

Little Calumet River Basin Development Commission

8149 Kennedy Avenue Highland, Indiana 46322 (219) 923-1118

MICHAEL DOYNE, Chairman
Governor's Appointment

JOHN DEMEO, Vice-Chairman
Governor's Appointment

DOYLE NIEMEYER, Treasurer
Governor's Appointment

CHARLES AGNEW, Secretary
Governor's Appointment

CLYDE BAUGHARD
Governor's Appointment

MARTIN BEHNKE
Lake County Commissioners' Appointment

GEORGE CARLSON
Mayor of Hammond's Appointment

ARLENE COLVIN
Mayor of Gary's Appointment

DONALD DURAN
Governor's Appointment

JERRY PAGAC
Dept. of Natural Resources' Appointment

WILLIAM TANKE
Porter County Commissioners' Appointment

DAN CHADLICK
Executive Director

MEETING NOTICE

THERE WILL BE A MEETING OF THE
LITTLE CALUMET RIVER BASIN DEVELOPMENT COMMISSION
AT 6:30 P.M. THURSDAY, NOVEMBER 20, 1986
AT THE COMMISSION OFFICES LOCATED AT
8149 KENNEDY AVENUE, HIGHLAND, INDIANA

A G E N D A

1. Call to Order by Chairman Michael Doyne
2. Recognition of Visitors, Guests
3. Approval of minutes of October 16, 1986 meeting
4. Reports of Standing Committees
 - A. Finance/Policy Committee -
Doyle Niemeyer, Chairman
 - Financial status report
 - Approval of claims for October 1986
 - B. Legislative Committee
 - Federal Authorizing Bill - Presidential signature
 - State Budget Committee, legislative issues update
 - C. Land Acquisition/Management Committee -
Charles Agnew, Chairman
 - Committee meeting at 5:15 p.m.
 - Appraisals, offers, acquisitions, recommended actions
 - Ratification of contract for services
 - Other issues

Sandy

tell me about Rodriguez

Dec. 22
Channel 5 will film Maria

ABSENT
Joe Kennedy

interest

D. Interim Flood Control/Planning Committee -
George Carlson, Chairman

- Committee meeting at 6:00 p.m.
- Indianapolis Blvd. area river sediment removal project
- Other issues

E. Breakwaters/Marina Development Committee -
Bill Tanke, Chairman

- Corps of Engineers breakwater construction completion
- Marina development progress report
- Other issues

6. Other Business

7. Business from the floor

8. Set date for next meeting, adjournment

MINUTES OF THE LITTLE CALUMET RIVER BASIN DEVELOPMENT COMMISSION
HELD ON THURSDAY, OCTOBER 16, 1986 AT 6:30 P.M.
AT THE COMMISSION OFFICE LOCATED AT
8149 KENNEDY AVENUE, HIGHLAND, INDIANA

The meeting was called to order at 6:35 p.m. by Chairman Michael Doyne. Nine Commissioners were present. Guests were recognized and quorum was declared.

Development Commissioners:

Michael Doyne
Doyle Niemeyer
Charles Agnew
Clyde Baughard
Donald Duran
William Tanke
Arlene Colvin
John DeMeo
George Carlson

Visitors:

Bob Kostanczvk-Post Tribune
Richard Bundy-Salmon Unlimited
Pete Zak - South Shore Marina
Mary Jane Zak- " " "
Phil Jaynes - Valparaiso
Don Ewen
Myllinda Perry - The Times
John Swanson - Congressman
Visclosky's Office

Staff:

Dan Gardner
Lou Casale, Attorney
Sandy Mordus

Chairman Doyne presented outgoing Commission member Philip Jaynes with a plaque for dedicated service to the Commission for the years 1980 through 1986.

A motion to approve the minutes of the September 4th meeting was made by Clyde Baughard; seconded by John DeMeo; motion passed unanimously.

Treasurer Doyle Niemeyer presented the financial status report for September and made a motion to approve September claims as presented; seconded by Clyde Baughard; motion passed unanimously. Doyle stated that NIRPC accounting staff will research investment percentage rates again.

Dan Gardner reported that the differences in the Federal Bill have been resolved. It is expected to pass out of conference committee but has not done so at this time. He has been in constant communication with Washington staff and no problems are expected.

Dan Gardner stated that he, Mike Doyne and Doyle Niemeyer appeared before the State Budget Committee on October 1 in Indianapolis. Copies of the budget request for the biennium 87/88 for \$3 million was distributed to members. Lane Ralph, representing Senators Lugar & Quayle and Dave Hunter, representing the Corps were also present. Mr. Gardner announced that he has spoken to Richard Griebel on behalf of the Commission to solicit the Northwest Indiana Forum's support. He suggested that the Commission meet with local legislators to bring them up to date after the election.

Dan Gardner referred to a letter from Lt. Col. Finch of the Corps requesting \$89,172 for the completion of the Burns Waterway breakwater project. This amount will cover costs for additional plates and stiffeners and underwater obstructions removal. This additional cost will deplete the remaining monies available for breakwater construction. It was pointed out, however, that even though additional costs were incurred, the total amount has not exceeded the State's budgetary allocation. Chairman Mike Doyne spoke on his and Dan Gardner's meeting with Lakeshore Contractors and their inspection of the breakwaters. Bill Tanke suggested that in any future contracts with the Corps, the Commission should take a more active role in monitoring. A Federal audit will be performed upon final completion of the project in which the Commission can participate in and voice any concern or questions at that time.

Land Acquisition - Committee Chairman Charles Agnew made a motion to obtain legal descriptions and authorize the appraisals on the 13 NIPSCO lots located on the marina site; seconded by Clyde Baughard; motion passed unanimously.

Mr. Agnew made a motion to prepare the option for purchase for the Clark Johnson property (DC200) for the appraised value of \$840; seconded by Arlene Colvin; motion passed unanimously.

Mr. Agnew made a motion to authorize payment of \$4,400 (1/2 of total \$8,800) to the U.S.G.S. for the operation and maintenance cost of the gaging station on Hart Ditch. Offer contingent upon IDNR paying the other half - \$4,400). Motion seconded by Doyle Niemeyer; motion passed unanimously.

Breakwater/Marina Committee - Bill Tanke reported that Ten Ech's report of the Lake Michigan Marina Development Commission's Marina Development Plans have now been completed and approved by the LMMDC and ready for distribution. The report on the Portage Marina is available to Commissioners.

Dan Gardner announced that a meeting will be held on October 30 in regard to the boat excise tax issue. At that time, the State Tax and Financing Policy Committee will discuss support or non support on two bills to be drafted - one will be for a local option excise tax and the second allowing for an abatement district.

Attorney Lou Casale reported that the Court issued a judgement and overruled the objections filed by the defendants in the pending condemnation suit. This allows the Development Commission to proceed with condemnation. The Court appointed three appraisers and their appraisals of the lots involved have to be completed by October 23.

Bill Tanke reported that a meeting was held with NIPSCO in regard to use of NIPSCO right of way/relocation of lines on the marina site. Meeting was very encouraging and it is hoped that a cooperative relationship between NIPSCO and the Commission will continue.

Interium Flood Control Planning Committee - Committee Chairman George Carlson reported on the Erie bridge removal situation. He stated that Ed Krusa, Director of Planning for city of Hammond, is investigating the possibility of the City of Hammond funding the bridge removal out of general taxation and then CDBG replace that money by doing a project for the city of Hammond.

