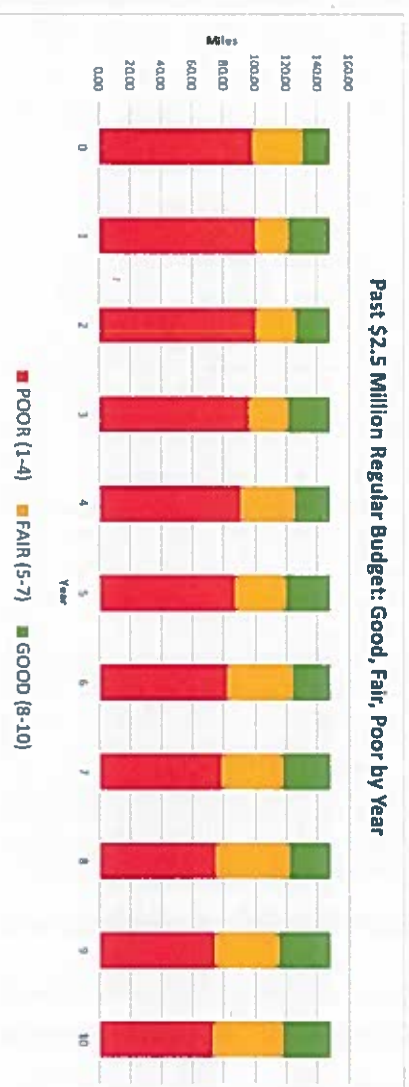
Potential Impact of Increased Base Funding

\$2.5M Base Funding Over 10 Years

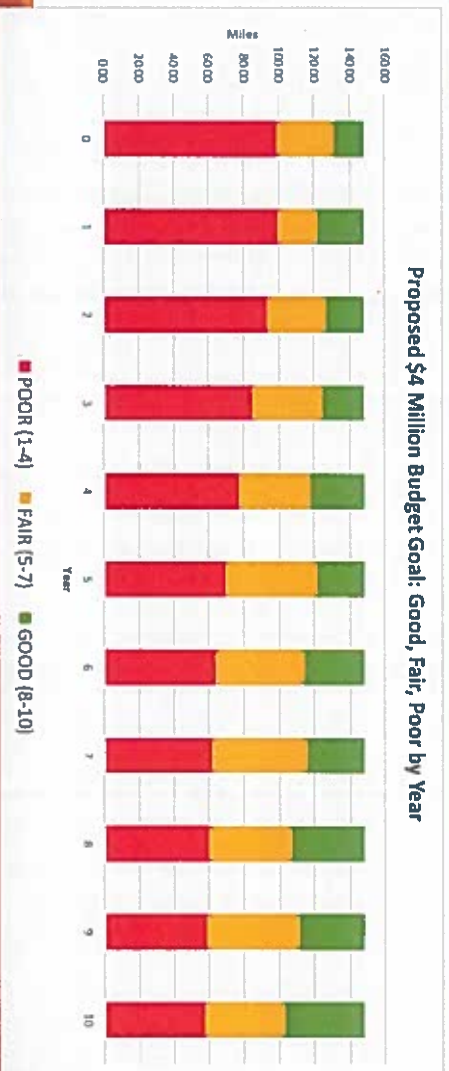
- 5% decrease in poor road conditions in year 5
- 43% increase in good condition in year 10

Assumptions:

- Flat budget
- Standard deterioration rate
- Consistent treatments



Proposed \$4 Million Budget Goal: Good, Fair, Poor by Year



\$4M Base Funding Over 10 Years

- 10% decrease in poor road conditions in year 3
- 62% increase in good condition in year 10

Report pages 19-20

Keep the good roads in good condition

Right Fix in the

Right Place at the

Right Time





**Engineering Department
CITY OF GOSHEN**

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

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

Exhibit #3

MEMORANDUM

TO: Board of Public Works and Safety

FROM: Engineering Department

RE: **WILDEN AVENUE RECONSTRUCTION FROM ROCK RUN CREEK TO
FIFTH STREET – RECOMMENDATION FOR ACCEPTANCE
DES NO. 1400715 (JN: 2014-0035)**

DATE: November 20, 2025

The Engineering Department requests that the Board authorize Mayor Leichty to sign the Recommendation for Acceptance form for the referenced project for submission to INDOT. The contract is sufficiently complete and this form is required to close out the project. The Engineering Department has reviewed the project and has endorsed the Recommendation for Acceptance.

