

AGENDA

ELKHART COUNTY PLAN COMMISSION

August 13, 2026
9:30 A.M.

Public Service Building
Meeting Rooms A & B
4230 Elkhart Road, Goshen, IN

Call to Order

Roll Call

Approval of the minutes of the last regular meetings of the Elkhart County Plan Commission, held on the 9th day of July at 9:30 a.m. and 2:00 p.m.

Acceptance of the Elkhart County Development Ordinance, and Staff Report materials as evidence for today's hearings.

GENERAL PLANNED UNIT DEVELOPMENT **9:30 A.M.** **(WARNER)**
A. Petitioner: 13709 CR 4 LLC **(page 3)**
 represented by Surveying and Mapping, LLC
 Petition: for a zone map change from A-1 & M-1 to a GPUD M-2 to be known as **13709**
 CR 4 GPUD M-2.
 Location: northwest corner of CR 4, and CR 35, common address of 13709 CR 4,
 Bristol, IN 46507 in York Township. (GPUD-0431-2026)

DETAILED PLANNED UNIT DEVELOPMENT
B. Petitioner: Michiana Equipment LLC, Star AG LLC, **(page 4)**
 & Star Property Real Estate Company LLC
 Att: Joel Lambright
 represented by Land & Boundary LLC
 Petition: for a zone map change from A-1 & DPUD A-1 to DPUD M-1 and for primary
 approval of a 1-lot subdivision to be known as **MIST MINOR**
 SUBDIVISION.
 Location: north side of CR 30, 1,250 ft. east of CR 37, common address of 12737 CR
 30, Middlebury, IN 46540 in Clinton Township. (DPUD-0436-2026)

MILLERSBURG COMPREHENSIVE PLAN AMENDMENT
C. Petitioner: Town of Millersburg **(page 5)**
 Petition: an amendment to incorporate the Millersburg Bike and Pedestrian Master Plan
 into the Town of Millersburg Comprehensive Plan. The amendment
 addresses bicycle and pedestrian facilities, sidewalks, trails, public ways,
 connectivity, accessibility, safety, transportation alternatives, public

improvements, and related implementation priorities within the Town of
Millersburg.
Location: Incorporated area of Millersburg.

PUBLIC MEETING ITEMS *(time of review at the discretion of the Plan Commission)*

STAFF/BOARD ITEMS *(time of review at the discretion of the Plan Commission)*

- *Board of County Commissioners Approvals Following Plan Commission Recommendations.*
- *Minor Change, Martin Truss DPUD (DPUD-0858-2024), Andrew G. & Susie Martin to amend the narrative.*
- *Amendment to the Northeast Corridor TIF to remove parcels.*

ADJOURNMENT

Phil Barker – County Surveyor: no term

Steven Edwards – Appointed by Commissioners: term 1/1/23 – 12/31/26

Steve Warner - Appointed by Commissioners: term 1/1/23 – 12/31/26

Lori Snyder - Appointed by Commissioners: term 1/1/25 – 12/31/28

Steven Clark – County Council Liaison: no term

Brad Rogers – County Commissioners Liaison: no term

Brian Dickerson – Appointed by Commissioners: term 1/1/26 – 12/31/29

Roger Miller – Appointed by Commissioners: term 1/1/25 – 12/31/28

PLAN MINUTES
ELKHART COUNTY PLAN COMMISSION MEETING
HELD ON THE 9TH DAY OF JULY 2026 AT 2:00 P.M. ST. MARK'S CHURCH,
502 N. MAIN ST., GOSHEN, INDIANA 46528

1. The regular meeting of the Elkhart County Plan Commission was called to order by the Chairman, Steve Warner. The following staff members were present: Mae Kratzer, Plan Director; Jason Auvil, Planning Manager; Danny Dean, Planner; Danielle Richards, Planner; Laura Gilbert, Administrative Coordinator; and Jackson Beck, Attorney for the Board.

Roll Call:

Present: Phil Barker, Steve Edwards, Steve Warner, Lori Snyder, Steve Clark, Brad Rogers. Brian Dickerson, Roger Miller.

2. A motion was made and seconded (*Snyder/Miller*) that the Elkhart County Development Ordinance be accepted as evidence for today's hearings. The motion was carried with a unanimous vote.

3. The application for a zone map change from A-1 & M-1 to DPUD M-1 and for primary approval of 2 lot minor subdivision to be known as BRISTOL INNOVATION PARK DPUD, for Ronald L. & Jane M. Kauffman Trustees Life Estate & Barbara Christine Trustee of the Barbara Christine Wilhelm Lifetime Family Trust represented by Jones Petrie Rafinski, on the several properties located on the north & south sides of CR 23 between S. Division St. (SR 15) & CR 19, north of CR 14, in Washington Township, zoned A-1 & M-1, was presented at this time.

Jason Auvil presented the Staff Report/Staff Analysis, which is attached for review as *Case #DPUD-0340-2026*.

Ken Jones, Jones Petrie Rafinski, 325 W. Lafayette, South Bend was present representing the petitioner.

Angela Smith, Jones Petrie Rafinski, 325 W. Lafayette, South Bend, was present representing the petitioner. Mrs. Smith presented a power point for the Bristol Innovation Park DPUD petition. She explained the adjacent property owners were notified via letter about this development and they held 4 different meetings with a question/answer portion. She stated Jones Petrie Rafinski launched a website the day of the filing to keep everyone up to date concerning this project with the ability for the public to ask questions, www.bristolinnovationpark.com. She stated Jones Petrie Rafinski was hired by the landowner, not the Town of Bristol for this development. She went on to say the design concept was designed with the residences concerns as their number one priority. She mentioned that a data center still can be built on the 400 acres that is already zoned M-1, but rezoning the rest of the parcels to DPUD M-1 will allow for better buffering/protection for the adjacent property owners.

Ken Jones came back on to explain the site plan in detail along with the impacts that will effect this area. He explained in depth regarding water ways and how they are all intertwined with this development.

Angela came back on to restate this development was designed to think about the neighbors first and development second. She explained in detail how the buffering will look in this development. She went on to talk about landscaping and berm that would be used, along with berms and their locations and appearance. She addressed the sound concerns with a study that was

done in St. Joseph County, along with the different decibel levels and their impacts. She went on to talk about the lighting that will be used on this development. She stated that Bristol just adopted a dark sky standard, which requires all light be shielded and the light will be casted down.

Ken Jones came back to discuss a “community friendly” plan. He explained to the Board that with the proposed standards the adjacent property owners would be protected. Mr. Jones explained a hydrogeological study, wetlands, storm water management, traffic impact study, and utility analysis are required and very specific to this development. He stated construction of the buffering will start at the same time as the start of construction. He noted any property owners impacted with private wells will be a part of the hydrogeological study.

Following is a list of those opposed to the petition who own property within 300 ft. of the subject property.

Andrew Archer & Kristin Archer, 55082 CR 19, Bristol.

Ryan Elliott, 54868 Leona Ct. Bristol.

Sherri Otto, 18686 CR 23, Bristol.

Lester Otto, 18686 CR 23, Bristol.

Ernie Yoder, 54873 CR 23, Bristol.

John Campbell, 18565 CR 14, Bristol.

Rikki Kain, 4000 E. Bristol St., Suite 3, Elkhart. He submitted [*Remonstrator Exhibit #1*].

Erica Simeri, 56099 CR 21, Bristol.

Timothy Stanley, 55585 Willowbend Blvd., Bristol.

The main concerns of the property owners closest to this development were environmental impacts with the main concerns regarding the aquifers and watersheds. They asked how this development would be beneficial to the community. Property owners expressed their distaste with having a data center adjacent to their property and asked what it would do to their property values. They also expressed the sound pollution that it would create and how that would effect their daily lives and overall health. In closing the property owners asked the Plan Commission to make a denial recommendation to the Bristol’s Town Council, citing concerns regarding data center impacts.

Jason Auvil submitted emails staff received in remonstrance prior to the hearing and a letter from Jeff Beachy, Bristol Town Council President in favor of the request. [*Staff Exhibit #1 and Staff Exhibit #2*].

Following is a list of those who spoke in opposition to the request who do not own property within 300 ft. of the subject property.

Thomas J. Wagler, 56271 CR 23, Bristol.

Pat Denlinger, 54203 Stone Way, Elkhart.

Kristen Vance, 52846 CR 7, Elkhart.

Tom Boomersshine, 16139 CR 20, Goshen.

Irian Hornblower, 10 Shore Manor Dr., Bristol.

Nic Wyse, 13551 CR 12, Middlebury.

Zach Grass, 55480 CR 19, Bristol.

Derek Sammut, 52779 Jackie Ln., Elkhart.

Anna Dorr, 10095 CR 16, Middlebury.

Sawyer Young, 20512 Matthew Dr., New Paris.

Ursula Nolte, 17505 CR 2, Bristol.

Jesse Wotrins, 25686 Lake Dr.

Linda Clark, 19620 CR 16, Bristol. [*Remonstrator Exhibit #2*].

Patrick Blakesley, 19620 CR 16, Bristol.

Christine Montano, 56760 CR 31, Goshen.

Michelle Walter, 1209 White Oak Dr., Goshen.

Rich Smucker, 215 W. Madison St. Goshen.

Steve Krallman, 17716 CR 112, Bristol.

Richard Streebel, 57453 Walden Ct., Goshen.

Steve Carlson, 3316 Bridgetown Rd., Bristol.

Elizabeth Hall, 54800 CR 27, Bristol.

Mikel Ropp, 207 Charles St., Bristol.

Susan Loomis, 541130 Eastview Dr., Bristol.

Greg Love, Bristol.

Linda Clark, 19620 CR 16, Bristol.

Quinn Grass, 55561 SR 15, Bristol.

Joshua Woods, 60773 SR 15, Goshen.

Bob Barnes, 205 Witmer Ave., Elkhart.

Alexandrea Taylor, 708 E. Jefferson, Goshen.

Grace Bickel, 96 Greenway Dr., Goshen.

Skylar Wotring, 25887 Lake Dr.

Kelly Smith, Middlebury.

Margaret Easton, Elkhart.

Michelle Milne, 215 W. Madison St., Goshen.

RJ Butler, 55931 Dana Dr., Bristol.

David Lung, 3311 Bridgetown Rd. Bristol.

Susan Loomis, 54130 Eastview Dr., Bristol.

Haddi Zentz, 1309 Fulton St., Elkhart.

Merle Baker, 245 The Willows, Goshen.

Audrey Nesbitt, 56100 Dana Dr., Bristol.

River Norton, 1410 Pembroke Cr., Goshen.

Monica Swartzentruber, P.O. Box 1110, Middlebury.

Dwight Fish, 1627 Elizabeth St., Goshen.

John Brewer, 1017 W. Hubbard Ave., Elkhart.

Cindy Hijacek, Goshen.

Pam Keiser, Middlebury.

Lynn Kauffman, Goshen.

Emily Yaw, 56921 Summit Park Dr., Elkhart.

Jean Borglum, 57453 Walden Ct., Goshen.

Nancy Hannah, 23577 Bel Ridge Dr., Elkhart.

John Stoltzfus, 706 S. 6th St., Goshen.

Jeanne Silver, 51144 CR 29, Bristol.

The main concerns of these property owners were data centers in general. They mentioned the negative impacts on nature and farmland for food production. They stated their concerns on the effects of drinkable water and the future contamination that a data center could have on the aquifers, water sheds, and the depletion of the water tables. They mentioned the overall quality of life and the

negative effects on the health of the residences of Elkhart County would be greatly impacted by a data center. They expressed concerns about property values going down in the Town of Bristol. Many people noted that no one has spoken of the benefits a data center would have on the community.

A motion was made and seconded (*Dickerson/Clark*) to close the public-comment portion of the hearing. The motion was carried with a unanimous vote. The applicant was then allowed rebuttal and closing comments.

Angela Smith came back up to speak in response to the remonstrators' concerns and closing statement. She discussed her experience as a City Planner and that experience has made her very knowledgeable about how the procedures work within the DPUD process. She stressed that with her years of experience, as well as the total experience of the team at JPR, their stringent conditions imposed are an example of them knowing what the public needs to ensure they do not feel or see an impact of any development on this site. She explained that all the work that has gone into this petition was done thoroughly and with extra care and thought put into the standards that were added to the conditions proposed for the end user to have to follow. She continued to say that the noise level of a data center, with their added buffering and setbacks, will not create decibel levels which will cause harm to the neighbors. She emphasized that she has extensive understanding of the State codes and laws regarding Planning procedure, public process, and that no violations occurred during any of the planning of the petition or during the application stages.

Ken Jones came back up to speak. He expressed his gratitude for the public coming out and stating their concerns and thanked them for being a part of this process. He stressed that without knowing the concerns, regardless of how the board votes, they, as developers, cannot fully understand the needs of the public for future developments. He went on to discuss the testing that is imposed in the conditions for end users who purchase the property including hydrotesting, soil testing, traffic studies, and the impact to utilities. He explained that the aquifers will not be depleted and that further studies can show how much water a data center uses compared to other entities. He stressed that no matter what kind of industry is proposed to be built, traffic impact studies will be needed prior to any further petitions or building permits to ensure that they have adequate infrastructure and ingress and egress that will be approved by the Elkhart County Highway Department. He continued to go into detail about how the end user would need to do a SWPPP for Stormwater and show adequate retention areas for the size of building and paved areas.

Following the applicant's rebuttal, a motion was made and seconded (*Dickerson/Clark*) that the public hearing be closed, and the motion was carried with a unanimous vote.

Brad Rogers stated he has concerns with this DPUD in the detail that is missing, and it is more of a GPUD instead of a DPUD. He stated he has concerns that the Tech Committee was not able to sign off of this petition for road impacts and storm water. He went on to say he has concerns about the noise limits. He explained there is an existing factory in Elkhart that is too loud, and it is unenforced in the county, because the source is in Elkhart City, not the County. He mentioned the generators for this location will be a problem. He explained he was irritated that any new building

will be an amendment to the existing DPUD and will have to go through this process all over again. He stated he is not in favor of this petition.

Roger Miller stated he has no issues moving this project forward as M-1. However he explained it is clear to him that it will be a data center if the zone is changed. He expressed there is not enough data showing what could happen to data centers in the next 5-6 years. He also stated his concerns about ground water pollution. He expressed if something happens, like making too much noise or using too much water, once the data center starts there is no shutting it off. He went on to say he is not in favor of a data center. He stated this petition should have been presented as a GPUD, not a DPUD.

Steve Clark stated the largest benefit of this project would be the property tax revenue. He went on to say it would lower property taxes. He stated the 60 decibels is compared to being next to a road, however the difference is a data center would be a constant noise, it will never stop. Mr. Clark is not in favor of this project.

Lori Snyder questioned if this is the right time to bring up a moratorium for data centers. She expressed she has no issues with M-1 and this decision is not being made lightly. She stated she is not in favor of a data center.

Steve Edwards mentioned there is a concern with the unknown. He stated he is not in favor of this petition.

Phil Barker stated he had a problem from the beginning with this project was being called a DPUD because it did not meet the requirements for it. He stated his concerns are for the wetlands. He mentioned JPR did an excellent job with a water management system. Mr. Barker expressed he will vote against this petition.

Brian Dickerson thanked the public for coming out. He reminded them there is already a parcel that has been rezoned as M-1 and is large enough for data center use. He stated he is hopeful that the property will be developed in some way with the standards that JPR has provided today. He mentioned concerns the generators will create a lot of noise.

Steve Warner commended JPR on the fine job they did in presenting the facts on key points, NIPSCO, water use-the lack there of, the noise issues, and the buffering. He mentioned the Plan Commission has been educated on data centers, however that is not specifically what is going to happen on this site. He stated there is an increased need for data centers with AI and autonomous driving, along with many other things. He reminded the crowd that the Boards job is only to make a recommendation to the Bristol Town Council.

The Board examined said request, and after due consideration and deliberation:

Motion: Action: Deny, **Moved by** Steve Clark, **Seconded by** Brad Rogers that the Advisory Plan Commission recommend to the Town Council of the Town of Bristol, Indiana that this request for a zone map change from A-1 & M-1 to DPUD M-1 and for primary approval of 2 lot minor subdivision to be known as BRISTOL INNOVATION PARK DPUD be denied based on the findings and conclusions of the Board.

Vote: Motion carried by roll call vote (**summary:** Yes = 6, No = 2)

Yes: Phil Barker, Steven Edwards, Lori Snyder, Steve Clark, Brad Rogers, Roger Miller.

No: Steve Warner, Brian Dickerson.

Findings: The Commission recommended that the Bristol Town Council not adopt the proposed

DPUD M-1 zone map change as submitted. In support of this recommendation, the Commission finds that the proposal, as submitted, did not sufficiently demonstrate consistency with the applicable comprehensive plan and Town planning policies; compatibility with current conditions and the character of surrounding residential, agricultural, and industrial uses; conservation of property values; or responsible development and growth. The Commission further finds that unresolved concerns remained regarding the level of detail provided for DPUD review, including final building and operational details, road and traffic impacts, stormwater and drainage, groundwater and wetland impacts, utility and water-use questions, and noise impacts, including generator noise.

The Commission further denied primary approval of the proposed 2-lot minor subdivision based on the deficiencies identified in the record, including unresolved issues regarding access and road impacts, stormwater and drainage, utility service, and other technical requirements necessary to determine compliance with applicable subdivision-control standards.

5. A motion was made and seconded (*Clark/Dickerson*) that the meeting be adjourned. The motion was carried with a unanimous vote, and the meeting was adjourned at 7:05 p.m.

Respectfully submitted,

Amber Weiss, Recording Secretary

Steve Warner, Chairman

Plan Commission Staff Report

Prepared by the *Department of Planning and Development*

Hearing Date: August 13, 2026

Transaction Number: GPUD-0431-2026.

Parcel Number(s): 20-04-16-300-029.000-032, 20-04-16-300-030.000-032, 20-04-16-300-034.000-032.

Existing Zoning: A-1, M-1.

Petition: For a zone map change from A-1 & M-1 to a GPUD M-2 to be known as 13709 CR 4 GPUD M-2.

Petitioner: 13709 CR 4 LLC, represented by Surveying and Mapping LLC.

Location: Northwest corner of CR 4 and CR 35, in York Township.

Adjacent Zoning and Land Uses: The following table shows the zoning and current land use for the subject property and adjacent sites.

	Zoning	Current Land Use
Subject Property	M-1, A-1	Vacant manufacturing & agricultural
North	A-1	Residential
South		Toll Road
East	A-1	Residential
West	M-1, M-2	Manufacturing

Site Description: The subject property is comprised of 3 parcels totaling 52.357 acres. The southernmost parcel is currently zoned M-1 and A-1, and the 2 north parcels are zoned A-1. It is bordered at the west by manufacturing, the south is bordered by Indiana Toll Road, and at the north and east by residential and agricultural uses. The site has 2,830 ft. +/- of frontage on CR 4 and CR 35 with an existing access point on CR 4 that will be utilized.

History and General Notes:

- **March 16, 1970** – The BCC approved a rezoning from A-1 to M-1 on the south half of parcel 20-04-16-300-030.000-032.

Zoning District Purpose Statements: The purpose of the GPUD, General Planned Unit Development, Overlay zoning district is to allow an applicant the benefit of flexibility in development in exchange for increased public or private amenities that go beyond the requirements of the Development Ordinance. The purpose of the M-2, Heavy Manufacturing, zoning district is to accommodate moderate and highly intense manufacturing uses and to prevent encroachment by residential and lighter commercial uses that would eventually lead to land use conflicts. Permitted uses may produce heavy traffic, noise, odor or smoke.

Plan Commission Staff Report (Continued)

Hearing Date: August 13, 2026

Staff Analysis: The purpose of this rezoning petition is to allow for a general concept of a manufacturing business to be allowed in a mixed-use manufacturing area.

The staff, after reviewing this petition, recommends **APPROVAL** of this rezoning for the following reasons:

1. The requested Zoning Map Amendment complies with the Comprehensive Plan. The plan states that commercial development should be directed to transportation corridors and that reuse of commercial sites should be encouraged.
2. The request is in character with current conditions, structures, and uses on the subject property and in its surroundings. The existing M-1 zoning district on the south half of the south parcel and to the west side of the subject parcels was approved in 1970.
3. The most desirable use of the subject property is manufacturing and/or compatible uses.
4. The request conserves property values. The proposed use will fulfill comprehensive plan directives and serve area residents, and development will not begin until a separate DPUD is submitted and approved.
5. The proposed rezoning promotes responsible growth and development. The intersection of CR 4 and CR 35 has been a node of mixed commercial and residential activity since 1970 and due to the location there will not be room for expansion of manufacturing to the south, east, or north.

Staff Analysis Continued: The staff, after reviewing this petition with the assistance of the Elkhart County Technical Committee, recommends **APPROVAL** of this GPUD.

PLAN COMMISSION & BOARD OF ZONING APPEALS

General PUD - General PUD

Elkhart County Planning & Development Public Services Building

4230 Elkhart Road, Goshen, Indiana, 46526

Phone - (574) 971-4678

Fax - (574) 971-4578

GPUD-0431-2026

Date: 07/02/2026 Meeting Date: August 13, 2026
Plan Commission Hearing (PUD) Transaction #: GPUD-0431-2026

Description: for a zone map change from A-1 & M-1 to GPUD M-2 to be known as 13709 COUNTY ROAD 4 G.P.U.D
M-2

Contacts: <u>Applicant</u>	<u>Land Owner</u>	<u>Private Surveyor</u>
Surveying And Mapping Llc 2810 Dexter Dr. Elkhart, IN 46514	13709 County Road 4 Llc, Jeff Long, President 51650 County Road 133 Bristol, IN 46507	Surveying And Mapping Llc 2810 Dexter Dr. Elkhart, IN 46514

Site Address: 13709 County Road 4 Bristol, IN 46507	Parcel Number: 20-04-16-300-029.000-032 20-04-16-300-030.000-032 20-04-16-300-034.000-032
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Township: York
Location: Northwest Corner Of County Road 4 And County Road 35

Subdivision:	Lot #
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Lot Area: 37.87	Frontage: 2,883.00	Depth: 1,560.00
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Zoning: A-1, M-1	NPO List:
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Present Use of Property: AGRICULTURAL

Legal Description:

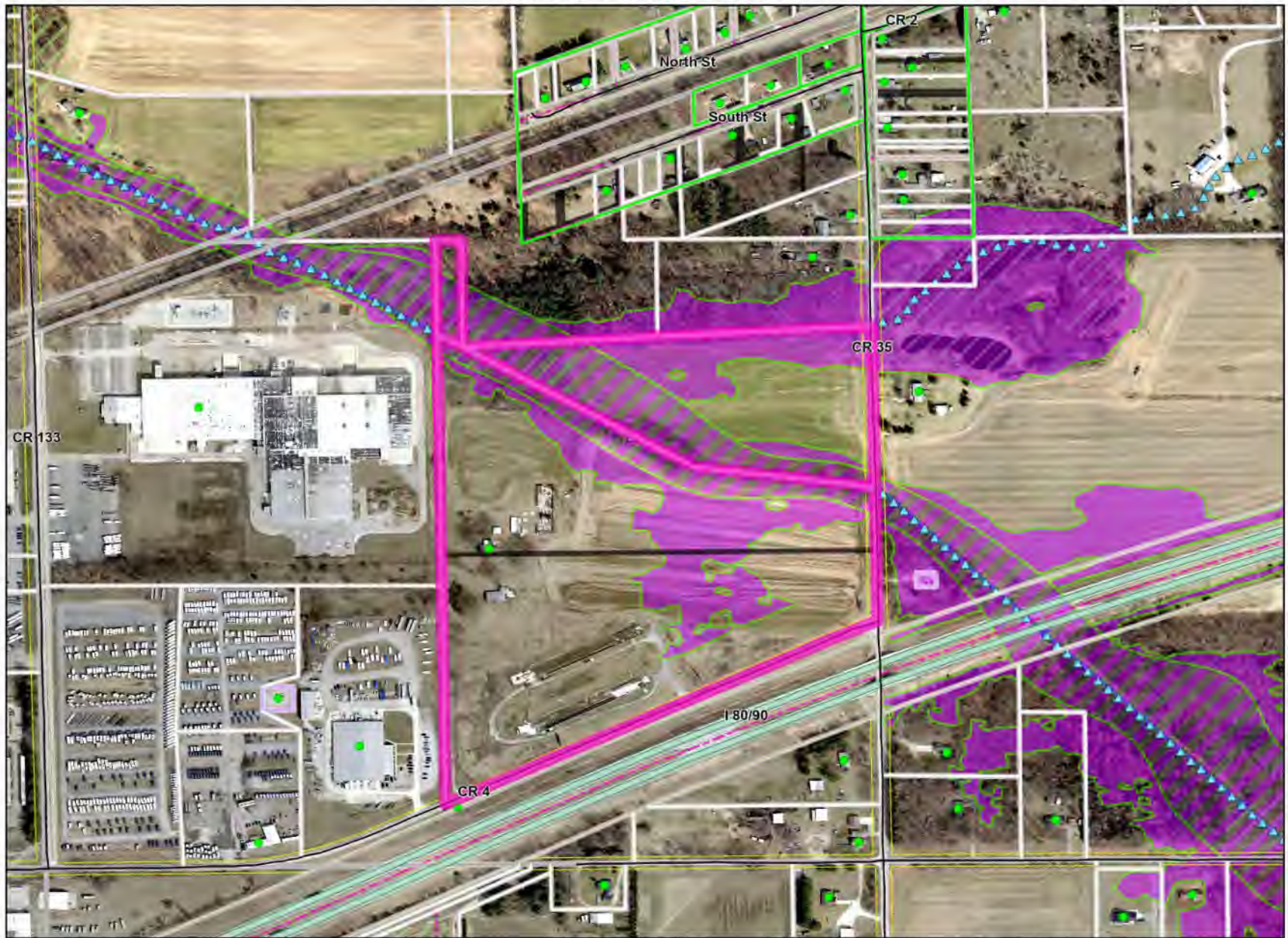
Comments:

Applicant Signature:

Department Signature:



GPUD-0431-2026



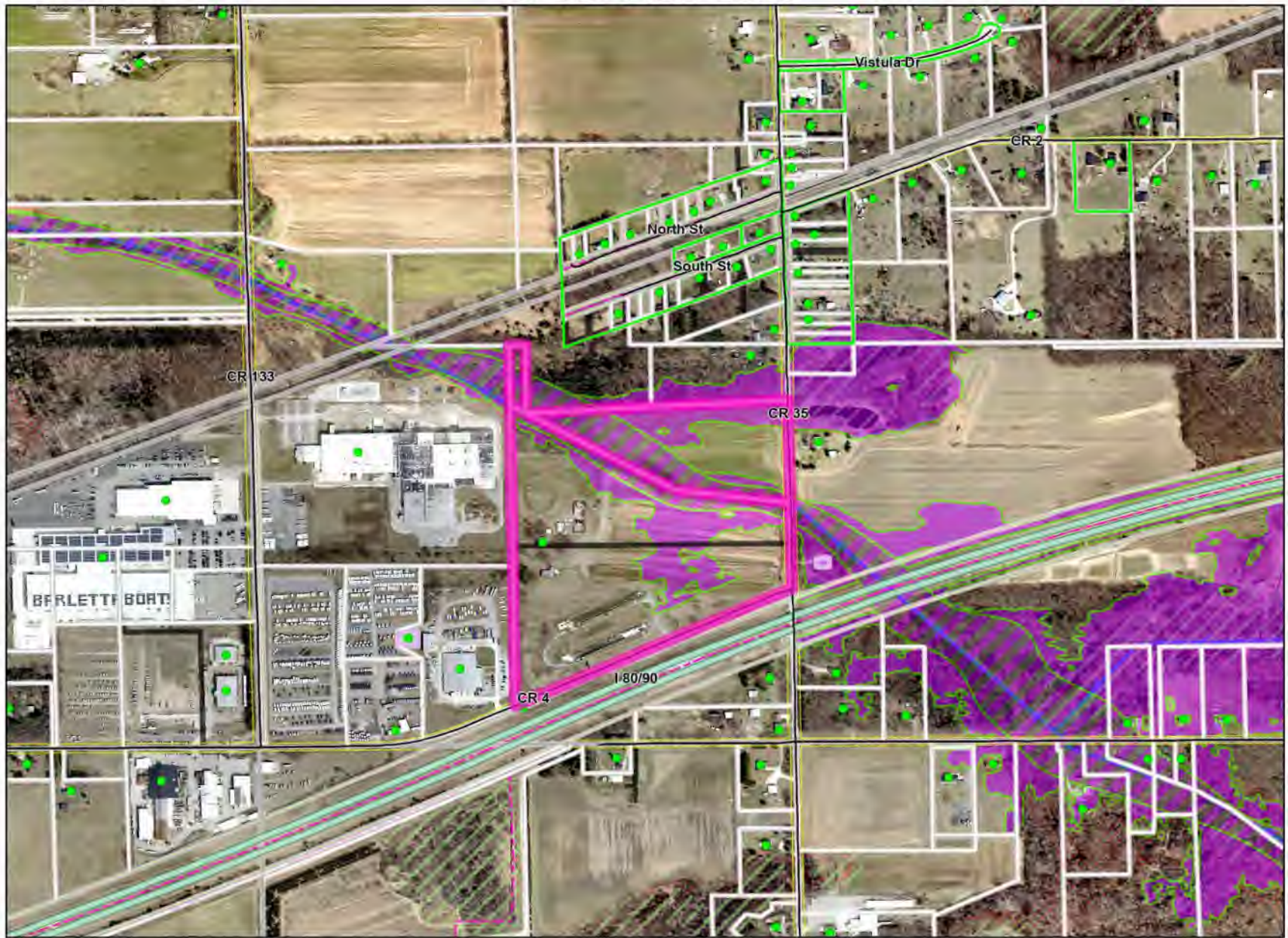
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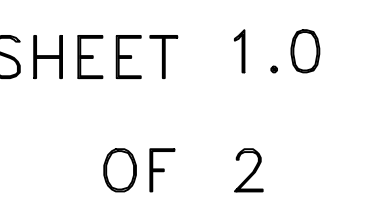


0 570 1140 1710 Feet

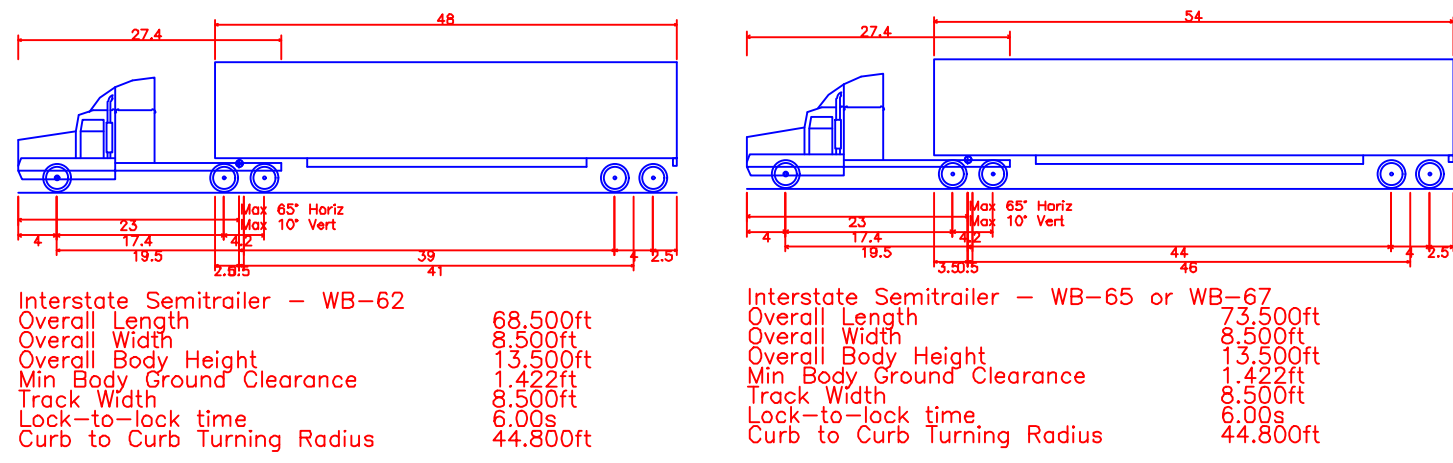
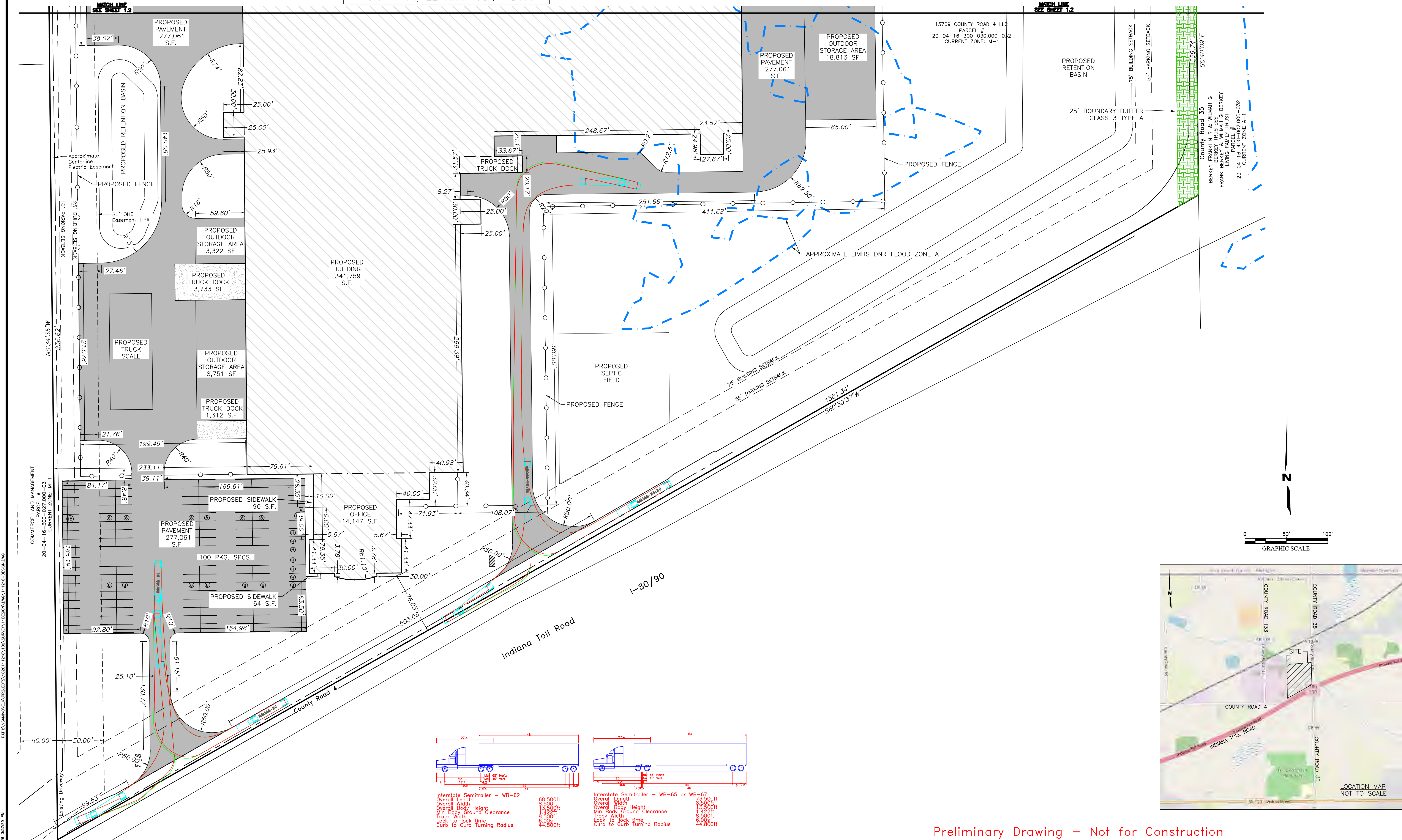
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NO.	REVISIONS	DATE
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13709 COUNTY ROAD 4 G.P.U.D. M-2
PT. SW 1/4, SEC. 16, T38N, R7E
YORK TWP., ELKHART CO., INDIANA



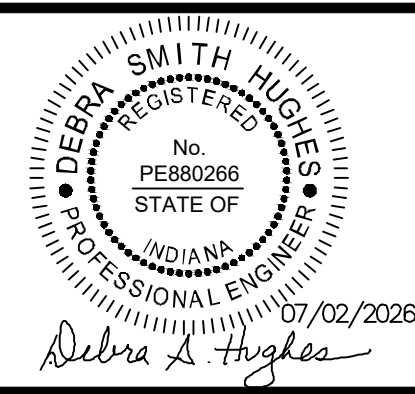
Preliminary Drawing - Not for Construction

NO.	REVISIONS	DATE
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2810 Dexter Drive
Elkhart, IN 46514
Phone: 574-266-1010
Email: info@sam.biz

DRAWING FILE: 111218-DESIGN.DWG
CERTIFICATION DATE: 07/02/2026
HORIZONTAL SCALE: 1"=50'
VERTICAL SCALE: NONE
ENGINEER: Debra S. Hughes, P.E.
TECHNICIAN: MMR

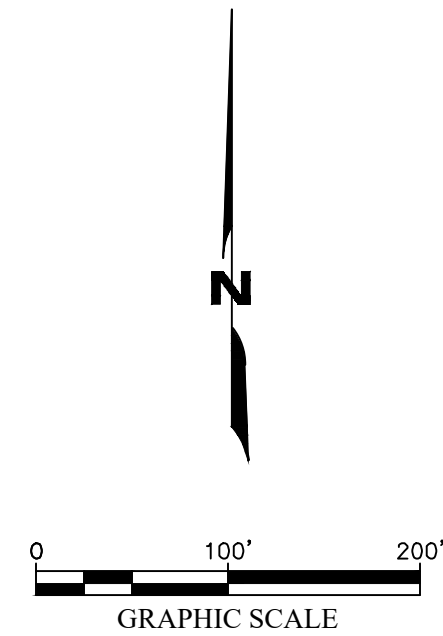


PROPOSED SITE PLAN - SOUTH
13709 COUNTY RD 4 LLC, 13709 COUNTY RD 4, PT. SW 1/4, SEC. 16, T38N, R7E, YORK TWP., ELKHART CO., INDIANA
JOB NUMBER: 1026111218

13709 COUNTY ROAD 4 G.P.U.D. M-2
PT. SW 1/4, SEC. 16, T38N, R7E
YORK TWP., ELKHART CO., INDIANA

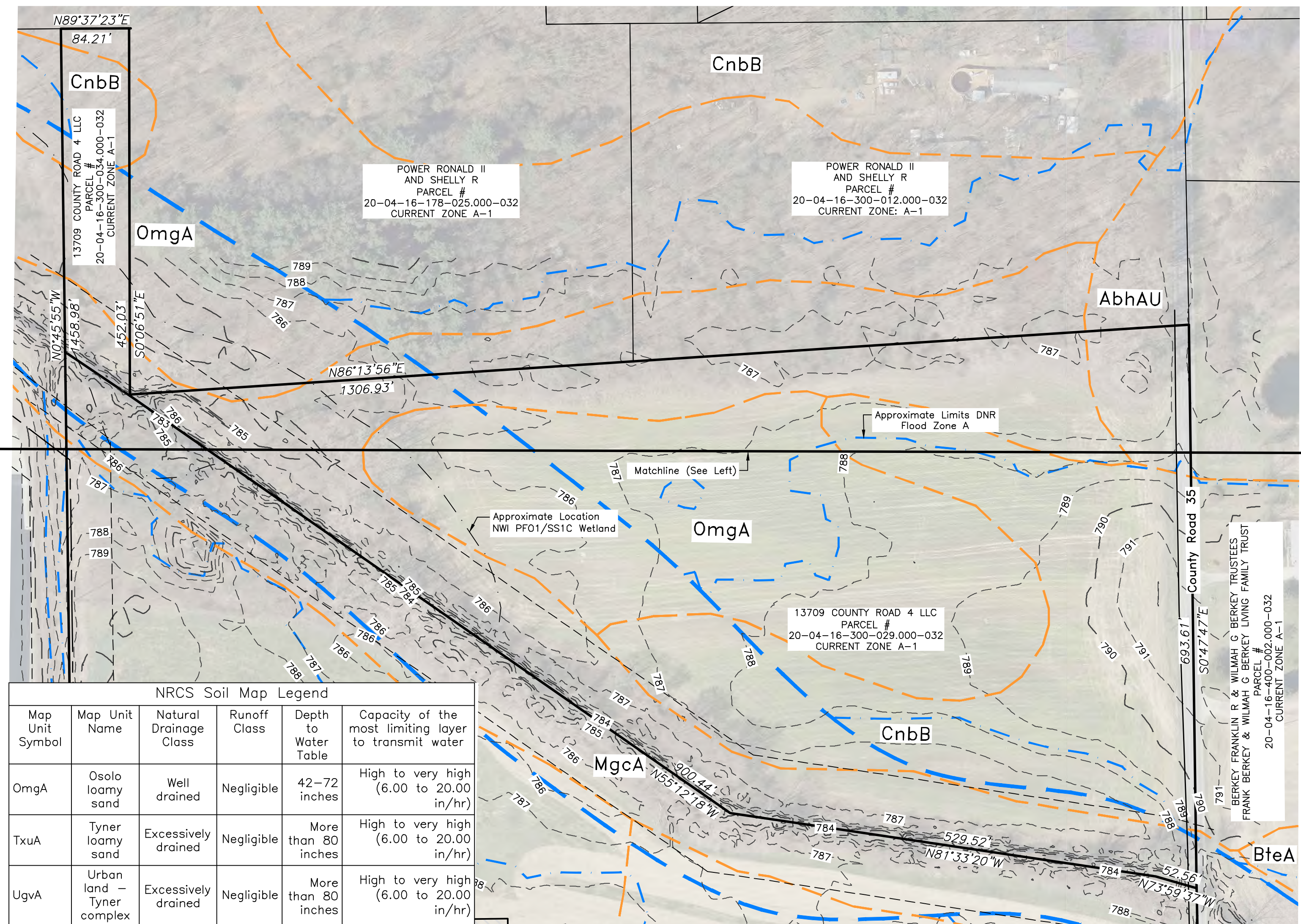
EXISTING CONDITIONS PLAN NOTES:

1. PROPERTY LINES SHOWN ARE APPROXIMATE FROM COUNTY GIS RECORDS. NO BOUNDARY SURVEY WAS CONDUCTED AS PART OF THIS PROJECT.
2. GROUND ELEVATION DATA IS APPROXIMATE FROM STATE OF INDIANA LIDAR DATA AND ARE ACCURATE TO ±1 FOOT. NO TOPOGRAPHIC SURVEY WAS CONDUCTED AS PART OF THIS PROJECT.
3. ALL EXISTING PROPERTY LINES AND GROUND ELEVATIONS TO BE VERIFIED ON SITE BY OTHERS.
4. ALL PROPOSED ELEVATIONS ARE CONCEPTUAL AND ONLY ACCURATE TO ±1 FOOT. ALL PROPOSED ELEVATIONS TO BE VERIFIED ON SITE BY OTHERS.



FLOOD STATEMENT:

ACCORDING TO THE F.E.M.A. MAP No. 18039C01760, DATED 8/2/2011, THE SUBJECT PROPERTY SHOWN HEREON DOES NOT LIE WITHIN SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD. THIS STATEMENT IS FOR INSURANCE PURPOSES ONLY AND IS NOT A GUARANTEE THAT THE PROPERTY WILL OR WILL NOT FLOOD.



NRCS Soil Map Legend					
Map Unit Symbol	Map Unit Name	Natural Drainage Class	Runoff Class	Depth to Water Table	Capacity of the most limiting layer to transmit water
OmgA	Osolo loamy sand	Well drained	Negligible	42-72 inches	High to very high (6.00 to 20.00 in/hr)
TxuA	Tyner loamy sand	Excessively drained	Negligible	More than 80 inches	High to very high (6.00 to 20.00 in/hr)
UgVA	Urban land - Tyner complex	Excessively drained	Negligible	More than 80 inches	High to very high (6.00 to 20.00 in/hr)

NRCS Soil Map Legend					
Map Unit Symbol	Map Unit Name	Natural Drainage Class	Runoff Class	Depth to Water Table	Capacity of the most limiting layer to transmit water
AbhAU	Adrian muck	Very poorly drained	Negligible	About 0 inches	Moderately high to high (0.20 to 6.00 in/hr)
BteA	Brems loamy sand	Moderately well drained	Negligible	24 to 36 inches	High to very high (6.00 to 20.00 in/hr)
CnbB	Coloma sand	Somewhat excessively drained	Very low	More than 80 inches	Moderately high to high (1.42 to 14.17 in/hr)
MgcA	Maumee loamy sand	Poorly drained	Negligible	6-12 inches	High to very high (6.00 to 20.00 in/hr)

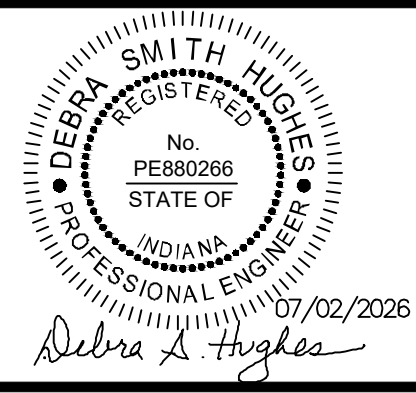
Preliminary Drawing - Not for Construction

NO.	REVISIONS	DATE
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2810 Dexter Drive
Elkhart, IN 46514
Phone: 574-266-1010
Email: info@sam.biz

DRAWING FILE: 111218-DESIGN.DWG
CERTIFICATION DATE: 07/02/2026
HORIZONTAL SCALE: 1"=100'
VERTICAL SCALE: NONE
ENGINEER: Debra S. Hughes, P.E.
TECHNICIAN: D.A.N



EXISTING CONDITIONS PLAN
13709 COUNTY RD 4 LLC, 13709 COUNTY RD 4,
PT. SW 1/4, SEC. 16, T38N, R7E,
YORK TWP., ELKHART CO., INDIANA
JOB NUMBER: 1026111218

SHEET 2.0
OF 2

13709 COUNTY ROAD 4 G.P.U.D. M-2
PT. SW ¼ , SEC. 16, T38N, R7E
YORK TWP., ELKHART CO., INDIANA

LEGAL DESCRIPTION FROM SPECIAL WARRANTY DEED 2021-02354

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ELKHART, STATE OF INDIANA, AND IS DESCRIBED AS FOLLOWS:

A PART OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 38 NORTH, RANGE 7 EAST, YORK TOWNSHIP, ELKHART COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A P.K. NAIL MARKING THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 16; THENCE SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST (ASSUMED BEARING) ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER AND THE CENTERLINE OF COUNTY ROAD 35 A DISTANCE OF 1066.51 FEET TO A MAG NAIL IN THE CULVERT PAVEMENT OVER THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN) AND THE BEGINNING OF THIS DESCRIPTION; THENCE CONTINUING SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST ALONG SAID LINES A DISTANCE OF 559.73 FEET TO A 3/4 INCH REBAR AT THE EASTERLY EXTENSION OF THE CENTERLINE OF COUNTY ROAD 4; THENCE SOUTH 61 DEGREES 09 MINUTES 56 SECONDS WEST ALONG THE CENTERLINE OF SAID COUNTY ROAD 4 A DISTANCE OF 1581.34 FEET TO A RAILROAD SPIKE AT THE SOUTHEAST CORNER OF LAND NOW OR FORMERLY OWNED BY DONALD W. AND LOIS A. KRAH (6/7 OF INSTRUMENT #90 012805) AND GOSHEN CHURCH OF CHRIST (1/7 OF INSTRUMENT #2000- 24162); THENCE NORTH 00 DEGREES 04 MINUTES 44 SECONDS WEST ALONG THE WEST LINE OF SAID KRAH AND CHURCH OF CHRIST LAND A DISTANCE OF 936.62 FEET TO A 1/2 INCH IRON PIPE AT THE SOUTHEAST CORNER OF LAND NOW OR FORMERLY OWNED BY CMI-PERMANENT MOLD, INC. (DEED RECORD 406, PAGE 513); THENCE NORTH 00 DEGREES 06 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID CMI LAND A DISTANCE OF 1058.51 FEET TO CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN); THENCE SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID CENTERLINE TO A 1/2 INCH REBAR AT THE SOUTHWEST CORNER OF LAND NOW OR FORMERLY OWNED BY RONALD R. POWELL, II AND SHELLY R. POWELL (INSTRUMENT #95-024356); THENCE SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID DITCH CENTERLINE A DISTANCE OF 900.44 FEET; THENCE SOUTH 80 DEGREES 57 MINUTES 18 SECONDS EAST ALONG SAID DITCH CENTERLINE A DISTANCE OF 529.52 FEET; THENCE SOUTH 72 DEGREES 15 MINUTES 53 SECONDS EAST ALONG SAID DITCH CENTERLINE A DISTANCE OF 52.56 FEET TO THE BEGINNING. SAID IN PREVIOUS DEEDS TO CONTAIN 37.87 ACRES, MORE OR LESS.

LEGAL DESCRIPTION FROM TRUSTEE'S DEED 2022-15066

A PART OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 16, TOWNSHIP 38 NORTH, RANGE 7 EAST, YORK TOWNSHIP; ELKHART COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A P.K. NAIL MARKING THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 16; THENCE SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST (ASSUMED BEARING) ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 AND THE CENTERLINE OF COUNTY ROAD 35, A DISTANCE OF 373.50 FEET TO A MAG NAIL AT THE SOUTHEAST CORNER OF LAND OWNED BY RONALD R POWELL II AND SHELLY R POWELL (INSTRUMENT #89 002115) AND THE BEGINNING OF THIS DESCRIPTION; THENCE 1) CONTINUING SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST ALONG SAID LINES, A DISTANCE OF 693.01 FEET TO A MAG NAIL IN THE CULVERT PAVEMENT OVER THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN); THENCE 2) NORTH 72 DEGREES 15 MINUTES 53 SECONDS WEST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 52.56 FEET; THENCE 3) NORTH 80 DEGREES 57 MINUTES 18 SECONDS WEST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 529.52 FEET; THENCE 4) NORTH 54 DEGREES 36 MINUTES 16 SECONDS WEST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 900.44 FEET TO A 1/2 INCH REBAR AT THE SOUTHWEST CORNER OF SAID POWELL LAND (INSTRUMENT #95 024356); THENCE 5) NORTH 86 DEGREES 49 MINUTES 57 SECONDS EAST ALONG THE SOUTH LINE OF SAID POWELL LAND, A DISTANCE OF 1306.71 FEET TO THE BEGINNING.

ALSO

A PART OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION SIXTEEN (16), TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE SEVEN (7) EAST, YORK TOWNSHIP, ELKHART COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A P.K. NAIL MARKING THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 16; THENCE SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST (ASSUMED BEARING) ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 AND THE CENTERLINE OF COUNTY ROAD 35, A DISTANCE OF 1066.51 FEET TO A MAG NAIL IN THE CULVERT PAVEMENT OVER THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN) AND THE BEGINNING OF THIS DESCRIPTION; THENCE

- 1) CONTINUING SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST ALONG SAID LINES, A DISTANCE OF 559.73 FEET TO A 3/4 INCH REBAR AT THE EASTERLY EXTENSION OF THE CENTERLINE OF COUNTY ROAD 4; THENCE
- 2) SOUTH 61 DEGREES 09 MINUTES 56 SECONDS WEST ALONG THE CENTERLINE OF SAID COUNTY ROAD 4, A DISTANCE OF 1581.34 FEET TO A RAILROAD SPIKE AT THE SOUTHEAST CORNER OF LAND OWNED BY DONALD W. AND LOIS A. KRAH (6/7 OF INSTRUMENT #90 012805) AND GOSHEN CHURCH OF CHRIST (1/7 OF INSTRUMENT #2000-24162); THENCE
- 3) NORTH 00 DEGREES 04 MINUTES 44 SECONDS WEST ALONG THE WEST LINE OF SAID KRAH AND CHURCH OF CHRIST LAND, A DISTANCE OF 936.62 FEET TO A 1/2 INCH IRON PIPE AT THE SOUTHEAST CORNER OF LAND OWNED BY CMI-PERMANENT MOLD, INC. (DEED RECORD 406, PAGE 513); THENCE
- 4) NORTH 00 DEGREES 06 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID CMI LAND, A DISTANCE OF 1458.98 FEET TO THE NORTHEAST CORNER OF SAID CMI LAND AND BEING IN THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE
- 5) SOUTH 89 DEGREES 43 MINUTES 18 SECONDS EAST ALONG SAID NORTH LINE, A DISTANCE OF 84.21 FEET TO A REBAR WITH CAP MARKED BRADS-KO 0041 AT THE NORTHWEST CORNER OF LAND OWNED BY RONALD R. POWELL, II AND SHELLY R. POWELL (INSTRUMENT #95 024356); THENCE
- 6) SOUTH 00 DEGREES 28 MINUTES 08 SECONDS WEST ALONG THE WEST LINE OF SAID POWELL LAND, A DISTANCE OF 452.03 FEET TO A 1/2 INCH REBAR AT THE SOUTHWEST CORNER OF SAID POWELL LAND AND BEING IN THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN); THENCE
- 7) SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 900.44 FEET; THENCE
- 8) SOUTH 80 DEGREES 57 MINUTES 18 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 529.52 FEET; THENCE SOUTH 72 DEGREES 15 MINUTES 53 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 52.56 FEET TO THE BEGINNING.

LESS AND EXCEPTING:

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LEGAL DESCRIPTION FROM QUIT-CLAIM DEED 2024-02034

A PART OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION SIXTEEN (16), TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE SEVEN (7) EAST, YORK TOWNSHIP, ELKHART COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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- 3) NORTH 00 DEGREES 04 MINUTES 44 SECONDS WEST ALONG THE WEST LINE OF SAID KRAH AND CHURCH OF CHRIST LAND, A DISTANCE OF 936.62 FEET TO A 1/2 INCH IRON PIPE AT THE SOUTHEAST CORNER OF LAND OWNED BY CMI-PERMANENT MOLD, INC. (DEED RECORD 406, PAGE 513); THENCE
- 4) NORTH 00 DEGREES 06 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID CMI LAND, A DISTANCE OF 1458.98 FEET TO THE NORTHEAST CORNER OF SAID CMI LAND AND BEING IN THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE
- 5) SOUTH 89 DEGREES 43 MINUTES 18 SECONDS EAST ALONG SAID NORTH LINE, A DISTANCE OF 84.21 FEET TO A REBAR WITH CAP MARKED BRADS-KO 0041 AT THE NORTHWEST CORNER OF LAND OWNED BY RONALD R. POWELL, II AND SHELLY R. POWELL (INSTRUMENT #95 024356); THENCE
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- 7) SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 900.44 FEET; THENCE
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Preliminary Drawing – Not for Construction

NO.	REVISIONS	DATE
1		
2		
3		
4		
5		
6		
7		
8		



2810 Dexter Drive
Elkhart, IN 46514
Phone: 574-266-1010
Email: info@sam.biz

DRAWING FILE: 111218-DESIGN.DWG

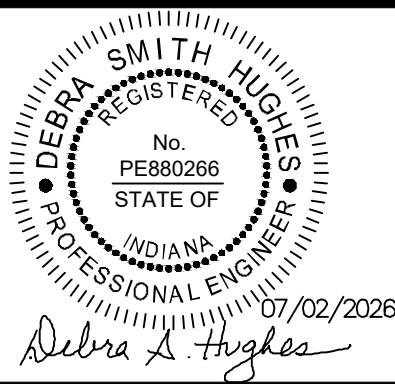
CERTIFICATION DATE: 07/02/2026

HORIZONTAL SCALE: NONE

VERTICAL SCALE: NONE

ENGINEER: Debra S. Hughes, P.E.

TECHNICIAN: D.A.N



LEGAL DESCRIPTIONS

13709 COUNTY RD 4 LLC, 13709 COUNTY RD 4,
PT. SW 1/4, SEC. 16, T38N, R7E,
YORK TWP., ELKHART CO., INDIANA

JOB NUMBER: 1026111218

SHEET 2.1
OF 2

**General Planned Unit Development
to be known as**

13709 County Road 4 G.P.U.D. M-2

Situated in the Southwest Quarter, Section 16,
Township 38 North, Range 7 East,
York Township, Elkhart County, Indiana

Tax ID Numbers:

20-04-16-300-030.000-032, 20-04-16-300-029.000-032, 20-04-16-300-034.000-032

Address: 13709 County Road 4, Middlebury IN 46540

Agent: Surveying and Mapping, LLC

2810 Dexter Drive

Elkhart, Indiana 46514

Phone 574.266.1010

Fax 574.262.3040

Debra S. Hughes, P.E.

Indiana Professional Engineer License No: 60880266

Email: debra.hughes@sam.biz

July 2, 2026

G.P.U.D. Description

LEGAL DESCRIPTION FROM SPECIAL WARRANTY DEED 2021-02354

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LESS AND EXCEPTING:

A PART OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 16, TOWNSHIP 38 NORTH, RANGE 7 EAST, YORK TOWNSHIP, ELKHART COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A P.K. NAIL MARKING THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 16; THENCE SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST (ASSUMED BEARING) ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 AND THE CENTERLINE OF COUNTY ROAD 35, A DISTANCE OF 1066.51 FEET TO A MAG NAIL IN THE CULVERT PAVEMENT OVER THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN) AND THE BEGINNING OF THIS DESCRIPTION: THENCE CONTINUING SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 559.73 FEET TO A 3/4 INCH REBAR AT THE EASTERLY EXTENSION OF THE CENTERLINE OF COUNTY ROAD 4; THENCE SOUTH 61 DEGREES 09 MINUTES 56 SECONDS WEST ALONG THE CENTERLINE OF SAID COUNTY ROAD 4, A DISTANCE OF 1581.34 FEET TO A RAILROAD SPIKE AT THE SOUTHEAST CORNER OF LAND OWNED BY DONALD W AND LOIS A KRAH (6/7 OF INSTRUMENT #90 012805) AND GOSHEN CHURCH OF CHRIST (1/7 OF INSTRUMENT #2000-24162); THENCE NORTH 00 DEGREES 04 MINUTES 44 SECONDS WEST ALONG THE WEST LINE OF SAID KRAH AND CHURCH OF CHRIST LAND, A DISTANCE OF 936.62 FEET TO A 1/2 INCH IRON PIPE AT THE SOUTHEAST CORNER OF LAND OWNED BY CMI-PERMANENT MOLD, INC (DEED RECORD 406, PAGE 513); THENCE NORTH 00 DEGREES 06 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID CMI LAND, A DISTANCE OF 1058.51 FEET TO THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN); THENCE SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID CENTERLINE TO A 1/2 INCH REBAR AT THE SOUTHWEST CORNER OF LAND OWNED BY RONALD R POWELL II AND SHELLY R POWELL (INSTRUMENT #95-024356); THENCE SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 900.44 FEET; THENCE SOUTH 80 DEGREES 57 MINUTES 18 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 529.52 FEET; THENCE SOUTH 72 DEGREES 15 MINUTES 35 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 52.56 FEET TO THE BEGINNING.

