



State Revolving Fund Loan Programs Drinking Water, Wastewater, Nonpoint Source

PRELIMINARY DECISION OF CATEGORICAL EXCLUSION

TO ALL INTERESTED CITIZENS, ORGANIZATIONS AND GOVERNMENT AGENCIES:

**CITY OF ELKHART
WASTEWATER TREATMENT PLANT EXPANSION AND
CSO 6&7 STORAGE AND PUMP FACILITY
SRF # WW 14 16 20 03**

Date: June 11, 2014

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

How were environmental issues considered?

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

Why is additional environmental review not required?

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

How do I submit comments?

Comments can be submitted to:

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

CATEGORICAL EXCLUSION

I. PROJECT IDENTIFICATION

Project Name and Address: **WWTP Expansion and CSO 6&7 Storage and Pump Facility**

City of Elkhart
229 South Second Street
Elkhart, IN 46516

SRF Project Number: WW 14 16 20 03

Authorized Representative: Mr. Dick Moore, Mayor

II. PROJECT LOCATION

The proposed projects are the Elkhart Wastewater Treatment Plant Expansion and CSO 6&7 Storage and Pump Facility. These projects are located in Elkhart County, Concord Township: WWTP is located in Section 7, Township 37N, and Range 5E; CSO 6&7 is located in Section 5, Township 37N, and Range 5E, see Figures 1 and 2.

III. PROJECT NEED AND PURPOSE

The Wastewater Treatment Plant (WWTP) expansion includes upgrades to the North Interceptor Pump Station, plant influent metering and pumping, headworks screening and grit removal, final clarifier launder covers and weir plates, disinfection, and control systems. The project will also include a portable generator and pavement replacement along Vermont Street and Waurika Street. The upgrades are needed to increase the plant's peak capacity to 60 MGD, which is a requirement of Elkhart's Combined Sewer Overflow (CSO) Long Term Control Plan (LTCP), see Figure 3.

The CSO 6 & 7 Storage and Pump Facility is a requirement of Elkhart's CSO LTCP. The facility includes a one million gallon underground storage tank and a new lift station for the dry and wet weather flows. Due to the construction limits of the proposed storage tank construction, Waterfall Drive and Jackson Boulevard roadway and parking lot will be disturbed and replaced, see Figure 4.

The No Action alternative consists of maintaining the present conditions. The City of Elkhart would not be in compliance with the approved CSO LTCP, and would incur violations from state and federal agencies. Therefore, the No Action alternative is not a feasible option for the City of Elkhart.

IV. ESTIMATED PROJECT COSTS, AFFORDABILITY AND FUNDING

Total cost of this project is estimated to be approximately \$23,965,000. Elkhart will finance the project with a loan from the SRF Loan Program for a 20-year term at an annual fixed interest rate to be determined at loan closing. Monthly user rates and charges may need to be analyzed to determine if adjustments are required for loan repayment.

V. ENVIRONMENTAL IMPACTS OF THE FEASIBLE ALTERNATIVES

Construction and operation of the project will not alter, demolish or remove historic properties. If any visual or audible impacts to historic properties occur, they will be temporary and will not alter the characteristics that qualify such properties for inclusion in or eligibility for the National Register of Historic Places. The SRF's finding pursuant to Section 106 of the National Preservation Act is: "no historic properties affected." See figures 5, 6, 7 and 8.

VI. PUBLIC PARTICIPATION

A properly noticed public hearing was held on April 1, 2014 at 9 am on the 2nd floor, council chambers, municipal building located at 229 South Second Street. A question regarding the use of the proposed standby electrical generator was addressed during the hearing. No written comments were received in the 5-day period following the hearing.