Thank you for your consideration of this request.

**Requested Motion: Authorize the Mayor to sign the Recommendation for
Acceptance form for submission to INDOT.**

Indiana Department Of Transportation Report of Contract Final Inspection and Recommendation for Acceptance

Contract R -37647 Project: 1400715
 Date Construction Substantially Completed: 11/17/2023
 (The contract is sufficiently completed so that it can be used for its intended purpose.)
 All Contract Work Complete Date 11/17/2023
 (The date all items were complete, except punchlist and removal of traffic control devices.)
 Pre-Final Inspection made by John Wakeman - DLZ, Brad Dailey - DLZ, Nick Noble - Reith Riley
Drew Snodderly - Reith Riley, Andrew Lund - City of Goshen, Matt Beard - City of Goshen, Mike Koch - INDOT
 _____ on 12/08/2023
 Date Punch List Items Completed: 05/10/2024
 Sod Maintenance Expired on : 07/19/2024
 Date Failed Material Replaced: N/A
 Final Inspection made by: John Wakeman - DLZ, Brad Dailey - DLZ, Nick Noble - Reith Riley
Drew Snodderly - Reith Riley, Andrew Lund - City of Goshen, Matt Beard - City of Goshen, Mike Koch - INDOT
 _____ on 12/02/2024
 and all work was found to be satisfactory from Station NA to NA
 Date Construction Signs and Temporary Traffic Control Devices Removed: 07/19/2024
 Pavement Markings (have) ~~(have not)~~ been placed in accordance with the IMUTCD manual or as
 directed by the District Traffic Engineer. HAVE
 Right-of-Way (is) ~~(is not)~~ clear of all encroachments. IS
 Date of Last Work: 12/02/2024
 R.O.M. / Final Acceptance: 12/02/2024

RECOMMEND ACCEPTANCE

 DISTRICT CONSTRUCTION ENGINEER

City of Goshen

LOCAL PUBLIC AGENCY

*County or City signatures
 when required (at least two).

* By: _____
 * By: _____
 * By: _____



**Engineering Department
CITY OF GOSHEN**

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

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

Exhibit #4

MEMORANDUM

TO: Board of Works and Safety and Stormwater Board

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

RE: **SOUTH NINTH STREET CLOSURE REQUEST FROM
PLYMOUTH AVENUE TO JACKSON STREET
(JN: STREETS – PLYMOUTH AVENUE)**

DATE: November 20, 2025

The City is working with multiple parties to dispose of semi-tractor trailers along the South Ninth Street corridor. The first step in disposing of the tractor trails is to move them the shortest distance possible while maintaining adequate offset from the railroad tracks. The section of South Ninth Street between Plymouth Avenue and Jackson Street, along Water Tower Park, accomplishes the temporary relocation goal. A closure of this section of roadway is requested beginning Friday, November 21, and extend through Friday, December 19, 2025.

Requested Motion: Move to approve the closure of South Ninth Street from Plymouth Avenue to Jackson Street beginning Friday, November 21, through Friday, December 19, 2025.

City of Goshen
Board of Works & Safety

Gina Leichty, Mayor

Mike Landis, Board Member

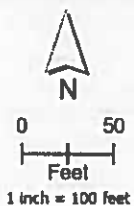
Mary Nichols, Board Member

Barb Swartley, Board Member

Orv Myers, Board Member



The City of Goshen's Digital Data is the property of the City of Goshen and Elkhart County, Indiana. All graphic data supplied by the city and county has been derived from public records that are constantly undergoing change and is not warranted for content or accuracy. The city and county do not guarantee the positional or thematic accuracy of the data. The cartographic digital files are not a legal representation of any of the features depicted, and the city and county disclaim any assumption of the legal status they represent. Any implied warranties, including warranties of merchantability or fitness for a particular purpose, shall be expressly excluded. The data represents an actual reproduction of data contained in the city's or county's computer files. This data may be incomplete or inaccurate, and is subject to modifications and changes. City of Goshen and Elkhart County cannot be held liable for errors or omissions in the data. The recipient's use and reliance upon such data is at the recipient's risk. By using this data, the recipient agrees to protect, hold harmless and indemnify the City of Goshen and Elkhart County and its employees and officers. This indemnity covers reasonable attorney fees and all court costs associated with the defense of the city and county arising out of this disclaimer.



