



**GOSHEN REDEVELOPMENT COMMISSION
AGENDA FOR THE SPECIAL MEETING OF September 25, 2026**

To access online streaming of the meeting, go to <https://us02web.zoom.us/j/81076785935>

The Goshen Redevelopment Commission will meet on September 25, 2026, at 8:30 a.m. in the City Court Room/ Council Chambers at the Goshen Police & Court Building, 111 East Jefferson Street, Goshen, Indiana.

1. CALL TO ORDER/ROLL CALL

2. OLD BUSINESS

- a. Blackport Drive Reconstruction – Revised Project Type and Cost Estimate

3. OPEN FORUM

The open forum is for the general discussion of items that are not otherwise on the agenda. The public will also be given the opportunity at this time to present or comment on items that are not on the agenda.

4. ANNOUNCEMENTS

Next Regular Meeting – October 13, 2026, at 3:00 p.m.

REDEVELOPMENT COMMISSION MEMBERS

Brian Garber, Mayor Appointee 01/2026 – 12/2026

Jonathan Graber, Mayor Appointee 01/2026 – 12/2026

Megan Hessler, Mayor Appointee 01/2026 – 12/2026

Brett Weddell, Council Appointee 1/2026 – 12/2026

Bradd Weddell, School Liaison 01/2026 – 12/2028

Colin Yoder, Council Appointee 1/2026 – 12/2026



**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

Memorandum

To: Goshen Redevelopment Commission

From: Engineering Department

**RE: BLACKPORT DRIVE RECONSTRUCTION – REVISED COST ESTIMATE FOR
HMA STRUCTURAL OVERLAY, COST HISTORY, AND PROJECT SCENARIOS
(DES NO. 2100020; JN 2022-0016)**

Date: September 25, 2026

Project Background

The original Blackport Drive project paired reconstruction of the deteriorated roadway with a new shared-use path through the wetland. Geotechnical work found peat and marl as deep as 32 feet, making a boardwalk expensive and an embankment vulnerable to substantial settlement. The Commission first supported discontinuing the original concept, then approved a smaller roadway project in July 2025 to retain federal participation and avoid repayment of reimbursed design costs. That project also retained culvert replacement, targeted drainage work, and a sidewalk from Lincoln Avenue to Dykstra Street.

The July 2025 project scope called for a preventative maintenance mill-and-overlay treatment. In March 2026, Engineering reported that pavement conditions and INDOT program criteria required an HMA Structural Overlay project. The Commission approved the change in scope, including patching and wedge-and-level pavement to correct roadway cross-slope, at an estimated local contribution of \$440,130.

Cost History

Amounts in Table 1 on page 2 are the estimates reported at respective dates. PE refers to Preliminary Engineering, or design, costs. RW refers to costs for right-of-way acquisition and associated services. CN is Construction, and CE is Construction Engineering, which is essentially construction inspection. Where cells are blank, those costs are not broken out separately but would be included in the total. MACOG has programmed federal funding according to 80% of the March 2026 estimated amounts, except for right-of-way, which was held at 80% of the July 2025 estimated amount.

Blackport Drive Reconstruction – Revised Structural Overlay Cost Estimate and Discussion
September 25, 2026
Page 2

Table 1. Blackport Drive Cost Estimate History

Estimate and Scope	PE	RW	CN and Contingency	Utilities	CE	Total	Local Match
2022 Original Reconstruction and Boardwalk	—	—	\$4,901,000	—	—	\$7,137,200	\$1,427,440
2024/Feb. 2025 Reconstruction, Embankment Path	\$936,200	\$250,000	\$5,609,000	—	\$729,170	\$7,525,000	\$1,505,000*
2024/Feb. 2025 Reconstruction, Boardwalk Path	\$936,200	\$250,000	\$7,103,000– \$7,859,000	—	\$729,170– \$1,021,670	\$9,019,000– \$10,067,000	\$1,803,800– \$2,013,400*
July 2025 Preventative Maintenance	\$936,200	\$132,000	\$711,000	—	\$92,430	\$1,871,630	\$374,326
March 2026 Structural Overlay	\$771,425	\$170,000	\$953,000	\$26,225	\$128,000	\$2,048,650	\$440,130*
Sept. 2026 – Revised Structural Overlay	\$771,425	\$170,000	\$1,281,370	\$26,225	\$128,000	\$2,377,020	\$505,804*

*Note: Local match amounts are higher than 20%, as MACOG did not commit additional funding to the increased estimated RW costs from the Preventative Maintenance to the Structural Overlay scope change. September 2026 local match assumes 80% federal match of CN increase.