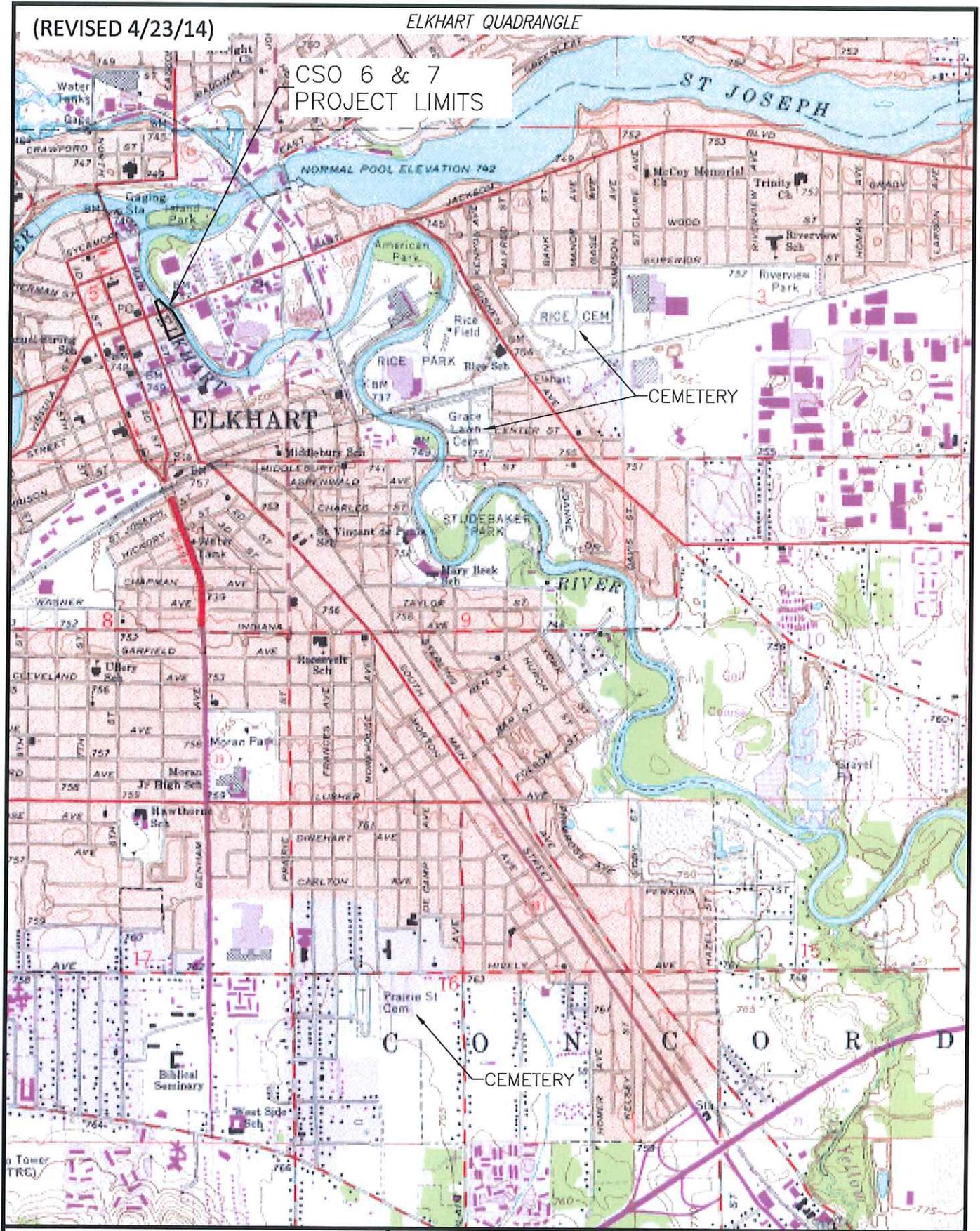
(REVISED 4/23/14)