S. NINTH STREET ROAD CLOSURE

FAMILY VALUE FLOORING
2025 Aerial Photography

The City of Goshen
Department of Public Works & Safety
Office of Engineering
204 East Jefferson Street, Goshen, Indiana 46528
Phone: 574-534-2201 Fax: 574-533-8626

Exhibit #5



CITY OF GOSHEN LEGAL DEPARTMENT

City Annex
204 East Jefferson Street, Suite 2
Goshen, Indiana 46528-3405

Phone (574) 537-3820 • Fax (574) 533-8626 • TDD (574) 534-3185
www.goshenindiana.org

November 20, 2025

To: Board of Public Works and Safety

From: Shannon Marks

Subject: Contract with Roberts Environmental Services, LLC

It is recommended that the Board approve and authorize the Mayor to execute the attached Contract with Roberts Environmental Services, LLC to perform a Phase I environmental site assessment for the real estate at 1711 Eisenhower Drive North. Roberts will be paid \$1,900 for the services.

Suggested Motion:

Approve and authorize the Mayor to execute the Contract with Roberts Environmental Services, LLC to perform a Phase I environmental site assessment for the real estate at 1711 Eisenhower Drive North.

CONTRACT

FOR

PHASE I ENVIRONMENTAL SITE ASSESSMENT AT 1711 EISENHOWER DRIVE NORTH

THIS CONTRACT ("Contract") is entered into on _____, 2025, which is the date of the last signature set forth on the signature page, (the "Effective Date"), by and between **Roberts Environmental Services, LLC** ("Contractor"), whose address is 2112 Carmen Court, Goshen, IN 46526, and **City of Goshen, Indiana** ("City"), a municipal corporation and political subdivision of the State of Indiana acting through the Goshen Board of Public Works and Safety.

In consideration of the terms, conditions and mutual covenants contained in this Contract, City and Contractor agree as follows:

1. Scope of Work.

- (A) Contractor's services under this Contract shall Roberts' services under this Contract shall consist of performing a Phase I Environmental Site Assessment for the vacant, undeveloped real estate at 1711 Eisenhower Drive North, Goshen, Indiana (Parcel No. 20-11-22-426-008.000-015), which services are more particularly described in Roberts' proposal identified as ROBERTS Project No. 25-10982, dated November 19, 2025 (the "Proposal"), a copy of which is attached to this Contract.
- (B) For the purposes of this Contract, all services to be performed by Contractor shall be referred to as the "Work." The Work includes, but is not limited to, providing all supervision, labor, materials, equipment, tools, transportation, services, and other components necessary for the successful completion of the Work.
- (C) Contractor agrees to execute the Work by following and applying at all times the highest professional and technical guidelines and standards.
- (D) In the event of any conflict between the terms of this Contract and the terms contained in the Proposal attached hereto, the terms set forth in this Contract shall prevail.

2. Effective Date; Term.

- (A) The Contract shall become effective on the date of the last signature of the authorized representatives of both the Goshen Board of Public Works and Safety and Contractor (the "Effective Date").
- (B) Roberts acknowledges that time is of the essence and that the timely performance of its Work is an important element of this Contract. Roberts shall perform all Work as expeditiously as is consistent with professional skill and care in the orderly progress of the Work.
- (C) This Contract will remain in effect until the Contractor has satisfactorily completed all required Work, or for a period of twenty (20) days from the Effective Date, whichever occurs first. The Contract may be terminated earlier in accordance with the termination provisions.

