

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

KRB-YRBDC Technical Advisory Committee

**Thursday, August 21, 2025
12:30 p.m. CDT/1:30 p.m. EDT
Purdue Marshall County Extension
112 W Jefferson Street, Rm 304
Plymouth, IN 46563**

Scott Pelath, Executive Director, called the meeting to order at 1:30 p.m. EDT.

Mr. Pelath called the roll.

Members Present Physically

Kevin Breitzke	Jeff DeYoung	Dan Gossman	Dan Gumz
Tom Larson	John Law	John Matwyshyn	Jeff Mitzner
Gwen Rentz	Beau Watkins		

Members Present Electronically

Mark Kingma

Staff Present

Scott Pelath

ELECTION OF OFFICERS FOR CURRENT STATE FISCAL YEAR

Mr. Pelath requested nominations for the position of Chair.

Tom Larson nominated Kevin Breitzke for the position of Chair. Dan Gossman seconded the nomination.

Mr. Pelath asked if there were any further nominations. There being none, Mr. Pelath called the question on the selection of Mr. Breitzke as chair.

Breitzke - Y
DeYoung - Y
Gossman - Y
Gumz - Y
Larson - Y

Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y
Rentz - Y
Watkins – Y

MOTION ADOPTED.

Mr. Pelath turned leadership of the meeting over to the new chair, Mr. Breitzke.

The chair asked for nominations for the position of Vice Chair.

The chair nominated John Law for the position of Vice Chair. Mr. Larson seconded the nomination.

There being no further nominations, the chair called the question on the selection of Mr. Law as Vice Chair.

Breitzke - Y
DeYoung - Y
Gossman - Y
Gumz - Y
Larson - Y
Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y
Rentz - Y
Watkins – Y

MOTION ADOPTED.

The chair asked for nominations for the position of Secretary.

Gwen Rentz volunteered to serve in the position of Secretary. The chair considered the expression as a nomination. Beau Watkins seconded the nomination.

There being no further nominations, the chair called the question on the selection of Ms. Rentz as Secretary.

Breitzke - Y
DeYoung - Y
Gossman - Y
Gumz - Y
Larson - Y
Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y

Rentz - Y
Watkins – Y

MOTION ADOPTED.

APPROVAL OF APRIL 26, 2024, MEETING MINUTES

Dan Gumz moved to approve the April 26, 2024, meeting minutes. Mr. Gossman seconded the motion.

Breitzke - Y
DeYoung - Y
Gossman - Y
Gumz - Y
Larson - Y
Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y
Rentz - Y
Watkins – Y

MOTION ADOPTED.

EXECUTIVE DIRECTOR’S REPORT

Mr. Pelath gave a formal presentation to the Committee [ATTACHMENT 1].

OLD BUSINESS

None.

NEW BUSINESS

Bank stabilization within the City of Plymouth

Mr. Pelath presented Draft Technical Advisory Committee Recommendation 1-2025 [ATTACHMENT 2] regarding a proposed bank stabilization project within the City of Plymouth.

Mr. Gossman moved that the Committee adopt Recommendation 1-2025 as drafted and favorably submit it to the Commission for their approval. Mr. Gumz seconded the motion.

Breitzke - Y
DeYoung - Y
Gossman - Y
Gumz - Y
Larson - Y

Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y
Rentz - Y
Watkins – Y

MOTION ADOPTED.

Other proposed bank stabilization projects

Mr. Pelath presented Draft Technical Advisory Committee Recommendation 2-2025 [ATTACHMENT 3] pertaining to bank stabilization in Newton County.

Mr. Gossman moved that the Committee adopt Recommendation 2-2025 as drafted and favorably submit it to the Commission for their approval. Jeff DeYoung seconded the motion.

Breitzke - Y
DeYoung - Y
Gossman - Y
Gumz - Y
Larson - Y
Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y
Rentz - Y
Watkins – Y

MOTION ADOPTED.

Specific locations in need of remedial bank repair

Mr. Pelath presented Draft Technical Advisory Committee Recommendation 3-2025 [ATTACHMENT 4] regarding bank repairs of less than three hundred feet in length.

Following discussion, the sense of the Committee was to adopt the recommendation but allow Committee members additional time to submit areas in need of remedial repairs.

Mr. Gumz moved that the Committee adopt Recommendation 3-2025 as drafted, but to allow the Director to insert Committee member-suggested locations in the Recommendation prior to presentation to the Commission. Jeff Mitzner seconded the motion.

Breitzke - Y
DeYoung - Y
Gossman - Y
Gumz - Y

Larson - Y
Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y
Rentz - Y
Watkins – Y

MOTION ADOPTED.

Maintenance priorities for existing sediment traps

Mr. Pelath presented Draft Technical Advisory Committee Recommendation 4-2025 [ATTACHMENT 5] regarding the maintenance of sediment traps.

The Committee discussed sediment trap maintenance priorities.

Mr. Gumz moved that the Committee adopt Recommendation 4-2025 with an amendment indicating that the traps 1) near the Travis Ditch confluence with the Kankakee River, 2) at First Road over the Yellow River in Marshall County; and 3) at Range Road and State Road 4 on the Kankakee River be listed as priorities. Mr. Larson seconded the motion.

Breitzke - Y
DeYoung - Y
Gossman - Y
Gumz - Y
Larson - Y
Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y
Rentz - Y
Watkins – Y

MOTION ADOPTED.

Areas in need of access maintenance or construction

Mr. Pelath presented Draft Technical Advisory Committee Recommendation 5-2025 [ATTACHMENT 6] regarding river access improvement.

Mr. DeYoung moved that the Committee adopt Recommendation 6-2025 as drafted, but to allow the Director to insert Committee additional member-suggested locations in the Recommendation prior to presentation to the Commission. Mr. Gossman seconded the motion.

Breitzke - Y
DeYoung - Y

Gossman - Y
Gumz - Y
Larson - Y
Law - Y
Kingma - Y
Matwyshyn - Y
Mitzner - Y
Rentz - Y
Watkins – Y

MOTION ADOPTED.

River sections targeted for logjam management or invasive species eradication

Mr. Pelath emphasized that the identification of logjams and areas in need of invasive species eradication requires shared effort. He stated that both rivers are expansive and benefit from team monitoring. For that reason, he urged members to report logjams, fallen trees, and infestations of invasive species whenever they are observed.

The Committee discussed a number of herbicidal application techniques and issues. Mr. Mitzner suggested the implementation of some methods and herbicide mixes developed by the LaPorte County Drainage Board. Mr. Pelath said he highly valued the suggestions and said he welcomed the sharing of best practices.

The informal consensus of the Committee was that bank reconstruction project area should be prioritized for the control of invasive species.

Support of the Kankakee River’s National Water Trail status

After discussion, Committee members suggested that individual counties would take responsibility for mounting National Water Trail signs on bridges within their sections. Mr. Pelath said he would ensure that the signs were distributed to county officials.

OTHER BUSINESS

None

PUBLIC COMMENT

Plymouth City Engineer Dan Sellers thanked the Committee for their consideration of bank stabilization within the city.

SELECTION OF NEXT MEETING DATE

To be determined.

ADJOURNMENT

The Committee adjourned at 3:05 p.m. EDT.

APPROVED BY COMMITTEE ON FEBRUARY 20, 2026.

Signed by:

DE16AE9583B3445...

starke county surveyor

3/18/2026

MARSHALL COUNTY – 12th ROAD (BEFORE)



7

MARSHALL COUNTY – 12th ROAD CONSTRUCTION



8

MARSHALL COUNTY – 12th ROAD CONSTRUCTION



9

MARSHALL COUNTY – 12th ROAD CONSTRUCTION



10



WEST OF SR 23 – BEFORE

11



WEST OF SR 23 – DURING AND AFTER

12

STARKE COUNTY – SR 23 (2024)



13

STARKE COUNTY – SR 23 (2024)



14

STARKE COUNTY – SR 23 (2024)



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STARKE COUNTY – SR 23 (2025)



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STARKE COUNTY – SR 23 (June 2025 "Before")



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STARKE COUNTY – SR 23 (2025 Construction)



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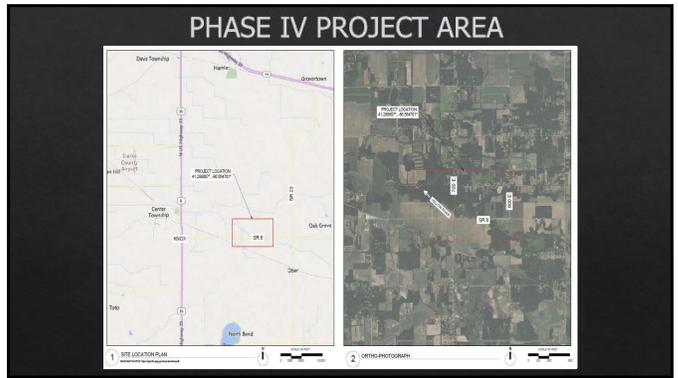
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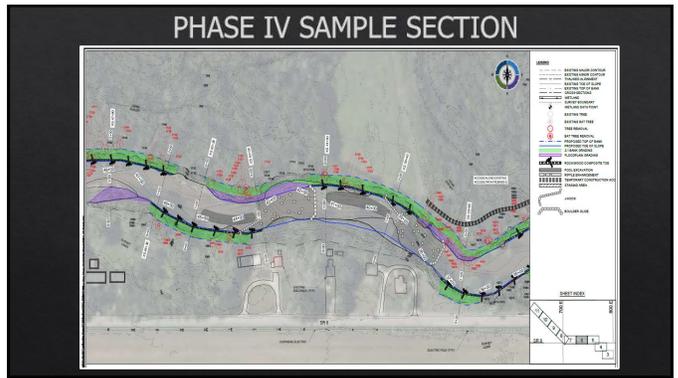
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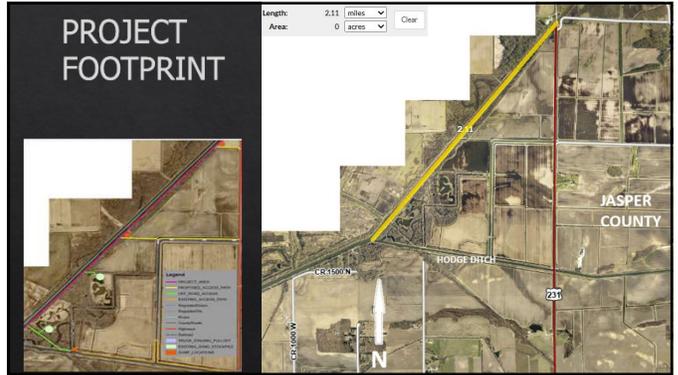


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JASPER COUNTY BANK STABILIZATION

September 2025 Completion

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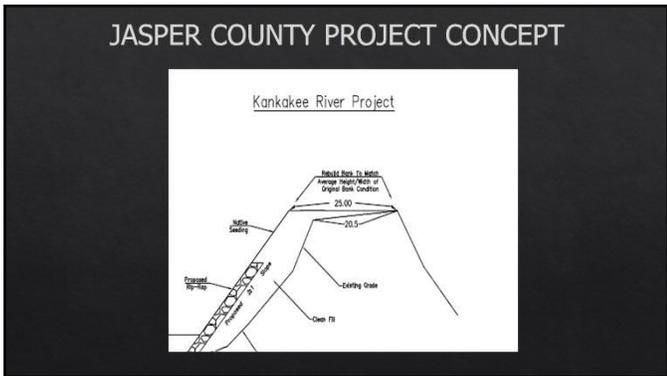
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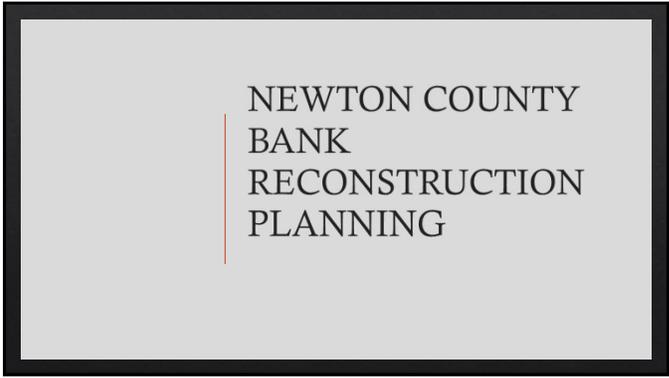
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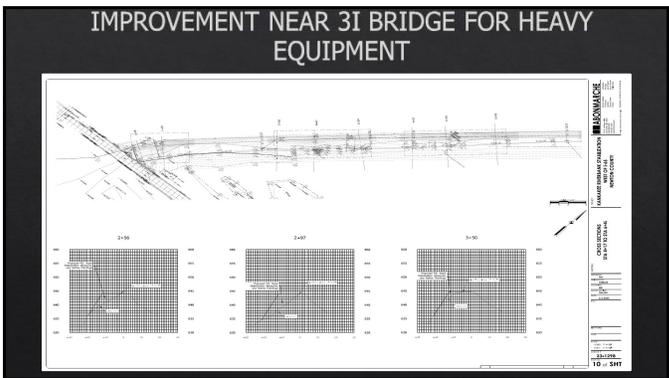
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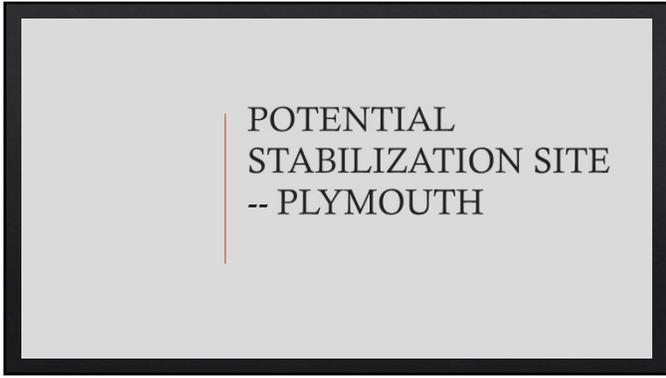
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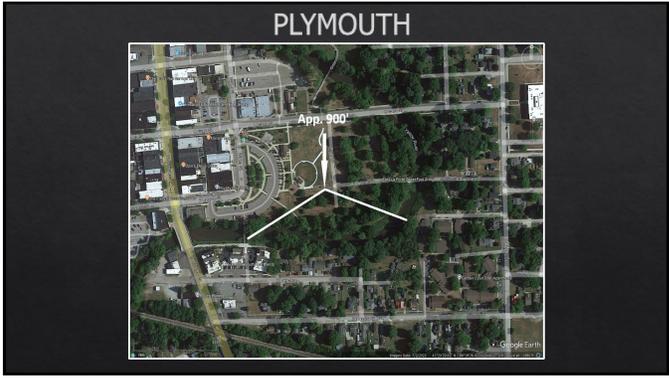
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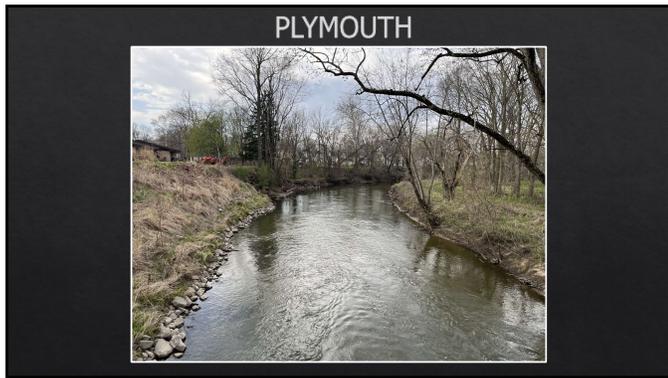
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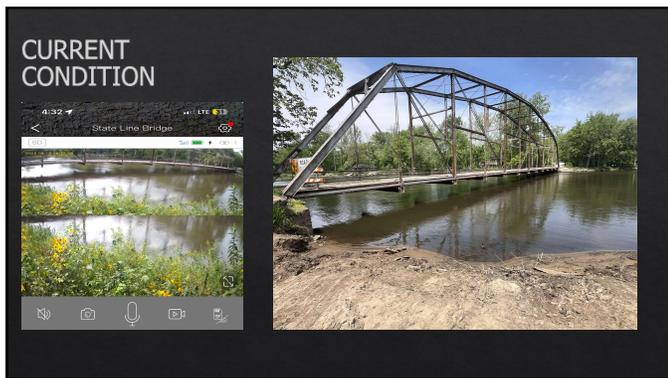
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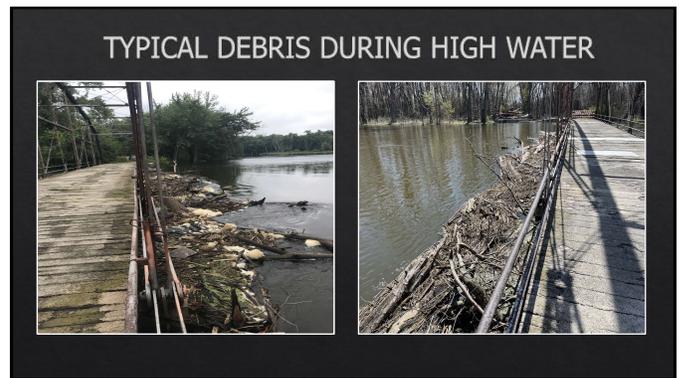
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STATE LINE
BRIDGE
RELOCATION
DNR permit granted
USACE and IDEM
permits pending