LEGAL DESCRIPTION FROM QUIT-CLAIM DEED 2024-02034

A PART OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION SIXTEEN (16), TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE SEVEN (7) EAST, YORK TOWNSHIP, ELKHART COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A P.K. NAIL MARKING THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 16; THENCE SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST (ASSUMED BEARING) ALONG THE EAST LINE OF SAID SOUTHWEST 1/4

AND THE CENTERLINE OF COUNTY ROAD 35, A DISTANCE OF 1066.51 FEET TO A MAG NAIL IN THE CULVERT PAVEMENT OVER THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN) AND THE BEGINNING OF THIS DESCRIPTION; THENCE

- 1) CONTINUING SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST ALONG SAID LINES, A DISTANCE OF 559.73 FEET TO A 3/4 INCH REBAR AT THE EASTERLY EXTENSION OF THE CENTERLINE OF COUNTY ROAD 4; THENCE*
- 2) SOUTH 61 DEGREES 09 MINUTES 56 SECONDS WEST ALONG THE CENTERLINE OF SAID COUNTY ROAD 4, A DISTANCE OF 1581.34 FEET TO A RAILROAD SPIKE AT THE SOUTHEAST CORNER OF LAND OWNED BY DONALD W. AND LOIS A. KRAH (6/7 OF INSTRUMENT #90 012805) AND GOSHEN CHURCH OF CHRIST (1/7 OF INSTRUMENT #2000-24162); THENCE*
- 3) NORTH 00 DEGREES 04 MINUTES 44 SECONDS WEST ALONG THE WEST LINE OF SAID KRAH AND CHURCH OF CHRIST LAND, A DISTANCE OF 936.62 FEET TO A 1/2 INCH IRON PIPE AT THE SOUTHEAST CORNER OF LAND OWNED BY CMI-PERMANENT MOLD, INC. (DEED RECORD 406, PAGE 513); THENCE*
- 4) NORTH 00 DEGREES 06 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID CMI LAND, A DISTANCE OF 1458.98 FEET TO THE NORTHEAST CORNER OF SAID CMI LAND AND BEING IN THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE*
- 5) SOUTH 89 DEGREES 43 MINUTES 18 SECONDS EAST ALONG SAID NORTH LINE, A DISTANCE OF 84.21 FEET TO A REBAR WITH CAP MARKED BRADS-KO 0041 AT THE NORTHWEST CORNER OF LAND OWNED BY RONALD R. POWELL, II AND SHELLY R. POWELL (INSTRUMENT #95 024356); THENCE*
- 6) SOUTH 00 DEGREES 28 MINUTES 08 SECONDS WEST ALONG THE WEST LINE OF SAID POWELL LAND, A DISTANCE OF 452.03 FEET TO A 1/2 INCH REBAR AT THE SOUTHWEST CORNER OF SAID POWELL LAND AND BEING IN THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN); THENCE*
- 7) SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 900.44 FEET; THENCE*
- 8) SOUTH 80 DEGREES 57 MINUTES 18 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 529.52 FEET; THENCE SOUTH 72 DEGREES 15 MINUTES 53 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 52.56 FEET TO THE BEGINNING.*

LESS AND EXCEPTING:

A PART OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 16, TOWNSHIP 38 NORTH, RANGE 7 EAST, YORK TOWNSHIP, ELKHART COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A P.K. NAIL MARKING THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 16; THENCE SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST (ASSUMED BEARING) ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 AND THE CENTERLINE OF COUNTY ROAD 35, A DISTANCE OF 1066.51 FEET TO A MAG

NAIL IN THE CULVERT PAVEMENT OVER THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN) AND THE BEGINNING OF THIS DESCRIPTION: THENCE CONTINUING SOUTH 00 DEGREES 11 MINUTES 22 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 559.73 FEET TO A 3/4 INCH REBAR AT THE EASTERLY EXTENSION OF THE CENTERLINE OF COUNTY ROAD 4; THENCE SOUTH 61 DEGREES 09 MINUTES 56 SECONDS WEST ALONG THE CENTERLINE OF SAID COUNTY ROAD 4, A DISTANCE OF 1581.34 FEET TO A RAILROAD SPIKE AT THE SOUTHEAST CORNER OF LAND OWNED BY DONALD W AND LOIS A KRAH (6/7 OF INSTRUMENT #90-012805) AND GOSHEN CHURCH OF CHRIST (1/7 OF INSTRUMENT #2000-24162); THENCE NORTH 00 DEGREES 04 MINUTES 44 SECONDS WEST ALONG THE WEST LINE OF SAID KRAH AND CHURCH OF CHRIST LAND, A DISTANCE OF 936.62 FEET TO A 1/2 INCH IRON PIPE AT THE SOUTHEAST CORNER OF LAND OWNED BY CMI-PERMANENT MOLD, INC (DEED RECORD 406, PAGE 513); THENCE NORTH 00 DEGREES 06 MINUTES 36 SECONDS WEST ALONG THE WEST LINE OF SAID CMI LAND, A DISTANCE OF 1058.51 FEET TO THE CENTERLINE OF THE YORK TOWNSHIP DITCH (AN ELKHART COUNTY REGULATED DRAIN); THENCE SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID CENTERLINE TO A 1/2 INCH REBAR AT THE SOUTHWEST CORNER OF LAND OWNED BY RONALD R POWELL II AND SHELLY R POWELL (INSTRUMENT #95-024356); THENCE SOUTH 54 DEGREES 36 MINUTES 16 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 900.44 FEET; THENCE SOUTH 80 DEGREES 57 MINUTES 18 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 529.52 FEET; THENCE SOUTH 72 DEGREES 15 MINUTES 35 SECONDS EAST ALONG SAID DITCH CENTERLINE, A DISTANCE OF 52.56 FEET TO THE BEGINNING.

1. Development Concept Overview

- A. The property is currently owned by 13709 County Road 4 LLC.
 - 1) The proposed property use will be a manufacturing building with associated pavement, drainage, signage and utility improvements.
- B. Reasons for the chosen location:
 - 1) The property is adjacent to a large manufacturing area. Property to the west is zoned M-1 and M-2 and is used for manufacturing for Barletta Boats and Renegade RV.
 - 2) The large property area is suitable for a manufacturing use.
 - 3) The property adjoins the Indiana Toll Road (I-80/90) to the south.
- C. Relation of existing uses to surrounding land uses:
 - 1) East: Residential and Agriculture Use: zoned A-1
 - 2) West: Manufacturing Use: zoned M-1/M-2
 - 3) North: Residential and Woods: zoned A-1.
 - 4) South: Interstate Right of Way Use, not zoned
- D. Proposed Land Use Calculations:

Land Use Calculations	Area (s.f.)	Area (ac.)	Percent
Property Area	2,246,740	51.58	100%
County Road ROW	111,919	2.57	5%
Building	341,759	7.85	15%
County Ditch Easement	118,215	2.71	5%
Pavement	277,061	6.36	12%
Stormwater Retention	107,191	2.46	5%
Open Space	1,290,595	29.63	57%

- E. Protections for surrounding residential uses against nuisances:
 - 1) There will be outside lighting on the proposed building, fuel pump canopy and around the pavement area. Outdoor lighting will be shielded to avoid shedding light on adjoining properties.
 - 2) There is a landscape buffer proposed on the north and east property lines. The landscape buffer provided will meet county zoning requirements.

2. Development Concept Details

- A. Site Improvements and Changes
 - 1) One building is proposed, approximately 341,759 s.f.
 - 2) Four truck loading docks
 - 3) One truck scale
 - 4) 30,886 s.f. outdoor storage
- B. Project Phasing
 - 1) The project will be completed in one phase.
- C. Site Access
 - 1) Two driveways are proposed for the property with access to County Road 4.
- D. Days and Hours of Operation
 - 1) Six days per week, 10 hours per day.

- E. Indoor and Outdoor Activity
 - 1) Employees will park their vehicles.
 - 2) Panel trucks will deliver and pick up packages.
 - 3) Semi-trucks will deliver and pick up supplies and finished products.
 - 4) Number of Employees: 100 estimated
 - 5) Ten box truck trips are expected per day.
 - 6) Ten semi-truck trips are expected per day.
- F. Road Impacts
 - 1) There are two proposed driveways for access to both sides of the building.
- G. Stormwater Plan
 - 1) Stormwater from the pavement, buildings and yards will be collected in drainage inlet structures and conveyed by pipe to on-site retention basins. There will be a outlet pipe from the retention basins with a restricted flow rate into York Township Ditch.
 - 2) County Drainage Board approval will be required for the drainage pipe discharge into York Township Ditch.
 - 3) Indiana Dept. of Natural Resource approval will be required for the proposed fill in the floodplain area. No fill in the floodway is proposed.
- H. Signage
 - 1) There will be one monument sign and building signage.
 - 2) There will be directional signage at each entrance.
 - 3) The owner understands that separate sign permits are required.
- I. MS4 Impacts:
 - 1) The project will disturb more than one acre of area. A Stormwater Pollution Prevention Plan will be submitted for review and approval prior to construction.

3. Deviations from Zoning Ordinance standards

- A. None

4. Water Supply and Sanitary Sewer Plan

- A. The property will have an on-site water supply well for domestic use and fire protection use.
- B. The property will have an on-site sanitary sewer septic system.
- C. The property is not adjacent to a municipal water or sanitary sewer system.

Plan Commission Staff Report

Prepared by the Department of Planning and Development

Hearing Date: August 13, 2026

Transaction Number: DPUD-0436-2026.

Parcel Number(s): 20-12-03-300-029.000-007, 20-12-03-376-010.000-007, 20-12-03-376-012.000-007, 20-12-03-376-014.000-007.

Existing Zoning: A-1 & DPUD A-1.

Petition: For a zone map change from A-1 & DPUD A-1 to DPUD M-1 and for primary approval of a 1-lot subdivision to be known as MIST MINOR SUBDIVISION.

Petitioner: Michiana Equipment LLC, Star AG LLC, and Star Property Real Estate Company LLC Att.: Joel Lambright, represented by Land & Boundary LLC.

Location: North side of CR 30, 1,250 ft. east of CR 37, in Clinton Township.

Adjacent Zoning and Land Uses: The following table shows the zoning and current land use for the subject property and adjacent sites.

	Zoning	Current Land Use
Subject Property	DPUD A-1 & A-1	Commercial
North	A-1	Agricultural
South	A-1	Residential & Agricultural
East	A-1	Agricultural
West	A-1	Residential & Agricultural

Site Description: The subject property consists of two lots and two parcels totaling 13.85 acres, is rectangular in shape, and includes eight large buildings: 2 - 24,000 ft², 6,600 ft², 5,400 ft², 3,600 ft², 2,600 ft², and 2,400 ft².

History and General Notes:

- **February 17, 2009** – The Board of County Commissioners approved a zone map change from A-1 to DPUD A-1 and a 2-lot minor subdivision known as Michiana Equipment / Vinyl Pro DPUD (PC 2009-01).

Zoning District Purpose Statements: The purpose of the M-1, Limited Manufacturing, zoning district is to accommodate less intense manufacturing, warehousing and distribution uses that are not significantly objectionable to surrounding properties in terms of truck traffic, noise, odor, smoke and other potential nuisance factors. The purpose of the DPUD, Detailed Planned Unit Development, Overlay zoning district is to allow an applicant the benefit of flexibility in development in exchange for increased public or private amenities that go beyond the requirements of the Development Ordinance.

Plan Commission Staff Report (Continued)

Hearing Date: August 13, 2026

Staff Analysis: The purpose of this rezoning petition is to develop a mixed-use retail, manufacturing, and warehousing facility, which will occur in five phases. The phases are planned as follows: Phase 1 – 2026, Phase 2 – 2028, Phase 3 – 2030, Phase 4 – 2032, Phase 5 – 2034. Phase 1 includes the proposed buildings 1 and 2, drive/parking, septic, storm water management, and landscape buffers. Phase 2 includes proposed additions 1 and 2 near County Road 30. Phase 3 includes demolishing existing buildings and constructing proposed building 3. Phase 4 includes demolishing existing buildings and constructing proposed building 4. Phase 5 includes constructing proposed building 5.

The staff, after reviewing this petition, recommends **APPROVAL** of this rezoning for the following reasons:

1. The requested Zoning Map Amendment complies with the Comprehensive Plan. Redevelopment and reuse of commercial and industrial sites should be encouraged.
2. The request is in character with current conditions, structures, and uses on the subject property and in its surroundings. The size of the proposed development/building is comparable with what would be expected in an agricultural or industrial area.
3. The most desirable use of the subject property is commercial, industrial, and/or other compatible and supporting uses.
4. The request conserves property values by allowing other compatible and supporting uses. There are other similar uses in the area and around the county.
5. The proposed rezoning promotes responsible growth and development. The DPUD limits the use and details contained in the petition, site plan / support drawing, and PUD ordinance.

Staff Analysis Continued: The staff, after reviewing this petition with the assistance of the Elkhart County Technical Committee, recommends **APPROVAL** of this DPUD and of this primary plat, as the development meets all pertinent standards.

PLAN COMMISSION & BOARD OF ZONING APPEALS

Detailed PUD - Rezoning, Plat & Site Plan

Elkhart County Planning & Development Public Services Building

4230 Elkhart Road, Goshen, Indiana, 46526

Phone - (574) 971-4678

Fax - (574) 971-4578

DPUD-0436-2026

Date: 07/06/2026 Meeting Date: August 13, 2026
Plan Commission Hearing (PUD) Transaction #: DPUD-0436-2026

Description: for a zone map change from A-1 and DPUD A-1 to DPUD M-1 and for primary approval of a 1 lot minor subdivision to be known as MIST MINOR SUBDIVISION

<u>Contacts:</u> <u>Applicant</u>	<u>Land Owner</u>	<u>Land Owner</u>	<u>Land Owner</u>
Land & Boundary Llc	Michiana Equipment Llc	Star Ag Llc	Star Property Real Estate
401 South 3Rd St	12737 County Road 30	12865 Cr 30	Company Llc
Goshen, IN 46526	Middlebury, IN 46540	Middlebury, IN 46540	12737 County Road 30
			Middlebury, IN 46540
<u>Private Surveyor</u>			
Land & Boundary Llc			
401 South 3Rd St			
Goshen, IN 46526			

Site Address: 12737 County Road 30 Middlebury, IN 46540	Parcel Number: 20-12-03-300-029.000-007 20-12-03-376-010.000-007 20-12-03-376-012.000-007 20-12-03-376-014.000-007
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Township: Clinton
Location: North Side Of County Road 30, 1,250 Ft. East Of County Road 37

Subdivision:	Lot #
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Lot Area:	Frontage:	Depth:
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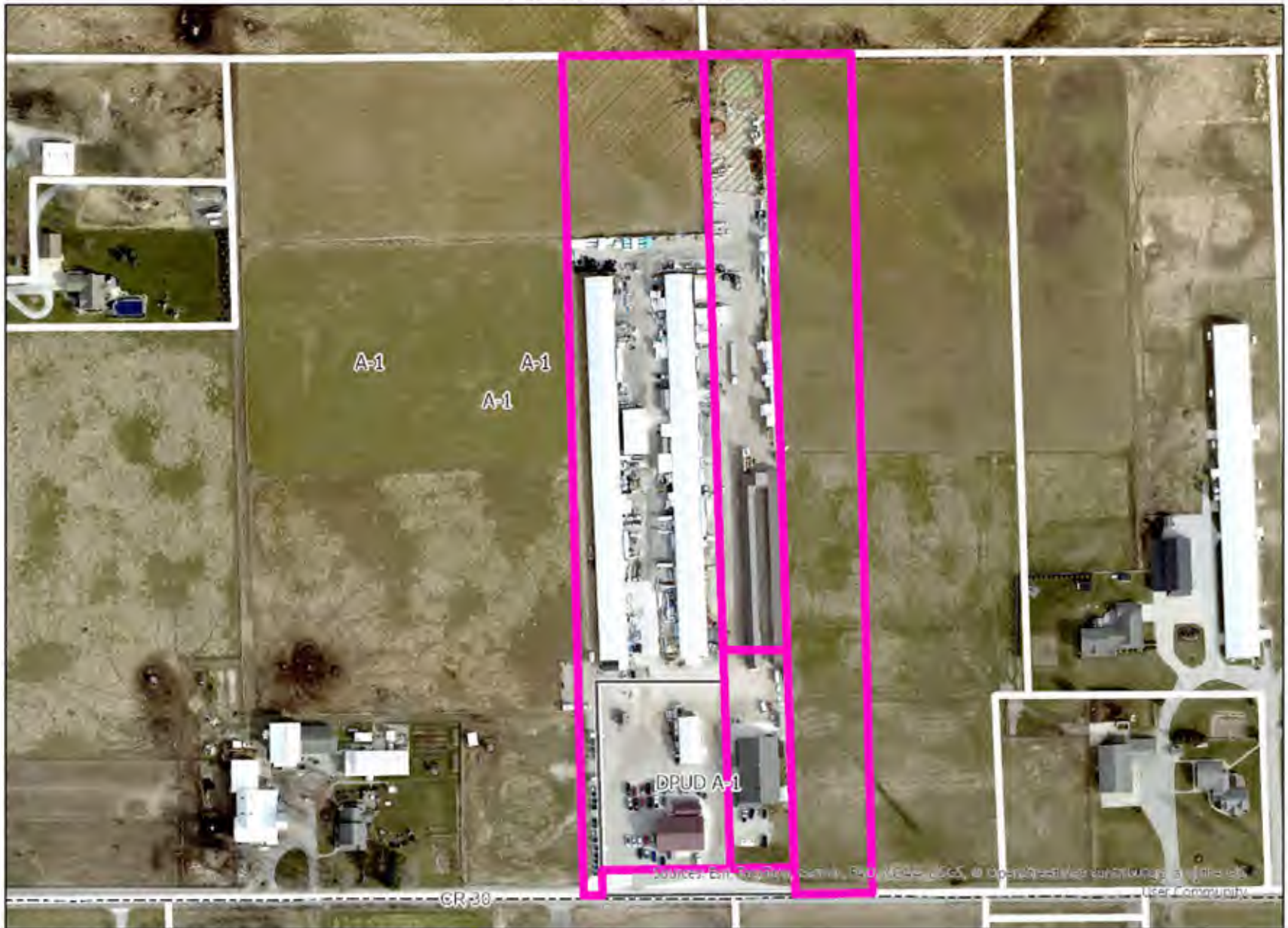
Zoning: A-1, A-1, DPUD	NPO List:
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Present Use of Property:

Legal Description:

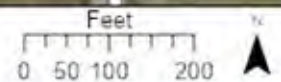
Comments:

Applicant Signature:	Department Signature:
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2025 Aerials

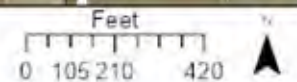
1 inch equals 200 ft

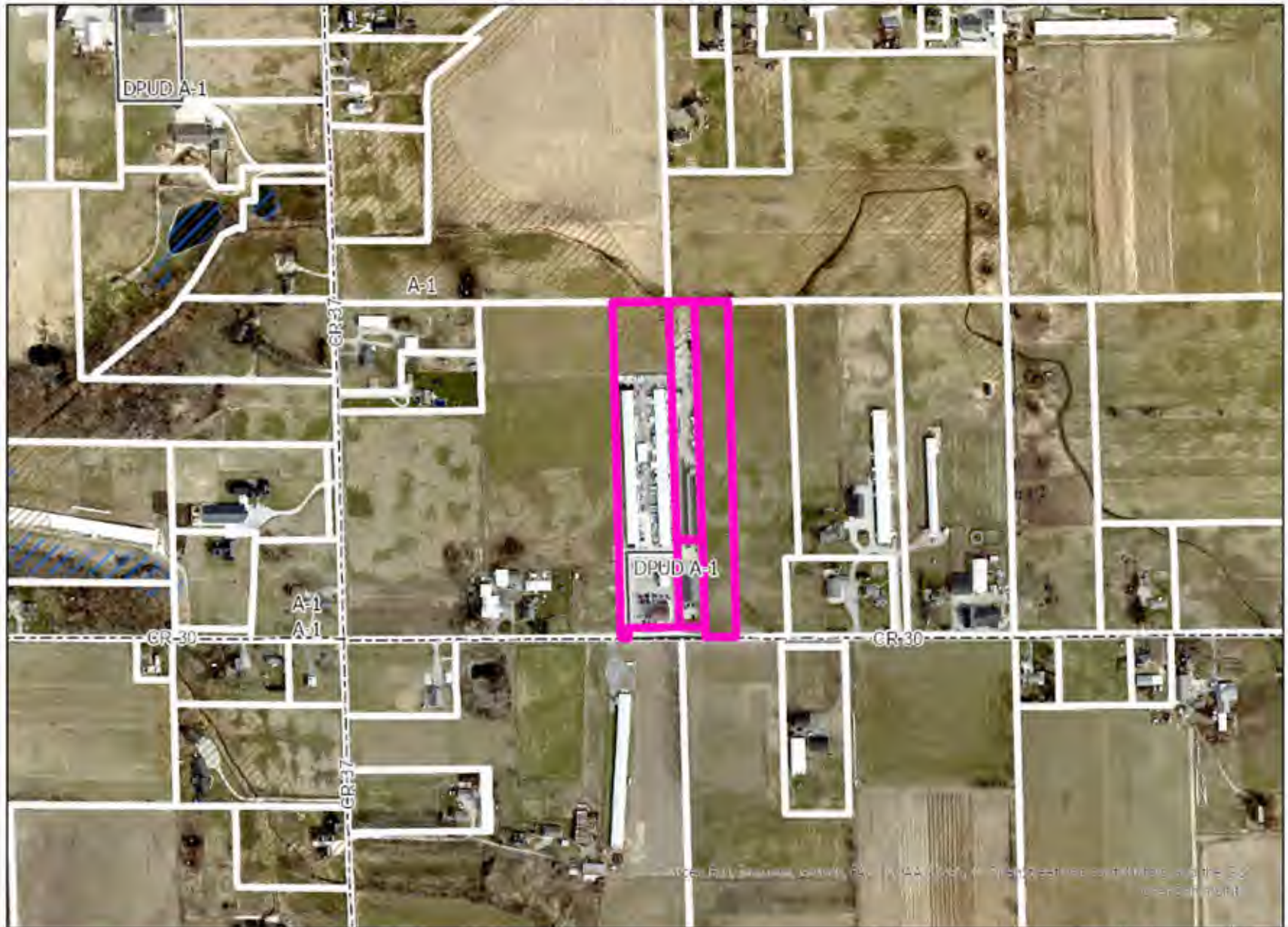




2025 Aerials

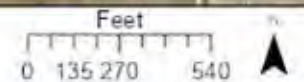
1 inch equals 400 ft



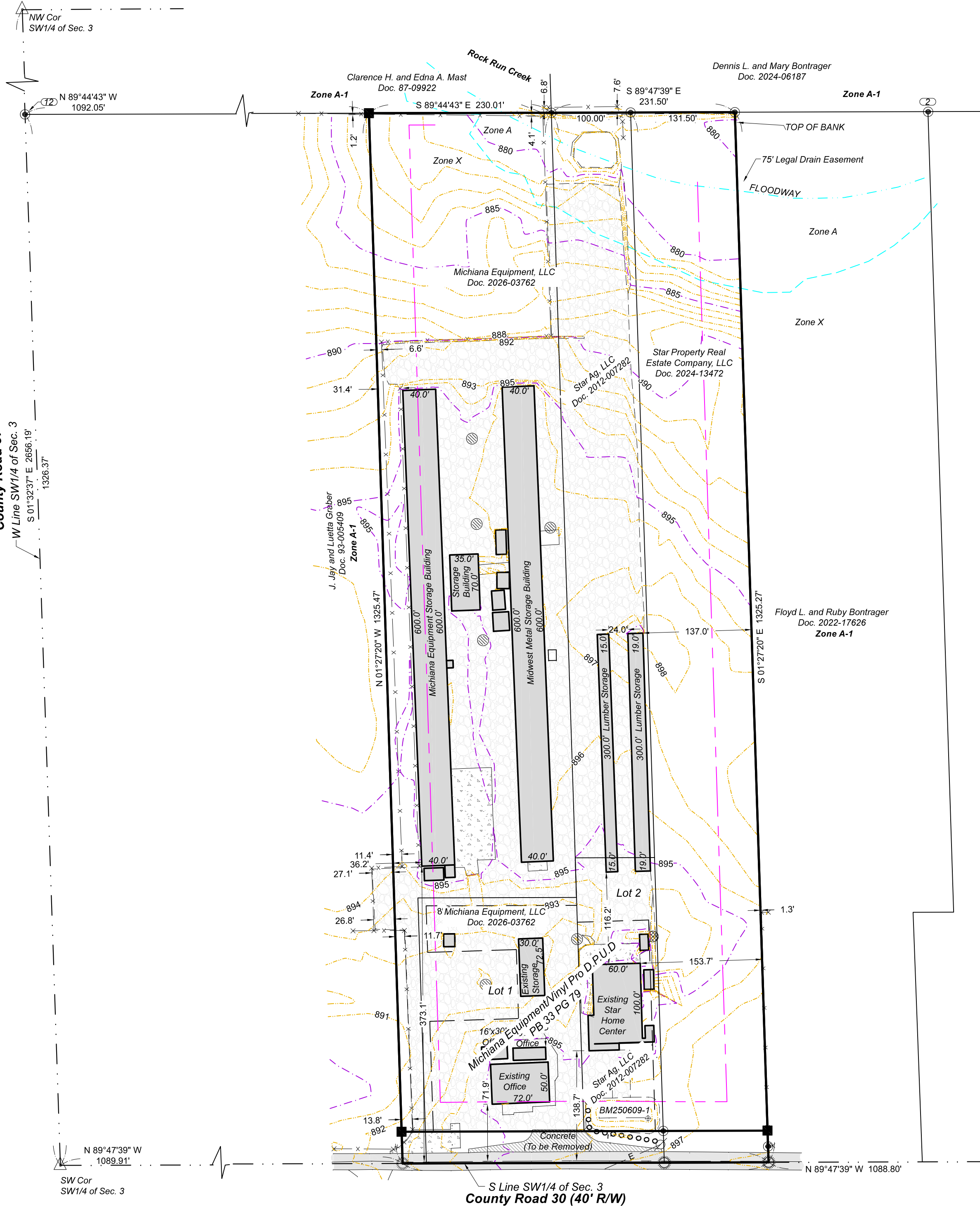


2025 Aerials

1 inch equals 500 ft



County Road 37
W Line SW1/4 of Sec. 3
S 01°32'37" E 2656.19'
1326.37'



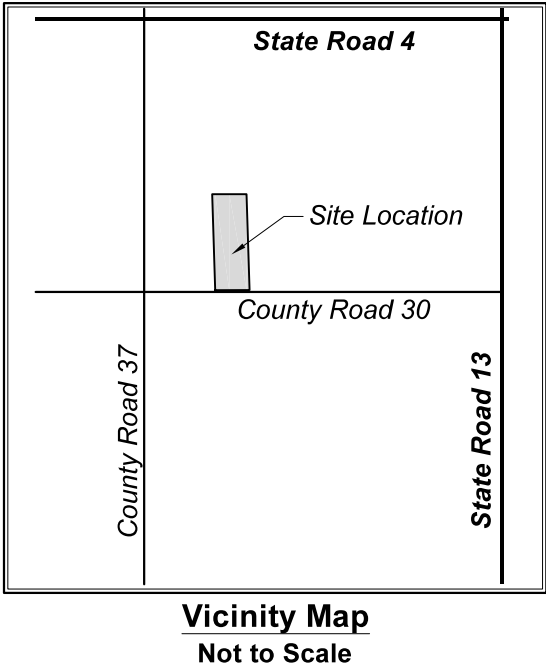
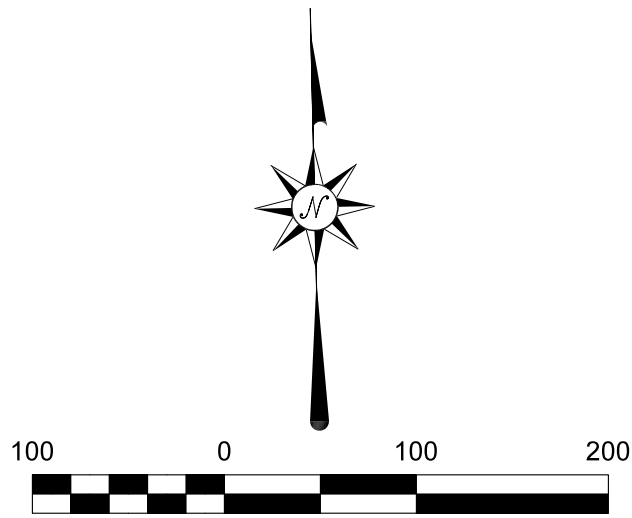
Land Description - Combined
Tract I; Michiana Equipment/Vinyl Pro DPUD - PB33 pg 79; Star Ag, LLC - Doc. 2012-007282;
and Star Property Real Estate Company, LLC - Doc. 2024-13472

Part of the Southwest Quarter (SW1/4) of Section 3, Township 36 North, Range 7 East, Clinton Township, Elkhart County, State of Indiana, surveyed by Travis R. Shetler, Registration Number LS21400008 with Land and Boundary LLC, as shown on a survey drawing for Project No. 250609, certified on December 2, 2025 and being more particularly described as follows:

Commencing at a Harrison monument marking the Southwest corner of the Southwest Quarter (SW1/4) of said Section 3; thence South 89°47'39" East along the South line of said Southwest Quarter (SW1/4) a distance of 1089.91 feet to a Survey Spike with washer inscribed "LANDBRO" being the Point of Beginning of this description; thence North 01°27'20" West a distance of 1325.47 feet to a point on the North line of land deeded to J. Jay and Luetta Graber in Document No. 93-005409 and recorded in the Office of the Recorder of Elkhart County, Indiana said point being marked by a rebar with cap inscribed "LANDBRO"; thence South 89°44'43" East along the North line of said Graber land a distance of 230.01 feet to the Northeast corner of said Graber land being marked by rebar with cap inscribed "JUSTICE", said point also being the Northwest corner of land deeded to Star Ag LLC in Document No. 2012-007282 in said Recorder's Office; thence South 89°47'39" East along the North line of said Star Ag land and the North line of land deeded to Star Property Real Estate Company in Document No. 2024-13472 in said Recorder's Office, a distance of 231.50 feet to the Northeast corner of said Star Property marked by a rebar with cap inscribed "LANDBRO"; thence South 1°27'20" East along the East line of said Star Property land a distance of 1325.27 feet to the a point on the South line of the Southwest Quarter (SW1/4) of said Section 3, marked by a Survey Spike with washer inscribed "LANDBRO"; thence North 89°47'39" West along said South line a distance of 461.50 feet to the Point of Beginning of this description.

Containing 14.03 Acres of Land.

- LEGEND**
- HARRISON MONUMENT FOUND
 - REBAR FOUND
 - REBAR W/CAP INSCRIBED "LANDBRO" SET
 - SURVEY SPIKE W/WASHER INSCRIBED "SHETLER FIRM0146" SET/FOUND
 - PROPOSED OVERHEAD LIGHT
 - FENCE
 - SETBACKS



Clients:
Joel Lambright and Jay Graber

Owner:
J. Jay and Luetta Graber, Star Ag, LLC and
Star Property Real Estate Company, LLC
(Doc. 93-05409, 2012-07282 and 2024-13472)

Site Location:
12865 County Road 30
Middlebury, Indiana 46540

Mist Minor Subdivision
Existing Conditions/Support Drawing
Part of the Southwest Quarter (SW1/4) of Section 3,
Township 36 North, Range 7 East,
Clinton Township, Elkhart County
State of Indiana

LAND & BOUNDARY
The Land and Boundary Resource Office

401 SOUTH 3RD STREET GOSHEN, IN 46526
(574) 320-5514
INFO@LANDBRO.COM

DATE OF FIELD WORK: 11-13-2025

PROJECT NUMBER: 250609

AUTHORIZED BY: TRS

DRAFTING BY: LRR

SCALE: 1" = 100'

SHEET 1 OF 7

Land Description - Combined
Tract I; Michiana Equipment/Vinyl Pro DPUD - PB33 pg 79; Star Ag, LLC - Doc. 2012-007282; and Star Property Real Estate Company, LLC - Doc. 2024-13472

Part of the Southwest Quarter (SW1/4) of Section 3, Township 36 North, Range 7 East, Clinton Township, Elkhart County, State of Indiana, surveyed by Travis R. Shetler, Registration Number LS21400008 with Land and Boundary LLC, as shown on a survey drawing for Project No. 250609, certified on December 2, 2025 and being more particularly described as follows:

Commencing at a Harrison monument marking the Southwest corner of the Southwest Quarter (SW1/4) of said Section 3; thence South 89°47'39" East along the South line of said Southwest Quarter (SW1/4) a distance of 1089.91 feet to a Survey Spike with washer inscribed "LANDBRO" being the Point of Beginning of this description; thence North 01°27'20" West a distance of 1325.47 feet to a point on the North line of land deeded to J. Jay and Luetta Graber in Document No. 93-005409 and recorded in the Office of the Recorder of Elkhart County, Indiana said point being marked by a rebar with cap inscribed "LANDBRO"; thence South 89°44'43" East along the North line of said Graber land a distance of 230.01 feet to the Northeast corner of said Graber land being marked by rebar with cap inscribed "JUSTICE", said point also being the Northwest corner of land deeded to Star Ag LLC in Document No. 2012-007282 in said Recorder's Office; thence South 89°47'39" East along the North line of said Star Ag land and the North line of land deeded to Star Property Real Estate Company in Document No. 2024-13472 in said Recorder's Office, a distance of 231.50 feet to the Northeast corner of said Star Property marked by a rebar with cap inscribed "LANDBRO"; thence South 1°27'20" East along the East line of said Star Property land a distance of 1325.27 feet to the a point on the South line of the Southwest Quarter (SW1/4) of said Section 3, marked by a Survey Spike with washer inscribed "LANDBRO"; thence North 89°47'39" West along said South line a distance of 461.50 feet to the Point of Beginning of this description.

Containing 14.03 Acres of Land.

Site Data

- Existing land use: A-1
- Proposed land use: Lot 1 - DPUD M-1
- There is one well to the West that is within 100 feet of the site.
- Parking lot layout is conceptual, graveled surface.
- Soil Types:
 - BtxC, Bristol loamy sand, 5 to 10 percent slopes, water table > 80"
 - BuFA, Bronson sandy loam, 0 to 1 percent slopes, water table 18" to 30"
 - CvdA, Crosier loam, 0 to 1 percent slopes, water table 6" to 18"
 - GeJA, Gilford sandy loam, 0 to 1 percent slopes, water table 0"
 - RopB, Riddles-Oshemo fine sandy loam, 1 to 5 percent slopes, water table > 80"
- Based on scaling from the flood insurance rate map of Elkhart County, Indiana, Map Number 18039C0280D, dated 8-2-2011, the property is located zone "X" and partially in zone "A" as shown hereon.
- Gravel/Aggregate depths to be determined based on soil suitability.
- Horizontal datum is based upon the Indiana State Plane Coordinate System, East Zone, GPS derived utilizing the INCORS Network. Basis of elevation is GPS derived utilizing the INCORS Network, NAVD88 datum.
- Site Benchmark: Rebar with cap inscribed "LANDBROTRV" set 96 feet South the Southeast building and 150 feet West of the East boundary line, as shown as BM250609-1 Elev.= 898.69 feet
- Landscape buffers are as shown, Class 3 Types B will be used along the East, West and North lines (outside of the floodplain). Said buffers will adhere to the Elkhart County Developmental Ordinance requirements.
- The existing drive to the West will stay and be used for an exit. A proposed drive to the East side of the subject will be constructed as an entrance and be hard surfaced between the right-of-way. The proposed drive will follow Figure 6 of the Elkhart County Highway standard requirements.
- Shoebox style overhead light fixtures will be affixed to buildings throughout the site as shown, see sheet 3 for typical.
- Approval of a 71.9' building setback variance from the centerline will be required for the West building.
- Signage:
 - A) Two business 6'x24' wall signs for both retail buildings (Southerly buildings).
 - B) Two 3'x4' wall signs for each building on site for site building identifier.
 - C) 8'x8' monument sign within 10'x10' sign easement along South boundary to be added at future date.

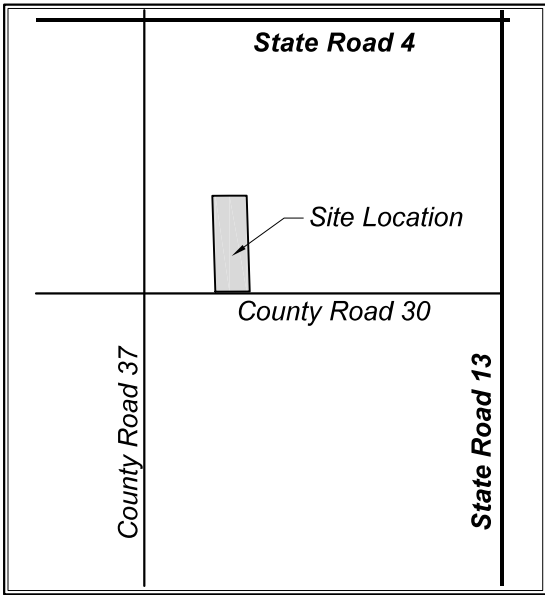
LEGEND

- HARRISON MONUMENT FOUND
- REBAR FOUND
- REBAR W/CAP INSCRIBED "LANDBRO" SET
- SURVEY SPIKE W/WASHER INSCRIBED "SHETLER FIRM0146" SET/FOUND
- PROPOSED OVERHEAD LIGHT
- FENCE
- SETBACKS
- LANDSCAPE BUFFER
- GRAVEL
- CONCRETE
- DRAINAGE TRENCH
- CHECK DAM

Tabulated Site Data

- Acreage of Site - 592,918 SQ FT (13.61 AC)
- Proposed Land Use:
 - A. Lot 1 - Warehousing and light manufacturing
- Proposed Parking:
 - A. Parking as shown on the support plan.
- Parking ratio required by ordinance:
 - A. Warehousing/Office/Retail
 - 40 spaces for warehouse
 - 8 spaces for office
 - 12 spaces for retail
- Proposed Land Coverage:

	SFT	% of Site
A. Proposed Building and Drive	475,641	80.2%
B. Open Spaces	117,277	19.8%
Total	592,918	100.00%
- The storm water runoff from this site will be collected into storm inlets and piped to a detention pond near the Northeast corner of the site. Storm water runoff along the East and West edges of the site and on the North half of the site, will be collected into a stone conveyance channel and drain into the detention pond near the Northeast corner of the site.
- Proposed well and septic (to be designed by others) as shown on the support drawing.
- Access for Lot 1 will utilize the existing drive off of the West side of the subject and the proposed drive off of the East side thereof. Sight distance to the East and West is more than 610 feet at each of the entrances. The nearest intersection is East 1140 feet, more or less, to County Road 37. Proposed drive to meet Figure 6 requirements for the Elkhart County Highway Department Standards.
- There is 1 drive within 200 feet of the West access point for Lot 1, being approximately 60 feet West.
- Setback Requirements per Elkhart County Zoning Ordinance DPUD M-1 Zone - None Residential use
 - 75' front from C/L
 - 50' sides (adjacent residential)
 - 15' rear



Vicinity Map
Not to Scale

Mist DPUD
Site Plan/Support Drawing/Primary Plat
Part of the Southwest Quarter (SW1/4) of Section 3,
Township 36 North, Range 7 East,
Clinton Township, Elkhart County
State of Indiana

LAND & BOUNDARY
The Land and Boundary Resource Office

401 SOUTH 3RD STREET GOSHEN, IN 46526
(574) 320-5514
INFO@LANDBRO.COM

DATE OF FIELD WORK: 11-13-2025
PROJECT NUMBER: 250609
AUTHORIZED BY: TRS

SCALE: 1" = 100'
SHEET 2 OF 7
DRAWING BY: LRR

Owner:
J. Jay and Luetta Graber, Star Ag, LLC and
Star Property Real Estate Company, LLC
(Doc. 93-05409, 2012-07282 and 2024-13472)
Site Location:
12865 County Road 30
Middlebury, Indiana 46540

Clients:
Joel Lambright and Jay Graber

THIS DRAWING IS NOT INTENDED TO BE REPRESENTED AS A RETRACEMENT OR ORIGINAL
BOUNDARY SURVEY, A ROUTE SURVEY, OR A SURVEYOR LOCATION REPORT.

Notes

1. Utilities shown are for reference only, contractor shall be responsible for contacting 811 and any non-member utilities prior to excavation.
2. Prior to any work, contractor shall obtain all necessary permits including payment of any fees from the authority having jurisdiction.
3. Contractor is responsible for ensuring compliance with authority having jurisdiction's standards and specifications for construction, and inspection procedures.
4. Contractor is responsible for storm water, erosion, and sediment control.
5. Contractor is responsible for maintenance of vehicle and pedestrian traffic.
6. Elevation and existing location data supplied by Land and Boundary LLC.
7. Per Elkhart County standards the 10 year storm event was used for storm water system design.
8. Per elkhart County standards the 100 year storm event for a 24 hour period was used for drainage and basin design.

STORMWATER SURFACE RUNOFF CALCULATIONS

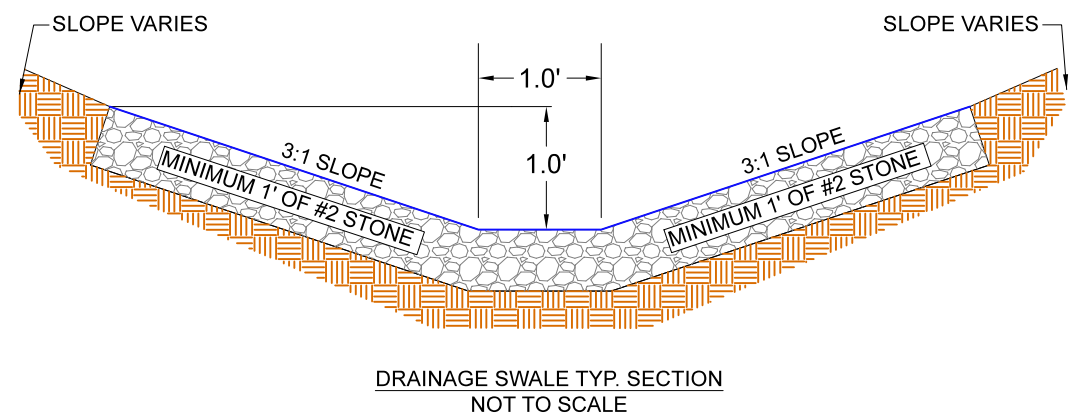
Surface	Runoff Coefficient	Area (SFT)	Weighted Area %	Permeability
02-Dev	0.700	18,210.000	2.128%	OIL ABSORPTION (GejA SandyLoam) AREA STORAGE VOLUME PER HOUR ABSORPTION RATE 0.800 IN / HR 0.640 AC 1,867.853 CF 0.519 CFS
03-Dev	0.700	76,856.000	8.982%	
03-Grass	0.200	204,207.000	23.866%	
04-Dev	0.700	48,711.000	5.693%	
05-Dev	0.700	55,609.000	6.499%	
06-Dev	0.700	45,505.000	5.318%	
07-Dev	0.700	204,337.000	23.881%	
07-Grass	0.200	202,204.000	23.632%	
TOTAL		855,639.000	100.000%	

Retention Volume Required (100 Year Storm)

Developed Coefficient (C) =	0.463	AC CFS
Watershed Acreage (A) =	19.643	
Outflow Rate (O) =	0.519	

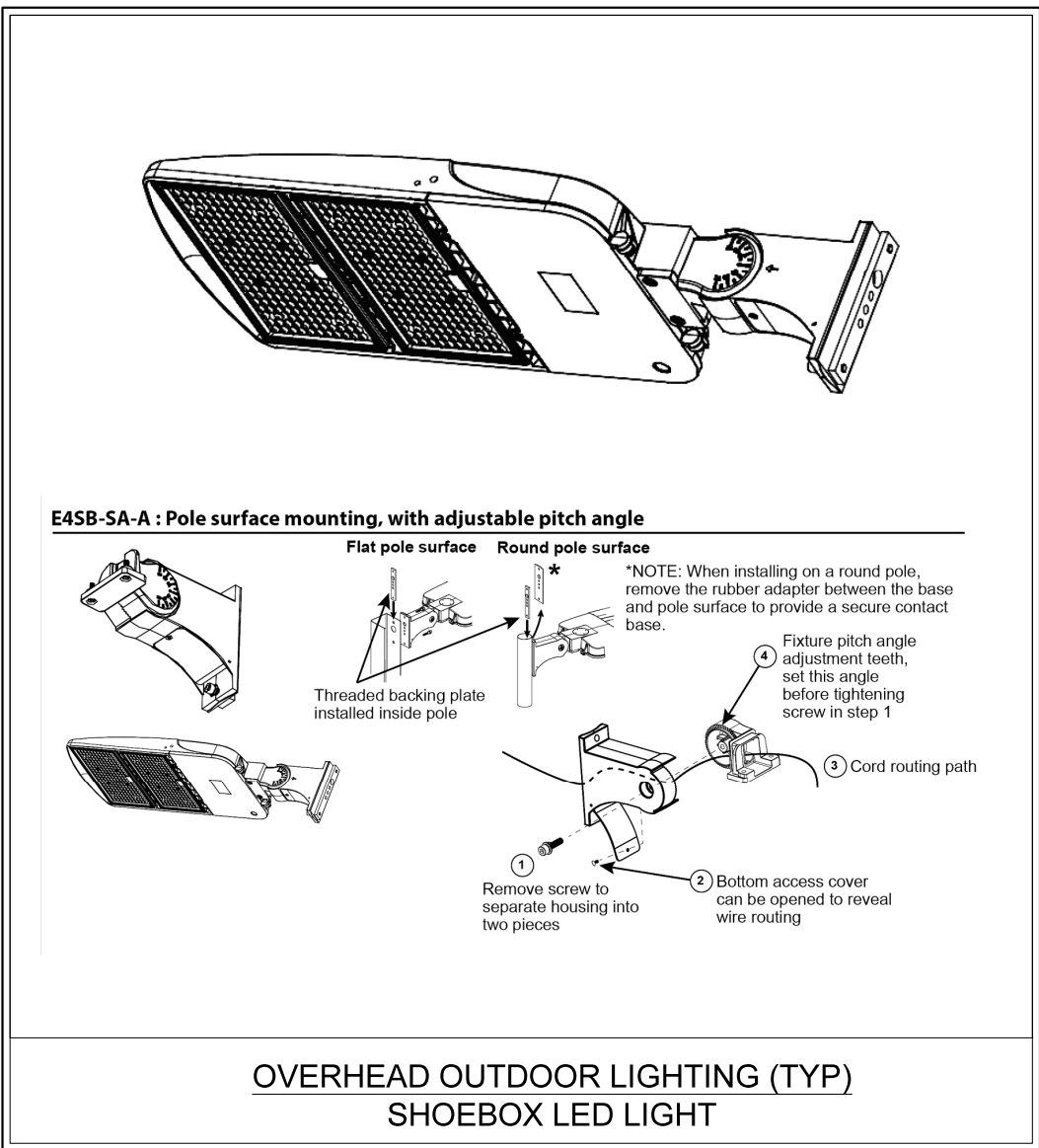
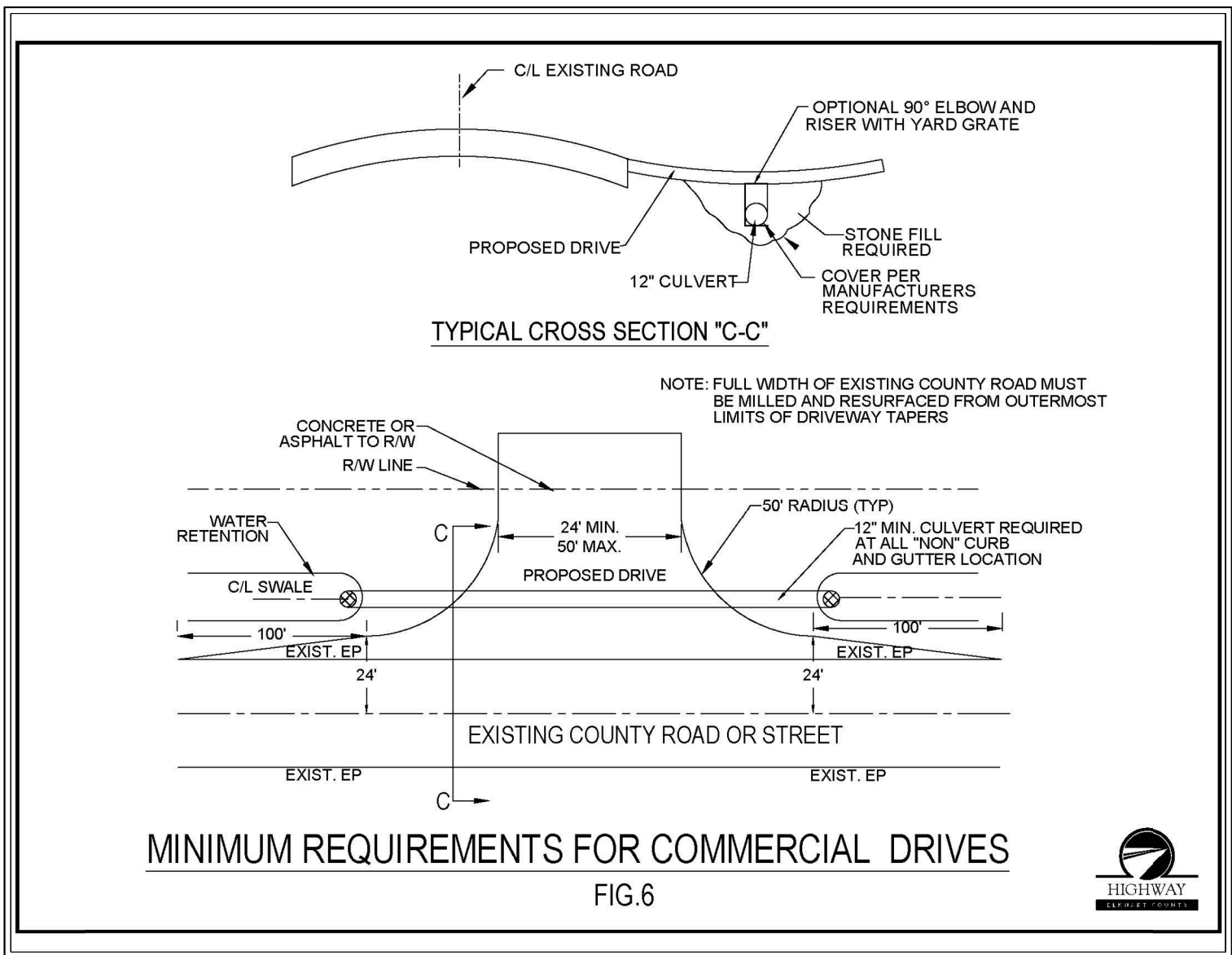
Required Storage Volume (Vr) = 2.989 ACRE-FT

Storm Duration Tc (HR)	Intensity I (IN/HR)	Inflow Rate Q=CIA (CFS)	Outflow Rate O (CFS)	Storage Rate S=Q-O (CFS)	Storage Volume Vs=S*Tc/12 (ACRE-FT)	Volume Rank	Required Volume Vr (ACRE-FT)
0.25	6.47	58.8428	0.519	58.3238	1.2151	16	-
0.50	3.96	36.0150	0.519	35.4960	1.4790	14	-
0.75	2.71	24.6467	0.519	24.1277	1.5080	13	-
1.00	1.98	18.0075	0.519	17.4885	1.4574	15	-
2.00	1.55	14.0968	0.519	13.5778	2.2630	12	-
3.00	1.14	10.3680	0.519	9.8490	2.4623	11	-
4.00	0.92	8.3671	0.519	7.8481	2.6160	10	-
5.00	0.77	7.0029	0.519	6.4839	2.7016	9	-
6.00	0.67	6.0935	0.519	5.5745	2.7873	8	-
7.00	0.59	5.3659	0.519	4.8469	2.8274	7	-
8.00	0.53	4.8202	0.519	4.3012	2.8675	6	-
9.00	0.48	4.3655	0.519	3.8465	2.8849	5	-
10.00	0.44	4.0017	0.519	3.4827	2.9023	4	-
15.00	0.32	2.9103	0.519	2.3913	2.9891	1	2.9891
20.00	0.25	2.2737	0.519	1.7547	2.9245	3	-
24.00	0.22	2.0008	0.519	1.4818	2.9636	2	-



STRUCTURE DATA TABLE

Line #	Upstream Structure	Downstream Structure	Length (FT)	Pipe Dia (IN)	Pipe Slope (%)	Rim Elevation Upstream	Rim Elevation Downstream	Invert Elevation Upstream	Invert Elevation Downstream	Pipe Cover Upstream	Pipe Cover Downstream
1	140	130	238	12	0.400%	893.80	893.07	888.80	887.85	4.00	3.97
2	130	120	196	15	0.400%	893.07	892.22	887.85	887.06	3.97	3.91
3	120	110	300	15	0.500%	892.22	892.67	887.06	885.56	3.91	5.61
4	110	100	335	18	0.500%	892.67	-	885.56	883.89	5.61	-



Clients:
Joel Lambright and Jay Graber

Owner:
J. Jay and Luetta Graber, Star Ag, LLC and
Star Property Real Estate Company, LLC
(Doc. 93-05409, 2012-07282 and 2024-13472)

Site Location:
12865 County Road 30
Middlebury, Indiana 46540

Mist DPUD
Site Plan/Support Drawing/Primary Plat
Part of the Southwest Quarter (SW1/4) of Section 3,
Township 36 North, Range 7 East,
Clinton Township, Elkhart County
State of Indiana

LAND & BOUNDARY
The Land and Boundary Resource Office

401 SOUTH 3RD STREET GOSHEN, IN 46526

(574) 320-5514

INFO@LANDBRO.COM

PROJECT NUMBER: 250609

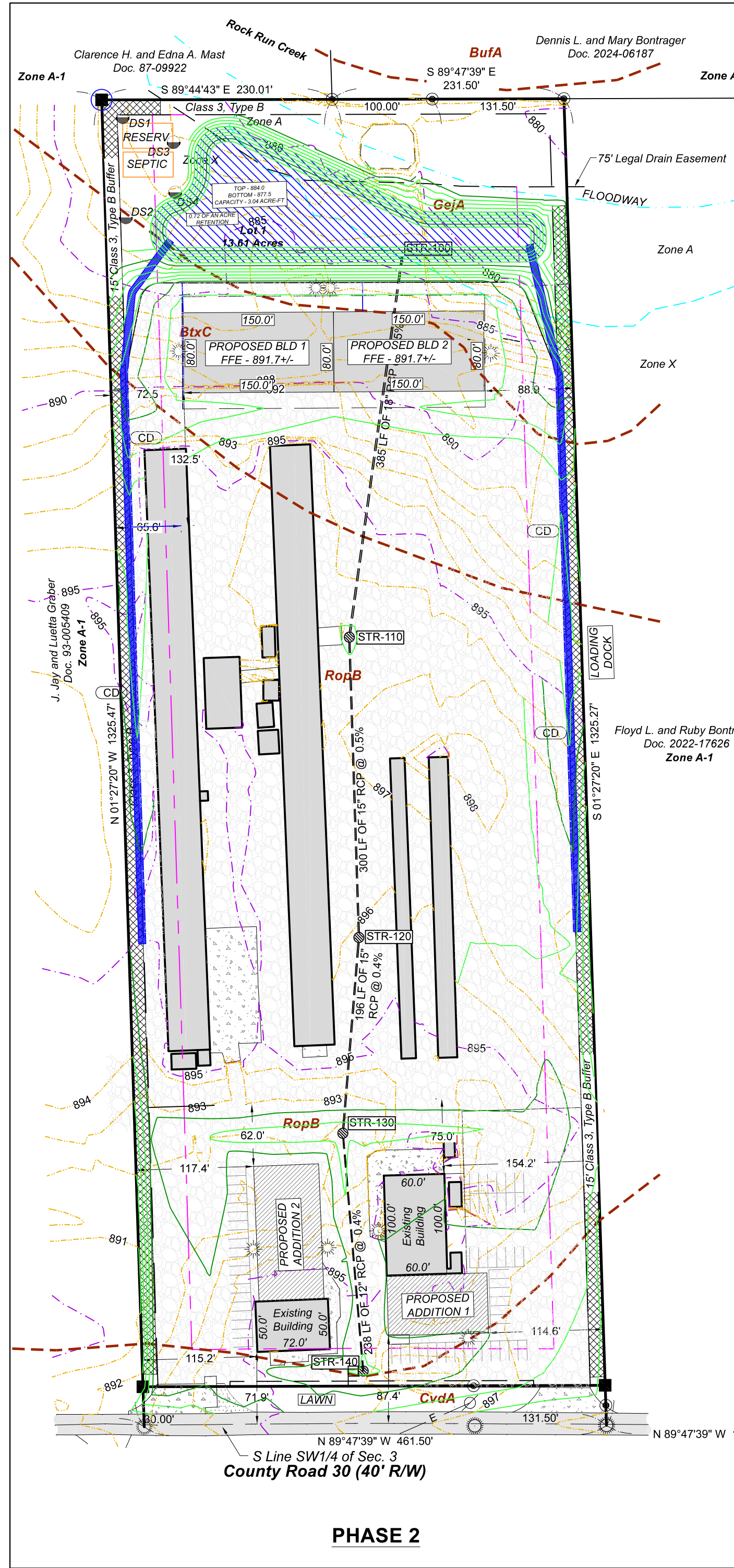
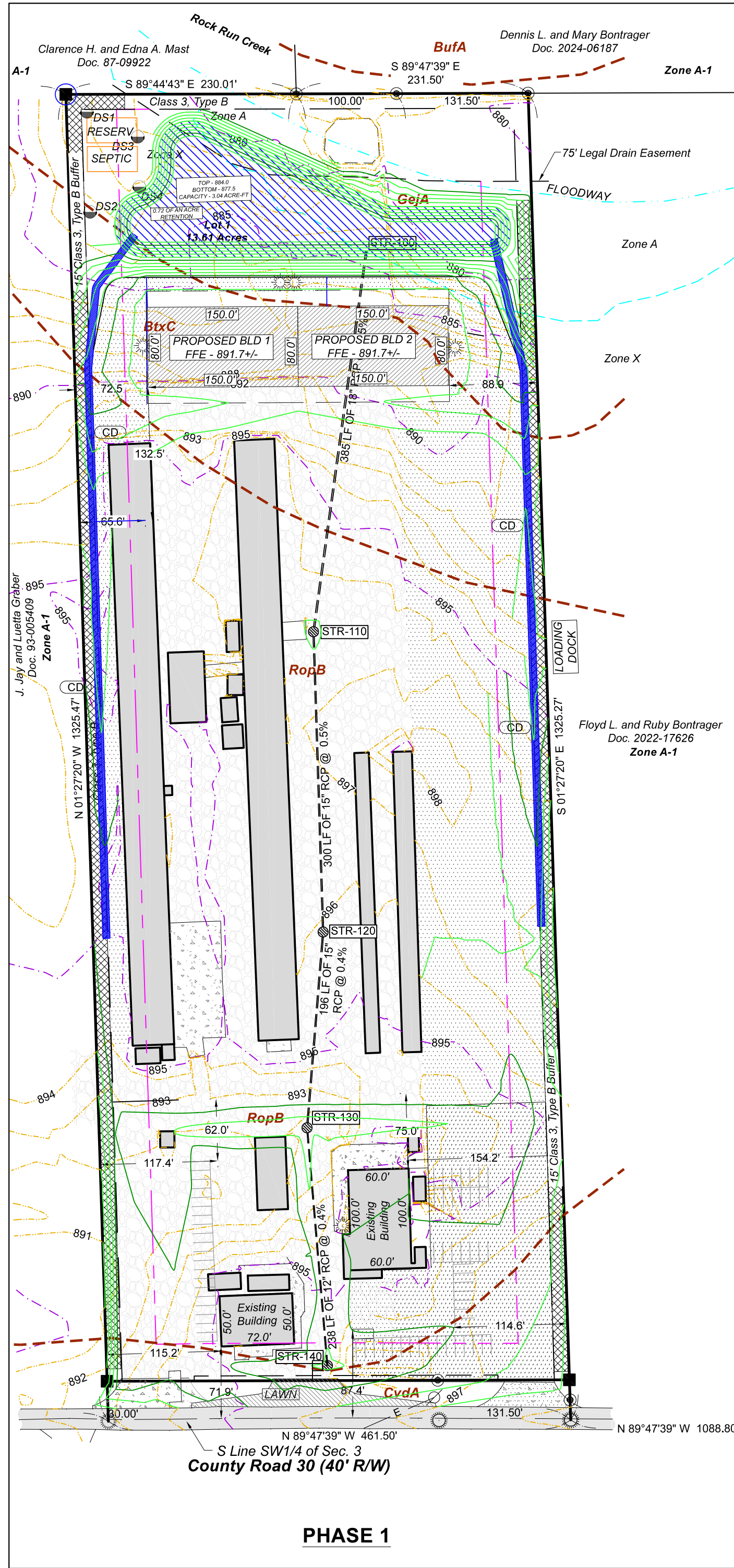
AUTHORIZED BY: TRS

DRAFTING BY: LRR

DATE OF FIELD WORK: 11-13-2025

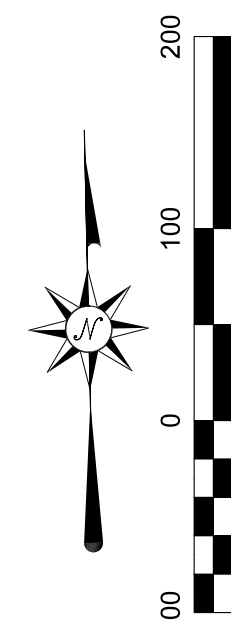
SCALE: N/A

SHEET 3 OF 7



LEGEND

- HARRISON MONUMENT FOUND
- REBAR FOUND
- REBAR W/CAP INSCRIBED "LANDBRO" SET
- SURVEY SPIKE W/WASHER INSCRIBED "SHETLER FIRM0146" SET/FOUND
- PROPOSED OVERHEAD LIGHT
- FENCE
- SETBACKS
- LANDSCAPE BUFFER
- GRAVEL
- CONCRETE
- DRAINAGE TRENCH
- CHECK DAM