ELKHART QUADRANGLE

CSO 6 & 7
PROJECT LIMITS

CEMETERY

CEMETERY



CITY OF ELKHART, INDIANA

CSO 6 & 7 PROJECT
USGS QUADRANGLE TOPOGRAPHIC MAP

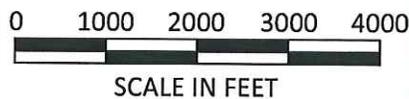
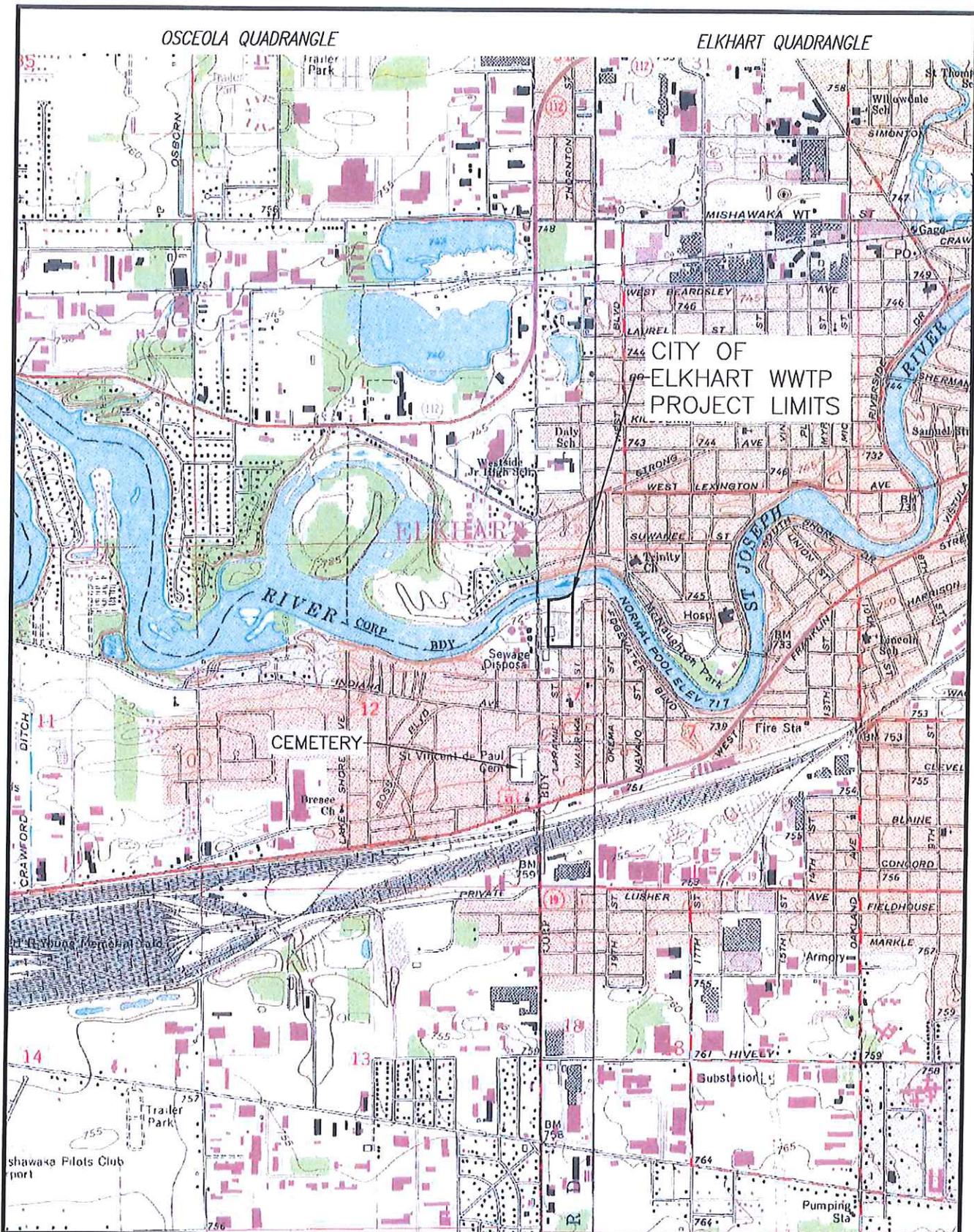
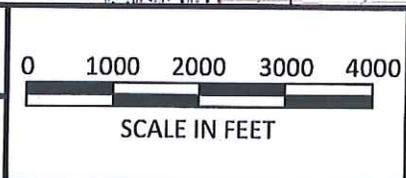


