

**MINUTES OF THE KANKAKEE RIVER BASIN AND YELLOW RIVER
BASIN DEVELOPMENT COMMISSION**

**FRIDAY, JANUARY 27, 2023
9:30 A.M. CST/10:30 A.M. EST**

**MARSHALL COUNTY BUILDING, MEETING ROOM 203
112 WEST JEFFERSON STREET
PLYMOUTH, IN 46563**

**FOR MEMBERS PARTICIPATING ELECTRONICALLY
JOIN MEETING FROM COMPUTER, TABLET OR SMARTPHONE AT
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John McNamara, Chair, called the meeting to order at 10:30 a.m. EST, and the Pledge of Allegiance was recited.

Bill Crase, Secretary, called the roll.

Members Physically Present at Roll Call

Bill Crase	Craig Cultice	Bill Emerson
John McNamara	Mike Novotney	Dick Welsh

Members Present via Videoconference

Rob Churchill	Ryan Mueller	Jim Walstra
John Shure (IL)	Andy Wheeler (IL)	

Staff Present

Scott Pelath

Guests Present Physically and via Videoconference

Grant Poole	Mark Kingma	Charlie Dewes	David Lelek
Julie Morris	Kevin Breitzke	Kim Peterson	Nick Echterling
Rich Mrozinski	Scott Lincoln	Siavash Beik	Tim Kroecker
Vince Urbano	Ian Hahus	Christine Keil	Tony Hendricks
Mike Stark	Jeremiah Patrick	Courtney Anderson	

Mr. Crase declared the presence of a quorum.

Approval of minutes from January 27, 2023, meeting

Bill Emerson moved that the minutes be adopted. Craig Cultice seconded the motion.

MOTION ADOPTED.

Rob Churchill --Y
Bill Crase – Y
Craig Cultice – Y
Bill Emerson – Y
John McNamara – Y
Ryan Mueller – Y
Mike Novotney -- Y
James Walstra – Y
Dick Welsh – Y

Finance Report and Claims

Mr. Pelath presented a financial report and the list of claims. A written version is contained within his formal Executive Director's Report [ATTACHMENT 1].

Consideration of CY2023 Budget

Mr. Pelath presented the draft CY2023 budget [contained in ATTACHMENT 1].

Mike Novotney moved to adopt the CY2023 budget, approve the claims, and approve the financial report. Mr. Emerson seconded the motion.

MOTION ADOPTED.

Rob Churchill --Y
Bill Crase – Y
Craig Cultice – Y
Bill Emerson – Y
John McNamara – Y
Ryan Mueller – Y
Mike Novotney -- Y
James Walstra – Y
Dick Welsh – Y

Review of CY2022 revenue and expenditures

Mr. Pelath reviewed the CY2022 revenue and expenditures in a formal presentation [ATTACHMENT 2].

OLD BUSINESS

State Line Bridge

Mr. Pelath and Mr. Emerson updated the Commission on the status of State Line Bridge and the feasibility study of its removal [ATTACHMENT 3].

Logjam management

Mr. Pelath reported current and planned logjam management activities.

Project updates

Mr. Pelath deferred discussion until his broader Executive Director's report.

NEW BUSINESS

Sediment management (TAC Recommendation 8-2022)

Mr. Pelath presented Technical Advisory Committee Recommendation 8-2022 pertaining to sediment traps [ATTACHMENT 4].

Mr. Crase moved that the Commission approve TAC Recommendation 8-2022. Mr. Cultice seconded the motion.

MOTION ADOPTED.

Rob Churchill --Y
Bill Crase – Y
Craig Cultice – Y
Bill Emerson – Y
John McNamara – Y
Ryan Mueller – Y
Mike Novotney -- Y
James Walstra – Y
Dick Welsh – Y

Invasive plant species control (TAC Recommendation 9-2022)

Mr. Pelath presented Technical Advisory Committee Recommendation 9-2022 pertaining to sediment traps [ATTACHMENT 5].

Mr. Crase moved that the Commission approve TAC Recommendation 9-2022. Dick Welsh seconded the motion.

Kankakee FWA hydraulic study

Mr. Pelath presented a draft contract with Christopher B. Burke Engineering to review the hydraulics at the Kankakee FWA and to recommend changes [ATTACHMENT 6].

Mr. Emerson moved to approve the contract with Burke Engineering. Mr. Crase seconded the motion.

MOTION ADOPTED.

Rob Churchill --Y
Bill Crase – Y
Craig Cultice – Y
Bill Emerson – Y
John McNamara – Y
Ryan Mueller – Y
Mike Novotney -- Y
James Walstra – Y
Dick Welsh – Y

Yellow River bank reconstruction, Phase III design

Mr. Pelath presented a draft contract with Stantec to design Phase III of the Yellow River bank reconstruction. [ATTACHMENT 7].

Mr. Crase moved to approve the contract with Stantec. Mr. Cultice seconded the motion.

MOTION ADOPTED.

Rob Churchill --Y
Bill Crase – Y
Craig Cultice – Y
Bill Emerson – Y
John McNamara – Y
Ryan Mueller – Y
Mike Novotney -- Y
James Walstra – Y
Dick Welsh – Y

Abandoned Norfolk Southern bridge at Schneider

Mr. Pelath asked the Commission for sanction to ask U.S. Sen Braun's office for assistance in seeking Norfolk Southern's permission to remove portions of their abandoned bridge at Schneider.

Rob Churchill moved that Mr. Pelath be sanctioned to seek assistance with the removal of sections of the abandoned Norfolk Southern bridge at Schneider. Mr. Welsh seconded the motion.

MOTION ADOPTED.

Rob Churchill --Y
Bill Crase – Y
Craig Cultice – Y
Bill Emerson – Y
John McNamara – Y
Ryan Mueller – Y
Mike Novotney -- Y
James Walstra – Y
Dick Welsh – Y

Yellow River Phase II contractor selection process

Mr. Pelath reported that Phase II of the Yellow River bank reconstruction was currently out for bid. Given some time constraints between Commission meetings, he asked if it might be possible to delegate contractor selection to the Executive Committee.

Mr. Welsh moved that contractor selection for Phase II of the Yellow River bank reconstruction be delegated to the Executive Committee consisting of the Commission's elected officers. Ryan Mueller seconded the motion.