Mist DPUD
Site Plan Phasing
Part of the Southwest Quarter (SW1/4) of Section 3,
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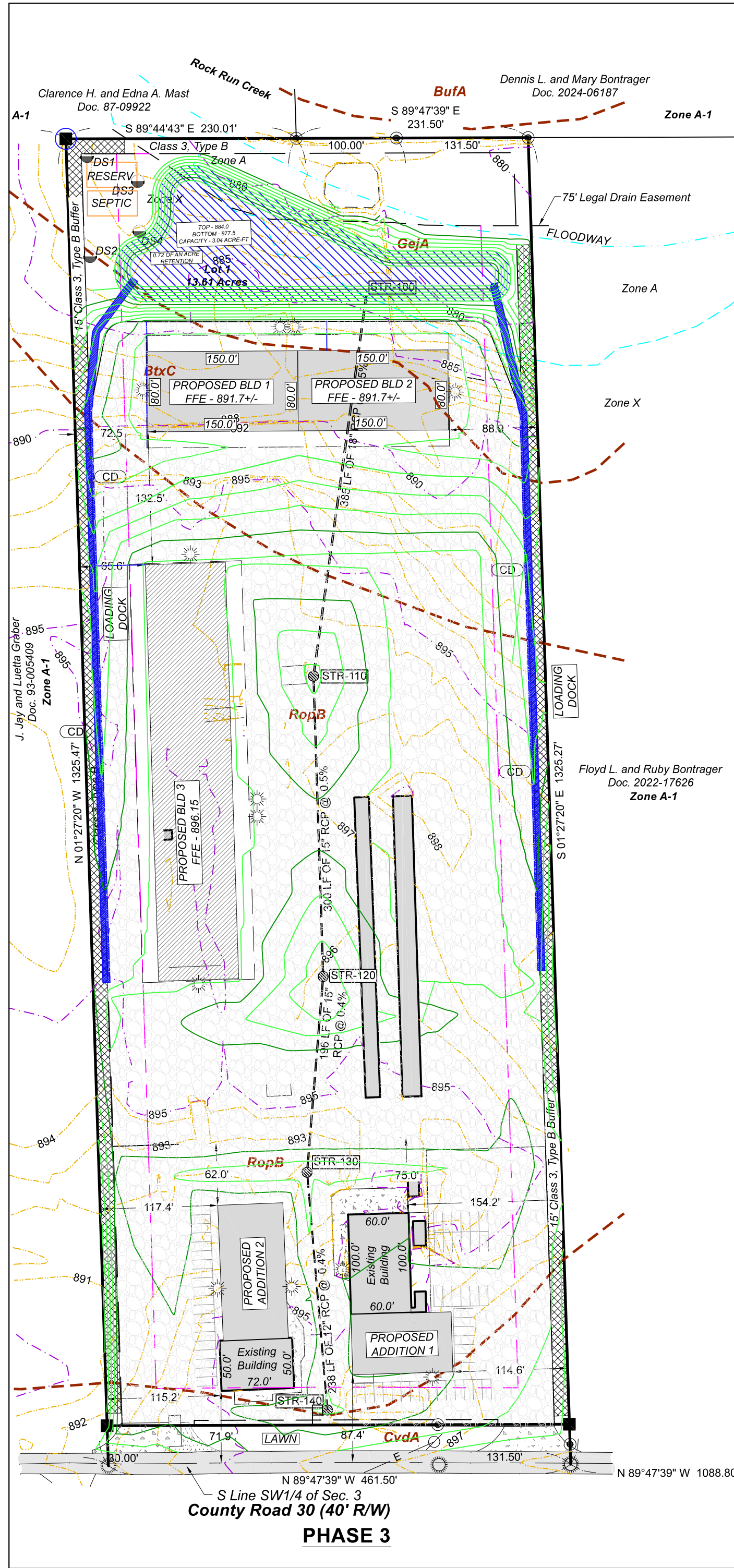
DATE OF FIELD WORK: 11-13-2025
SCALE: 1" = 100'

PROJECT NUMBER: 250609
AUTHORIZED BY: TRS
DRAFTING BY: LRR

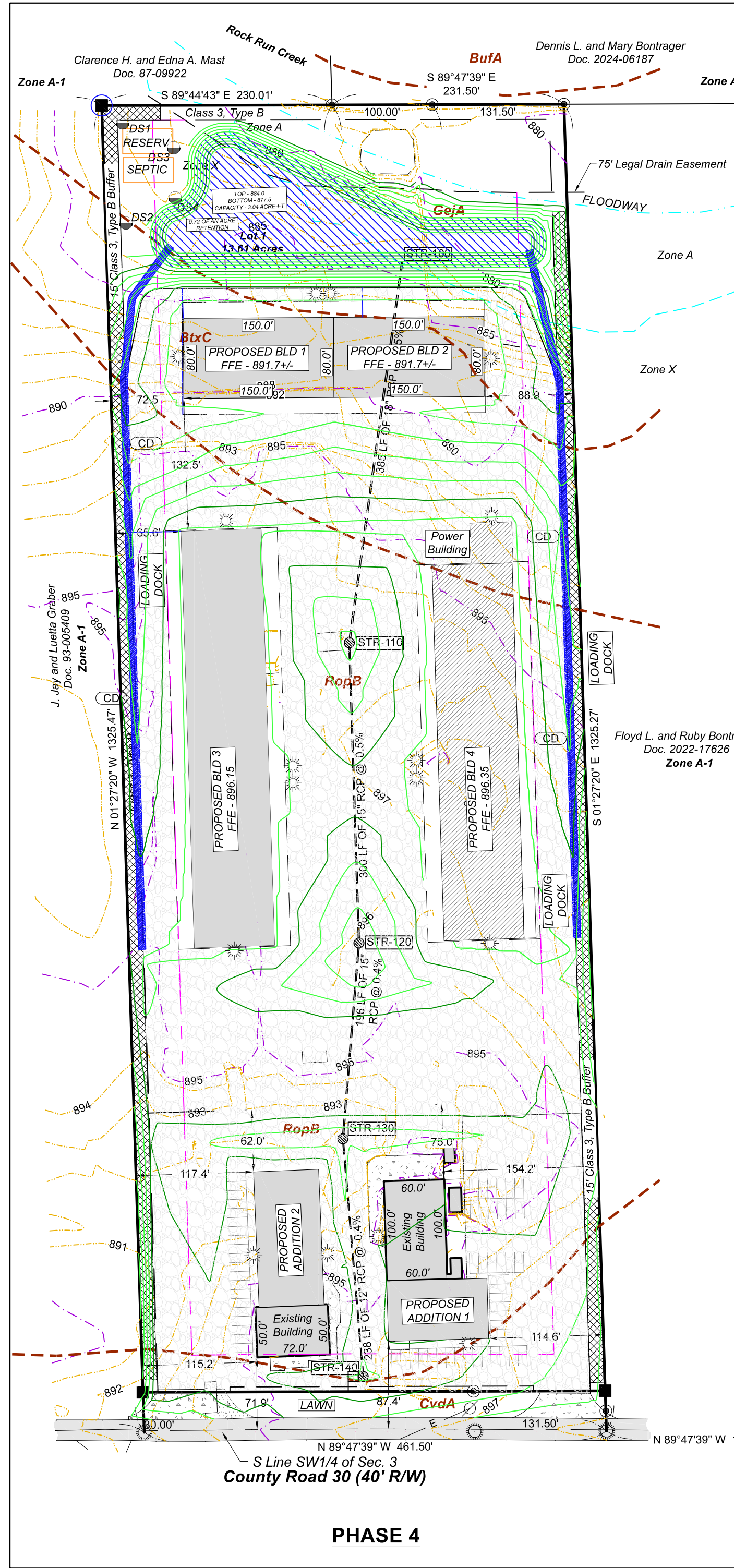
SHEET 4 OF 7

Site Location:
12865 County Road 30
Middlebury, Indiana 46540

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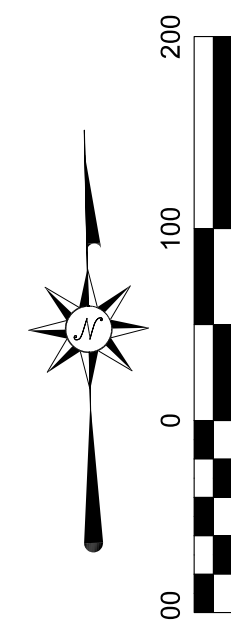


S Line SW1/4 of Sec. 3
County Road 30 (40' R/W)
PHASE 3



PHASE 4

- LEGEND**
- HARRISON MONUMENT FOUND
 - REBAR FOUND
 - REBAR W/CAP INSCRIBED "LANDBRO" SET
 - SURVEY SPIKE W/WASHER INSCRIBED "SHETLER FIRM0146" SET/FOUND
 - PROPOSED OVERHEAD LIGHT
 - FENCE
 - SETBACKS
 - LANDSCAPE BUFFER
 - GRAVEL
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 - CHECK DAM

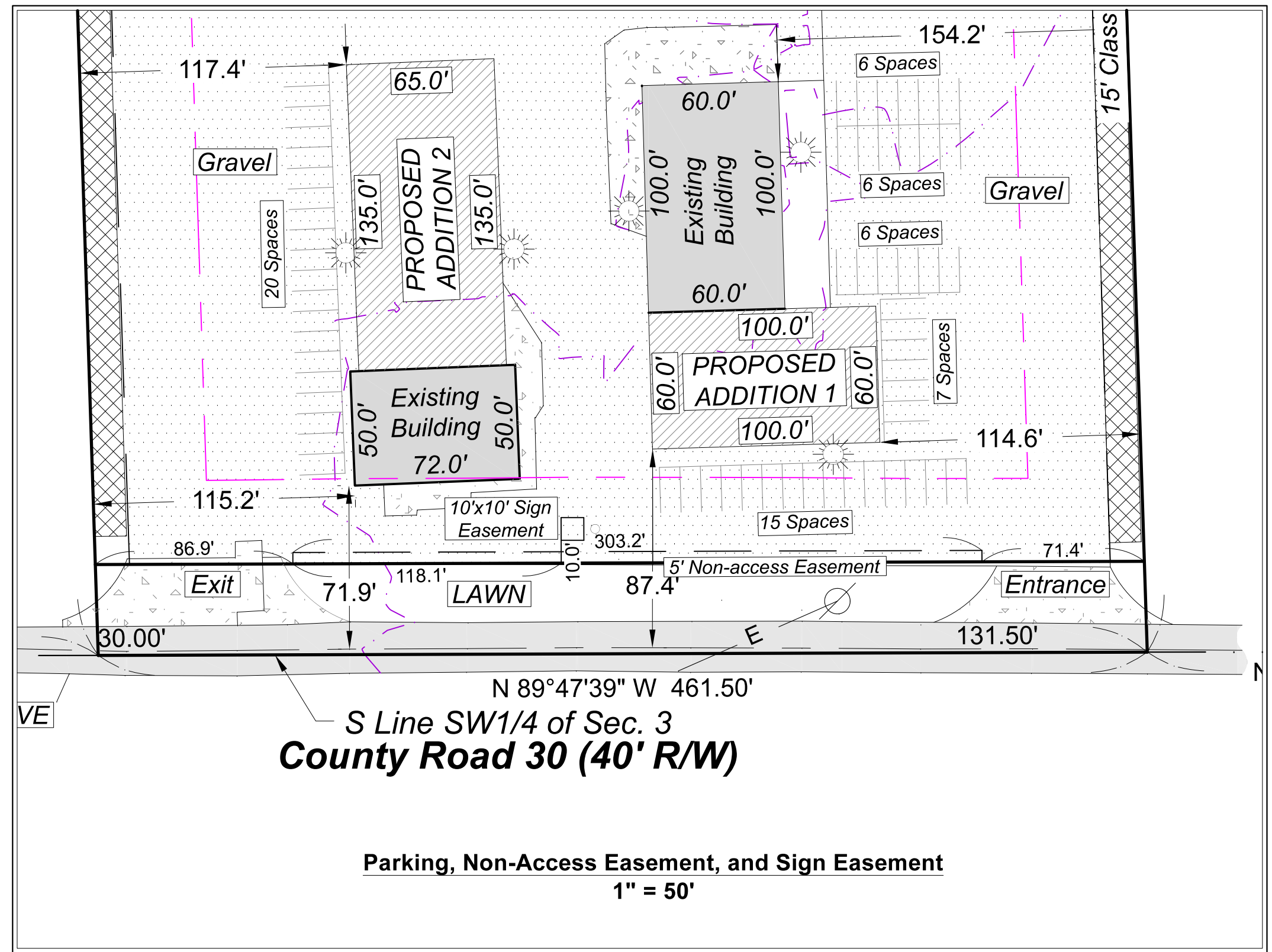
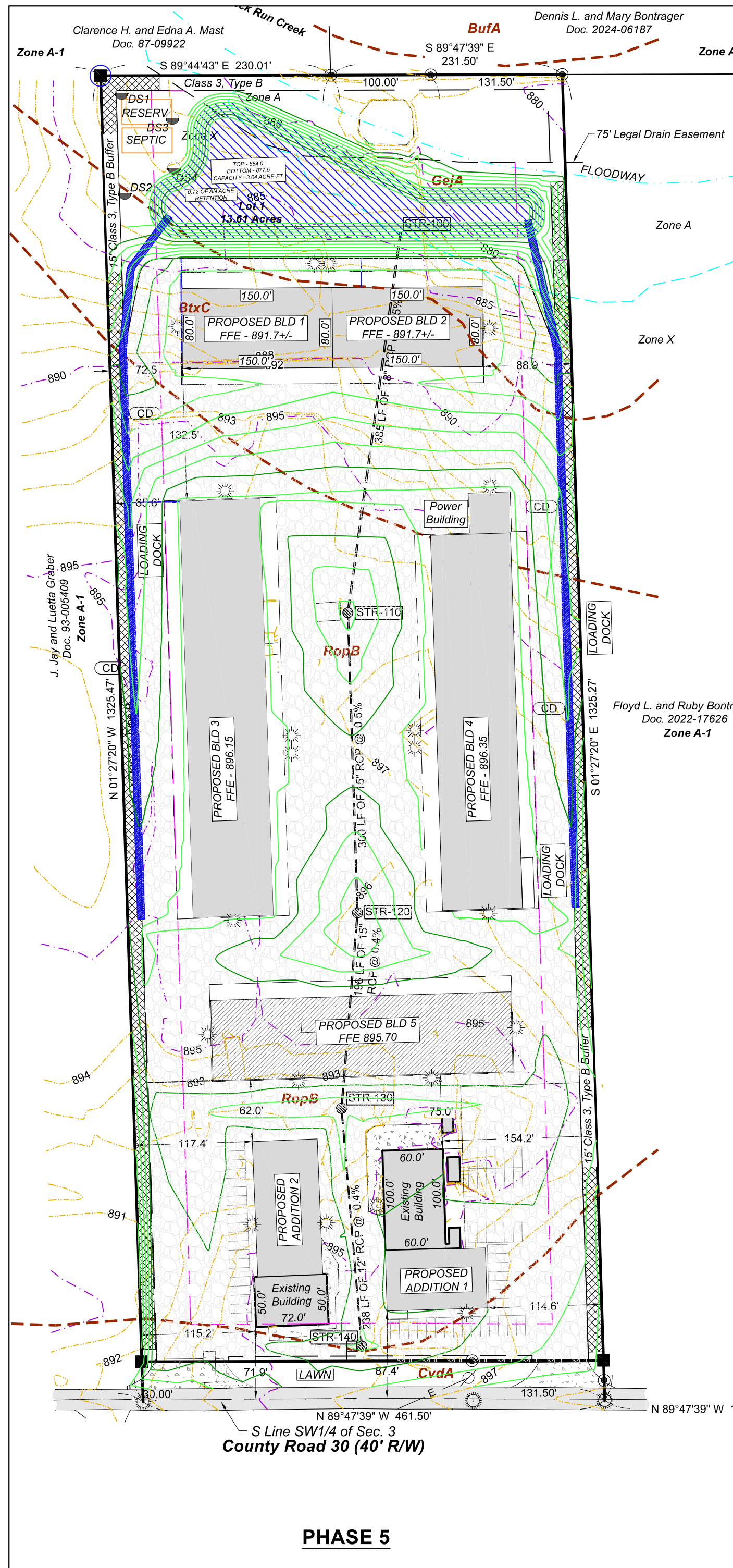


Mist DPUD
Site Plan Phasing
Part of the Southwest Quarter (SW1/4) of Section 3,
Township 36 North, Range 7 East,
Clinton Township, Elkhart County
State of Indiana

LAND & BOUNDARY The Land and Boundary Resource Office 401 SOUTH 3RD STREET GOSHEN, IN 46526 (574) 320-5514 INFO@LANDBRO.COM	DATE OF FIELD WORK: 11-13-2025	SCALE: 1" = 100'	SHEET 5 OF 7
	PROJECT NUMBER: 250609	AUTHORIZED BY: TRS	DRAFTING BY: LRR

Site Location:
12865 County Road 30
Middlebury, Indiana 46540

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Mist DPUD
Site Plan Phasing
Part of the Southwest Quarter (SW1/4) of Section 3,
Township 36 North, Range 7 East,
Clinton Township, Elkhart County
State of Indiana

LAND & BOUNDARY The Land and Boundary Resource Office 401 SOUTH 3RD STREET GOSHEN, IN 46526 (574) 320-5514 INFO@LANDBRO.COM	DATE OF FIELD WORK: 11-13-2025	SCALE: 1" = 100'	SHEET 6 OF 7
	PROJECT NUMBER: 250609	AUTHORIZED BY: TRS	DRAFTING BY: LRR

Site Location:
12865 County Road 30
Middlebury, Indiana 46540

STATEMENT OF COMPLIANCE

THIS SUBDIVISION IS FOUND TO BE IN COMPLIANCE WITH THE ELKHART COUNTY SUBDIVISION CONTROL ORDINANCE AND THE DEDICATIONS SHOWN ON THIS PLAT ARE HEREBY APPROVED AND ACCEPTED TO THE BENEFIT OF ELKHART COUNTY THIS DAY OF 2026

ELKHART COUNTY PLAN COMMISSION

BY: MAE KRATZER, PLAN DIRECTOR

RECORDER

RECEIVED FOR RECORD THIS DAY OF 2026

AT AND RECORDED IN PLAT BOOK PAGE

KAALA BAKER, RECORDER OF ELKHART COUNTY

AUDITOR

DULY ENTERED FOR TAXATION THIS DAY OF 2026

TIARA JACKSON, AUDITOR OF ELKHART COUNTY

DRAINAGE MAINTENANCE CERTIFICATION:

THE MAINTENANCE OF ALL DRAINAGE FACILITIES, INCLUDING CULVERTS AND SWALES SHALL BE THE RESPONSIBILITY OF EACH LOT OWNER, AND NO OWNER SHALL PERMIT, ALLOW OR CAUSE ANY OF SAID FACILITIES TO BE OBSTRUCTED OR REMOVED OR TO IN ANY WAY IMPEDE THE FLOW OF WATER ACROSS OR THROUGH SAID FACILITIES.

IN THE EVENT ANY SUCH FACILITIES BECOMES DAMAGED OR IN DISREPAIR, IT SHALL BE THE RESPONSIBILITY OF THE LOT OWNER TO REPAIR SUCH FACILITIES AT OWNER'S EXPENSE. IN THE EVENT OF OWNER'S FAILURE TO MAINTAIN SUCH DRAINAGE FACILITIES IN GOOD ORDER AND REPAIR, APPROPRIATE GOVERNMENTAL AUTHORITY OF ELKHART COUNTY, INDIANA, MAY REPAIR SUCH DRAINAGE FACILITIES AND INVOICE THE COSTS OF SUCH REPAIR TO THE LAST OWNER. ELKHART COUNTY, INDIANA, IS GRANTED AN EASEMENT ACROSS ALL LOT OWNER'S REAL ESTATE FOR THE PURPOSE OF REPAIRING ANY DRAINAGE FACILITIES ON SAID LOT OWNER'S REAL ESTATE. THE AMOUNT OF ANY ASSESSMENT FOR THE COSTS OF SUCH REPAIR, AS ASSESSED BY SAID GOVERNMENTAL AUTHORITY SHALL CONSTITUTE A LIEN UPON THE REAL ESTATE OF THE LOT OWNER AND AN ENCUMBRANCE UPON THE TITLE TO SAID LOT.

ELKHART COUNTY, INDIANA, IS FURTHER GRANTED A RIGHT OF ACTION FOR THE COLLECTION OF SAID INDEBTEDNESS FROM THE LOT OWNER AND FOR THE FORECLOSURE OF SAID LIEN IN THE MANNER IN WHICH MORTGAGES ARE FORECLOSED UNDER THE LAWS OF THE STATE OF INDIANA. ANY SUCH COLLECTION AND/OR FORECLOSURE ACTION SHALL BE MAINTAINED IN THE COURTS OF GENERAL JURISDICTION OF THE STATE OF INDIANA, AND SHALL BE COMMENCED IN ELKHART COUNTY, INDIANA.

THE BOUNDARY SURVEY FOR THIS PROPERTY IS RECORDED IN ELKHART COUNTY INSTRUMENT NUMBER 2025-21682

DEED OF DEDICATION and OWNERS' CERTIFICATION

THIS IS TO CERTIFY THAT WE, THE UNDERSIGNED, ARE THE OWNERS OF THE LAND DESCRIBED IN THE PLAT HEREIN, AND THAT WE HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DO HEREBY ACKNOWLEDGE AND ADOPT THE PLAT UNDER THE STYLE AND TITLE THEREON INDICATED.

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED, AS PROPRIETORS, HAVE CAUSED THE ABOVE DESCRIBED LAND TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT OPPOSITE, THAT SAID SUBDIVISION IS TO BE KNOWN AS MIST DPUD MINOR SUBDIVISION, THAT THE LOTS ARE NUMBERED AND HAVE THEIR RESPECTIVE DIMENSIONS GIVEN IN FEET AND DECIMAL PARTS THEREOF, AND THAT THE FACILITIES INCLUDED IN SAID SUBDIVISION ARE HEREBY DEDICATED FOR PUBLIC USE.

MICHIANA EQUIPMENT LLC
J. JAY GRABER, MEMBER

STAR AG, LLC
JOEL LAMBRIGHT, MEMBER

STAR PROPERTY REAL ESTATE COMPANY, LLC
JOEL LAMBRIGHT, MEMBER

STATE OF INDIANA)
) ss:
COUNTY OF ELKHART)

Before me, the undersigned Notary Public in and for said County and State, personally appeared J. JAY GRABER, and JOEL LAMBRIGHT and each separately and severally acknowledged the foregoing instrument as their voluntary act and deed for the purposes herein expressed.

Witness my hand and Notarial Seal this day of 2026.

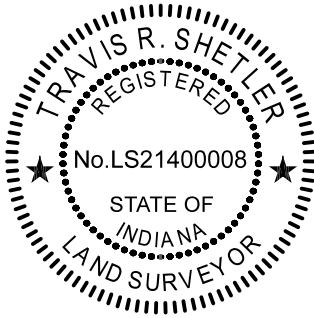
NOTARY
[Notary Public's Printed Name]

Resident of County. My Commission Expires

I, TRAVIS R. SHETLER, AFFIRM UNDER THE PENALTIES FOR PERJURY, THAT I HAVE TAKEN REASONABLE CARE TO REDACT EACH SOCIAL SECURITY NUMBER IN THIS DOCUMENT, UNLESS REQUIRED BY LAW.

I, TRAVIS R. SHETLER, HEREBY CERTIFY THAT I AM A LAND SURVEYOR , LICENSED IN COMPLIANCE WITH THE LAWS OF THE STATE OF INDIANA. I CERTIFY THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH TITLE 865, ARTICLE 1, CHAPTER 12, SECTION 1 THROUGH 41 OF THE INDIANA ADMINISTRATIVE CODE, THAT ALL MONUMENTS ARE INSTALLED IN ACCORDANCE WITH THE PROVISIONS OF THE SUBDIVISION ORDINANCE OF ELKHART COUNTY, INDIANA

7-3-2026
TRAVIS R. SHETLER, PS #LS21400008



Mist DPUD
Site Plan/Support Drawing/Primary Plat
Part of the Southwest Quarter (SW1/4) of Section 3,
Township 36 North, Range 7 East,
Clinton Township, Elkhart County
State of Indiana

LAND & BOUNDARY
The Land and Boundary Resource Office

401 SOUTH 3RD STREET GOSHEN, IN 46526
(574) 320-5514
INFO@LANDBRO.COM

DATE OF FIELD WORK: 11-13-2025 PROJECT NUMBER: 250609

SCALE: N/A AUTHORIZED BY: TRS

SHEET 7 OF 7 DRAFTING BY: LRR

Mist DPUD

July 23, 2026

Current Owner

Star Property Real Estate Company, LLC
12737 County Road 30
Middlebury, Indiana 46540

Star Ag LLC
12737 County Road 30
Middlebury, Indiana 46540

Michiana Equipment LLC
12865 County Road 30
Middlebury, Indiana 46540

Prepared By:

Land and Boundary, LLC
401 South 3rd Street
Goshen, Indiana 46526

Star Home Real Estate DPUD

Table of Contents

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Star Home Real Estate DPUD

1.0 Introduction

1.1 Project Summary

Mist DPUD is a proposed one lot minor subdivision with a zone map change. Proposed Lot 1 will change from A-1 to DPUD M-1. Proposed Lot 1 will be used as a retail store and light manufacturing / warehousing. The hours of operation are as follows: Monday thru Friday 5AM to 3:30PM. There will be between 12-14 trucks/vehicles per day and between 90-100 employees and/or visitors per day.

This property is currently under ownership of 3 legal entities: Star Ag, LLC; Star Property Real Estate Company, LLC; and Michiana Equipment LLC. Ownership between the three entities is shared amongst common owners in various share distributions. The owners are currently in the process of transferring the property and facilities to the sole ownership of Star Property Real Estate Company, LLC to be leased to Star Ag and Michiana Equipment.

A portion of this site was platted as a DPUD A-1 in 2011 and contains the retail space for Star Ag LLC and Michiana Equipment LLC. The buildings North of the existing DPUD A-1 portion of the site are old agricultural buildings that have been converted into storage buildings for building material.

Star Ag LLC was established in 2009 to provide building materials to the agricultural market, with a primary focus on supplying contractors rather than direct consumer sales. Over the years, the company has expanded its operations to also provide building materials for the residential housing market. In 2024, Star Ag purchased property immediately east of its existing facility with the intent of expanding its operations. This DPUD petition is being requested in an effort to align the zoning of the property with its current/planned use and also allow for the continued growth and expansion of the owners' businesses as laid out in the project phasing.

Star Home Real Estate DPUD

The following information should serve as a guideline for development of the proposed DPUD. The site location is shown on the included site plan support drawing.

1.2 Land Use

The proposed DPUD M-1 zoning classification provides the correct zoning for the proposed development. The existing retail stores near the South of the property are to remain as retail stores with planned additions. The existing storage buildings North of the retail stores are to be demolished, and new storage / light manufacturing buildings are to be constructed. Light manufacturing to include roll forming metal panels and trim for building materials. Proposed outdoor activities are limited to material handling. The improvements and activities proposed for the site should have no adverse impact on the surrounding areas.

Proposed Building and Parking – 80.2%

Open Spaces – 19.8%

1.3 Protections of Surrounding Areas

A Class 3 Types B buffers between surrounding residential properties and this property will be in place per the Elkhart County Zoning Ordinance. “Shoebox” style outdoor lighting shall be utilized on buildings, as shown on the site plan, in order to improve overall safety and security and to prevent light from spilling onto neighboring properties.

2. Development Project Details

2.1 Site Improvements and Changes

Site improvements and changes are noted on the site plan/support drawing. Both retail buildings have a proposed addition as shown. The existing agricultural buildings that have been converted to storage buildings shall be demolished and new storage / light manufacturing buildings are to be constructed. The new storage / light manufacturing

Star Home Real Estate DPUD

buildings have a 16' overhang that will be utilized for temporary storage when necessary. No outdoor storage is proposed. There are 60 proposed parking spaces with room to add parking as needed. All driving surfaces on site, not in the right-of-way, are to be compacted gravel.

2.2 Project Phasing

The developer intends on starting construction in the Fall of 2026 following approvals by Elkhart County and other governing bodies. Each phase is estimated to be completed within a year. The phases are planned as follows: Phase 1 – 2026, Phase 2 – 2028, Phase 3 – 2030, Phase 4 – 2032, Phase 5 – 2034. Phase 1 includes the proposed buildings 1 and 2, drive/parking, septic, storm water management, and landscape buffers. Phase 2 includes Proposed addition 1 and 2 near County Road 30. Phase 3 includes demolishing existing buildings and constructing proposed building 3. Phase 4 includes demolishing existing buildings and constructing proposed building 4. Phase 5 includes constructing proposed building 5.

2.3 Site Access

The existing drive along the West boundary line is to remain in place and used as an exit from the site. The existing drive near the center of the property is to be removed and a new commercial drive will be constructed near the east boundary line and follow figure 6 per Elkhart County Highway minimum standards. Traffic flow will enter from the East drive and exit from the West drive.

2.4 Ownership Intentions

The project will be used for warehousing, agriculture products and building materials with some light manufacturing. The owners are

Star Home Real Estate DPUD

currently in the process of transferring the property and facilities to the sole ownership of Star Property Real Estate Company, LLC to be leased to Star Ag and Michiana Equipment.

2.5 Overview of Stormwater Plan

The storm water runoff from this site shall be collected in storm structures and carried to the detention pond on the North end of the site. Runoff along the East and West edge of the property will sheet drain to the drainage trenches and be conveyed to the detention pond. A detention area North of the proposed building site will have the adequate size ensuring no offsite impacts to the adjoining land or downstream areas.

3.0 Deviations from Zoning Ordinances

Lot 1 will require 71.9 foot building setback variance. The existing 50'x72' retail building is 71.9' from centerline of County Road 30, ordinance requires 75 feet.

3.1 Descriptions for Rezoning Areas

Lot 1 Zoning Map Change from A-1 to DPUD M-1

Part of the Southwest Quarter (SW1/4) of Section 3, Township 36 North, Range 7 East, Clinton Township, Elkhart County, State of Indiana, surveyed by Travis R. Shetler, Registration Number LS21400008 with Land and Boundary LLC, as shown on a survey drawing for Project No. 250609, certified on December 2, 2025 and being more particularly described as follows:

Commencing at a Harrison monument marking the Southwest corner of the Southwest Quarter (SW1/4) of said Section 3; thence South 89°47'39" East along the South line of said Southwest Quarter (SW1/4) a distance of 1089.91 feet to a Survey Spike with washer inscribed "LANDBRO" being the Point of Beginning of this description; thence

Star Home Real Estate DPUD

North 01°27'20" West a distance of 1325.47 feet to a point on the North line of land deeded to J. Jay and Luetta Graber in Document No. 93-005409 and recorded in the Office of the Recorder of Elkhart County, Indiana said point being marked by a rebar with cap inscribed "LANDBRO"; thence South 89°44'43" East along the North line of said Graber land a distance of 230.01 feet to the Northeast corner of said Graber land being marked by rebar with cap inscribed "JUSTICE", said point also being the Northwest corner of land deeded to Star Ag LLC in Document No. 2012-007282 in said Recorder's Office; thence South 89°47'39" East along the North line of said Star Ag land and the North line of land deeded to Star Property Real Estate Company in Document No. 2024-13472 in said Recorder's Office, a distance of 231.50 feet to the Northeast corner of said Star Property marked by a rebar with cap inscribed "LANDBRO"; thence South 1°27'20" East along the East line of said Star Property land a distance of 1325.27 feet to the a point on the South line of the Southwest Quarter (SW1/4) of said Section 3, marked by a Survey Spike with washer inscribed "LANDBRO"; thence North 89°47'39" West along said South line a distance of 461.50 feet to the Point of Beginning of this description.

Containing 14.03 Acres of Land.

4.0 Soil Data

Surface level soil conditions are considered to be suitable for the planned project. Soil boundaries are shown on the DPUD site plan. Soil data sheets received from the Web Soil Survey website are included with this submittal, see Exhibit "A".

Star Home Real Estate DPUD

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BtyC	Bristol loamy sand, 5 to 10 percent slopes	2.8	13.8%
Bt1A	Bronson sandy loam, 0 to 1 percent slopes	0.2	1.1%
Cv1dA	Crosier loam, 0 to 1 percent slopes	1.3	6.2%
Ce1eA	Cimarron sandy loam, 6 to plain, 0 to 2 percent slopes	0.6	2.9%
R10dB	Riddle-Canton fine sandy loams, 1 to 3 percent slopes	12.4	58.7%
Totals for Area of Interest:		23.3	100.0%

5.0 Traffic Data

5.1 Sight Distances

Sight distance to the West is 610 feet plus. The nearest intersection is 1,140 feet, more or less, to County Road 37. Sight distance to the East is 610 feet plus. The nearest intersection 4,000 feet, more or less, to State Road 13.

6.0 Storm Water Management Report

The storm water runoff from this site will be kept as it is currently with the creation of a detention area along the North side of the Lot 1 to capture water as it drains towards the South side of Lot 1.

6.1 Off-Site Water Shed Impacts

The site improvements planned will include adequate storm water features to assure no offsite impacts to the adjoining land or downstream areas.

7.0 Water and Sanitary Systems

Lot 1 will have a proposed private well and a proposed private septic system, to be designed by others.

Town of Millersburg, Indiana Bicycle and Pedestrian Master Plan

2026





Town of Millersburg

201 W. Washington St.
Millersburg, IN 46543
(574) 642-3976

Advisory Committee

Karla Beasley	Elkhart County Community Foundation, Pumpkinvine Trails Coalition
Stacy Bowers	Goshen Health
Carrie Cannon	Fairfield Community Schools
Emily Evers	LaGrange County Community Foundation
Avery Ferguson	Town of Millersburg
Wade Jagger	Millersburg Elementary School
Terry Marks	Elkhart County Convention and Visitors Bureau
Leanna Martin	LaGrange County Community Foundation
Addie Miller	Town of Millersburg
Vernon Miller	Town of Millersburg
Dustin New	MACOG
Corey Oberlin	Town of Millersburg
Andrew Schwartz	LaGrange County Trails
Brittany Short	Elkhart County Community Foundation, Pumpkinvine Trails Coalition
MacKenzie Taylor	Town of Millersburg
David Wiegner	Elkhart County Health Department
Jeff Wingstrom	LaGrange County Trails

Plan Prepared by:



Abonmarche Consultants
303 River Race Drive
Goshen, Indiana 46526

Project # 26-0230
September 2026

This plan was supported by funds made available from the Centers for Disease Control and Prevention (CDC), Center for State, Tribal, Local and Territorial Support, under NH75OT000073-01-00, administered by the Indiana Department of Health, Division of Nutrition and Physical Activity. The contents of this plan are those of the authors and do not necessarily represent the official position of or endorsement by the CDC.



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INTRODUCTION

Purpose of This Plan

In 2026, the Town of Millersburg was awarded a planning grant from the Indiana Department of Health (IDOH) to prepare a bicycle and pedestrian master plan. The purpose of this Plan is to provide context and guidance for improving walking and bicycling routes to everyday destinations in the town by reviewing existing conditions, identifying community priorities, and providing recommendations for policy and infrastructure improvements.

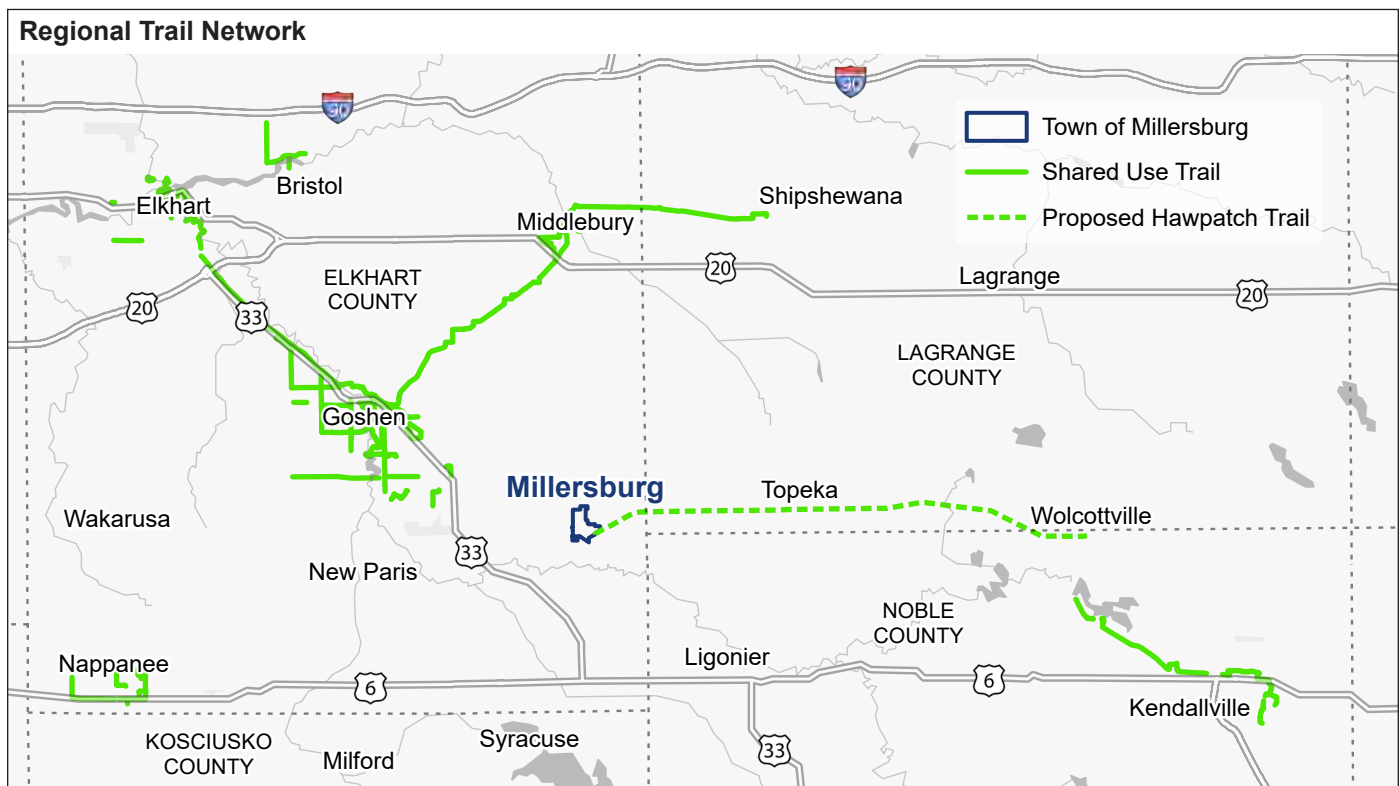
In addition, this plan considers the context of Millersburg's location and the opportunities to connect to other regional biking and walking facilities, including the planned Hawpatch Trail into adjacent LaGrange County.

This Master Plan will be adopted as an amendment to the town's Comprehensive Plan.

Planning Project Overview

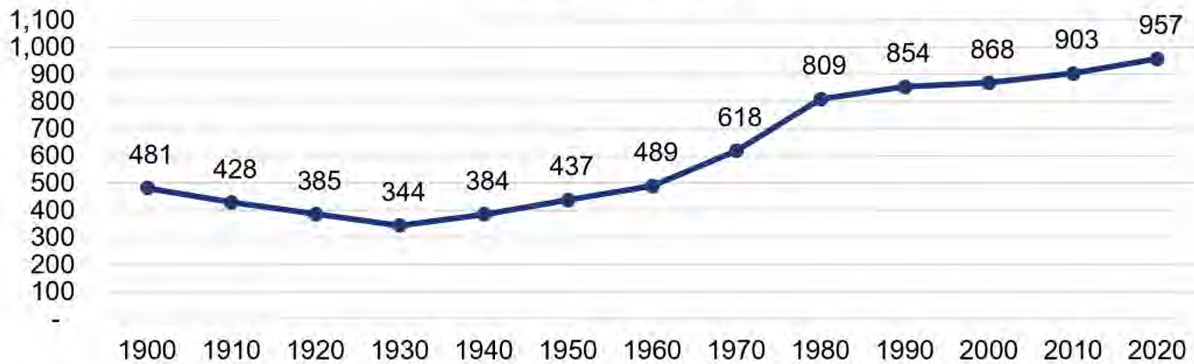
The project to develop this Plan was led by Abonmarche Consultants, working closely with Town staff and a Project Advisory Committee of local and regional stakeholders. The Committee met four times throughout the project and provided guidance, review, and feedback on various stages of plan development, including public engagement, existing conditions analysis, and prioritized recommendations.

The planning timeline was February through August, 2026. Public engagement included a community-wide survey, a public workshop event, and a public open house event. Details of these efforts are described in the "Public Engagement" section of this plan document.



Town of Millersburg Population, 1900-2020

(Source: U.S. Census Bureau)



Town Profile

The Town of Millersburg is approximately 0.65 square miles, located in southeast Elkhart County, Indiana. According to the U.S. Census Bureau, Millersburg has seen population growth each decade since the early 20th century, but growth slowed between 1980 and 2020. In 2020, the population was 957. The estimated population in 2024 was 1,077, based on American Community Survey 5-year data.

The median age in Millersburg in 2020 was 30.4, compared to 35.7 in Elkhart County. In the population breakdown by age group, the younger population shows up most predominantly in those age 25-34 and age 14 years and younger. Compared to the county, a smaller percentage of the town's population is 60 years and older.

Similarly, a higher percentage of Millersburg households include youth under age 18 than in the county. A lower percentage of households include elders age 65 and older.

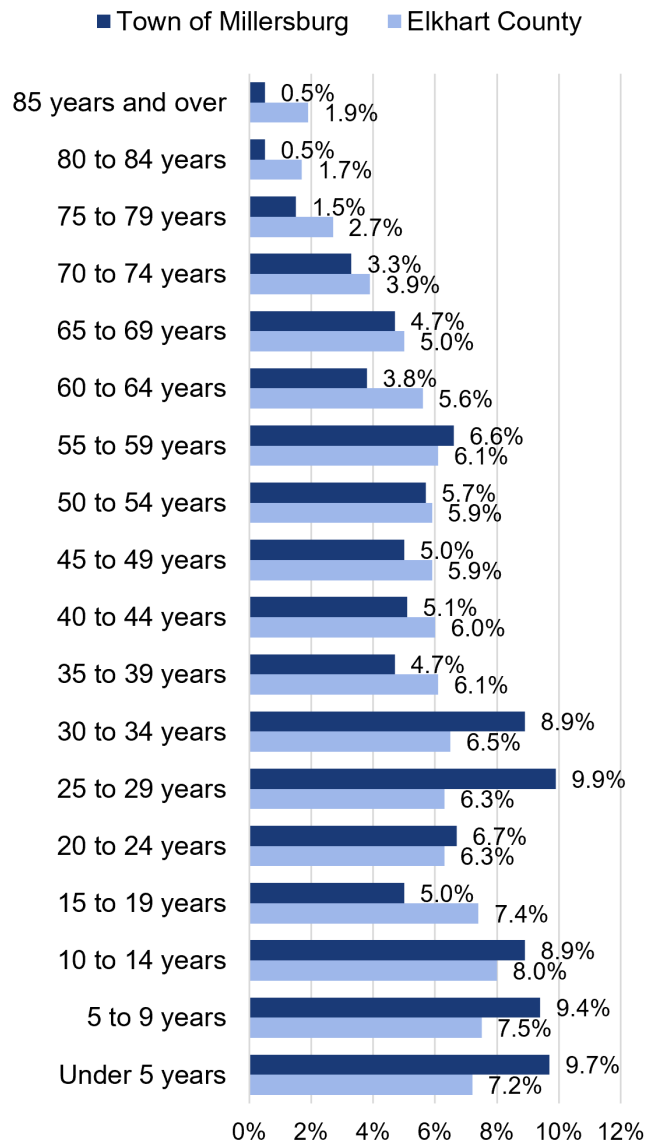
2020 Age Comparisons for Population and Households

(Source: U.S. Census Bureau)

	Town of Millersburg	Elkhart County
Median age	30.4	35.7
Population ages 14 and younger	28.0%	22.7%
Population ages 25-34	18.8%	12.8%
Population ages 60 and older	14.3%	20.8%
Households with individuals under 18 years	43.0%	35.7%
Households with individuals 65 years and over	25.5%	29.2%

2020 Population by Age

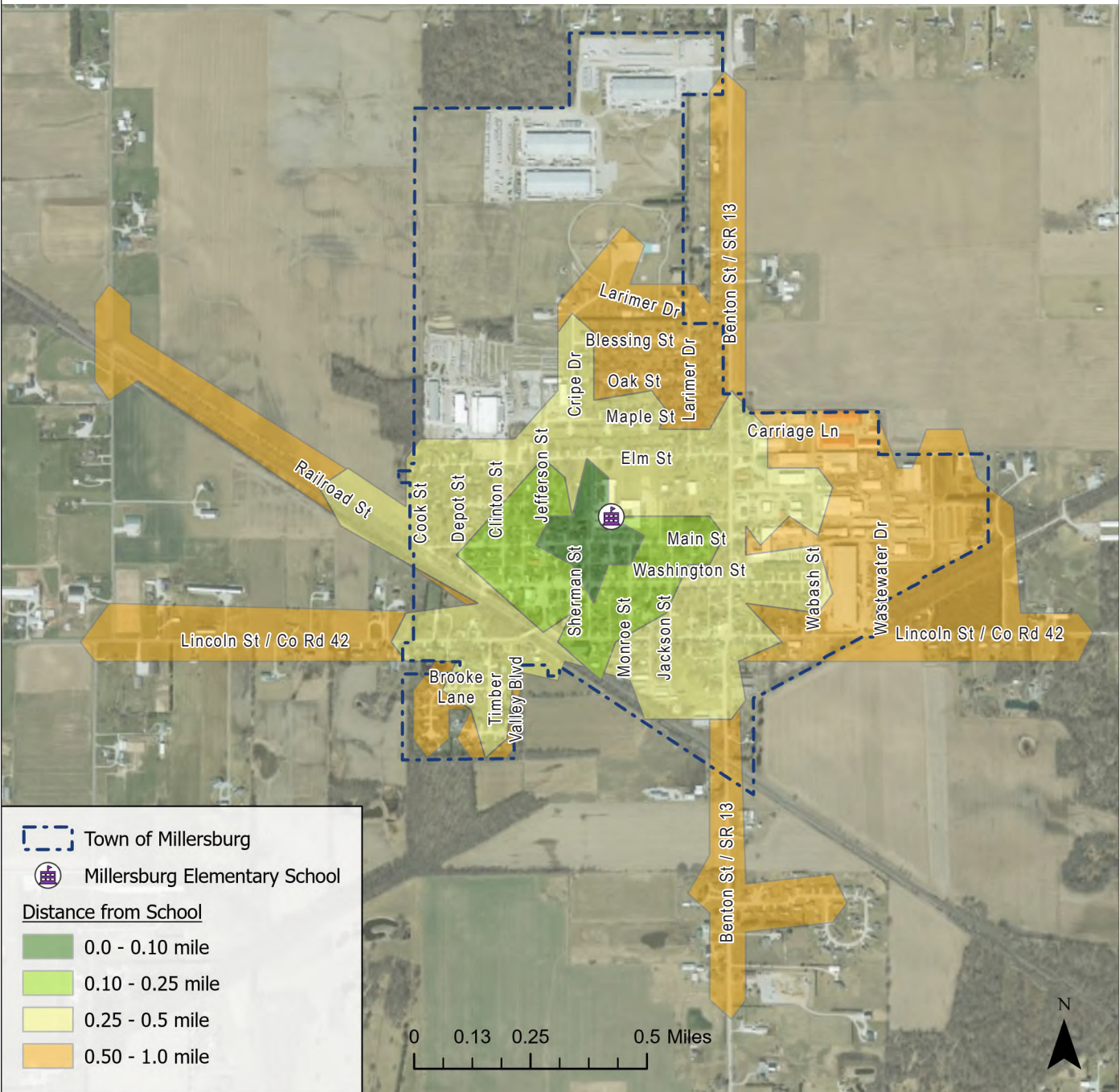
(Source: U.S. Census Bureau)



Millersburg Elementary School is centrally located in town and had 258 students enrolled in the 2025-2026 school year. However, in addition to the students attending this school, many students at other nearby elementary schools, as well as older students attending Fairfield Junior/High School, visit this location daily to use a shuttle service to and from their school. For those students who live in town, their home will be within 1 mile of the school. Many are within a half-mile.

Data is not available for the population in Millersburg that live with disabilities. In Elkhart County, though, the American Community Survey 5-year estimate reports approximately 14% of the population was living with a disability in 2024. Access to various modes of transportation, including safe biking and walking routes, impacts the ability of this segment of the population to get to the places they need to go, whether they travel independently or with assistance.

Distances from Millersburg Elementary School by Roadway



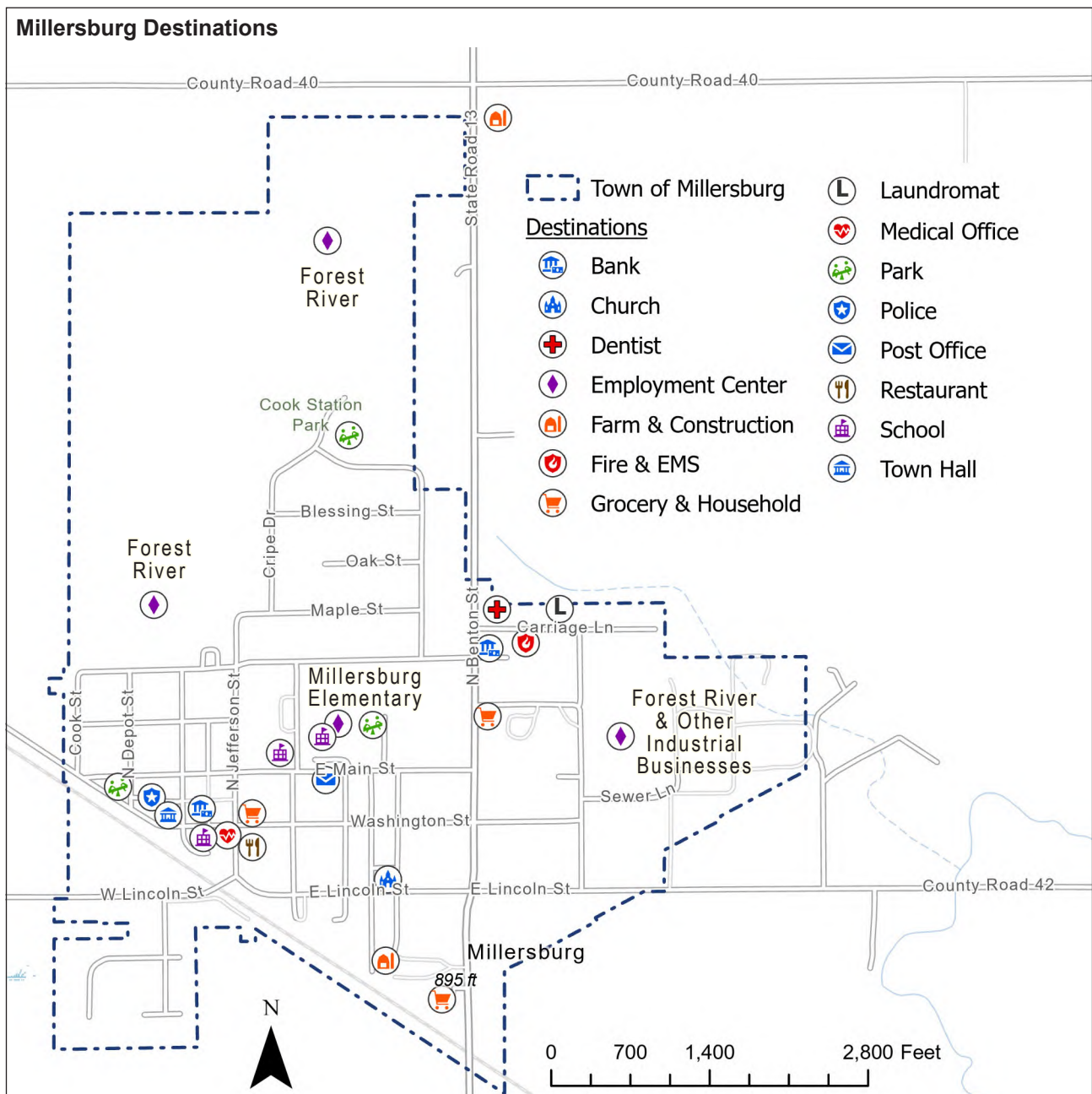
2024 Percentage of Population, by Disability

(Source: ACS 5-Year Estimate)

	Elkhart County
With a disability:	14%
With a hearing difficulty	4%
With a vision difficulty	2%
With a cognitive difficulty	5%
With an ambulatory difficulty	5%
With a self-care difficulty	2%
With an independent living difficulty	5%
No disability	86%

The town is home to large and small businesses, including Forest River (RV manufacturing), Countyline Laminating, Farmers State Bank, Dollar General, and Pizza Depot. The largest employer is Forest River, which employs approximately 790 workers at multiple locations in town limits. Millersburg Elementary School is also a large employer in town, with 40 employees.

In addition, many visitors to Millersburg are from the Amish community, who generally travel by walking, biking, and horse and buggy. This local population visits town for many reasons, including employment at the local manufacturing plants, shopping, and recreation.



PUBLIC ENGAGEMENT

Project Advisory Committee

The process to develop this plan relied on an Advisory Committee of local and regional stakeholders. Committee members presented their perspectives as Town staff, school administrators, public health advocates, regional planners, community foundations, and biking and walking advocates. The Committee met five times during this project timeline. In addition, many of the individuals assisted the project team outside of those meetings, to obtain local data and connect to key populations.

Meeting 1: On March 2, the committee discussed a draft survey to be distributed throughout the community. Discussion included wording of the survey questions, how surveys would be distributed and collected (online and print), and options for getting input from school age children. The committee also identified on a map, common destinations for people in the community, as well as known routes used for biking and walking, existing sidewalks, and concerning motor vehicle traffic locations.

Meeting 2: On April 15, the committee reviewed a preliminary summary of results from the survey and discussed ways to increase responses. The group also discussed a draft survey to distribute to caregivers of students at Millersburg Elementary and the possibility of teachers taking a poll of their students to see how kids are getting to school.

The committee also reviewed a map showing the destinations identified in Meeting 1, locations of crashes involving vulnerable road users in the past 7 years, and existing sidewalks in town. Discussion focused on areas where elementary students live (and how they would get to school), where

and how Forest River employees get to the many manufacturing plants in town, and where semi truck traffic is busiest. The group noted that many of these different road users converge on State Road 13, Elm Road, and Lincoln Street, causing conflicts between motorized traffic and those who bike, walk, and use horse and buggy.

Meeting 3: On May 18, the committee reviewed the sidewalk infrastructure inventory completed as part of this plan. A map illustrated where sidewalk is currently installed and condition ratings by block, as assessed by Town staff.

The committee also reviewed the final community survey results prior to discussing the proposed infrastructure improvements and policy recommendations to be shared with the public at the Workshop and via the prioritization survey.

The committee also discussed ways to promote the event and survey and determined a \$100 gift card would be provided to one person who completed the online prioritization survey.

Meeting 4: On July 2, the committee discussed the community workshop along with the comments, priority ranking exercise results, and the individual route maps received during the event.

In addition, the committee reviewed the online survey results and used that information to finalize the recommendations for infrastructure improvements and policies.

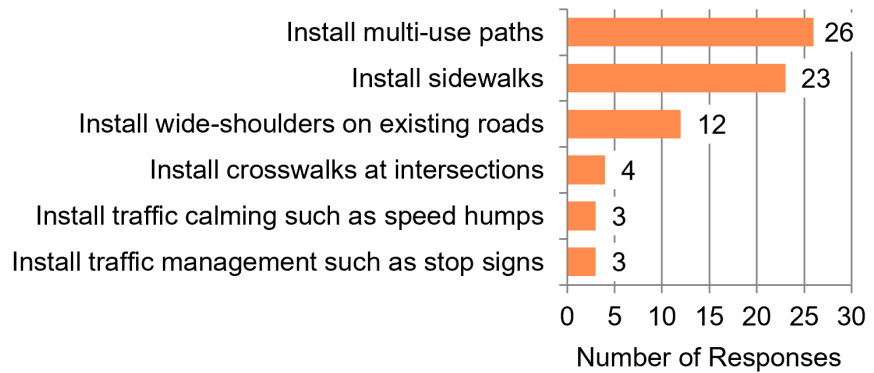
Meeting 5: On July 20, the committee met to review the draft Bicycle and Pedestrian Master Plan and provided feedback for updates and changes so the plan could be finalized and submitted to the Elkhart County Plan Commission.

- The most common responses to what would make walking and biking in Millersburg more enjoyable were installing sidewalks and multi-use paths.
- Respondents do not feel bicycle and pedestrian facilities in Millersburg are adequate for children, seniors, or those with mobility limitations.
- There is strong support among the respondents for bicycling and walking in Millersburg.

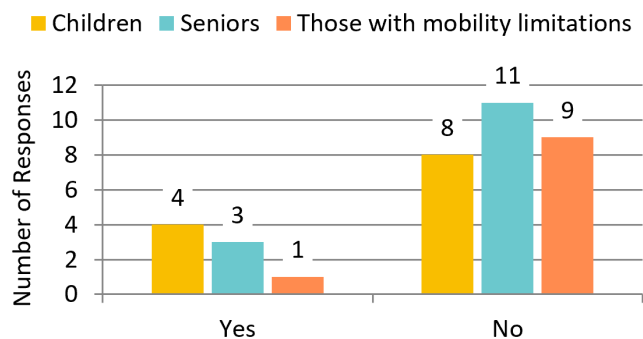
- 84% consider access to bicycling and walking opportunities as an important factor when looking for a place to live and/or work.
- 100% say they would support efforts to improve access to safe and convenient bicycle and pedestrian routes in Millersburg and the surrounding area. 86% would *strongly* support these efforts.
- 90% say they would support efforts to improve access to safe and convenient horse/buggy routes in Millersburg and the surrounding area. 67% would *strongly* support these efforts.

- When asked how important elements of a non-motorized transportation route are the following rated the highest importance:
 - Keeping facilities maintained
 - Connectivity to destinations and other trails
 - Safety improvements

What would make walking and biking in Millersburg more enjoyable?



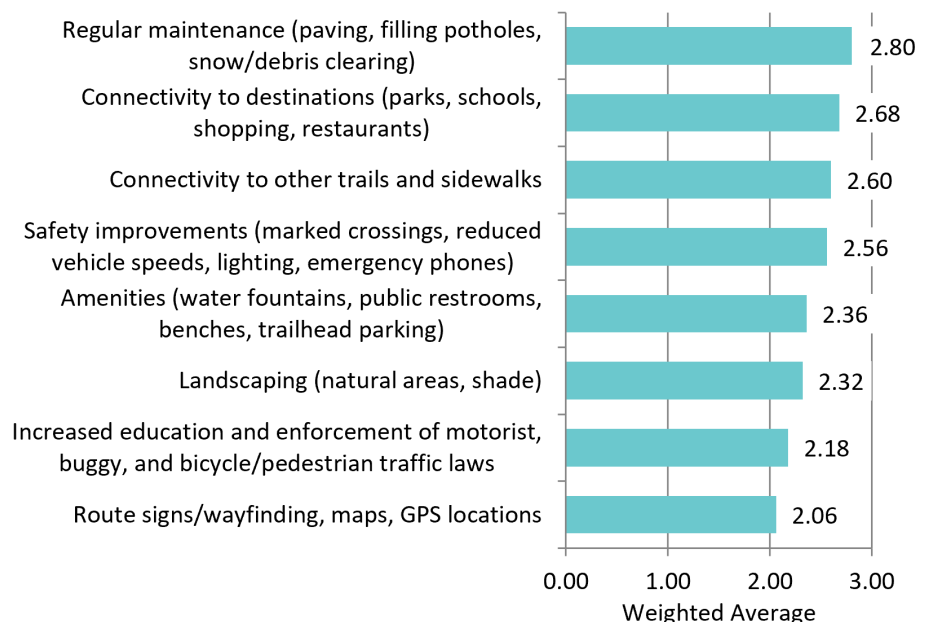
Do you think bicycle and pedestrian facilities in Millersburg are adequate for:



How important to you are each of the following statements related to nonmotorized transportation routes?