Figure 1



CITY OF ELKHART, INDIANA

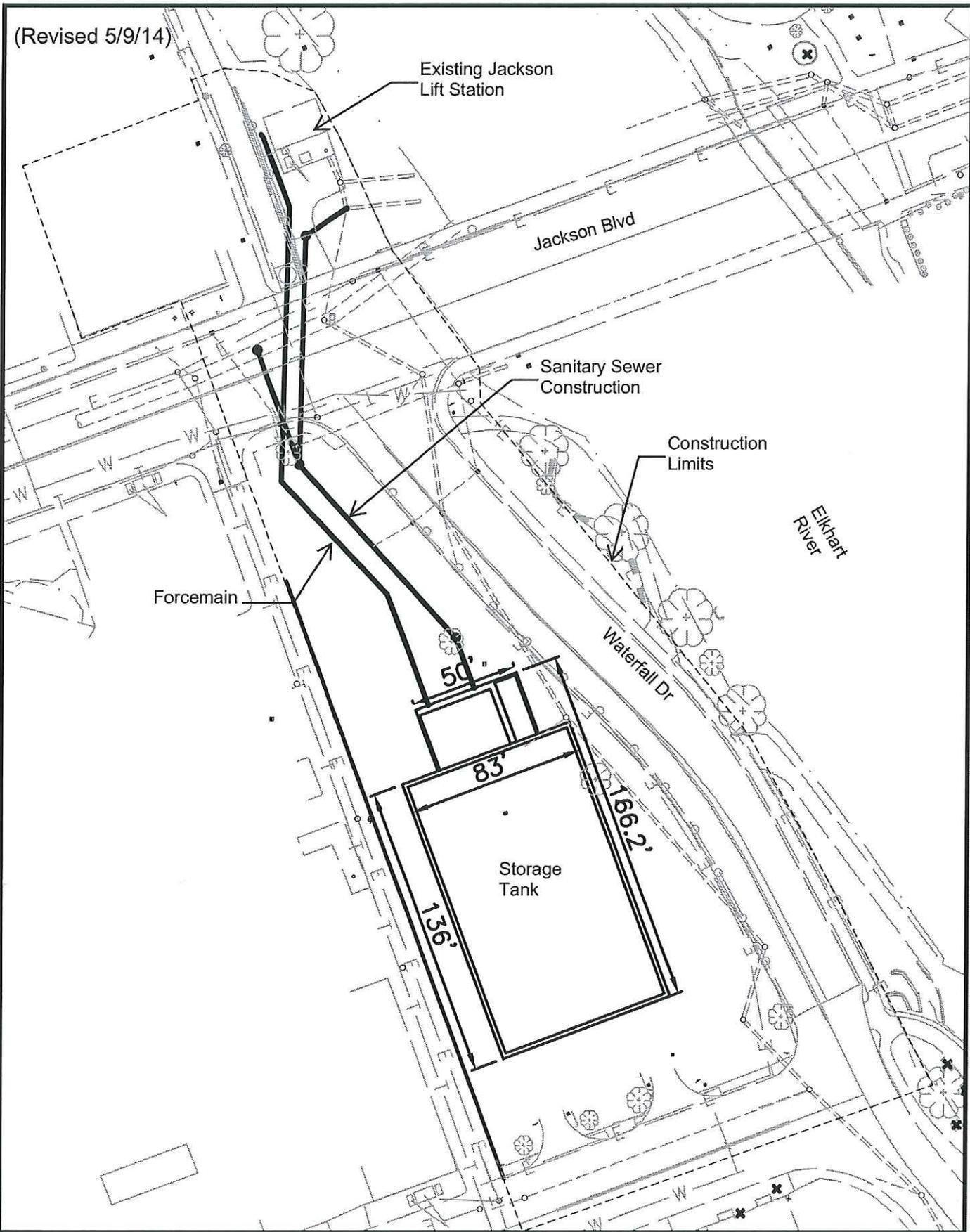
WWTP PROJECT
USGS QUADRANGLE TOPOGRAPHIC MAP



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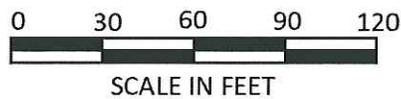
Figure 2

(Revised 5/9/14)