Dan Gardner reported that the Little Calumet River Basin Commission at its last meeting voted to supply a \$50 permit fee to the DNR for 1) the sediment removal underneath that area and 2) a second \$50 for the bridge removal approval. When funding is available, at least the permits will be in place. Corps of Engineers approval has already been granted. The Lake County Drainage Board received no responsive bids at their first bidding. The project will be rebid.

Mr. Gardner also reported that the Lake County Highway Engineer has acknowledged that Chase Street culverts are a county responsibility and they will begin engineering studies. He also reported that the LCRBC is funding a study by Ten Ech on meeting the permitting conditions for improvements on the Penn Central culverts. A letter has also been received from Murray Contrall,

LCRBDC Minutes
October 16, 1986
Page 4

State Highway Dept., confirming the bridge replacement projects of bridge replacement on U.S. 41 over the river and Grant St. culvert replacement has been placed on the 1986-88 Indiana Department of Highways Biennial Highway Improvement Program. The anticipated cost to the State Highway Dept. is \$2,875,000.

Richard Bundy of Salmon Unlimited addressed the Board with several issues concerning deep well injection, the green belt, channel width of Burns Waterway and the flooding situation.

The next meeting was scheduled for Thursday, November 20th at 6:30 p.m.

There being no further business, the meeting adjourned at 7:45 by a motion from Clyde Baughard.

/sjm

MERCANTILE NATIONAL BANK

JANUARY 1, 1986 - OCTOBER 31, 1986

CASH POSITION - JANUARY 1, 1986

| | | |
|------------------|----|-------------------|
| Checking Account | | |
| Land Acquisition | \$ | 6,705.50 |
| General Fund | | 26,085.14 |
| Tax Fund | | 1,881.00 |
| Investments | | <u>921,000.00</u> |
| | \$ | 955,671.64 |

RECEIPTS: January 1, 1986 - October 31, 1986

| | | | |
|-------------------|----|---------------|--|
| Lease Rents | \$ | 43,664.50 | |
| Interest | | 50,952.49 | |
| Land Acquisition | | 1,249,400.26 | ← amount is large because Everett money is here. |
| Taxes | | 1,748.25 | |
| Bonds & Insurance | | <u>968.00</u> | |

TOTAL RECEIPTS: \$1,346,733.50

DISBURSEMENTS: January 1, 1986 - October 31, 1986

| | | | |
|--|----|------------------|---------------------------|
| 1985 Expenses paid in 1986 | \$ | 186,702.55 | |
| Per Diem | | 4,355.00 | |
| NIRPC | | 50,147.44 | |
| Lou Casale | | 7,876.57 | |
| George Schiller | | 1,424.25 | |
| Tax Payment | | 60.96 | |
| Travel & Mileage | | 630.44 | |
| Printing & Advertising | | 361.66 | |
| Bonds & Insurance | | 6,070.50 | |
| Meeting Expense | | 105.50 | |
| Land Acquisition--Legal Service | | 25,006.05 | |
| Land Acquisition--Prof. Consultant | | 38,481.00 | |
| Land Acquisition--Land Purchase Costs | | 93,500.00 | |
| Land Acquisition--Land Cap. Improvement | | 110,717.78 | |
| Land Acquisition--Struct. Cap. Improvement | | 9,111.50 | |
| Burns Waterway | | <u>60,000.00</u> | (89,172 sent out in Nov.) |

TOTAL DISBURSEMENTS: \$ 594,551.20

CASH POSITION - OCTOBER 31, 1986

| | | |
|------------------|----|---------------------|
| Checking Account | | |
| Land Acquisition | \$ | 9,236.80 |
| General Fund | | 7,398.85 |
| Tax Fund | | 3,568.29 |
| Investments | | <u>1,687,650.00</u> |
| | | \$1,707,853.94 |



**NORTHWESTERN INDIANA
REGIONAL
PLANNING COMMISSION**

8149 Kennedy Ave. 219-923-1060
Highland, Indiana 46322 312-731-2646

DATE: November 11, 1986

ORGANIZATION: LITTLE CALUMET RIVER BASIN
DEVELOPMENT COMMISSION

PROJECT: FOR SERVICES PERFORMED DURING OCTOBER 1986

CONTRACT NO: 821

CONTRACT CODE: 86.12

INVOICE NO: 86.12.10

I N V O I C E

Direct Project Salaries: \$ 3,032.88

Dan Gardner 112 hours
Sandy Mordus 101.5 hours
Carole Kutcka 3.5 hours

Other Direct Costs:

Travel Expenses 157.00

Allocated Costs at (105% of direct salaries) \$ 3,184.52

Total October Costs: \$ 6,374.40

December Service Fee 200.00

Total Due \$ 6,574.40

October payment due \$ 6,574.40

Payment Outstanding -0-

Total Payment Due \$ 6,574.40



NATIONAL ASSOCIATION OF URBAN FLOOD MANAGEMENT AGENCIES
1015 18th Street, N.W. • Suite 1002 • Washington, D.C. 20036 • (202) 293-4844

MEMBER AGENCIES

Flood Control District of
Maricopa County, AZ

Fresno Metropolitan Flood
Control District, CA

Kern County Water
Agency, CA

Los Angeles County Flood
Control District, CA

Environmental Management
Agency, Orange County, CA

Mojave Water Agency
Victorville, CA

Monterey County Flood Control
and Water Conservation
District, CA

Riverside County Flood
Control and Water
Conservation District, CA

San Bernardino Flood
Control District, CA

San Diego County Flood
Control District, CA

Department of Public Works
Santa Ana, CA

Santa Barbara County Flood
Control and Water Conservation
District, CA

Santa Clara Valley Water
District, CA

Urban Drainage and Flood
Control District, Denver, CO

The Metropolitan Sanitary
District of Greater Chicago, IL

Illinois Division of Water
Resources, IL

City of Baltimore, MD

Baltimore County, MD

Pearl River Basin
Development District, MS

Metropolitan St. Louis
Sewer District, MO

Papio Natural Resources District
Omaha, NB

Department of Environmental
Protection, New York City, NY

Department of Environmental
Conservation, New York State, NY

City of Tulsa, OK

City of Bellevue, WA

November 12, 1986

Dear Colleague:

The enactment by the 99th Congress of water resources legislation on October 17 and the expected approval by the President later this week makes a significant change in the way water resources projects are formulated, evaluated and paid for and alters the respective responsibilities of Federal, state and local governments in these determinations. NAUFMA has played a significant role in these endeavors.

On behalf of the National Association of Urban Flood Management Agencies, I would like to invite you and members of your staff to attend NAUFMA's annual meeting and briefing on the new omnibus water resources legislation. Information on the meeting which is to be held Dec. 3-4 at the Sheraton Harbor Island East Hotel in San Diego, California is enclosed.

NAUFMA is an organization representing states and municipal agencies which have joined together to work, in partnership with the Federal government, toward the reduction of urban flooding and improved conservation.

An active meeting program is scheduled. Assistant Secretary of the Army Robert Dawson will provide insights into how the new law will be administered and implemented by the Corps of Engineers and the Department of the Army. Richard Sullivan, chief counsel of the House Committee on Public Works and Transportation will give the congressional perspective, and Brigadier General Patrick Kelly, U.S. Army Engineer Division, South Pacific Division will add his views on what the impact of the new law will be on the South Pacific Division and other Corps offices.