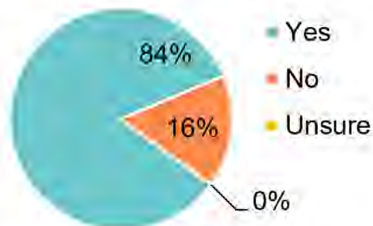
(50 Responses)

3 = Very Important, 2 = Somewhat Important, 1 = Not important at all



Do you consider access to bicycling and walking opportunities as an important factor when looking for a place to live and/or work?

(49 Responses)



Would you support efforts to improve access to safe and convenient bicycle and pedestrian routes in Millersburg and the surrounding area?

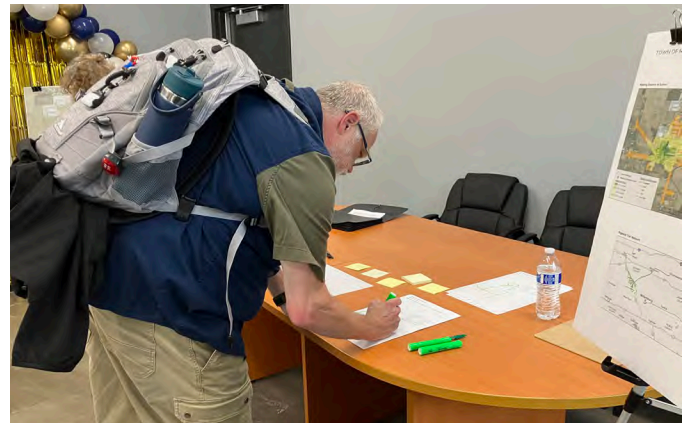
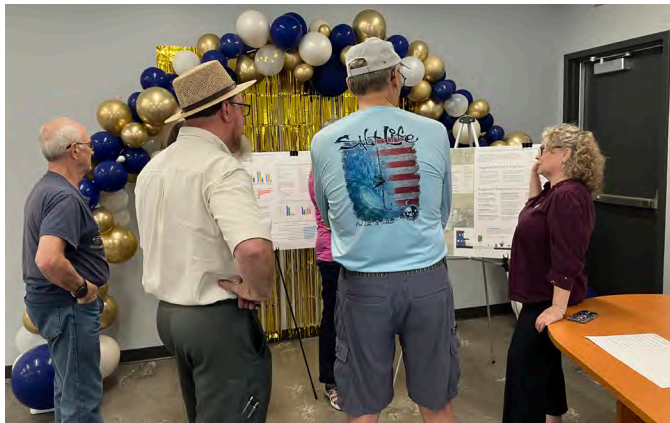
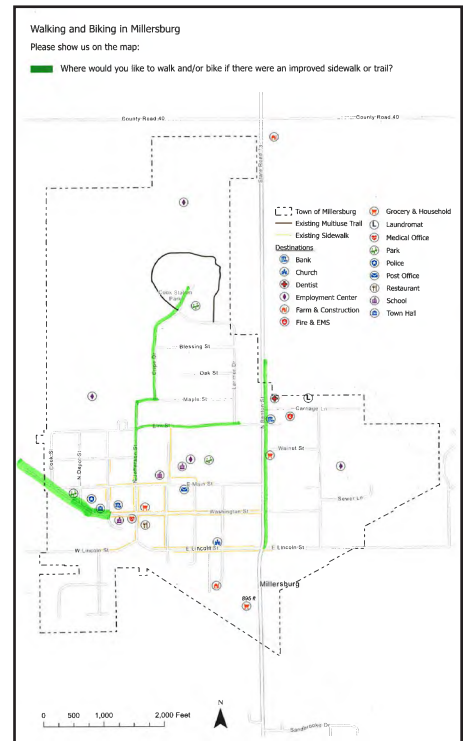
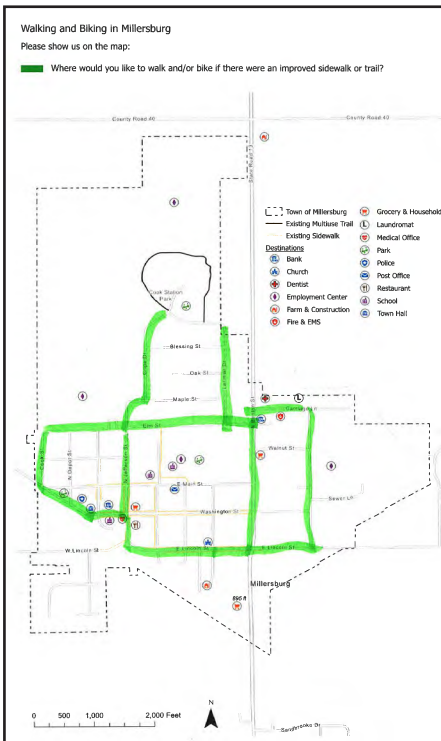
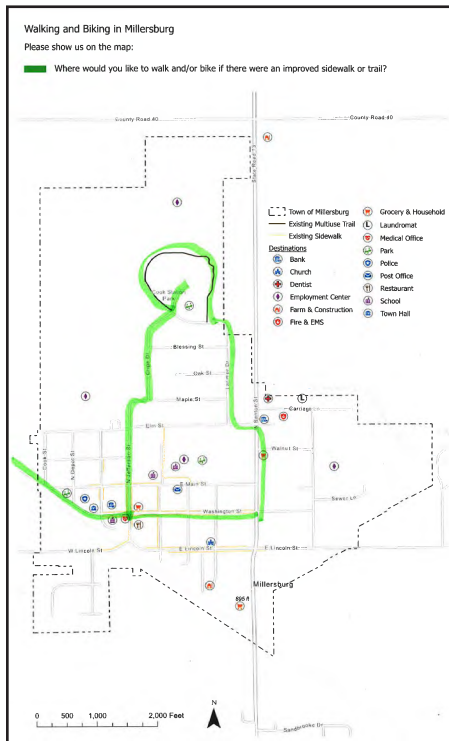
(50 Responses)



What could be done to reduce your fears or apprehensions regarding walking and biking in Millersburg?

- Bike Lanes
- Bike paths
- Level side walks and more side walks, people driving the speed limit
- Lighting and sidewalks
- Sidewalks, walk ways, all dogs on leashes
- Biking/walking trails and paths
- Install a bike trail and sidewalks
- Road shoulders, bike path
- Trails
- In our rural communities, it's clear the true winner to reduce fears is installation of multi-use path, away from the roadway. Drivers do not pay enough attention to notice a shared roadway or signage noting cyclists.
- I run in Millersburg a lot and most of the sidewalks are too dangerous to run on because they are cracked and could cause injury.
- Bike trail
- Safer areas to travel...the speed and carelessness of drivers is horrible
- Having designated paths for walking and biking, especially to the parks.
- Having a place to walk beside the road
- Separate walking/biking from cars
- Have at least one sidewalk on one side of the road
- A designated trail that is well lit
- Smooth Sidewalks, especially Jefferson is sooo bad, street lights,
- Sidewalks, safer crosswalks, wider shoulders, designated bike lanes. Most importantly completion of the projected Hawpatch Trail
- Sidewalks, wide enough to walk with our children. That way we don't have to walk directly on the road as well as crosswalks at every crossing,
- Make the CR 42 bridge more accessible to bike. The sidewalk is too narrow for a bike. That is why everyone uses the street and it's dangerous.
- Wider Roads, wider streets, and/or a crosswalk at 13 to get to the bank, or other stores
- Better lighting, more side walks there are a lot of speeding cars in town reduce the truck traffic in town.
- Slow down traffic keep loose dogs from shading you
- Make sure all dogs are secure to the lots
- Traffic on roads leading out of Millersburg
- Controlling the speed of traffic through town, specifically the speed of commercial/work vehicles
- Better traffic control and traffic enforcement.
- Sidewalks along 13
- Crosswalks on SR 13, Sidewalk along SR 13
- Put in a buggy lane on State Road 13
- I don't have fears, but would enjoy more paths.
- Anything
- Not sure
- Nothing. This is a very quiet and safe town.
- N/A
- No fears

Where would you like to walk and/or bike if there were an improved sidewalk or trail?



Infrastructure Improvement and Policy/Program Recommendation Prioritization

Public input on the final recommendations and prioritizations for this plan were compiled from the workshop event conversations and activities, as well as from an online survey.

Similar to the workshop activity, the survey allowed participants to rate each of the suggested infrastructure improvements and policies based on their perceived importance (high, medium, low priority, or no opinion). A few of the questions also asked respondents to identify at which locations improvements should be prioritized.

The same suggested improvements and policies were provided during the workshop for participants to make comments. Where applicable, workshop results have been added to the online survey results.

A total of 15 respondents participated in these activities. The weighted average was used to determine a priority rating. A summary of the highest rated recommendations is provided here. All of the ratings are provided in the implementation section of this plan.

One of the project recommendations was to work with Indiana Department of Transportation (INDOT) to evaluate crosswalk location options for bike and pedestrian crossings along SR 13. This recommendation scored a 2.7 out of a possible 3-point scale.

Respondents were also asked to identify at which intersection they would prefer to have a crossing. In the survey version of this activity, the four main intersections in town were listed and participants arranged them in order of importance. The Elm Street / SR 13 intersection rated the highest priority for this improvement.

Prioritized Intersections for Pedestrian Crossing

Intersecting Street with SR 13	Designated Priority				Weighted Rank
	1st	2nd	3rd	4th	
Elm Street	62%	27%	0%	9%	3.46
Main Street	31%	36%	9%	18%	2.46
Lincoln Street	8%	18%	36%	45%	1.77
Washington Street	0%	18%	55%	27%	1.62

Top Rated Recommendations

3 = Highest Priority

1 = Lowest Priority

2.8	Adopt an asset management plan that includes the sidewalk and trail network.
2.7	Work with Indiana Department of Transportation (IN-DOT) to evaluate crosswalk location options for bike and pedestrian crossings along SR 13.
2.6	Work with Indiana Department of Transportation (IN-DOT) to widen the shoulders of State Road 13 to accommodate buggy traffic.
2.4	Repair or replace existing sidewalks that are in poor condition.
2.4	Work with Indiana Department of Transportation (IN-DOT) to evaluate installation of a biking and walking trail along SR 13 from CR 40 to Cook Station Park.
2.4	Continue planning efforts with regional trail groups to ensure local pedestrian assets connect to the regional trail network.
2.4	Review sidewalk inventory annually during budget season to plan for following year's projects.
2.3	Install new sidewalks where none currently exist (mainly north of Elm Street).
2.3	Evaluate/Designate a truck route to direct truck traffic away from the downtown and school zone.
2.3	Evaluate upgrades to the CR 42 bridge that would improve accessibility and safety for bikes and pedestrian users.
2.3	Adopt a policy that requires an evaluation of the cost associated with the installation of pedestrian improvements as part of any road resurfacing projects.
2.3	Prepare and adopt a Comprehensive Safety Action Plan.

Elkhart County Plan Commission Meeting

The Elkhart County Plan Commission is the planning authority for the Town of Millersburg. The Commission met on August 13, 2026, to review the requested amendment to the Town of Millersburg Comprehensive Plan to incorporate the 2026 Millersburg Bicycle and Pedestrian Master Plan.

Draft Plan Open House

[Text to be added]

Town of Millersburg Council Meeting

[Text to be added]

EXISTING CONDITIONS

Physical Infrastructure

As part of this project, the Town of Millersburg completed an inventory and condition assessment of all existing sidewalks, including sidewalk widths and location of ADA curb ramps. The inventory is housed in GIS data layers that the town can use to track and update as improvements are made. A copy of the assessment of current conditions is included in the appendix.

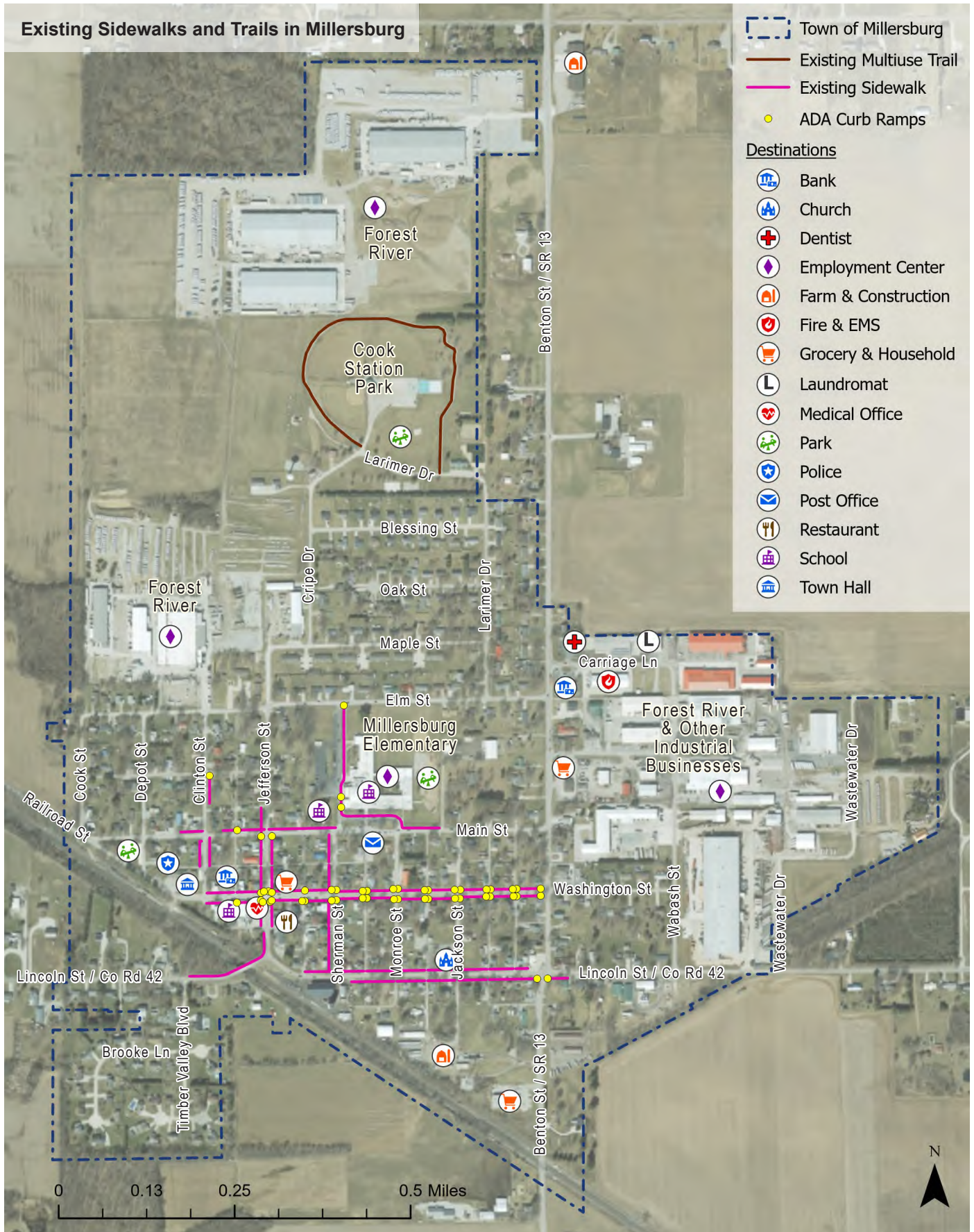
The town has just under 2 miles of sidewalks currently installed along its roadways and a half mile of trail in Cook Station Park. The sidewalks are located entirely south of Elm Street and west of Benton Street / State Road 13. There are no sidewalks on Elm Street or SR 13, which are two of the most heavily trafficked roadways in town with cars, trucks, and horse and buggies.

Washington Street has the most complete and recently-updated sidewalk network, including newly installed ADA-compliant crosswalks at its intersection with Jefferson Street, downtown. All sidewalks along Washington Street are at least 5 feet wide, with the exception of one block on the far southwest end between Clinton Street and Jefferson Street.

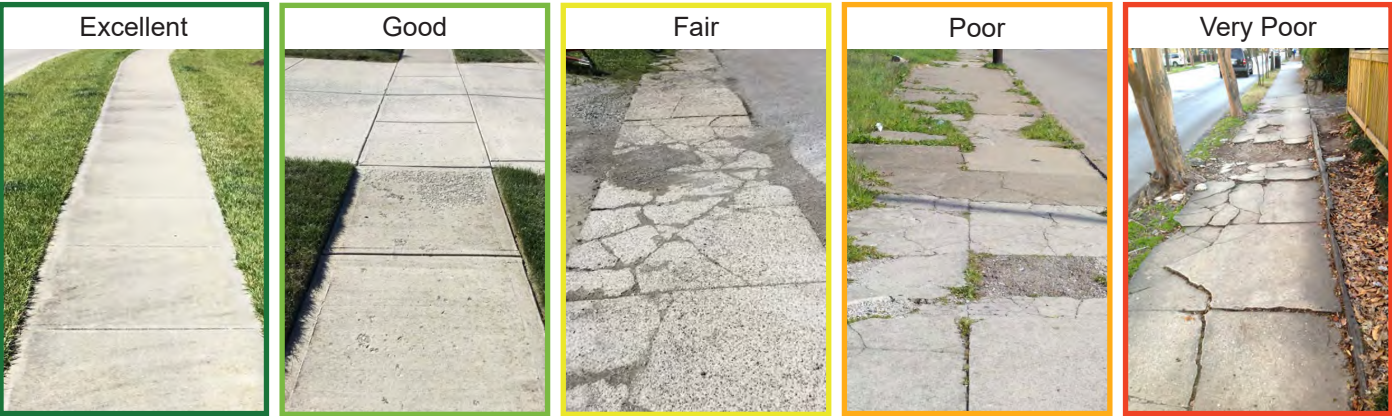
Lincoln Street has sidewalks on both sides of the roadway from Sherman Street to SR 13, though the conditions vary from block to block and all are less than 5 feet wide.

Jefferson Street and Sherman Street are the only North/South roadways that have any sidewalks connecting more than one block.





Sidewalk Conditions



Note: Example images and sidewalk rating definitions are based on a modified concrete PASER system for sidewalks developed by HWC Engineering as produced for the 2020 Town of Battle Ground (Indiana) Sidewalk Condition Survey.
<https://www.tippecanoe.in.gov/DocumentCenter/View/25363/Battle-Ground-Sidewalk-Condition-Survey-Final-Report>



Most (70%) of the existing sidewalk network is in “excellent” or “good” condition and 16% is in “fair” condition. Over 14% is in “poor” or “very poor” condition, which is approximately 1,450 feet, or 0.27 mile. Sidewalks in poor condition are located on North Clinton Street, North Jefferson Street, South Sherman Street, East Lincoln Street, and Main Street.

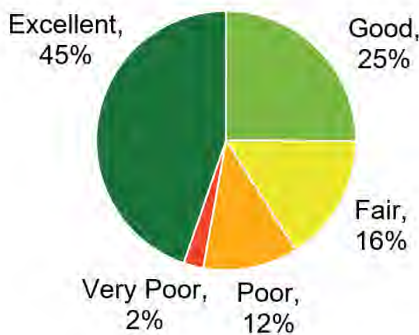
Routes for Pedestrians and Bicyclists

Community members identified several key routes for people walking and biking in town. Washington Street and Lincoln Street are the most heavily used by walkers and bikers traveling East/West. Bicyclists generally use the roadway, not the sidewalks, even though the roads are known to have speeding cars (up to 50 mph in the 30 mph section) between work shifts.

North/South connections for bikers and walkers are primarily Cook Street, North Jefferson Street, Cripe Street, Larimer Street, and Benton Street / SR 13. Most of these roadways do not have any sidewalks.

Elm Street is generally avoided due to no sidewalks and heavy traffic on that road, including many large trucks going to the Forest River (RV manufacturing) plants. Community members identified this street as a preferred route for improved facilities, especially for children walking and biking to school. Millersburg Elementary has installed an 8-foot path from Elm Street to the school and connecting to Main Street at Monroe Street. School officials estimate that 10-15% of the elementary students currently bike or walk to school. There are no crossing guards at this time.

Sidewalk Conditions by Rating



Elm Street Streetview

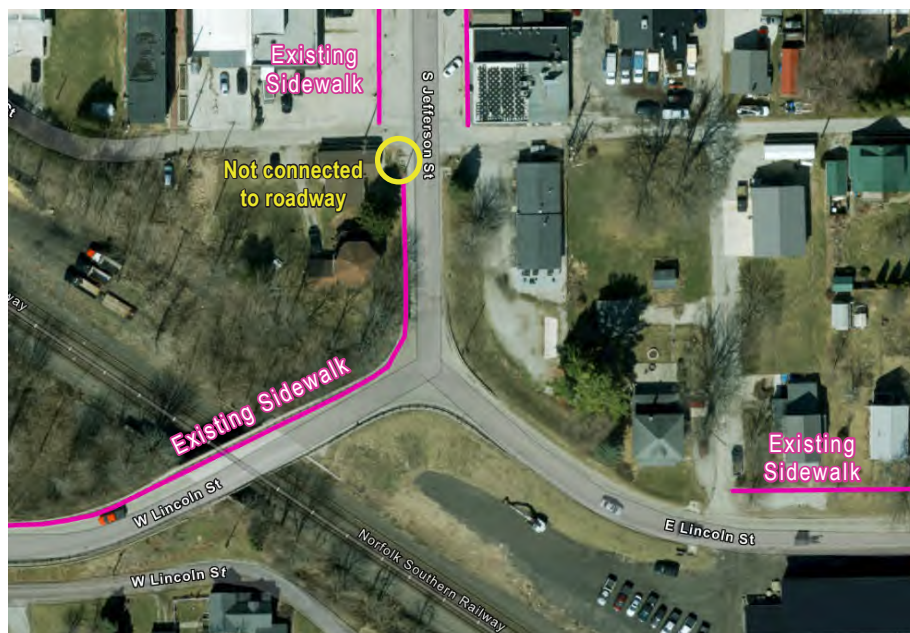


Summary of Sidewalk Conditions by Rating

Rating Definition	Estimated Linear Feet	Percent of Total Network
Excellent: New or like-new sidewalk. Some traffic and surface wear is acceptable. No maintenance required.	4,547	45%
Good: First signs of transverse cracking, patching, or repair. More extensive pop-outs or scaling. Some heaving or settlement. Sidewalk may appear unsightly, but is still functional. May require some routine maintenance.	2,542	25%
Fair: Significant signs of joint or crack spalling or faulting. Multiple cracks at corners and broken pieces. Not easily navigated by pedestrians Extensive surface texturing repairs, crack repairs, or panel replacement may be needed.	1,621	16%
Poor: Severe joint or crack spalling or faulting. Most joints and cracks are open. Significant hindrance to pedestrians. Multiple panel replacement may be needed.	1,201	12%
Very Poor: Severe deterioration and extensive joint failure. Not functional for most users. Pavement reconstruction necessary.	249	2%
Total:	10,160	100%

The Lincoln Street / Co Rd 42 bridge at the railroad was also identified as a common biking and walking route. School officials predict students will walk/bike from the subdivision on the west side of the tracks. However, the sidewalk is only 52 inches (4.3 feet) wide with a barrier on both sides, limiting passing space. Due to the bridge width (22 feet), there is not additional space to widen the sidewalk, so other options will need to be considered to make this a viable route. In addition, the bridge sidewalk is not connected directly to the existing sidewalks on either Jefferson Street or Lincoln Street.

Lincoln Street / Jefferson Street Intersection



Vulnerable Road User (VRU) Collisions

Data available from ARIES, the repository for all crash data in Indiana, show 1 bicyclist and 1 horse and buggy collision within the Town of Millersburg since 2019. The bicyclist collision was at the intersection of Jefferson Street and Washington Street. The horse and buggy collision was at the intersection of SR 13 and Lincoln Street. Other collisions involving bicyclists in the Millersburg area were located on CR 38 (at CR 37 and the Countyline road) and on SR 13 (north of CR 36).

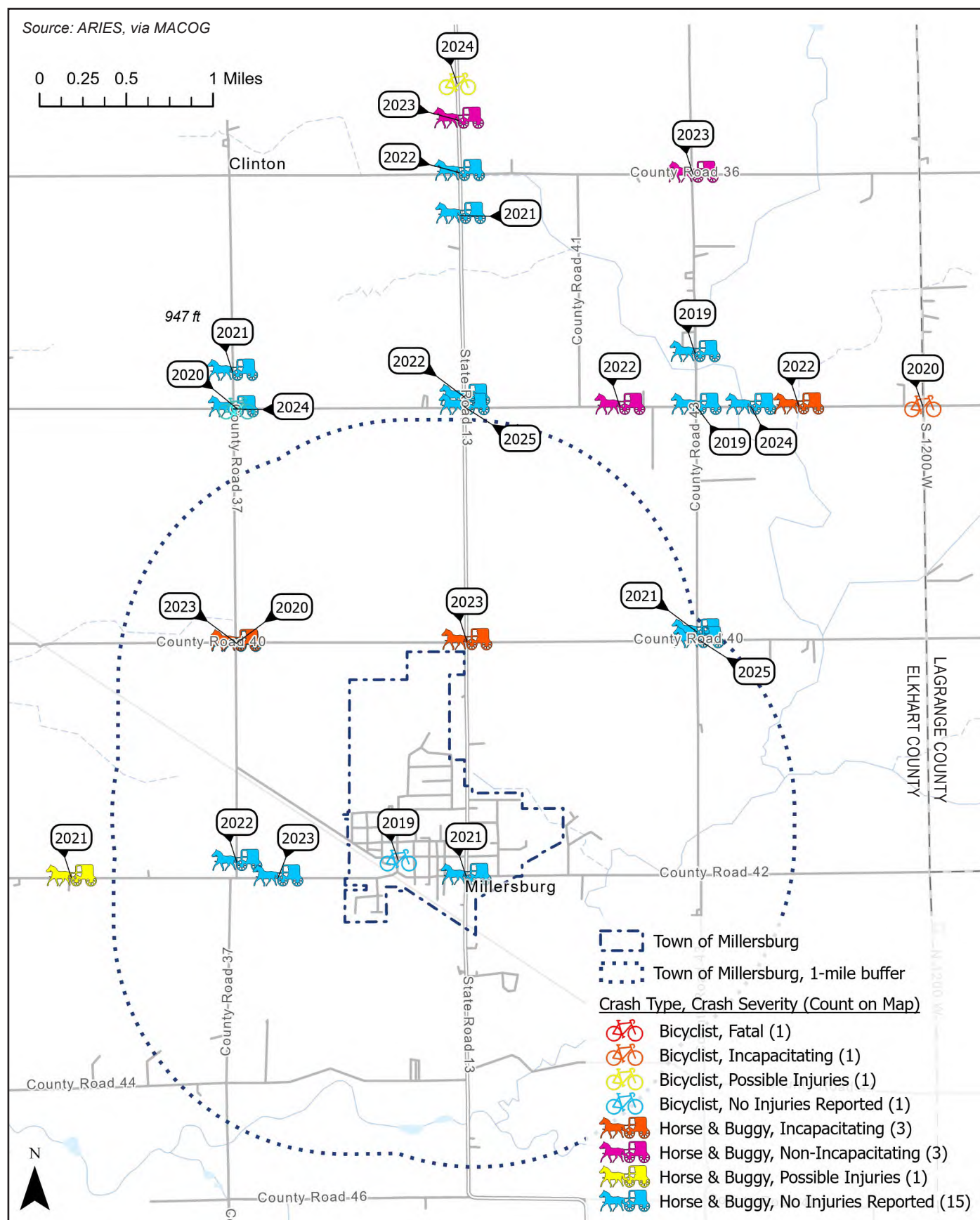
The majority of VRU collisions in the area involve horse and buggies, especially at intersections. SR 13 is a major thoroughway in Millersburg, where trucks and cars dominate the roadway. Currently, there is not a wide shoulder on this highway for bicyclists, pedestrians, and horse and buggy users to avoid being in the main traffic lanes.

Community members identified SR 13 as a significant hazard to walkers and bikers, too. The only crosswalk across the highway is at Lincoln Street, at the south end of town.

State Road 13 Streetview (North of Elm, South of CR 40)



Vulnerable Road User Collisions (2019-2025)



RECOMMENDATIONS

An important part of developing a bicycle and pedestrian master plan is to identify improvements the Town of Millersburg can make to create a safer experience for people walking and biking in the community. The following infrastructure projects, policies, and programs, have been identified following an assessment of current conditions, input from community members, and deliberation by the project advisory committee. The Community Priority Rating is a weighted average of responses from the prioritization survey. Weights were applied to responses as follows:

High Priority = 3
Medium Priority = 2
Low Priority = 1
No Opinion = 0

Infrastructure Improvements

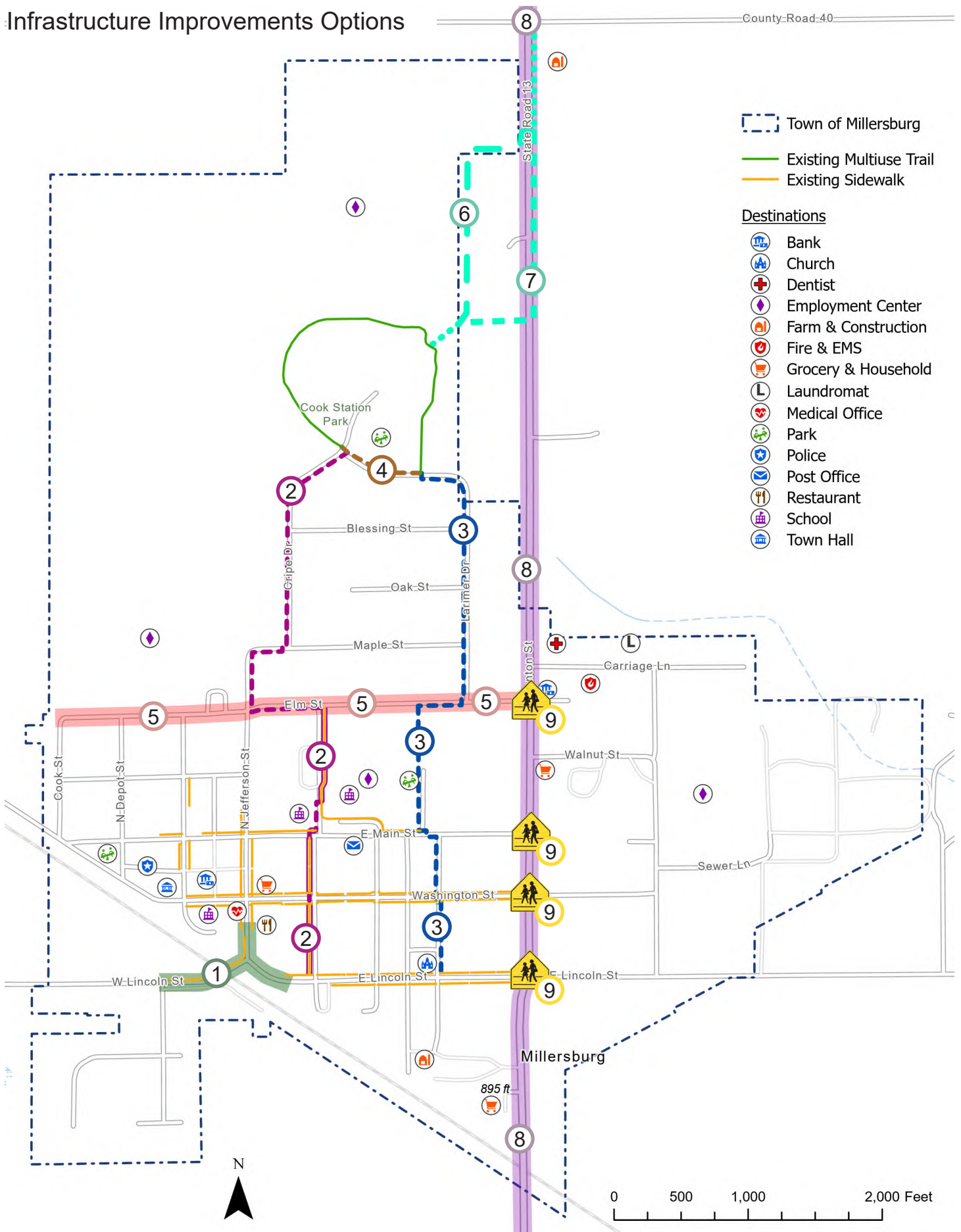
	Community Priority Rating
Work with Indiana Department of Transportation (INDOT) to evaluate potential crosswalk location for bicyclists and pedestrians along SR 13.	2.7
Work with Indiana Department of Transportation (INDOT) to widen the shoulders of State Road 13 to accommodate buggy traffic.	2.6
Install sidewalks and crosswalks to create a safe north-south connection from Cook Station Park and the northern neighborhood to the school, downtown, and southern neighborhoods.	2.4
Repair or replace existing sidewalks that are in poor condition.	2.4
Work with Indiana Department of Transportation (INDOT) to evaluate the installation of a biking and walking trail along SR 13 from CR 40 to Cook Station Park.	2.4
Install new sidewalks where none currently exist (mainly north of Elm Street).	2.3
Evaluate/Designate a truck route to direct truck traffic away from the downtown and school zone.	2.3
Evaluate upgrades to the CR 42 bridge that would improve accessibility and safety for bikes and pedestrian users.	2.3
Re-design Elm Street to accommodate all types of transportation by adding a walking and biking trail on the south side of Elm, separated from the roadway as much as possible, and widening the roadway to accommodate horse and buggies.	2.1
Evaluate installation of Share the Road signs, and/or painted sharrow symbols and text on low volume streets to raise awareness for bicycles. (discussed at the Workshop; the priority was established by Advisory Committee)	2.0
Complete the exiting sidewalk network where there are currently gaps (mainly south of Elm Street).	1.8



Policies & Programs

	Community Priority Rating
Adopt an asset management plan that includes the sidewalk and trail network.	2.8
Continue planning efforts with regional trail groups to ensure local pedestrian assets connect to the regional trail network.	2.4
Review the sidewalk inventory annually during budget season to plan for following year's projects.	2.4
Adopt a policy that requires an evaluation of the cost associated with the installation of pedestrian improvements as part of any road resurfacing projects.	2.3
Prepare and adopt a Comprehensive Safety Action Plan.	2.3
Adopt a policy that requires the installation of pedestrian improvements with any major road reconstruction.	2.2
Work with Fairfield Community Schools to evaluate utilizing the Safe Routes to School program at Millersburg Elementary School.	2.0
Identify funding sources to install pedestrian infrastructure.	1.9
Work with school stakeholders to organize a walking school bus and/or bike train.	1.9
Find resources (personnel and funding) to hire Crossing Guards for area schools.	1.7

Infrastructure Improvements Options



The following recommendations illustrate and represent options to explore in conjunction with the priority infrastructure improvements.

County Road 42 Bridge Improvements

Evaluate improvements to the CR 42 bridge (1) that would improve accessibility and safety for bicyclists and pedestrians.

North-South Pedestrian Connections

Install sidewalks and crosswalks to create a safe north-south connection from Cook Station Park and the northern neighborhood to the school, downtown, and southern neighborhoods.

A west option (2) would primarily follow Cripe Drive and Sherman Street, making use of several areas with existing sidewalks, including along the west side of the Millersburg Elementary School.

An east option (3) would primarily follow Larimer Drive and Jackson Street with newly installed sidewalks and a new connection along the east side of Millersburg Elementary School.

A connector trail (4) within Cook Station Park fills the gap between the west and east sides of the trail.

State Road 13 Trail Connection

Work with Indiana Department of Transportation (INDOT) to evaluate the installation of a biking and walking trail along SR 13 from CR 40 to Cook Station Park.

In a west option (6), the trail would enter Forest River property south of the driveway and would stay on the east side of the existing tree line.

In an east option (7), the trail would follow SR 13 south to a property owned by the Town of Millersburg at a proposed new entrance to Cook Station.

State Road 13 Buggy Lanes

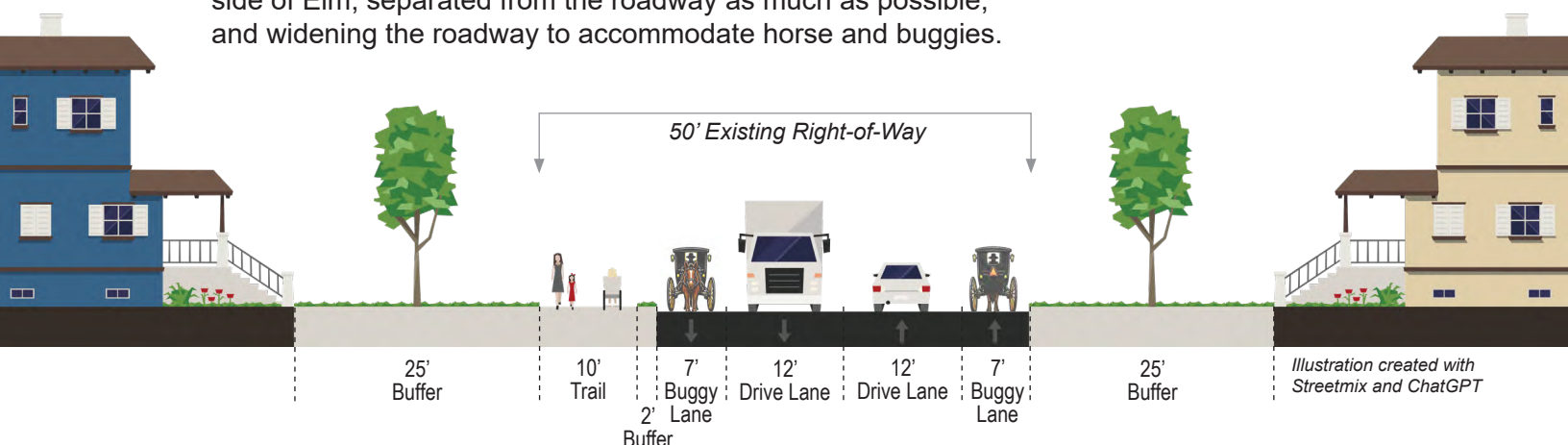
Work with Indiana Department of Transportation (INDOT) to widen the shoulders of State Road 13 to accommodate buggy traffic. (8)

State Road 13 Pedestrian Crossings

Work with Indiana Department of Transportation (INDOT) to evaluate potential crosswalk location for bicyclists and pedestrians along SR 13. (9)

Elm Street Improvements

Re-design Elm Street (5) to accommodate all types of transportation by adding a walking and biking trail on the south side of Elm, separated from the roadway as much as possible, and widening the roadway to accommodate horse and buggies.



Planning Efforts with Regional Trail Groups

Millersburg Trail Connection: Cook Station Park to the Hawpatch Trail

The Town of Millersburg sees a future where its residents are connected to other nearby communities by off-road trails for people who bike, walk, and run. As part of the Vibrant Communities Action Agenda, the connection to the Hawpatch Trail was determined to be a priority for Millersburg.

LaGrange County Trails is developing a 17-mile path along the former Wabash Railroad corridor in southwest LaGrange County. Construction is expected to begin in late 2026.

Once complete, the Hawpatch Trail will connect the communities of Millersburg, Topeka, and Wolcottville, and will be only a few miles from existing trail networks throughout the region—creating new opportunities for recreation, safety, and connectivity.

(<https://www.lagrangecountytrails.org/hawpatch-trail-project/>)

As part of the Vibrant Millersburg project, the committee met on several occasions to assess the options for a route connecting from the proposed terminus of the Hawpatch in LaGrange County

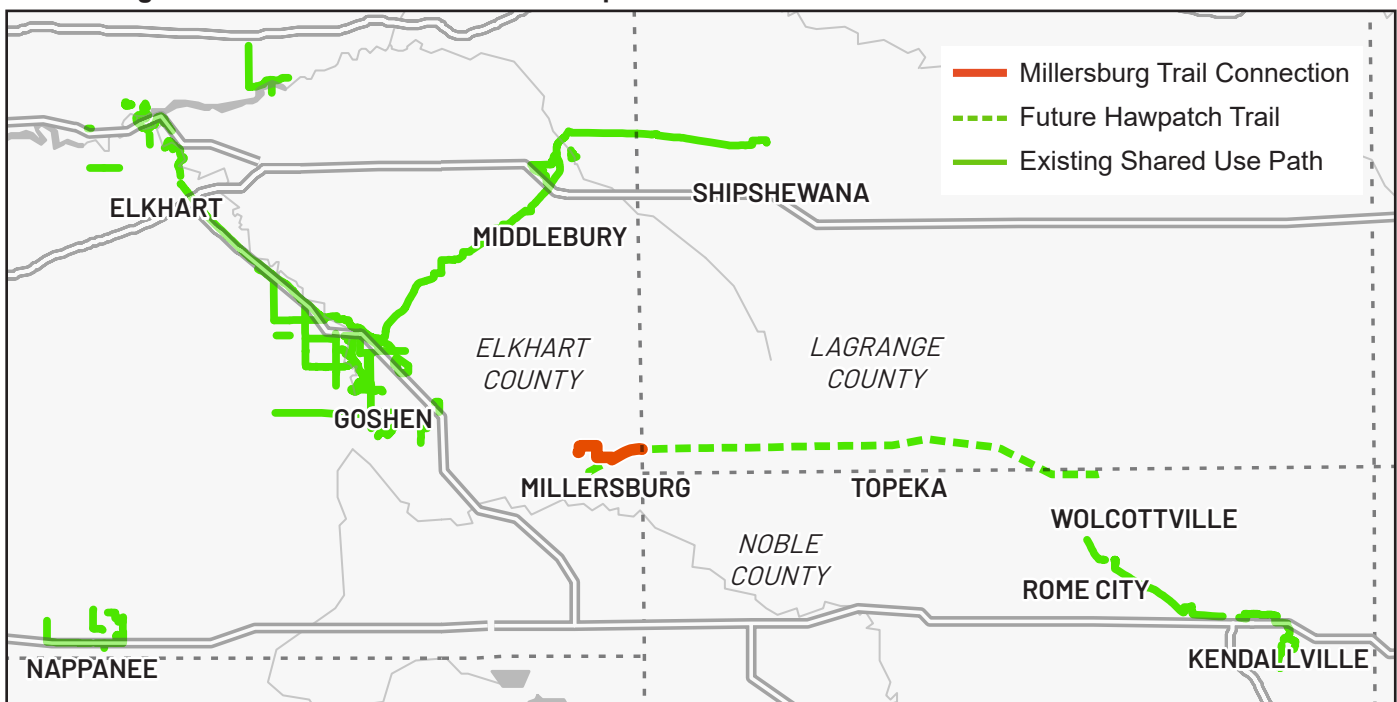
into Elkhart County and Millersburg. During these conversations key factors that influenced the potential routes included:

- Potential destinations such as Cook Station Park, job centers, and schools
- Existing roadways
- Existing property lines
- Available land
- Existing land use
- Agricultural operations
- Proximity to private homes
- Land application of municipal materials

From these discussions, five potential routes were evaluated. These route maps are provided in the *Vibrant Millersburg 2026* report to illustrate the route assessment process and its iterative nature.

A conceptual route was shared with potentially-impacted property owners at a meeting at the Town Hall on February 4, 2026. During this meeting additional comments and routes were discussed. These comments will be incorporated into future discussions for the Hawpatch Connection project, as well as continued efforts to provide regional trail connections.

Millersburg Trail Connection to the Future Hawpatch Trail



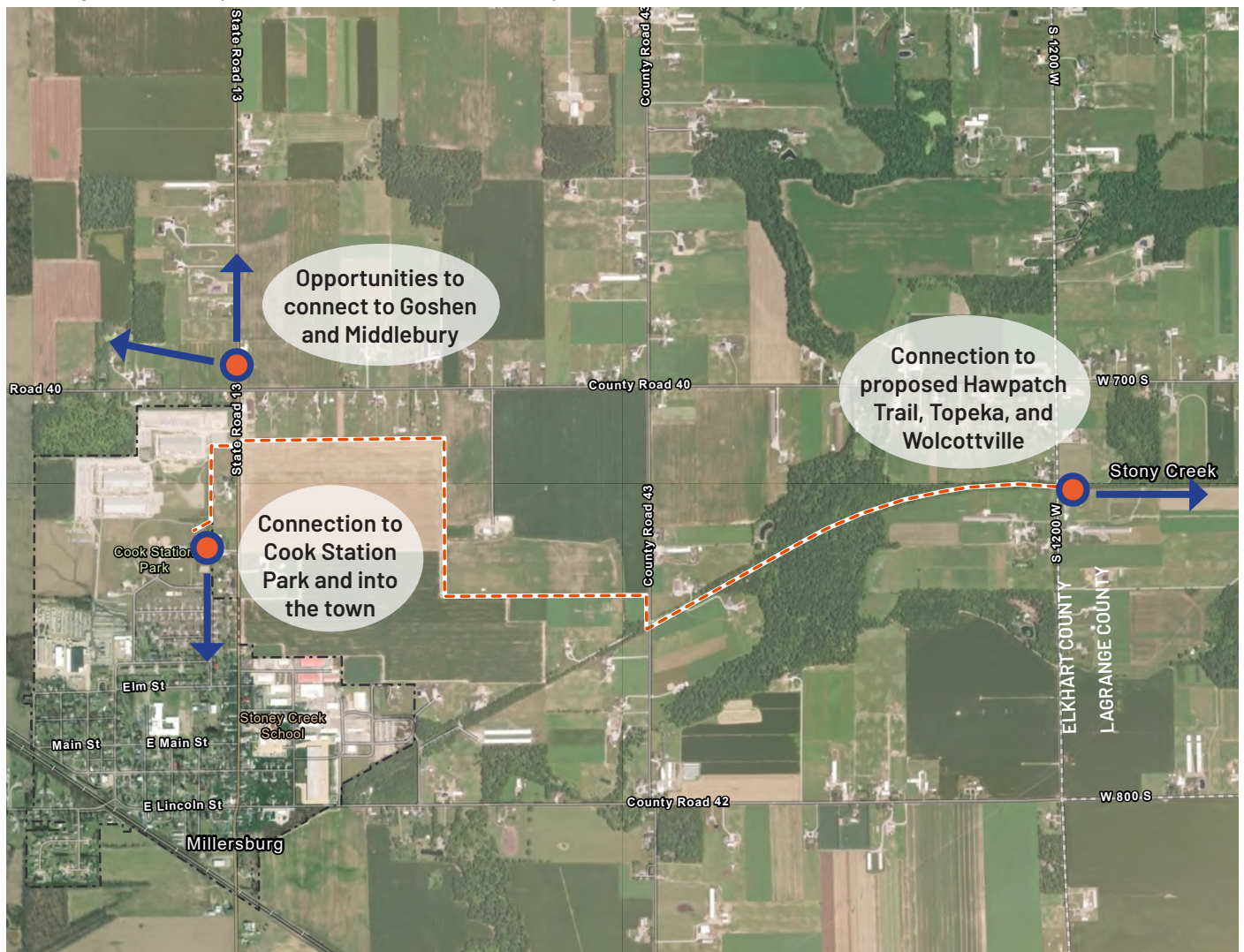
The conceptual route for the trail begins at the northeast corner of Cook Station Park, follows the edges of agricultural land, and then makes use of an abandoned railroad corridor from County Road 43 to the eastern boundary of Elkhart County.

At the County line, the trail meets the point of the proposed Hawpatch Trail that will connect to Topeka and Wolcottville.

Additional opportunities on the west end of the conceptual trail connect into the Town of Millersburg, as well as west to Goshen and north to Middlebury.

The next phase of this project is likely to continue in 2027 as the Millersburg Bicycle and Pedestrian Master Plan moves into the implementation phases and funds for trail development can be secured.

Conceptual Route (Final Route to be Determined)



IMPLEMENTATION SCHEDULE

Implementation of the policies, programs, and infrastructure improvements requires careful consideration of the resources available to the Town of Millersburg. The following tables attempt to further detail who will be responsible for implementing each improvement, an estimated timeline, and cost level of magnitude. The following symbols represent an estimated cost range to complete implementation:

\$ - less than \$10,000
 \$\$ - \$10,000-\$100,000
 \$\$\$ - \$100,000-\$500,000
 \$\$\$\$ - Over \$500,000

Infrastructure Improvements

	Priority	Cost Level	Timeline	Responsible Party	Next Steps
Work with Indiana Department of Transportation (INDOT) to evaluate potential crosswalk location for bicyclists and pedestrians along SR 13.	2.7	\$ to plan \$\$ to build	12-24 months to evaluate	MACOG, Town of Millersburg staff	Petition Ft. Wayne INDOT for an evaluation of the proposed intersections. Evaluate option for tactical urbanism project.
Work with Indiana Department of Transportation (INDOT) to widen the shoulders of State Road 13 to accommodate buggy traffic.	2.6	\$ to plan \$\$\$\$ to build	On-going, Long-Term Regional	MACOG, Town of Millersburg staff, Elkhart County Highway staff	Start conversation with INDOT to discuss options. In Millersburg from CR44 to CR38 - but it is needed the entire route from CR 50 to CR4 to US bypass would be best.
Install sidewalks and crosswalks to create a safe north-south connection from Cook Station Park and the northern neighborhood to the school, downtown, and southern neighborhoods.	2.4	\$\$ annually	2-5 years to complete based on funding	Town of Millersburg staff	Evaluate availability of local road and street funds for project. Hire a consultant for survey and design. Bid project to construct sidewalks.
Repair or replace existing sidewalks that are in poor condition.	2.4	\$\$ sidewalk only	To be completed with road resurfacing projects.	Town of Millersburg staff	Apply for CCMG. Research INDOT call for rural projects, Hire a consultant to survey and design options.

	Priority	Cost Level	Timeline	Responsible Party	Next Steps
Work with Indiana Department of Transportation (INDOT) to evaluate the installation of a biking and walking trail along SR 13 from CR 40 to Cook Station Park.	2.4	\$ to plan \$\$\$\$ to build	12-24 months to evaluate and establish route options	Town of Millersburg staff, regional trail organizations including the Pumpkinvine Coalition & LaGrange County Trails.	Establish a contact and set meeting with INDOT and local trails advocates
Install new sidewalks where none currently exist (mainly north of Elm Street).	2.3	\$ to plan \$\$\$\$ to build	12-24 months to evaluate the need and priority locations	Town of Millersburg staff	Evaluable available funds from the Town's resources such as local road and street, EDIT, and TIF
Evaluate/Designate a truck route to direct truck traffic away from the downtown and school zone.	2.3	\$	0-12 months for planning.	Town of Millersburg staff and Local Businesses	Discuss with businesses to reroute truck traffic. Discuss enforcement options.
Evaluate upgrades to the CR 42 bridge that would improve accessibility and safety for bikes and pedestrian users.	2.3	\$\$ to plan \$\$\$\$ to build	2-3 years to evaluate feasibility	Town of Millersburg staff	Research INDOT call for rural projects
Re-design Elm Street to accommodate all types of transportation by adding a walking and biking trail on the south side of Elm, separated from the roadway as much as possible, and widening the roadway to accommodate horse and buggies.	2.1	\$ to plan \$\$\$\$ to build	2-3 years for evaluation to be built as funds are available	Town of Millersburg staff	Apply for Community Crossing Matching Grant (CCMG). Research INDOT call for rural projects, Hire a consultant to survey and design options.
Evaluate installation of Share the Road signs, and/or painted sharrow symbols and text on low volume streets to raise awareness for bicycles. (discussed at the Workshop; the priority was established by Advisory Committee)	2.0	\$	0-24 months to evaluate options and street locations	MACOG, Town of Millersburg staff	Project to bring awareness to general drivers but also industrial drivers using small, neighborhood streets. Potentially add rubber speed humps in areas to get drivers off inappropriate streets
Complete the exiting sidewalk network where there are currently gaps (mainly south of Elm Street).	1.8	\$ to plan \$\$\$\$ to build	12-24 months to evaluate the need and priority locations	Town of Millersburg staff	Evaluable available funds from the Town's resources such as local road and street, EDIT, and TIF

Policies & Programs

	Priority	Cost Level	Timeline	Responsible Party	Next Steps
Adopt an asset management plan that includes the sidewalk and trail network.	2.8	\$	0-12 Months	Town of Millersburg staff, Town Council	City staff to update asset management plan. Council to approve. Will add a line item for sidewalks and trails to 2027 budget.
Continue planning efforts with regional trail groups to ensure local pedestrian assets connect to the regional trail network.	2.4	\$	On-going	Town of Millersburg staff	Participate in Pumpkinvine Trails Coalition and LaGrange Trails planning efforts.
Review the sidewalk inventory annually during budget season to plan for following year's projects.	2.4	\$	12-24 months	Town of Millersburg staff	Adopt a process and identify people to complete the annual inventory.
Adopt a policy that requires an evaluation of the cost associated with the installation of pedestrian improvements as part of any road resurfacing projects.	2.3	\$	12 months	Town of Millersburg staff, Town Council	Draft policy and present to Town Council for adoption. Ensure bid documents include an estimate for pedestrian improvements.
Prepare and adopt a Comprehensive Safety Action Plan.	2.3	\$\$	12-24 months	Town of Millersburg staff	Apply for Safe Streets for All Grant - 80% match from Federal Program - 20% from Millersburg. Fall/Winter 2026 notification.
Adopt a policy that requires the installation of pedestrian improvements with any major road reconstruction.	2.2	\$	12 months	Town of Millersburg staff, Town Council	Draft policy and present to Town Council for adoption. Ensure bid documents include an estimate for pedestrian improvements.
Work with Fairfield Community Schools to evaluate utilizing the Safe Routes to School program at Millersburg Elementary School.	2.0	\$	2-5 Years	Fairfield Community Schools	Research Indiana Safe Routes to School (SRTS) program requirements and funds.
Identify funding sources to install pedestrian infrastructure.	1.9	\$	On-going	Town of Millersburg staff	Work with MACOG to determine applicable grants and funding sources.
Work with school stakeholders to organize a walking school bus and/or bike train.	1.9	\$	12-24 months	Millersburg Elementary and/or PTO	Coordinate an educational/informational meeting with parents and staff to assess interest and capacity.
Find resources (personnel and funding) to hire Crossing Guards for area schools.	1.7	\$	12 months	Millersburg Elementary	Research SRTS program funding and other potential sources to assist.

APPENDIX

- A. Advisory Committee Meeting Agenda - 2026-03-02
- B. Advisory Committee Meeting Agenda - 2026-04-15
- C. Advisory Committee Meeting Agenda - 2026-05-18
- D. Advisory Committee Meeting Agenda - 2026-07-02
- E. Millersburg Bike & Ped Plan Workshop-Survey Poster
- F. Millersburg 2026 Community Survey Results
- G. Additional Responses to Qs 4, 18, and 23 - Millersburg Bicycle and Pedestrian Master Plan Survey
- H. Additional Responses to Q6 - Millersburg Bicycle and Pedestrian Master Plan Survey
- I. Sidewalk Conditions - Summary
- J. Millersburg Bike Ped Plan Workshop-Survey Poster
- K. Millersburg Bike and Pedestrian Plan Workshop Email - 06-10-2026
- L. Workshop Poster - Community Survey Results_24x36L
- M. Workshop Poster - Existing Conditions
- N. Workshop Poster - Recommendations_24x36L
- O. Workshop Activity - Individual Maps
- P. Workshop Activity -Policies and Infrastructure Prioritization Sheets
- Q. Workshop Sign-in sheet - 06-15-2026
- R. Millersburg Bike & Ped Plan Priority-Survey Final Results



Millersburg Bike and Pedestrian Master Plan

Steering Committee Meeting - March 2, 2026

Introductions

- Name, Organization, Your interest in this project

Project Purpose and Timeline

The Town of Millersburg, through a grant from the Indiana Department of Health (IDOH) Division of Nutrition and Physical Activity (DNPA), is preparing a community-wide Bicycle and Pedestrian Master Plan. The purpose of this plan is to facilitate more active living and higher rates of physical activity in Millersburg.

- 2-Mar-26 committee kick off 1
- 9-Mar-26 finalize mapping & survey
- 16-Mar-26 work on document, survey open
- 6-Apr-26 committee mtg 2
- 11-May-26 committee mtg 3
- 1-Jun-26 workshop & priority survey
- 22-Jun-26 committee mtg 4
- 20-Jul-26 committee mtg 5
- 27-Jul-26 final report to Plan Commission and website
- 10-Aug-26 Plan Commission meeting
- 17-Aug-26 open house
- 24-Aug-26 Council

Review Draft Survey

Mapping Exercise

- Identify existing sidewalks and trail
- Identify gaps in sidewalks and trail
- Identify locations you want to reach via bike and pedestrian network

Next Steps

- Finalize and distribute survey
- Set next meeting date and time



Millersburg Bike and Pedestrian Master Plan

Steering Committee Meeting – April 15, 2026

Project Purpose and Timeline

The purpose of this plan is to facilitate more active living and higher rates of physical activity in Millersburg.

- ~~2-Mar-26~~ Committee kick-off 1
- ~~9-Mar-26~~ Finalize mapping & survey
- ~~16-Mar-26~~ Work on document, survey open
- 6-Apr-26 Committee mtg 2
- 11-May-26 Committee mtg 3
- 1-Jun-26 Workshop & Priority Survey
- 22-Jun-26 Committee mtg 4
- 20-Jul-26 Committee mtg 5
- 27-Jul-26 Final report to Plan Commission and website
- 10-Aug-26 Plan Commission meeting
- 17-Aug-26 Open House
- 24-Aug-26 Council

Preliminary Survey Results

- Additional ways to promote?
 - Newsletter
 - Utility bills
 - Events

Review Draft Parent/Caregiver Survey

Ideas for Student Survey and/or Poll

Review Final Map

Next Steps

- Continue to promote and distribute survey
- Send parent/caregiver survey to School for approval and distribution
- Set next meeting date and time



Millersburg Bike and Pedestrian Master Plan

Steering Committee Meeting – May 18, 2026, 3:30pm at Town Hall

Project Purpose and Timeline

The purpose of this plan is to facilitate more active living and higher rates of physical activity in Millersburg.

- ~~2 Mar 26~~ ~~Committee kick-off 1~~
- ~~9 Mar 26~~ ~~Finalize mapping & survey~~
- ~~16 Mar 26~~ ~~Work on document, survey open~~
- ~~6 Apr 26~~ ~~Committee mtg 2~~
- **18-MAY-26** **COMMITTEE MTG 3**
- 1-Jun-26 Workshop & Priority Survey
- 22-Jun-26 Committee mtg 4
- 20-Jul-26 Committee mtg 5
- 27-Jul-26 Final report to Plan Commission and website
- 10-Aug-26 Plan Commission meeting
- 17-Aug-26 Open House
- 24-Aug-26 Council

Infrastructure Inventory

Survey Results

Recommendations for infrastructure improvements and policy updates

Open House Details

Open House Promotion

Next Steps

- Finalize Infrastructure Inventory
- Promote Open House
- Set next meeting date and time



Millersburg Bike and Pedestrian Master Plan

Steering Committee Meeting – July 2, 2026, 3:30pm at Town Hall

Project Purpose and Timeline

The purpose of this plan is to facilitate more active living and higher rates of physical activity in Millersburg.

- ~~2 Mar 26~~ ~~Committee kick-off 1~~
- ~~9 Mar 26~~ ~~Finalize mapping & survey~~
- ~~16 Mar 26~~ ~~Work on document, survey open~~
- ~~6 Apr 26~~ ~~Committee mtg 2~~
- ~~18 MAY 26~~ ~~COMMITTEE MTG 3~~
- ~~1 Jun 26~~ ~~Workshop & Priority Survey~~
- **2 - July-26** **Committee mtg 4**
- 20-Jul-26 Committee mtg 5
- 27-Jul-26 Final report to Plan Commission and website
- 10-Aug-26 **Plan Commission meeting**
- 17-Aug-26 **Open House**
- 24-Aug-26 **Council**

Workshop Summary

- 18 community members attended the workshop
- Elkhart County Health Department has a car seat safety check and bike helmet station in the front drive of the Town Hall
- 1- comment was received for sidewalk installation in front 110 North Jefferson Street
- 3 community members provided maps of where they would like to see improved sidewalks or trails (attached)
- Mix of priorities on the sheet that were available during the event. I added them where appropriate to the survey totals.