CITY OF ELKHART, INDIANA

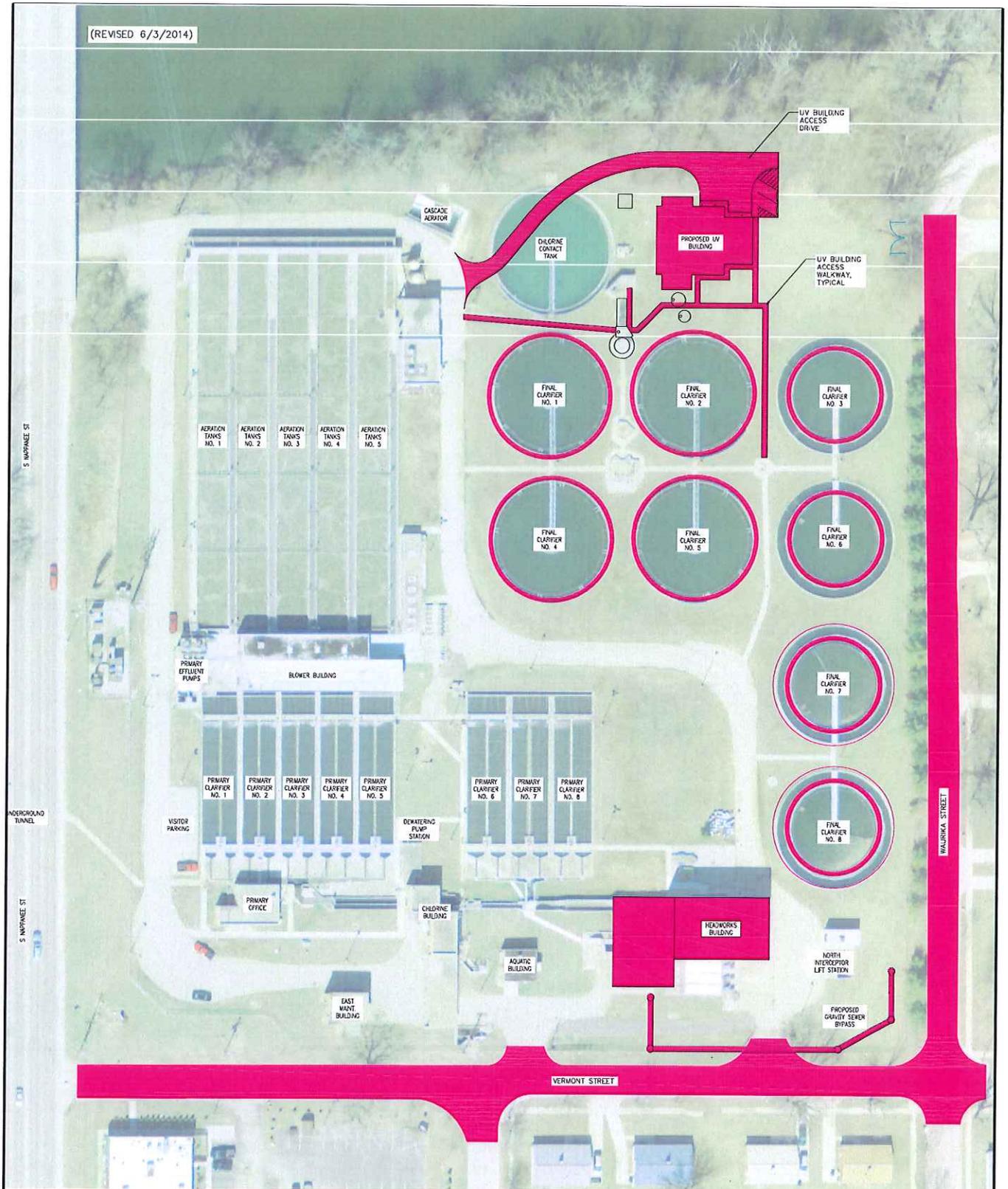
CSO 6 & 7 PROJECT
PROPOSED TANK LAYOUT



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Figure 3

(REVISED 6/3/2014)



LEGEND
 PROPOSED IMPROVEMENTS

CITY OF ELKHART, INDIANA

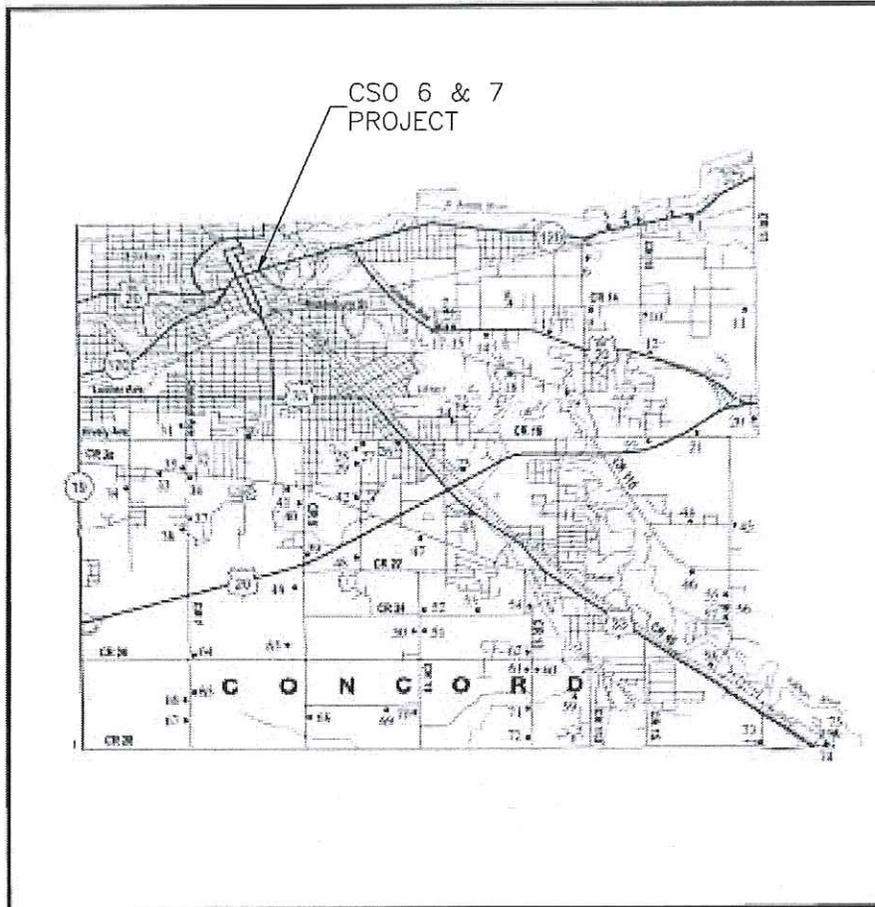
WWTP PROJECT
 PROPOSED IMPROVEMENTS



Figure 4

(REVISED 4/23/14)

Concord Township (25001-075)



Two prominent rivers cross Concord Township: the St. Joseph River flows west through the township's northern portion and the Elkhart River cuts diagonally through the township. The Elkhart River derives its name from an island located at the confluence of the Elkhart and St. Joseph Rivers, which is said to resemble the shape of an elk's head.