MOTION ADOPTED.

Rob Churchill --Y
Bill Crase – Y
Craig Cultice – Y
Bill Emerson – Y
John McNamara – Y
Ryan Mueller – Y
Mike Novotney -- Y
James Walstra – Y
Dick Welsh – Y

Aukiki spillway contractor selection

Since the cost was not likely to exceed \$150,000, Mr. Pelath stated his intention to do a desktop solicitation of bids and quotes for the Aukiki spillway construction.

OTHER BUSINESS

None

EXECUTIVE DIRECTOR'S REPORT

In addition to his written report [ATTACHMENT 1], Mr. Pelath made a Power Point presentation to the Commission and the viewing public [ATTACHMENT 2].

PUBLIC COMMENT

None

NEXT MEETING

The next meeting date, location, and format was to be determined.

ADJOURNMENT

The meeting adjourned at 11:34 a.m. EST.

ATTACHMENT 1 -- EXECUTIVE DIRECTOR'S REPORT

To: KRB-YRBDC Members
From: Scott D. Pelath, Executive Director
Date: January 25, 2023

The weather has been unseasonably mild, allowing an extension of the work season. No one expected to be removing logjams in January, but we gladly are taking advantage of the opportunity.

Finance Report

Balances. As the of the date of this report, we have a cash balance of \$560,875 in our General Fund and \$1,353,362 in our assessment account. Since the beginning of the year, we already have paid some contracted claims and incurred a few others.

State Budget. The Governor recommended to the legislature that the Commission receive an additional \$27,000 in annual administrative funds. These dollars are intended to replace loss in revenue from the Thayer Farm, an upcoming loss of NIPSCO gage reimbursements, and future uncertainties about our Porter County farm lease. A new, two-year spending plan will likely be enacted by the end of April.

Assessment Revenue. The Kankakee assessments generated \$251,979 more in CY2022 than in CY2021. I credit this to greater experience at the local level and the resolution of specific issues in two counties. Overall, the counties have done a nice job. Some variation is always to be expected from year-to-year, but the 2022 figure is much closer to the original state projections. Hopefully, the higher number will tend to hold up over time.

Accounting Services. Stephanie Kuziela has established her own accounting agency and is continuing to do an outstanding job for us. Our accounting contract with NIRPC has concluded amicably.

CY2023 Budget. Drafting this year's budget was a challenge not because of insufficient funds, but because of some unavoidable uncertainty regarding large projects.

The good news is that financial flexibility is a feature. The largest budget item -- \$900,000 for Yellow River reconstruction at 1100 East in Starke County -- is being bid in a manner to allow work to carry over the winter. Depending on the bids received, perhaps there will be sufficient funds to complete it. Otherwise, we can commence part of the project while still meeting other needs.

Other conservative approaches are contained in the capital budget. Money reserved for State Line Bridge, for instance, probably will not be needed this year, but we must set aside funding on the chance that it is. Funds will be available for contingencies.

I maintain a sense of urgency about channel improvements. However, if the choice is between criticism for moving too slow or criticism for running out of funds, I will always choose the latter. It is my first guiding principle. The second is that we need money to carry us from January to the revenue draw in July.

The proposed CY2023 budget for both the General Fund and dedicated fund is as follows:

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<u>CY2023 KRB-YRBDC BUDGET; GENERAL FUND</u>	
EXPECTED NEW REVENUE	
Jasper	3,800.00
Lake	5,450.00
La Porte	11,350.00
Marshall	7,750.00
Newton	2,700.00
Porter	5,500.00
St. Joseph	6,650.00
Starke	6,800.00
Rental on River Edge Farm	73,200.00
Parcel Adjacent to River's Edge	3,000.00
State Administrative Allocation*	52,224.56
NIPSCO Gage Reimbursement	51,566.77
SUBTOTAL NEW REVENUE:	229,991.33
EXPENDITURES	
<u>OPERATIONAL</u>	
CY 2022 Obligations	200.00
Porter County Channel Access	24,831.98
<u>ADMINISTRATIVE</u>	
Accounting Contract	10,500.00
State Board of Accounts	850.00
Office/Copying/Postage	1,000.00
Payroll	130,333.67
Payroll Taxes (FICA, SUTA)	10,220.54
Workers Compensation Coverage	750.00
Employee Health Insurance	22,387.92
Employee Dental Insurance	1,242.72
PERF	3,910.01
Administrative Mileage	1,500.00
Meeting Expenses	1,000.00
Member Per Diem and Mileage	1,500.00
Website and Communications Software	850.00
Education/River Days	12,500.00
Legal and Professional Services	5,000.00
Board Member and Staff Bonding	700.00
Software Fees (Adobe; DocuSign)	384.00
Long-Term Disability Premium	4,500.00
TOTAL:	229,276.84

<u>CY2023 KRB-YRBDC BUDGET; DEDICATED FUND</u>	
STARTING BALANCE	1,482,634.86
EXPECTED NEW REVENUE	
Jasper County	190,000.00
Lake County	396,898.52
LaPorte County	649,801.62
Marshall County	560,172.65
Newton County	101,395.09
Porter County	280,393.71
St. Joseph County	329,117.69
Starke County	309,197.15
INTEREST	1.00
REVENUE SUBTOTAL:	2,816,976.43
TOTAL:	4,299,611.29
Expenditures	
Aukiki Water Control Structure Construction	150,000.00
Aukiki Construction and Technical Services	16,000.00
Channel Maintenance	150,000.00
CY 2022 Obligations	91,470.00
Hyrdo seeding	60,000.00
Invasive Plant Species Eradication	45,000.00
Jasper Local Match Payments	95,000.00
Jasper County FEMA Project Augmentation	250,000.00
Kankakee FWA Hydraulic Study	60,000.00
Logjam Management, Kankakee	200,000.00
River Gages	137,375.00
River Inspections and Operations Mileage	5,000.00
Sediment Trap Maintenance	75,000.00
State Line Bridge Set-Aside	112,000.00
Technical Services, Miscellaneous	30,000.00
Tree Mitigation	2,000.00
Yellow River Construction Management	40,000.00
Yellow River Logjam Management	100,000.00
Yellow River, Phase II, 500 East	650,000.00
Yellow River, Phase II, 1100 East	900,000.00
Yellow River Phase II Design and Permitting	37,000.00
Yellow River Phase III Design and Permitting	110,000.00
Yellow River Reconstruction - Phase I Retainage from CY2022	77,862.54
EXPENDITURE SUBTOTAL:	3,393,707.54
CARRY OVER TO CY2024:	905,903.75