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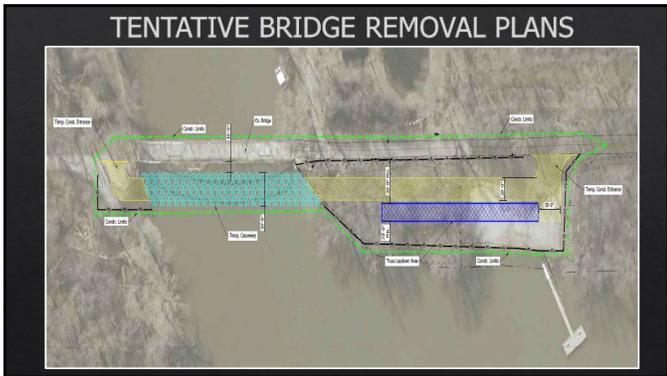
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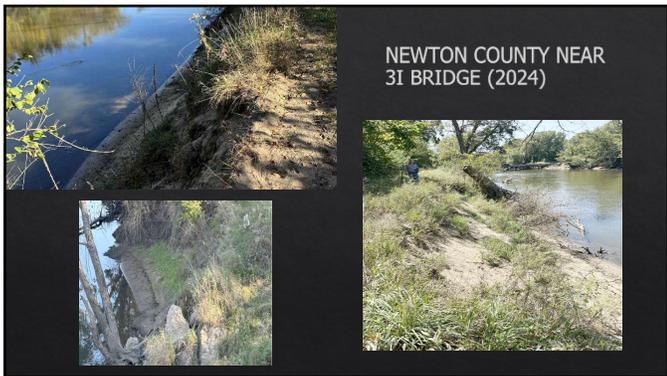
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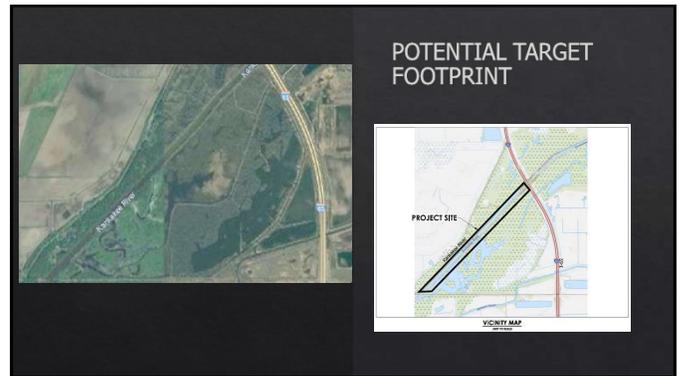
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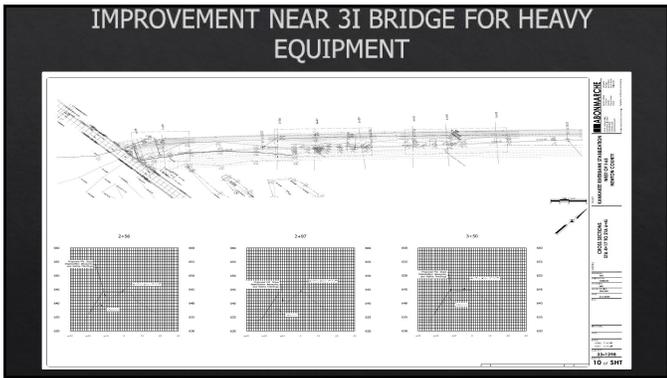
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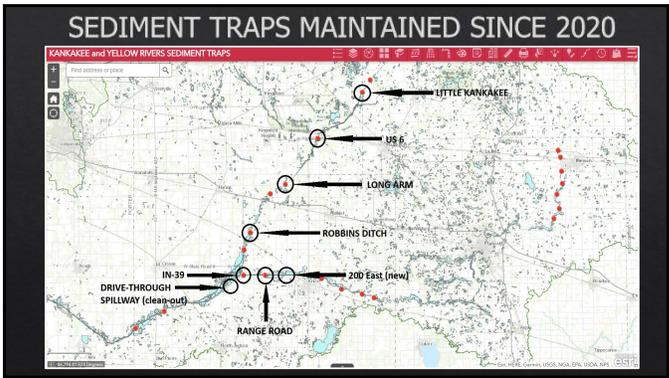
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QUESTIONS?

Scott D. Pelath, CFM
(219) 861-7999

sdpelath@kankakeeyellowrbc.in.gov

ATTACHMENT #2

RECOMMENDATION 1-2025

To: Kankakee River Basin and Yellow River Basin Development Commission
From: Technical Advisory Committee (TAC)
Subject: Bank stabilization in the City of Plymouth
Date: August 21, 2025

DESCRIPTION: Within the City of Plymouth, the Yellow River between the East LaPorte Street foot bridge and the South Water Street foot bridge is eroding badly along its outer bend. The degraded bank, which is as high as fifteen to twenty feet, is currently contributing to downstream sedimentation and encroaching upon private parcels in the immediate vicinity.

The restoration approach would be anticipated to focus on toe of slope protection, grading, and native vegetation establishment along the east/south bank. The opposite bank would then be graded to optimize and manage the channel to floodplain connectivity.

Under the Kankakee River Flood and Sediment Management Work Plan adopted in 2019, “Reduce Sediment Supply from Yellow River Upstream of Knox” is Active Management Recommendation 5.1.1 (ranked first).

LOCATIONS: An overview map of the proposed project is shown below. The river section [shown in **RED**] is approximately 1000’ long.



ISSUES: According to Page 41 of the Work Plan, *“The stabilization of these severely eroded and failing slopes is expected to greatly reduce the contribution of sediment from the Yellow River. Elimination of the sediment load from the bank failures, estimated at 25,000 tons per year, is expected to improve the performance of the portion of the Yellow River downstream of Knox by decreasing the size of the sediment ‘slugs’ that are pushed into the Kankakee during significant flow events.”*

RECOMMENDATION: The Committee favorably recommends the project to the Commission contingent upon its budgetary means. Improvement of the degraded bank would further reduce the downstream transportation of sediment while halting threats to private property and economic development in the immediate area. Bank stabilization projects of this nature are highly consistent with the adopted Work Plan.

Furthermore, the Committee further finds that relatively limited physical scope of the project is outweighed by its direct benefit to a more densely populated area and unique visibility within Plymouth.

DRAFT

ATTACHMENT #3**RECOMMENDATION 2-2025**

To: Kankakee River Basin and Yellow River Basin Development Commission

From: Technical Advisory Committee (TAC)

Subject: Newton County Bank Stabilization

Date: August 21, 2025

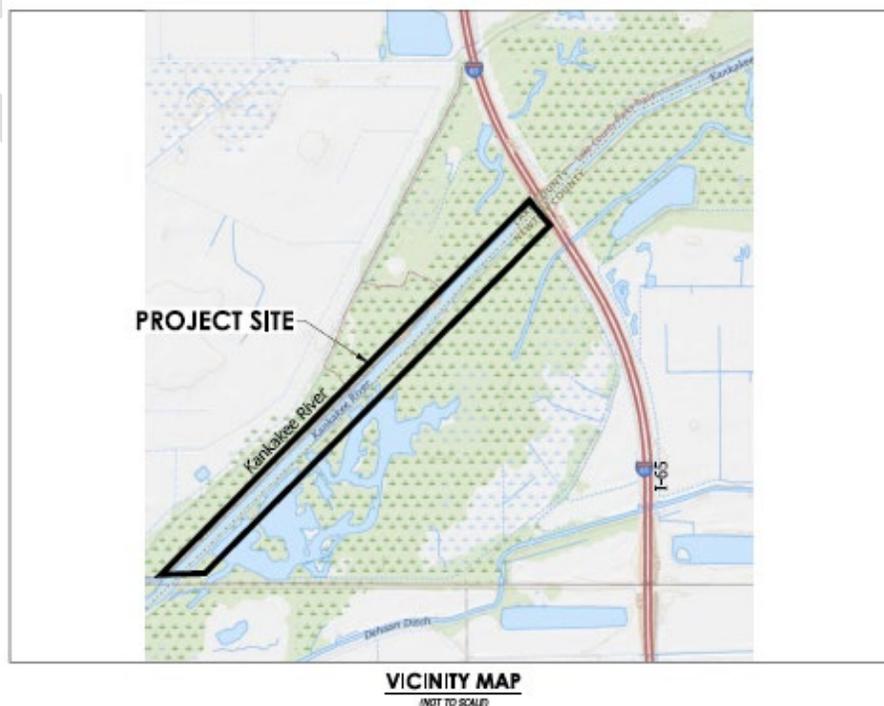
DESCRIPTION: The south bank of the Kankakee River from I-65 downstream to the Norfolk Southern Bridge (“3I Bridge”) was considered for stabilization since the old Kankakee River Basin Commission was still in existence. The bank is highly degraded in sections, particularly near the logjam-prone railroad bridge. Not only does the bank release sediment into the Kankakee River, but some of it can no longer accommodate heavy equipment, especially during a flood event.

Beginning in 2024, the Commission engaged Abonmarche in Valparaiso to make technical recommendations for improvement of the bank. Proposed goals were to 1) reduce erosion and transportation of sediment; 2) improve bank stability; and 3) most importantly, provide a safe platform for heavy equipment to remove railroad bridge obstructions during a flood event.

The Norfolk Southern Bridge, which lies at the far downstream end of the targeted area, is particularly prone to major logjam blockages that necessitate frequent removal.

A copy of the preliminary plan is included with this recommendation as an ATTACHMENT.

LOCATION: *See following map.*



ISSUE: The Kankakee River Flood and Sediment Management Work Plan Recommendation 5.1.2 (“Reduce Sediment Supply from Severely Eroded Kankakee Slopes”) on Page 41 states, *“Several locations along the Kankakee are currently severely eroded and appear to be contributing a significant amount of sediment to the river. Future berm/slope failures and erosion are also anticipated as a result of the over-steepened slopes, bank and berm height, and highly erodible materials. The eroded sediments should be stabilized using bioengineering techniques in most cases. Some particularly severe slope failures may require additional remediation; site specific improvements should be developed on a case-by-case basis.”*

With respect to the flood hazard posed by the railroad bridge, the Work Plan recognizes that certain bridges – with specific mention of the 3I Bridge – impede the flow of water.

Recommendation 5.1.8 (“Bridge Removal/Replacement”) on Page 46 of the Work Plan reads, *“Several problematic bridges that impede the transport of flow and sediment during flooding events were identified during field observations of the river corridor. Bridges that still serve a purpose should be removed and replaced to better align the bridge supports to minimize flow interference, most notably the State Line Bridge, the railroad bridge upstream of the mouth of Dehaan Ditch [the 3I Bridge], and the railroad downstream of US Highway 30.”*

RECOMMENDATION: Because the 3I Bridge remains operational, removal or replacement of the bridge is not presently feasible. Furthermore, although the Commission removes debris and obstructions from the bridge multiple times per year, it is not safe to do so from either the Lake or Newton County banks during a flood event.

In order to stabilize the bank against erosion and provide a safe work platform for heavy equipment, the Committee recommends that the Commission improve the affected Newton County bank through a combination of targeted, remedial repairs and more substantial bank reconstruction. In light of the Commission’s other project priorities, the Committee further suggests that the work be broken into phases with priority given to rehabilitating the bank nearest to the 3I Bridge.

CIVIL PLANS FOR:

Kankakee River Stabilization

Lake and Newton County



Source: Google Maps
Project Site Vicinity Map
 (not to scale)



Location Map - Aerial Image
 (not to scale)

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5	STA 26+00 - STA 40+00
6	STA 40+00 - STA 55+00
7	STA 66+00 - STA 80+97
8	STA 55+00 - STA 66+00
9	CONSTRUCTION DETAILS

CIVIL ENGINEER/SURVEYOR

Abonmarche Consultants, Inc.
 17 N. Washington Street
 Valparaiso, IN 46383
 (219) 850-4624
 mkeiser@abonmarche.com

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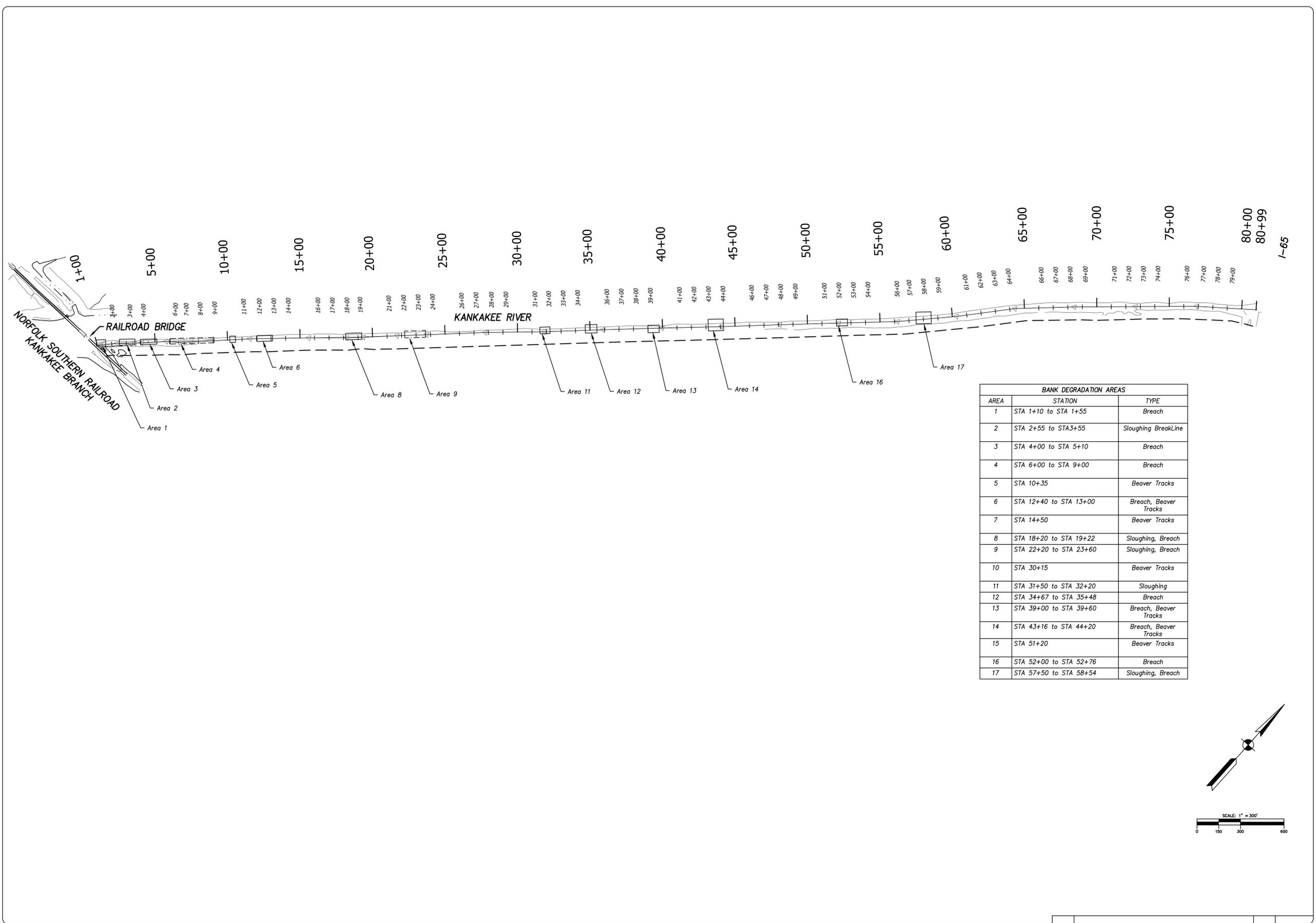
Engineering - Architecture - Land Surveying

PROJECT:
**KANKAKEE RIVERBANK STABILIZATION
 WEST OF I-65
 NEWTON COUNTY**

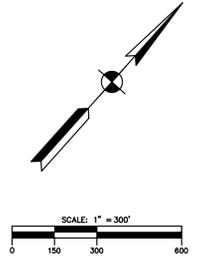
COVER

SHEET TITLE:
 DRAWN BY: **TLB**
 DESIGNED BY: **DESIGN**
 PM REVIEW: **MK**
 QA/QC REVIEW: **QA/QC**
 DATE: **3-6-2025**
 SEAL:

SIGNATURE:
 DATE:
 SCALE:
 HORZ: N/A
 VERT: N/A
 ACT JOB #
23-1298
 SHEET NO.
1 of SHT



BANK DEGRADATION AREAS		
AREA	STATION	TYPE
1	STA 1+10 to STA 1+55	Breach
2	STA 2+55 to STA 3+55	Sloughing, BreakLine
3	STA 4+00 to STA 5+10	Breach
4	STA 6+00 to STA 9+00	Breach
5	STA 10+35	Beaver Tracks
6	STA 12+40 to STA 13+00	Breach, Beaver Tracks
7	STA 14+50	Beaver Tracks
8	STA 18+20 to STA 19+22	Sloughing, Breach
9	STA 22+20 to STA 23+60	Sloughing, Breach
10	STA 30+15	Beaver Tracks
11	STA 31+50 to STA 32+20	Sloughing
12	STA 34+67 to STA 35+48	Breach
13	STA 39+00 to STA 39+60	Breach, Beaver Tracks
14	STA 43+16 to STA 44+20	Breach, Beaver Tracks
15	STA 51+20	Beaver Tracks
16	STA 52+00 to STA 52+76	Breach
17	STA 57+50 to STA 58+54	Sloughing, Breach