Current Request

Stage 2 plan development has identified substantially more pavement patching and wedge-and-level work than Stage 1 estimates carried. Other items also contributed to the increase, but pavement and related patching were top contributors. The revised Stage 2 estimate includes a \$328,370 increase in CN and contingency. Assuming the added CN cost receives 80% federal participation, the local match increase would be \$65,674 - from \$440,130 approved in March to \$505,804. The revised funding request would be submitted to MACOG provided the Commission's approval. While additional federal funding is not guaranteed, from conversations with MACOG, Engineering staff believes there is favorability that this increase would receive some federal funding match.

Decision and Cost Exposure

The City has paid approximately \$428,500 in PE costs to-date, including \$85,700 as a local match and \$342,800 that has, or will soon be, reimbursed via federal funds. If the federal aid project is cancelled outright at this time, the City would have to repay \$342,800 – the 80% federal share of the PE costs.

Table 2 on page 3 is provided to illustrate cost scenarios comparing the repayment amount and increased local match amounts over what has been previously approved by Redevelopment. Engineering staff believe that the 20% increase in construction costs shown would be a possible, though unlikely, increase, considering alternatives recently discussed with Egis and INDOT pavement design staff.

Table 2. Blackport Drive – Redevelopment Funding Scenarios

Project Scenario	Estimated Total Local Match or Repayment	Increase Over \$342,800 Repayment
Cancel Project	\$342,800 Repayment	—
Proceed at September Estimate 80% Federal Match	\$505,804 Local Match	+\$163,004
Construction Cost Rises 20% Added Costs at 80% Federal Match	\$572,975 Local Match	+\$230,175
Construction Cost Rises 20% Added Costs with No Federal Match	\$841,660 Local Match	+\$498,860

If construction costs increase by another 20% beyond the current estimate, it would raise the total project estimate by \$335,856 to \$2,712,876. The two illustrations apply either an 80% federal match or no federal match to that construction cost (CN + CE) increase. If the project were to be cancelled now, the costs to rehabilitate Blackport Drive would need to be absorbed with local City funds. The increases shown would return a structurally improved roadway, as well as the culvert replacement, additional drainage fixes, and the addition of sidewalk.

Engineering and MACOG staff will be present at the Redevelopment meeting to provide additional information for the Commissioners' consideration.

Suggested Motion: Move to approve the estimated Blackport Drive construction cost increase of \$328,370, before a possible federal match, and authorize Engineering to pursue the revised funding request through MACOG's Call for Projects.



**Department of Community Development
CITY OF GOSHEN**

204 East Jefferson Street, Suite 2 • Goshen, IN 46528-3405

Phone (574) 537-3824 • Fax (574) 533-8626 • TDD (574) 534-3185
communitydevelopment@goshencity.com • www.goshenindiana.org

Memorandum

TO: Redevelopment Commission
FROM: Becky Hutsell, Redevelopment Director
RE: **Blackport Drive – Project History, Revised Cost Estimate and MACOG Funding Request**
DATE: September 25, 2026

CURRENT REQUEST TO RDC

Authorize Engineering to apply to MACOG for 80% federal participation in the \$328,370 increase above the previously estimated construction cost. RDC is not being asked at this meeting to approve the full \$328,370 increase or the separate 2028 escalation scenario. If MACOG awards the requested 80%, the current increase would add approximately \$65,674 to the local share.