Survey Results

- 11 online plus up to 5 at event
- See attached summary sheet – we will discuss at the meeting

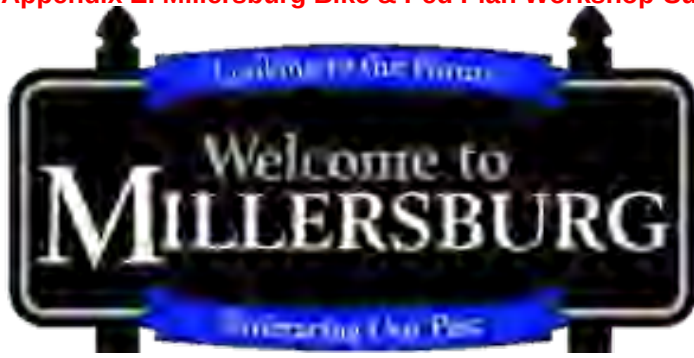
Final List of Recommendations

- Added - Evaluate installation of Share the Road signs, and/or painted sharrow symbols and text on low volume streets to raise awareness for bicycles.
(discussed at the Workshop; the priority was established by Advisory Committee)
- Add timeline, responsible party, and next steps to worksheet

Next Steps

- Steering Committee meeting
- Draft for publication
- Approval
- Submission to the State in September





Share your
thoughts!

Bike & Pedestrian Master Plan Community Workshop



As a part of the community-wide bicycle & pedestrian master plan, we are hosting a Community Workshop to hear your priorities for projects to improve walking & biking in Millersburg.

Come to Town Hall on June 15, 2026 from 2-4pm to review the projects, give your feedback, and *register to win a Gift Card!*

If you are not able to join us at the Workshop, complete our survey (after 6/15) to identify your project priorities.

https://www.surveymonkey.com/r/MillersburgIN_Priorities

More information to come. Check the Town Website for updates
<https://millersburgin.org>

Scan Here
to start the survey



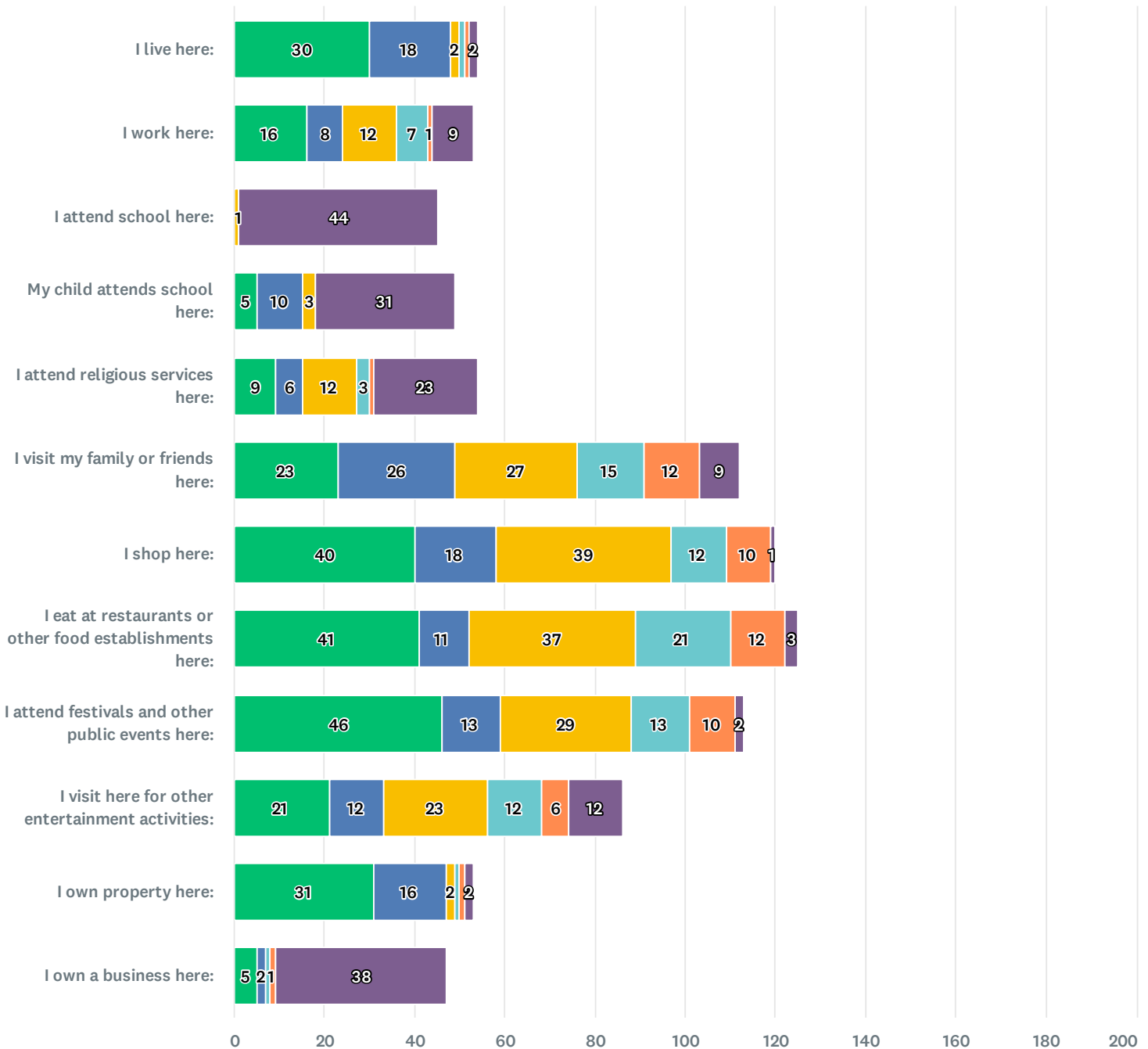
Millersburg Bicycle and Pedestrian Master Plan Survey

Town of Millersburg 2026 Bicycle and Pedestrian Master Plan Appendix F. Millersburg 2026 Community Survey Results

Q1

53 responses

How are you connected to Millersburg? Please select all that are true for you for each of the following statements. You can select more than one answer for each statement. For example, if you shop in both Millersburg and Goshen, be sure to select both.



- In Millersburg
- Near Millersburg, but not i...
- Goshen
- Middlebury
- LaGrange County

Millersburg Bicycle and Pedestrian Master Plan Survey

● Not applicable to me

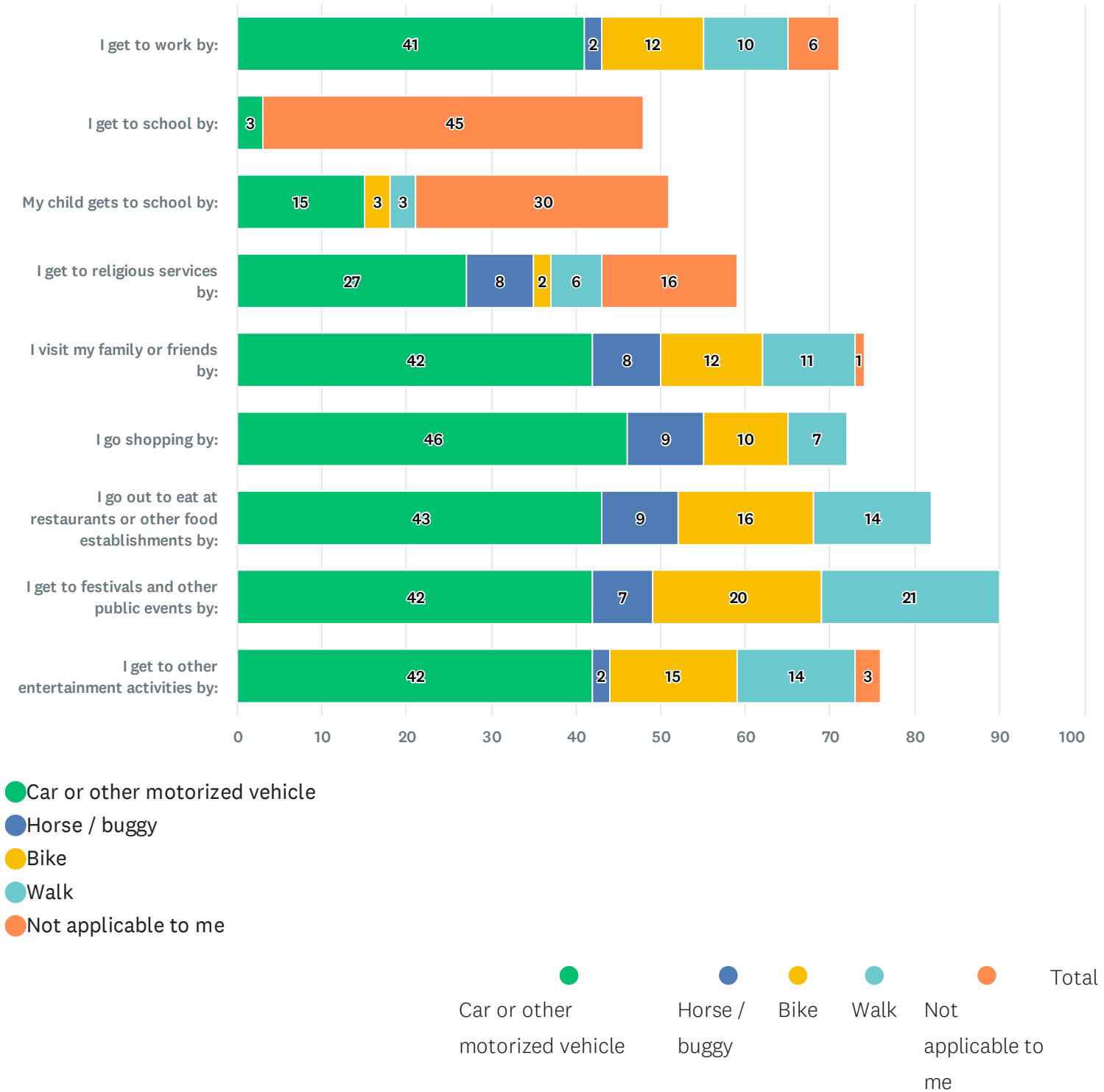
	 In Millersburg	 Near Millersburg, but not in town	 Goshen	 Middlebury	 LaGrange County	 Not applicable to me	Total
I live here:	56.60% 30	33.96% 18	3.77% 2	1.89% 1	1.89% 1	3.77% 2	54
I work here:	30.77% 16	15.38% 8	23.08% 12	13.46% 7	1.92% 1	17.31% 9	53
I attend school here:	0% 0	0% 0	2.22% 1	0% 0	0% 0	97.78% 44	45
My child attends school here:	10.64% 5	21.28% 10	6.38% 3	0% 0	0% 0	65.96% 31	49
I attend religious services here:	19.15% 9	12.77% 6	25.53% 12	6.38% 3	2.13% 1	48.94% 23	54
I visit my family or friends here:	46.94% 23	53.06% 26	55.10% 27	30.61% 15	24.49% 12	18.37% 9	112
I shop here:	76.92% 40	34.62% 18	75.00% 39	23.08% 12	19.23% 10	1.92% 1	120
I eat at restaurants or other food establishments here:	78.85% 41	21.15% 11	71.15% 37	40.38% 21	23.08% 12	5.77% 3	125
I attend festivals and other public events here:	86.79% 46	24.53% 13	54.72% 29	24.53% 13	18.87% 10	3.77% 2	113
I visit here for other entertainment activities:	44.68% 21	25.53% 12	48.94% 23	25.53% 12	12.77% 6	25.53% 12	86
I own property here:	60.78% 31	31.37% 16	3.92% 2	1.96% 1	1.96% 1	3.92% 2	53
I own a business here:	10.64% 5	4.26% 2	0% 0	2.13% 1	2.13% 1	80.85% 38	47
							911

Millersburg Bicycle and Pedestrian Master Plan Survey

Q2

53 responses

How do you usually get to places in and around Millersburg? Please select all of the modes of transportation that are true for you for each of the following statements. You can select more than one mode of transportation for each statement. For example, if you sometimes walk and other times bike to school or work, select both.



Millersburg Bicycle and Pedestrian Master Plan Survey

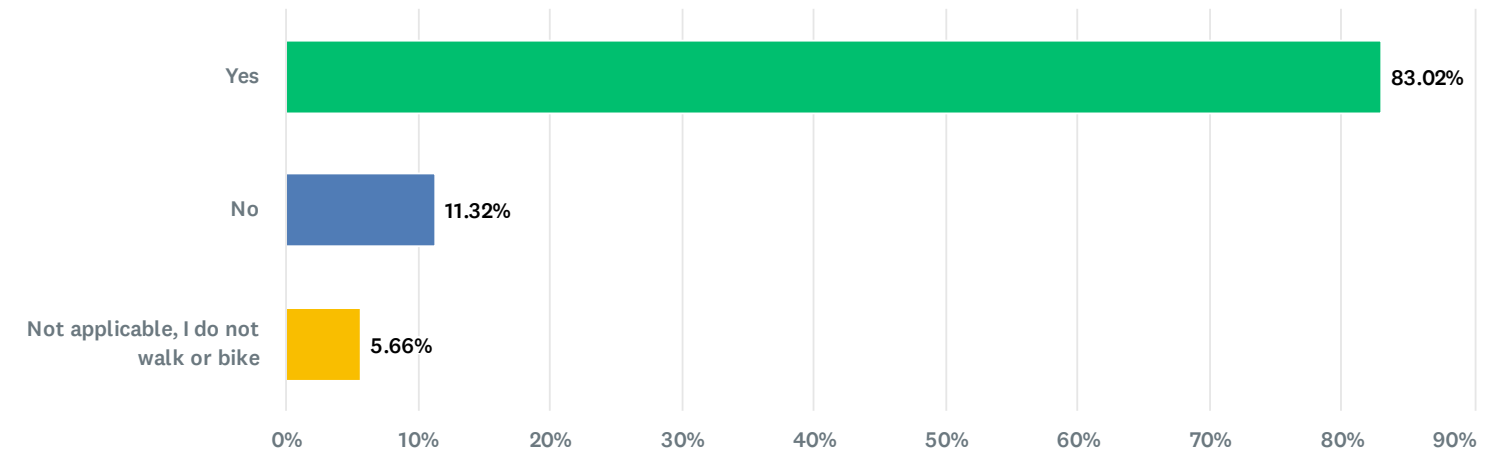
	 Car or other motorized vehicle	 Horse / buggy	 Bike	 Walk	 Not applicable to me	Total
I get to work by:	77.36%	3.77%	22.64%	18.87%	11.32%	71
	41	2	12	10	6	
I get to school by:	6.25%	0%	0%	0%	93.75%	48
	3	0	0	0	45	
My child gets to school by:	31.25%	0%	6.25%	6.25%	62.50%	51
	15	0	3	3	30	
I get to religious services by:	52.94%	15.69%	3.92%	11.76%	31.37%	59
	27	8	2	6	16	
I visit my family or friends by:	82.35%	15.69%	23.53%	21.57%	1.96%	74
	42	8	12	11	1	
I go shopping by:	88.46%	17.31%	19.23%	13.46%	0%	72
	46	9	10	7	0	
I go out to eat at restaurants or other food establishments by:	84.31%	17.65%	31.37%	27.45%	0%	82
	43	9	16	14	0	
I get to festivals and other public events by:	82.35%	13.73%	39.22%	41.18%	0%	90
	42	7	20	21	0	
I get to other entertainment activities by:	84.00%	4.00%	30.00%	28.00%	6.00%	76
	42	2	15	14	3	
						623

Millersburg Bicycle and Pedestrian Master Plan Survey

Q3

53 responses

Is it enjoyable for you to walk or bike in Millersburg?



Answer Choices



Yes



No



Not applicable, I do not walk or bike

Total

Percentage

83.02%

Responses

44

11.32%

6

5.66%

3

53

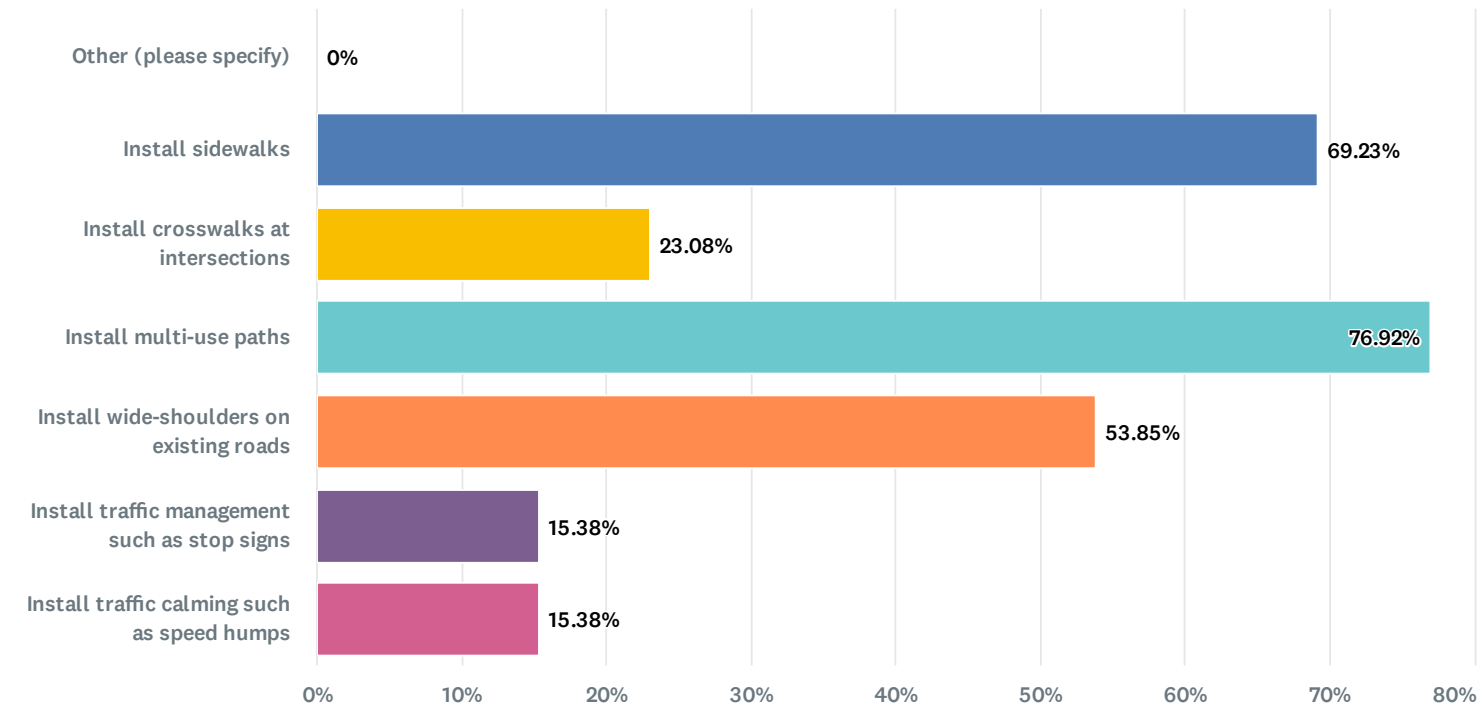
Millersburg Bicycle and Pedestrian Master Plan Survey

Q4

13 responses

* See Appendix for additional responses to this question

What would make walking and biking in Millersburg more enjoyable? Select all that apply.



Answer Choices	Percentage	Responses
Other (please specify)	0%	0
Install sidewalks	69.23%	9
Install crosswalks at intersections	23.08%	3
Install multi-use paths	76.92%	10
Install wide-shoulders on existing roads	53.85%	7
Install traffic management such as stop signs	15.38%	2
Install traffic calming such as speed humps	15.38%	2
Total		33

RESPONSES (0)

WORD CLOUD

TAGS (0)

Search Responses

Filter: by tag by sentiment

Millersburg Bicycle and Pedestrian Master Plan Survey



No responses yet

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q5 What could be done to reduce your fears or apprehensions regarding walking and biking in Millersburg?

Answered: 38 Skipped: 16

#	RESPONSES	DATE
1	Anything	5/15/2026 11:50 AM
2	Bike Lanes	5/13/2026 2:38 PM
3	Level side walks and more side walks, people driving the speed limit	5/2/2026 8:28 AM
4	Lighting and sidewalks	5/1/2026 12:35 PM
5	No fears	4/30/2026 10:59 PM
6	I don't have fears, but would enjoy more paths.	4/30/2026 10:03 PM
7	Sidewalks, walk ways, all dogs on leashes	4/30/2026 9:49 PM
8	Biking/walking trails and paths	4/30/2026 4:46 PM
9	Install a bike trail and sidewalks	4/30/2026 11:44 AM
10	Put in a buggy lane on State Road 13	4/30/2026 11:20 AM
11	Road shoulders, bike path	4/20/2026 9:14 AM
12	Trails	4/18/2026 12:46 PM
13	Separate walking/biking from cars	4/18/2026 9:58 AM
14	In our rural communities, it's clear the true winner to reduce fears is installation of multi-use path, away from the roadway. Drivers do not pay enough attention to notice a shared roadway or signage noting cyclists.	4/13/2026 3:39 PM
15	I run in Millersburg a lot and most of the sidewalks are too dangerous to run on because they are cracked and could cause injury.	4/9/2026 4:03 PM
16	Bike trail	4/8/2026 1:05 PM
17	Not sure	4/8/2026 12:24 PM
18	Safer areas to travel...the speed and carelessness of drivers is horrible	4/7/2026 6:41 PM
19	Having designated paths for walking and biking, especially to the parks.	4/7/2026 5:23 PM
20	Having a place to walk beside the road	4/7/2026 3:42 PM
21	Nothing. This is a very quiet and safe town.	4/7/2026 12:25 PM
22	Make sure all dogs are secure to the lots	4/7/2026 10:17 AM
23	N/A	4/7/2026 9:33 AM
24	Crosswalks on SR 13 Sidewalk along SR 13	4/3/2026 1:15 PM
25	Bike paths	3/21/2026 11:37 AM
26	Better traffic control and traffic enforcement.	3/19/2026 12:50 PM
27	Smooth Sidewalks, especially Jefferson is sooo bad, street lights,	3/18/2026 8:48 PM
28	Sidewalks, safer crosswalks, wider shoulders, designated bike lanes. Most importantly completion of the projected Hawpatch Trail	3/18/2026 4:34 PM
29	Sidewalks along 13	3/18/2026 4:27 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

30	Slow down traffic keep lose dogs from shading you	3/18/2026 12:49 PM
31	Have at least one sidewalk on one side of the road	3/17/2026 9:30 PM
32	A designated trail that is well lit	3/17/2026 7:01 PM
33	Traffic on roads leading out of Millersburg	3/17/2026 6:43 PM
34	Controlling the speed of traffic through town, specifically the speed of commercial/work vehicles	3/17/2026 6:40 PM
35	Wider Roads, wider streets, and/or a crosswalk at 13 to get to the bank, or other stores	3/17/2026 5:52 PM
36	Better lighting, more side walks there are a lot of speeding cars in town reduce the truck traffic in town.	3/17/2026 5:21 PM
37	Sidewalks, wide enough to walk with our children. That way we don't have to walk directly on the road as well as crosswalks at every crossing,	3/17/2026 5:12 PM
38	Make the CR 42 bridge more accessible to bike. The sidewalk is to narrow for a bike. That is why everyone uses the street and its dangerous.	3/17/2026 4:17 PM

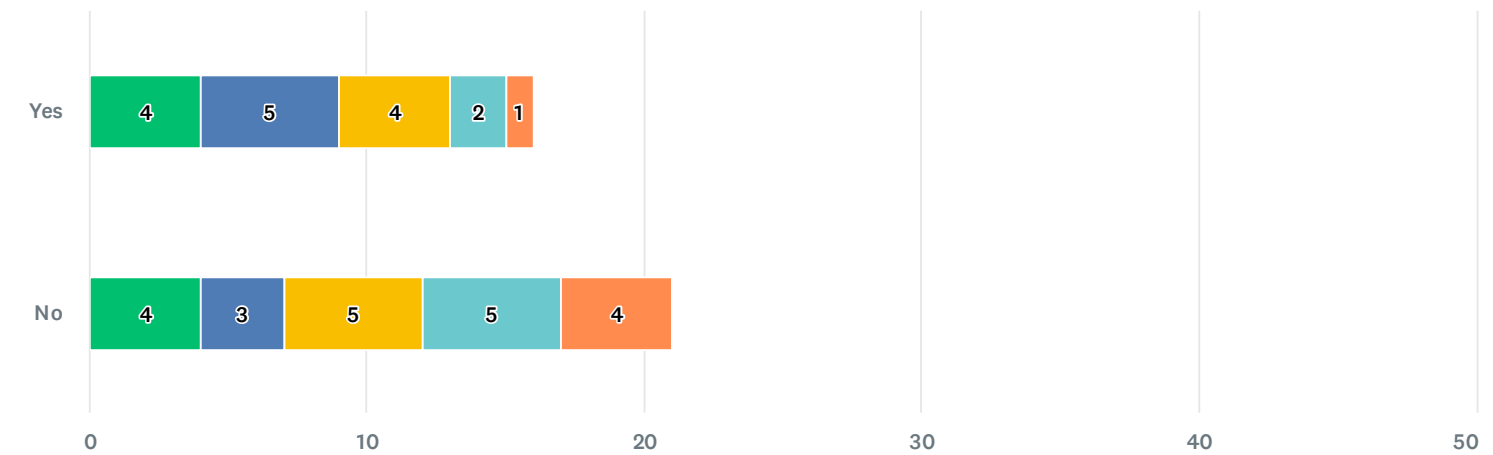
Millersburg Bicycle and Pedestrian Master Plan Survey

Q6

10 responses

* See Appendix for additional responses to this question

Do you think bicycle and pedestrian facilities in Millersburg are adequate for:



- Your needs
- The needs of your family
- Children
- Seniors
- Those with mobility limitat...

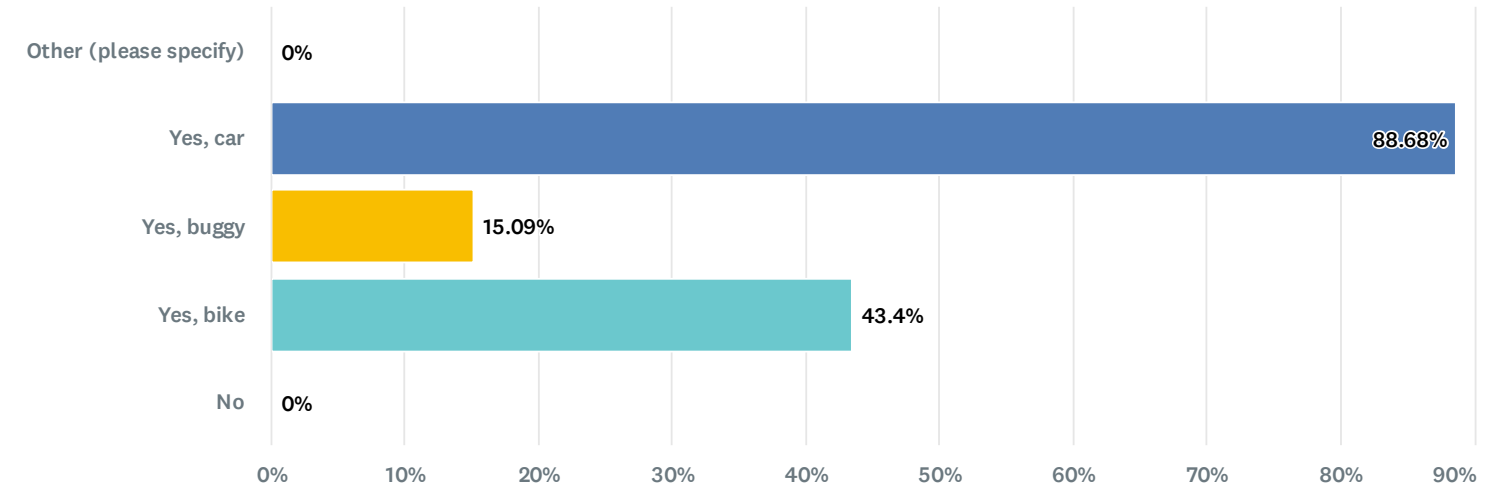
	● Your needs	● The needs of your family	● Children	● Seniors	● Those with mobility limitations	Total
Yes	80.00%	100.00%	80.00%	40.00%	20.00%	16
	4	5	4	2	1	
No	66.67%	50.00%	83.33%	83.33%	66.67%	21
	4	3	5	5	4	
						37

Millersburg Bicycle and Pedestrian Master Plan Survey

Q7

53 responses

Do you have access to a private vehicle for your transportation needs? Select all that apply.



Answer Choices	Percentage	Responses
Other (please specify)	0%	0
Yes, car	88.68%	47
Yes, buggy	15.09%	8
Yes, bike	43.40%	23
No	0%	0
Total		78

RESPONSES (0)

WORD CLOUD

TAGS (0)

Filter: by tag ▼ by sentiment ▼

☐ No responses yet

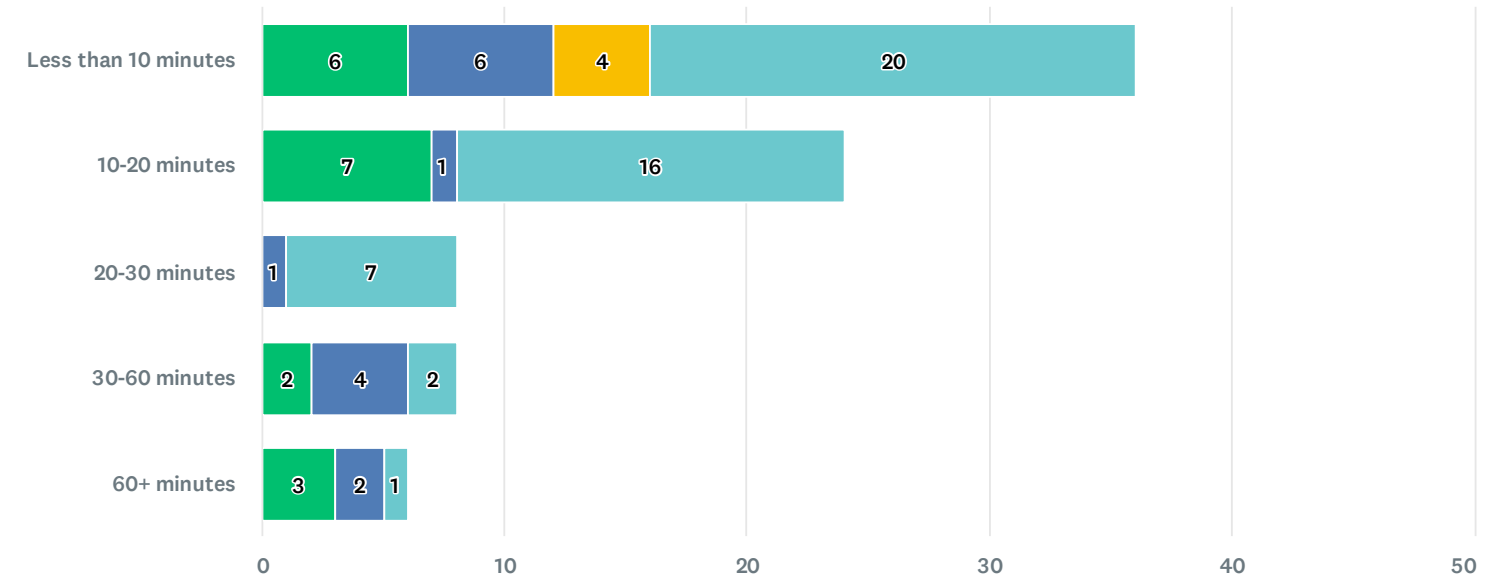
#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Millersburg Bicycle and Pedestrian Master Plan Survey

Q8

48 responses

How long does it usually take you to get to work or school? Select all that apply.



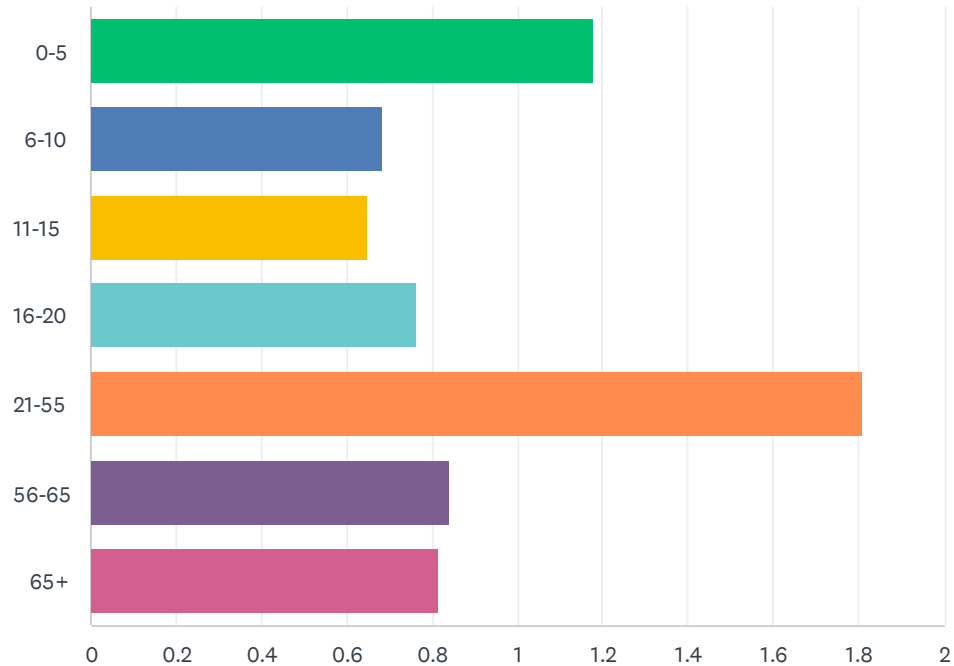
- Walking
- Biking
- Horse / Buggy
- Car, bus, or other motorized vehicle

	Walking	Biking	Horse / Buggy	Car, bus, or other motorized vehicle	Total
Less than 10 minutes	22.22%	22.22%	14.81%	74.07%	36
	6	6	4	20	
10-20 minutes	31.82%	4.55%	0%	72.73%	24
	7	1	0	16	
20-30 minutes	0%	12.50%	0%	87.50%	8
	0	1	0	7	
30-60 minutes	28.57%	57.14%	0%	28.57%	8
	2	4	0	2	
60+ minutes	75.00%	50.00%	0%	25.00%	6
	3	2	0	1	
					82

#	OTHER (PLEASE SPECIFY)	DATE
1	Does not apply	3/21/2026 3:01 AM
2	I live 35 minutes away.	3/19/2026 1:28 PM

Q9 Please provide the number of your household members in each age range.

Answered: 54 Skipped: 0



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
0-5	1	20	17
6-10	1	13	19
11-15	1	13	20
16-20	1	13	17
21-55	2	76	42
56-65	1	16	19
65+	1	13	16
Total Respondents: 54			

#	0-5	DATE
1	0	5/15/2026 11:50 AM
2	1	4/30/2026 9:49 PM
3	2	4/30/2026 11:44 AM
4	1	4/30/2026 11:20 AM
5	1	4/20/2026 9:14 AM
6	2	4/18/2026 9:58 AM

Millersburg Bicycle and Pedestrian Master Plan Survey

7	0	4/13/2026 3:39 PM
8	2	4/8/2026 12:24 PM
9	0	4/7/2026 5:23 PM
10	2	4/7/2026 3:42 PM
11	0	4/7/2026 9:33 AM
12	1	4/3/2026 1:15 PM
13	1	3/19/2026 1:28 PM
14	0	3/18/2026 4:34 PM
15	2	3/17/2026 6:40 PM
16	3	3/17/2026 5:51 PM
17	2	3/17/2026 5:12 PM
#	6-10	DATE
1	0	5/15/2026 11:50 AM
2	1	4/30/2026 10:03 PM
3	0	4/30/2026 11:20 AM
4	0	4/18/2026 9:58 AM
5	0	4/13/2026 3:39 PM
6	1	4/9/2026 4:03 PM
7	1	4/7/2026 5:23 PM
8	0	4/7/2026 3:42 PM
9	1	4/7/2026 12:25 PM
10	1	4/7/2026 10:33 AM
11	1	4/7/2026 10:17 AM
12	0	4/7/2026 9:33 AM
13	0	4/3/2026 1:15 PM
14	1	3/21/2026 11:37 AM
15	1	3/19/2026 12:50 PM
16	2	3/18/2026 8:48 PM
17	0	3/18/2026 4:34 PM
18	2	3/18/2026 4:27 PM
19	1	3/17/2026 6:43 PM
#	11-15	DATE
1	0	5/15/2026 11:50 AM
2	1	4/30/2026 10:59 PM
3	2	4/30/2026 10:03 PM
4	0	4/30/2026 11:20 AM
5	0	4/18/2026 9:58 AM
6	0	4/13/2026 3:39 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

7	1	4/9/2026 4:03 PM
8	1	4/8/2026 1:05 PM
9	1	4/7/2026 5:23 PM
10	0	4/7/2026 3:42 PM
11	1	4/7/2026 10:33 AM
12	1	4/7/2026 10:17 AM
13	0	4/7/2026 9:33 AM
14	0	4/3/2026 1:15 PM
15	1	3/21/2026 11:37 AM
16	1	3/19/2026 12:50 PM
17	0	3/18/2026 4:34 PM
18	1	3/17/2026 9:06 PM
19	1	3/17/2026 7:01 PM
20	1	3/17/2026 6:43 PM
#	16-20	DATE
1	0	5/15/2026 11:50 AM
2	1	5/1/2026 12:35 PM
3	1	4/30/2026 10:59 PM
4	1	4/30/2026 10:03 PM
5	0	4/30/2026 11:20 AM
6	0	4/18/2026 9:58 AM
7	1	4/13/2026 3:39 PM
8	1	4/8/2026 1:05 PM
9	1	4/7/2026 5:23 PM
10	0	4/7/2026 3:42 PM
11	1	4/7/2026 10:33 AM
12	0	4/7/2026 9:33 AM
13	0	4/3/2026 1:15 PM
14	0	3/18/2026 4:34 PM
15	1	3/18/2026 4:27 PM
16	2	3/17/2026 9:06 PM
17	3	3/17/2026 7:01 PM
#	21-55	DATE
1	3	5/15/2026 11:50 AM
2	2	5/2/2026 8:37 AM
3	2	5/2/2026 8:28 AM
4	2	5/1/2026 12:35 PM
5	1	4/30/2026 10:59 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

6	2	4/30/2026 10:03 PM
7	2	4/30/2026 9:49 PM
8	2	4/30/2026 11:44 AM
9	2	4/30/2026 11:20 AM
10	3	4/20/2026 9:14 AM
11	2	4/18/2026 9:58 AM
12	2	4/13/2026 3:39 PM
13	2	4/9/2026 4:03 PM
14	2	4/8/2026 1:05 PM
15	2	4/8/2026 12:24 PM
16	2	4/7/2026 5:23 PM
17	2	4/7/2026 3:42 PM
18	1	4/7/2026 12:25 PM
19	2	4/7/2026 10:33 AM
20	2	4/7/2026 10:17 AM
21	1	4/7/2026 9:33 AM
22	2	4/3/2026 1:15 PM
23	2	3/21/2026 11:37 AM
24	1	3/21/2026 3:01 AM
25	2	3/19/2026 1:28 PM
26	2	3/19/2026 12:50 PM
27	3	3/19/2026 11:00 AM
28	1	3/18/2026 8:48 PM
29	0	3/18/2026 4:34 PM
30	2	3/18/2026 4:27 PM
31	1	3/17/2026 9:30 PM
32	2	3/17/2026 9:06 PM
33	1	3/17/2026 7:01 PM
34	2	3/17/2026 6:43 PM
35	2	3/17/2026 6:40 PM
36	2	3/17/2026 6:19 PM
37	2	3/17/2026 5:54 PM
38	2	3/17/2026 5:52 PM
39	1	3/17/2026 5:21 PM
40	2	3/17/2026 5:12 PM
41	2	3/17/2026 4:17 PM
42	1	3/17/2026 4:12 PM
#	56-65	DATE

Millersburg Bicycle and Pedestrian Master Plan Survey

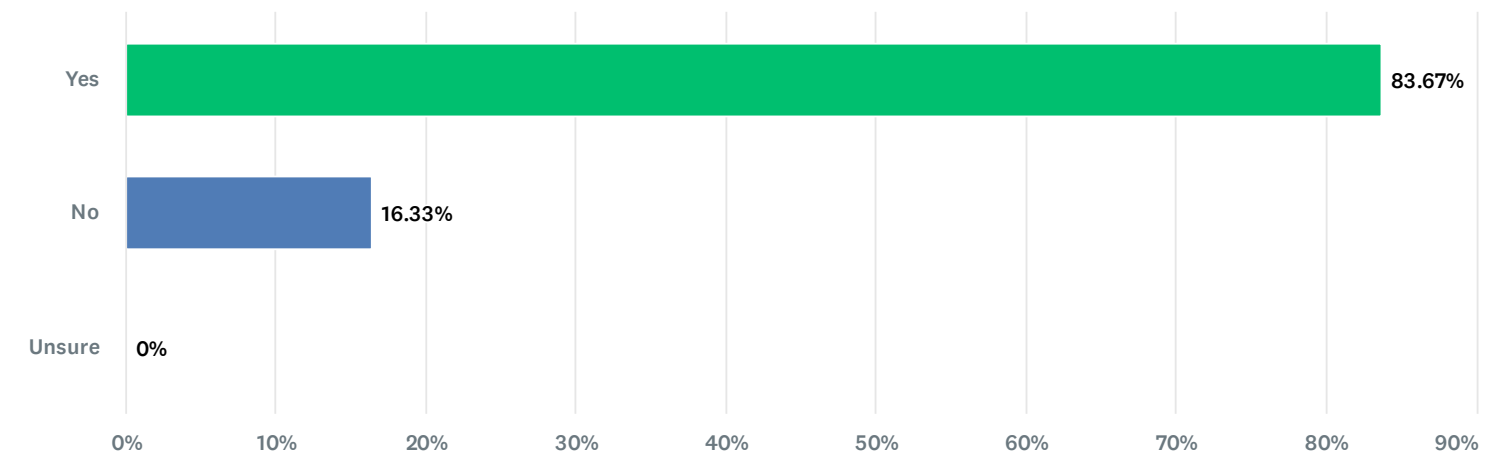
1	0	5/15/2026 11:50 AM
2	2	5/7/2026 11:14 AM
3	2	4/30/2026 4:46 PM
4	2	4/30/2026 11:22 AM
5	0	4/30/2026 11:20 AM
6	1	4/18/2026 12:46 PM
7	0	4/18/2026 9:58 AM
8	0	4/13/2026 3:39 PM
9	1	4/7/2026 6:41 PM
10	0	4/7/2026 5:23 PM
11	0	4/7/2026 3:42 PM
12	2	4/7/2026 9:45 AM
13	0	4/7/2026 9:33 AM
14	0	4/3/2026 1:15 PM
15	2	3/27/2026 12:57 PM
16	1	3/21/2026 3:01 AM
17	1	3/19/2026 11:00 AM
18	0	3/18/2026 4:34 PM
19	2	3/17/2026 4:12 PM
#	65+	DATE
1	0	5/15/2026 11:50 AM
2	1	5/13/2026 2:38 PM
3	0	4/30/2026 11:20 AM
4	2	4/20/2026 9:50 AM
5	0	4/18/2026 9:58 AM
6	0	4/13/2026 3:39 PM
7	1	4/7/2026 6:41 PM
8	0	4/7/2026 5:23 PM
9	0	4/7/2026 3:42 PM
10	0	4/7/2026 9:33 AM
11	0	4/3/2026 1:15 PM
12	2	3/21/2026 3:01 AM
13	1	3/18/2026 8:48 PM
14	2	3/18/2026 4:34 PM
15	2	3/18/2026 12:49 PM
16	2	3/17/2026 8:10 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

Q10

49 responses

Do you consider access to bicycling and walking opportunities as an important factor when looking for a place to live and/or work?



Answer Choices



Yes



No



Unsure

Total

Percentage

83.67%

16.33%

0%

Responses

41

8

0

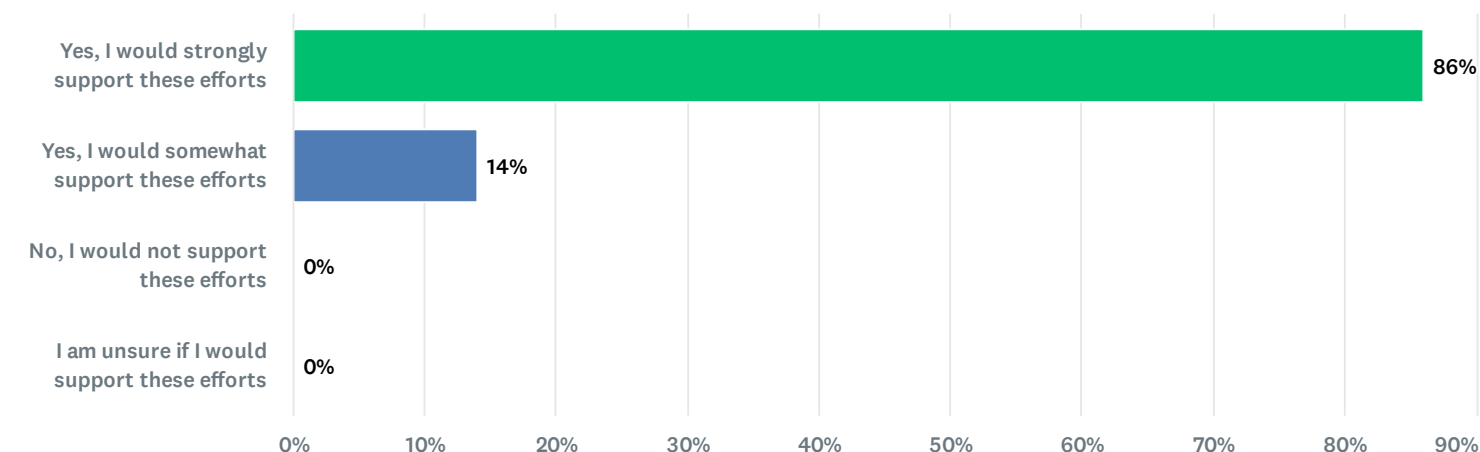
49

Millersburg Bicycle and Pedestrian Master Plan Survey

Q11

50 responses

Would you support efforts to improve access to safe and convenient bicycle and pedestrian routes in Millersburg and the surrounding area?



Answer Choices

	Percentage	Responses
● Yes, I would strongly support these efforts	86.00%	43
● Yes, I would somewhat support these efforts	14.00%	7
● No, I would not support these efforts	0%	0
● I am unsure if I would support these efforts	0%	0
Total		50

RESPONSES (0)

WORD CLOUD

TAGS (0)



Filter: by tag ▼

by sentiment ▼



No responses yet

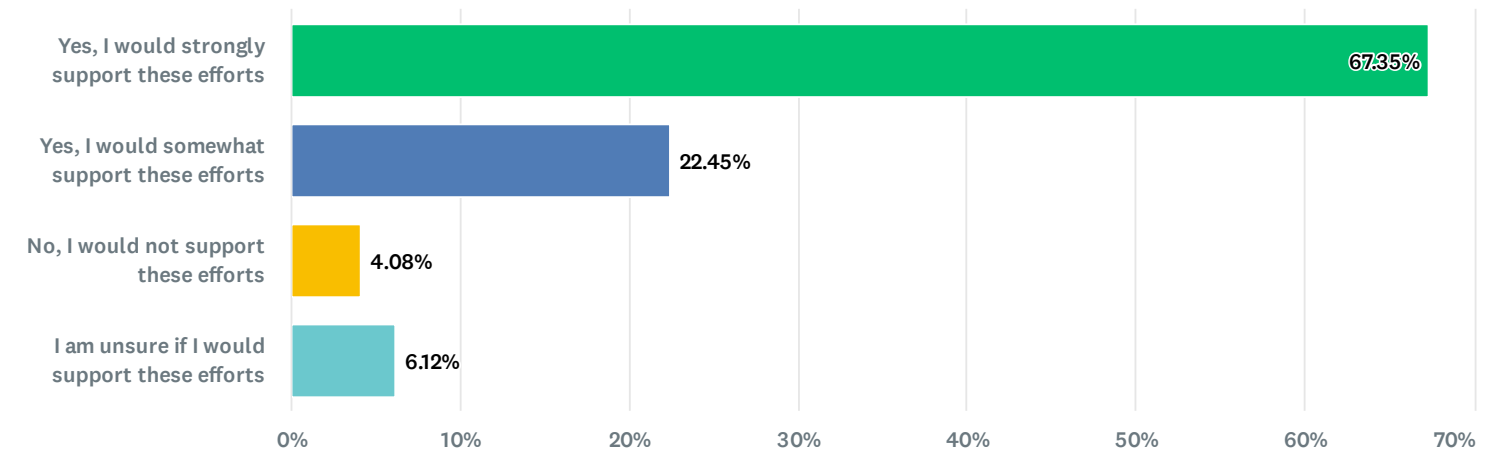
#	PLEASE EXPLAIN	DATE
1	Installing a bike trail would take bikes off the road (safer)	4/30/2026 11:45 AM
2	Yes, however, I don't live or work in Millersburg -I'm somewhat limited to my availability of "strongly supporting."	4/13/2026 3:43 PM
3	I do not feel safe most mornings biking on a state road	4/8/2026 1:10 PM
4	It would be nice to have a bike/walking path for recreation	3/18/2026 4:30 PM
5	would love to be able to go to more outside of town but don't feel its safe to do so by bike	3/17/2026 4:14 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

Q12

49 responses

Would you support efforts to improve access to safe and convenient horse/buggy routes in Millersburg and the surrounding area?



Answer Choices

	Percentage	Responses
● Yes, I would strongly support these efforts	67.35%	33
● Yes, I would somewhat support these efforts	22.45%	11
● No, I would not support these efforts	4.08%	2
● I am unsure if I would support these efforts	6.12%	3
Total		49

RESPONSES (0)

WORD CLOUD

TAGS (0)



Filter: by tag ▼

by sentiment ▼



No responses yet

#	PLEASE EXPLAIN	DATE
1	Installing wide shoulders to existing roads would make driving a buggy safer and improve traffic flow	4/30/2026 11:45 AM
2	We have no problem getting around w/horse and buggy. I think a bike trail would be more important.	4/30/2026 11:22 AM
3	Along SR13	4/20/2026 9:51 AM
4	To keep everybody safer	4/18/2026 12:50 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

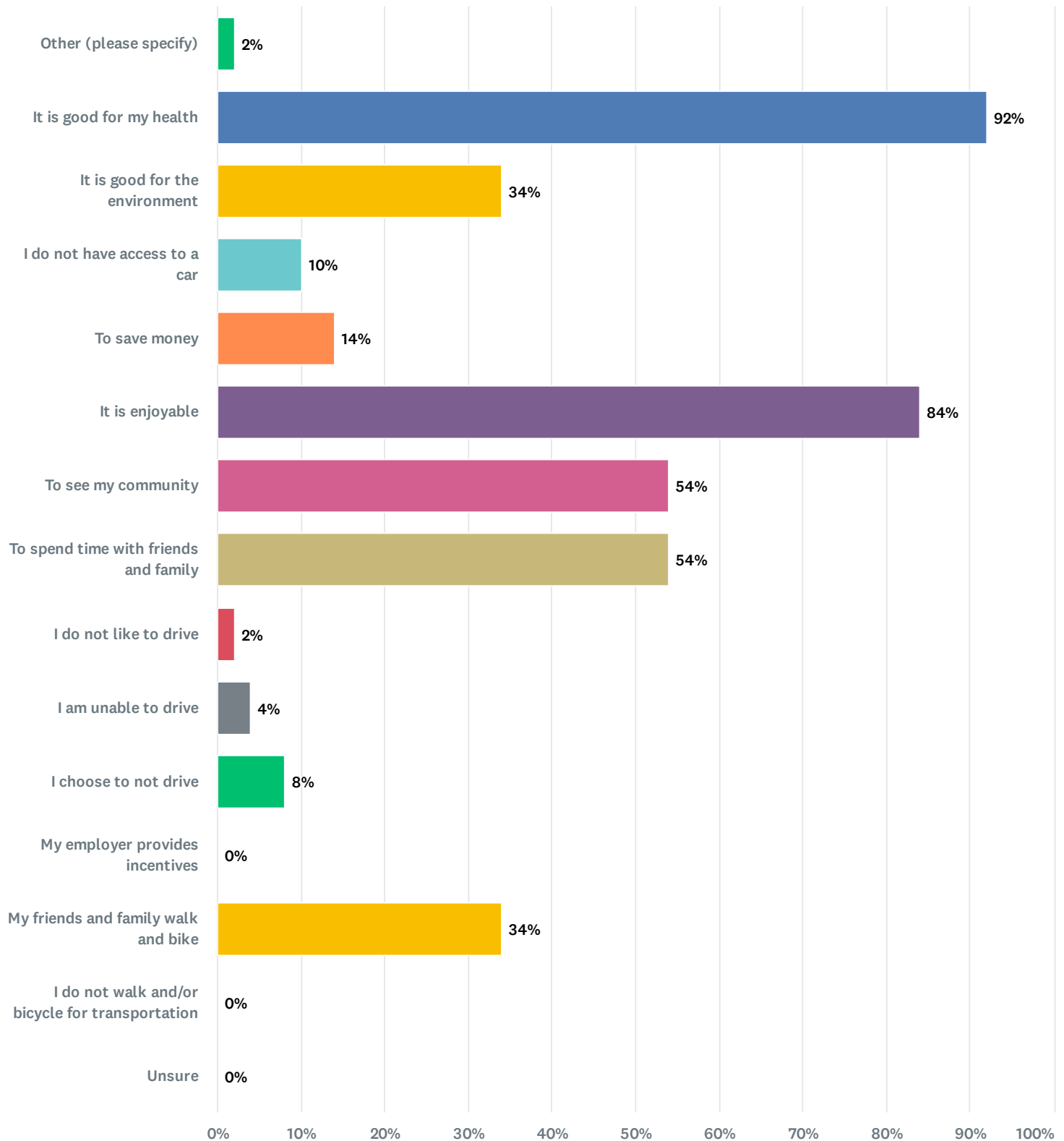
5	Not familiar if this is an issue, I would guess it is with the factories in town, but I don't really know or have personally experineced this.	4/13/2026 3:43 PM
6	they don't apply to me	4/7/2026 9:47 AM
7	SR 13 needs a buggy lane!!!	3/21/2026 11:39 AM
8	I fear for their safety when driving	3/17/2026 7:03 PM
9	People don't pay enough attention, end up being cut off by people trying to pass when its not safe for them to do so.	3/17/2026 4:14 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

Q13

50 responses

If you walk and/or bicycle regularly, what are the most important reasons you do so? (select all that apply)



Answer Choices

Percentage

Responses

Millersburg Bicycle and Pedestrian Master Plan Survey

Answer Choices	Percentage	Responses
 Other (please specify)	2.00%	1
 It is good for my health	92.00%	46
 It is good for the environment	34.00%	17
 I do not have access to a car	10.00%	5
 To save money	14.00%	7
 It is enjoyable	84.00%	42
 To see my community	54.00%	27
 To spend time with friends and family	54.00%	27
 I do not like to drive	2.00%	1
 I am unable to drive	4.00%	2
 I choose to not drive	8.00%	4
 My employer provides incentives	0%	0
 My friends and family walk and bike	34.00%	17
 I do not walk and/or bicycle for transportation	0%	0
 Unsure	0%	0
Total		196

RESPONSES (0)

WORD CLOUD

TAGS (0)

 Search Responses



Filter: by tag ▼

by sentiment ▼



No responses yet

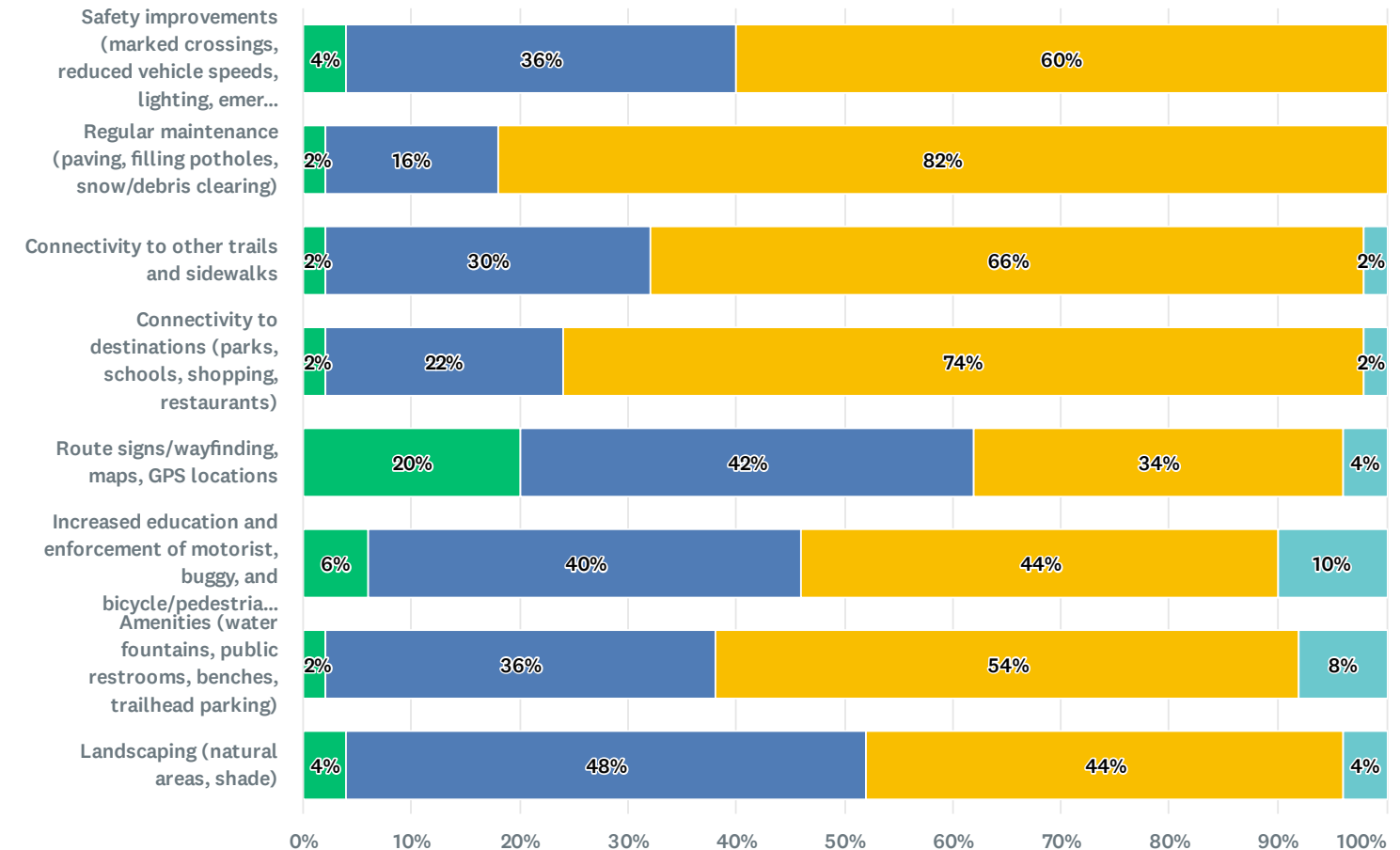
#	OTHER (PLEASE SPECIFY)	DATE
1	A place to walk and ride a bicycle	4/18/2026 12:50 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

Q14

50 responses

How important to you are each of the following statements related to nonmotorized transportation routes?