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**KANKAKEE RIVERBANK STABILIZATION
 WEST OF I-65
 NEWTON COUNTY**

PROJECT: **OVERALL EXISTING CONDITIONS**

SHEET TITLE: **OVERALL EXISTING CONDITIONS**

DRAWN BY: **TLB**

DESIGNED BY: **DESIGN**

PM REVIEW: **MK**

QA/QC REVIEW: **QA/QC**

DATE: **3-6-2025**

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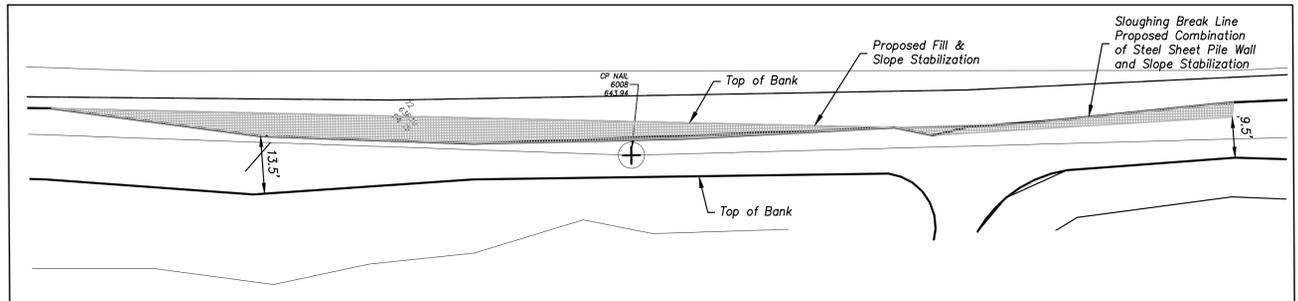
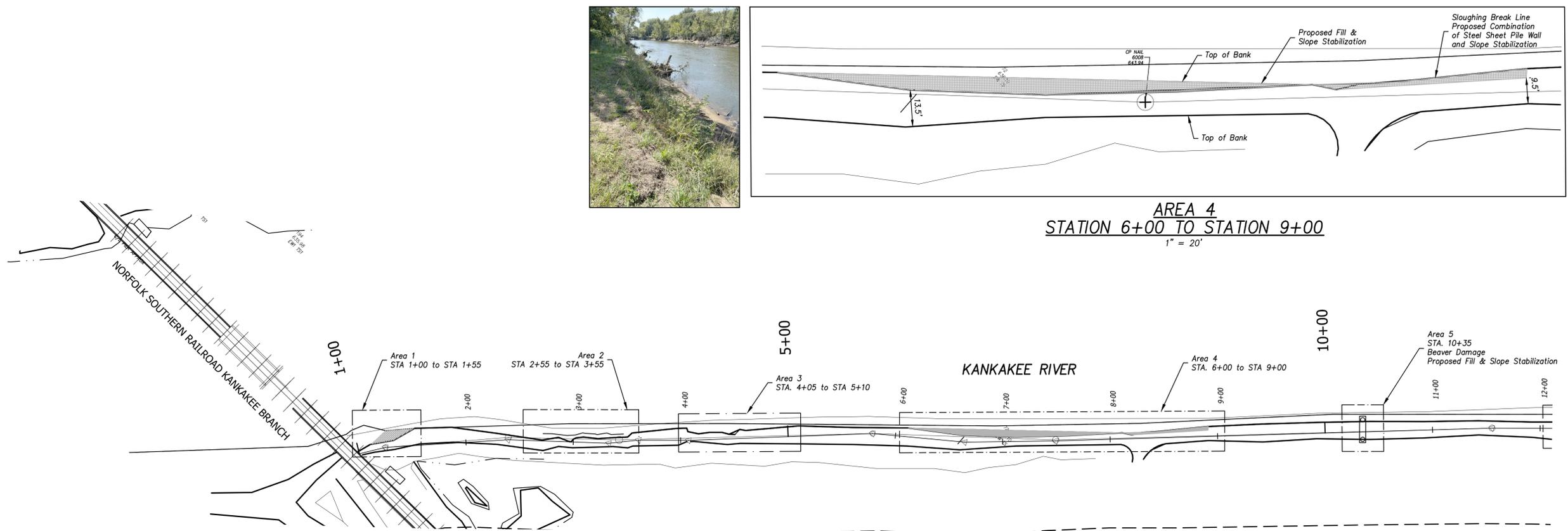
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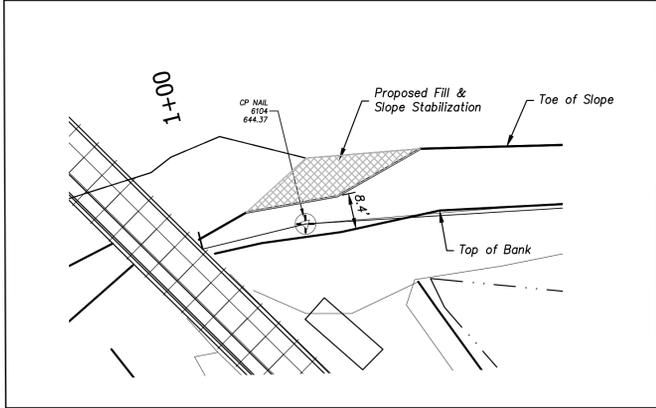
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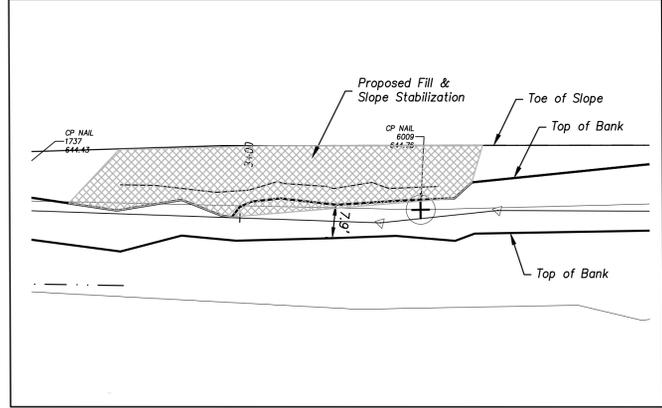
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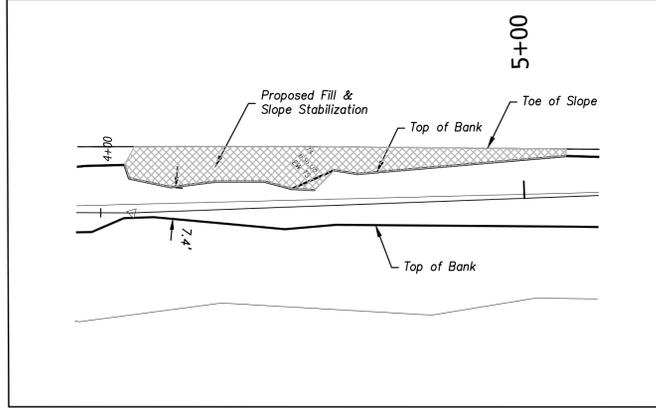
Sloughing Break Line



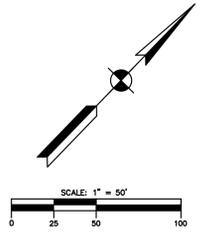
AREA 1
STATION 1+00 TO STATION 1+55
1" = 20'



AREA 2
STATION 2+55 TO STATION 3+55
1" = 20'



AREA 3
STATION 4+00 TO STATION 5+10
1" = 20'



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PROJECT:
KANKAKEE RIVERBANK STABILIZATION
WEST OF I-65
NEWTON COUNTY

SHEET TITLE:
EXISTING CONDITIONS
STA 1+00 TO STA 12+00

DRAWN BY:
TLB

DESIGNED BY:
DESIGN

PM REVIEW:
MK

QA/QC REVIEW:
QA/QC

DATE:
3-6-2025

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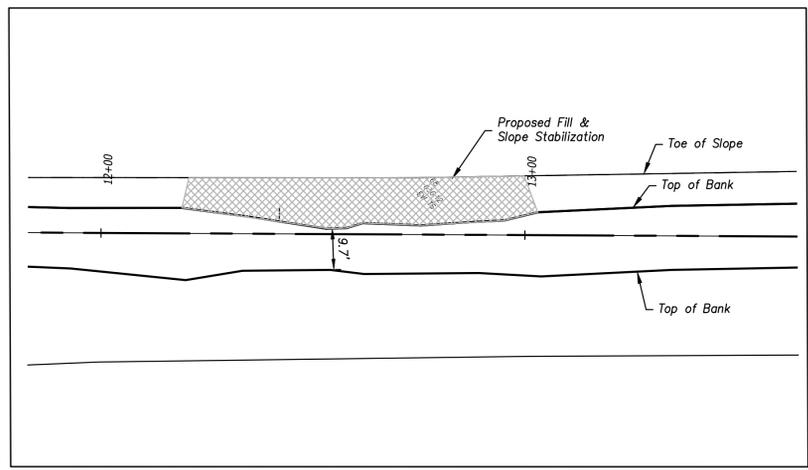
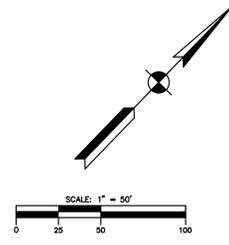
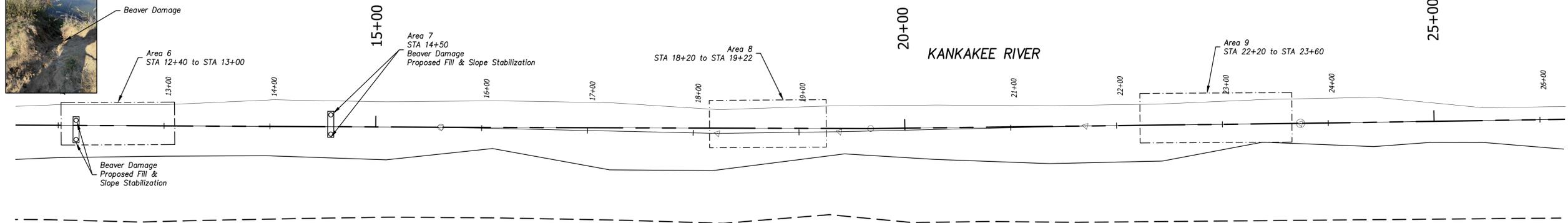
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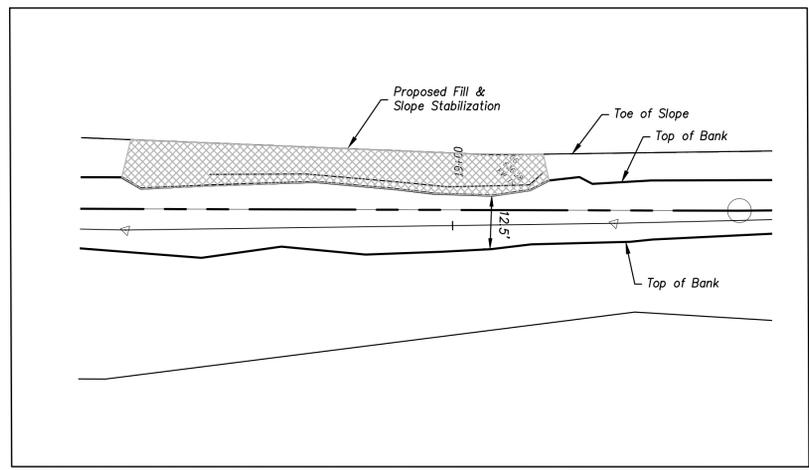
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ACI JOB #
23-1298

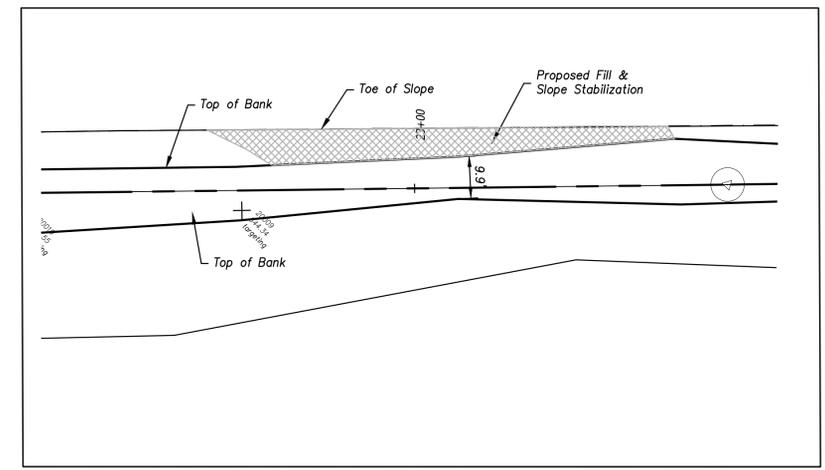
SHEET NO.
3 of SHT



AREA 6
STATION 12+40 TO STATION 13+00
1" = 20'



AREA 8
STATION 18+20 TO STATION 19+22
1" = 20'



AREA 9
STATION 22+20 TO STATION 23+60
1" = 20'

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**EXISTING CONDITIONS
 STA 12+00 TO STA 26+00**

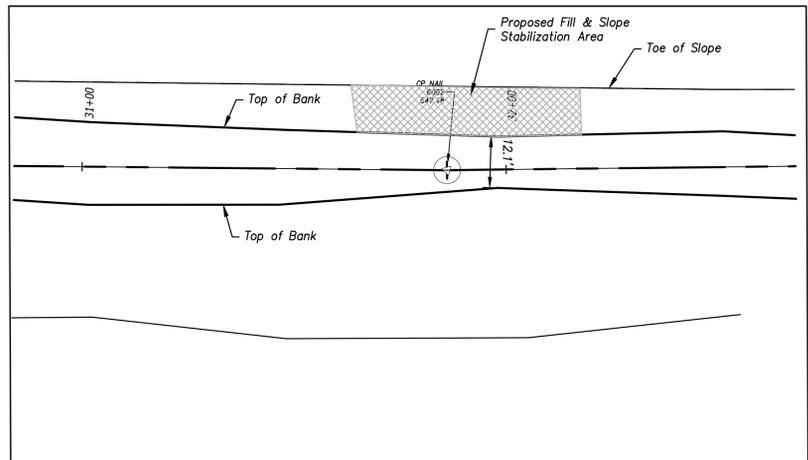
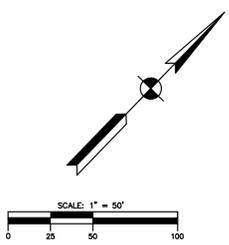
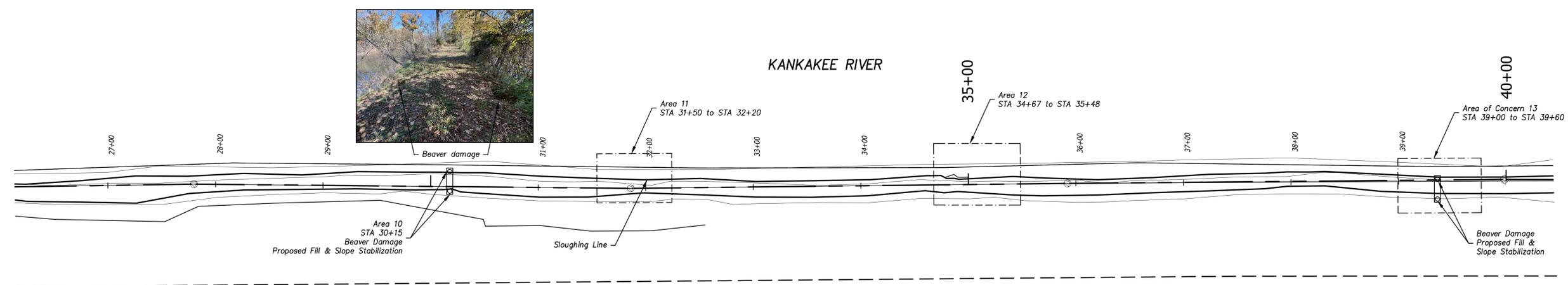
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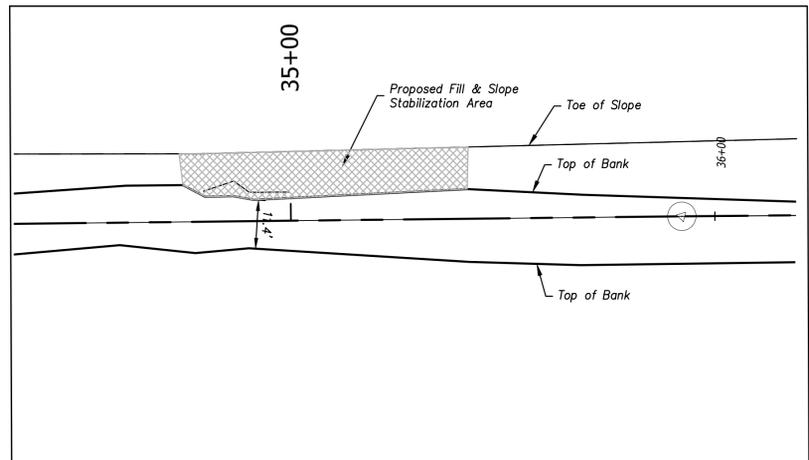
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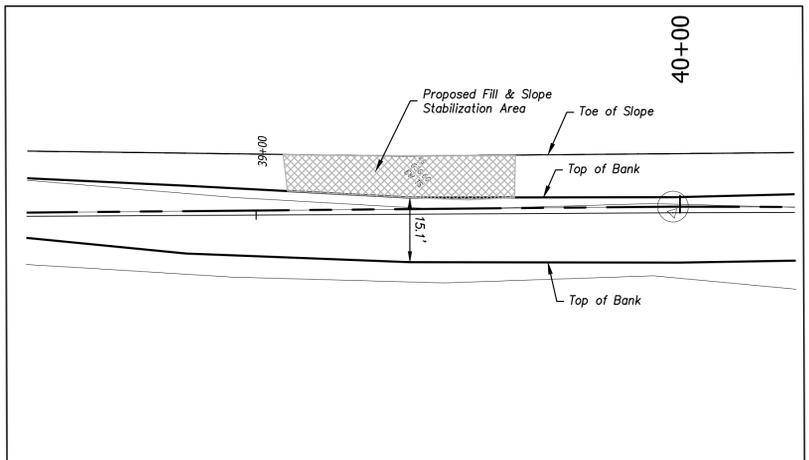
SHEET NO.
4 of SHT



AREA 11
STATION 31+50 TO STATION 32+20
 1" = 20'



AREA 12
STATION 34+67 TO STATION 35+48
 1" = 20'



AREA 13
STATION 39+00 TO STATION 39+77
 1" = 20'