In addition to the meeting program, I've enclosed the association's brochure which describes the goals and objectives of NAUFMA.

Please register for the meeting by phone. Contact Dianne Ruddy at the National Office (202) 293-4844 to register and for hotel information. Contact Diane VanDe Hei at the same phone number for additional program details.

Sincerely,

James Kelley
James Kelley
NAUFMA President

Enclosures



Little Calumet River Basin Development Commission

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Porter County Commissioners' Appointment

DAN GARDNER
Executive Director

November 10, 1986

Lt. Col. Frank R. Finch, P.E.
District Engineer
U. S. Army Corps of Engineers
219 S. Dearborn
Chicago, IL. 60604

Dear Col. Finch:

I am writing you regarding issues of concern to the Development Commission relative to the completion of the Burns Waterway Breakwater and Small Boat Harbor Project in Portage, Indiana.

The Development Commission mailed as of this morning, a payment of \$89,172.00 to your office to successfully complete the remaining work on the project. In conversations with the field contractor - Lakeshore Contractors, we have been told that they expect to complete work and leave the job site by the week of November 11-14. We feel a few items need clarification in regards to future activities involving the Development Commission. They are:

1. What is the current status of the handrails? We have never received official word in writing regarding if there will be any actions required of the Development Commission this year relative to new handrails or their storage. Please advise.

2. Also, it was earlier stated that the Development Commission would be allowed to participate in the project audit following the contractor's completing work. Our questions are: When will the audit conference be scheduled? Will there be a lapse of time from when the contractor completes work to when the audit conference is scheduled? If so, when does the project officially become designated "completed" with Corps of Engineers maintenance responsibilities for the constructed project features?

Col. Frank Finch
November 10, 1986
Page 2

Your clarification of these issues will greatly aid my board members and my understanding of the future project activities as we anticipate project construction completion.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dan Gardner".

Dan Gardner
Executive Director

DG/sjm

cc: Michael Doyne, LCRBDC Chairman
William Tanke, Committee Chairman
Lou Casale, LCRBDC Attorney

\$65 million Little Cal flood plan approved

By Jeff Nesbit
Of the Post-Tribune

WASHINGTON — After four years of debate, Congress Friday approved a major water resources bill that would authorize \$65.3 million for the Little Calumet River flood control project in Northwest Indiana.

The Senate approved the bill 84-2 Friday night and send it to President Reagan for his signature. Earlier, the bill passed the House 329-11.

Before any work can begin, however, Congress must appropriate money for the project when it returns next year.

A similar omnibus water bill died in Congress two years ago when House and Senate conferees could not agree on how much local and state interests should contribute to federal water projects. Until Friday's action, Congress had not passed a major water projects bill in more than a decade.

This year, however, a House-Senate conference committee — which has been negotiating the

provisions of the bill since it cleared the Senate last March — reached a compromise on how to share the costs.

The non-federal share of the Little Calumet River flood project should be \$21.8 million, according to Tamara Brown, an aide to Rep. Peter Visclosky, D-Merrillville. The non-federal share will have to come from state and local governments.

The final version of the water bill hammered out in conference would also authorize three other projects in Northwest Indiana, including:

- Roughly \$15 million for a shoreline erosion project for the Indiana Dunes National Lakeshore. The non-federal share will be \$5 million. Earlier bills had included \$8 million for shoreline erosion, all of which would have been paid by the federal government because the erosion problems were created by the U.S. Army Corps of Engineers when it built the Michigan City harbor in the early 1900s.

- A \$6.6 million flood control project along the Cady Marsh Ditch, a tributary of the Little Calumet River that is often responsible for flooding in Griffith and Highland. The non-federal share would be \$4.6 million.

- Authorization for a demonstration project to remove silt, aquatic growth and sediment from Lake George in Hobart, which will compete with eight other projects for a pool of \$40 million in the "clean lakes program" set up by the bill. Earlier bills had authorized \$3.9 million for the Lake George project.

An earlier House-passed bill would have authorized all four Northwest Indiana water projects. The Senate version, however, excluded the Lake George project. It was later included in the bill after lobbying by Visclosky and Sens. Dan Quayle and Richard Lugar, both R-Ind.

Despite a number of local levees erected by local communities, floodwater damage has been a problem along the Little Calumet River corridor for years. The Corps has estimated that average annual flood damages will be

about \$9.5 million until the federal project is finished.

The Little Calumet flood control project includes replacing or expanding the existing levees from the Illinois-Indiana state line east to Cline Avenue. A floodwall will run along the western edge of the levee system.

East of Cline, the project will consist of a short levee in two areas, permanent evacuation of a portion of the Black Oak residential area of Gary and some additional "flood proofing" in two other areas.

The Corps had recommended that the project include only those portions of the river west of Cline in Hammond, but Visclosky and his predecessor, Democrat Katie Hall, both made sure the House bill authorized flood control in Gary as well.

The huge \$16.3 billion water bill would authorize the U.S. Army Corps of Engineers to construct 41 port projects, seven inland waterways, 111 flood control projects, 24 shoreline protection projects and 78 resource conservation projects across the country.

Lake erosion bill passes

Related Story: Page A-4

Times staff report

WASHINGTON — The U.S. Senate late Friday sent a water resource bill containing an additional \$21.8 million for flood control and shoreline erosion projects in Northwest Indiana to President Reagan.

The Senate passed the Water Resource Development Act by a vote of 84-2, said a spokesman for Sen. Richard Lugar, R-Ind.

It earlier had passed the House by a 329-

11 vote, said a spokesman for Rep. Peter Visclosky, D-Ind.

The bill contained no provisions for water projects in south Cook or north Will counties.

Terry Holt, an aide for Lugar, said the bill, together with the Superfund bill and Clean Water Act, will have a positive effect on Northwest Indiana.

Sen. Danforth Quayle, R-Ind., could not be reached for comment.

The \$16.3 billion bill, authorizing 262 new

projects, is the first omnibus water development bill to move toward final passage since 1970.

Additional funds were appropriated for the Northwest Indiana projects after the U.S. Army Corps of Engineers submitted new cost estimates that were higher than its original numbers; according to Visclosky's office.

The biggest increase was in the erosion control project along the Lake Michigan shoreline at Beverly Shores and the Indiana

Dunes National Lakeshore. The cost was increased from an original estimate of \$10 million to \$20 million.

Other appropriation increases include The Little Calumet River flood control plan, from \$63 million to \$65.3 million; and the Cady Marsh ditch flood control project from \$4.5 million to \$6.6 million, according to Visclosky's office.

**See LAKE,
Back Page This Section**

Lake

From Page One

The \$5.2 million for the sediment clean-up project at Lake George would be authorized under the Clean Lakes Program, said a spokesman for Visclosky.

For the first time, the bill includes a cost-sharing provision requiring local funding for the projects.

Advocates of cost-sharing say it will not only save scarce federal dollars but also weed out marginal projects because local interests won't put up their own money for a facility that isn't needed.

"It's a historic change in the way water projects are selected and paid for," said Robert Dawson, assistant Army secretary for civil works. "When the reality of cost-sharing faces the local interests, the projects will be smaller and more efficient."

Of the \$20 million authorized to correct damage from erosion along Northwest Indiana's Lake Michigan shoreline, \$5 million will be local funding.

Tamara Brown, an aide to Visclosky, said the local sponsor for the project was not designated in the bill. The local money may come from surrounding communities and possibly the state, she said.