The original 1830 boundaries of the township encompassed present-day Cleveland, Gosport, Washington, Bangs, Concord, and Jefferson townships. In 1834, Concord Township was greatly reduced in size as the lands of Washington and Jefferson townships became part of Middlebury Township. Less than a year later, Gosport and Cleveland townships were divided to form Cleveland Township. In 1836 Concord Township's present boundaries were established when Bangs Township split off to become its own township.

The earliest settler in the township was Joseph Kolbinger, who arrived on the north side of the St. Joseph River near the mouth of Christiana Creek as early as 1821. A few years later more settlers arrived and formed the village of Pulaski. Pulaski consisted of a post office, gristmill, and several houses. In 1831, Dr. Haylah Beardsley purchased a tract of land just south of the St. Joseph River from the Indian Chief Pierre Maxon. In 1832, Dr. Beardsley hired George Crawford to survey and plat the village of Elkhart and it began to grow steadily. In 1858 it was incorporated as a town and chartered as a city in 1875.

The rapid growth of Elkhart was largely due to its location along the rivers and the coming of the railroad. In the 1870s, the hydraulic works were developed, harnessing the power of the Elkhart River and allowing growth of industry in Elkhart. In 1870, the Lake Shore & Michigan Southern Railroad opened engine works and repair shops in Elkhart. The shops created many jobs and opportunities for

CITY OF ELKHART, INDIANA

CONCORD TOWNSHIP
HISTORICAL MAP

NOT TO SCALE



SCALE IN FEET

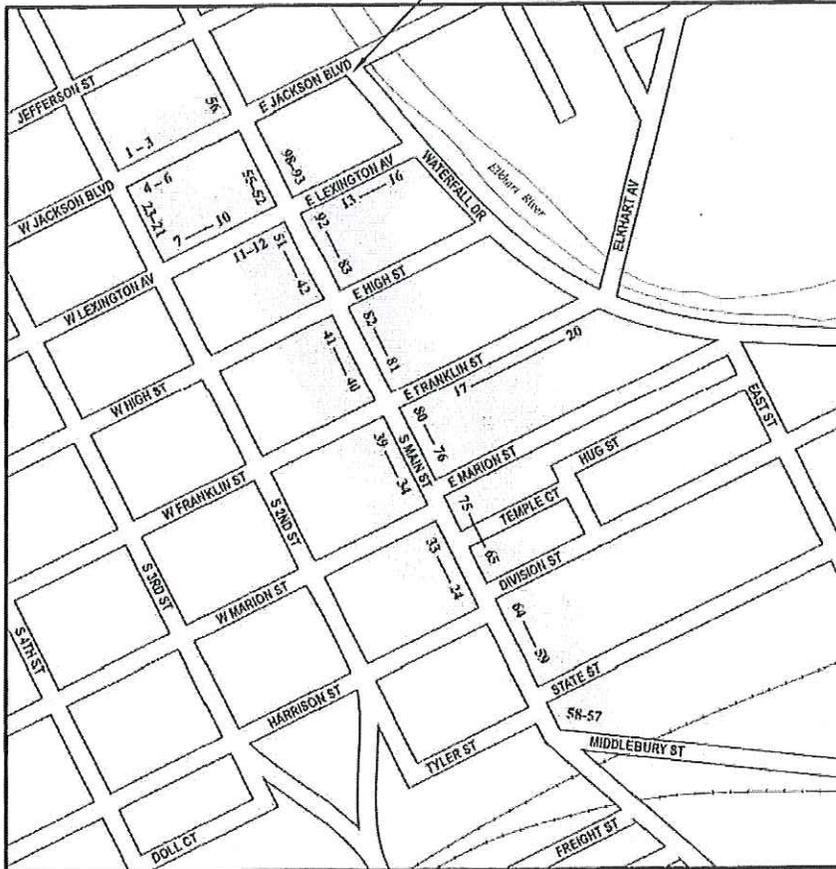


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Figure 5

Elkhart Downtown Commercial Historic District (039-186-26001-098)

CSO 6 & 7. REFER TO QUAD
MAP FOR PROJECT LIMITS



Nestled close to the railroad and the Elkhart and St. Joseph rivers lies the Elkhart Downtown Commercial Historic District. Its location along the railroad and rivers spurred its development and growth. The district includes approximately eight blocks of Main Street, a block of East Franklin Street, two blocks of Lexington Avenue, and a block of Second Street. The district's development began in 1870 and continued until 1930. Listed in the National Register of Historic Places, the district is mostly comprised of commercial buildings dominated by the Italianate, Queen Anne, and Neoclassical styles.