Recent claims. The list on the following page shows claims for river work and administrative expenses requiring either advance or retroactive approval by the Commission:

Claims List for Commission Meeting 1/27/23						
PO #	DATE	TO	DESCRIPTION	AMOUNT	CHECK #	Bank Account
220-22	8/17/2022	CNA Surety	Bond for Novotny	\$20.00	ACH	General
221-22	11/22/2022	Hill Excavating	Inv 233- Hydroseeding along South Bank of Kankakee SR 231 bridge West	\$6,500.00	2073	Special
222-22	11/22/2022	Hill Excavating	Inv 219-Hydroseeding	\$40,000.00	2073	Special
223-22	11/22/2022	Allsop Excavating	Inv 2406 Tree Removal 1/11/22	\$40,000.00	ACH	Special
224-22	11/29/2022	Scott Pelath	Administrative Mileage Oct 25-Nov 28 2022 at \$0.49 a mile	\$115.03	1653	General
225-22	11/29/2022	Scott Pelath	Operational Mileage Oct 25-Nov 28 2022 at \$0.49 a mile	\$374.39	2074	Special
226-22	11/29/2022	Attorney General	Billing per MOU Inv 2826 April-June 2022	\$337.50	1650	General
227-22	11/29/2022	Tandem Solutions	Inv 542042 Data Print/Mailing Svc	\$0.54	1652	General
228-22	11/29/2022	NIRPC	November Accounting Services	\$1,313.25	1651	General
229-22	11/29/2022	NIRPC	December Accounting Services	\$1,313.25	1651	General
230-22	12/07/2022	Allsop Construction Inc	Removal of trees from Kankakee River Section F Inv 2420	\$39,000.00	ach	Special
231-22	12/12/2022	Stantec/Cardno, Inc.	Yellow River Phase 2 Stream design Inv 2009349	\$38,003.91	ach	Special
232-22	12/12/2022	Stantec/Cardno, Inc.	Yellow River Phase 1Marshall County Inv 2009717	\$13,639.66	ach	Special
233-22	12/15/2022	Duneland Accounting, LLC	December Accounting Services Inv 1014	\$875.00	ACH	General
234-22	12/15/2022	Mint City Tree Service	River Clearing Crews, boat usage 10/29 & 11/11 2022 Inv 1650	\$4,620.00	ACH	Special
235-22	12/15/2022	Austgen Equipment, Inc.	Debris removal @ State Line bridge Inv 41713	\$6,100.00	2075	Special
236-22	12/07/2022	Burke Engineering, LLC	Aukiki Professional Services- Oct 30-Nov 26, 2022	\$1,472.50	ACH	Special
237-22	12/15/2022	Delta III INC	Logjam mgmt down stream Clay Street Newton County Inv 11864	\$11,600.00	2076	Special
238-22	12/15/2022	Delta III INC	Logjam mgmt down stream Clay Street Newton County Inv 11863	\$23,200.00	2076	Special
239-22	12/12/2022	DNR Division of Water	Permit for Construction Application #FW-31810-0	\$200.00	1655	General
240-22	12/15/2022	Scott Pelath	Administrative Mileage Nov 29-Dec 14 2022 at \$0.49 a mile	\$190.79	1654	General
241-22	12/15/2022	Scott Pelath	Operational Mileage Nov 29-Dec 14 2022 at \$0.49 a mile	\$263.84	2077	Special
242-22	12/15/2022	KD Materials	Invoice for Rip rap on 9/19/22 & 9/24/22 Inv 487	\$920.00	2078	Special
243-22	5/17/2022	General Insurance Services	Scott Bond + \$4 ACH fee	\$424.00	ACH	General
244-22	10/31/2022	Scott D. Pelath	Pay Period: 10/16/2022-10/31/2022	\$3,608.93	ACH	General
245-22	10/31/2022	INPRS	2nd Oct	\$221.03	ACH	General
246-22	11/01/2022	Ambetter from MHS	Ambetter Nov 2022	\$1,819.57	ACH	General
247-22	11/04/2022	IRS	Tax Payment for Period: 10/29/2022-11/01/2022	\$1,097.08	ACH	General
248-22	11/07/2022	Hill Excavating	Invoice No. 240 Logjam removal behind 7160 E State Road 8	\$1,500.00	ACH	Special
249-22	11/07/2022	Hill Excavating	Invoice No. 238 Forestry mulching of levee, logjam removal	\$4,250.00	ACH	Special
250-22	11/07/2022	Hill Excavating	Invoice No. 239 Logjam removal Yellow River near Starke County Road	\$2,500.00	ACH	Special
251-22	11/12/2022	American Express	QB PR subscription,Adobe Acrobat,Suze's Cafe 10/13/22,Christos 10/14/22,DocuSign,Kablin Ace Hardware,Office Max,Dunham Sports- Waders	\$418.19	ACH	General
252-22	11/15/2022	Scott D. Pelath	Pay Period: 11/01/2022-11/15/2022	\$3,608.93	ACH	General
253-22	11/15/2022	INPRS	INPRS 1st Nov	\$221.03	ACH	General
254-22	11/17/2022	IN Department of Revenue	Tax Payment for Period: 10/01/2022-10/31/2022	\$386.68	ACH	General
255-22	11/18/2022	IRS	Tax Payment for Period: 11/12/2022-11/15/2022	\$1,097.08	ACH	General
256-22	11/30/2022	Scott D. Pelath	Pay Period: 11/16/2022-11/30/2022	\$3,585.78	ACH	General
257-22	12/01/2022	INPRS	INPRS 2nd Nov	\$221.03	ACH	General