- Not important at all
- Somewhat important
- Very important
- Unsure or no opinion

	Not important at all	Somewhat important	Very important	Unsure or no opinion	Total
Safety improvements (marked crossings, reduced vehicle speeds, lighting, emergency phones)	4.00% 2	36.00% 18	60.00% 30	0% 0	50
Regular maintenance (paving, filling potholes, snow/debris clearing)	2.00% 1	16.00% 8	82.00% 41	0% 0	50

400

Millersburg Bicycle and Pedestrian Master Plan Survey

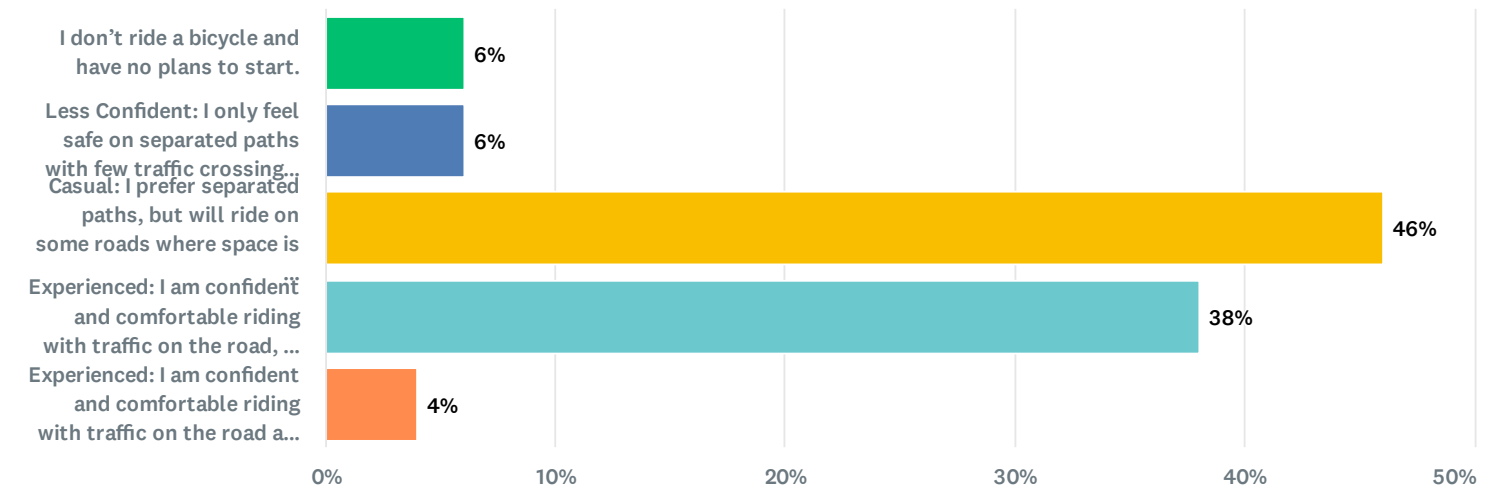
	 Not important at all	 Somewhat important	 Very important	 Unsure or no opinion	Total
Connectivity to other trails and sidewalks	2.00% 1	30.00% 15	66.00% 33	2.00% 1	50
Connectivity to destinations (parks, schools, shopping, restaurants)	2.00% 1	22.00% 11	74.00% 37	2.00% 1	50
Route signs/wayfinding, maps, GPS locations	20.00% 10	42.00% 21	34.00% 17	4.00% 2	50
Increased education and enforcement of motorist, buggy, and bicycle/pedestrian traffic laws	6.00% 3	40.00% 20	44.00% 22	10.00% 5	50
Amenities (water fountains, public restrooms, benches, trailhead parking)	2.00% 1	36.00% 18	54.00% 27	8.00% 4	50
Landscaping (natural areas, shade)	4.00% 2	48.00% 24	44.00% 22	4.00% 2	50
					400

Millersburg Bicycle and Pedestrian Master Plan Survey

Q15

50 responses

Which of the following best describes your level of comfort or confidence in bicycling?



Answer Choices

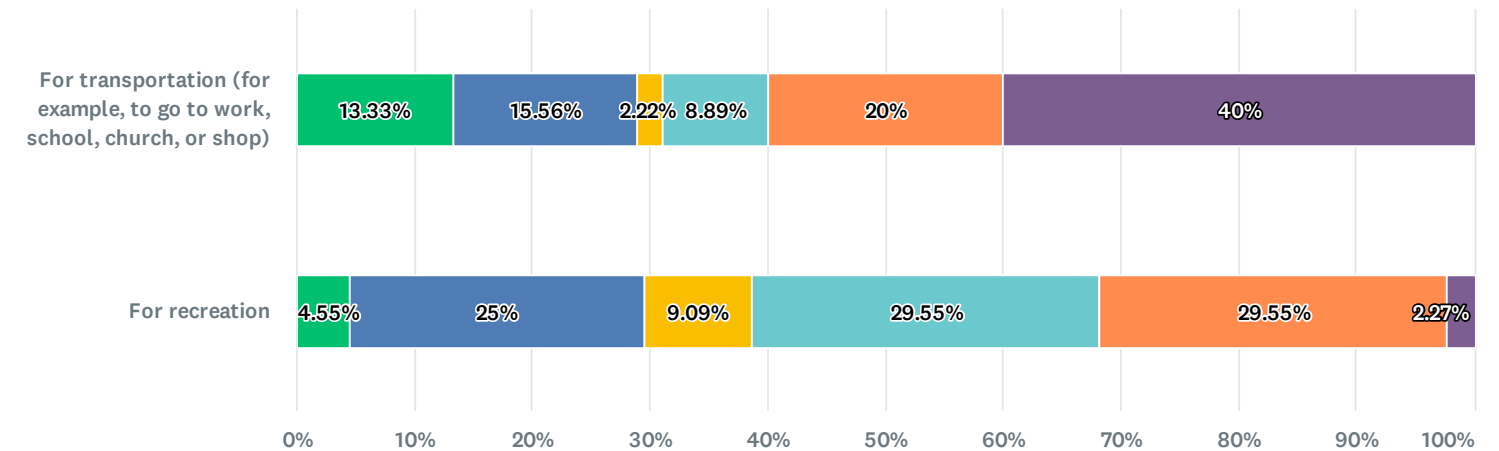
		Percentage	Responses
	I don't ride a bicycle and have no plans to start.	6.00%	3
	Less Confident: I only feel safe on separated paths with few traffic crossings and local streets.	6.00%	3
	Casual: I prefer separated paths, but will ride on some roads where space is available and traffic is manageable.	46.00%	23
	Experienced: I am confident and comfortable riding with traffic on the road, but prefer to ride on separated paths.	38.00%	19
	Experienced: I am confident and comfortable riding with traffic on the road and prefer to ride in the roadway.	4.00%	2
Total			50

Millersburg Bicycle and Pedestrian Master Plan Survey

Q16

46 responses

When you ride, what is the purpose for riding your bike and how often?



- Daily
- A few times a week
- Once a week
- A few times a month
- A few times a year
- I do not usually ride a bike

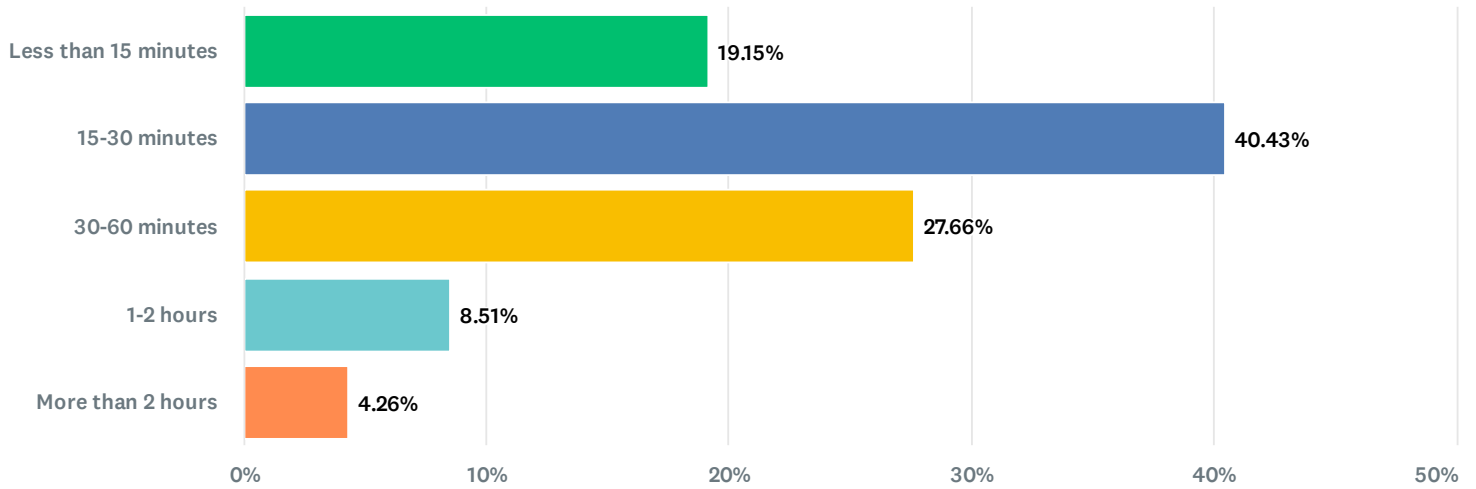
	● Daily	● A few times a week	● Once a week	● A few times a month	● A few times a year	● I do not usually ride a bike	Total
For transportation (for example, to go to work, school, church, or shop)	13.33% 6	15.56% 7	2.22% 1	8.89% 4	20.00% 9	40.00% 18	45
For recreation	4.55% 2	25.00% 11	9.09% 4	29.55% 13	29.55% 13	2.27% 1	44
							89

Millersburg Bicycle and Pedestrian Master Plan Survey

Q17

47 responses

How far do you usually ride your bike in a single ride?



Answer Choices

Less than 15 minutes

15-30 minutes

30-60 minutes

1-2 hours

More than 2 hours

Total

Percentage

19.15%

40.43%

27.66%

8.51%

4.26%

Responses

9

19

13

4

2

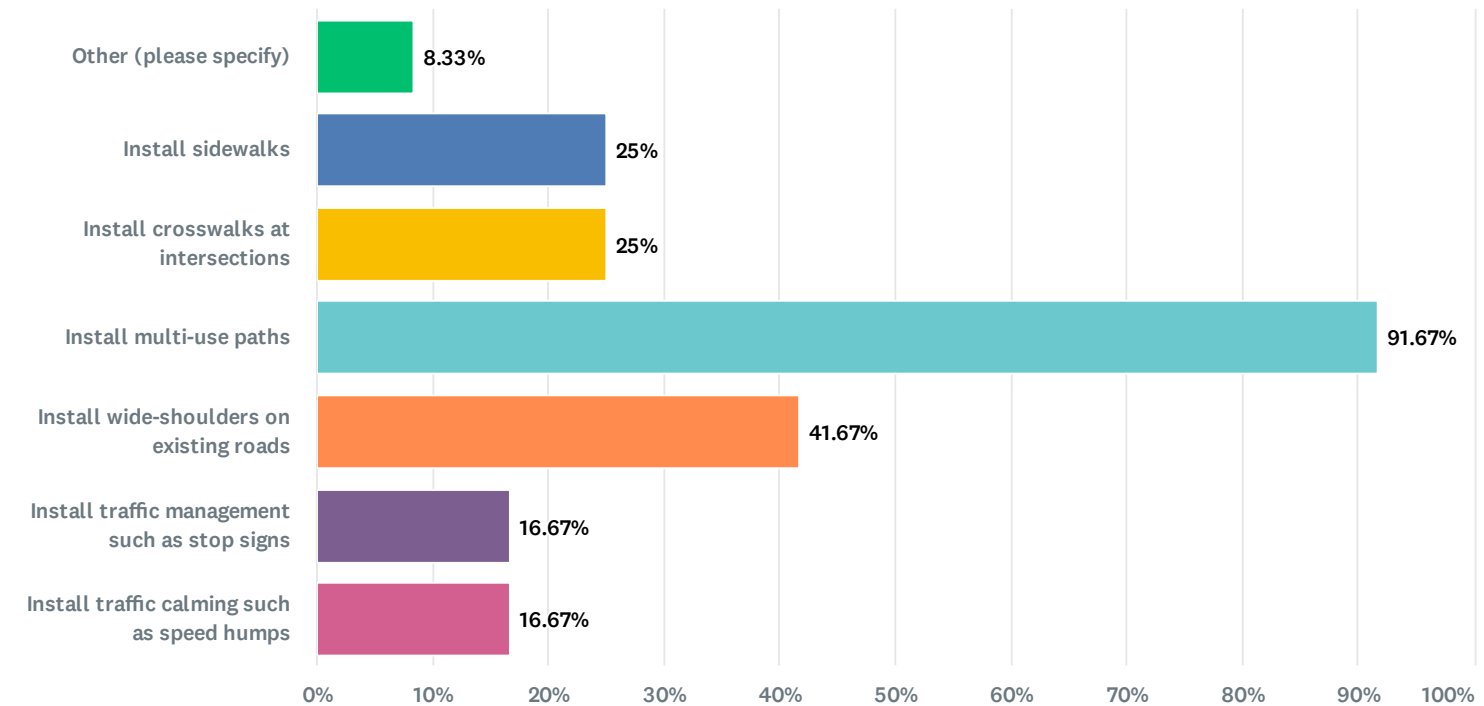
47

Millersburg Bicycle and Pedestrian Master Plan Survey

Q18

12 responses * See Appendix for additional responses to this question

What could be done that would allow you to bike more? Select all that apply.



Answer Choices	Percentage	Responses
● Other (please specify)	8.33%	1
● Install sidewalks	25.00%	3
● Install crosswalks at intersections	25.00%	3
● Install multi-use paths	91.67%	11
● Install wide-shoulders on existing roads	41.67%	5
● Install traffic management such as stop signs	16.67%	2
● Install traffic calming such as speed humps	16.67%	2
Total		27

RESPONSES (0)

WORD CLOUD

TAGS (0)



Filter: by tag ▼

by sentiment ▼

Millersburg Bicycle and Pedestrian Master Plan Survey



No responses yet

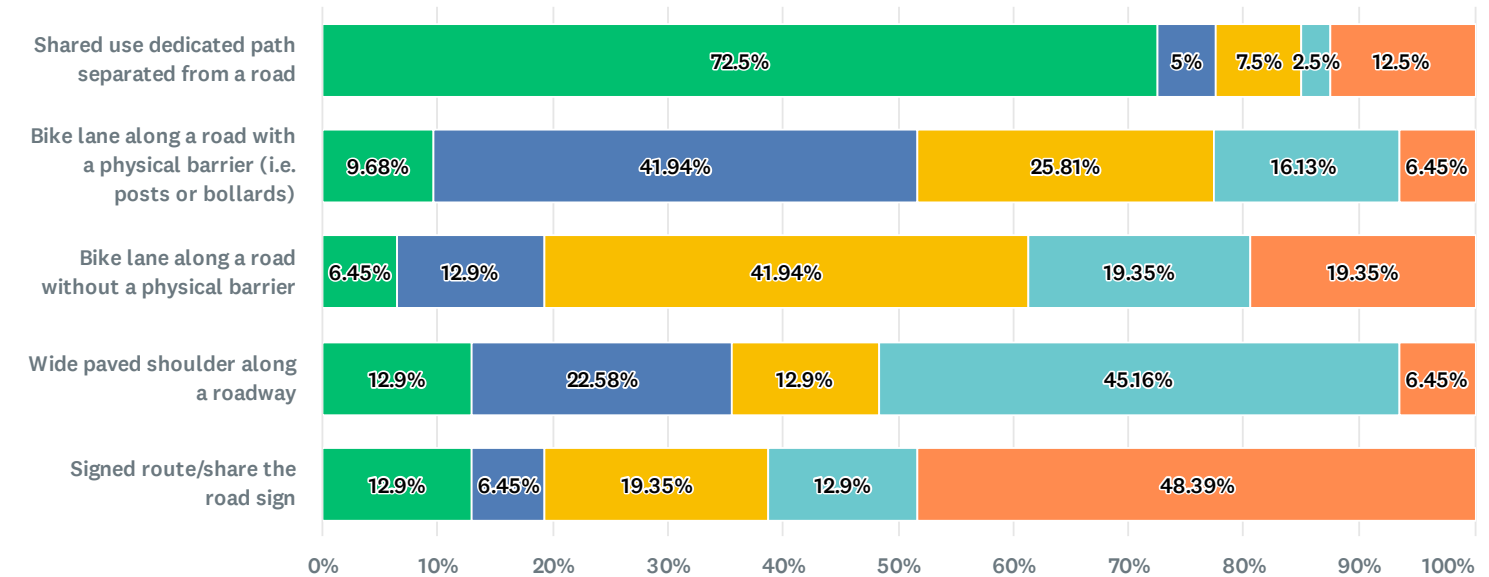
#	OTHER (PLEASE SPECIFY)	DATE
1	Connect with other trails	4/30/2026 11:22 AM

Millersburg Bicycle and Pedestrian Master Plan Survey

Q19

47 responses

When riding your bike, what type of route would you prefer most? (1 being most preferred to 5 being least preferred).



- 1
- 2
- 3
- 4
- 5

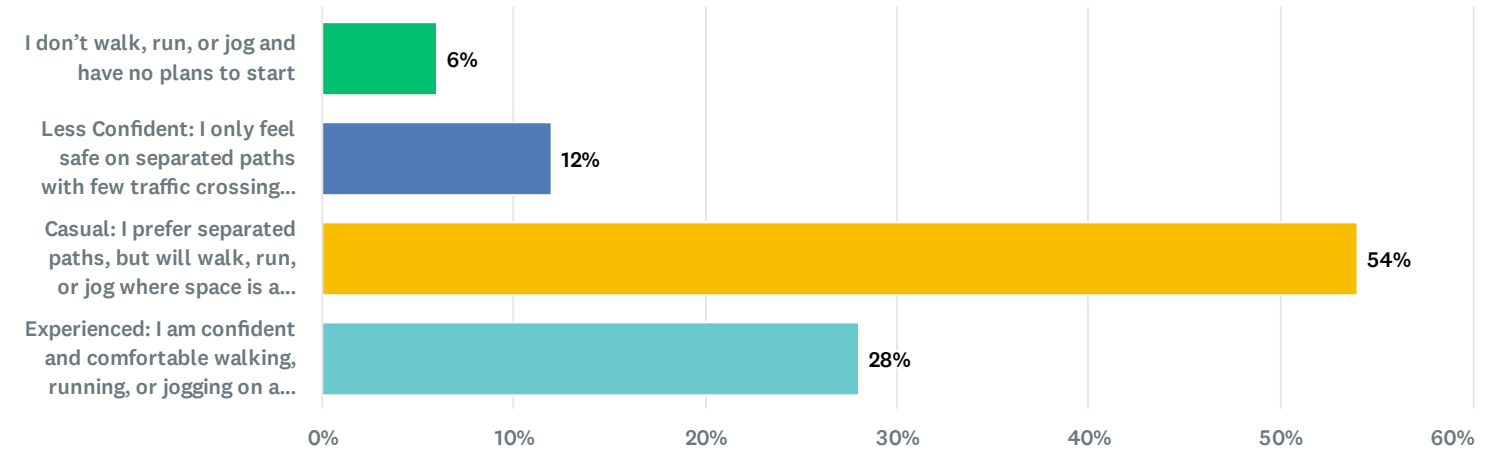
	1	2	3	4	5	Total
Shared use dedicated path separated from a road	72.50%	5.00%	7.50%	2.50%	12.50%	40
	29	2	3	1	5	
Bike lane along a road with a physical barrier (i.e. posts or bollards)	9.68%	41.94%	25.81%	16.13%	6.45%	31
	3	13	8	5	2	
Bike lane along a road without a physical barrier	6.45%	12.90%	41.94%	19.35%	19.35%	31
	2	4	13	6	6	
Wide paved shoulder along a roadway	12.90%	22.58%	12.90%	45.16%	6.45%	31
	4	7	4	14	2	
Signed route/share the road sign	12.90%	6.45%	19.35%	12.90%	48.39%	31
	4	2	6	4	15	
						164

Millersburg Bicycle and Pedestrian Master Plan Survey

Q20

50 responses

Which of the following best describes your level of comfort or confidence in walking, running, and jogging?



Answer Choices

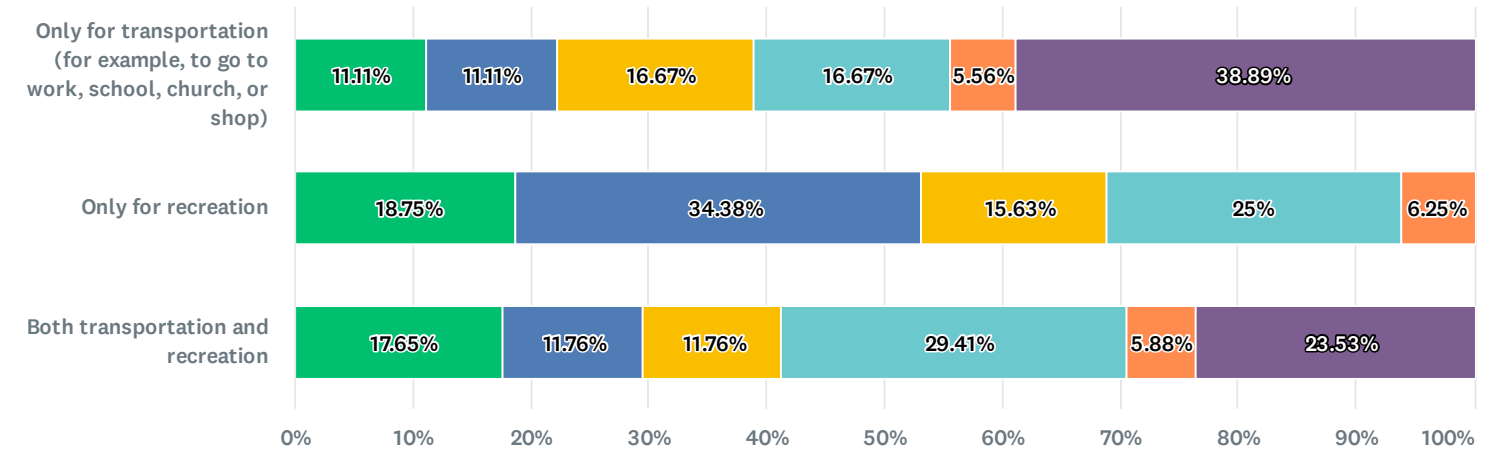
		Percentage	Responses
	I don't walk, run, or jog and have no plans to start	6.00%	3
	Less Confident: I only feel safe on separated paths with few traffic crossings and local streets	12.00%	6
	Casual: I prefer separated paths, but will walk, run, or jog where space is available and traffic is light	54.00%	27
	Experienced: I am confident and comfortable walking, running, or jogging on any type of street, sidewalk, or path type	28.00%	14
	Total		50

Millersburg Bicycle and Pedestrian Master Plan Survey

Q21

43 responses

When you walk, run, or jog, what is the purpose?



- Daily
- A few times a week
- Once a week
- A few times a month
- A few times a year
- I do not usually walk, run,...

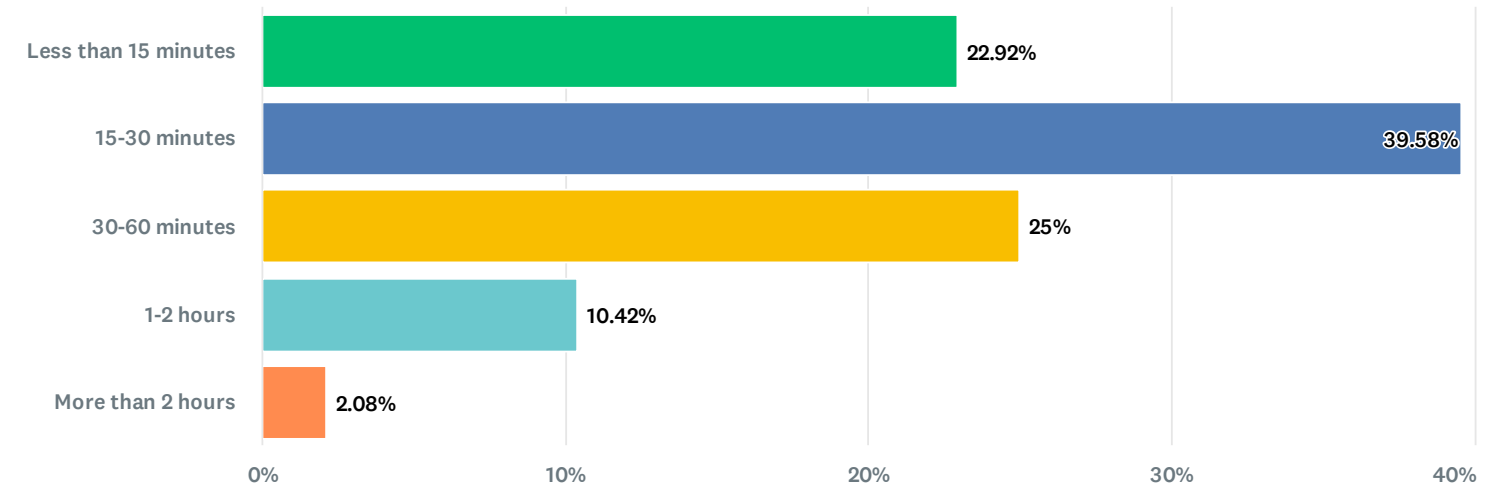
	Daily	A few times a week	Once a week	A few times a month	A few times a year	I do not usually walk, run, or job	Total
Only for transportation (for example, to go to work, school, church, or shop)	11.11% 2	11.11% 2	16.67% 3	16.67% 3	5.56% 1	38.89% 7	18
Only for recreation	18.75% 6	34.38% 11	15.63% 5	25.00% 8	6.25% 2	0% 0	32
Both transportation and recreation	17.65% 3	11.76% 2	11.76% 2	29.41% 5	5.88% 1	23.53% 4	17
							67

Millersburg Bicycle and Pedestrian Master Plan Survey

Q22

48 responses

How far do you usually walk, run, or jog in a single trip?



Answer Choices

Less than 15 minutes

15-30 minutes

30-60 minutes

1-2 hours

More than 2 hours

Total

Percentage

22.92%

39.58%

25.00%

10.42%

2.08%

Responses

11

19

12

5

1

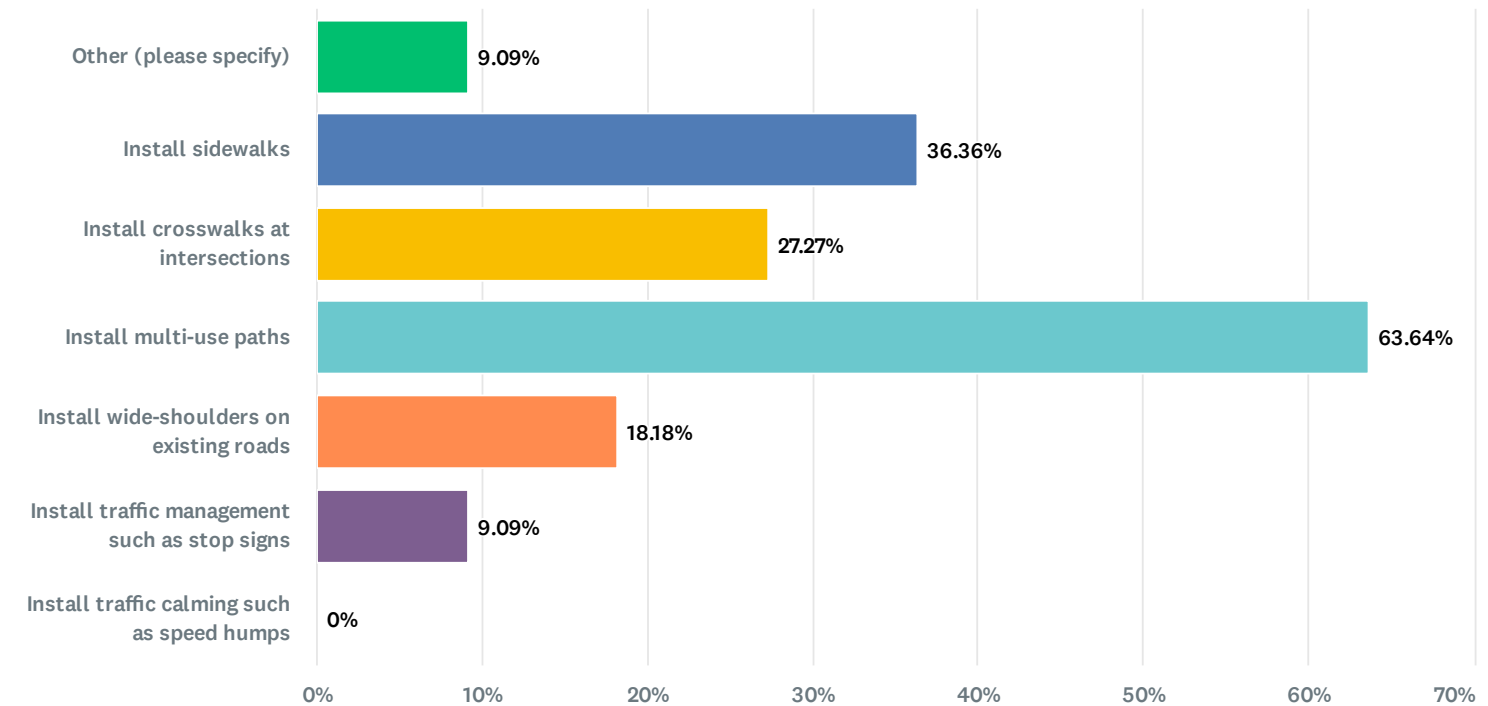
48

Millersburg Bicycle and Pedestrian Master Plan Survey

Q23

11 responses * See Appendix for additional responses to this question

What could be done that would allow you to walk more? Select all that apply.



Answer Choices	Percentage	Responses
● Other (please specify)	9.09%	1
● Install sidewalks	36.36%	4
● Install crosswalks at intersections	27.27%	3
● Install multi-use paths	63.64%	7
● Install wide-shoulders on existing roads	18.18%	2
● Install traffic management such as stop signs	9.09%	1
● Install traffic calming such as speed humps	0%	0
Total		18

RESPONSES (0)

WORD CLOUD

TAGS (0)



Filter: by tag ▼

by sentiment ▼

Millersburg Bicycle and Pedestrian Master Plan Survey



No responses yet

#	OTHER (PLEASE SPECIFY)	DATE
1	We live out in the country - we have no problem walking on the road.	4/30/2026 11:22 AM

Q24 Please provide your contact information if you would like to be notified about future engagement opportunities.

Answered: 19 Skipped: 35

ANSWER CHOICES	RESPONSES	
Name	100.00%	19
Email Address	84.21%	16
If no Email - Mailing Address	21.05%	4
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	0.00%	0
Phone Number	84.21%	16

#	NAME	DATE
1	Names redacted for privacy	5/7/2026 11:20 AM
2		4/30/2026 11:10 PM
3		4/30/2026 4:51 PM
4		4/30/2026 11:45 AM
5		4/30/2026 11:22 AM
6		4/18/2026 12:55 PM
7		4/7/2026 12:31 PM
8		3/27/2026 1:00 PM
9		3/21/2026 11:44 AM
10		3/21/2026 3:13 AM
11		3/18/2026 12:59 PM
12		3/17/2026 9:35 PM
13		3/17/2026 9:09 PM
14		3/17/2026 7:07 PM
15		3/17/2026 6:54 PM
16		3/17/2026 6:49 PM
17		3/17/2026 5:56 PM
18		3/17/2026 5:25 PM
19		3/17/2026 5:18 PM

Millersburg Bicycle and Pedestrian Master Plan Survey

#	EMAIL ADDRESS	DATE
1	Emails redacted for privacy	4/30/2026 4:51 PM
2		4/30/2026 11:45 AM
3		4/18/2026 12:55 PM
4		4/7/2026 12:31 PM
5		3/27/2026 1:00 PM
6		3/21/2026 11:44 AM
7		3/21/2026 3:13 AM
8		3/18/2026 12:59 PM
9		3/17/2026 9:35 PM
10		3/17/2026 9:09 PM
11		3/17/2026 7:07 PM
12		3/17/2026 6:54 PM
13		3/17/2026 6:49 PM
14		3/17/2026 5:56 PM
15		3/17/2026 5:25 PM
16		3/17/2026 5:18 PM
#	IF NO EMAIL - MAILING ADDRESS	DATE
1	Addresses redacted for privacy	5/7/2026 11:20 AM
2		4/30/2026 11:22 AM
3		3/17/2026 6:49 PM
4		3/17/2026 5:18 PM
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS	DATE
	There are no responses.	
#	PHONE NUMBER	DATE
1	Phone numbers redacted for privacy	5/7/2026 11:20 AM
2		4/30/2026 4:51 PM
3		4/30/2026 11:45 AM
4		4/30/2026 11:22 AM

Millersburg Bicycle and Pedestrian Master Plan Survey

5	Phone numbers redacted for privacy	4/18/2026 12:55 PM
6		4/7/2026 12:31 PM
7		3/27/2026 1:00 PM
8		3/21/2026 11:44 AM
9		3/21/2026 3:13 AM
10		3/18/2026 12:59 PM
11		3/17/2026 9:35 PM
12		3/17/2026 6:54 PM
13		3/17/2026 6:49 PM
14		3/17/2026 5:56 PM
15		3/17/2026 5:25 PM
16		3/17/2026 5:18 PM

Town of Millersburg 2026 Bicycle and Pedestrian Master Plan
Appendix G. Additional Responses to Qs 4, 18, and 23

Millersburg Bicycle and Pedestrian Master Plan Survey - Additional Responses to Questions 4, 18, and 23

Due to an error in the survey formatting, respondents were only able to select one option for each question. These responses were added in to the final results of the survey presented in the Plan.

IP Address	What would make walking and biking in Millersburg more enjoyable? (Q4)		What could be done that would allow you to bike more? (Q18)		What could be done that would allow you to walk more? (Q23)	
	Response	Other (please specify)	Response	Other (please specify)	Response	Other (please specify)
199.21.198.197	Install multi-use paths		Other (please specify)	Wide shoulders	Other (please specify)	Multi path
184.164.38.177	Install multi-use paths		Install multi-use paths		Install crosswalks at intersections	
184.164.8.90	Install multi-use paths		Install multi-use paths		Install multi-use paths	
67.7.49.46	Install multi-use paths		Install multi-use paths		Install multi-use paths	
67.7.35.30	Install multi-use paths		Install multi-use paths		Install multi-use paths	
75.194.28.59	Install multi-use paths		Install multi-use paths		Install multi-use paths	
66.249.231.198	Install multi-use paths		Install multi-use paths		Install sidewalks	
38.143.190.178	Install multi-use paths		Install multi-use paths		Install multi-use paths	
184.164.8.90	Install multi-use paths		Install multi-use paths		Install sidewalks	
184.164.38.39	Install multi-use paths				Install multi-use paths	
174.239.112.192	Install multi-use paths		Install multi-use paths		Install multi-use paths	
174.209.34.115	Install multi-use paths		Install multi-use paths		Install multi-use paths	
184.164.38.162	Install multi-use paths		Install multi-use paths		Install multi-use paths	
184.164.8.88	Install multi-use paths		Install multi-use paths		Install multi-use paths	
198.232.239.118	Install multi-use paths		Install multi-use paths		Install multi-use paths	
146.75.128.158	Install multi-use paths		Install multi-use paths		Install sidewalks	
184.164.38.168	Install sidewalks		Install sidewalks		Install sidewalks	
184.164.38.158	Install sidewalks		Install wide-shoulders on existing roads		Install sidewalks	
184.164.38.24	Install sidewalks		Install wide-shoulders on existing roads		Install sidewalks	
184.164.8.74	Install sidewalks		Install wide-shoulders on existing roads		Install sidewalks	
184.164.38.46	Install sidewalks		Install multi-use paths		Install multi-use paths	
174.224.208.125	Install sidewalks		Install multi-use paths		Install sidewalks	
75.209.163.12	Install sidewalks		Install multi-use paths		Install sidewalks	
67.7.54.104	Install sidewalks		Install multi-use paths		Install sidewalks	
66.249.231.198	Install sidewalks		Other (please specify)	I do not live here and do not plan on bringing a bike to work to utilize after. I live in the country so I don't bike there either	Install sidewalks	
75.194.44.89	Install sidewalks				Other (please specify)	Personal time
207.113.178.42	Install sidewalks		Install multi-use paths		Install multi-use paths	
67.7.32.128	Install sidewalks		Install wide-shoulders on existing roads		Install sidewalks	
199.21.198.114	Install sidewalks					
170.203.149.50	Install sidewalks		Install multi-use paths		Install sidewalks	
38.143.191.128	Install traffic calming such as speed humps				Install traffic calming such as speed humps	
68.39.192.165	Install traffic calming such as speed humps		Install multi-use paths		Install multi-use paths	
174.230.44.255	Install traffic management such as stop signs					
174.253.81.88	Install wide-shoulders on existing roads		Install multi-use paths		Install sidewalks	

153.66.187.113	Install wide-shoulders on existing roads		Install wide-shoulders on existing roads		Install wide-shoulders on existing roads	
98.253.89.26	Install wide-shoulders on existing roads					
184.164.38.122	Install wide-shoulders on existing roads		Install wide-shoulders on existing roads		Install wide-shoulders on existing roads	
199.241.240.124	Install wide-shoulders on existing roads		Install multi-use paths			
184.164.38.24	Other (please specify)	Sidewalks would be great, if not then a wider shoulder would be next best	Install multi-use paths		Install sidewalks	
107.77.194.217	Other (please specify)	Trails	Install multi-use paths		Install multi-use paths	
173.46.77.86			Install wide-shoulders on existing roads		Install sidewalks	

Town of Millersburg 2026 Bicycle and Pedestrian Master Plan
Appendix H. Additional Responses to Q6

Millersburg Bicycle and Pedestrian Master Plan Survey - Additional Responses to Question 6

Due to an error in the survey formatting, respondents were only able to provide a response to one column. These responses were added in to the final results of the survey presented in the Plan.

IP Address	Do you think bicycle and pedestrian facilities in Millersburg are adequate for:									
	Yes - Your needs	Yes - The needs of your family	Yes - Children	Yes - Seniors	Yes - Those with mobility limitations	No - Your needs	No - The needs of your family	No - Children	No - Seniors	No - Those with mobility limitations
	13	9	0	1	0	9	5	3	6	5
107.122.241.112										
107.77.194.217		The needs of your family								
146.75.128.158							The needs of your			
198.232.239.118	Your needs									Those with mobility limitations
184.164.8.88						Your needs				
170.203.149.50		The needs of your family								
199.241.240.124										Those with mobility limitations
184.164.38.122										Those with mobility limitations
199.21.198.114	Your needs									Those with mobility limitations
184.164.38.162	Your needs									
174.209.34.115		The needs of your family								
174.230.44.255	Your needs						The needs of your			
67.7.32.128	Your needs								Seniors	
207.113.178.42	Your needs							Children		
75.194.44.89	Your needs									
174.239.112.192						Your needs				
184.164.38.39	Your needs									
184.164.8.90							The needs of your			
38.143.190.178									Seniors	
66.249.231.198	Your needs						The needs of your			
66.249.231.198		The needs of your family								
75.194.28.59							The needs of your			
67.7.54.104									Seniors	
68.39.192.165	Your needs									Those with mobility limitations
75.209.163.12		The needs of your family							Seniors	
98.253.89.26						Your needs				
67.7.35.30				Seniors						
174.224.208.125		The needs of your family								
67.7.49.46						Your needs				
184.164.38.46						Your needs				

184.164.8.90		The needs of your family								
38.143.191.128	Your needs								Seniors	
153.66.187.113						Your needs				
184.164.38.24	Your needs									
184.164.8.74						Your needs				
184.164.38.24		The needs of your family							Seniors	
173.46.77.86										
184.164.38.158		The needs of your family				Your needs				
184.164.38.168								Children		
174.253.81.88						Your needs				
184.164.38.177	Your needs							Children		
199.21.198.197										

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Sidewalk Condition Rating: 5 = Excellent / 4 = Good / 3 = Fair / 2 = Poor / 1 = Very Poor								Intersection 1			Intersection 2		
2	Status	Calculated Linear Feet (GIS)	On Street	On Side of Street	Between (Intersection 1)	Between (Intersection 2)	Width of Sidewalk (in Inches)	Sidewalk Condition Rating (1-5)	Sidewalk Connects to roadway? (Y/N)	Curb Cut to Roadway? (Y/N)	ADA Ramp installed? (Y/N)	Sidewalk Connects to roadway? (Y/N)	Curb Cut to Roadway? (Y/N)	ADA Ramp installed? (Y/N)
3	Existing Sidewalk	154	N Clinton St	East	Walnut St (N)	Main St (S)	40	2	Y	Y	Y	N	N	N
4	Existing Sidewalk	157	N Clinton St	East	Main St (N)	Unnamed Alley (S)	54	3	Y	Y	N	Y	Y	N
5	Existing Sidewalk	152	N Clinton St	West	Main St (N)	Unnamed Alley (S)	54	3	N	N	N	N	N	N
6	Existing Sidewalk	134	N Jefferson St	East	Unnamed Alley (N)	E Washington St (S)	48	5	Y	Y	N	Y	Y	Y
7	Existing Sidewalk	154	N Jefferson St	East	E Main St (N)	Unnamed Alley (S)	48	2	Y	Y	Y	Y	Y	N
8	Existing Sidewalk	136	N Jefferson St	West	Unnamed Alley (N)	W Washington St (S)	48	1	Y	Y	N	Y	Y	Y
9	Existing Sidewalk	136	N Jefferson St	West	Walnut St (N)	Main St (S)	48	3	N	N	N	Y	Y	N
10	Existing Sidewalk	157	N Jefferson St	West	E Main St (N)	Unnamed Alley (S)	48	5	Y	Y	Y	Y	Y	N
11	Existing Sidewalk	145	S Jefferson St	East	E Washington St (N)	Unnamed Alley (S)	60	4	Y	Y	Y	Y	Y	N
12	Existing Sidewalk	109	S Jefferson St	West	Unnamed Alley (N)	W Lincoln St (S)	52	4	Y	Y	N	N	N	N
13	Existing Sidewalk	143	S Jefferson St	West	W Washington St (N)	Unnamed Alley (S)	55	5	Y	Y	Y	Y	Y	N
14	Existing Sidewalk	152	E Lincoln St	North	Unnamed Alley (W)	S Sherman St (E)	48	2	Y	N	N	Y	Y	N
15	Existing Sidewalk	158	E Lincoln St	North	S Jackson St (W)	Unnamed Alley (E)	48	3	Y	Y	N	Y	Y	N
16	Existing Sidewalk	156	E Lincoln St	North	S Monroe St (W)	Unnamed Alley (E)	48	3	Y	Y	N	Y	Y	N
17	Existing Sidewalk	151	E Lincoln St	North	Unnamed Alley (W)	S Monroe St (E)	48	4	Y	Y	N	Y	Y	N
18	Existing Sidewalk	69	E Lincoln St	North	Unnamed Alley (W)	S Benton St (E)	48	3	Y	Y	N	N	N	N
19	Existing Sidewalk	133	E Lincoln St	North	Unnamed Alley (W)	Unnamed Alley (E)	48	2	Y	Y	N	Y	Y	N
20	Existing Sidewalk	154	E Lincoln St	North	S Sherman St (W)	Unnamed Alley (E)	50	5	Y	Y	N	Y	Y	N
21	Existing Sidewalk	133	E Lincoln St	North	Unnamed Alley (W)	S Jackson St (E)	58	3	Y	Y	N	Y	Y	N
22	Existing Sidewalk	240	E Lincoln St	South	S Sherman St (W)	S Monroe St (E)	48	3	Y	Y	N	N	N	N
23	Existing Sidewalk	113	E Lincoln St	South	S Benton St (W)	508 E Lincoln St (E)	48	1	Y	Y	Y	N	N	N
24	Existing Sidewalk	155	E Lincoln St	South	S Jackson St (W)	Unnamed Alley (E)	48	4	Y	Y	N	Y	Y	N
25	Existing Sidewalk	269	E Lincoln St	South	Unnamed Alley (W)	S Benton St (E)	50	3	Y	Y	N	Y	Y	Y
26	Existing Sidewalk	157	E Lincoln St	South	S Monroe St (W)	Unnamed Alley (E)	50	2	Y	Y	N	Y	Y	N
27	Existing Sidewalk	153	E Lincoln St	South	Unnamed Alley (W)	S Jackson St (E)	54	5	Y	Y	N	Y	Y	N
28	Existing Sidewalk	456	W Lincoln St	North	Timber Valley Blvd (W)	S Jefferson St (E)	52	4	Y	Y	N	N	N	N
29	Existing Sidewalk	206	E Main St	North	N Monroe St (W)	Water Works Driveway (E)	48	4	Y	N	N	Y	Y	N
30	Existing Sidewalk	376	E Main St	North	N Jefferson St (W)	N Sherman St (E)	50	4	Y	Y	N	Y	N	N
31	Existing Sidewalk	66	Main St	North	N Clinton St (W)	Unnamed Alley (E)	40	2	N	N	N	N	N	N
32	Existing Sidewalk	154	Main St	North	Unnamed Alley (W)	N Jefferson St (E)	50	4	Y	Y	Y	Y	Y	N
33	Existing Sidewalk	123	Main St	North	N Depot St (W)	N Clinton St (E)	58	5	N	N	N	Y	Y	N
34	Existing Sidewalk	383	E Main St (School Property)	North	N Sherman St (W)	N Monroe St (E)	96	5	Y	Y	Y	Y	N	N
35	Existing Sidewalk	140	N Sherman St	West	Unnamed Alley (N)	E Washington St (S)	48	4	Y	Y	N	N	N	N
36	Existing Sidewalk	153	N Sherman St	West	E Main St (N)	Unnamed Alley (S)	48	4	Y	Y	N	Y	Y	N
37	Existing Sidewalk	249	S Sherman St	West	Unnamed Alley (N)	E Lincoln St (S)	48	2	Y	Y	N	N	N	N

Millersburg Sidewalks Inventory and Conditions (May 2026)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Sidewalk Condition Rating: 5 = Excellent / 4 = Good / 3 = Fair / 2 = Poor / 1 = Very Poor								Intersection 1			Intersection 2		
2	Status	Calculated Linear Feet (GIS)	On Street	On Side of Street	Between (Intersection 1)	Between (Intersection 2)	Width of Sidewalk (in Inches)	Sidewalk Condition Rating (1-5)	Sidewalk Connects to roadway? (Y/N)	Curb Cut to Roadway? (Y/N)	ADA Ramp installed? (Y/N)	Sidewalk Connects to roadway? (Y/N)	Curb Cut to Roadway? (Y/N)	ADA Ramp installed? (Y/N)
38	Existing Sidewalk	136	S Sherman St	West	E Washington St (N)	Unnamed Alley (S)	48	2	N	N	N	Y	Y	N
39	Existing Sidewalk	619	N Sherman St (School Property)	East	Elm St (N)	E Main St (S)	54	5	Y	Y	Y	Y	Y	Y
40	Existing Sidewalk	135	E Washington St	North	Unnamed Alley (W)	N Benton St (E)	60	5	Y	Y	Y	Y	Y	Y
41	Existing Sidewalk	125	E Washington St	North	Unnamed Alley (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
42	Existing Sidewalk	147	E Washington St	North	N Jackson St (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
43	Existing Sidewalk	149	E Washington St	North	Unnamed Alley (W)	N Jackson St (E)	60	5	Y	Y	Y	Y	Y	Y
44	Existing Sidewalk	156	E Washington St	North	N Monroe St (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
45	Existing Sidewalk	150	E Washington St	North	Unnamed Alley (W)	N Monroe St (E)	60	5	Y	Y	Y	Y	Y	Y
46	Existing Sidewalk	154	E Washington St	North	N Sherman St (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
47	Existing Sidewalk	187	E Washington St	North	N Jefferson St (W)	Unnamed Alley (E)	60	4	Y	Y	Y	Y	Y	N
48	Existing Sidewalk	150	E Washington St	North	Unnamed Alley (W)	N Sherman St (E)	64	5	Y	Y	Y	Y	Y	Y
49	Existing Sidewalk	183	E Washington St	South	S Jefferson St (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
50	Existing Sidewalk	134	E Washington St	South	Unnamed Alley (W)	S Benton St (E)	60	5	Y	Y	Y	Y	Y	Y
51	Existing Sidewalk	131	E Washington St	South	Unnamed Alley (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
52	Existing Sidewalk	151	E Washington St	South	Unnamed Alley (W)	S Jackson St (E)	60	5	Y	Y	Y	Y	Y	Y
53	Existing Sidewalk	152	E Washington St	South	S Monroe St (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
54	Existing Sidewalk	156	E Washington St	South	Unnamed Alley (W)	S Monroe St (E)	60	5	Y	Y	Y	Y	Y	Y
55	Existing Sidewalk	155	E Washington St	South	S Sherman St (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
56	Existing Sidewalk	151	E Washington St	South	Unnamed Alley (W)	S Sherman St (E)	60	5	Y	Y	Y	Y	Y	Y
57	Existing Sidewalk	154	E Washington St	South	S Jackson St (W)	Unnamed Alley (E)	60	5	Y	Y	Y	Y	Y	Y
58	Existing Sidewalk	151	W Washington St	North	N Clinton St (W)	Unnamed Alley (E)	96	3	Y	Y	N	Y	Y	N
59	Existing Sidewalk	154	W Washington St	North	Unnamed Alley (W)	N Jefferson St (E)	96	4	Y	N	N	Y	Y	Y
60	Existing Sidewalk	157	W Washington St	South	W Clinton St (W)	Unnamed Alley (E)	47	4	Y	Y	N	Y	Y	N
61	Existing Sidewalk	145	W Washington St	South	Unnamed Alley (W)	S Jefferson St (E)	60	5	Y	Y	Y	Y	Y	Y
62	Existing Multiuse Trail	2,370	Cook Station Park	NA	NA	NA	120	5	NA	NA	NA	NA	NA	NA



Share your
thoughts!

Bike & Pedestrian Master Plan Community Workshop



As a part of the community-wide bicycle & pedestrian master plan, we are hosting a Community Workshop to hear your priorities for projects to improve walking & biking in Millersburg.

Come to Town Hall on June 15, 2026 from 2-4pm to review the projects, give your feedback, and *register to win a Gift Card!*

If you are not able to join us at the Workshop, complete our survey (after 6/15) to identify your project priorities.

https://www.surveymonkey.com/r/MillersburgIN_Priorities

More information to come. Check the Town Website for updates
<https://millersburgin.org>

Scan Here
to start the survey



Town of Millersburg 2026 Bicycle and Pedestrian Master Plan
Appendix K. Millersburg Bike and Pedestrian Plan Workshop Email - 06-10-2026

From: Crystal Welsh
Sent: Wednesday, June 10, 2026 3:13 PM
To: mtaylor; Andrea Milne
Subject: Millersburg Bike and Pedestrian Plan
Attachments: Millersburg Bike & Ped Plan Workshop-Survey Poster.pdf

Good Afternoon

Thank you for your input on the Millersburg Community Survey. The next public engagement opportunity will be on Monday June 15 from 2-4 pm at Town Hall. Please join us and share your thoughts.

If you are not able to join us, you can still make comments on the plan recommendations by taking our prioritization survey (available 6/15-6/30) at https://www.surveymonkey.com/r/MillersburgIN_Priorities

Please reach out if you have any other questions or comments.

Thanks,
Crystal Welsh, AICP
Planning Group Director

D 574.314.1027
O 574.232.8700 ext. 228
C 574.621.0064
abonmarche.com

Our office is now located in the "Hawks Building".
303 River Race Drive, Unit 206
Goshen, Indiana 46526

TOWN OF MILLERSBURG BICYCLE & PEDESTRIAN MASTER PLAN

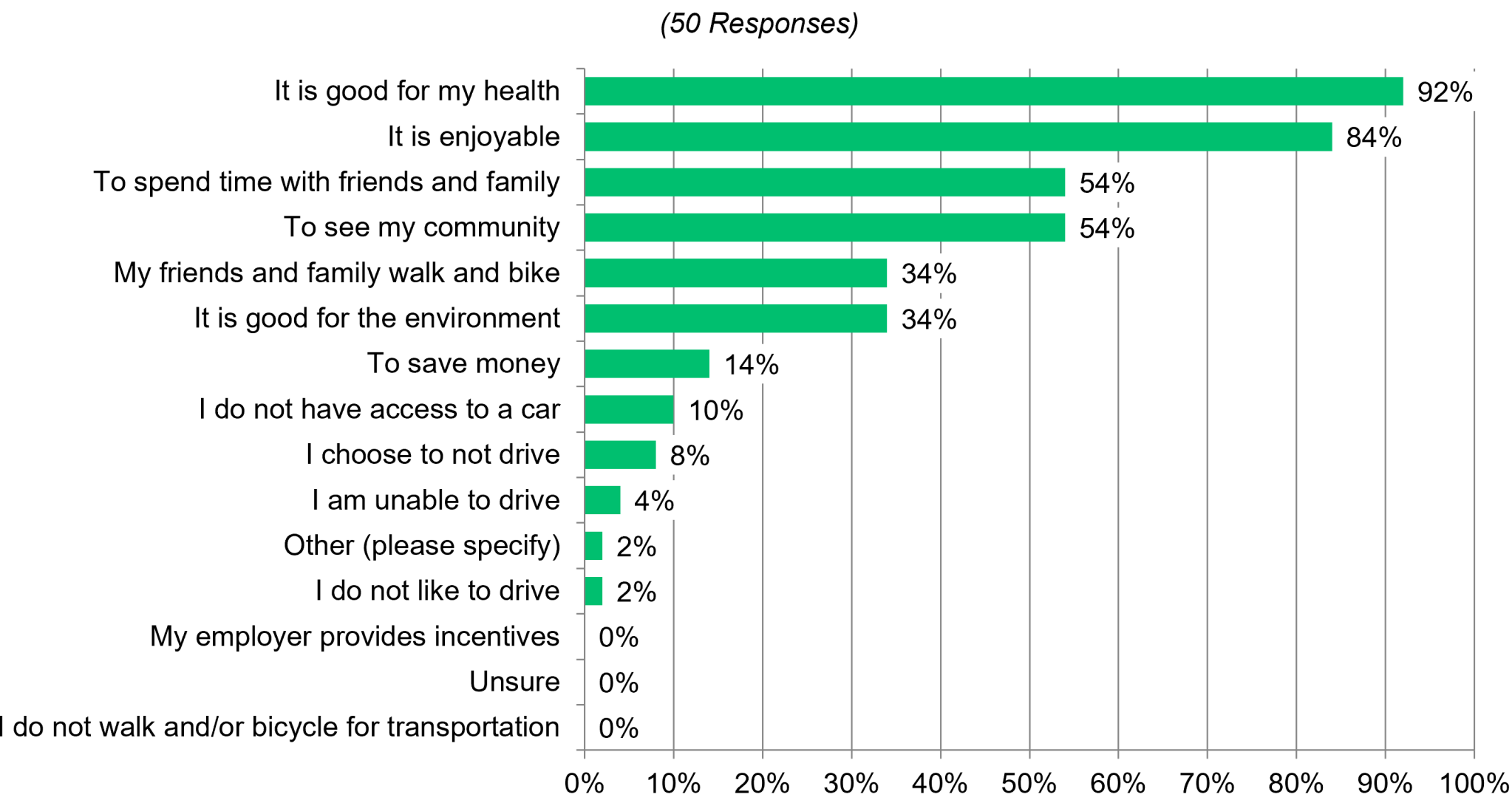
Community Survey Results

In Spring 2026, the project team conducted a survey of Millersburg stakeholders, inviting residents, business owners, and those who visit often to describe their experience with walking and biking in town. The survey was open online for 2 months, between March 16 and May 15. A total of 54 surveys were completed, including 8 that were submitted on paper. Over 90% of respondents said they live in or near the Town of Millersburg. Other respondents live in Goshen (2), Middlebury (1), and LaGrange County (1). Over 46% of respondents work in or near Millersburg.

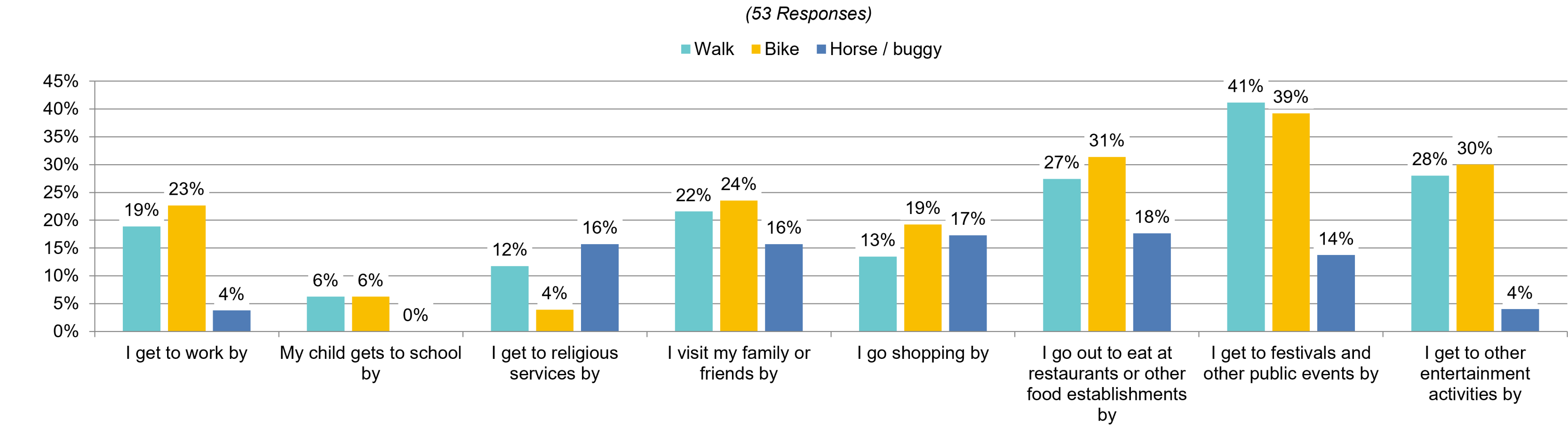
Full survey results will be included in the Plan appendix. Key findings from the survey, identified by the project team, are summarized below, in no particular order:

- Use of a car or other motorized vehicle is by far the most common mode of transportation for respondents, for all trip types (getting to work, visiting family or friends, shopping, or going to restaurants or events. Many respondents say they also walk, bike, and use horse and buggy for these same trip types.
- The most common responses to what would make walking and biking in Millersburg more enjoyable were installing sidewalks and multi-use paths.
- Respondents do not feel bicycle and pedestrian facilities in Millersburg are adequate for children, seniors, or those with mobility limitations.
- There is strong support among the respondents for bicycling and walking in Millersburg.
 - 84% consider access to bicycling and walking opportunities as an important factor when looking for a place to live and/or work.
 - 100% say they would support efforts to improve access to safe and convenient bicycle and pedestrian routes in Millersburg and the surrounding area. 86% would *strongly* support these efforts.
 - 90% say they would support efforts to improve access to safe and convenient horse/buggy routes in Millersburg and the surrounding area. 67% would *strongly* support these efforts.
- Keeping facilities maintained, connectivity to destinations and other trails, and safety improvements are rated the highest importance for respondents related to nonmotorized transportation routes.

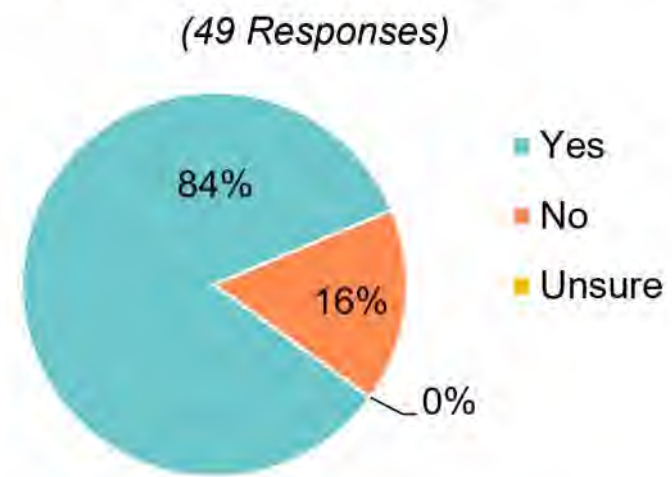
If you walk and/or bicycle regularly, what are the most important reasons you do so?
(select all that apply)



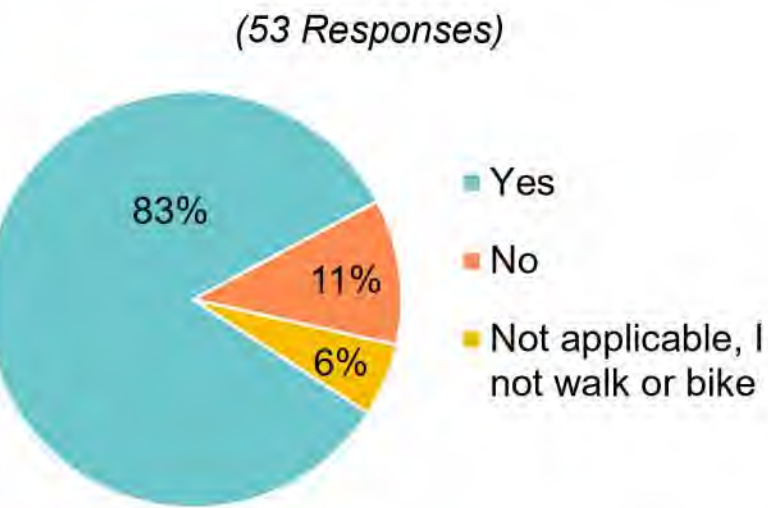
How do you usually get to places in and around Millersburg?