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**KANKAKEE RIVERBANK STABILIZATION
 WEST OF I-65
 NEWTON COUNTY**

**EXISTING CONDITIONS
 STA 26+00 TO STA 40+00**

SHEET TITLE: _____

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QA/QC REVIEW: **QA/QC**

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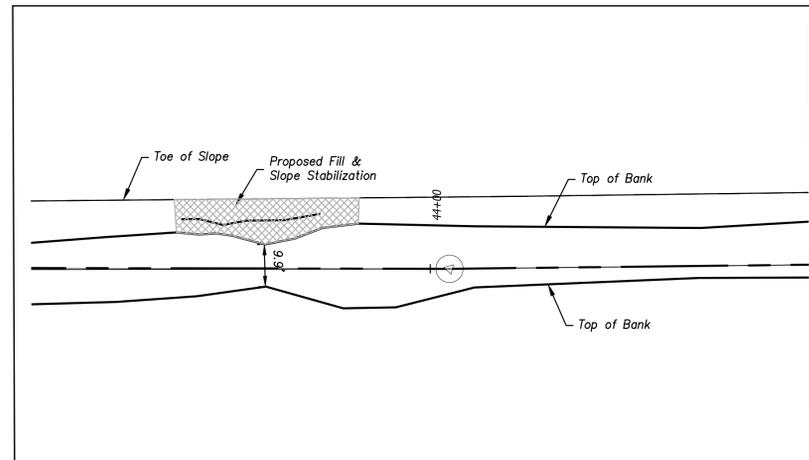
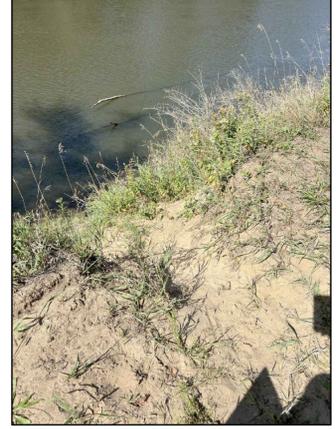
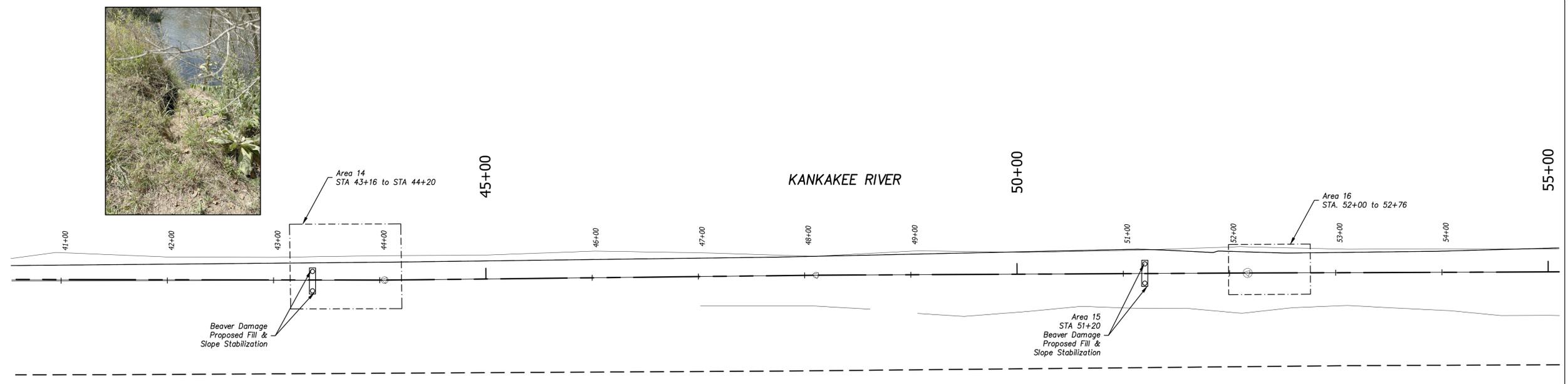
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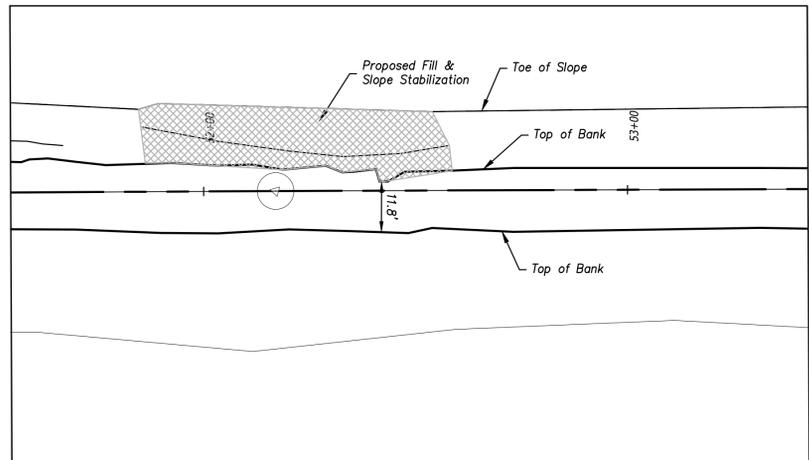
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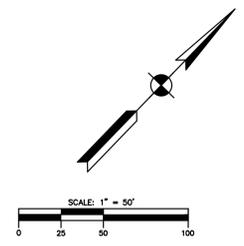
SHEET NO. **5 of SHT**



AREA 14
STATION 43+16 TO STATION 44+20
1" = 20'



AREA 16
STATION 52+00 TO STATION 52+76
1" = 20'



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PROJECT:

**EXISTING CONDITIONS
STA 40+00 TO STA 55+00**

SHEET TITLE:

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QA/QC

DATE:
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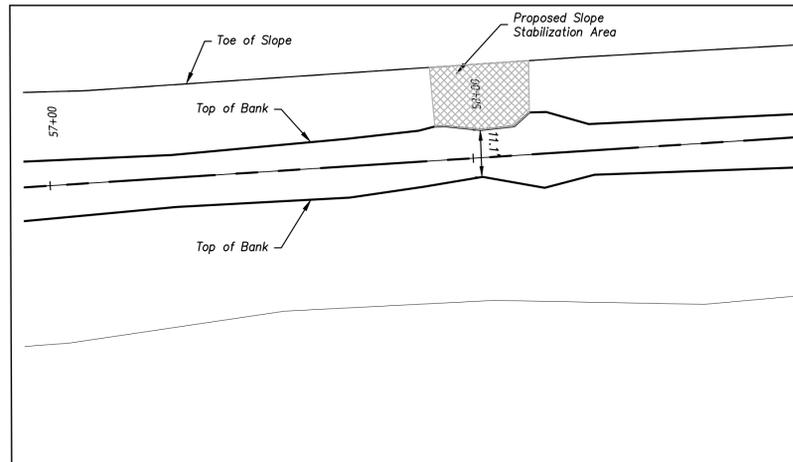
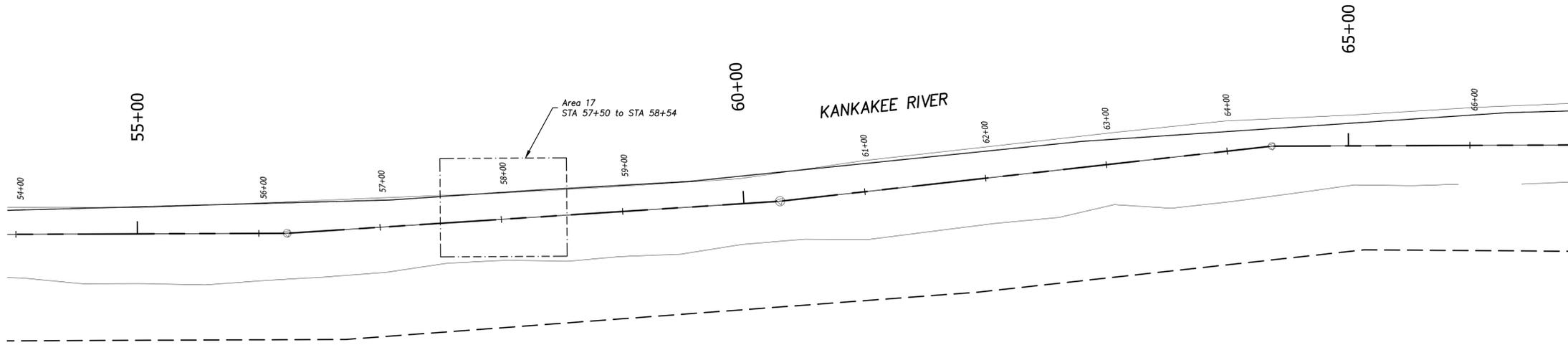
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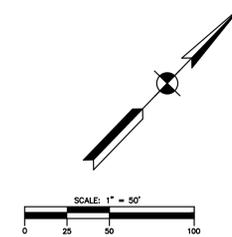
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HORZ: 1" = 50'
VERT: N/A

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SHEET NO.
6 of SHT



AREA 17
STATION 57+50 TO STATION 58+54
 1" = 20'



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SHEET TITLE:
**EXISTING CONDITIONS
 STA 55+00 TO STA 66+00**

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DESIGNED BY:
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DATE:
3-6-2025

SEAL:

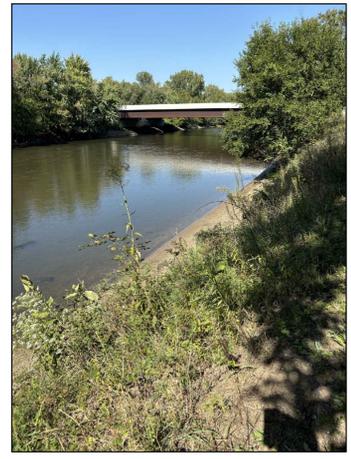
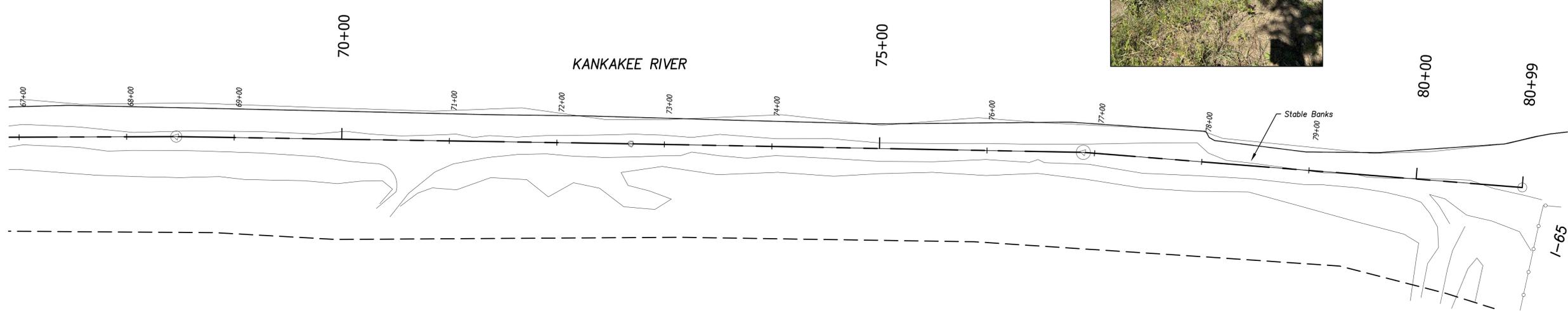
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SHEET TITLE:
**EXISTING CONDITIONS
 STA 66+00 TO STA 80+97**

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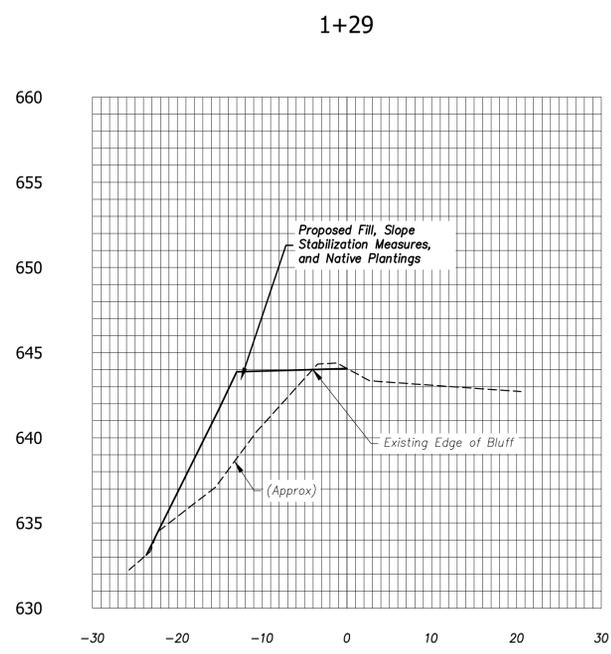
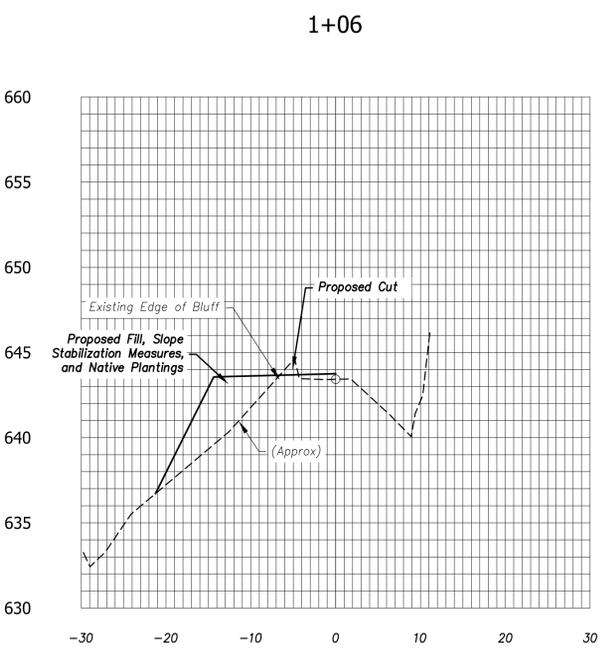
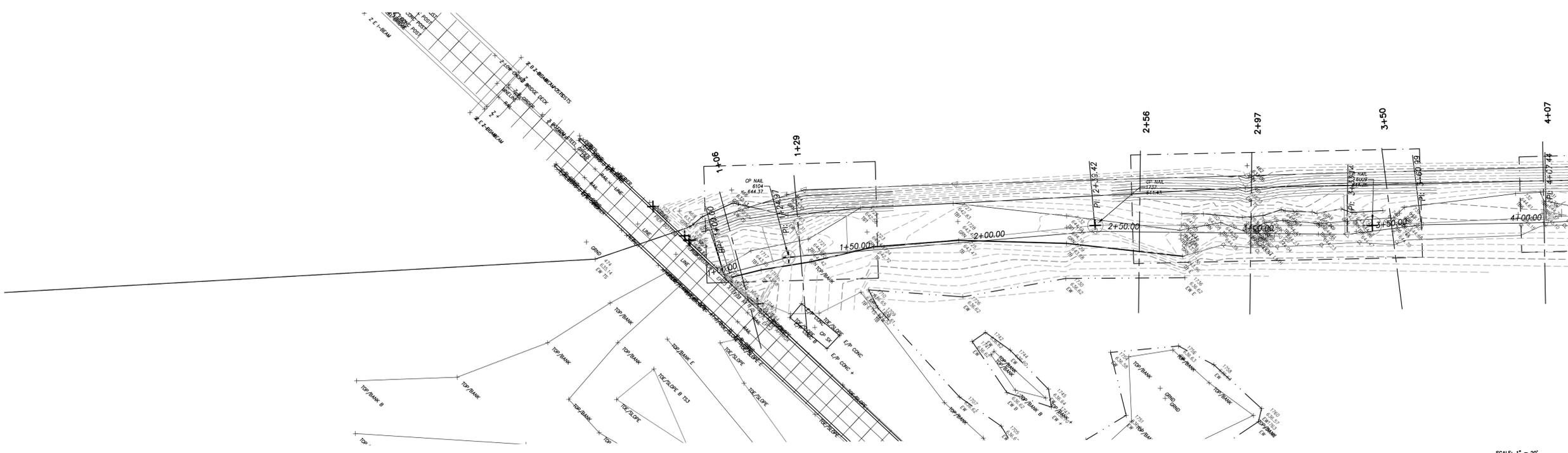
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SHEET NO.
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**CROSS SECTIONS
 STA 1+00 TO STA 12+00**