- (1) Workers Compensation and Employer's Liability - Statutory Limits
 - (2) General Liability - Combined Bodily Injury and Property Damage, \$1,000,000 each occurrence and \$2,000,000 aggregate. The City of Goshen is to be named as an additional insured.
 - (3) Automobile Liability - Combined Bodily Injury and Property Damage, \$1,000,000 each occurrence and \$2,000,000 aggregate. The City of Goshen is to be named as an additional insured.
 - (4) Professional Liability - Combined Bodily Injury and Property Damage, \$1,000,000 each occurrence and aggregate.
7. **Indemnification.** Contractor shall indemnify, defend, and hold harmless City and City's agents, officers, and employees from and against any and all liability, obligations, claims, actions, causes of action, judgments, liens, damages, penalties, injuries, or accidental deaths caused by any intentional, reckless, or negligent act or omission by Contractor or any of Contractor's agents, employees, and subcontractors during the performance of this Contract. Such indemnity shall include reasonable attorney's fees and other expenses incurred by City, and shall not be limited by reason of insurance coverage required by this Contract.
8. **Independent Contractor.**
 - (A) Contractor enters into this Contract, and will remain throughout the term of the Contract, as an independent contractor. This Contract does not in any way create any type of partnership, association, joint venture, or other business relationship. Contractor agrees that Contractor and any employees, agents or subcontractors of Contractor shall be under the sole and exclusive direction and control of Contractor, and such employees, agents or subcontractors are not and will not become employees, agents or subcontractors of City while this Contract is in effect.
 - (B) Contractor shall be solely responsible for injury, including death, to any persons or damages to any property arising out of the acts or omissions of Contractor and/or Contractor's employees, agents or subcontractors.
 - (C) Contractor shall provide all necessary unemployment and workers' compensation insurance, and any other insurance on Contractor and Contractor's employees, agents or subcontractors. Contractor is solely responsible for compliance with all federal, state and local laws regarding the reporting of compensation earned and the payment of all income taxes. City will not withhold from any compensation paid any amounts for federal, state or local income taxes.
9. **Non-Discrimination.** In accordance with Indiana Code § 22-9-1-10, Contractor and all subcontractors shall not discriminate against any employee or applicant for employment to be employed in the performance of this Contract, with respect to the employee or applicant's hire, tenure, terms, conditions or privileges of employment or any matter directly or indirectly related to employment, because of the employee or applicant's race, religion, color, sex, disability, national origin, or ancestry. Breach of this covenant may be regarded as a material breach of the Contract.

15. Default.

- (A) If Contractor fails to perform the Work or comply with the provisions of this Contract, then Contractor may be considered in default.
- (B) It shall be mutually agreed that if Contractor fails to perform the Work or comply with the provisions of this Contract, City may issue a written notice of default and provide a period of time that shall not be less than seven (7) days in which Contractor shall have the opportunity to cure. If the default is not cured within the time period allowed, the Contract may be terminated by the City. In the event of default and failure to satisfactorily remedy the default after receipt of written notice, the City may otherwise secure similar work in any manner deemed proper by the City, and Contractor shall be liable to the City for any excess costs incurred.
- (C) Contractor may also be considered in default by the City if any of the following occur:
 - (1) There is a substantive breach by Contractor of any obligation or duty owed under the provisions of this Contract.
 - (2) Contractor is adjudged bankrupt or makes an assignment for the benefit of creditors.
 - (3) Contractor becomes insolvent or in an unsound financial condition so as to endanger performance under the Contract.
 - (4) Contractor becomes the subject of any proceeding under law relating to bankruptcy, insolvency or reorganization, or relief from creditors and/or debtors.
 - (5) A receiver, trustee, or similar official is appointed for Contractor or any of Contractor's property.
 - (6) Contractor is determined to be in violation of federal, state, or local laws or regulations and that such determination renders Contractor unable to perform the Work described.
 - (7) The Contract or any rights, monies or claims are assigned by Contractor without the consent of the City.

16. Termination.

- (A) The Contract may be terminated in whole or in part, at any time, by mutual written consent of both parties.
- (B) The Contract may be terminated in whole or in part, at any time, in the event a written determination is made under Section 14, Funding Cancellation.
- (C) City may terminate this Contract, in whole or in part, in the event of default by Contractor.
- (D) Contractor shall be paid for all reasonably satisfactory Work performed and expenses reasonably incurred prior to notice of termination.
- (E) The rights and remedies of the parties under this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Contract.

invalidity or unenforceability of any provision of the Contract shall not affect the validity or enforceability of any other provision of the Contract.