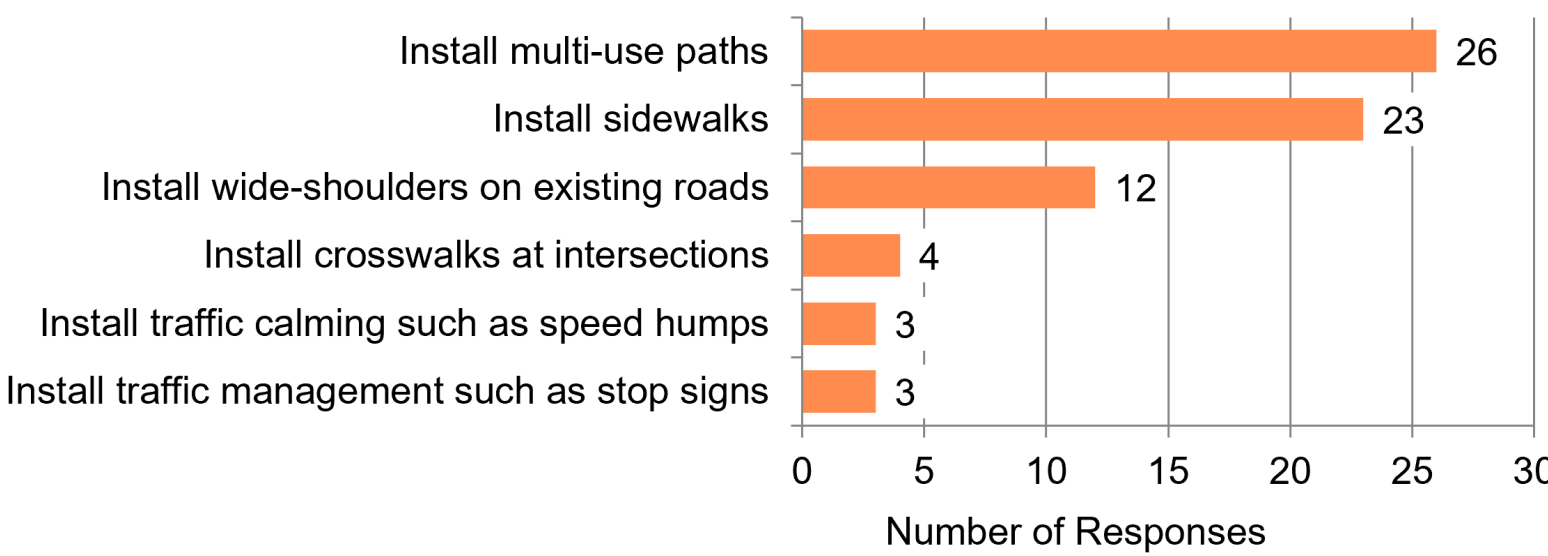
Do you consider access to bicycling and walking opportunities as an important factor when looking for a place to live and/or work?



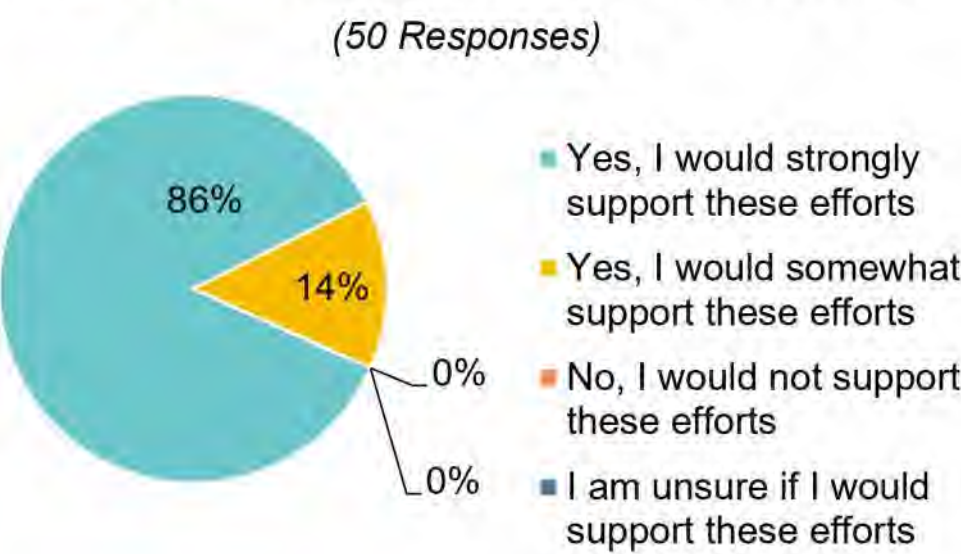
Is it enjoyable for you to walk or bike in Millersburg?



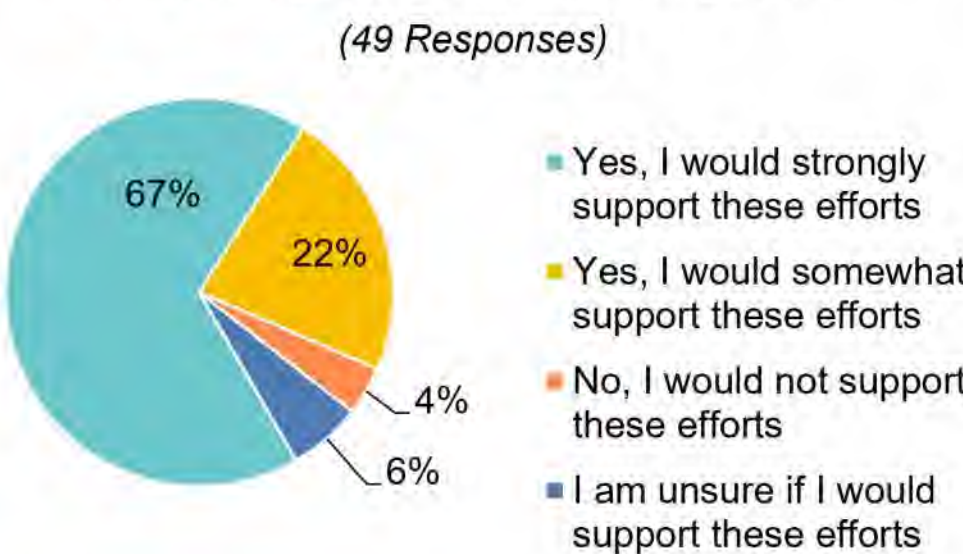
What would make walking and biking in Millersburg more enjoyable?



Would you support efforts to improve access to safe and convenient bicycle and pedestrian routes in Millersburg and the surrounding area?



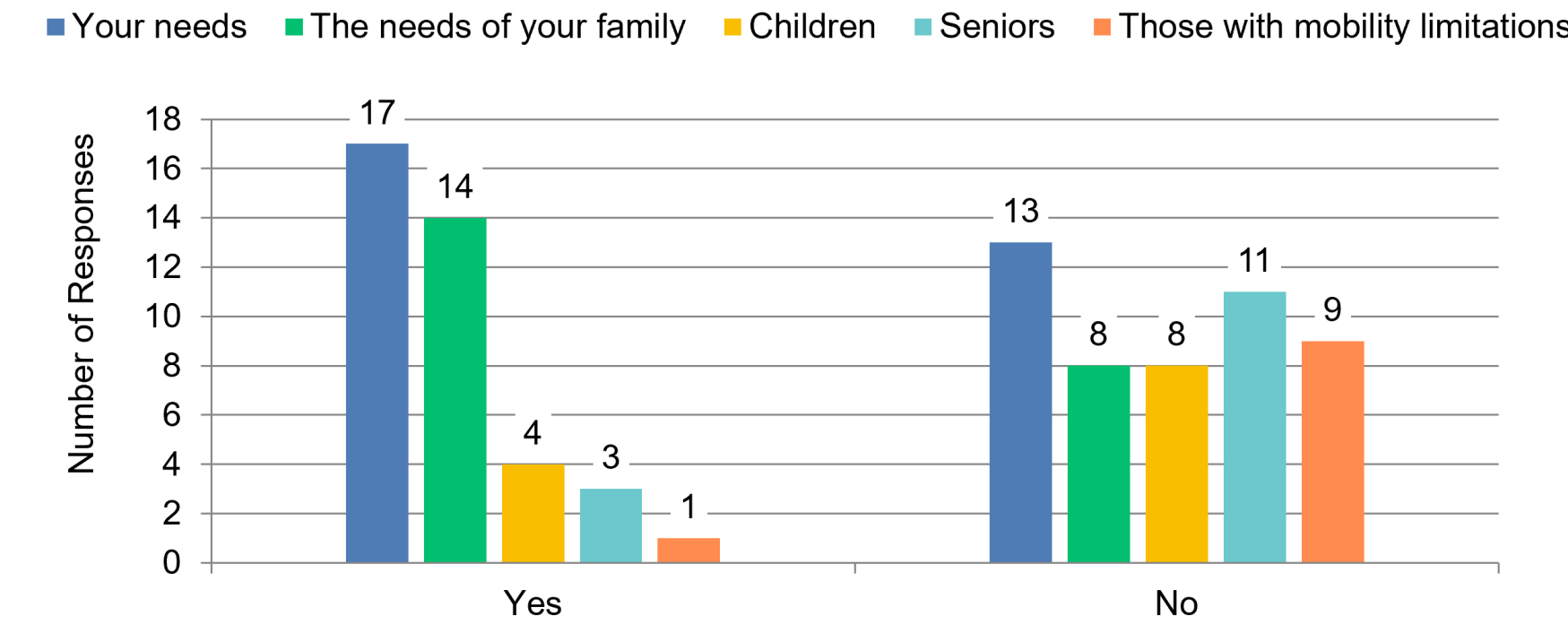
Would you support efforts to improve access to safe and convenient horse/buggy routes in Millersburg and the surrounding area?



What could be done to reduce your fears or apprehensions regarding walking and biking in Millersburg?

- Anything
- Bike Lanes
- Level side walks and more side walks, people driving the speed limit
- Lighting and sidewalks
- No fears
- I don't have fears, but would enjoy more paths.
- Sidewalks, walk ways, all dogs on leashes
- Biking/walking trails and paths
- Install a bike trail and sidewalks
- Put in a buggy lane on State Road 13
- Road shoulders, bike path
- Trails
- Separate walking/biking from cars
- In our rural communities, it's clear the true winner to reduce fears is installation of multi-use path, away from the roadway. Drivers do not pay enough attention to notice a shared roadway or signage noting cyclists.
- I run in Millersburg a lot and most of the sidewalks are too dangerous to run on because they are cracked and could cause injury.
- Bike trail
- Not sure
- Safer areas to travel...the speed and carelessness of drivers is horrible
- Having designated paths for walking and biking, especially to the parks.
- Having a place to walk beside the road
- Nothing. This is a very quiet and safe town.
- Make sure all dogs are secure to the lots
- N/A
- "Crosswalks on SR 13 Sidewalk along SR 13"
- Bike paths
- Better traffic control and traffic enforcement.
- Smooth Sidewalks, especially Jefferson is sooo bad, street lights,
- Sidewalks, safer crosswalks, wider shoulders, designated bike lanes. Most importantly completion of the projected Hawpatch Trail
- Sidewalks along 13
- Slow down traffic keep lose dogs from shading you
- Have at least one sidewalk on one side of the road
- A designated trail that is well lit
- Traffic on roads leading out of Millersburg
- Controlling the speed of traffic through town, specifically the speed of commercial/work vehicles
- Wider Roads, wider streets, and/or a crosswalk at 13 to get to the bank, or other stores
- Better lighting, more side walks there are a lot of speeding cars in town reduce the truck traffic in town.
- Sidewalks, wide enough to walk with our children. That way we don't have to walk directly on the road as well as crosswalks at every crossing.
- Make the CR 42 bridge more accessible to bike. The sidewalk is too narrow for a bike. That is why everyone uses the street and its dangerous.

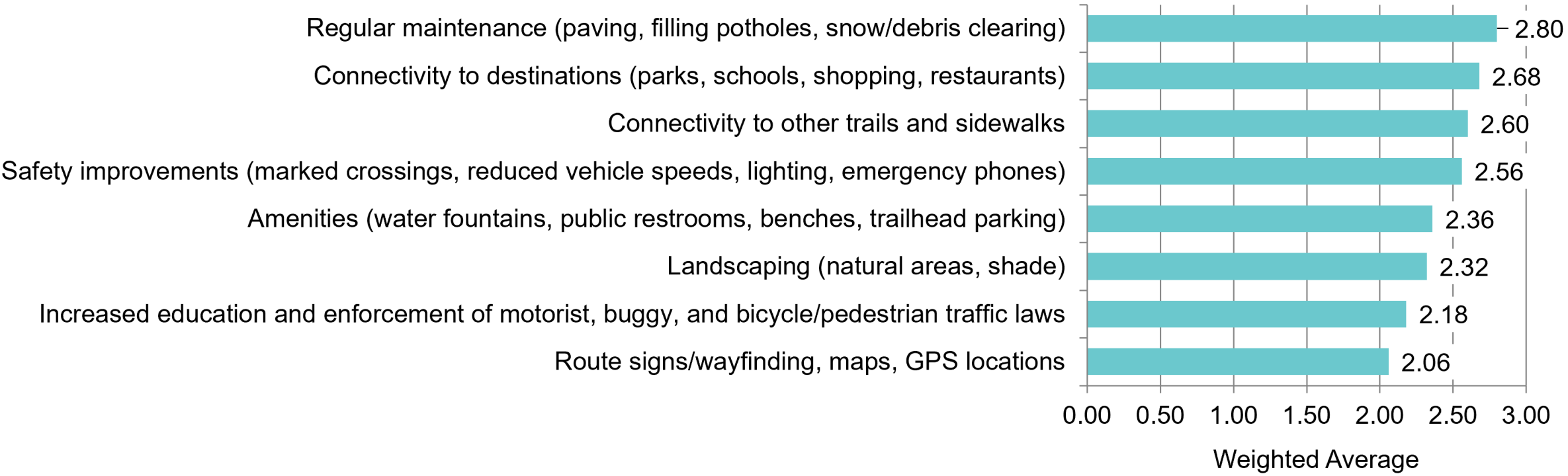
Do you think bicycle and pedestrian facilities in Millersburg are adequate for:



How important to you are each of the following statements related to nonmotorized transportation routes?

(50 Responses)

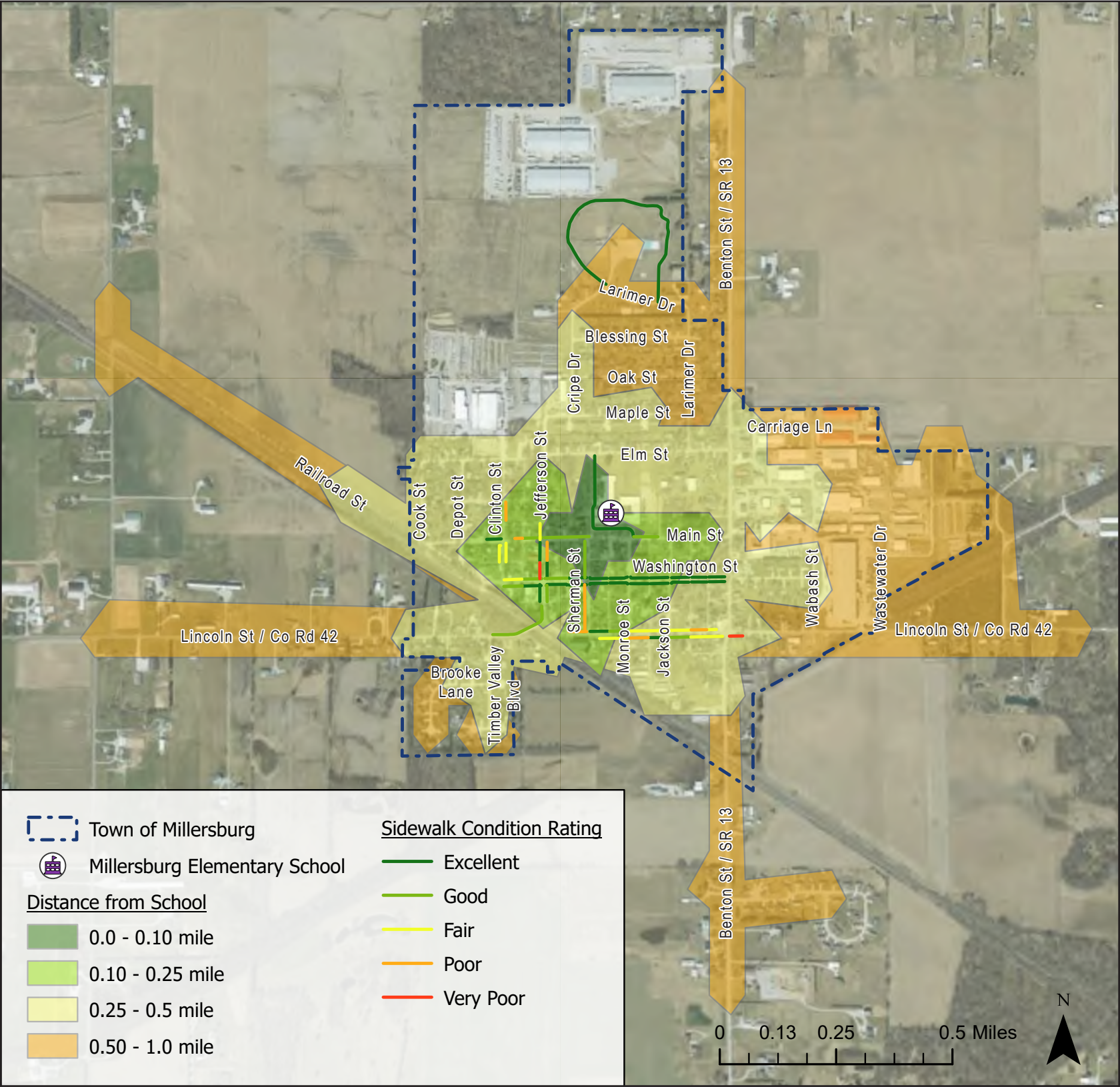
3 = Very Important, 2 = Somewhat Important, 1 = Not important at all



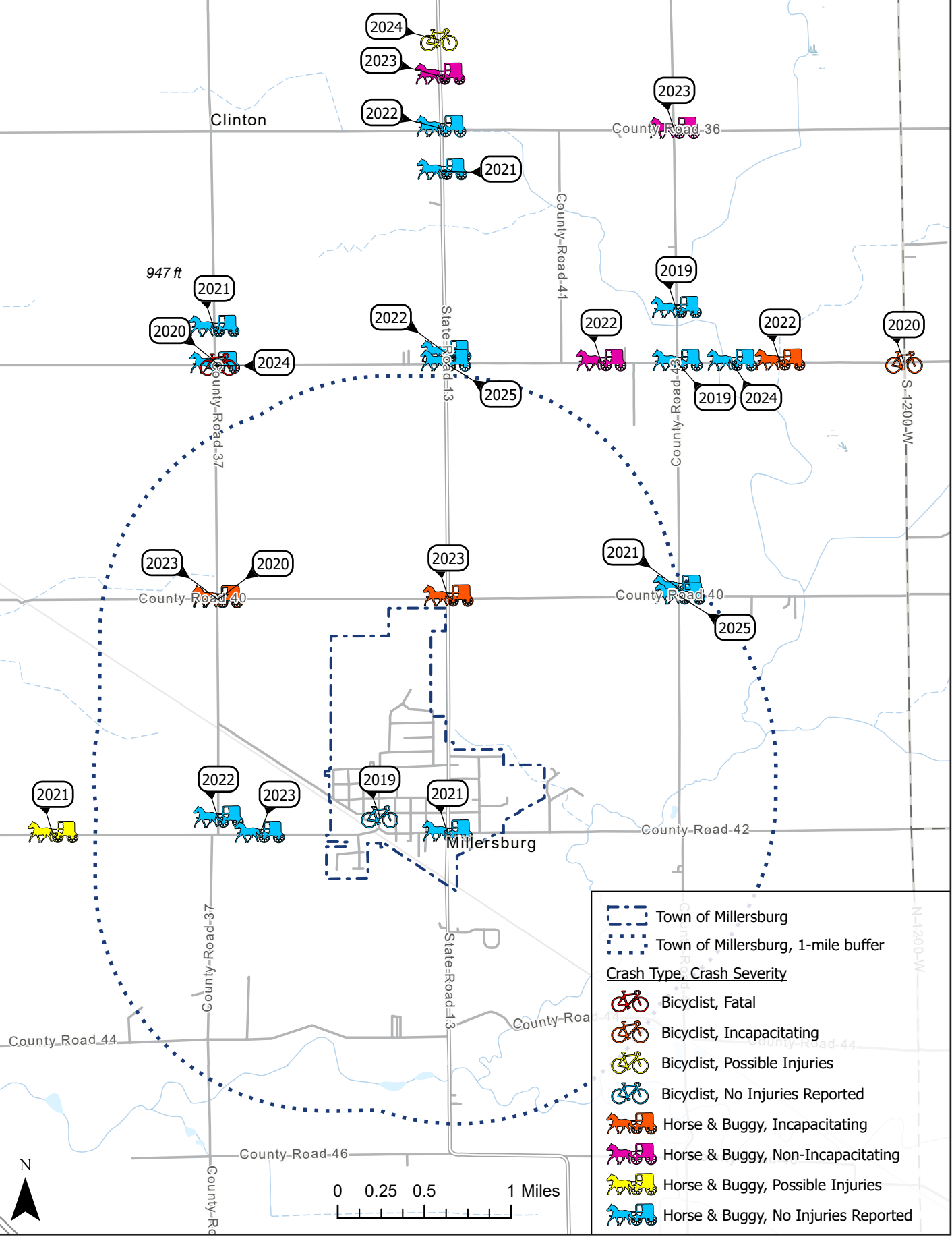
TOWN OF MILLERSBURG BICYCLE & PEDESTRIAN MASTER PLAN

Existing Conditions

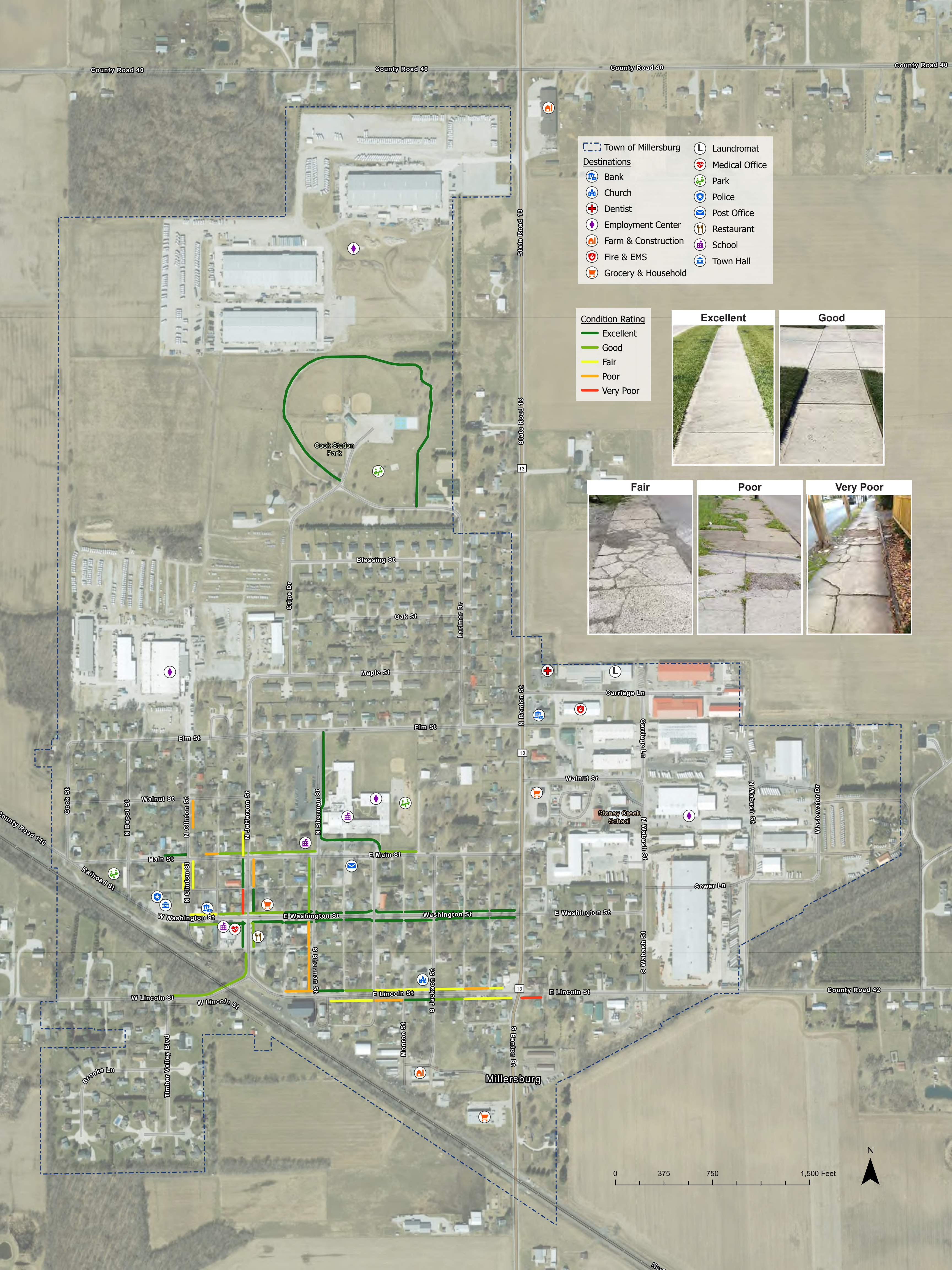
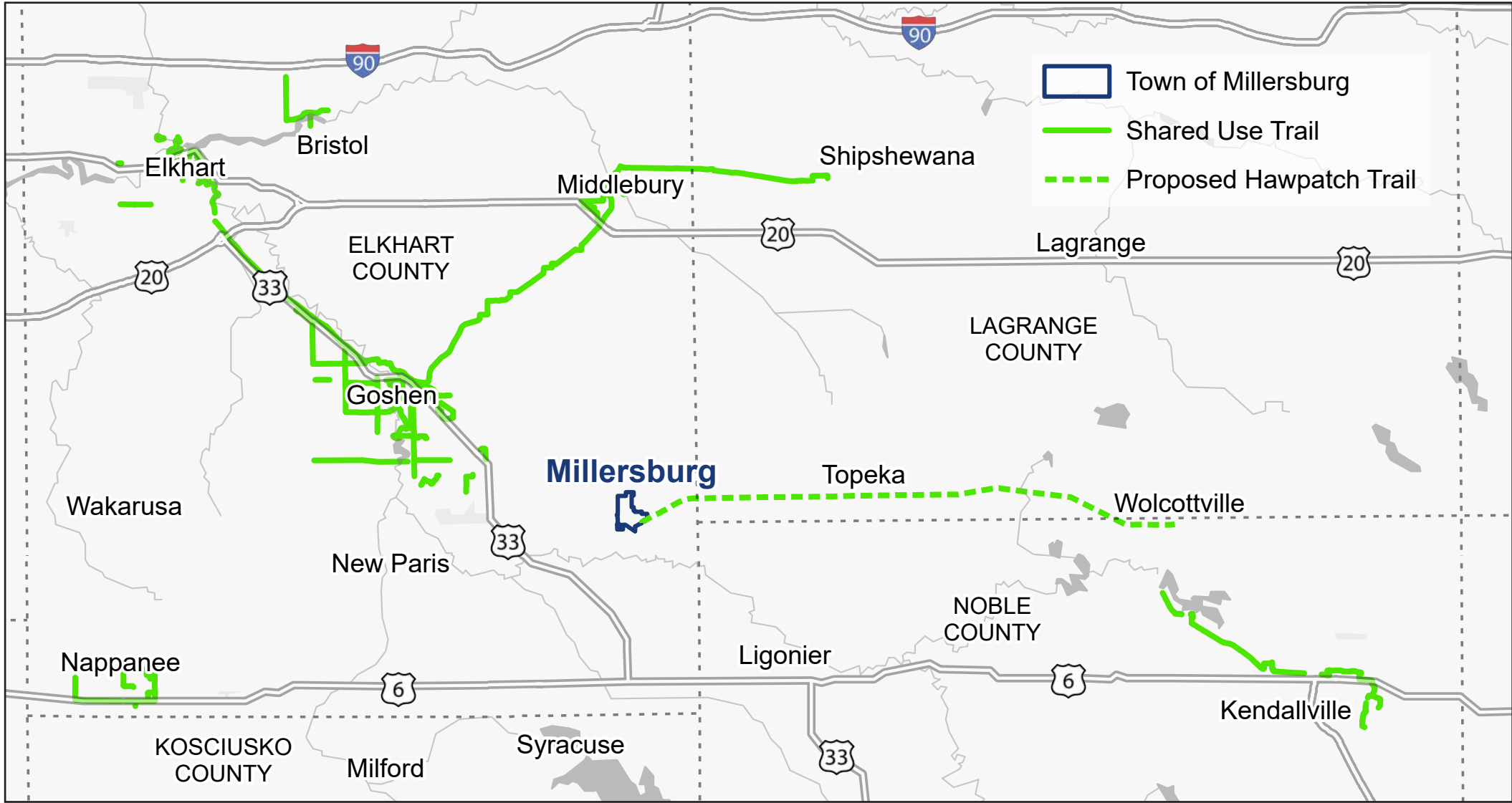
Walking Distance to School



Crashes on Roadways (2019-2025)



Regional Trail Network



TOWN OF MILLERSBURG BICYCLE & PEDESTRIAN MASTER PLAN

An important part of developing a bicycle and pedestrian master plan is to identify improvements the Town of Millersburg can make to create a safer experience for people walking and biking in the community. The following policies, programs, and infrastructure projects have been identified following an assessment of current conditions and input from community members. A prioritization survey is currently being conducted to further prioritize these suggested improvements.

Scan here
to take the
survey!



This survey will remain open
through June 30

Suggested Policies & Programs

- Adopt an asset management plan that includes the sidewalk and trail network.
- Adopt a policy that requires an evaluation of the cost associated with the installation of pedestrian improvements as part of any road resurfacing projects.
- Adopt a policy that requires the installation of pedestrian improvements with any major road reconstruction.
- Continue planning efforts with regional trail groups to ensure local pedestrian assets connect to the regional trail network.
- Work with Fairfield Community Schools to evaluate utilizing the Safe Routes to School program at Millersburg Elementary School.
- Find resources (personnel and funding) to hire Crossing Guards for area schools.
- Identify funding sources to install pedestrian infrastructure.
- Prepare and adopt a Comprehensive Safety Action Plan.
- Review the sidewalk inventory annually during budget season to plan for following year's projects.
- Work with school stakeholders to organize a walking school bus and/or bike train.

Suggested Infrastructure Improvements

Improve Existing Infrastructure

Repair or replace existing sidewalks that are in poor condition.

Fill Gaps in Existing Infrastructure

Complete the exiting sidewalk network where there are currently gaps (mainly south of Elm Street).

Install New Infrastructure

Install new sidewalks where none currently exist (mainly north of Elm Street).

Designate Truck Route

Evaluate/Designate a truck route to direct truck traffic away from the downtown and school zone.

County Road 42 Bridge Improvements

Evaluate improvement to the CR 42 bridge ① that would improve accessibility and safety for bicyclists and pedestrians.

North-South Pedestrian Connections

Install sidewalks and crosswalks to create a safe north-south connection from Cook Station Park and the northern neighborhood to the school, downtown, and southern neighborhoods.

A west option ② would primarily follow Cripe Drive and Sherman Street, making use of several areas with existing sidewalks, including along the west side of the Millersburg Elementary School.

An east option ③ would primarily follow Larimer Drive and Jackson Street with newly installed sidewalks and a new connection along the east side of Millersburg Elementary School.

A connector trail ④ within Cook Station Park fills the gap between the west and east sides of the trail.

State Road 13 Trail Connection

Work with Indiana Department of Transportation (IN-DOT) to evaluate the installation of a biking and walking trail along SR 13 from CR 40 to Cook Station Park.

In a west option ⑥, the trail would enter Forest River property south of the driveway and would stay on the east side of the existing tree line.

In an east option ⑦, the trail would follow SR 13 south to a property owned by the Town of Millersburg at a proposed new entrance to Cook Station.

State Road 13 Buggy Lanes

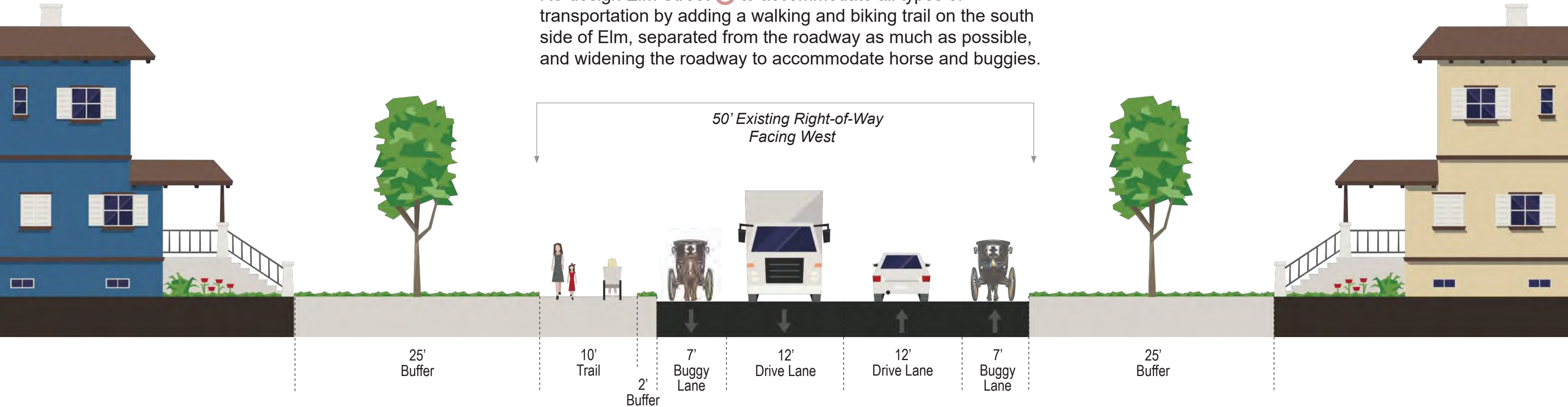
Work with Indiana Department of Transportation (IN-DOT) to widen the shoulders of State Road 13 to accommodate buggy traffic. ⑧

State Road 13 Pedestrian Crossings

Work with Indiana Department of Transportation (IN-DOT) to evaluate potential crosswalk location for bicyclists and pedestrians along SR 13. ⑨

Elm Street Improvements

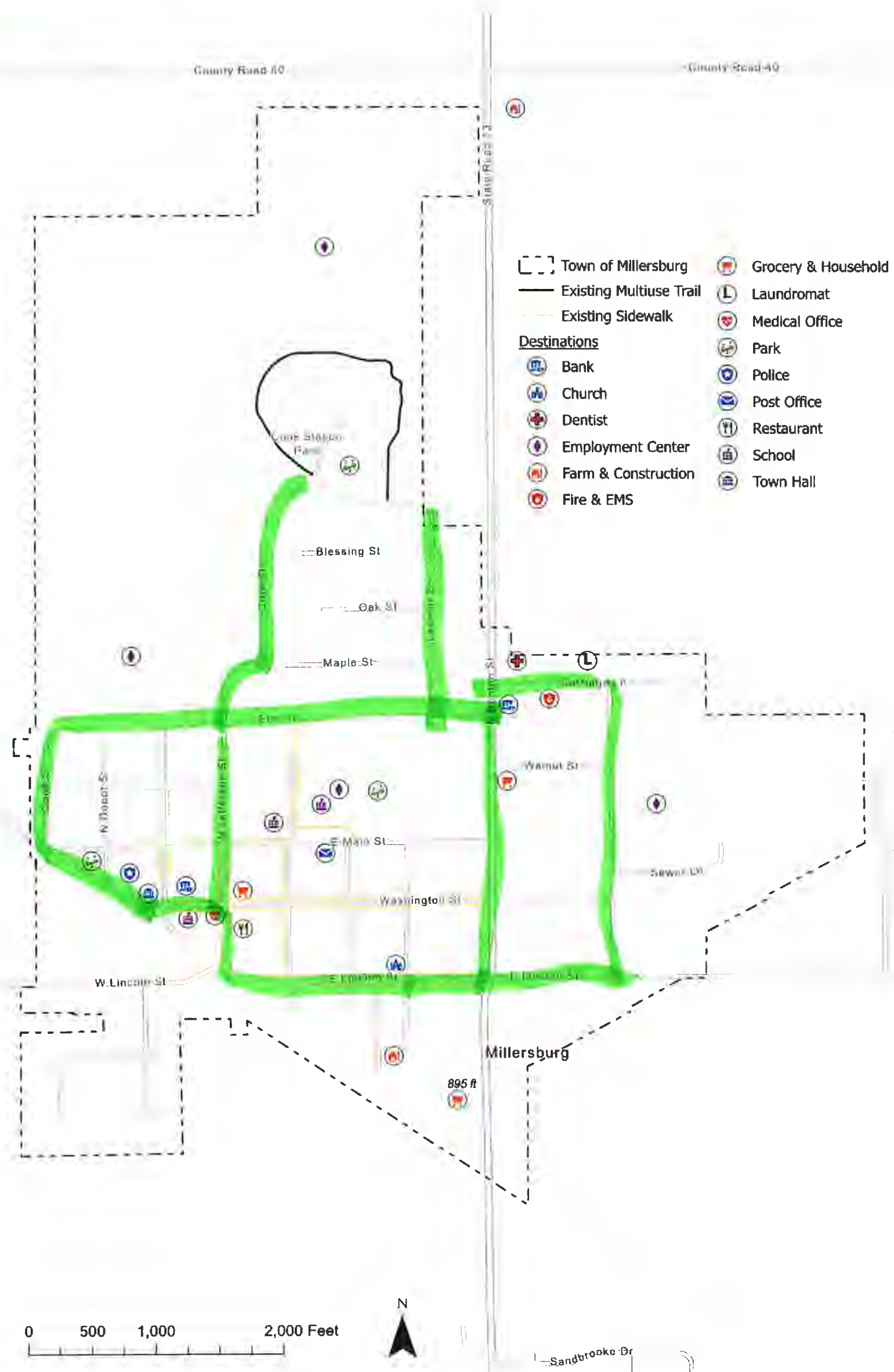
Re-design Elm Street ⑤ to accommodate all types of transportation by adding a walking and biking trail on the south side of Elm, separated from the roadway as much as possible, and widening the roadway to accommodate horse and buggies.



Walking and Biking in Millersburg

Please show us on the map:

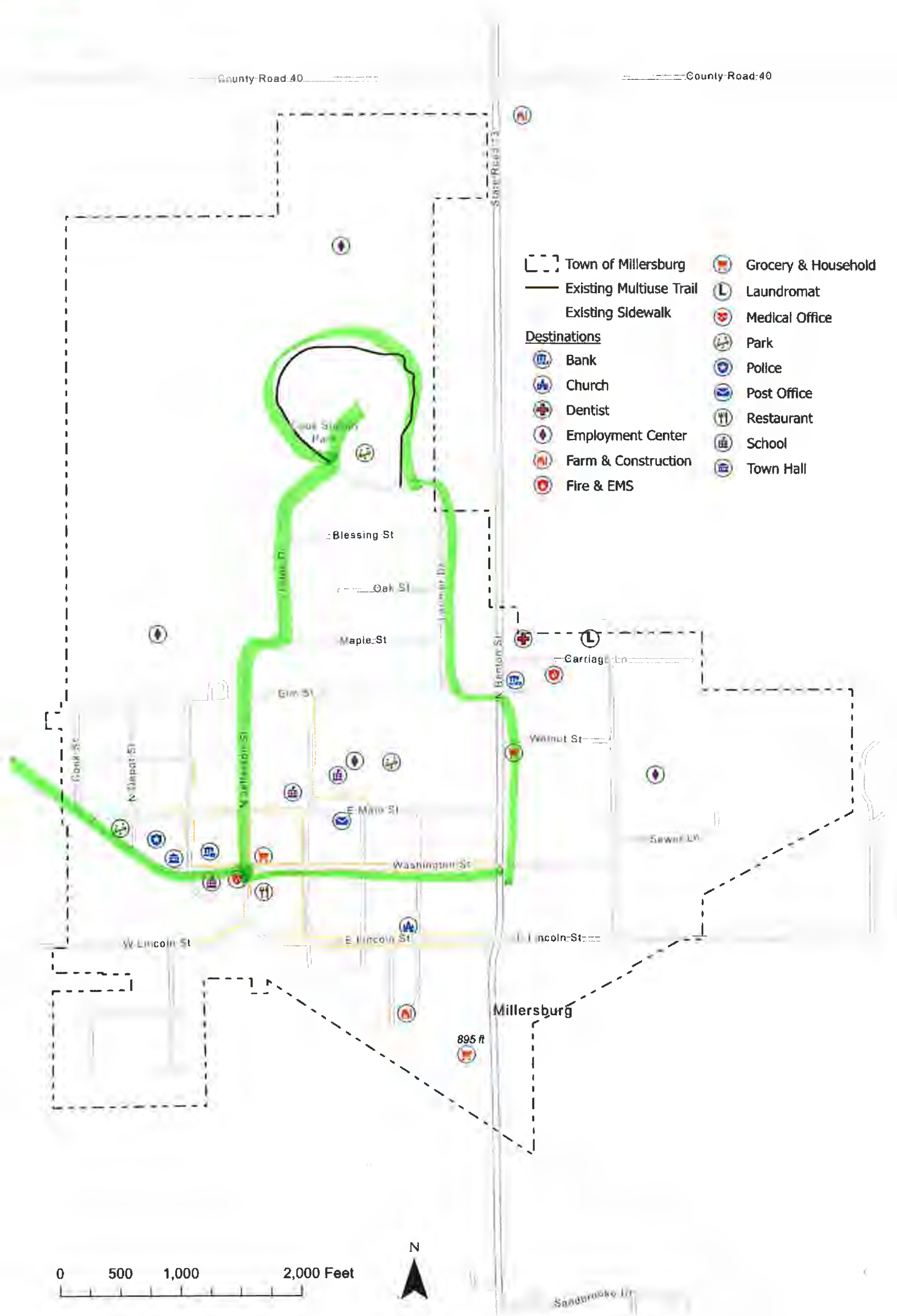
 Where would you like to walk and/or bike if there were an improved sidewalk or trail?



Walking and Biking in Millersburg

Please show us on the map:

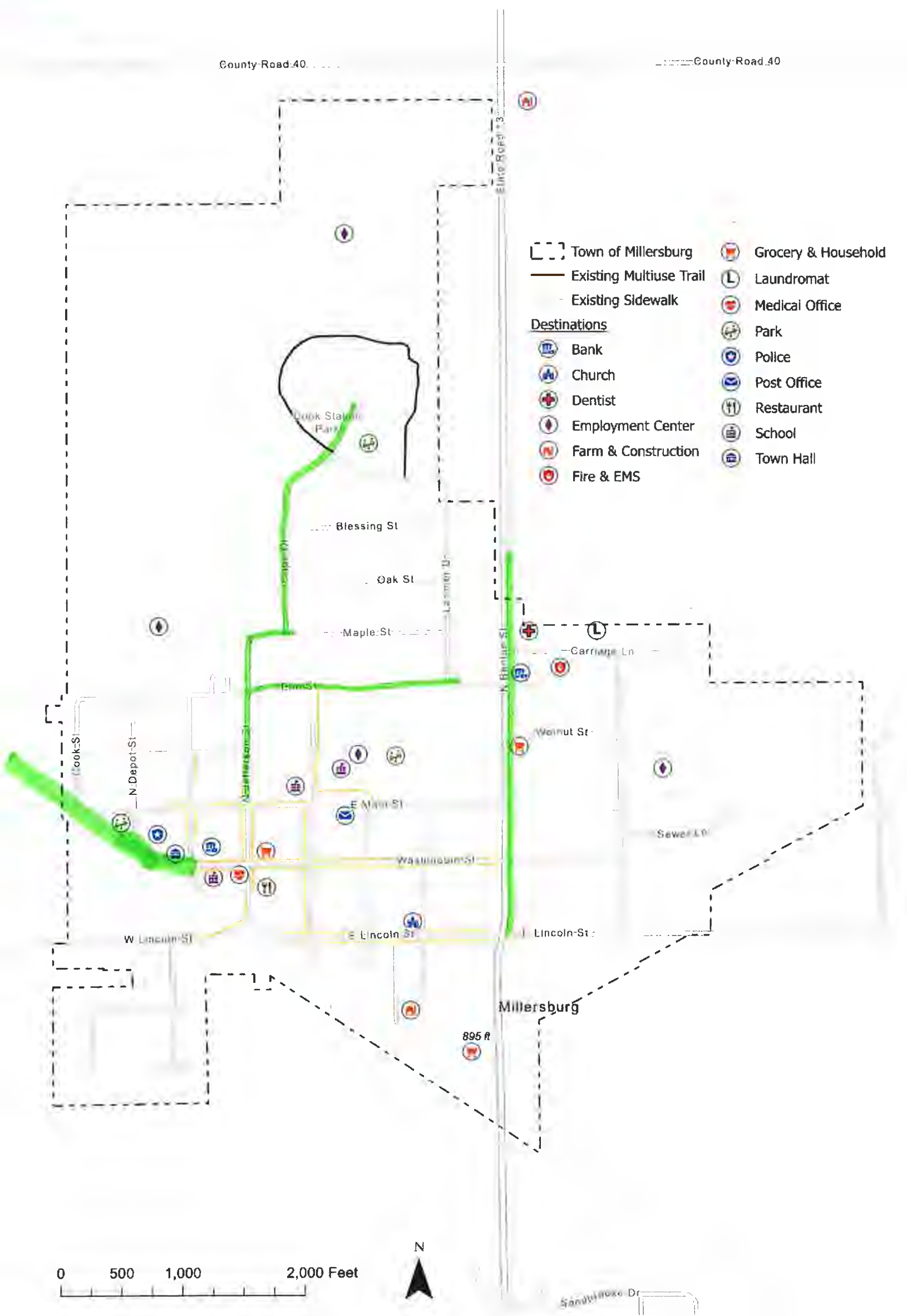
Where would you like to walk and/or bike if there were an improved sidewalk or trail?



Walking and Biking in Millersburg

Please show us on the map:

 Where would you like to walk and/or bike if there were an improved sidewalk or trail?



Suggested Improvement	High Priority	Medium Priority	Low Priority	No Opinion
Re-design Elm Street to accommodate all types of transportation by adding a walking and biking trail on the south side of Elm, separated from the roadway as much as possible, and widening the roadway to accommodate horse and buggies.	✓			
Install sidewalks and crosswalks to create a safe north-south connection from Cook Station Park and the northern neighborhood to the school, downtown, and southern neighborhoods.				
1 Repair or replace existing sidewalks that are in poor condition. Tell us which ones should be the highest priority	✓			
2 Complete the exiting sidewalk network where there are currently gaps (mainly south of Elm Street). Tell us which streets you would prefer.		X		
3 Install new sidewalks where none currently exist (mainly north of Elm Street). Tell us on which streets you would prefer new sidewalks	X ✓		✓	
Evaluate/Designate a truck route to direct truck traffic away from the downtown and school zone.	X X			
Work with Indiana Department of Transportation (IN-DOT) to evaluate the installation of a biking and walking trail along SR 13 from CR 40 to Cook Station Park.	X ✓	X X		
Work with Indiana Department of Transportation (IN-DOT) to widen the shoulders of State Road 13 to accommodate buggy traffic.	X ✓	X		
Work with Indiana Department of Transportation (IN-DOT) to evaluate potential crosswalk location for bicyclists and pedestrians along SR 13. Tell us which streets are most important.	X A-ELM Lincoln	X		
Evaluate upgrades to the CR 42 bridge that would improve accessibility and safety for bikes and pedestrian users.				X

Suggested Policies and Programs	High Priority	Medium Priority	Low Priority	No Opinion
Adopt a asset management plan that includes the sidewalk and trail network.	✓ 1			
Adopt a policy that requires an evaluation of the cost associated with the installtion of pedestrian improvement as part of any road resurfacing projects.	✓ x			
Adopt a policy that requires the installtion of pedestrian improvements with any major road reconstruction.		✓		
Continue planning efforts with regional trail groups to ensure local pedestrian assets connect to the regional trail network.	x ✓ x ✓ x			
Work with Fairfield Community Schools to evaluate utilizing the Safe Routes to School program at Millersburg Elementary School.	✓	x		
Find resources (personnel and funding) to hire Crossing Guards for area schools.			x	
Identify funding sources to install pedestrian infrastructure.			x	
Prepare and adopt a Comprehensive Safety Action Plan.		x		
Review the sidewalk inventory annually during budget season to plan for following year's projects.	✓			x
Work with school stakeholders to organize a walking school bus and/or bike train.				x

Town of Millersburg Bicycle & Pedestrian Master Plan Community Workshop - June 15, 2026

Please sign in. If you wish to receive updates please provide your email address.

Town of Millersburg 2026 Bicycle and Pedestrian Master Plan
Appendix Q. Workshop Sign-in sheet - 06-15-2026

NAME	EMAIL	HOW DID YOU HEAR ABOUT THE MEETING (EMAIL, FLYER, FACEBOOK, FRIEND, ETC.)	WHAT IS YOUR INTEREST IN MILLERSBURG? EXAMPLE (LIVE, WORK, SHOP, ATTEND SCHOOL, ATTEND CHURCH, DRIVE THROUGH, ETC.)
Andrea Milne	amilne@abonmarche.com	poster at Town Hall	I live in Millersburg
Dan Yoder	hbs@emailprint.net	poster	live in Topeka
T Jeff Wingstrom	lctrails.president@gmail.com	email	Lagrange Co. Trails
Marilyn Wingstrom	mlw.wings@gmail.com	email	Lagrange Co Trails
Emilia Evers	eevers@lccf.net	email	Lagrange Com. Foundation
Dennis Sansonovich	Sansonid@hotmail.com	"	Live in millersburg, RC Field
Karla Blasley	KarlaB@inspiringdood.org	EM	CFEC
Zach Dripps	zdrripps@macos.com	Email	Regional Trails
Terry Mark	terry@eccvb.org	email	Placemaking & tourism
Michelle Milne	michelle@MichelleMilneIN49.com	facebook (I think)	Running for State Rep HD49 - I want to learn more about Millersburg needs
Myron Miller	574-238-9642	poster	
Mackenzie Taylor			
Cory Oberlin			
Addie Miller			
Kenan Miller			
Kayola Suderman	kayolafs@gmail.com	town facebook	live in Millersburg (send draft)
Wesley Kuric	wkuric@elkhartcounty.com		
* Jason Culp	culpjp@gmail.com	Town Facebook	Live + work
Galen Dr Miller		ad in Goshen news	recreation,

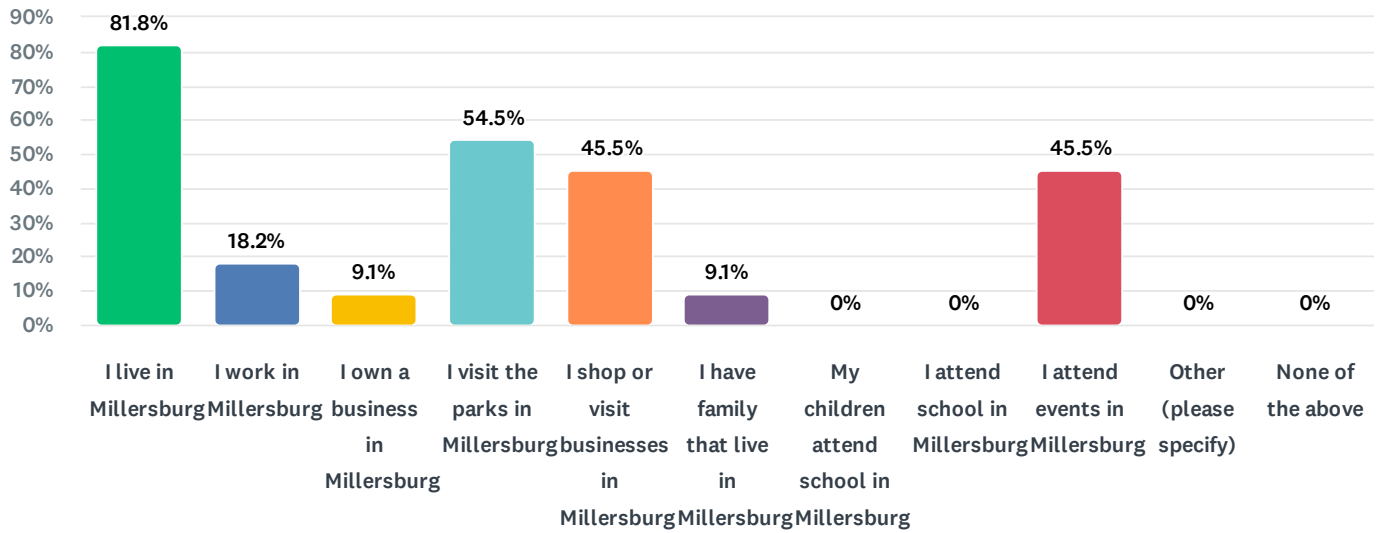
Millersburg Bike & Pedestrian Master Plan Prioritization Survey

Town of Millersburg 2026 Bicycle and Pedestrian Master Plan

Appendix R. Millersburg Bike & Ped Plan Priority-Survey Final Results

Q1 11 responses

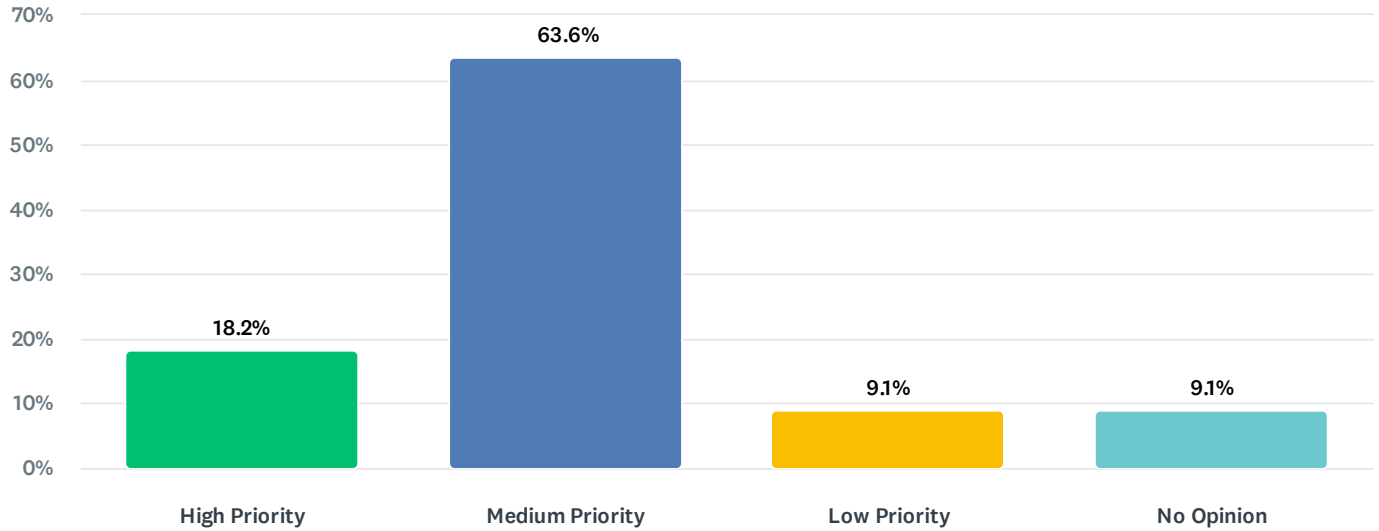
What is your interest in Millersburg? (Select all that apply)



#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

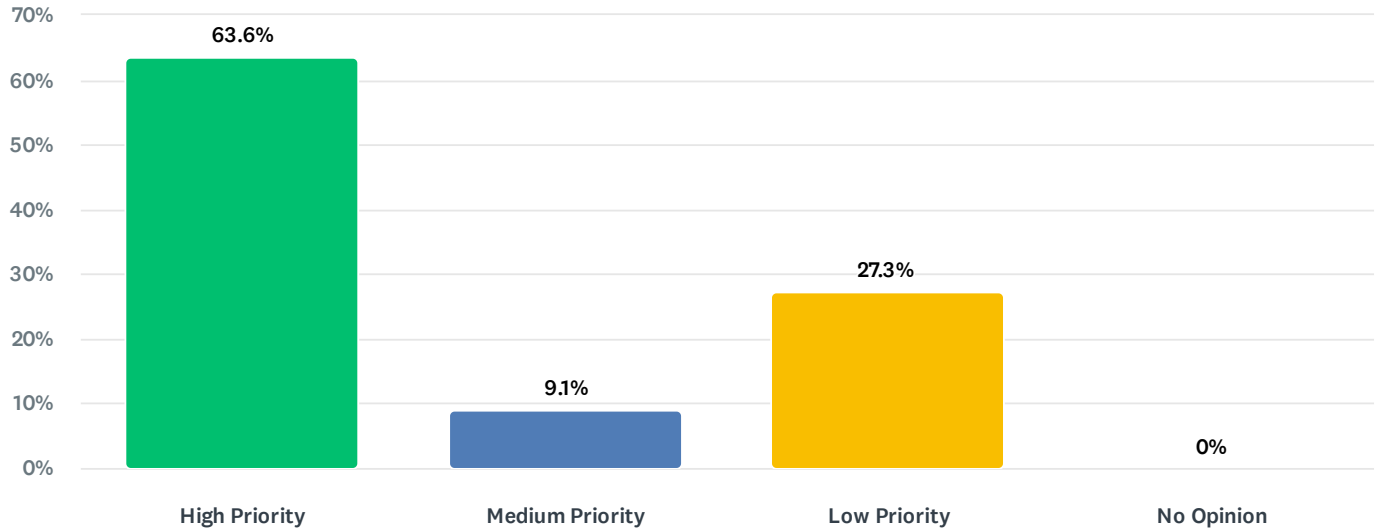
Q2 11 responses

Re-design Elm Street to accommodate all types of transportation by adding a walking and biking trail on the south side of Elm, separated from the roadway as much as possible, and widening the roadway to accommodate horse and buggies.



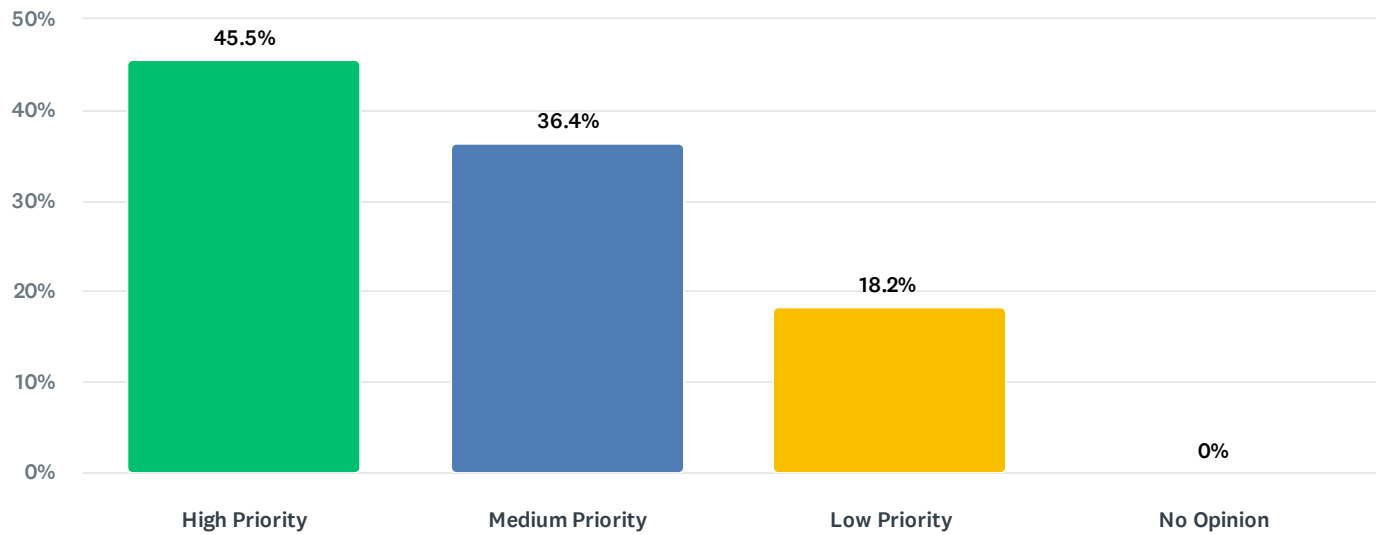
Q3 11 responses

Install sidewalks and crosswalks to create a safe north-south connection from Cook Station Park and the northern neighborhood to the school, downtown, and southern neighborhoods.