The bill designates the Little Calumet River Basin Commission as the local sponsor of The Little Calumet River flood control plan. It will be responsible for \$21.8 million of the \$27.1 million cost, said Brown.

The commission has \$10.5 million already appropriated by the state, and has requested another \$3 million from the State Budget Committee for 1987-88.

Griffith is named the local sponsor of the Cady Marsh Ditch and is responsible for \$4.6 million of the \$11.2 million total, Brown said.

The Lake George sediment clean-up project in Hobart is one of nine projects na-

tionwide which can draw up to \$8 million from a \$40 million fund. A local match would be required, Brown said.

In addition to the projects, she said, the bill prohibits diversion of water from the Great Lakes to use elsewhere in the United States.

In its next session Congress must appropriate money for the projects authorized in the water bill.

"I was beginning to have my doubts that the bill would make it to the floor in time," said Visclosky. "But it did, and now Northwest Indiana is one step closer to starting on some crucial projects," he said.

Reps. Elwood "Bud" Hillis, R-Ind.; and Gus Savage and Marty Russo, D-Ill., could not be reached for comment on the bill Friday night.

The authorization bill represents a 20-year struggle to get federal assistance to correct flooding problems of the Little Calumet River, said Daniel Gardner, executive director of the Little Calumet River Basin Development Commission.

The Little Calumet Project began with a feasibility study in 1965, Gardner said.

"It's been frustrating," he said. "When people's basements are flooding they want to know why nothing has happened."

"It's been a long struggle, but I think we're going to make some progress now," Gardner said.

If money for the project is appropriated by Congress next session, Gardner said, planning and acquisition of land could begin by spring. It would probably be a year before any construction would begin, he said.

The bill also requires appropriations within five years or projects will automatically lose their construction authorization — an effort to prevent a recurrence of the current backlog of projects authorized by past Congresses but never built.

CLAIMS READY FOR PAYMENT (CON'T)

| BUDGET CODE | VENDOR | AMOUNT | EXPLANATION OF CLAIM |
|----------------|----------------|--------|---|
| 119 | ARLENE COLVIN | 294.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 119 | CLYDE BAUGHARD | 294.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 323 | ARLENE COLVIN | 22.88 | TRAVEL & MILEGAE EXPENSES FROM JULY - OCTOBER 1986. |
| 323 | CLYDE BAUGHARD | 23.50 | TRAVEL & MILEAGE EXPENSES FROM JULY - OCTOBER 1986 |



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November 20, 1986

BREAKWATERS/MARINA COMMITTEE - STATUS REPORT

1. Breakwater construction project

- Contractor (Lakeshore Contractors) has completed work to Corps satisfaction and have left the site
- Contractor has removed all underwater obstructions
- Contractor has completed placing an additional 250 tons of stone on the west breakwall (west breakwall will be monitored for the loss of any stone)
- Sheetpiling wall protecting/covering Midwest Steel intake pipe has been straightened, plates & stiffeners (\$12,000 cost) bolted in place and a support whaler bolted to tie sheetpiling together - item complete
 - Some problems were experienced by the contractor in his efforts to straighten the sheetpiling wall.
 - Corps will monitor and are responsible to maintain/repair sheetpiling wall in the event of future problems
- An additional 3,600 cubic yards of clean sand/material has been dredged from the harbor area and placed near west breakwall

2. Letter (included in agenda packet) has been sent to Col. Finch requesting Corps position on hand rails, final audit process

3. Marina site development progress

A. Frum litigation (Lou will report)

B. NIPSCO is reviewing plans and will respond as to legal, engineering and financial analysis of use of right of way

- Nov. 21 meeting to provide information

C. State Highway excess property, Crisman Road
easementtransfer

Letter from City of Portage requesting

- State position - ● Crisman Road right of way transfer to Portage - ● excess property out of right of way transfer to Dev. Comm.
- LaPorte district is working with central office in Indianapolis with hope to wrap up by end of year
- General Telephone line relocation will be ordered by City of Portage upon transfer of land

D. Gary Hobart Water Company service line to site

Meetings have been held, plans are being drawn and will be finalized upon NIPSCO right of way use decision

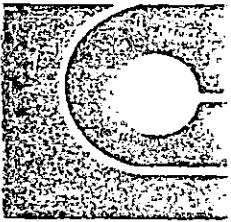
E. Portage sewer service project is proceeding

4. Marina Site Sandming (J. M. Foster)

- Project is complete
- Have cleared out all the fill within the area
- Their survey team has already done their topo of the area. Yardage is not calculated on quantity of sand at this time.
- Will submit yardage number to us as soon as it is known
- Small bank near entrance considered as fill. May not be moved until spring. All excavated area is done.
- Our topo survey can be done at any time
- No more sand needed at this time
- State does not allow any sandmining after December 1 until spring

5. Boat Tax issue

State Tax Committee hearing - support or non support decision will be made after a December hearing - no date has been set yet, although December 4 is a possible date mentioned.



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DAN WALKER
Executive Director

INTERIM FLOOD CONTROL PLANNING COMMITTEE THURSDAY, NOVEMBER 20, 1986 - 6:00 p.m.

AGENDA

1. Consideration of funding participation in Lake County Drainage Board river maintenance project for sediment removal at Indianapolis Blvd. bridge area
 - Federal, State permits obtained - project is not environmentally damaging nor will there be any damages "downstream" as result of clearing of sediment
 - Lake County Drainage Board/Little Calumet River Basin Commission had plans/specs prepared
 - Bids received - awarded for \$18,200 amount
 - Corps support for project "credit" as non-federal cost
 - Recommend funding participation
2. Consider support of "deferral" (1 month) of permit application (Lake County Drainage Board) to State DNR for Erie bridge removal to clarify issues - removal vs. cleaning
3. Other issues

Congress OKs Lakeshore bill

By Jeff Nesbit
Of the Post-Tribune

WASHINGTON — Congress approved a bill Friday that would add 883 acres to the Indiana Dunes National Lakeshore, expand the National Park Service's development budget for the park from \$11 million to \$20 million and authorize a two-year study to see if U.S. 12 should become a scenic parkway.

The bill also would authorize \$3.5 million to buy the land and allow the park service to enter into agreements with the Little Calumet River Basin Development Commission, the state of Indiana and local governments to coordinate recreational activities in and around the park.

The Senate approved the Dunes bill early Friday. The

House later agreed to the Senate version written by Sen. Dan Quayle, R-Ind., and sent the bill to President Reagan for his signature.

It is the first substantive bill offered by freshman Rep. Peter Visclosky, D-Merrillville, to clear Congress. The final version would authorize \$20 million for park development — as opposed to \$25 million he first proposed two years ago — but Visclosky said he was not displeased with the final product.

"I understand the pressure we're all under financially on both sides of the aisle in both chambers," Visclosky said after the House and Senate votes.

"It was the senators estimation that \$20 million is all the market would bear and, at this point, I'm satisfied ... that they did all that

they possibly could on the financial side," he added. "I'm disappointed in general terms but certainly not with either Sen. Quayle or (Richard) Lugar (R-Ind.)."

Quayle, meanwhile, had to fend off at least two efforts by Democratic senators that could have derailed the Dunes bill.

Sen. Howard Metzenbaum, D-Ohio, blocked passage for several days while his aides took a close look at the bill's fine print. He later dropped his objections when Quayle convinced him of the merits of the legislation, a Metzenbaum spokesman said.