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

City: City of Goshen, Indiana
Attention: Goshen Engineering Department
204 East Jefferson Street, Suite 1
Goshen, IN 46528
Email: Engineering@goshencity.com

with a copy to:

City of Goshen, Indiana
Attention: Goshen Legal Department
204 East Jefferson St., Suite 2
Goshen, IN 46528
Email: legal@goshencity.com

Contractor: Roberts Environmental Services, LLC
Attention: Jeffrey C. Roberts
2112 Carmen Court
Goshen, IN 46526
Email: jroberts@robertsenvironmental.com

25. **Binding Effect.** All provisions, covenants, terms and conditions of this Contract apply to and bind the parties and their legal heirs, representatives, successors and assigns.
26. **Authority to Execute.** The undersigned affirm that all steps have been taken to authorize execution of this Contract, and upon the undersigned's execution, bind their respective organizations to the terms of the Contract.

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

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

Roberts Environmental Services, LLC

Gina M. Leichty, Mayor

Jeffrey C. Roberts, Member

Date: November 20, 2025

Date: _____

Site History and Land Use

The evaluation of historical Site ownership and land-use activities will be accomplished through a combination of reviewing historical aerial photographs, facility plans or drawings (if available), topographic mapping, and other reasonably obtainable records. Reasonably obtainable historical photographs will be reviewed to assist in evaluating past land uses at and in the vicinity of the Site, especially with respect to activities that could impact the environmental integrity of the Site. The aerial photographs will be obtained from a variety of local and on-line sources. The findings of the aerial photograph review relative to land-use history, signs of land disturbance, waste disposal, and apparent industrial activities will be described in the final report for the Site.

Topographic mapping from the U.S. Geological Survey will be reviewed to assess drainage patterns and other features in the vicinity of the Site and adjoining properties. In addition, historical Sanborn Fire Insurance maps for the Site area (if available) will be reviewed for information about activities with potential environmental impacts to the Site.

ROBERTS will also review reasonably ascertainable historical records for the Site to assess prior occupancy/ownership, which will primarily include a review of such records that are deemed reasonably ascertainable online through local government office websites. A review of physical occupancy/ownership records that may be available at local government offices is beyond the scope of this assessment. City directories, if available, will be reviewed for general information regarding historical ownership. If a recent chain of ownership has been developed for the Site by others, ROBERTS will incorporate that information into its review; however, ROBERTS will not perform a formal title search for the property or identify deed restrictions, environmental liens, and other possible recorded property use restrictions that could be identified by a formal title search. The responsibility for researching and documenting such conditions will be that of the user. Information or items that are the responsibility of the user to obtain or provide to ROBERTS include:

- Environmental liens against the subject property that are filed or recorded under federal, tribal, state, or local law;
- Specialized knowledge or experience of the user relative to the subject property;
- The relationship of the purchase price to the fair market value of the subject property, if the property was not contaminated; and
- Commonly known or reasonably ascertainable information about the subject property.

For the purpose of this proposal, the "user" of our inquiry includes persons seeking to establish:

- a) The innocent landowner defense pursuant to CERCLA sections 101(35) and 107(b)(3);
- b) The bona fide prospective purchaser liability protection pursuant to CERCLA sections 101(40) and 107(r);
- c) The contiguous property owner liability protection pursuant to CERCLA section 107(q); and
- d) Persons conducting site characterization and assessments with the use of a grant awarded under CERCLA section 104(k)(2)(B).

ROBERTS' assessor(s) will be excluded from inspection, and ROBERTS shall have no responsibility for such areas. Areas that were not accessible to the assessor(s) during the Site inspections will be discussed in the final report. Similarly, ROBERTS will not be responsible for documenting the condition of exterior areas covered by snow, vegetation, materials, equipment, vehicles, or other items that obscure or preclude visual inspection of the ground surface, including the presence of any features of potential significance that might be completely or partially concealed by the presence of snow, vegetation, or other items. Areas that were not accessible to the assessor(s) during the Site inspections will be discussed in the final report.