258-22	12/01/2022	Ambetter from MHS	Ambetter Dec 2022	\$1,819.57	ACH	General
259-22	12/05/2022	Hill Excavating	Invoice No. 234 Contracted work for tree removal	\$72,000.00	ACH	Gen/Special
260-22	12/07/2022	IRS	Tax Payment for Period: 11/30/2022-12/02/2022	\$1,097.12	ACH	General
261-22			DUPLICATE			
262-22	12/13/2022	American Express	DocuSign,Intuit QB,Adobe,USPS PO BOXES,Christos 11/9/22,USPS Change of Address,Kabelins 11/16/22,USPS	\$474.38	ACH	General
263-22	12/15/2022	Scott D. Pelath	Pay Period: 12/01/2022-12/15/2022	\$3,585.80	ACH	General
264-22	12/16/2022	INPRS	1st Dec	\$221.03	ACH	General
265-22	12/19/2022	Kevin Misch Excavating	Sumava Resorts	\$6,760.00	2080	Special
266-22	12/19/2022	Kevin Misch Excavating	Sumava Resorts	\$5,770.00	2080	Special
267-22	12/19/2022	IN Department of Revenue	Tax Payment for Period: 11/01/2022-11/30/2022	\$409.81	ACH	General
268-22	12/21/2022	IRS	Tax Payment for Period: 12/14/2022-12/16/2022	\$1,097.08	ACH	General
269-22	12/28/2022	Kevin Misch Excavating	Invoice No. 084194 Work performed at Kankakee River @ Thayer IN	\$5,500.00	2080	Special
270-22	12/28/2022	Kevin Misch Excavating	Invoice No. 084189 State Line Bridge-pulled & cut trees, 5 laborers	\$7,070.00	2080	Special
271-22	12/28/2022	Kevin Misch Excavating	Invoice No. 001700 Sumava Resorts-Excavator clearing site & truck hauling dirt	\$600.00	2080	Special
272-22	12/29/2022	INPRS	2nd Dec	\$221.03	ACH	General
273-22	12/29/2022	The Stanger Group, Inc.	Pay app #7	\$232,838.38	ACH	Special
274-22	12/30/2022	Scott D. Pelath	Pay Period: 12/16/2022-12/31/2022	\$3,585.78	ACH	General
275-22	12/30/2022	The Stanger Group, Inc.	Pay app #8	\$85,215.00	ACH	Special
1-23	1/3/2023	Ambetter from MHS	January 2023 Health Insurance	\$1,865.66	ACH	General
2-23	1/4/2023	The Hartford	Ins Policy	\$747.00	ACH	General
3-23	1/5/2023	Jasper County	Jasper County MOU-Half of 2023 Disbursement	\$47,500.00	1553	Special
4-23	01/05/2023	Dick Welsh	Salary Per Diem for 2022	\$140.00	1660	General
5-23	01/05/2023	James Walstra	Salary Per Diem for 2022	\$105.00	1561	General
6-23	01/05/2023	Mike Novotney	Salary Per Diem for 2022	\$105.00	1562	General
7-23	01/05/2023	Bill Emerson	Salary Per Diem for 2022	\$105.00	1558	General
8-23	01/05/2023	Craig Cultice	Salary Per Diem for 2022	\$140.00	1559	General
9-23	01/05/2023	Bill Crase	Salary Per Diem for 2022	\$140.00	1557	General
10-23	01/05/2023	Rob Churchill	Salary Per Diem for 2022	\$70.00	1563	General
11-23	01/17/2023	Hill Excavating	Tree Removal 12/30/22, 1/3/23, 1/5/23, 1/6/23, 1/7/23, 1/9/23, 1/10/23, 1/11/23, 1/12/23	\$32,000.00	ACH	Special
12-23	01/06/2023	IRS	Tax Payment for Period: 12/31/2022-12/31/2022	\$1,097.12	ACH	General
13-23	12/16/2022	LaPorte County SWCD	Kankakee River Days Funding	\$1,737.94	1671	General
14-23	01/13/2023	Scott D. Pelath	Pay Period: 01/01/2023-01/15/2023	\$3,591.40	ACH	General
15-23	1/18/2023	BASIC	Annual Renewal Fee for Section 105 HRA Self Administration Plan	\$213.90	ACH	General
16-23	01/18/2023	IN Department of Revenue	Tax Payment for Period: 12/01/2022-12/31/2022	\$432.94	ACH	General
17-23	01/20/2023	IRS	Tax Payment for Period: 01/14/2023-01/17/2023	\$1,086.87	ACH	General
18-23	01/20/2023	U.S. Geological Survey	Streamgages Catch up	\$7,300.00	ACH	Special
19-23	01/20/2023	U.S. Geological Survey	Streamgages	\$31,298.68	ACH	Special
20-23	01/05/2023	John McNamara	Per Diem for 2022 Meetings	\$140.00	ACH	General
21-23	01/13/2023	Attorney General	MOU Oct 2022-Dec 2022	\$112.50	1670	General
22-23	01/21/2023	Langfeldt Excavating, LLC	Excavator SK210 w/ Extension, move in fee Excavator, labor, clear log jam	\$9,795.00	2082	Special
23-23	01/24/2023	Scott Pelath	Operational Mileage Dec 15-Jan 24 at \$0.49 a mile	\$330.42	2081	Special
24-23	01/24/2023	Scott Pelath	Administrative Mileage Dec 15-Jan 24 at \$0.49 a mile	\$358.84	1668	General
25-23	01/24/2023	Duneland Accounting, LLC	January 2023 Accounting Services	\$875.00	ACH	General
26-23	1/11/2023	On-Site Computer LLC	Web hosting/Office 365 Users	\$650.00	1669	General
27-23	1/24/2023	CNA Surety	Bond for Novotny	\$375.00	ACH	General
				\$825,597.24		

Yellow River Project, Phase I

The Commission, Cardno (now Stantec), and The Stanger Group completed the two-year project on-time and under-budget.

Yellow River Project, Phase II

Phase II of the Yellow River bank reconstruction in Starke County is currently out for bid. A pre-bid meeting will take place on February 2 at 10:00 a.m. CST at 500 East and 1:00 p.m. CST at 1100 East.

The Commission is soliciting bids for two phase sections separately. 500 East in Starke County is slated for completion next year. Options for 1100 East include completing it next year, completing part of it next year, or deferring the entire section to 2024. Bids are due by February 24 at the Starke County Annex.