WHY BLACKPORT STILL WARRANTS INVESTMENT

Blackport Drive was built through a wetland with extremely poor underlying soils. Geotechnical work later identified peat and marl extending as deep as 32 feet, making full reconstruction unusually expensive and creating long-term settlement concerns. At the same time, Blackport remains a critical north/south connector for East Goshen and supports access and circulation associated with industrial growth along Steury Avenue, Lincoln Avenue, Monroe Street, and Logan Street within the Consolidated River Race/US 33 TIF District.

The City is therefore pursuing the most logical and economical treatment intended to provide roughly another 20 years of useful roadway life. Although the project is no longer a full reconstruction, it is also more than routine maintenance: the scope includes replacement of a failing culvert, correction of roadway grade and drainage problems, new sidewalk along the residential portion of the corridor, and a structural overlay with substantial patching and wedge-and-level work.

HOW THE PROJECT HAS EVOLVED

Date	Project / Scope	Key Decision or Context	Total Estimate
2013-14	Shared-use path/boardwalk + culvert concept	Concept discontinued	\$450,000
Oct. 2020	Full reconstruction + shared-use path with boardwalk	Federal/LPA application estimate	\$2,730,000
Dec. 2022	Full reconstruction + shared-use path with boardwalk	Design underway; 2022 RDC approved PE contract	\$7,137,200

Late 2024	Reduced roadway treatment explored	Mill-and-surface through wetland considered to save cost; geotech found major settlement/foundation issues	~\$4.8M construction only*
Jan.-Feb. 2025	Reduced reconstruction limits + path options	RDC ultimately supported no-build for original concept	\$7.525M embankment / \$9.019M-\$10.067M boardwalk
July 2025	Reduced capital-improvement project	Culvert, drainage/grade work, sidewalk, reduced roadway treatment	\$1,871,630
Mar. 2026	HMA Structural Overlay	Scope strengthened based on pavement condition/INDOT criteria	\$2,048,650
Sept. 2026	Revised Structural Overlay	Stage 2 quantities increased patching and wedge-and-level	\$2,377,020

Figure 1. Total project estimates at major milestones. The sharp drop in 2025 reflects a deliberate reset to a much smaller scope after the original reconstruction/path concept was halted, not a reduction in the same unchanged project.

WHAT CHANGED IN THE CURRENT ESTIMATE

Stage 2 plan development identified substantially more pavement patching and wedge-and-level work than the earlier estimate. That raises construction and contingency by \$328,370. If MACOG provides 80% federal participation on that increase, the additional local share would be approximately \$65,674, increasing the estimated total local contribution from \$440,130 to \$505,804.

2028 BID-DATE RISK

Because the project is not expected to bid until 2028, Engineering has also evaluated a separate scenario in which construction costs increase by an additional 20%. Under that scenario, the total project estimate would increase by approximately **\$335,856**. This is intended only to illustrate potential cost exposure and is **not part of the funding authorization requested at this meeting**.

MACOG has indicated a preference for formally considering funding requests every other year as projects develop so that available funds can be balanced appropriately among all eligible projects, which is why we're requesting permission to request increased funding now despite the fact that this will not bid until 2028 to cover the increase we anticipate based upon the revised extent of work.

Cost escalation is routinely included in estimates for LPA projects. In the years immediately following the pandemic, actual construction-cost increases often exceeded the escalation rates typically assumed by INDOT. More recently, escalation appears to have moderated and returned closer to the levels normally anticipated in project estimates.

WHAT THE RDC IS DECIDING NOW

Question	Current Position
Immediate action	Authorize Engineering to request 80% MACOG participation in the \$328,370 increase.

If MACOG awards the full 80%	The current increase adds approximately \$65,674 to the local share, bringing the estimated total local contribution to \$505,804.
20% escalation scenario	Not being approved today. It is shown only to illustrate potential 2028 exposure.
If RDC later chooses not to continue funding	The project will still proceed, with Civil City providing the local funding necessary to complete it. However, because Civil City funding is limited, using that funding source for Blackport Drive would likely consume the available paving and roadway-maintenance budget for an entire construction season.

Suggested Motion: *Move to authorize Engineering to submit a request to MACOG for 80% federal participation in the estimated \$328,370 increase above the previously estimated Blackport Drive construction cost.*