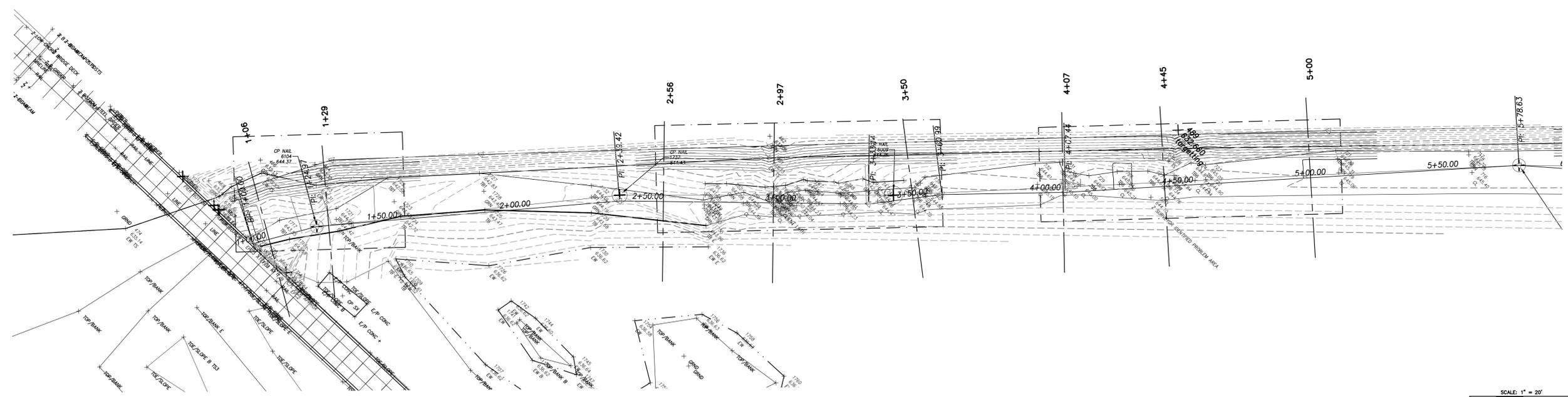
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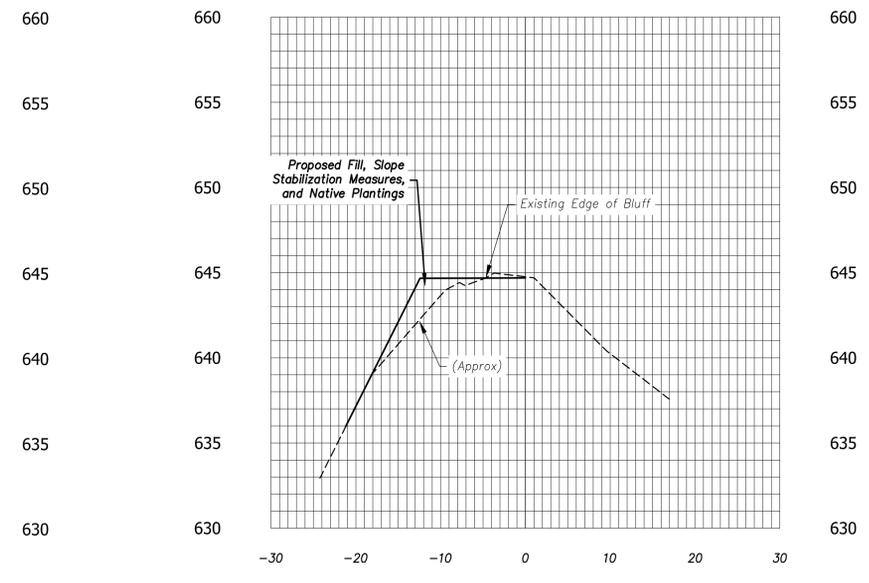
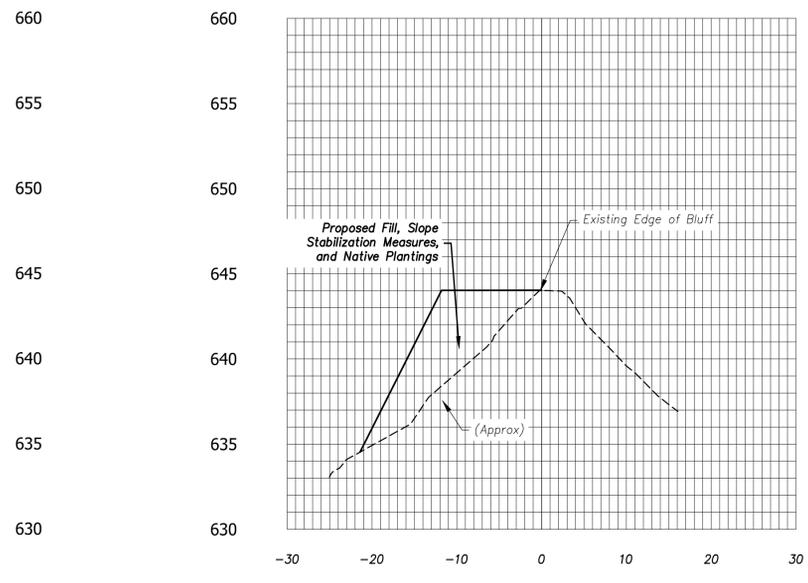
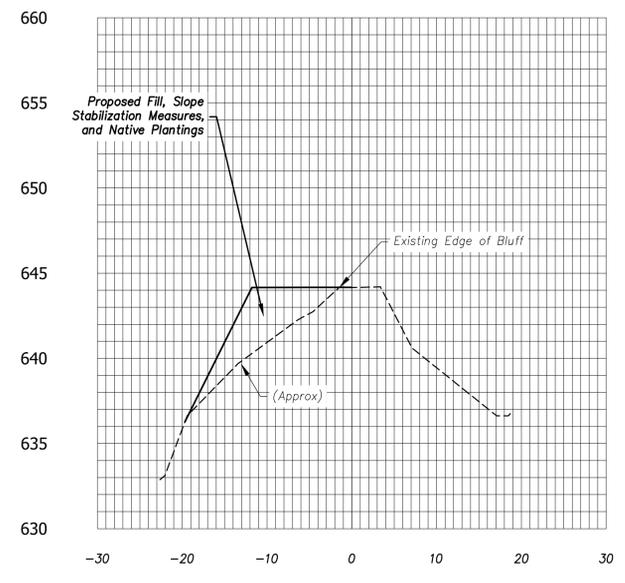
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2+56

2+97

3+50



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SHEET TITLE:
**CROSS SECTIONS
 STA 4+17 TO STA 6+45**

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QA/QC

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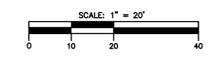
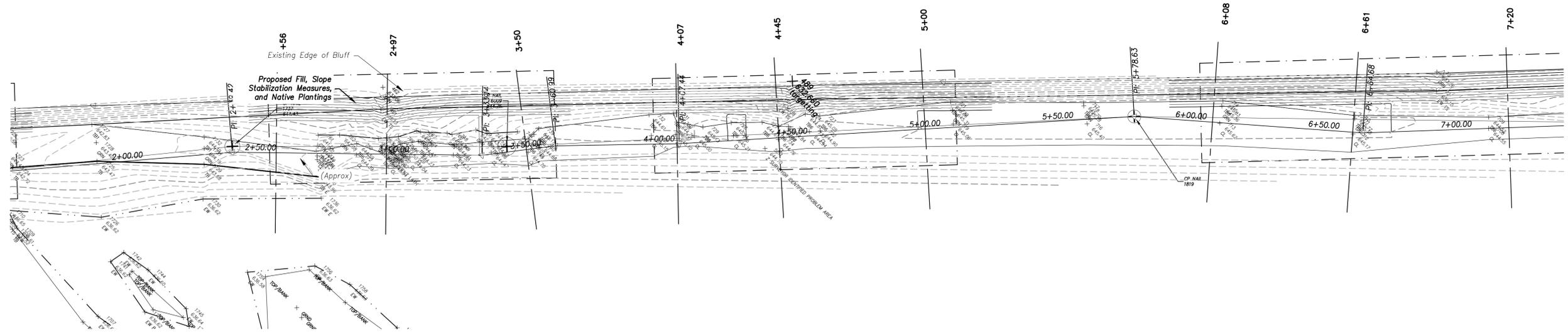
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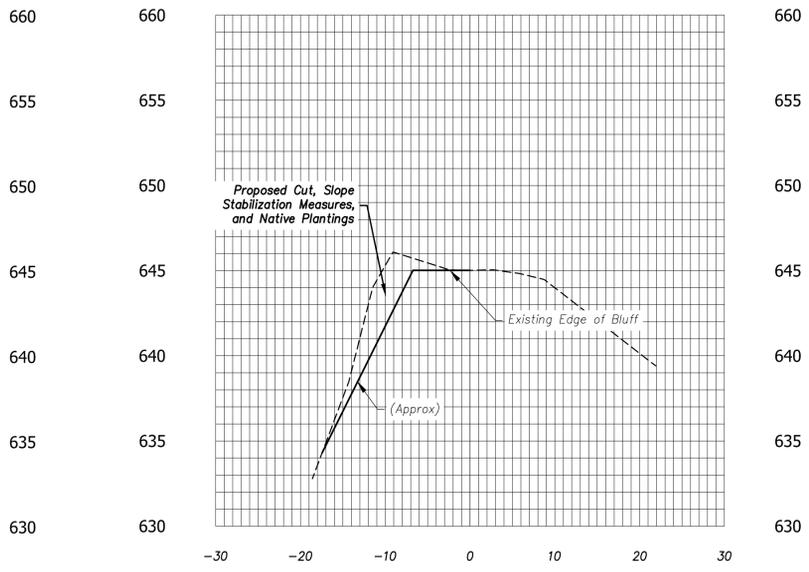
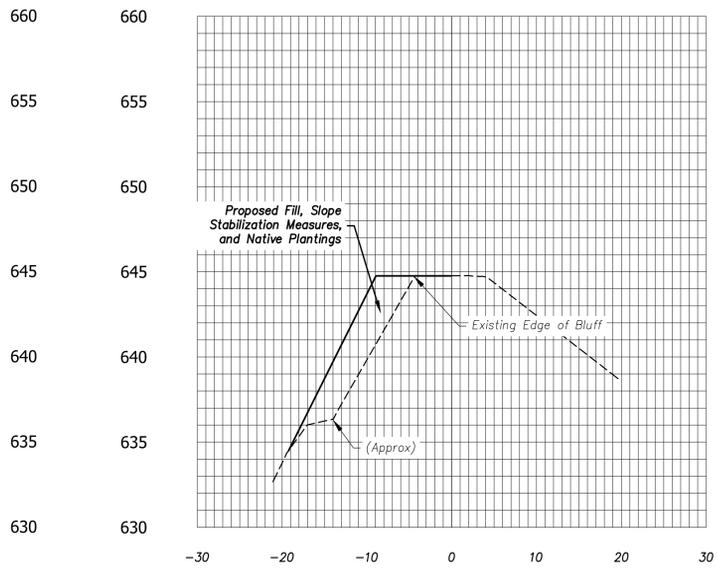
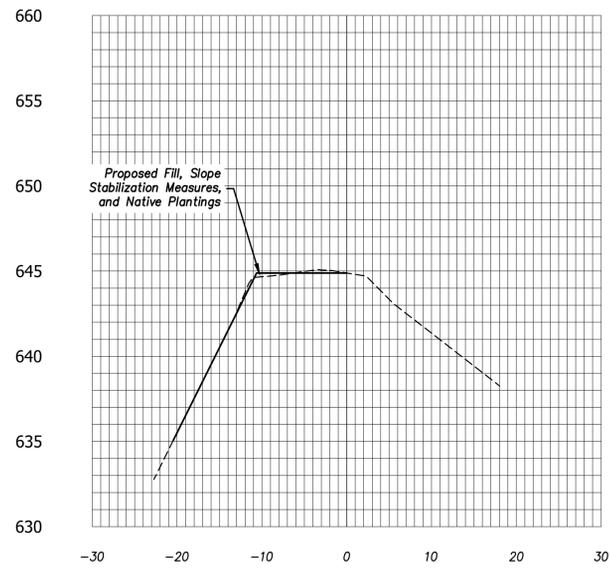
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4+07

4+45

5+00



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CROSS SECTIONS
 STA 8+20 TO 12+86

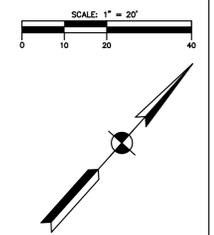
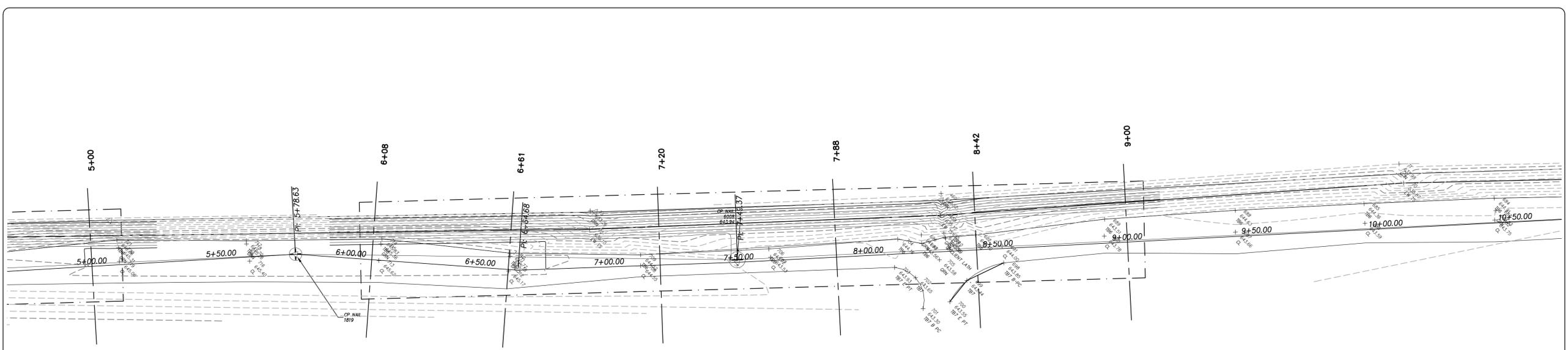
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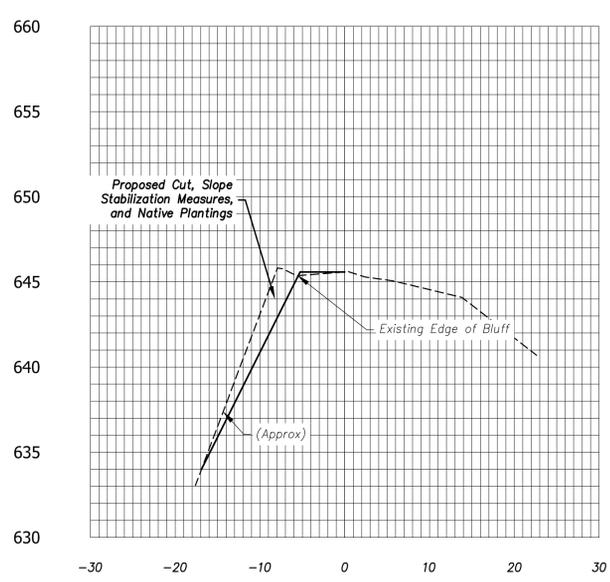
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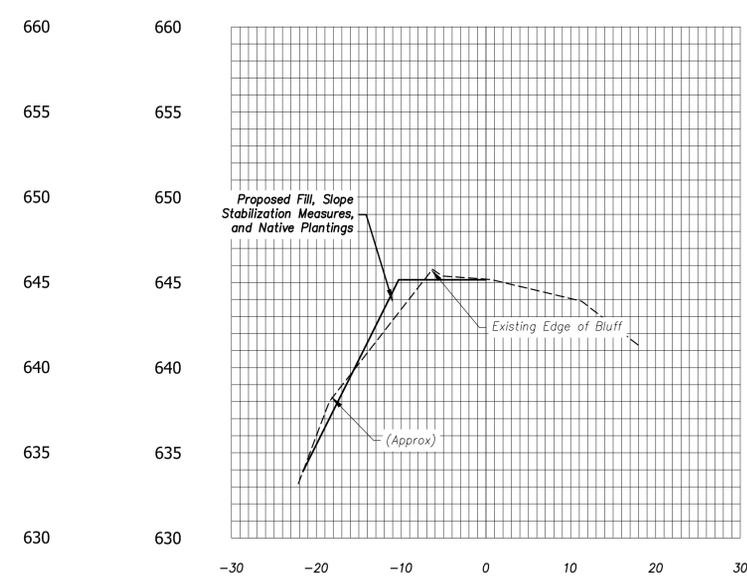
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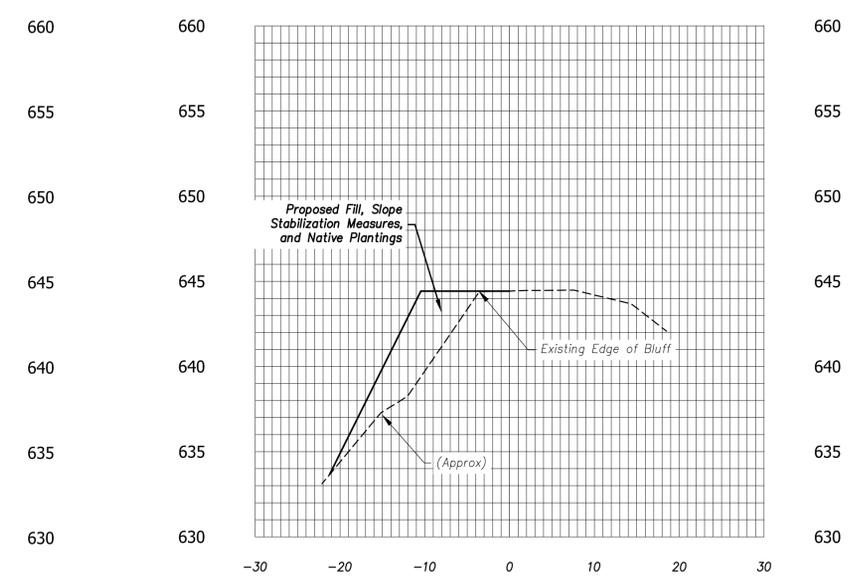
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6+61



7+20

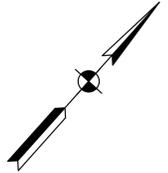
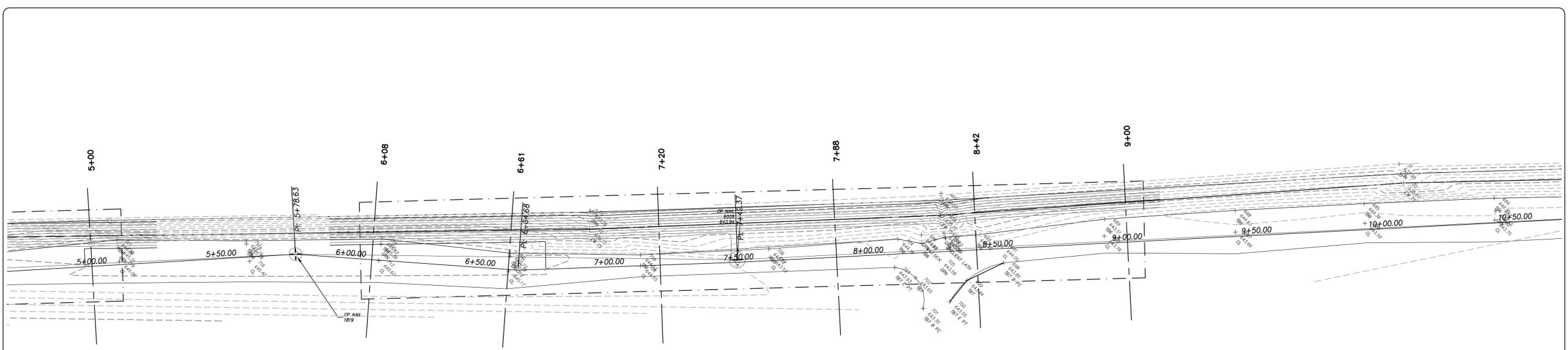