Yellow River Project, Phase III

Stantec is evaluating possible project sites for Phase III in 2024. I asked the firm to submit a draft contract for Phase III design and technical services for the Commission to consider at our meeting.

Logjam Management

Since the last meeting, our contractors have completed a voluminous amount of logjam management work:

- 1) Allsop Excavating finished Section F on the Kankakee between U.S. 6 and IN-104;
- 2) Delta III worked from the boat launch at Grand Marsh Park to I-65;
- 3) Hill Excavating removed fallen trees between Range Road to Knox on the Yellow River;
- 4) Misch Excavating cleared the abandoned Norfolk Southern bridge next to U.S. 41;
- 5) Misch Excavating removed about twenty logs from State Line Bridge the immediate vicinity;
- 6) Hill Excavating removed four major logjams from the Yellow River in Marshall County;
- 7) Langfeldt Excavating removed a major logjam in Marshall County;
- 8) Hill Excavating cleared fallen trees from the Yellow River at the Kankakee Fish and Wildlife Area;
- 9) Dirt works removed several fallen trees at various bridges; and
- 10) Misch Excavating cleared the railroad bridge at Shelby.

For the coming year, I am making tentative plans to prioritize areas between Lomax and Dunn's Bridge and downstream of US 41. Logjam removal on the Yellow River will continue.

State Line Bridge

On behalf of Lake County, VS Engineering formally has assessed the feasibility of relocation State Line Bridge to a historic preservation area in Hendricks County. Not only is it feasible, but the preliminary cost estimates suggest the action would be affordable for Lake County and the Commission.

The engineers have submitted the assessment to INDOT for review. The hope is that INDOT and the Federal Highway Administration will view these plans as an acceptable method to preserve State Line Bridge and mitigate the old Lake County Bridge #2.

Kankakee FWA Redesign Recommendations

On the agenda is consideration of a draft agreement for Burke Engineering to research and formally recommend physical changes at the Kankakee FWA.

The proposal is for an amount *not to exceed* \$80,000 and will likely cost less. Because a report likely would not be issued until 2024, I have budgeted for only a partial amount in the current year.

Sediment Traps

All permits are issued for the sediment trap immediately downstream of the Robbins Ditch on the Kankakee River. After consulting with the affected property owner, the maintenance schedule has been expedited due to weather conditions.

Following an SEA 368 meeting late last year, a DNR permit for the Yellow River trap immediately upstream of IN-39 is pending. The Corps and IDEM already have determined that their permits are not required in this instance.

The Technical Advisory Committee has recommended maintaining the trap immediate upstream of the Little Kankakee. An onsite SEA 368 review already is scheduled with interested regulators.

Aukiki Wetland Conservation Area

Burke Engineering currently is preparing bid documents for construction of the new water control structure this year. The spillway construction is listed in the budget along with a small amount for construction oversight and design compliance.

Formal Flood Response Plan

The Corps of Engineers has started to receive dollars for development of our formal flood response plan. We currently are planning a kickoff meeting for the various stakeholders and partners. Our next Technical Advisory Committee likely will serve as the forum, and all members and technical advisors will be invited to participate.

As always, should you have any questions or suggestions, please email me at sdpelath@gmail.com or (219) 861-7999. To maintain focus and brevity during our meeting in Marshall County, I welcome any issues I can resolve in advance.

ATTACHMENT 2



1



4



7



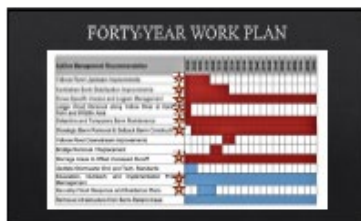
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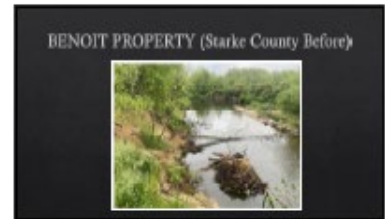
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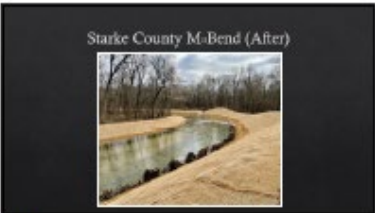
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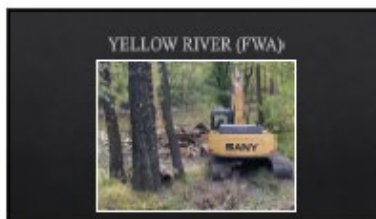
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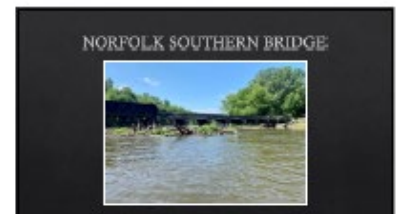
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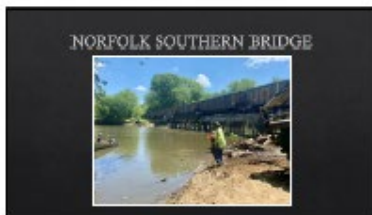
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RIVER INVESTMENT BREAKDOWN			
Yellow River Construction, Phase I \$1,000,000	Upper Mississippi \$175,120	Major Project Design and Construction \$1,000,000	River Dredging \$150,000
Rock Rapids and Other Transportation \$1,000,000	Upper Mississippi \$175,120	Major Project Design and Construction \$1,000,000	River Dredging \$150,000

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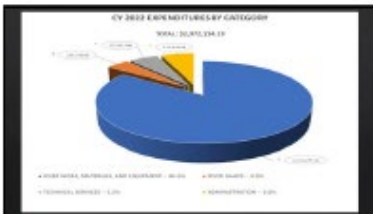
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County	2021	2022	% Change
Jasper County	\$80,000.00	\$80,000.00	0%
Lafayette County	\$64,000.00	\$64,000.00	0%
Jefferson County	\$48,000.00	\$48,000.00	0%
Madison County	\$32,000.00	\$32,000.00	0%
Monroe County	\$16,000.00	\$16,000.00	0%
Porter County	\$80,000.00	\$80,000.00	0%
St. Joseph County	\$24,000.00	\$24,000.00	0%
Stark County	\$16,000.00	\$16,000.00	0%
ASSESSMENT REVENUE:	\$3,000,000.00	\$3,000,000.00	0%