Report Preparation

ROBERTS will prepare a report presenting our observations, findings, and conclusions based on the work scope and limitations described in this proposal. The report will include a summary of any previous environmental reports, description of Site conditions encountered, a summary of the regulatory records reviewed, the photographic record of the Site visit (if warranted), and an opinion by ROBERTS regarding recognized and potential environmental conditions at the Site. A Site description, history, and operations narrative (if applicable) will be developed based on ROBERTS' review of historical aerial photographs, interviews with Site personnel, and/or the review of reasonably obtainable records. If deemed appropriate, a copy of a Site plan or facility layout provided to ROBERTS by the Client will be included in the report. However, our cost estimate does not include preparation of Site plans or other facility drawings.

The cost estimate and project schedule included in this proposal is based on the assumption that the following materials/items will be made available prior to or during the Site visit (if applicable):

- Accurate Site location information
- Safe Site and building access
- Information regarding land-use restrictions, violations, or citations regarding past environmental issues at the Site
- All previous environmental reports

Report Deliverable. This proposal includes an electronic copy of the final report for the property to be delivered to the Client as an email attachment or an electronic link for downloading. Hard copies of the report can be prepared for an additional fee of \$150/report.

SCHEDULE AND COST

The fixed fee cost to perform the Phase I ESA of the Site as detailed in the preceding text is **\$1,900**. ROBERTS reserves the right to modify this fixed fee cost in the event that previous environmental reports pertaining to the Site are made available but were not disclosed prior to the preparation of this proposal. Activities performed on behalf of the client beyond the scope of work detailed in this proposal will be invoiced on a time and expense basis and will be in addition to the fixed fee cost presented herein. Such activities could include, but are not limited to, the preparation of necessary submittals to the federal or state agencies in an attempt to establish various liability protection acknowledgments.

**AUTHORIZATION FOR ROBERTS ENVIRONMENTAL SERVICES, LLC, TO
PROCEED WITH PROJECT DESCRIBED IN PRECEDING PROPOSAL**

Proposal Number: 25-10982-10
Proposal Date: November 19, 2025
Client: City of Goshen

Proposal Title: Phase I Environmental Site Assessment Proposal
Vacant Property (Parcel No. 20-11-22-426-008.000-015)
Eisenhower Drive North
Goshen, Indiana

The undersigned hereby authorizes Roberts Environmental Services, LLC ("ROBERTS") to proceed on the above-referenced project in accordance with the referenced proposal and its associated work scope, terms, and conditions. By authorizing the work, the undersigned acknowledges that ROBERTS' proposed work scope is adequate for the undersigned's purposes. The undersigned further acknowledges that they have read, understand, and agree to the terms and conditions governing the project, including, but not limited to, the Standard Terms and Conditions for this project, which are incorporated herein, and are authorized to contractually bind the above-named Client in executing this authorization. In no event shall any subsequent work order or similar document vary the terms and conditions of this authorization, including all terms and conditions incorporated by reference, without the express written agreement of ROBERTS.

Signature

Typed or Printed Name

Company/Affiliation

Title

Date

ROBERTS will proceed with the authorized work upon receipt of a signed Authorization to Proceed.

PLEASE RETURN THIS PAGE TO ROBERTS UPON COMPLETION

materials is considered evidence with respect to the detection, identification, quantification, distribution of contaminants, and remediation cost estimates, but any inference or conclusion based thereon is an opinion based on ROBERTS' professional judgment and shall not be construed as a representation of fact. Client acknowledges that inspecting, sampling, and testing reduce, but do not eliminate, the risk that contaminants may escape detection. A site at which contaminants are not found or do not exist at the time of ROBERTS' inspection or work may later, due to intervening causes such as natural groundwater flow or human activities, become contaminated. Because these risks are beyond ROBERTS' control, Client agrees to assume these risks.