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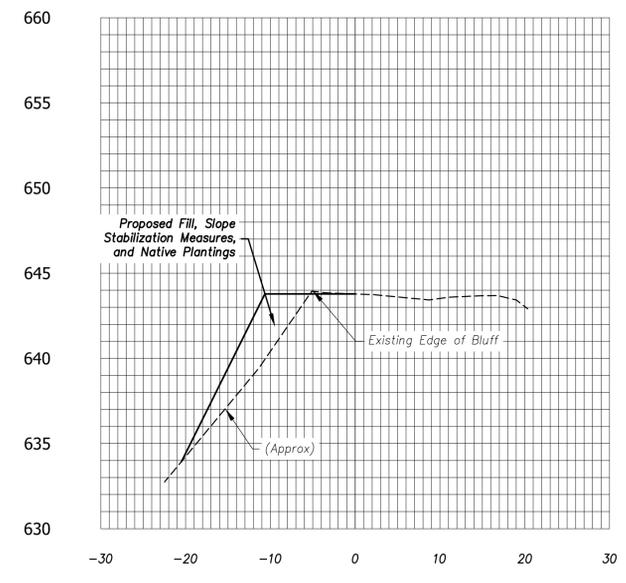
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**CROSS SECTIONS
 STA 18+50 TO STA 34+84**

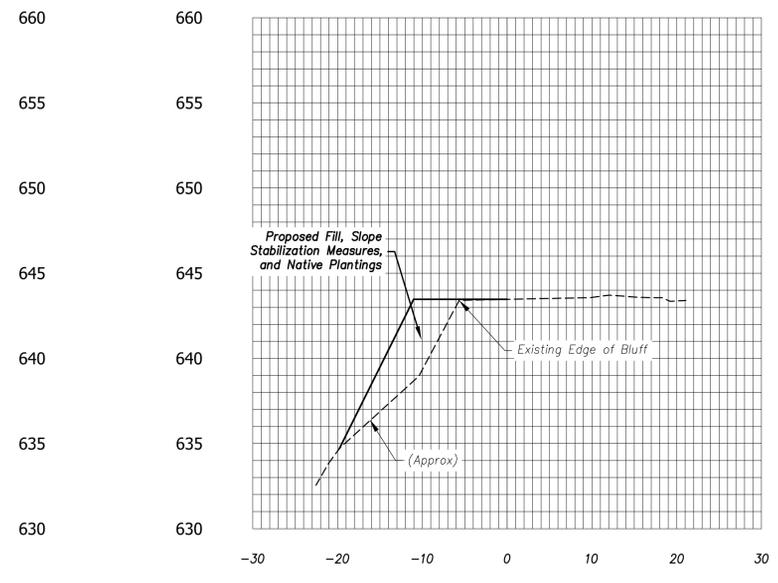
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 SHEET NO. 12 of SHT



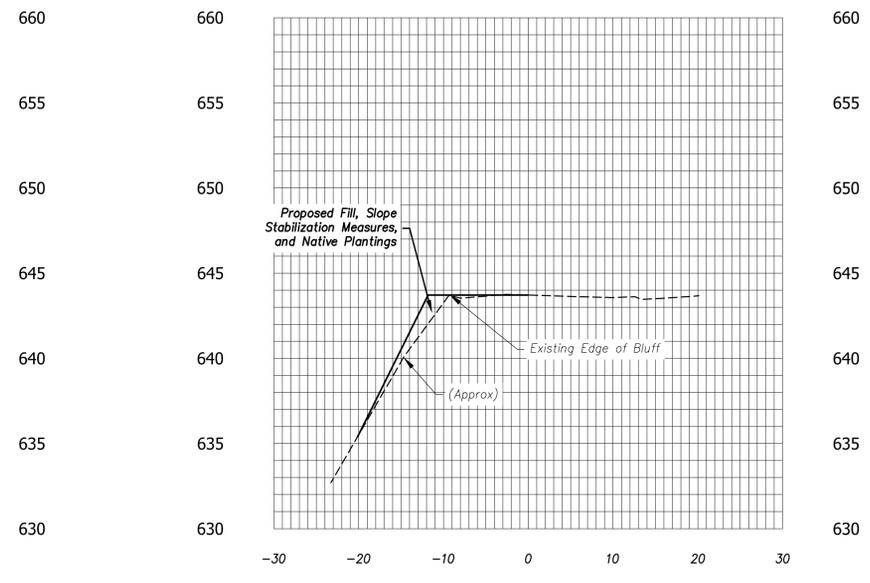
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8+42



9+00



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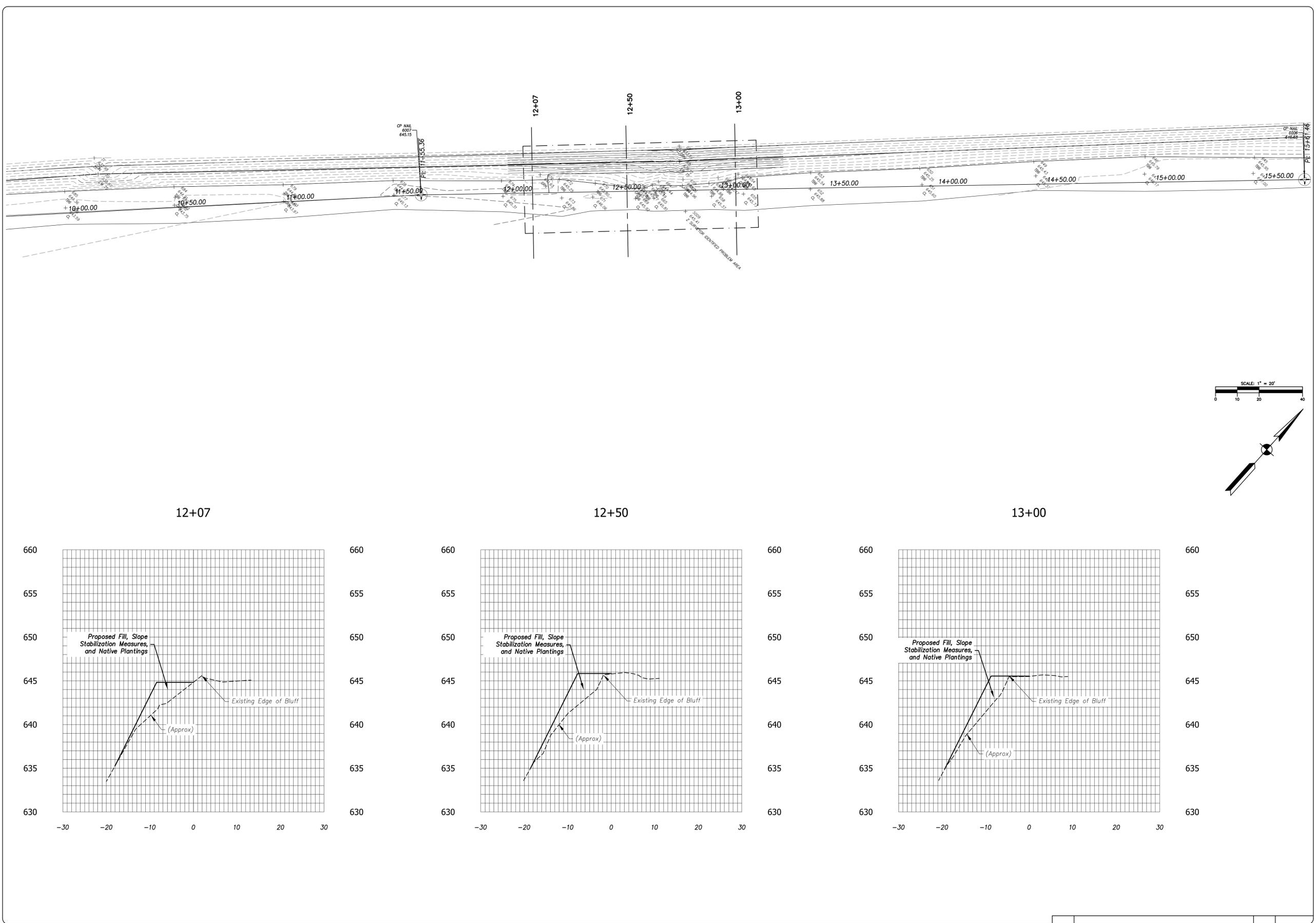
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 TITLE3
 TITLE4**

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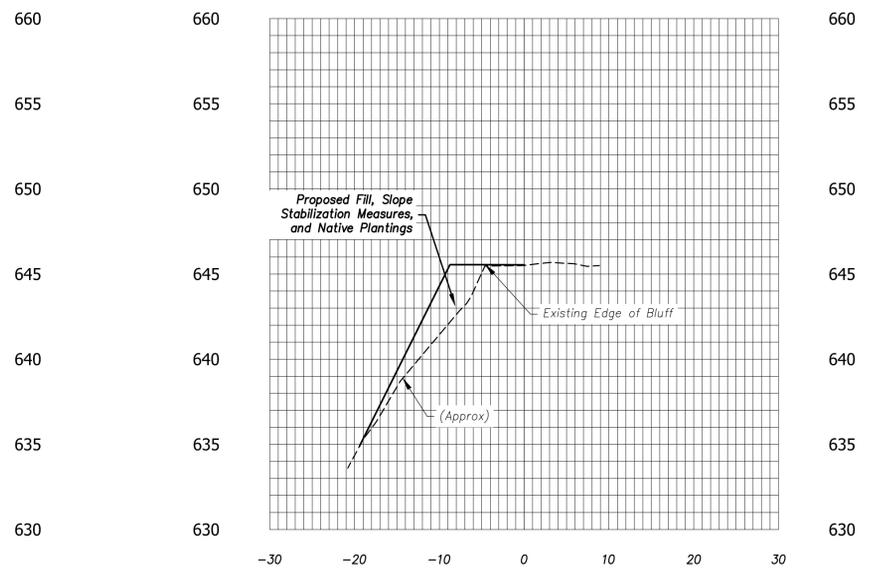
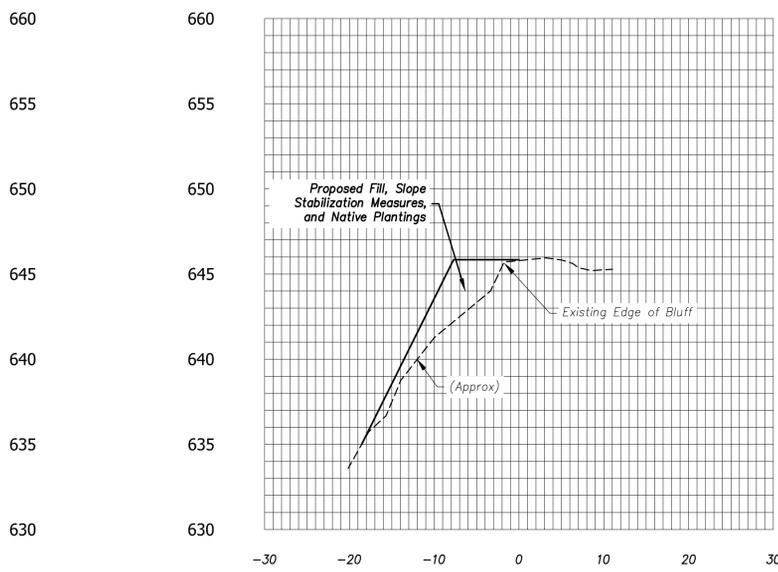
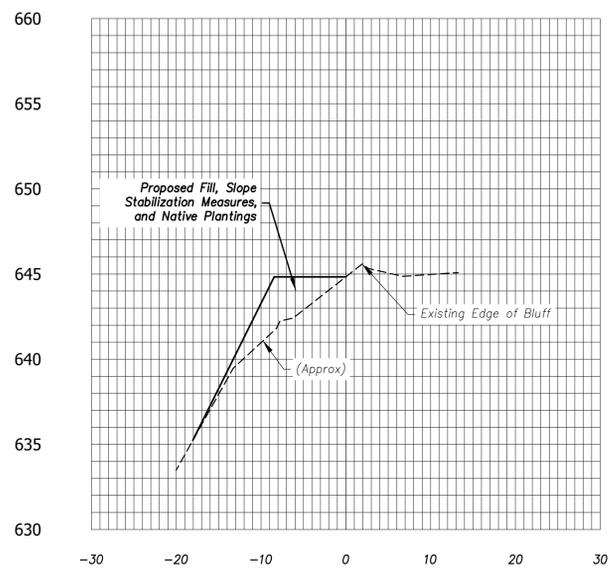
SCALE:
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 VERT: **VERT**
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23-1298
 SHEET NO.
13 of SHT



12+07

12+50

13+00



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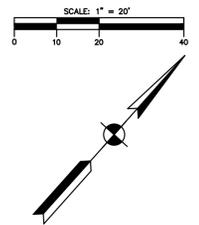
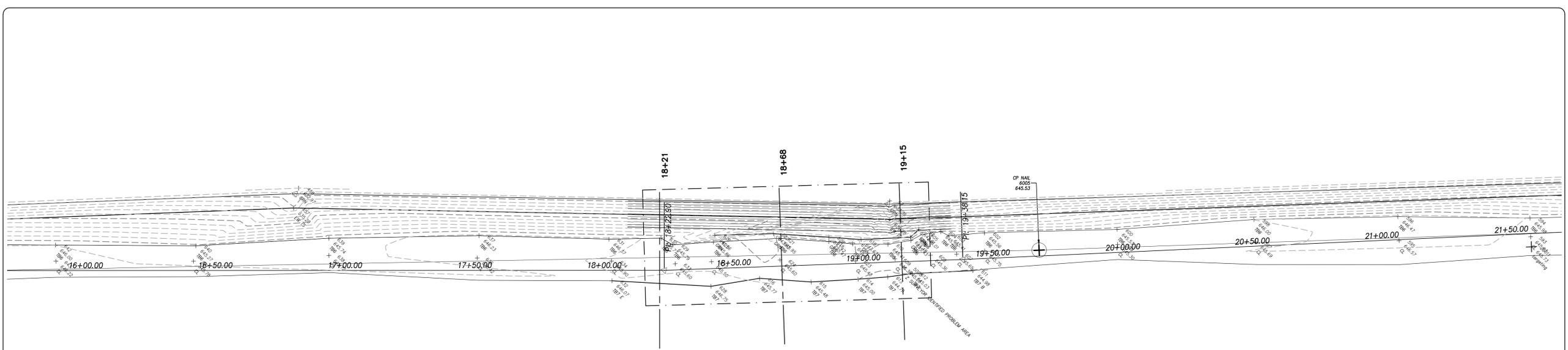
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TITLE1
 TITLE2
 TITLE3
 TITLE4

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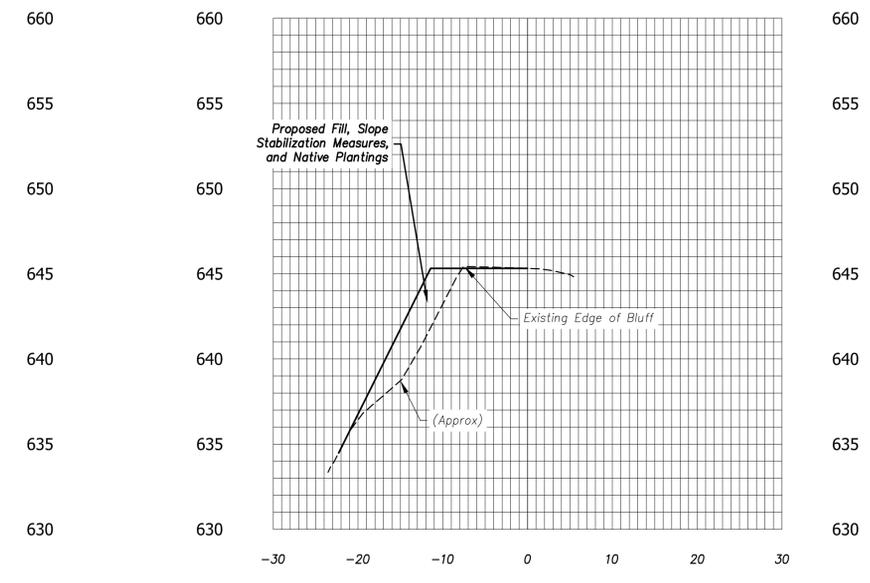
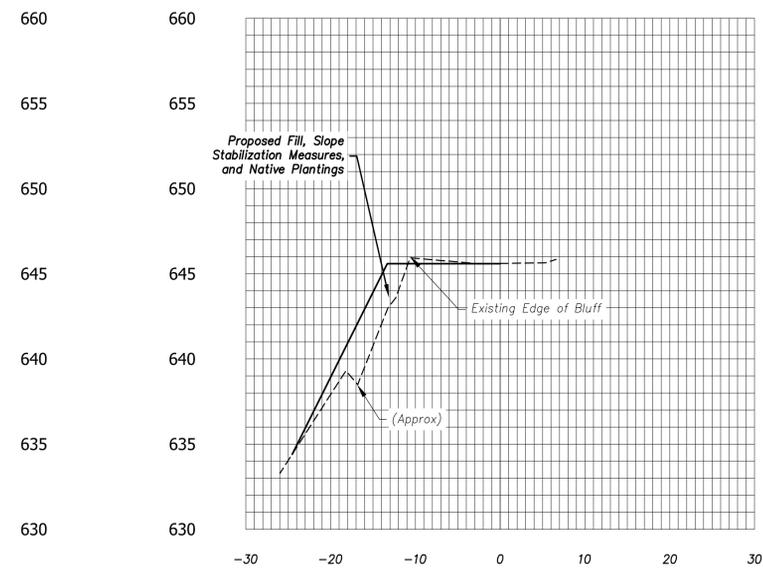
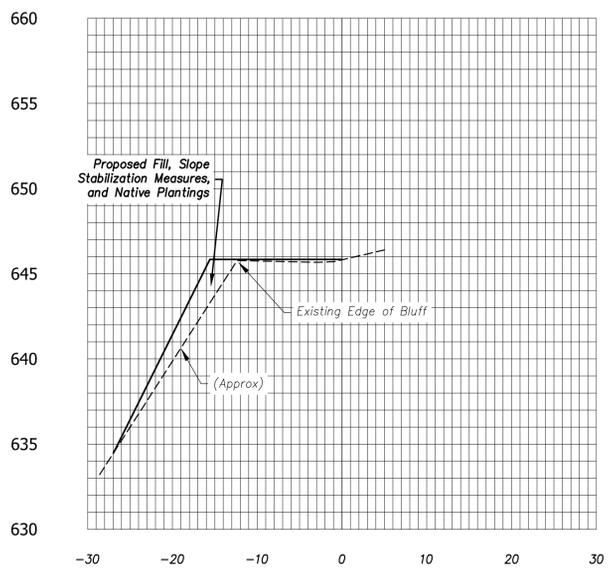
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 HORZ: **HORZ**
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 ACI JOB #
23-1298
 SHEET NO.
14 of SHT