Q4 11 responses

Repair or replace existing sidewalks that are in poor condition.



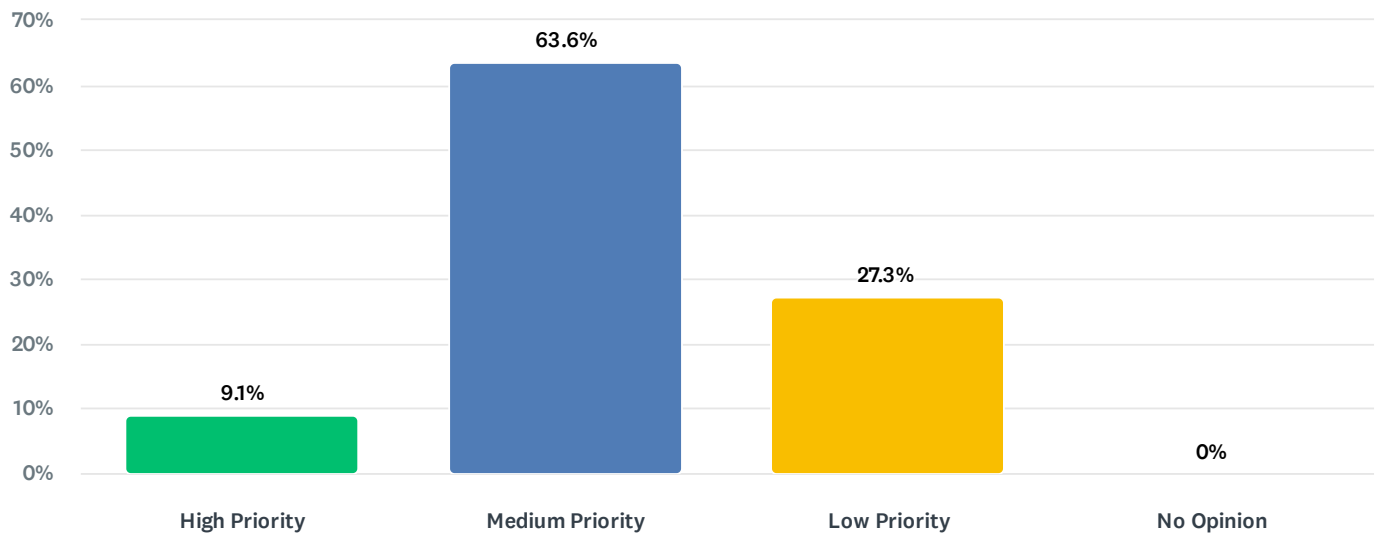
Q5 Which existing sidewalks should be the highest priority for repair or replacement?

Answered: 6 Skipped: 5

#	RESPONSES	DATE
1	Yes	6/18/2026 8:54 AM
2	Hazardous for pedestrians	6/18/2026 5:46 AM
3	Daily walk	6/18/2026 3:30 AM
4	Main Street	6/17/2026 4:23 PM
5	repair	6/17/2026 2:36 PM
6	All that are not ADA accessible.	6/15/2026 1:01 PM

Q6 11 responses

Complete the exiting sidewalk network where there are currently gaps (mainly south of Elm Street).



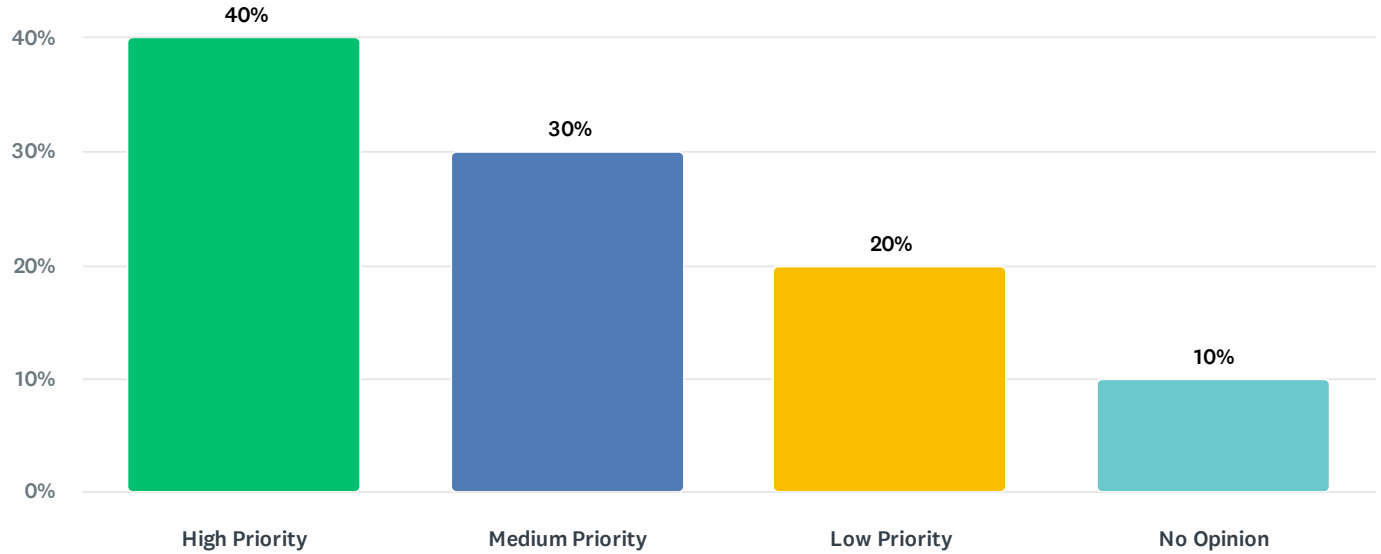
Q7 On which streets would you prefer to install concrete to fill in the existing sidewalk gaps?

Answered: 4 Skipped: 7

#	RESPONSES	DATE
1	South of Elm street	6/18/2026 5:46 AM
2	Streets of millersburg	6/18/2026 3:30 AM
3	Where ever needed	6/17/2026 4:23 PM
4	over the overpass/hill by timbervalley	6/17/2026 2:36 PM

Q8 10 responses

Install new sidewalks where none currently exist (mainly north of Elm Street).



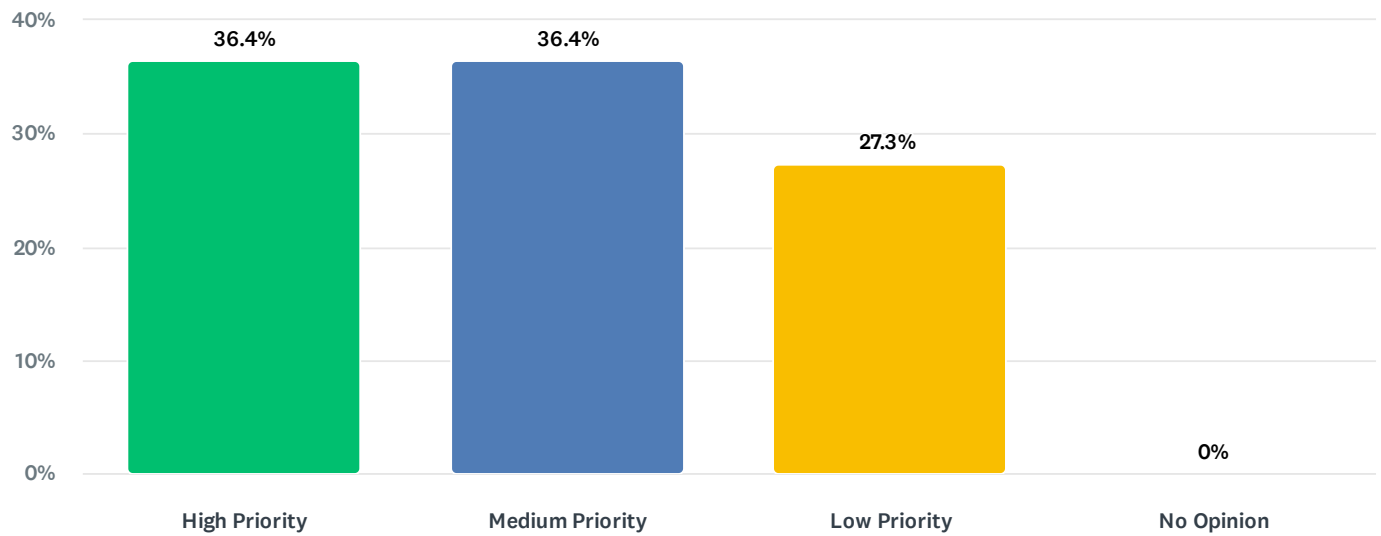
Q9 On which streets would you prefer new sidewalks to be installed in Millersburg?

Answered: 7 Skipped: 4

#	RESPONSES	DATE
1	The main streets in millersburg	6/18/2026 8:54 AM
2	Downtown streets around shops, restaurants, and services	6/18/2026 5:46 AM
3	Lights	6/18/2026 3:30 AM
4	Larimer Dr.	6/17/2026 8:33 PM
5	Where necessary	6/17/2026 4:23 PM
6	over the overpass/hill over the train tracks-make it wider	6/17/2026 2:36 PM
7	Maple	6/15/2026 3:54 PM

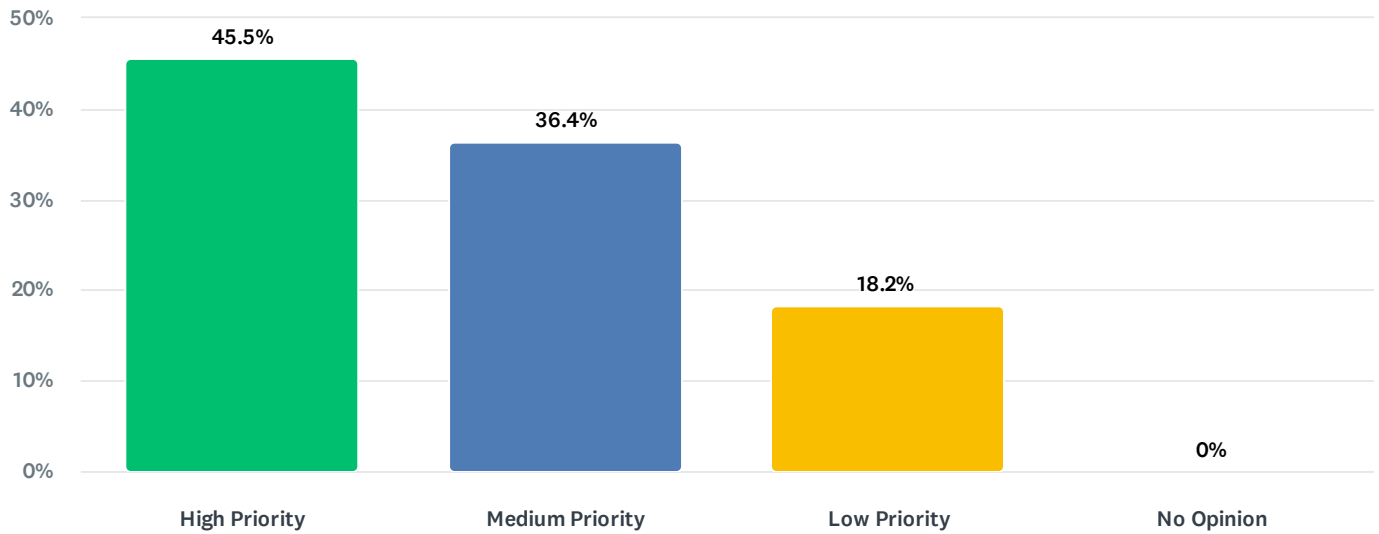
Q10 11 responses

Evaluate/Designate a truck route to direct truck traffic away from the downtown and school zone.



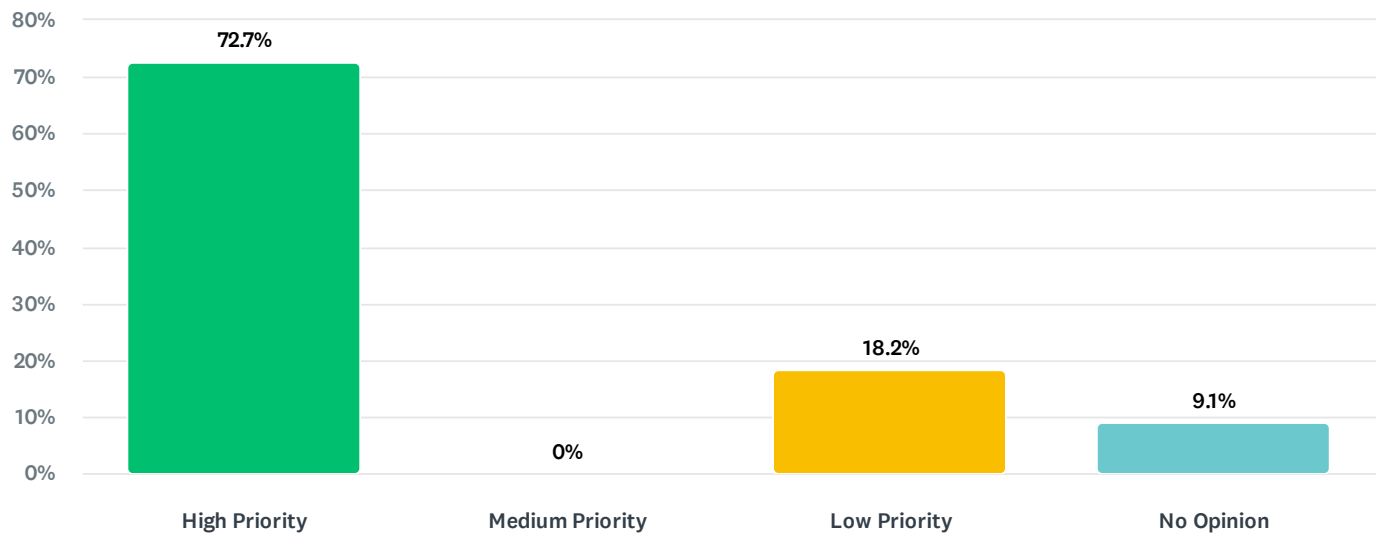
Q11 11 responses

Work with Indiana Department of Transportation (IN-DOT) to evaluate installation of a biking and walking trail along SR 13 from CR 40 to Cook Station Park.



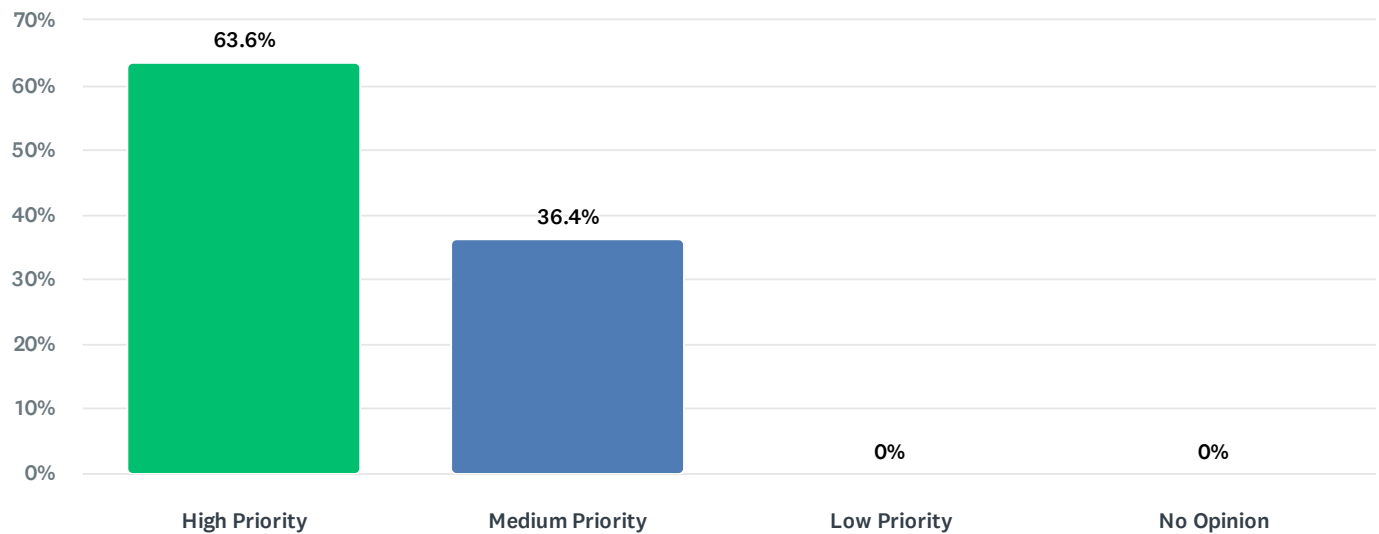
Q12 11 responses

Work with Indiana Department of Transportation (IN-DOT) to widen the shoulders of State Road 13 to accommodate buggy traffic.



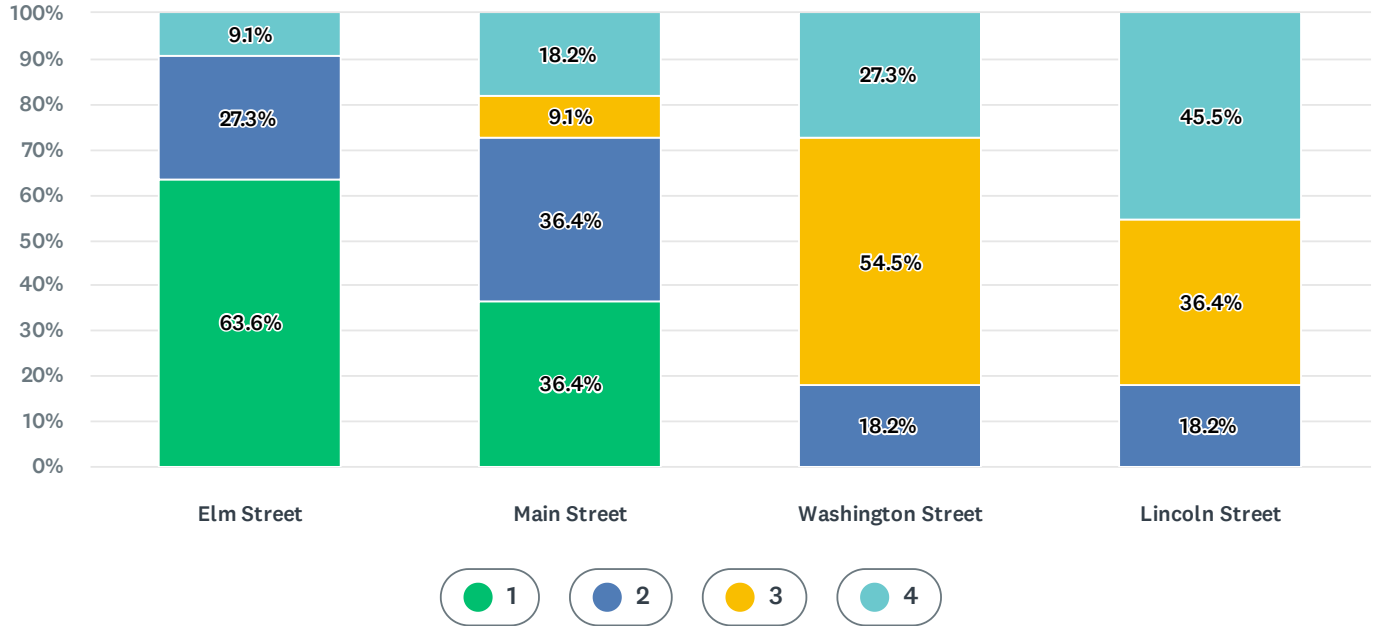
Q13 11 responses

Work with Indiana Department of Transportation (IN-DOT) to evaluate crosswalk location options for bike and pedestrian crossings along SR 13.



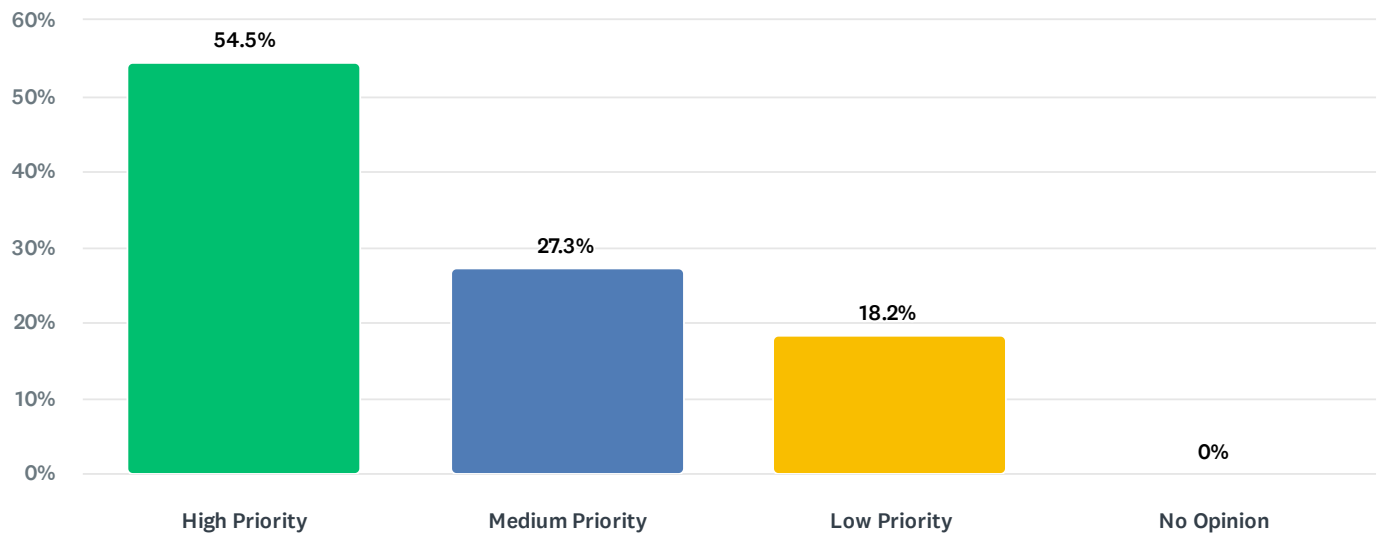
Q14 11 responses

Please rank the following locations for a new pedestrian crossing from your highest priority (top of the list) to your lowest priority (bottom of the list). Use the arrow buttons or click and drag each option to move them into your chosen order.



Q15 11 responses

Evaluate upgrades to the CR 42 bridge that would improve accessibility and safety for bikes and pedestrian users.



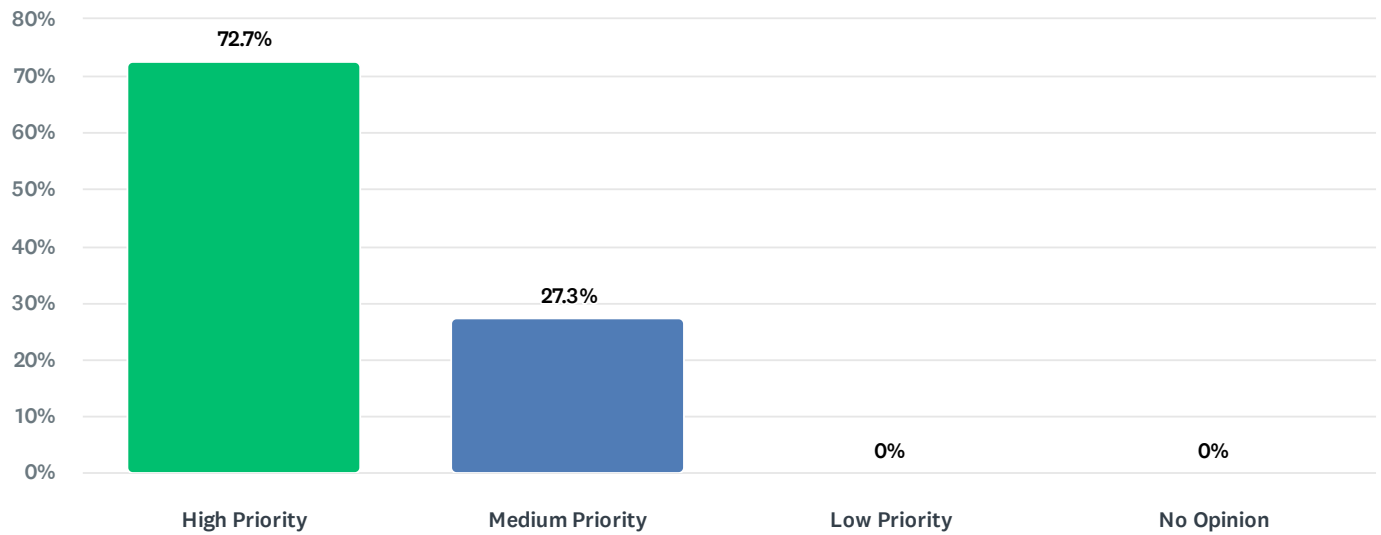
Q16 If you have any comments about these infrastructure project recommendations, please enter them here:

Answered: 2 Skipped: 9

#	RESPONSES	DATE
1	No please	6/18/2026 8:54 AM
2	No comment	6/18/2026 5:46 AM

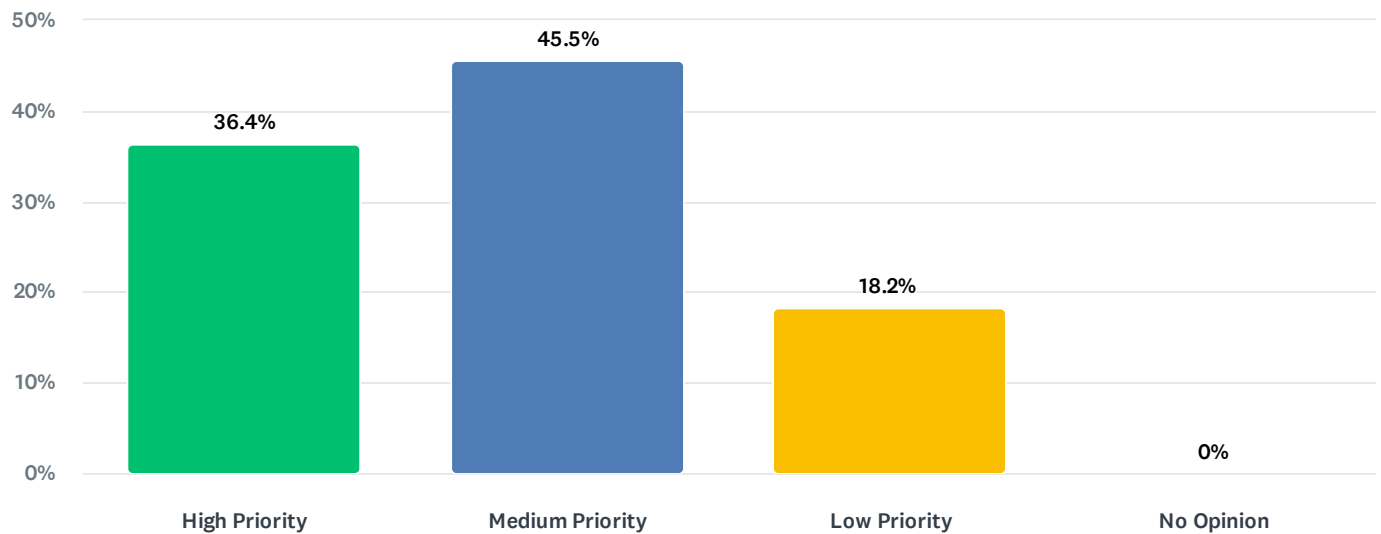
Q17 11 responses

Adopt an asset management plan that includes the sidewalk and trail network.



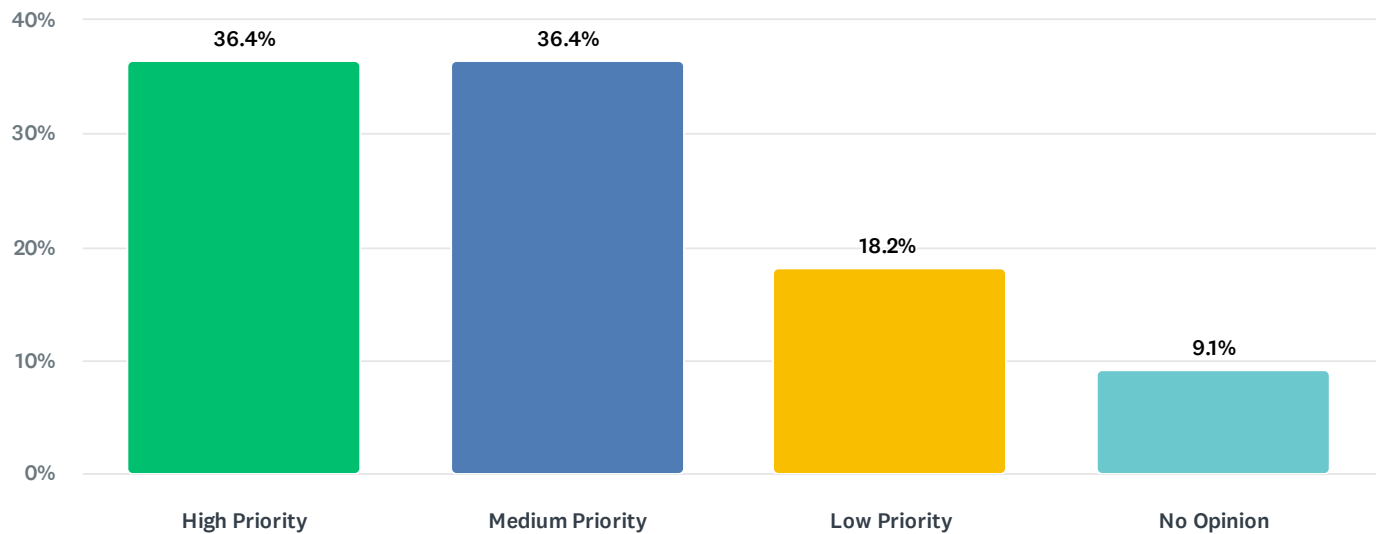
Q18 11 responses

Adopt a policy that requires an evaluation of the cost associated with the installation of pedestrian improvements as part of any road resurfacing projects.



Q19 11 responses

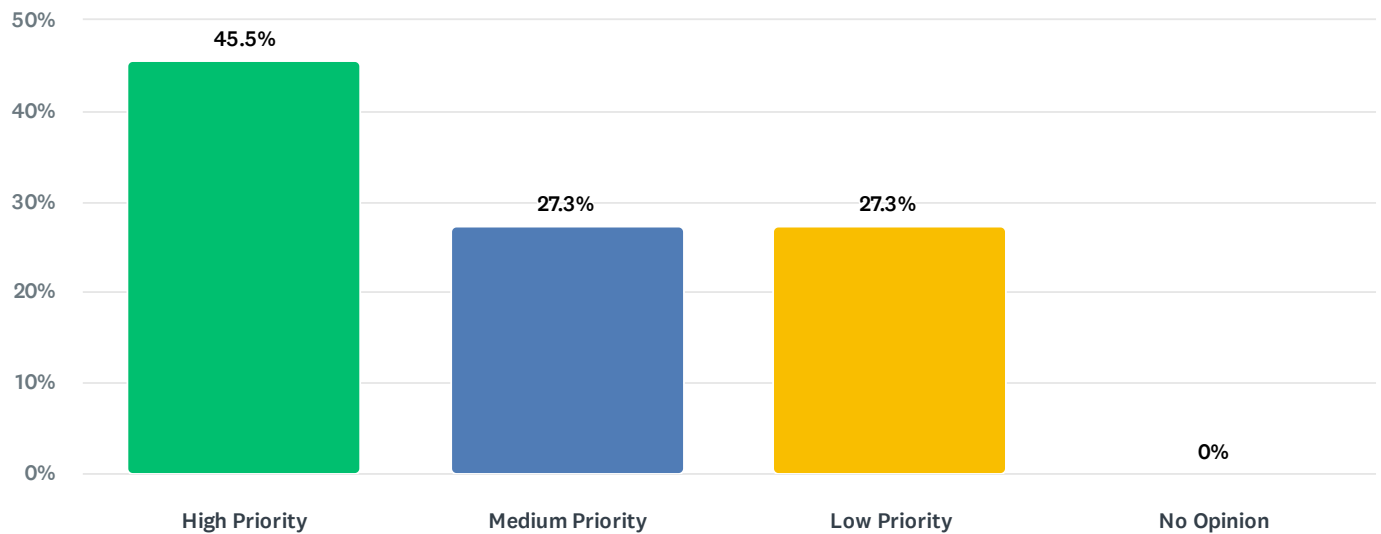
Adopt a policy that requires the installation of pedestrian improvements with any major road reconstruction.



Q20

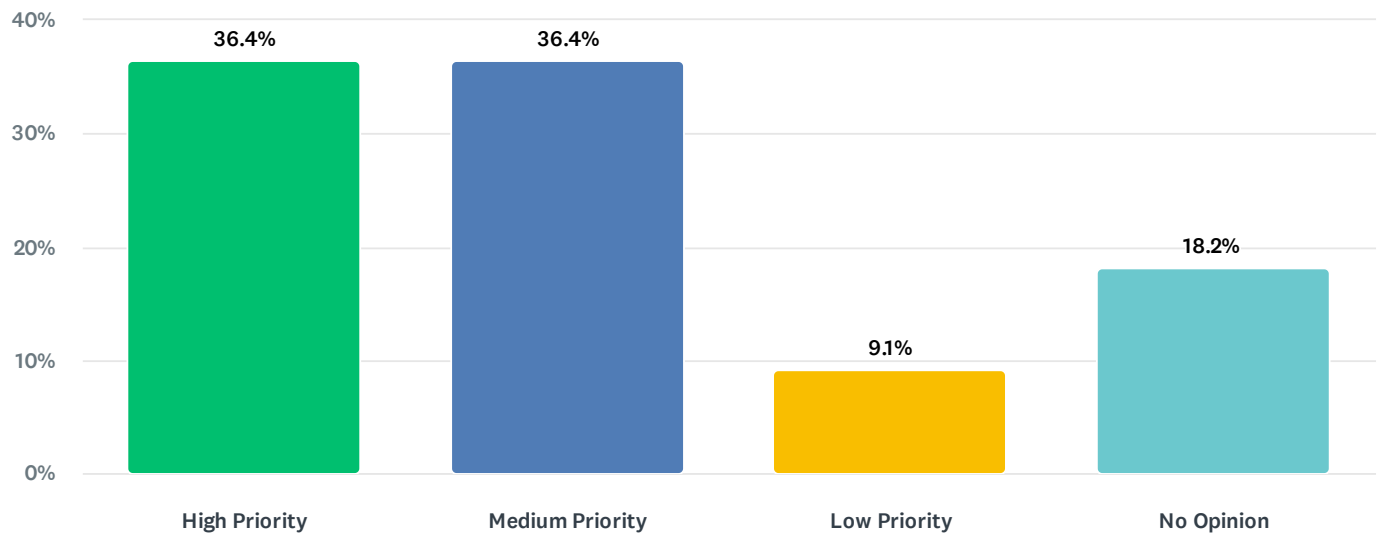
11 responses

Continue planning efforts with regional trail groups to ensure local pedestrian assets connect to the regional trail network.



Q21 11 responses

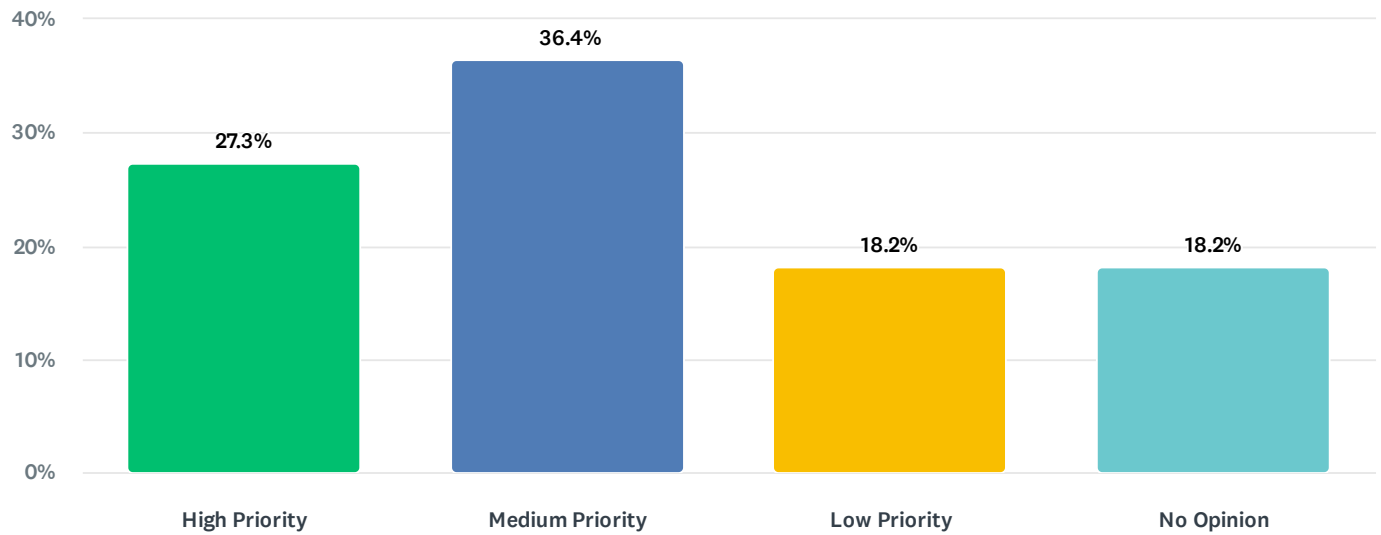
Work with Fairfield Community Schools to evaluate utilizing the Safe Routes to School program at Millersburg Elementary School.



Q22

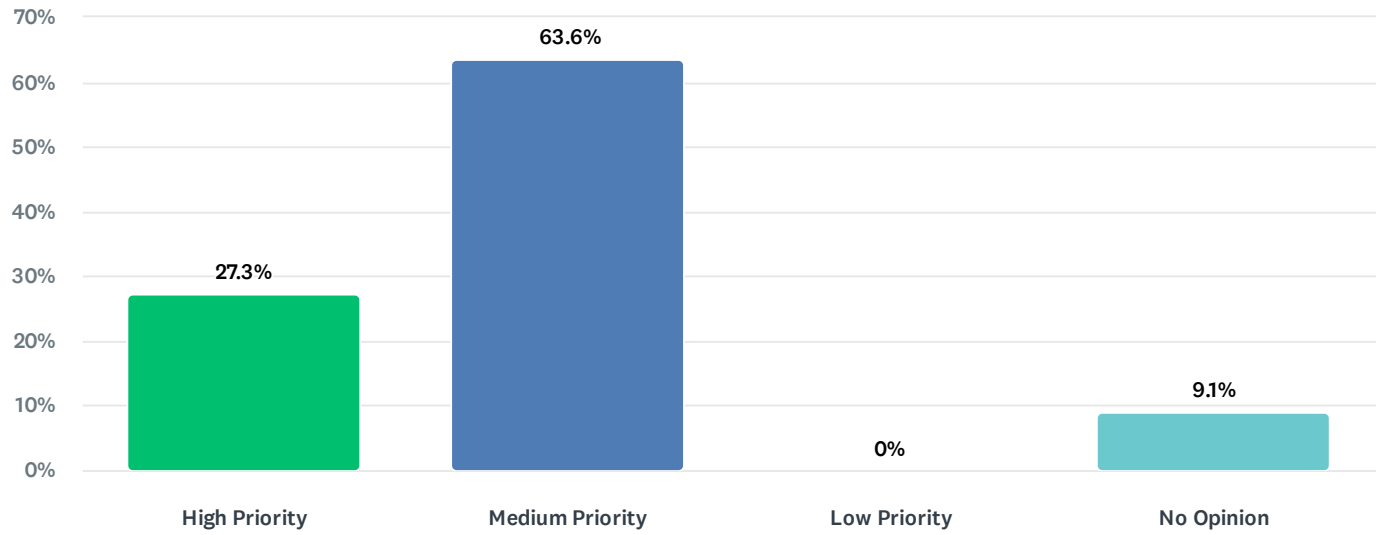
11 responses

Find resources (personnel and funding) to hire Crossing Guards for area schools.



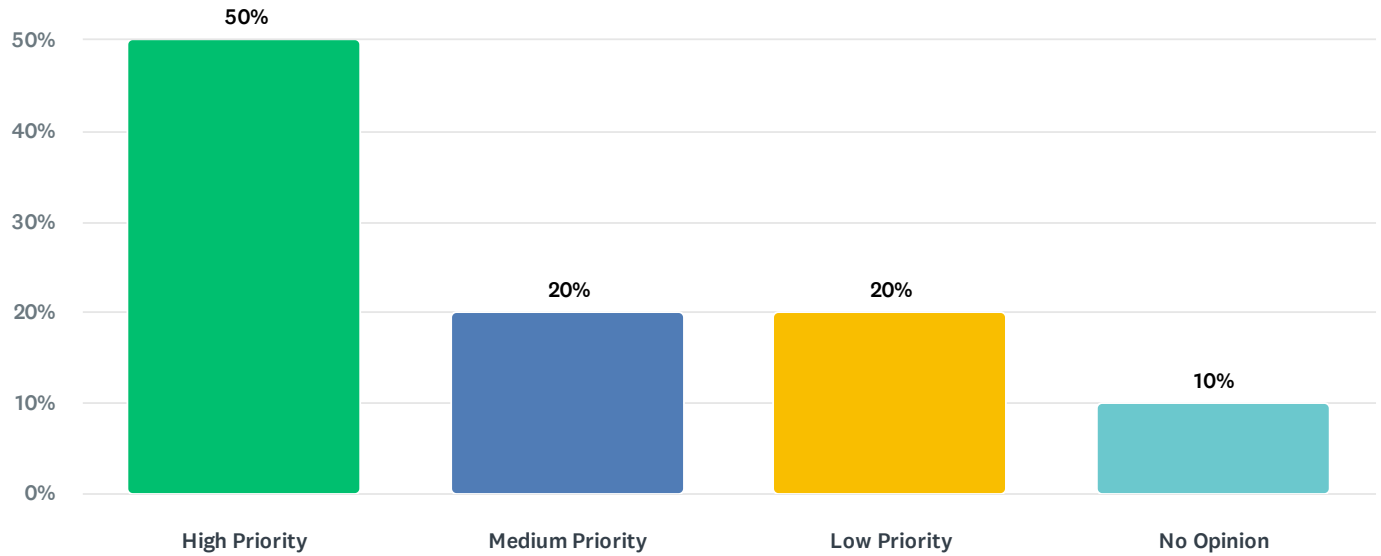
Q23 11 responses

Identify funding sources to install pedestrian infrastructure.



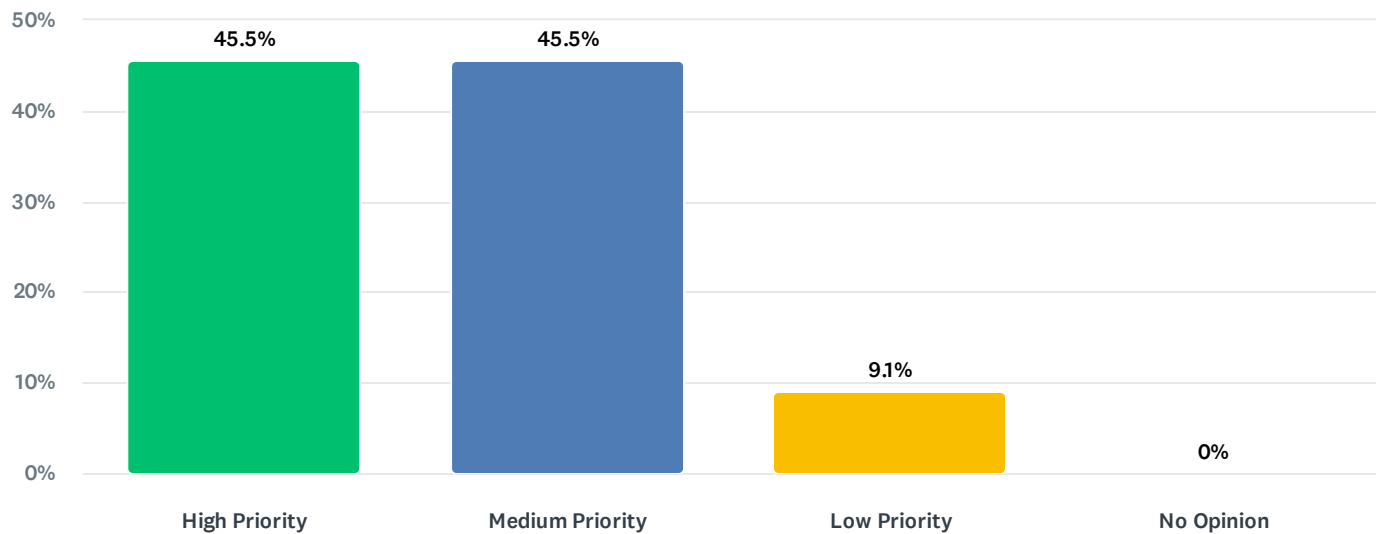
Q24 10 responses

Prepare and adopt a Comprehensive Safety Action Plan.



Q25 11 responses

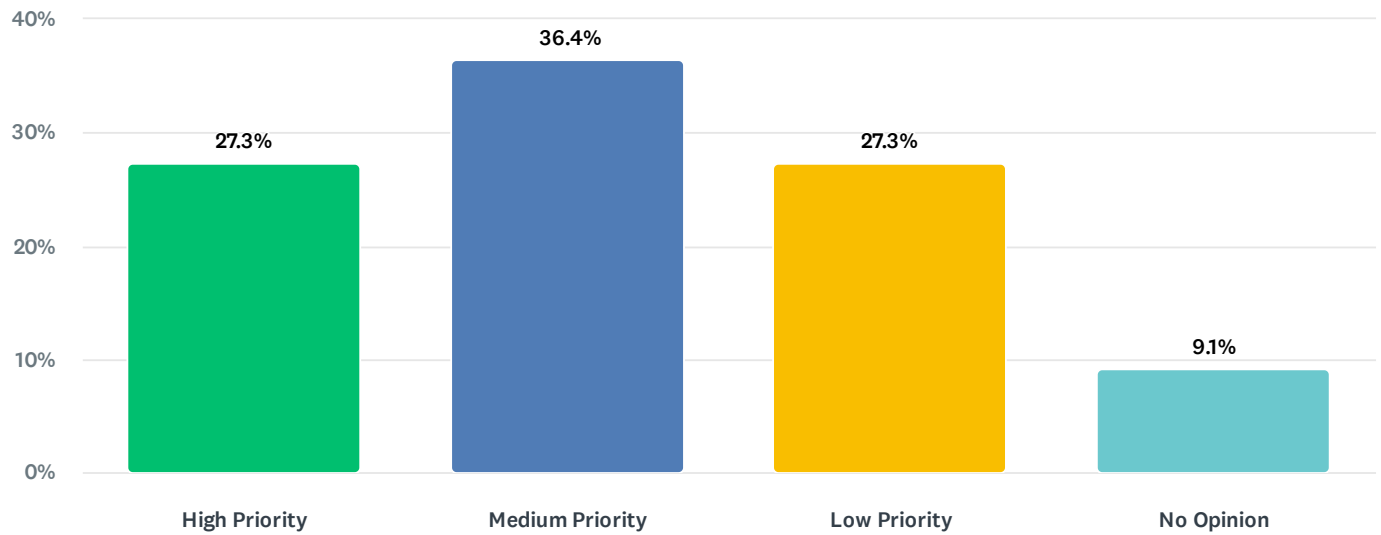
Review sidewalk inventory annually during budget season to plan for following year's projects.



Q26

11 responses

Work with school stakeholders to organize a walking school bus and/or bike train.



Q27 If you have any comments about these suggested policies and programs, please enter them here:

Answered: 2 Skipped: 9

#	RESPONSES	DATE
1	No please	6/18/2026 8:57 AM
2	None	6/18/2026 5:47 AM

Q28 Please provide any additional comments you have regarding bicycle and pedestrian safety in Millersburg.

Answered: 3 Skipped: 8

#	RESPONSES	DATE
1	There should be space for pedestrian to use	6/18/2026 8:57 AM
2	a wider bike bath or sidewalk path going up the hill towards cooks pizza would be used and amazing for golf carts, scooters, bikes, walking	6/17/2026 2:38 PM
3	I think better pedestrian and bicycle safety will be a great quality of life improvement for the town	6/15/2026 3:56 PM

Q29 To be eligible for the gift card please provide your contact information.

Answered: 8 Skipped: 3

ANSWER CHOICES	RESPONSES	
Name	100.0%	8
Email	100.0%	8
If no email - mailing address -	25.0%	2
Phone number	100.0%	8

#	NAME	DATE
1	Names redacted for privacy	6/20/2026 1:29 PM
2		6/18/2026 8:57 AM
3		6/18/2026 5:47 AM
4		6/18/2026 3:31 AM
5		6/17/2026 8:34 PM
6		6/17/2026 4:25 PM
7		6/17/2026 2:38 PM
8		6/15/2026 3:56 PM

#	EMAIL	DATE
1	Emails redacted for privacy	6/20/2026 1:29 PM
2		6/18/2026 8:57 AM
3		6/18/2026 5:47 AM
4		6/18/2026 3:31 AM
5		6/17/2026 8:34 PM
6		6/17/2026 4:25 PM
7		6/17/2026 2:38 PM
8		6/15/2026 3:56 PM

#	IF NO EMAIL - MAILING ADDRESS -	DATE
1	Addresses redacted for privacy	6/18/2026 8:57 AM
2		6/15/2026 3:56 PM

#	PHONE NUMBER	DATE
1	Phone numbers redacted for privacy	6/20/2026 1:29 PM
2		6/18/2026 8:57 AM
3		6/18/2026 5:47 AM
4		6/18/2026 3:31 AM
5		6/17/2026 8:34 PM
6		6/17/2026 4:25 PM

7	Phone numbers redacted for privacy	6/17/2026 2:38 PM
8		6/15/2026 3:56 PM

DATE: July 20, 2026

TO: Plan Commission

FROM: Jason Auvil, Zoning Administrator

SUB: Major / Minor Change

Andrew & Susie Martin, represented by Charles Zercher are requesting a minor change to the Martin Truss DPUD, on property located on the east side of CR 1, 1,800 ft south of CR 30, in Olive Township, with a common address of 62332 CR 1, Elkhart, approved on February 17, 2025 (PC 2025-02).

On June 2, 2026, the Planning & Development Department received a complaint about the Martin Truss business located at 62332 CR 1, Elkhart operating outside the approved DPUD hours of operation.

This is an active code case (CODE-0464-2026) with numerous pictures and videos submitted showing the violation of hours of operation. Most of the violation evidence show large trucks and or semi tractors dropping off empty trailers between 5 and 9 PM. There are also violations showing the delivery of materials / supplies (lumber) as well as shipment of final products (trusses) outside of the approved hours.

The request is to bring the property into compliance by amending the DPUD narrative, which provides development project details consistent with the activities on site. This request is not for expansion of the operations or activities on site since the filing of the DPUD in December 2024. The changes / updates requested are below.

D. Days and hours of operation

- 1) Operation Hours: 6:00 am to 6:00 pm, Monday through Friday
- 2) Non-Operational - Contract drivers drop-off of delivery trailers on site after 6:00 pm Monday through Friday - no loading or unloading after 6:00 pm - only drop off of the respective trailer.
- 3) Non-Operational - Lumber delivery semi-truck arrival and parking on site after 6:00 pm Monday through Thursday - no loading or unloading after 6:00 pm - only arrival and parking of the semi-truck.

F. Number of employees and visitors per day

- 2) The owner plans for an average of 5 visitors per day.

G. Number of trucks and other vehicles per day

- 1) An average of 7 semi-trucks per day is planned.

Attached are the request letter and the section of the original DPUD narrative.

Staff recommends approval of the proposed new operation hours of 6:00 am to 6:00 pm, Monday through Friday.

Staff does not recommend approval of allowing drop-off of delivery trailers after 6:00 pm Monday through Friday.

Staff does not recommend approval of allowing lumber delivery semi-trucks (arrival and parking on site) after 6:00 pm Monday through Thursday.

This minor change request will be on the August 13, 2025, Plan Commission agenda.

Brian L. Hoffer
J. Charles Zercher
Randy J. Spitaels

Of Counsel
Loren R. Sloat

Joseph W. Kindig
(1915-1988)

KINDIG & SLOAT

ATTORNEYS AT LAW

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(574) 773-3218

July 17, 2026

Via email

Jason Auvil
Zoning Administrator
Elkhart County Planning & Development
4230 Elkhart Road
Goshen, Indiana 46526

Re: Major/Minor Change Request for Martin Truss D.P.U.D. M-1 ("DPUD")

Dear Jason:

Please allow this letter to serve as a major/minor change request by Andrew G. Martin and Susie Martin for a modification to the DPUD. The requested modifications are as follows:

D. Days and hours of operation

- 1) Operation Hours: 6:00 am to 6:00 pm, Monday through Friday
- 2) Non-Operational – Contract drivers drop-off of delivery trailers on site after 6:00 pm Monday through Friday – no loading or unloading after 6:00 pm – only drop off of the respective trailer.
- 3) Non-Operational – Lumber delivery semi-truck arrival and parking on site after 6:00 pm Monday through Thursday – no loading or unloading after 6:00 pm – only arrival and parking of the semi-truck.

F. Number of employees and visitors per day

- 2) The owner plans for an average of 5 visitors per day.

G. Number of trucks and other vehicles per day

- 1) An average of 7 semi-trucks per day is planned.

The purpose of the requested modifications is to make the DPUD Development Project Details consistent with the activities on site. This request is not for expansion of the operations or activities on site since the filing of the DPUD in December 2024. The operations and activities on site have not expanded since the filing of the DPUD in December 2024.

Days and hours of operation

The Operation Hours have been from 7:00 am to 5:00 pm, Monday through Friday, since before the DPUD filing. The reference to 6:00 am to 4:00 pm was an oversight in the original DPUD filing. The request of 6:00 am to 6:00 pm, Monday through Friday, provides a buffer for any occasional activities that might begin prior to 7:00 am or run past 5:00 pm.

Although not a part of the daily operations of the employees of the business and we consider not activities that should be considered as part the Operation Hours, the requested modifications include both contract drivers dropping off delivery trailers and lumber deliveries by semi-truck that arrive and park on-site.

The contract drivers make daily truss deliveries. Some of those deliveries are far enough away or may experience delays with the deliveries or travel such that there is no guaranty that certain delivery drivers will be able to arrive back to the site before 6:00 pm to drop off the delivery trailer.

The lumber deliveries are not controlled by Mr. Martin and can arrive after 6:00 pm. These deliveries are by semi-truck and are limited to the semi-truck arriving and parking on site overnight.

Number of employees and visitors per day

The number of visitors per day when considered as an average is accurate. Some days have more than 5 visitors and some days have less than 5 visitors. The requested modification includes reference to an average.

Number of trucks and other vehicles per day

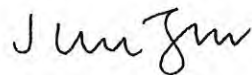
The number of semi-trucks per day referenced in the Development Project Details is not accurate. The requested modification is an accurate reflection of the average number of semi-trucks on site per day.

We would appreciate the Plan Commission's consideration of the major/minor change request as a staff item at the next Plan Commission meeting.

If you need any additional information and anything else from me, please feel free to contact me.

Very truly yours,

KINDIG & SLOAT, PC



J. Charles Zercher

JCZ:tk

2. Development project details

A. Site improvements and changes

- 1) Four buildings are proposed. One will be on the west side of the property, one will be an addition to the existing north building, one will be on the east side of the property, and one will be a lumber shed with open sides on the east side of the property. These are shown on the Site Plan. One new silo is also proposed.

B. Project phasing

- 1) The project will be completed in five phases. The first phase will be the west building. The second phase will be additions to the west and north buildings. The remaining two buildings and silo will be constructed in separate phases. The first phase will be in 2025. Phase 2 construction is planned for 2026. Remaining buildings are planned for the future, but the time of construction has not been determined.

C. Site access

- 1) One existing access driveway from County Road 1 will remain for the business. One existing access driveway to the south barn will remain. No new access driveways are proposed.

D. Days and hours of operation

- 1) Operation Hours: 6 am to 4 pm, Monday through Friday.

E. Indoor and outdoor activity

- 1) Truss manufacturing activity will be indoors on the site. No excessive noise, smell or vibration will be created. Current operations are conducted with minimal effect on adjoining residential uses.
- 2) Finished trusses are stored outside while awaiting transportation to the customer.

F. Number of employees and visitors per day

- 1) There are 13 current employees. Fifteen employees are planned for full operations.
- 2) The owner plans for up to 5 visitors per day.

G. Number of trucks and other vehicles per day

- 1) One semi-truck per day is planned.

H. Parking and parking surfaces plan

- 1) There are 6 parking spaces for employees. An additional area is designated for bicycle parking spaces. Current employees carpool to work and back to home. Existing employee parking area is stone.

I. Outside storage and display

- 1) Outside storage finished wood trusses is planned. Wood materials are stored in covered lumber sheds.

J. Overview of stormwater plan

- 1) Stormwater will be directed north and east toward a proposed drainage retention basin.
- 2) Stormwater in the drainage retention basin will be released at a restricted rate through an outlet pipe to the east. Drainage from the outlet pipe will flow overland following natural drainage patterns.

From: [Natasha Weisenbeck](#)
To: [Danielle Richards](#); [Mae Hope](#)
Subject: Bullard Farm Parcel Release MAP
Date: Monday, August 3, 2026 11:38:47 AM
Attachments: [image001.png](#)

These are two “green field” ag parcels that are ALREADY annexed by the city.

The developer is requesting the parcels be released by the county so that they can work with 1 entity (the City of Elkhart) on their planning process and redevelopment process. There is a precedent for the County to release greenfield parcels like this to the city before development work begins to reduce the administrative and communication burden on developers.

The current plan is for empty spec building to be built on some of these lots.



Natasha Weisenbeck
Redevelopment Program Coordinator

Elkhart County Planning & Development

4230 Elkhart Road, Goshen, IN 46526
Tel: 574-971-4584 Cell: 574-333-7952

TO: Plan Commission

FROM: H. Jason Auvil, Planning Manager & Zoning Administrator

SUB: Approvals of Plan Commission Recommendations

The following petitions were **APPROVED** at the July 20th, 2026, Elkhart County Commissioners' meeting:

1. Petitioner: 58225 Holding LLC represented by B. Doriot & Associates, Inc.
 Petition: for an amendment to an existing DPUD A-1 to allow for an additional building and to split the property and for primary approval of a 2-lot minor subdivision to be known as **FIRST AMENDMENT TO 58225 HOLDING LLC DPUD A-1**.
 Location: west side of SR 15, 1,030 ft. south of CR 18, common address of 58209 SR 15, Goshen, IN 46528 in Jefferson Township. (DPUD-0265-2026)
 Plan Commission Vote: Yes: 8; No: 0; Absent: 1
 Remonstrators Present: No
 Development Issues: No

2. Petitioner: Jeremy L. Yoder & Norma Yoder, Husband & Wife & Maynard E. Yoder & Rosetta Yoder, Trustees of the Yoder Family Revocable Living Trust represented by Wightman
 Petition: for a zone map change from A-1 to DPUD A-1 and for primary approval of a 1-lot minor subdivision to be known as **ELITE DESIGN'S COUNTY ROAD 35 SUBDIVISION DPUD**.
 Location: west side of CR 35, 850 ft. south of CR 28, in Middlebury Township.
 Plan Commission Vote: Yes: 8; No: 0; Absent: 1 (DPUD-0179-2026)
 Remonstrators Present: No
 Development Issues: No