And Quayle also managed to keep an amendment authorizing a grizzly bear study in Yellowstone National Park from being attached to the bill.

Brainstorming for ways to control flooding

By Casey Bukro
Environment writer

EXPLORERS JACQUES Marquette and Louis Joliet recorded in 1673 that rising floodwaters in the swamp that would become Chicago forced them to move their camp to higher ground.

Now, more than three centuries later, floods in Illinois cause \$500 million in damages annually—about \$23 million of that in the Chicago area, where floods are an annual occurrence.

Nationwide, flood damage can reach \$4 billion a year.

Because the Chicago region is flat and marshy, heavy rainfall quickly tops the banks of rivers and creeks and spreads into flood plains—nature's floodwater storage areas.

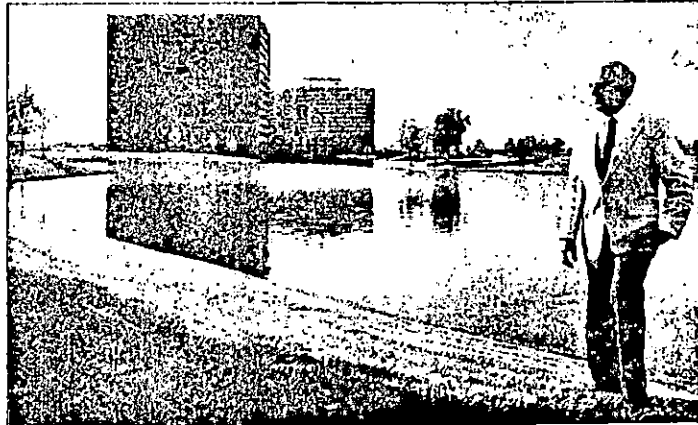
These same low-lying areas near streams and lakes lured developers of homes and industry, who created a classic conflict with nature by building in areas that are destined to endure floods periodically.

And to make matters worse, old cities like Chicago were built with sewers designed to transport waste and stormwater. In heavy rains, the sewers fill to capacity and back up into basements—a second type of flooding.

"Rivers, after all, are a natural part of the environment," said Richard Semonin, chief of the Illinois State Water Survey. "Man always tries to control the environment for his economic well-being. Sometimes that produces side-effects that we did not expect."

"We are still learning as human beings," Semonin said the lessons are often painful—like the deluge in late September that resulted in damages of \$35 million in northern Illinois.

Three hundred years of experience in this region, at the southern tip of Lake Michi-



John Sheaffer strolls the grounds of the Hamilton Lakes office and hotel project in suburban Itasca shortly after it

opened in 1981. Sheaffer designed the 274-acre complex, where rainwater is collected and then recycled.

gan, has produced a variety of conventional flood-control measures, plus several examples of futuristic projects that could change the way floods are managed.

David Hunter, a civil engineer for the Army Corps of Engineers, divides flood-control projects into two categories: structural and nonstructural.

"The structural methods are the ones the corps and most flood-control agencies have done since man has been engineering," Hunter said. They include dams, levees, dikes and dredging and straightening rivers.

But in the environmental fervor of the

1970s, Hunter said, some of these standard flood-control measures were criticized as environmentally unsound. Beginning in 1976, federal agencies have tried other approaches, such as removing buildings from flood plains, adopting zoning regulations that prohibit building in flood-prone areas or flood-proofing buildings.

Neil Fulton, chief of the Illinois Bureau of Resource Management, said the future of flood control lies largely in an "extension of existing technology." He points out that about \$200 million has been spent on flood

Continued on page 8

Flooding

Continued from page 1

control in the Chicago metropolitan area in the last 15 years, and another \$150 million will be spent in the next 10.

But some radically different approaches also can be found in the Chicago area, which historically has been a cradle of pioneering technology.

The most controversial example is the Metropolitan Sanitary District's \$2.7 billion Deep Tunnel project, which eventually is to stretch 110 miles, catching sewage and rain water that overflows from flooded sewers, instead of letting it get into Chicago waterways.

The project got underway in 1976, and 47 miles of tunnels have been completed at a cost of \$1.2 billion.

"It's a typical Chicago project. It matches reversing the Chicago river," said Frank Dalton, the MSD's general superintendent, who noted that Chicago traditionally has taken pride in "big plans."

In 1900, the city's sanitary district reversed the course of the Chicago River away from Lake Michigan to the city's drinking water supply.

MSD plans to continue building tunnels and three flood-retention reservoirs in the pollution and flood-control project. But Dalton believes that highly developed areas like the Chicago region need a "speed limit" for rivers that would check how fast and how high flood waters may rise on rivers.

"You should be told you can discharge only so much water during storm conditions," Dalton said.

"You should not be allowed to put someone downstream underwater." To do this, he suggested, all developments should be required to include flood-retention basins that prevent waterways from rising dangerously high.

Several smaller-scale projects also can be found in the Chicago area. The Hamilton Lakes office and hotel project in suburban Itasca is a self-sustaining water oasis that captures rainwater and recycles it.

"When the September floods occurred, there was no problem at the Hamilton hotel," said John Sheaffer, designer of the 274-acre complex where wastewater is recycled. "All the water was kept on-site and treated. None flowed off site. If we can do that, we address our flood problems. Then you are on a self-contained water system."

Even sewage is treated, aerated, filtered, disinfected and sprinkled on the ground to water vegetation. It filters through soil into the ground and becomes part of the underground wellwater supply at Hamilton Lakes, from which about 100,000 gallons of water is drawn each day.

The Hamilton Lakes project, begun in 1980, was the first project of its kind, but Sheaffer said he is now working on 16 of them across the country.

Donald Hey, president of a Chicago environmental engineering firm, is leading another potentially trailblazing project.

Hey is transforming a 2.8-mile stretch of the Des Plaines River near Gurnee in Lake County into a marshy wetlands—the kind of swampy stream that settlers encountered in the 1860s.

Wetlands such as these soak up

floodwaters. Many "river improvement" projects in the last century deepened and widened rivers to prevent flooding in certain locations, but this often has caused faster floodwaters elsewhere.

At a cost of \$10 million, Hey is trying to turn back the ecological clock and find more natural ways to control floods, while improving the environment at the same time.

"Our project," Hey said, "really represents a hope of controlling floods, and at the same time producing better water quality, greatly expanded wildlife habitat and a much more attractive environment in which to live and play."

"I feel strongly that we haven't given the more natural approach a chance because that approach isn't taught in our schools, it isn't promoted by our profession."

In other approaches, the Village of Skokie is combating basement flooding with a \$32 million program designed to use streets for stormwater storage areas, according to Mark Schoeffmann, municipal engineer. In addition to requiring 14,000 Skokie residences to disconnect downspouts that emptied into sewers, the village has installed flow regulators of sewer inlets.

This forces stormwater to pool in the streets, where a series of gentle ridges were built to contain it until normal sewer levels are again reached—usually within a few hours. Where streets could not be equipped to hold all expected floodwater, additional underground storage tanks have been installed.

The only complaints have been from motorists whose cars were parked in ankle-deep water, Schoeffmann said.

Chicagoland

Chicago Tribune Sunday, November 9, 1986



Tribune photo by Quentin Doct

Donald Hey of the Wetlands Demonstration Project walks along the Des Plaines River near Wadsworth where, he hopes, game fish and wildfowl will soon flourish.