18+21

18+68

19+15



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TITLE1
 TITLE2
 TITLE3
 TITLE4

SHEET TITLE:

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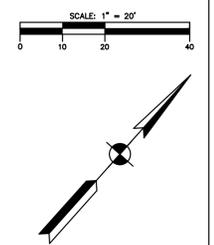
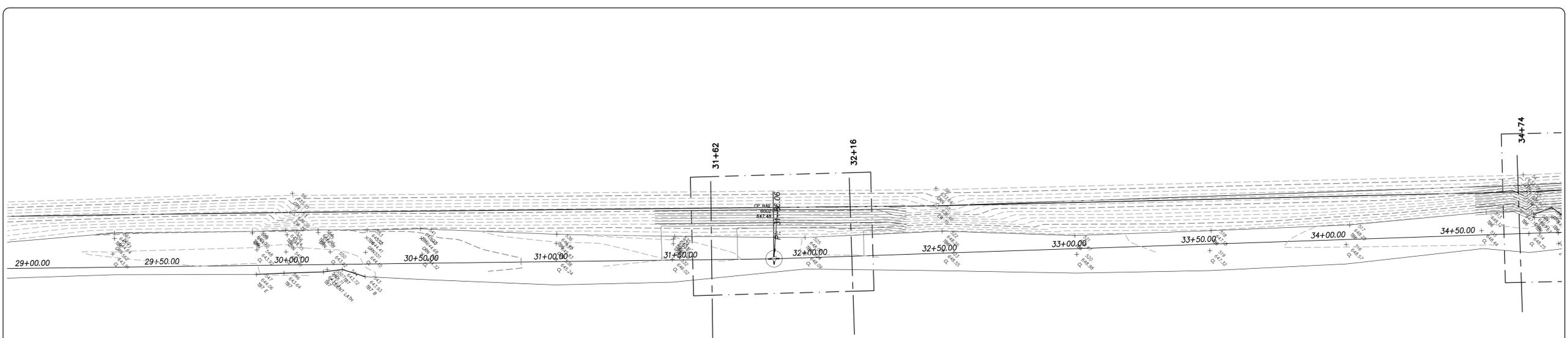
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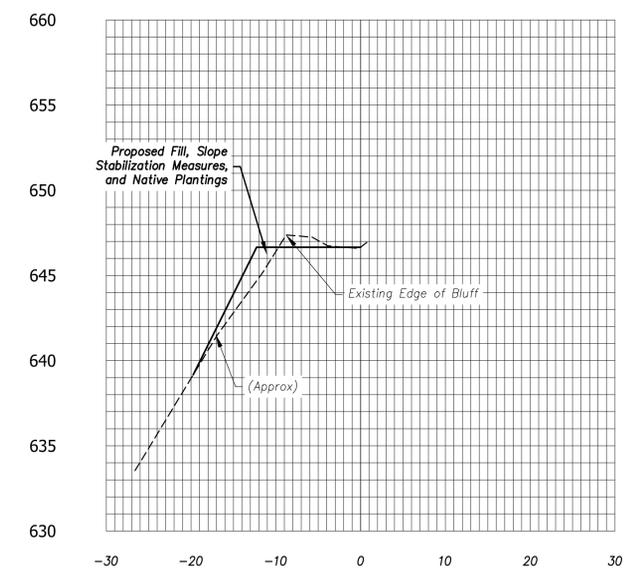
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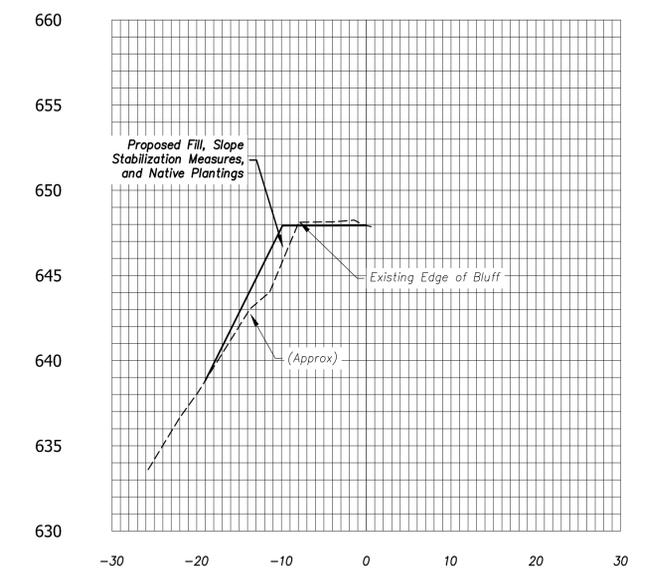
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31+62



32+16



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**KANKAKEE RIVERBANK STABILIZATION
 WEST OF I-65
 NEWTON COUNTY**

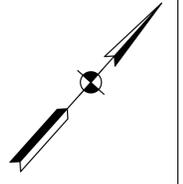
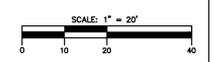
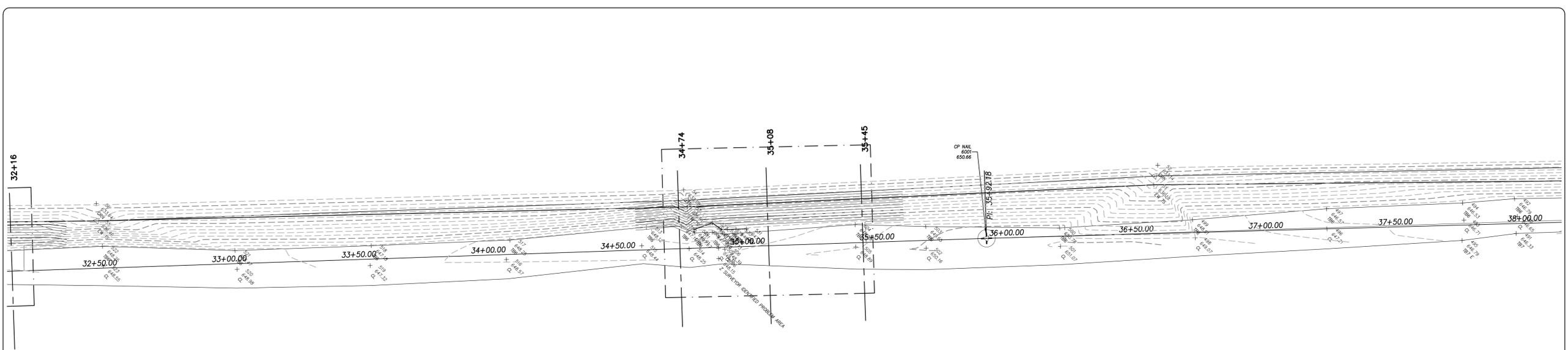
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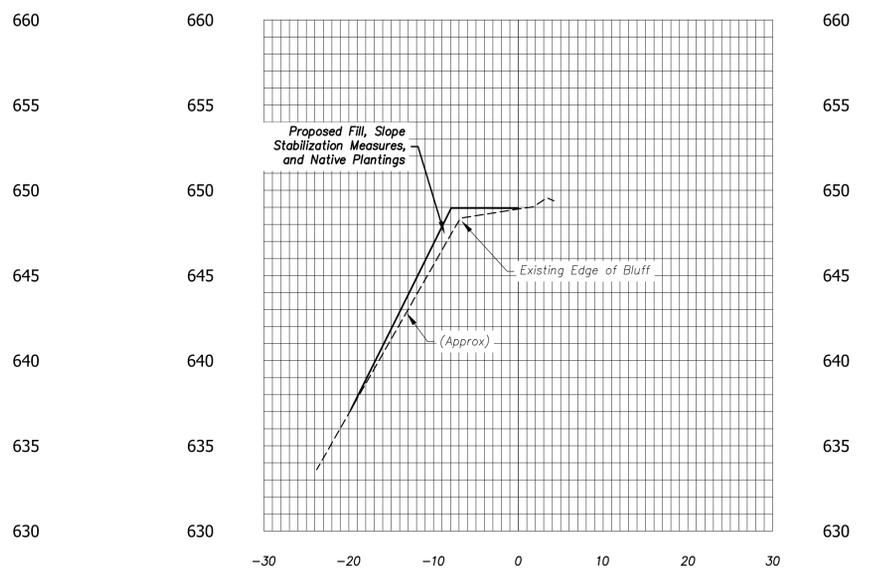
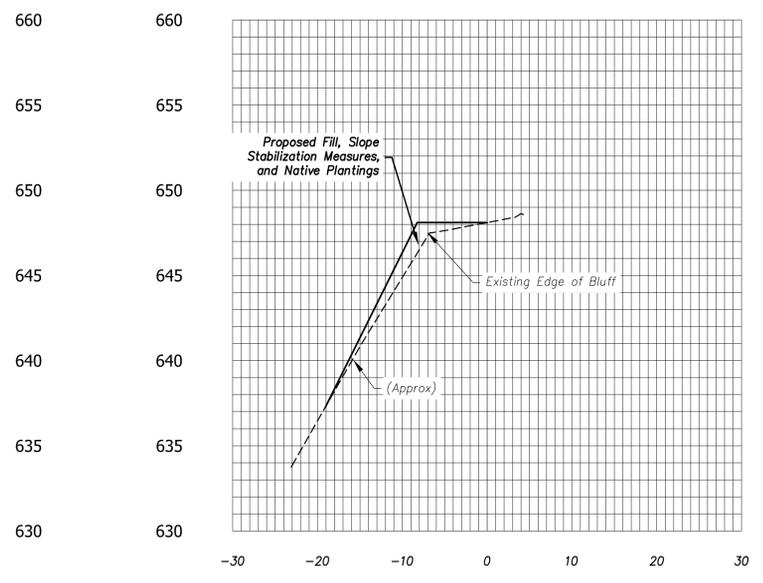
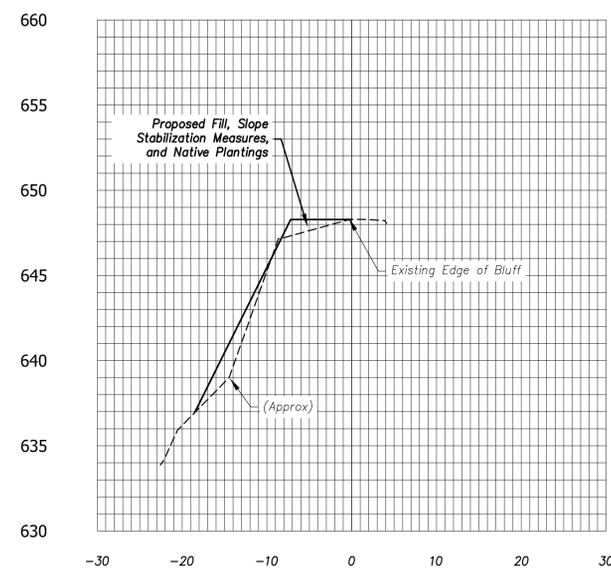
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**KANKAKEE RIVERBANK STABILIZATION
 WEST OF I-65
 NEWTON COUNTY**

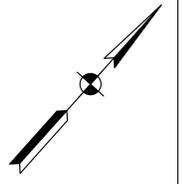
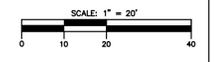
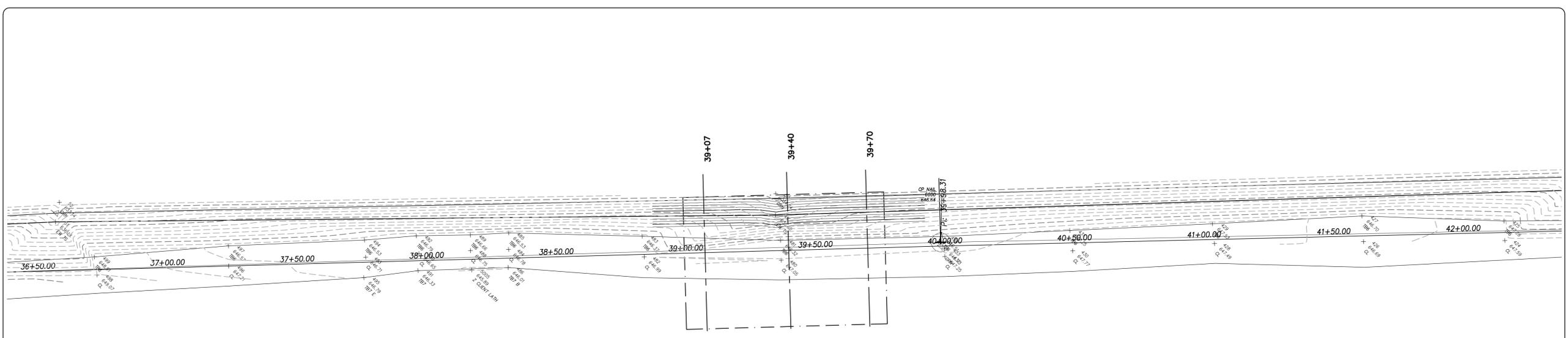
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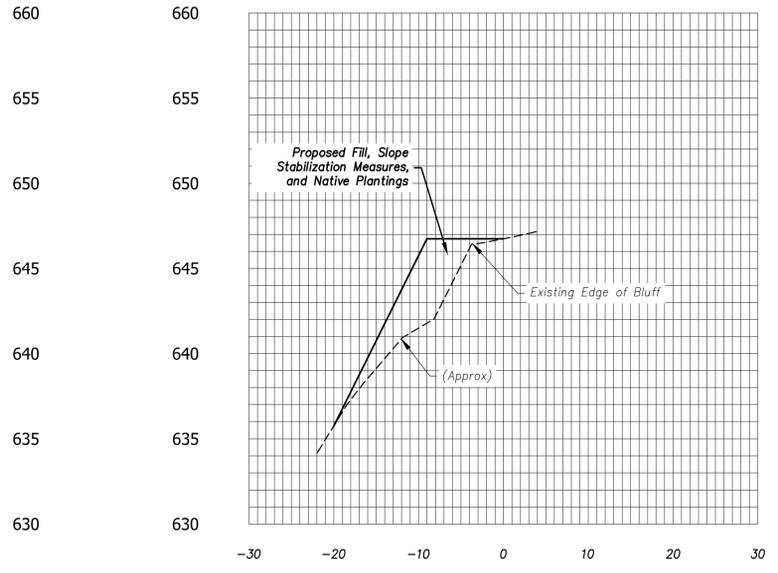
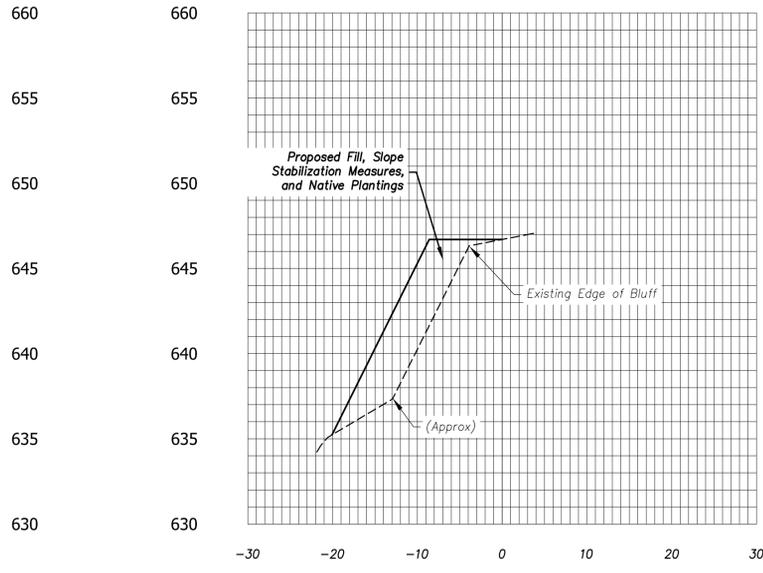
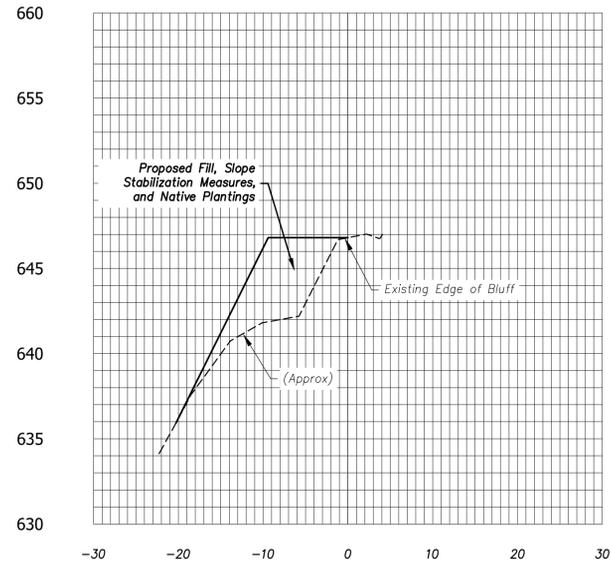
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39+07

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**KANKAKEE RIVERBANK STABILIZATION
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 NEWTON COUNTY**