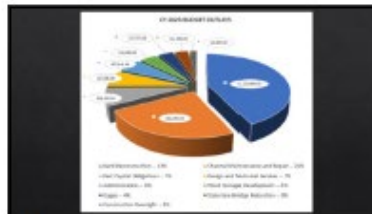
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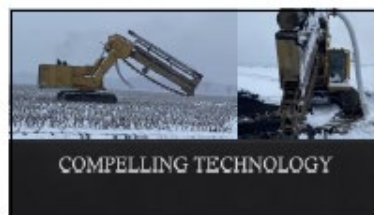
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ATTACHMENT 3



PARTNERS. EVERY STEP OF THE WAY.

INTRODUCTION & PURPOSE:

The bridge that carries State Line Road over the Kankakee River (Lake County Bridge 36) is a truss bridge that has been standing for over 100 years and has been at its current location since circa 1920. This bridge, which is eligible for listing in the National Register of Historic Places, was part of a federally-funded rehabilitation project in the recent past that did not come to fruition. The bridge is set unusually low over the waterway and overtops on a semi-regular basis. The bridge has been closed to traffic since around 2000, and as a result, it has not been receiving priority maintenance or bi-annual bridge inspections.

Due to the inability to rehabilitate Lake County Bridge 36 in place per the terms of the 2010 MOA between INDOT and Lake County, and the continued interest in the fate of Lake County Bridge 36 per the November 1 Consulting Parties Meeting, this report will consider the feasibility of moving Lake County Bridge 36 to Guilford Township in Hendricks County, per their request. The Guilford Township Council in Hendricks County would like take possession of this bridge and relocate it over White Lick Creek in Hummel Park. They currently have limited access across the creek and have need of a long span bridge that does not add piers or obstructions in the waterway. In addition to this, the Lake County Commissioners and the Kankakee River Basin Commission are in support of removing the bridge and allowing the area to return to its natural state.

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) would like to assess the feasibility of dismantling, transporting, repairing and reconstructing this bridge. This report will briefly discuss this structure's history and historic significance to the development of bridge-related infrastructure in the United States, assess the condition of the bridge's individual members, and provide an assessment of structure's feasibility for reconstruction. The conditions report is shown in Appendix A. A cost estimate will be provided for dismantling the structure and for transporting the structure from Lake County to Hummel Park, where it can be stored (Appendix B).

BRIEF SUMMARY OF KNOWN HISTORIC BACKGROUND & CONTEXT:

Lake County Bridge 36 is a single span pin-connected Pennsylvania through truss. The bridge is 222'-0" long and 16'-0" wide. These bridges were once used throughout the United States until the 1930s. Since then most of them have been destroyed and there are now very few bridges of this design that remain.

The Pennsylvania truss gains its name from the Pennsylvania Railroad, whose engineers used it extensively for their longer spans from around 1875 through the early 20th century. The curved-top-chord (or "camelback") form uses less material than an equivalent parallel-chord span, but is more difficult to fabricate. Thus, the form was used only for longer spans, where its material efficiency more than offset its complex construction.

For long spans, the overall truss height can increase along the span to maintain the same stiffness as the loads increase, providing material efficiency. The subdivisions of the truss, as shown from the mid-height connections, allow for additional vertical members, which support additional floor beams. The addition of more floor beams allows for shallower and lighter stringer beams to be used, which adds up to a significant percentage of the truss's overall weight.

The builder's plaques have been removed from the structure, so the original construction year is unknown; however, it can be estimated that the bridge was originally constructed between 1900 and 1910. This is based on the following considerations. First, Pennsylvania trusses did not appear on the Midwest roadways until the late 1800s and stopped being used around 1915, when they made way for less efficient, but simpler-to-build truss forms, and then for beam and girder spans. Secondly, this truss is pin-connected, which became uncommon when riveted connections became the preferred method in first quarter of the 20th century.

This bridge was originally located in Mokenca, Illinois, although the exact location is unknown. When the bridge was relocated to the State Line Road, it appears to have been shortened to its current length. Evidence of the bridge's relocation and shortening can be seen in several details. The nuts would have originally secured the large pins in the

lower chord connections have been replaced by large cotter keys that don't keep the connections clamped tight, as it would have been during the original construction. Also, Pennsylvania trusses normally have one or more mid-span panels where the top chord is parallel with the bottom chord; however, this bridge has none. It is thought that there were originally parallel chord panels and they have been removed. However, shortening the bridge in this manner makes the truss stronger, which is a significant benefit. If this bridge is repurposed as a pedestrian bridge, it can withstand a higher unit load applied along the bridge than the original design would have allowed.

FEASIBILITY OF DISMANTLING & TRANSPORT:

The span would need to be disassembled into its component members and transported to the new location. The bridge's current location will present some challenges during dismantling, but there are several methods that can be used to remove the bridge from the waterway, as discussed below.

Method 1: Temporary falsework can be driven into the river bed and the bridge can be disassembled in place, and the pieces can be moved off river individually. This method is not advisable due to the cost of the falsework, constricted working room and the risk posed by potential floods.

Method 2: Build a temporary causeway and lift the bridge off of its abutments with cranes and shift the bridge onto either approach. With the bridge approaches being overgrown, several hundred feet of trees along the roadway will need to be cleared to provide room for the bridge to be placed and allow contractors to have room to move around and store disassembled pieces.

Method 3: Modular "barges" can be used to support the bridge on the river. Each module is small enough to fit on a truck and can be bolted to others in the water to fit any size and capacity needed. Then, using cranes at each end of the span, the bridge could be lifted and moved in approximately 30 foot increments onto the roadway, while the end over the river can be set on the barge. The bridge can be "walked" off the river this way.

Method 4: As a variation of Method 3, the barge supporting one end of the truss could be floated and rotated until both ends of the bridge are on the same riverbank. Then the span can be lifted off the barge and placed on land, parallel to the river. This would require some tree clearing along the riverbank, but may be able to make use of the adjacent boat launch.