In the 1870s, railroad repair shops were built southwest of downtown and the hydraulic works were completed on the Elkhart River. Those two establishments were catalysts for increased industrial and commercial activity downtown.

Two noted local architects designed buildings in the district. Bristof's A. H. Ellwood designed the exuberant Green Block on East Lexington Street in 1895 (26013). Individually listed in the National Register of Historic Places, the Green Block is an excellent example of the Queen Anne style applied to a commercial building. The most prominent architect represented in the district is E. Hill Turnock. Turnock designed several Craftsman- and Prairie-influenced buildings downtown including the YWCA (26009) and the Elkhart Water Company (26093).

The railroad repair shops closed in 1930, marking the beginning of downtown Elkhart's decline. The Great Depression deepened the local economy's struggle. The Indiana Toll Road was built during the 1950s, passing north of downtown Elkhart and pulling business away from the historic commercial center. Several historic buildings were lost during the district's decline. Fortunately, a renewed interest in revitalization and a riverwalk project leads efforts to draw new businesses downtown.

CITY OF ELKHART, INDIANA

DOWNTOWN COMMERCIAL
HISTORICAL MAP

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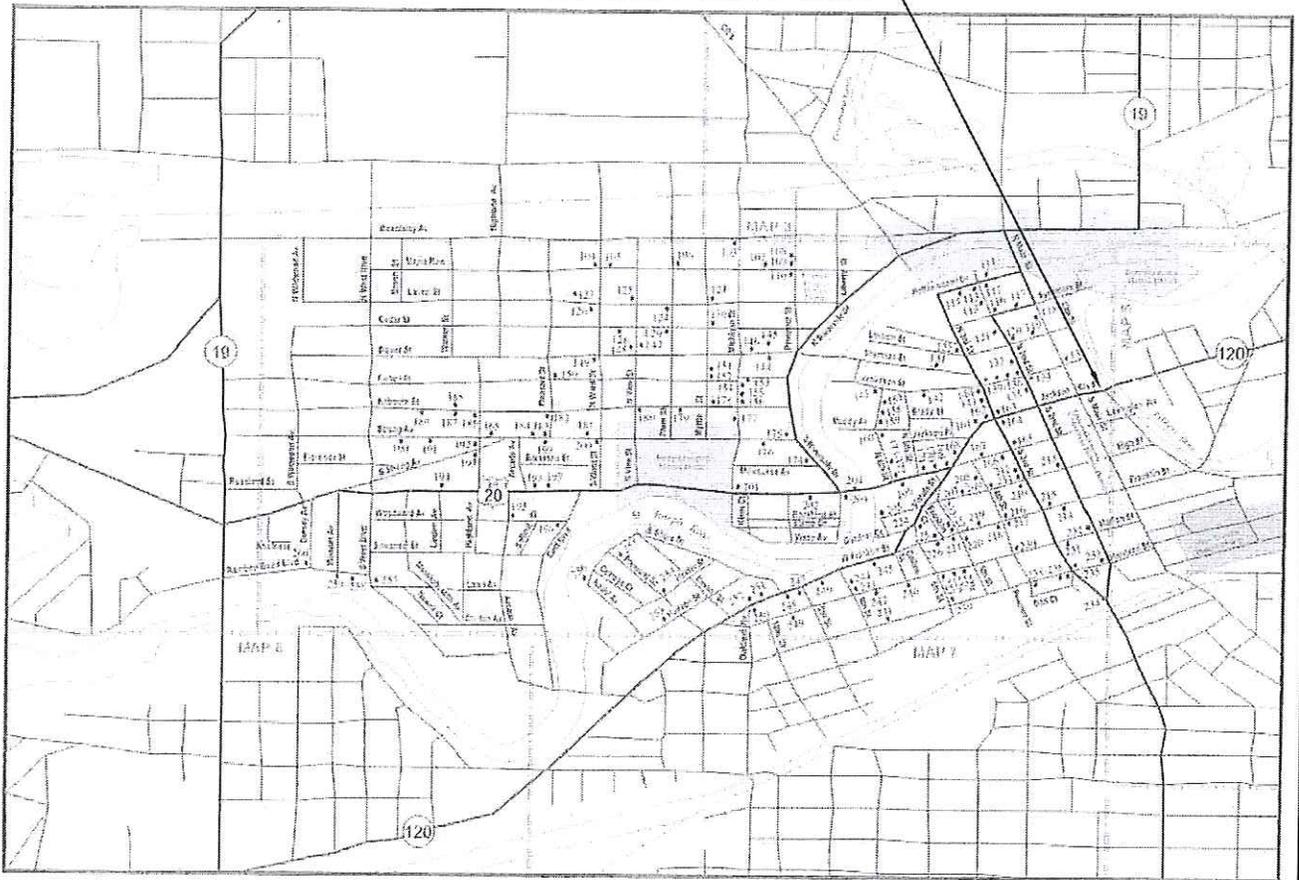