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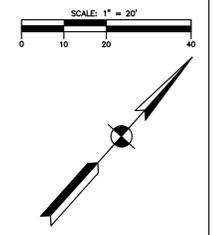
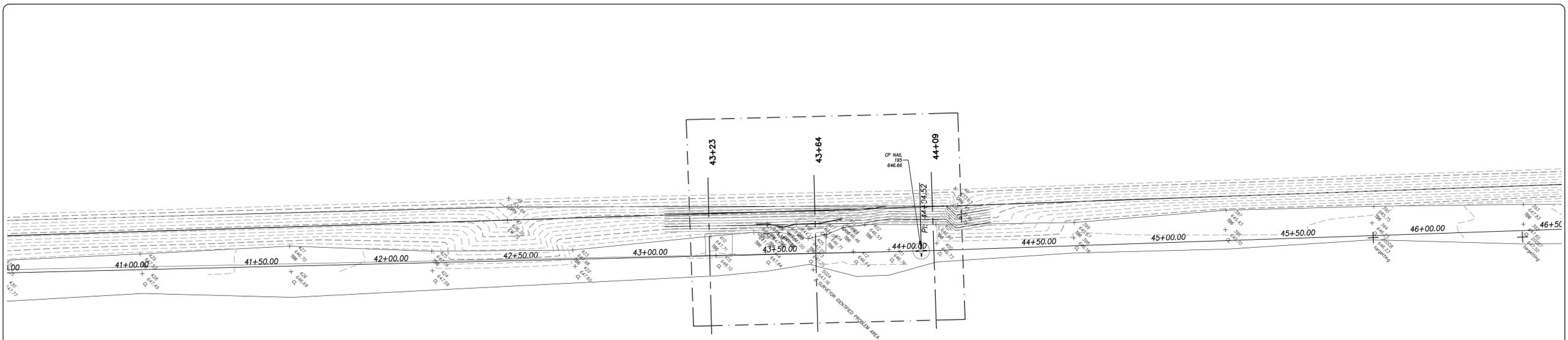
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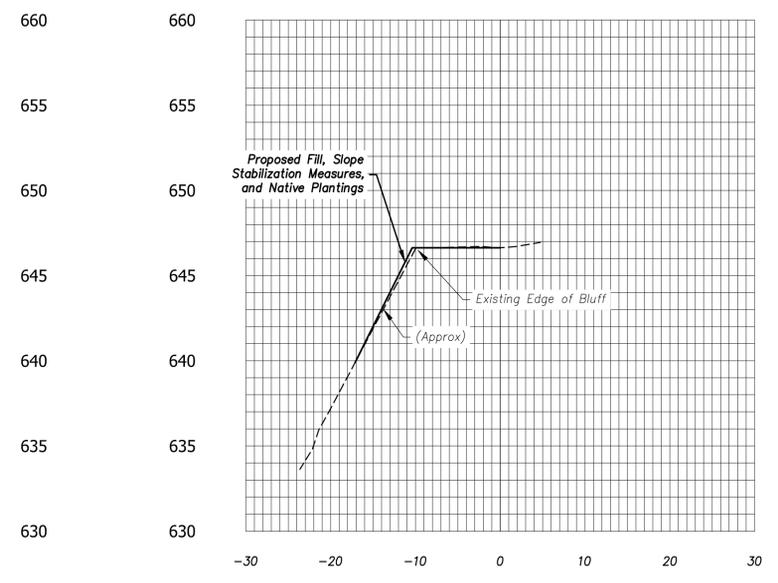
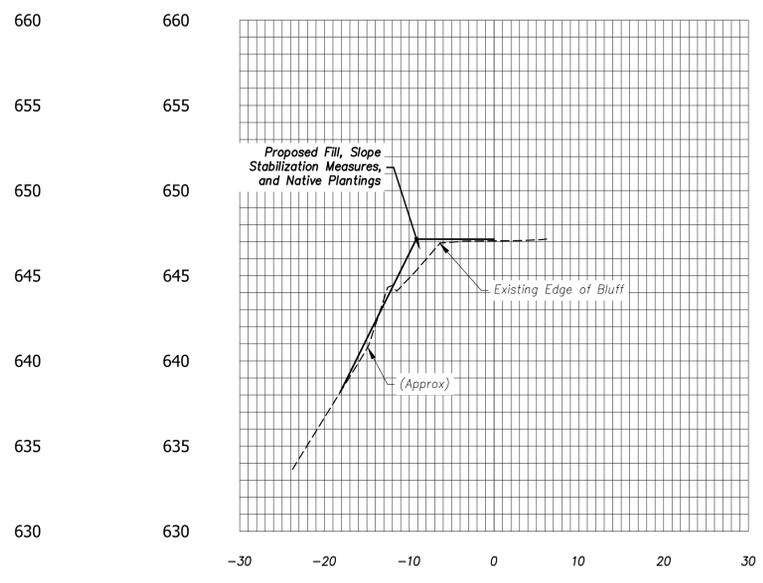
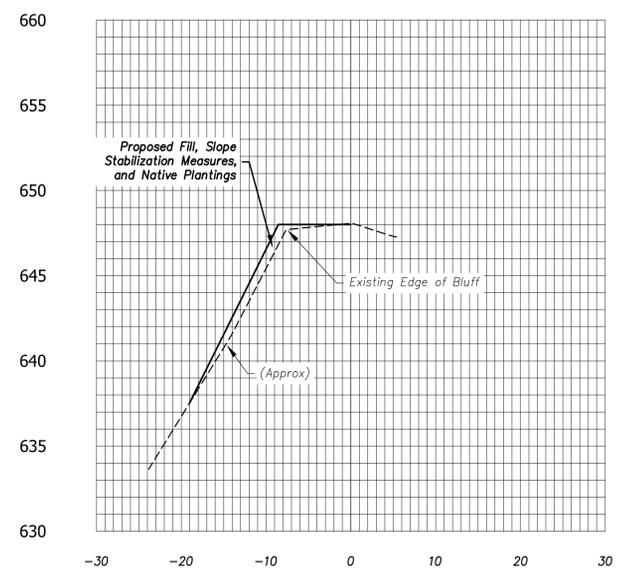
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43+23

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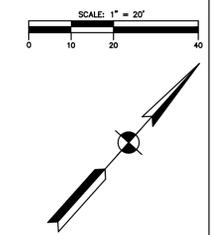
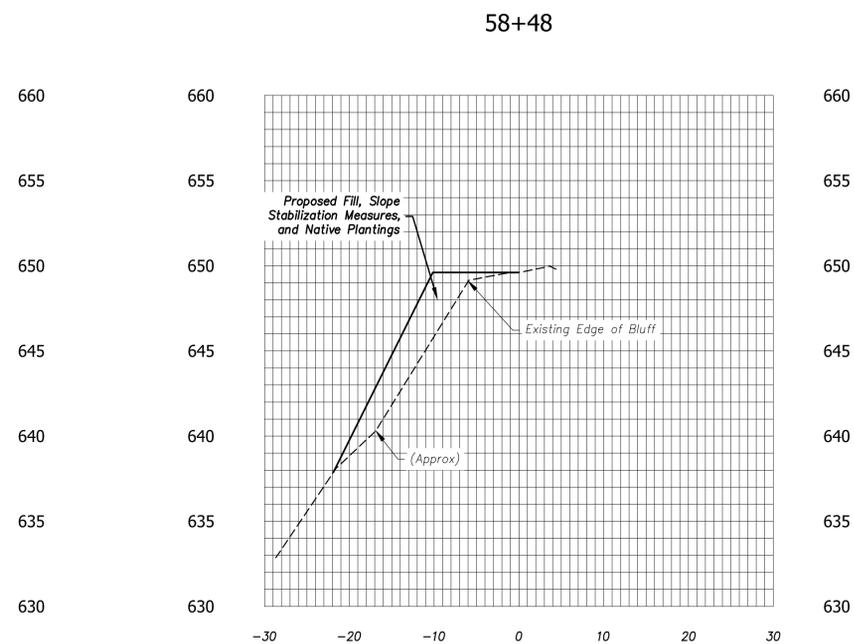
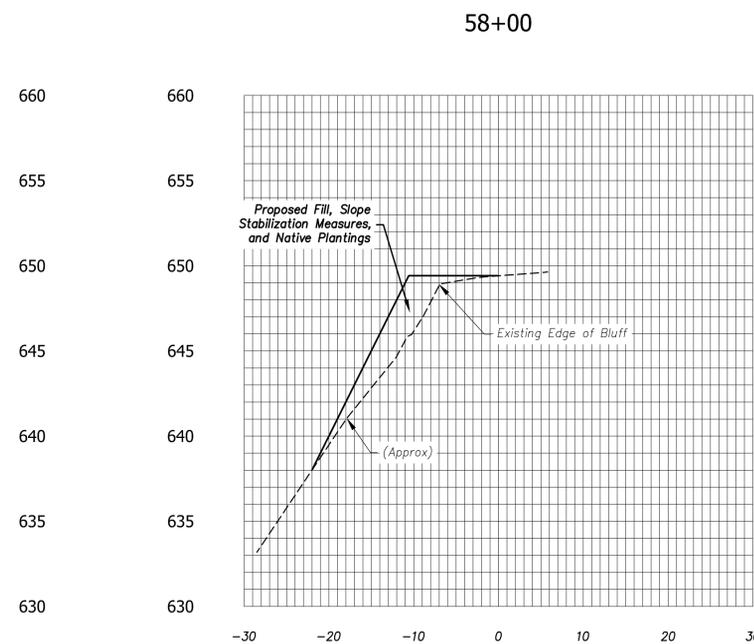
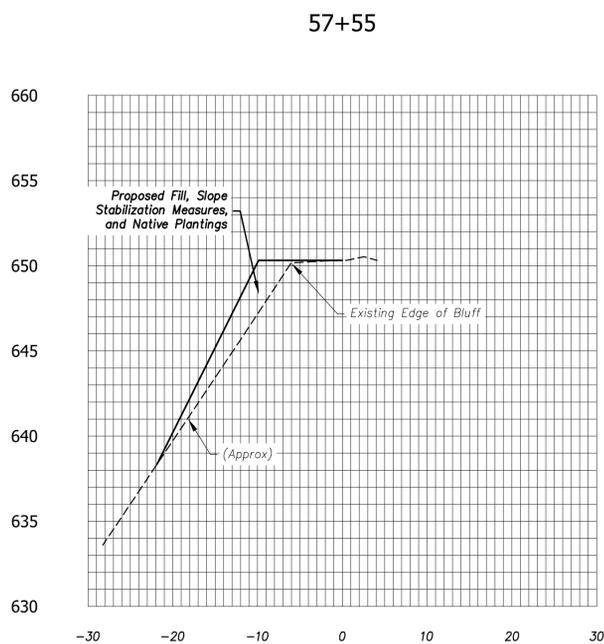
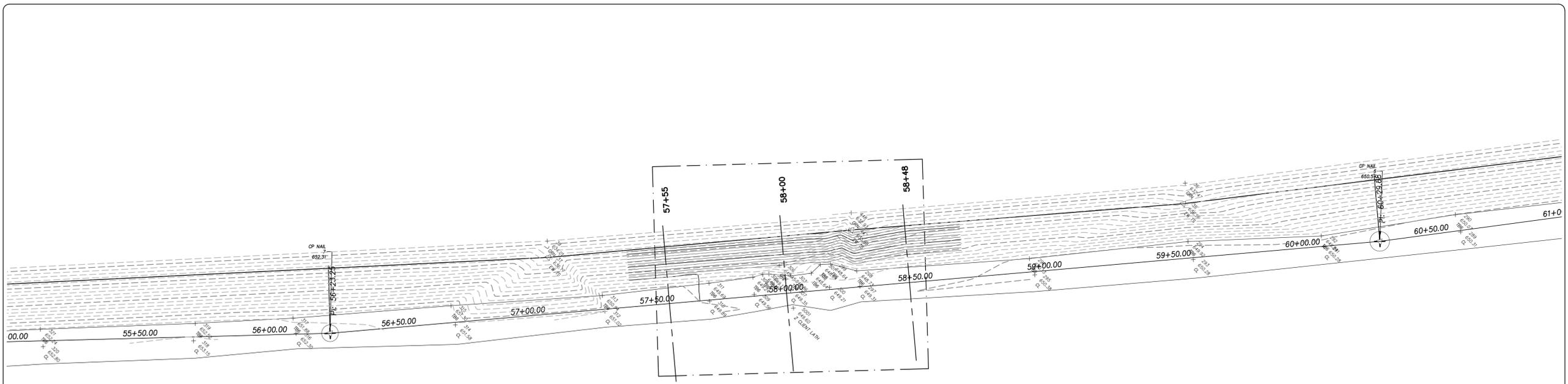
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**KANKAKEE RIVERBANK STABILIZATION
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 NEWTON COUNTY**

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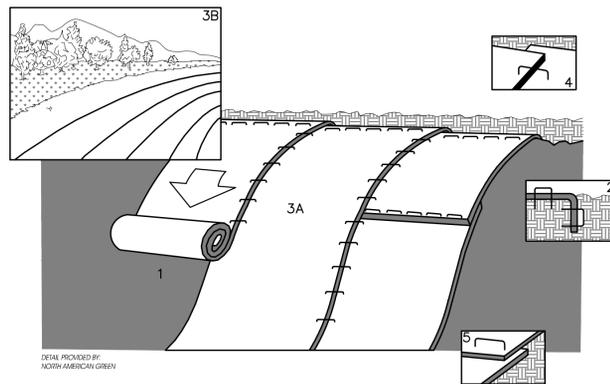
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Maintenance Notes:

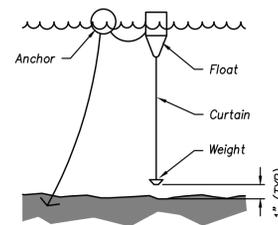
1. Inspect within one business day of each half-inch or greater storm event and at the minimum of once per week.
2. Check for erosion or displacement of the blanket.
3. If any area shows erosion, pull back that portion of the blanket covering the eroded area, add soil and tamp, reseed area, replace and staple the blanket.



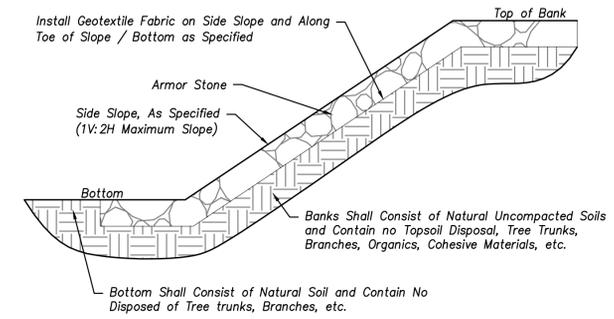
Installation Notes:

1. Prepare soil before installing blankets, including application of lime, fertilizer, and seed. When using cell-o-seed do not seed prepared area. Cell-o-seed must be installed with paper side down.
2. Begin at the top of the slope by anchoring the blanket in 6" deep x 6" wide trench. Backfill and compact the trench after stapling. Follow the manufacturer's recommendations for size and type of staples and staple pattern for securing the blankets.
3. A) Roll the blankets down the bank as shown.
B) Blankets may be installed horizontally down the slope of the drainage swale.
4. The edges of parallel blankets must be stapled with approximately 2" overlap.
5. When blankets must be spliced down the slope, place blanket end over end (shingle style) with approximately 4" overlap. Staple through overlapped area, approximately 12" apart.

EROSION CONTROL BLANKET
(NOT TO SCALE)



SEDIMENT CURTAIN
(NOT TO SCALE)



RIPRAP DETAIL
(NOT TO SCALE)

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PROJECT:

CONSTRUCTION DETAILS

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TLB

DESIGNED BY:
DESIGN

PM REVIEW:
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ATTACHMENT #5

RECOMMENDATION 4-2025

To: Kankakee River Basin and Yellow River Basin Development Commission
From: Technical Advisory Committee (TAC)
Subject: Sediment Traps
Date: August 21, 2025

DESCRIPTION: Under existing guidelines, the construction and maintenance of sediment traps along the Kankakee and Yellow Rivers is permitted.

Traps gradually accumulate new sediment deposits. Therefore, they must be maintained to reduce the transportation of new sediment downstream.

The Commission frequently approves the maintenance and construction of these tools as remedial measures to reduce the transportation of sediment while more longer-term solutions are pursued. The Commission evaluates the costs and benefits of maintaining a particular trap on a case-by-case basis.

The Commission most recently maintained a Yellow River sediment trap near IN-39 and constructed a new trap in the vicinity of CR 200 East in Starke County.

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

ISSUE: Within its budgetary parameters, the Commission requests recommendations for the prioritization of sediment trap maintenance.

RECOMMENDATION: The Committee recommends that the Commission maintain existing Trap(s) [INSERT NUMBER OR NUMBERS HERE] located [INSERT LOCATIONS HERE].

The Committee further recommends that to maintain feasibility, the Commission should employ a one-step sediment removal process that avoids the need to transport spoil away from the work site.

ATTACHMENT #6

RECOMMENDATION 5-2025

To: Kankakee River Basin and Yellow River Basin Development Commission
From: Technical Advisory Committee (TAC)
Subject: Access Improvement
Date: August 21, 2025

DESCRIPTION: Sufficient access to the channel is essential for safely managing log jams, maintaining bank stability, implementing erosion control efforts, and making basic repairs. Access maintenance activities can include mowing, invasive species eradication, removal woody debris, reseeding with stabilizing grasses, and occasional restoration of bank width and grade.

LOCATIONS:

LAKE COUNTY – Mowing and cutting trees less than six inches in diameter from the Shady Shores subdivision to a line extending south from the end of Whitcomb Street; approximately 1.5 miles

STARKE COUNTY – From the end of Ten Mile Road to English Lake on the north bank of the Yellow River; 0.5 miles

[INSERT LOCATION HERE]

[INSERT LOCATION HERE]

ISSUES: Maintenance of access and the cost-contained establishment of new access atop the banks of the Kankakee and Yellow Rivers provide sustained value beyond the initial project cost.

Should tree removal atop the bank is necessary, work will be limited to the periods between October 1 and March 31 outside of endangered bat roosting season.

RECOMMENDATION: Subject to the budgetary limitations of the Commission, the Committee recommends that Commission make reasonable funds available for this access maintenance at the sites listed above. Priority should be given to work that does not require extensive permitting. It is not recommended that any access paths be wider than is necessary to safely accommodate work vehicles and heavy equipment.