Rebirth of a swamp: Doing it nature's way on Des Plaines River

By Robert Enstad

Come spring, native swamp and prairie grasses that have not grown for more than a century along the Des Plaines River will be sprouting near Wadsworth. In two or three years, if all goes well, the grasses will be so thick that they will have to be set on fire periodically to prevent woody plants from taking over.

The swamp's return also is expected to bring back flocks of ducks and geese and blue herons as well as northern pike, large-mouthed bass and other game fish. And the carp now found in the Des Plaines should eventually die or swim to dirtier waters.

"You might say we are making progress by turning back the clock," said Donald Hey, in describing the rebirth of a swamp along a 2.8-mile stretch of the Des Plaines in Lake County.

Six weeks ago, the 450-acre site of the Wetlands Demonstration Project was 80 percent covered by the river's flooding. That delayed the swamp's restoration—which, had it been finished, would have lessened but not eliminated the flooding downstream.

Flood control is a goal of the restoration. But more important, said Milady Cardamone, assistant director of the project, the swamp and its grasses will cleanse the Des Plaines, giving the river the natural pollution control it had when Native Americans inhabited the land.

The Des Plaines originates in a cornfield in Racine County, Wis., about 20 miles north of Wadsworth. In that short span, however, the meandering river picks up enough pesticides, sewage and other pollutants to make it almost unfit for game fish.

"By any measure, we would consider it a contaminated stream," said Hey, a civil engineer, hydrologist and director of the project. "Ninety percent of the fish in the river are carp."

It wasn't always that way. Before the Des Plaines swamps were drained in the 19th Century and the land converted to agricultural uses, the wetlands provided flood and pollution control. "A quarter of Illinois, or more than 9 million acres, was once wetlands," Hey said. "By the early 1900s, virtually all of our wetlands had been drained."

An aerial photograph from 1938 shows that the

Continued on page 4

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Wadsworth site was farmed right up to the river bank.

Fifteen years ago, the Lake County Forest Preserve District acquired the site to use it as a flood plain. James Labelle, chairman of the Lake County Board, said the acquisition was part of a continuing effort by the county to control the river's flooding.

Cardamone said the site was selected for the project, the only one of its kind in the country, because Lake County was willing to contribute the land and because it was once natural wetlands. "We needed someone to donate the land and a site that was large enough that it would have an impact," Hey said.

Scientists, hydrologists, environmentalists and conservation groups have been keeping a close eye on the restoration, at Wadsworth Road and U.S. Hwy. 41.

But the site now looks more like the beginning of a housing development than the restoration of a swamp. Heavy machinery operated by Peter Campanella & Sons Construction Co., of Wadsworth, has removed large forested areas and started work on six wetland basins. Part of the Des Plaines has been rerouted through an abandoned 40-foot-deep gravel quarry, which will act as a sediment trap for pollutants carried by the river.

And native prairie grass seeds, obtained from a nursery in Downstate Lafayette, have been planted in the restoration areas. Those seeds should be sprouting in the spring.

About a third of the construction has been completed this year, according to Hey, and about \$4 million spent on the \$10 million project. That money is soon to run out and restoration of the swamp might not resume in the spring.

A combination of state, local, federal and private funds are going into the project. "We've got a \$300,000 grant from the U.S. Fish and Wildlife Service for research in 1987, but we will need about \$900,000 for wetlands reconstruction," Hey said.

"Commonwealth Edison Co. may give us \$100,000 in construction equipment, and we are hoping the U.S. Environmental Protection Agency will come through with \$450,000."

Restoring a swamp to land that was once rich farmland, and more recently a forest preserve, has not met with universal approval. The swamp is likely to breed more mosquitoes in the summer and may be a little unsightly to motorists traveling on U.S. 41.

Hey said that doesn't matter. "We're trying to establish as complete a prairie environment as we can," he said. "We are not doing this because it will be pretty."

Wetlands Research Inc., a non-profit corporation headed by Hey, has a five-year contract to research how well the swamp project is working. Two big questions must be answered: Is swamp restoration an effective way to control flooding and pollution, and will it bring back the fish and wildlife that once inhabited the area?

If it works, Hey said, it would theoretically be possible to restore most flood plains along the Des Plaines into swamps, which might eliminate flooding. He estimates the cost of building the swamps at about \$250,000 a mile of river bank.

"That's about the same cost as repaving a mile of city streets with

THE TIMES, NOVEMBER 11, 1986

River project dual effort

by PETRA LUKE
and PHILLIP BRITT
Times Staff Writers

Significant steps on both sides of the state line could soon lead to improvement of the Little Calumet River.

In Indiana, the Lake County Drainage Board on Monday awarded a contract for

cleaning the river near Indianapolis Boulevard in Highland.

In Illinois, a public comment period closed without a single objection to a plan to dredge the river from the state line west to Paxton Avenue. The U.S. Army Corps of Engineers said that means the state's application for that project should win quick approval.

Both projects have pollution and flood control benefits.

The Lake County Drainage Board awarded the river cleanup contract to Dyer Construction Co. Inc. for \$18,604. The company is to clear the west side of the river banks, remove sediment from the river and deposit it in approved locations.

Money for this work is coming from a

special drainage improvement tax, which is used each year on projects throughout the county.

That's the only part of Dyer Construction's contract that can proceed.

The company also submitted a \$10,000 bid to remove sediment underneath the Indianapolis Boulevard bridge. To complete the rest of the project, the \$10,000 must be obtained from the state highway department, according to representatives of TenEch Engineering Inc., the project engineer.

Dyer Construction also submitted a bid on clearing and sediment removal work to be done on the east side of the river. The total for that work is \$35,565.

The \$35,565 must be obtained from the Little Calumet River Basin Commission or Little Calumet River Basin Development Commission to start that work, the engineers said.

The total contract awarded Monday to Dyer Construction was \$64,765. As the money becomes available, the other parts of the project will begin.

The Indianapolis Boulevard area has been a chronic problem spot for the Little Calumet. During high water periods, the river flows into the street at the base of the bridge, forcing the boulevard to be closed.

Meanwhile in Illinois, U.S. Army Corps spokesman Evelyn Schiele said a dredging permit could be secured in two or three

weeks.

The Illinois Department of Transportation wants to remove debris and 400 trees and limbs along the river from the Indiana state line to Thorn Creek, west of Paxton Avenue. About 25,000 cubic yards of sediment are to be removed from the river bottom.

William Rice, civil engineer with IDOT's Division of Water Resources, said the project is being undertaken for environmental concerns, although there will be a side benefit of flood control.

The sediment is labeled "special" waste by the U.S. Environmental Protection Agency, Rice said. The sediment contains unsafe amounts of mercury, silver, chromium and lead.

The state has allocated \$2 million for the project. Local sponsorship is also needed by Lansing, South Holland and Calumet City. To date, only Lansing has responded, Rice said.

Lansing has allocated \$10,000 for the project.

All three municipalities must obtain and pay for easements from property owners along the river, Rice said. The easements are needed for the state to have access to the river.

Reagan signs bill for water projects

By Jeff Nesbit
Of the Post-Tribune

WASHINGTON — President Reagan Monday signed a bill authorizing more than \$65 million for the Little Calumet River flood-control project.

Before any work can begin, however, Congress must appropriate money for the project. Assuming Congress does so when it reconvenes next year, the non-federal share of the flood-control project will be \$21.8 million, according to congressional aides.