(b). Client shall provide ROBERTS all information in Client's possession, custody, or control concerning the project site which could affect ROBERTS' performance of the work, and ROBERTS may rely on information provided by Client and others in performing services under this document. However, ROBERTS' services to Client do not include an independent analysis of work conducted and information provided by independent laboratories or other independent contractors or consultants retained by ROBERTS or Client, and ROBERTS shall not be responsible for the reliability of such information nor bound by interpretations by others of information developed by ROBERTS.

X(a). ROBERTS shall be responsible solely for the on-site safety of its own employees, and this responsibility shall not be construed by any party to relieve the site owner, Client, or Client's contractors and/or subcontractors from their customary and contractual responsibilities and obligations to maintain a safe project site.

(b). Client agrees to assume the responsibility of reporting to any federal, state, or local public agencies any conditions at the site that may present a potential danger to public health, safety, or the environment and, to the extent required by law, to promptly report regulated conditions, including without limitation, the discovery of releases of hazardous substances at the site, to appropriate public authorities in accordance with applicable laws. Client further agrees to indemnify ROBERTS for any claims resulting from or related to Client's failure to properly report such conditions or releases to the appropriate agencies.

(c). The requirements of all parts of this article shall apply continuously and shall not be limited to normal working hours.

XI(a). Professional fees paid to ROBERTS by Client are in exchange only for ROBERTS' services. Therefore, all reports, recommendations, drawings, specifications, boring logs, field data and notes, laboratory test data, calculations, estimates, and other documents prepared by ROBERTS are instruments of service, not products, and as such remain the property of ROBERTS.

Documents provided by Client shall remain Client's property. ROBERTS shall retain all records related to services performed for a period of five (5) years following submission of the final report, during which time they will be made available to Client for review at all reasonable times.

(b). The services, data, and opinions of ROBERTS performed for and expressed in its instruments of service are for the sole and exclusive use of Client and shall not be provided to or relied upon by any other party without ROBERTS' express written consent. Client acknowledges that the passage of time may result in significant changes in technology, regulations, and economic or site conditions that could render ROBERTS' instruments of service inaccurate or inadequate. Because ROBERTS' instruments of service are limited to the specific project, property, and dates of ROBERTS' services, neither Client nor any other party shall rely on the information, opinions, or conclusions contained in ROBERTS' instruments of service after two (2) years from their date of final issuance without ROBERTS' expressed written consent. Reliance on ROBERTS' instruments of service after such time shall be at the user's sole risk. If Client requests that ROBERTS review its instruments of service after two (2) years from their date of final issuance, ROBERTS shall be entitled to additional compensation at its most current rates or other such terms as may be agreed upon by ROBERTS and Client.

(c). Client agrees to waive any claim against ROBERTS and to defend, indemnify and hold ROBERTS harmless from any claim or liability for injury or loss allegedly arising from the Client's unauthorized use or disclosure to a third party of ROBERTS' information, opinions, or instruments of service or their use in a manner which is incorrect, inappropriate, not intended by ROBERTS, not foreseen at the time ROBERTS' services were rendered, or allegedly arising from considering ROBERTS' instruments of service as products. Such indemnification shall extend to any claim or liability for injury or loss arising from failure to follow ROBERTS' recommendations. Client further agrees to compensate ROBERTS for any time spent or expenses incurred by ROBERTS in defense of any such claim, in accordance with ROBERTS' most current fee and expense schedules and policies.

(d). In the event that ROBERTS is served a subpoena or other similar lawful request for documents or testimony directly or indirectly relating to ROBERTS' information, opinions, or instruments of service, Client agrees to compensate ROBERTS for any time spent or expenses incurred by ROBERTS in providing such documents or testimony, in accordance with ROBERTS' most current fee and expense schedules and policies.

XII. ROBERTS carries Professional liability, pollution liability, and general liability insurance, and worker's compensation insurance. Certificates of coverage will be forwarded to Client upon request. Within the limits of said insurance or the total cumulative

waives the right to remove the action to any other county or jurisdiction; and (3) the prevailing party, in addition to any other remedy or compensation, shall be awarded reasonable costs incurred in litigating the claim, including staff time, court costs, attorney and expert witness fees, and other claim-related expenses.