The disassembly of the structure itself would be relatively straightforward. Since the truss is pin-connected, the pins can be removed along with adjoining members, one at a time, moving from one end of the bridge to the other. Each of the members should be matchmarked by someone experienced in disassembling and reassembling truss bridges. Camber measurements will need to be taken to determine the present camber so that blocking may be set at the proper heights for reconstruction.

Once the bridge is disassembled, flatbed trucks will be needed to move the elements to Hummel Park in Hendricks County. This will take several truck loads. The bridge will need to be stored until permits and reconstruction funding are in place. Storing the bridge in a sheltered area would be best. If placed outside, the members should be placed on a crushed stone pad that won't allow vegetation to grow in and around it over time. The upper chord members will need to be stored with their lattice face down so that debris does not accumulate within the shape, and the members should be elevated above the ground by either steel beams or large treated timbers.

CONDITION & FEASIBILITY FOR RECONSTRUCTION:

Given this bridge's age, proximity to the waterway and infrequent inspections and repairs, this bridge is in remarkable condition. Without trees being able to grow over the structure and providing shade, which slows moisture evaporation, the bridge dries rapidly, significantly reducing the effects of corrosion on the bridge. The upper chord exhibits only minor pack rust, and its small lattice pieces (that would typically deteriorate at their connections points) appear to be completely intact with nothing more than surface rust. However, several of the upper lateral bracing rods exhibit section loss at their end connections, which will likely need to be replaced.

The verticals and diagonals are in similarly good condition exhibiting worn paint and surface rust. The rivet connections are in good condition and the bolted connections exhibit very little deterioration. The railing is in unserviceable condition, but is not a historic element, not standard, and not safe for pedestrians. The bridge deck is a timber deck with an asphalt overlay placed over it. The deck is also in very poor condition as a walking surface; however, it does appear to be functioning to protect the floor beams from rain to some degree. The stringer beams of the bridge could not be observed, but based on experience, it is likely that the stringer beams are in very poor condition and will need to be replaced.

The main portion's lower chord members are in good condition; exhibiting worn paint and surface rust without any section loss. However, the lower chord members at the pin connections are showing signs of deterioration. There is some section loss on these members surrounding the pin. This can be repaired by pad welding to build the area back up. Purdue University research by Prof. Bowman has shown this repair technique to be capable of restoring an eyebar's original strength and reliability.

The lower lateral bracing, comprised of small circular rods are in surprisingly good condition considering their location. However, a few members are bent, likely from debris impacting them while floating down the river. The floor beams are also in fairly good condition; however, many upstream beam ends are bent, again, likely due to debris impacting them. Despite that, there is little surface rust exhibited and some of the paint is still intact.

Overall, the bridge is in good condition. There is some slack in the diaphragm members, which based on evidence of deterioration at the lower chord connections, would be expected. The upper lateral bracing rods that are no longer connected to the upper chord need to be replaced. Some of the lower lateral bracing members and floor beams are damaged. The reconstructed bridge would need a new bridge deck, new stringers and possibly new floor beams and lower lateral bracing. The bearings were difficult to see during the site visit; however, they may need to be replaced as well. Cleaning and painting will likely be the highest cost item on the reconstruction of this bridge; however, with the members disassembled, these costs will be far less than if the bridge was still in situ.

COST ESTIMATE FOR DISMANTLING & TRANSPORT:

The costs to disassemble and transport the bridge is based on past experience with contractors that specialize in the construction of steel truss bridges. Detailed cost estimates for both the disassembly (Method 2) and transport of the bridge are shown in Appendix B. Method 2 was assumed because it is the most common method to remove a bridge. The barge methods are highly dependent on the contractor for pricing. The anticipated range of cost to disassemble the bridge is \$282,000 to \$352,500. This is higher than is typically expected; however, given the length of the bridge, the difficulty for the site and volatility of the economy, this is an appropriate estimate. Once the bridge is disassembled, the bridge can be transported. The transportation costs are based on the number of trucks required to fully relocate the structure, which is expected to be 4 or 5 loads. The anticipated range of cost to transport all of the pieces of the bridge is anticipated to be between \$54,400 and \$61,400. These numbers are based on a per truck cost, and will be dependent on the number of loads required to completely relocate the bridge (See Appendix B).

The total cost to disassemble and transport the truss members to Hummel Park is estimated to be between \$336,400 and \$413,900.

CONCLUSION:

Based on the condition of the truss and the level of preserved historic elements, this bridge is a good candidate for relocation and rehabilitation. The truss elements, which are also where the historic value is with this structure, are in general, good condition. Since they are also the structural components of the bridge, the bridge retains its structural integrity.

January 20, 2023

Report Prepared By:

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Email: dkurdziel@kbengr.com

Kurdziel Barker Engineering, Inc.

ATTACHMENT 4

RECOMMENDATION 8-2022

To: Kankakee River Basin and Yellow River Basin Development Commission
From: Technical Advisory Committee (TAC)
Subject: Sediment Traps
Date: December 21, 2022

DESCRIPTION: Under existing guidelines, state and federal regulators will permit the construction and maintenance of sediment traps along the Kankakee and Yellow Rivers.

Traps gradually fill with sediment. If their continued function is desired, they must be maintained to reduce the transportation of new sediment downstream.

The Commission previously has approved the maintenance and construction of these devices a measure to reduce the downstream transportation while more longer-term sediment reduction measures are being executed. The costs and benefits of a maintaining or constructing a particular trap are evaluated on a case-by-case basis within the Commission's budgetary parameters.

In 2022, the Commission authorized the maintenance of Trap #11 on the Kankakee River and Trap #23 on the Yellow River. The former trap is fully permitted, and work will commence when conditions permit. Formal consultation with regulators has occurred with respect to the latter trap. USACE and IDEM have stated that the trap does not require their permits. IN-DNR currently is processing the permit application.

LOCATION: Various previously permitted locations along the Kankakee and Yellow Rivers upstream of the LaPorte-Porter County Line

ISSUE: Under the Commission's budgetary parameters, the next trap selected for maintenance is yet to be determined.