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Figure 6

Elkhart Scattered Sites Map 4 (33103-260)

CSO 6 & 7. REFER TO QUAD
MAP FOR PROJECT LIMITS



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CITY OF ELKHART, INDIANA

SCATTERED SITES MAP 4
HISTORICAL MAP

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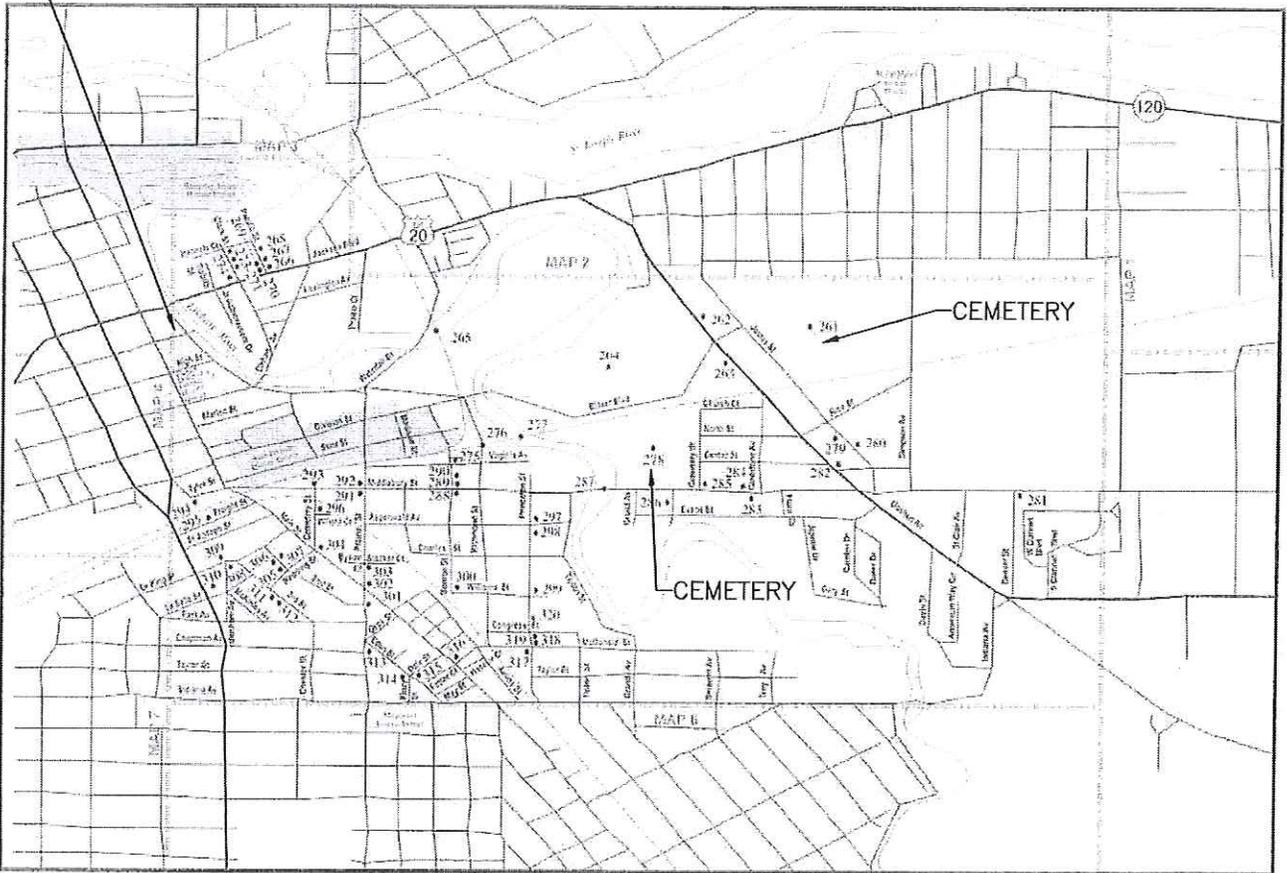


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Figure 7

Elkhart Scattered Sites Map 5 (33261-320)

CSO 6 & 7. REFER TO QUAD
MAP FOR PROJECT LIMITS



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CITY OF ELKHART, INDIANA

SCATTERED SITES MAP 5
HISTORICAL MAP

NOT TO SCALE



SCALE IN FEET



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Figure 8