The new law, which authorizes \$16.3 billion in water projects nationwide, also authorizes three additional water projects in Northwest Indiana, including:

- A \$15 million shoreline erosion project along the Indiana Dunes National Lakeshore. The non-federal share is \$5 million.
- A \$6.6 million flood-control

project along the Cady Marsh Ditch, a tributary of the Little Calumet River that is often responsible for flooding in Griffith and Highland. The non-federal share is \$4.6 million.

- A demonstration project to remove silt, aquatic growth and sediment from Lake George in Hobart. The project will compete with eight other similar projects nationwide for a pool of \$40 million in a federal "clean lakes" program.

The Little Calumet project includes replacing or expanding the existing levees from the Illinois-Indiana state line east to Cline Avenue, according to congressional committee documents. A floodwall will run along the western edge of the levee system. East of Cline, the project will consist of a short levee in two areas and additional "flood proofing" in two other areas.

Water bill's price tag big

By The Times
and The Associated Press

President Ronald Reagan authorized spending \$65 million in federal funds for the decades-long Little Calumet Flood Control Project on Monday.

But the approval, signed by Reagan as the Water Resources Act of 1986, carries a

big price tag for state and local governments.

The new law changes financing formulas for the projects. Formerly fully paid from the federal treasury, an average one-fourth of the cost of each project now will be required from state and local governments.

"Everyone will pay their fair share," said Rep. Robert Roe, D-N.J., a bill author

who attended the private White House signing ceremony.

The Little Calumet River flood project is sponsored by the Little Calumet River Basin Development Commission, which will pick up 25 percent of the cost. The state will pay another 5 percent, said Corps officials.

The major flood control project for the

river will extend east from the Illinois-Indiana state line on to Cline Avenue, said corps officials. It would add levees along both river banks and include some channel dredging in Gary between Chase Street and the Penn Central Railway.

A flood warning system and a recreation area for canoe launchers and comfort stations also will be included in the plan, Schiele said.

The Cady Marsh Ditch Flood Control Project on the Little Calumet River, also received authorization for \$6.6 million in federal funding. The project would bring channel improvement to the Griffith-Highland area of the Little Calumet River, said U.S. Army Corps of Engineers officials.

Two other Indiana projects were also authorized:

□ The Indiana Lakeshore Erosion Project, authorized for \$20 million, would use a beach sand nourishment program from Michigan City west to Beverly Shores.

□ A silt and sediment removal project at Lake George in Hobart is one of nine nationwide that will be eligible to draw from a \$40 million federal fund, receiving a max-

imum of \$8 million. However, corps officials said the project lacks a local sponsor.

Rep. Peter Visclosky, D-Ind. said he was delighted that Reagan authorized the projects.

"The first step is over and I'm anxious to begin work next year to gain the necessary appropriation to see action on these desperately needed projects," Visclosky said.

In Illinois, the measure may delay a long-delayed project to dredge the Little Calumet River from the state line west to the Cal-Sag Channel.

Corps officials said the Metropolitan Sanitary District asked for the delay to complete the Deep Tunnel sewer overflow-flood control project.

The law authorizes more than 250 Army Corps of Engineers and other projects across the nation.

The projects include development of ports and inland waterways, as well as flood control, erosion protection and other conservation measures.

MONTHLY BUDGET REPORT

| BUDGET CODE | BUDGET CATEGORY | BUDGET AMOUNT | AMOUNT PAID PREVIOUSLY | UNPAID BALANCE | AMOUNT READY FOR PAYMENT | PROJECTED BALANCE |
|----------------|-------------------------------|------------------|---------------------------|-------------------|-----------------------------|----------------------|
| 119 | PER DIEM EXPENSES | 16000.00 | 4355.00 | 11645.00 | 2833.00 | 8812.00 |
| 311 | LEGAL SERVICES | 7500.00 | 2786.64 | 4713.36 | 596.66 | 4116.70 |
| 312 | NIRPC SERVICES | 93500.00 | 51571.69 | 41928.31 | 6574.40 | 35353.91 |
| 323 | TRAVEL & MILEAGE | 6000.00 | 630.44 | 5369.56 | 2649.50 | 2720.06 |
| 331 | PRINTING & ADVERTISING | 3000.00 | 361.66 | 2638.34 | 17.51 | 2620.83 |
| 341 | BONDS & INSURANCE | 6500.00 | 6070.50 | 429.50 | 0.00 | 429.50 |
| 361 | EMERGENCY MAINTENANCE COST | 3500.00 | 0.00 | 3500.00 | 0.00 | 3500.00 |
| 399 | MEETING EXPENSES | 4000.00 | 105.50 | 3894.50 | 1650.00 | 2244.50 |
| 411 | LEGAL SERVICES - ACQUISITION | 50000.00 | 28930.98 | 21069.02 | 3733.00 | 17736.02 |
| 412 | PROFESSIONAL SERVICES | 100000.00 | 39819.00 | 60181.00 | 395.00 | 59786.00 |
| 413 | LAND ACQUISITION COSTS | 1228700.00 | 93500.00 | 1135200.00 | 0.00 | 1135200.00 |
| 414 | LAND CAPITAL IMPROVEMENTS | 150000.00 | 117543.38 | 32456.62 | 0.00 | 32456.62 |
| 415 | BURNS BREAKWATER CONSTRUCTION | 171300.00 | 149172.00 | 22128.00 | 0.00 | 22128.00 |
| 416 | STRUCT. CAPITAL IMPROVEMENTS | 50000.00 | 9111.50 | 40888.50 | 0.00 | 40888.50 |
| | | 1890000.00 | 503958.29 | 1386041.71 | 18449.07 | 1367592.64 |