RECOMMENDATION: Once Trap #11 and Trap #23 maintenance is complete, the Committee recommends that the Commission maintain existing Trap #22 upstream of the Kankakee River's confluence with the Little Kankakee River. Furthermore, since several Yellow River sediment traps are being superseded by planned bank reconstructions, the committee recommends the creation of a new Yellow River trap upstream of 200 East in Starke County.

The Committee further recommends that to maintain the project feasibility and marginal benefit, the Commission should avoid any need to transport removed material away from the work site.

ADOPTED BY COMMITTEE 12/21/2022.

ATTACHMENT 5

RECOMMENDATION 9-2022

To: Kankakee River Basin and Yellow River Basin Development Commission
From: Technical Advisory Committee
Subject: Invasive plant species control
Date: December 21, 2022

DESCRIPTION: Certain areas of the Kankakee and Yellow Rivers are inundated with invasive plant species, particularly a species commonly known as bush honeysuckle. Such invasive vegetation often prevents native, bank-stabilizing grasses from taking root or receiving enough sunlight to flourish.

LOCATION: Various sections of the Kankakee and Yellow Rivers

ISSUE: The Commission has invested in the seeding of barren and unstable banks with native grass species such as Virginia wildrye and switch grass. However, invasive species often reduce the effectiveness of these efforts or obscure sections of bank in need of erosion control. The application of herbicide to invasive species during critical periods could allow a more favorable environment for locally native grasses and vegetation to flourish.

RECOMMENDATIONS: The Technical Advisory Committee recommends the Commission specifically budget for the herbicidal treatment of invasive plants species as part of its efforts to promote native grass growth within its jurisdiction.

APPROVED BY COMMITTEE 12/21/2022.

ATTACHMENT 6



ANTICIPATED TASK SUMMARY SHEET KRBYRBDC On-call Services Kankakee Fish and Wildlife Area Hydraulic Study

DATE: January 23, 2022

TASK NAME: Kankakee Fish and Wildlife Area Hydraulic Study

PROJECT DESCRIPTION: The Indiana Department of Natural Resources Kankakee Fish and Wildlife Area is situated at the confluence of the Kankakee and Yellow rivers in Starke County. Historically, the control structures and berms along both rivers have been a source of debate as to their effects on flooding. The berm system prevents connection of the floodplains while spillway control structures flowing perpendicular to the floodplain transfer water between the rivers at specific locations. How the rivers interact with each other and their respective tributaries near the confluence under varying preexisting conditions and different discharges is poorly understood.

To better understand the existing flood conditions and create solutions to improve future flooding, Kankakee River Basin Yellow River Basin Development Commission has requested that Burke perform an existing and proposed condition hydraulics study of the area. The project will study patterns of flow across control structures and provide conceptual solutions for improving channel dynamics in both rivers.

PRIMARY TASKS:

PHASE 1

- **Task 1 – Site Visit:** Burke will perform a site visit with KRBYRBDC and IDNR property management from Kankakee F&W Area. The site visit will be to observe flow patterns of the two rivers near the confluence and collect control structure data at spillways, pipes and berms.
- **Task 2 – Data Collection:** Burke will request past surveying and modeling data from IDNR Division of Water. Historical plans on the control structures and floodplain information will be incorporated into our study. We will allow a small budget for additional survey data collection as needed.
- **Task 3 – Modeling:** Burke will perform a hydraulic study of the Kankakee F&W Area to better understand flow patterns in the rivers using 2D modeling. The previous 2D modeling performed for the Work Plan will be truncated for the study area and improved with additional data. Existing conditions will be evaluated when the Yellow and Kankakee rivers are both at flood stage and when just one of the rivers is at flood stage. Additional modeling will be performed to evaluate at least three proposed solutions for improvement of the floodplain with the goals of reducing harmful flood stages or velocities near the confluence and improving floodplain function.
- **Task 4 – Visualization:** Existing and proposed conditions modeling will be converted to visualizations (video renderings) that show a combination of flood depth/elevation and velocity information. The visualizations will be used to convey information to KRBYRBDC, IDNR, and the public on how the existing condition affects flooding and how future solutions might improve floodplain and channel dynamics.
- **Task 5 – Meetings:** Burke will conduct at least two meetings with KRBYRBDC, IDNR Fish and Wildlife, and IDNR Division of Water to better understand existing conditions, coordinate study development and findings, and collaborate on solutions. We will also plan to attend at least one commission meeting to present study results and visualization products.

PHASE 2

- **Task 1 – Report and Conceptual Plans:** Burke will summarize results of the existing and proposed condition modeling, outline at least three proposed conceptual designs with cost estimates, and provide recommendations on future management of the Kankakee F&W Area. Input from discussions with IDNR and stakeholders will be incorporated into the final report.
- **Task 2 – Meetings:** Burke will conduct at least one meeting with KRBYRBDC, IDNR Fish and Wildlife, and IDNR Division of Water to review study results and the proposed solution(s). We will also plan to attend at least one commission meeting to present study results and visualization products.


PRIMARY PRODUCT(S):

- **Phase 1:** Three existing and three proposed condition floodplain maps and visualizations (video renderings)
- **Phase 2:** Report and conceptual plans, including the initial data collection, any relevant survey/structure information, floodplain modeling results, floodplain maps, conceptual plans (at least three solutions), and cost estimates

PHASE 1 FEE ESTIMATE: Not to exceed \$60,000 (time and material)

PHASE 2 FEE ESTIMATE: Not to exceed \$20,000 (time and material). Phase 2 work will begin after the completion of Phase 1 and upon your notice to proceed.

CONCURRENCES & NOTICE TO PROCEED FOR PHASE 1:

Burke Representative: Name: Jon D. Stolz Initials:  Date: 01/23/2023

KRBYRBDC Representative Name: _____ Initials: _____ Date: _____

The noted tasks, fee, and time schedule are provided as an approximation of what may be necessary to complete the noted project. The use of these estimates is intended for planning purposes only and is not intended to replace the contractual obligations of both the Kankakee River Basin Yellow River Basin Development Commission and Christopher B. Burke Engineering, LLC. The services outlined in this task summary sheet are subject to the terms and conditions and standard charges as set forth in the original contract (19.R200461.00000) dated October 2, 2020.

ATTACHMENT 7



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