XVIII. In the event that ROBERTS' field or technical services are interrupted by causes beyond its control, ROBERTS will request compensation for the labor, equipment, and other costs ROBERTS incurs to maintain its work force and capability for Client's benefit during the interruption. For purposes of this document, such causes include, but are not limited to, unusual weather conditions or other natural catastrophes; epidemics; war; riots; labor strikes; lockouts or other industrial disturbances; protest demonstrations; unanticipated site conditions; acts of governmental authorities; inability, despite reasonable diligence, to supply personnel, equipment, or material to the project; or any other cause beyond the reasonable control or contemplation of ROBERTS.

XIX. Neither Client nor ROBERTS shall delegate, assign, sublet, or transfer any duties, claims, or interests under this document, any accompanying work scope and/or proposal, or any breach of these terms and conditions, without the express written consent of the other. The terms and conditions contained in this document shall be binding upon ROBERTS and Client, their heirs, executors, administrators, successors, and assigns.

XX. These terms and conditions and the related work scope and/or proposal are the final and entire agreement between ROBERTS and Client and supersedes any prior written or oral agreements. These terms and conditions and accompanying work scope and/or proposal shall not be changed, modified, or amended except in writing and signed by Client and ROBERTS.

XXI. Any part of these terms and conditions later held to violate law, regulation, or policy shall be deemed void, and all remaining provisions shall continue in force. However, Client and ROBERTS shall in good faith attempt to replace any invalid or unenforceable provision with one that is valid and enforceable and which comes as close as possible to expressing the intent of the original voided provisions. All terms and conditions of this document allocating liability and responsibility between Client and ROBERTS shall survive completion of ROBERTS' services.

Attachments: 2025 Labor Fee Schedule
2025 Equipment, Supplies, and
External Expenses Fee Schedule

ROBERTS ENVIRONMENTAL SERVICES, LLC
2025 GENERAL EQUIPMENT, SUPPLIES, AND EXTERNAL EXPENSES FEE
SCHEDULE¹

COMMON EQUIPMENT:

<u>Item</u>	<u>Rate</u>	<u>Unit</u>
Company Vehicle (<100 miles)	\$85.00	Trip
Company Vehicle (>100/<200 miles)	\$120.00	Trip
Photo Ionization Detector (PID)	\$100.00	Day
Dual Phase Interface Probe	\$60.00	Day
Water Level Indicator	\$30.00	Day
Masterflex Peristaltic Pump	\$95.00	Day
Mechanical Bladder Pump (MBP)	Varies	Day
Submersible Pump (with controller)	\$95.00	Day
Submersible Pump (no controller)	\$50.00	Day
Air Bladder Pump/Controller	Varies	Day
Pressure Washer	\$75.00	Day
Surveying Equipment	\$35.00	Day
Temperature/Conductivity Meter	\$25.00	Day
Optical Dissolved Oxygen Meter	\$50.00	Day
Aqua Troll 600 Multi-Parameter/Low Flow cell	\$180.00	Day
Hand-Auger (Various Sizes)	\$35.00	Day

COMMON SUPPLIES:

<u>Item</u>	<u>Rate</u>	<u>Unit</u>
Bailers, 0.07 to 1.5-inch O.D. Polyethylene	\$10.00	Each
Rigid Polyethylene Tubing	\$0.47	Foot
Decontamination Supplies	\$20.00	Day
Reconditioned 55-Gallon Drum	\$100.00	Each
0.45 Micron In-Line Filter	\$30.00	Each
Nitrile Disposable Gloves	\$0.50	Pair

[Other supplies necessary to complete a specific project will be dependent on nature of work being performed. These supplies will be billed in accordance with specific internal fee schedules or as an external expense, which is simply cost +10%]

EXTERNAL EXPENSES:

<u>Item</u>	<u>Rate</u>	<u>Unit</u>
<u>External Expenses</u> (such as, travel, lodging, subcontracted services, equipment rental, expendable materials purchased for project, etc.):	Cost+10%	----
<u>Per Diem</u> (includes food allowance plus nominal personal expenses):	\$55.00	Day
<u>Mileage</u> (company-owned or personal vehicle):	\$0.67	Mile

¹ Due to supply chain issues beyond the control of ROBERTS, all rates are subject to change throughout the year without notice. Rates provided should be considered estimates.