CLAIMS READY FOR PAYMENT

| BUDGET CODE | VENDOR NAME | AMOUNT | EXPLANATION OF CLAIM |
|----------------|-------------------------|---------|---|
| 119 | CHARLES AGNEW | 444.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 119 | JOHN DEMEO | 233.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 119 | MICHAEL DOYNE | 790.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 119 | GEORGE CARLSON | 233.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 119 | DONALD DURAN | 172.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 119 | WILLIAM TANKE | 483.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 119 | MARTIN BEHNKE | 111.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 119 | DOYLE NIEMEYER | 367.00 | PER DIEM EXPENSES FROM JULY THRU OCTOBER 1986 |
| 311 | LOUIS CASALE | 283.33 | ATTORNEY RETAINER FEE FOR SEPTEMBER 1986 |
| 311 | LOUIS CASALE | 283.33 | ATTORNEY RETAINER FEE FOR OCTOBER 1986 |
| 311 | LOUIS CASALE | 30.00 | ADDITIONAL LEGAL SERVICES FOR OCTOBER 1986 |
| 312 | NIRPC | 6574.40 | ADMINISTRATIVE EXPENSES RENDERED THROUGH OCTOBER 1986 |
| 323 | MICHAEL DOYNE | 218.00 | REIMBURSEMENT FOR AIRLINE TICKET TO ATTEND NAUFMA MEETING |
| 323 | MICHAEL DOYNE | 62.50 | TRAVEL & MILEAGE EXPENSES FROM JULY THRU OCTOBER 1986 |
| 323 | CHARLES AGNEW | 39.50 | TRAVEL & MILEAGE EXPENSES FROM JULY THRU OCTOBER 1986 |
| 323 | JOHN DEMEO | 38.75 | TRAVEL & MILEAGE EXPENSES FROM JULY THRU OCTOBER 1986 |
| 323 | MARTIN BEHNKE | 5.50 | TRAVEL & MILEAGE EXPENSES FROM JULY THRU OCTOBER 1986 |
| 323 | WILLIAM TANKE | 64.50 | TRAVEL & MILEAGE EXPENSES FROM JULY THRU OCTOBER 1986 |
| 323 | HIGHLAND TRAVEL | 2180.00 | TRAVEL EXPENSES FOR 10 AIRLINE TICKETS RE: NAUFMA MEETING |
| 323 | DONALD DURAN | 26.25 | TRAVEL & MILEAGE EXPENSES FROM JULY THRU OCTOBER 1986 |
| 323 | GEORGE CARLSON | 14.50 | TRAVEL & MILEAGE EXPENSES FROM JULY THRU OCTOBER 1986 |
| 331 | HIGHLAND BLUEPRINT | 17.51 | EXPENSES INCURRED ON SEPIA MAPS RE: MARINA PROJECT |
| 399 | NAUFMA | 1650.00 | REGISTRATION FEE FOR NAUFMA 1986 ANNUAL MEETING |
| 411 | LOUIS CASALE | 1985.00 | LEGAL SERVICES: LAND ACQUISITION FOR OCTOBER 1986 |
| 411 | LOUIS CASALE | 1748.00 | LEGAL SERVICES: LAND ACQUISITION FOR SEPTEMBER 1986 |
| 412 | CHICAGO TITLE INSURANCE | 45.00 | TITLE WORK INCURRED ON NIPSCO PROPERTY DC# 68 |
| 412 | PLUMB TUCKETT & ASSOC. | 250.00 | PROFESSIONAL LAND SURVEYING SERVICES RE: LEGAL DESCRIPTIONS |
| 412 | CHICAGO TITLE INSURANCE | 100.00 | TITLE WORK INCURRED ON SPENCER PROPERTY DC# 171 |

18449.07



NAME DAN GARDNER

MILEAGE VOUCHER

This form approved by the State Board of Accounts for use by the Northwestern Indiana Regional Planning Commission (1985)

| DATE 19 <u>86</u> | FROM | | TO | | SPEEDOMETER READING | | NATURE OF BUSINESS | JOB CODE | AUTO MILES TRAVELED | MILEAGE @ <u>25</u> ¢ PER MILE | |
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| | Point | | Point | | Start | Finish | | | | | |
| Sep 2 | NIRPC | | CROWN POINT & BACK | | | | Lake Co. Drainage Bd. mtg | 821 | 40 | | |
| Sep 12 | NIRPC | | CHICAGO & BACK | | | | Corps & Engineer/pln mtg | | 66 | | |
| Sep 16 | NIRPC | | MICHIGAN CITY & BACK | | | | Boat tax plan session | | 68 | | |
| Sep 19 | NIRPC | | CROWN POINT & BACK | | | | Lake Co. Park mtg | | 40 | | |
| Oct 3 | NIRPC | | Portage & back | | | | Mannia plan dev. mtg | | 40 | | |
| Oct 9 | NIRPC | | Chicago & back | | | | Corps mtg w/ Col Finch | | 66 | | |
| Oct 14 | NIRPC | | Crown Point & back | | | | Lake Co. Drainage Bd mtg | | 40 | | |
| Oct 15 | NIRPC | | Harbort, Patay, & back | | | | Mannia development mtg (NIPSCO) | | 56 | | |
| Oct 22 | NIRPC | | Portage & back | | | | breakwater inspection | | 40 | | |
| Oct 27 | NIRPC | | Portage & back | | | | Midwest Steel breakwater mtg | | 40 | | |
| Oct 28 | NIRPC | | Michigan City & back | | | | boat tax bill review mtg | | 68 | | |
| Oct 29 | NIRPC | | Portage, Gary & back | | | | NIPSCO meeting re Mann | | 64 | | |
| TOTALS | | | | | | | | | 628 | 157.00 | |

Auto License No. HF 3087

NOTE: IN ORDER TO PROCESS CLAIM FOR PAYMENT, THE CLAIMANT MUST SIGN AND DATE THE REVERSE SIDE OF THIS FORM.

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ATTENDANCE ROSTER

Name of meeting:

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11/20/86

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| 1 | Terry M ^c Closkey | Joseph Walton Sengue | 1 |
| 2 | Richard J. Benbridge | Salmon Unlimited of the | 2 |
| 3 | Jeff Ewen | FARM | 3 |
| 4 | Elmer Ewen | " | 4 |
| 5 | DON EWEN | " | 5 |
| 6 | BILL HENDERSON | LAKE CO SURVIVALS OF | 6 |
| 7 | BRUCE STOUTER | Little Calumet Dev. Com. | 7 |
| 8 | Darryl Saunders | Post-Tribune | 8 |
| 9 | ERNIE DAVIS | Little Cal Basin Comm | 9 |
| 10 | OLA KENNEDY | LAKE CO. PARK Bd. | 10 |
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Chairman:

Location:

COMMS - ODDS

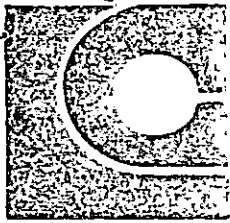
ATTENDANCE ROSTER

Name of meeting: **LCRBDC**

Date: **11/20/86**

| | NAME (please print) | Organization and/or Address |
|----|---------------------|-----------------------------|
| 1 | Charles Agnew | |
| 2 | Alfred Palmer | |
| 3 | Donato J. Duran | |
| 4 | Mike Doyle | |
| 5 | John Cordell | |
| 6 | Mike Doyle | |
| 7 | Don Hernandez | |
| 8 | John Demco | |
| 9 | Don Agnew | |
| 10 | Steve Baughman | |
| 11 | George Carlson | |
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Chairman: **Mike Doyle** Location:



Little Calumet River Basin Development Commission

8149 Kennedy Avenue Highland, Indiana 46322 (219) 923-1118

MICHAEL DOYNE, Chairman
Governor's Appointment

JOHN DEMEO, Vice-Chairman
Governor's Appointment

DOYLE NIEMEYER, Treasurer
Governor's Appointment

CHARLES AGNEW, Secretary
Governor's Appointment

CLYDE BAUGHARD
Governor's Appointment

MARTIN BERNKE
Lake County Commissioners' Appointment

GEORGE CARLSON
Mayor of Hammond's Appointment

ARLENE COLVIN
Mayor of Gary's Appointment

DONALD DURAN
Governor's Appointment

JERRY PAGAC
Dept. of Natural Resources' Appointment

WILLIAM TANKE
Porter County Commissioners' Appointment

DAN GARDNER
St. John's Division

FINANCE/POLICY COMMITTEE STATUS/NOTES

1. Report on Finance/Policy Committee meeting held
 - A. NIRPC services contract - year 1987
 1. Development Commission suggested change - additional control over staff
 - Staff, Finance committee approved
 - NIRPC full Commission meeting - acceptance at December meeting
 2. Direct billing of expenses (phone, mail, xerox vs. 105% overhead charge)
2. Quarterly Financial investments review
 - A. Report
3. Staff is currently preparing a 1987 financial status/income report for use by Finance/Policy Committee in preparation of 1987 Development Commission budget
 - Report will include projected expenses for 1986; projected administrative funds carry-over; projected 1987 lease/rental income; and several investments yield scenarios
 - Report will be ready by December 1 for committee review and use in preparation of draft budget for December meeting.