

# APPENDICES

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**Appendix A: Regional/ Local Agencies Contact Information**

| NAME      |           | TITLE                          | ORGANIZATION                                      | STREET ADDRESS            | SUITE ADDRESS | CITY           | STATE | ZIP   | PHONE                 | FAX          | EMAIL  |
|-----------|-----------|--------------------------------|---|---------------------------|---------------|----------------|-------|-------|-----------------------|--------------|--|
| Bob       | McCormick | Associate Director             | Illinois-Indiana Sea Grant College Program        | 175 Marsteller Street     | Room 201      | West Lafayette | IN    | 47907 | 765-494-3573          | 765-496-6026 | <a href="mailto:rmccormick@fnr.purdue.edu">rmccormick@fnr.purdue.edu</a>     |
| Kay       | Nelson    | Environmental Affairs Director | Northwest Indiana Forum                           | 6100 Southport Road       |               | Portage        | IN    | 46368 | 219-763-6303          | 219-763-2653 | <a href="mailto:knelson@nwiforum.org">knelson@nwiforum.org</a>               |
| Tom       | Anderson  | Executive Director             | Save The Dunes Council                            | 444 Barker Road           |               | Michigan City  | IN    | 46360 | 219-879-3937          | 219-872-4875 | <a href="mailto:std@savedunes.org">std@savedunes.org</a>                     |
| John      | Swanson   | Executive Director             | Northwestern Indiana Regional Planning Commission | 6100 Southport Road       |               | Portage        | IN    | 46368 | 219-763-6060          | 219-762-1653 | <a href="mailto:jswanson@nirpc.org">jswanson@nirpc.org</a>                   |
|           |           |                                | U.S. Army Corps of Engineers                      |                           |               |                |       |       |                       |              | -  |
| Margarita | Chacon    |                                | U.S. Environmental Protection Agency              | 77 W Jackson Blvd         |               | Chicago        | IL    |       | 312-886-0225          | 60604        | <a href="mailto:chacon.margarita@epa.gov">chacon.margarita@epa.gov</a>       |
| Liz       | McCloskey |                                | U.S. Fish and Wildlife Service                    | PO Box 2616               |               | Chesterton     | IN    | 46304 | 219-983-9753          |              | <a href="mailto:Elizabeth.McCloskey@fws.gov">Elizabeth.McCloskey@fws.gov</a> |
| J.        | Ellison   | Officer in Charge              | U.S. Coast Guard                                  | Washington Park           |               | Michigan City  | IN    | 46360 | 219-879-8371          |              | -  |
| Garry     | Traynham  |                                | National Park Service                             | 1100 N Mineral Springs Rd |               | Chesterton     | IN    | 46304 | 219-926-7561<br>x411  |              | <a href="mailto:garry_traynham@nps.gov">garry_traynham@nps.gov</a>           |
| Stacy     | Odom      | Resource Mgmt Specialist       | Natural Resources Conservation Service            | 1812 Troxel Drive         | Lafayette     | Lafayette      | IN    | 47909 | 765-474-9992<br>x 129 |              | <a href="mailto:stacy.odom@in.usda.gov">stacy.odom@in.usda.gov</a>           |
| Joe       | Exl       | Lake Michigan Coastal Program  | Indiana Department of Natural Resources           | 1600 North 25 East        |               | Chesterton     | IN    | 46304 | 219-921-0863          | 219-926-9775 | <a href="mailto:JExl@dnr.IN.gov">JExl@dnr.IN.gov</a>                         |
| Linda     | Schmidt   | Watershed Specialist           | Indiana Department of Environmental Management    | 100 N Senate Ave          |               | Indianapolis   | IN    | 46204 | 317-233-1432          |              | <a href="mailto:LSCHMIDT@idem.IN.gov">LSCHMIDT@idem.IN.gov</a>               |
| Karie     | Brudis    | Program Director               | IDNR State Historic Preservation Officer          | 402 W Washington St       | Room W274     | Indianapolis   | IN    | 46204 | (317) 233-8941        |              | <a href="mailto:kbrudis@dnr.in.gov">kbrudis@dnr.in.gov</a>                   |

**Appendix B: Coordination with Historical and Anthropological Planning**

| Agency/Organization  | Address                    |                             | Phone/Contact                                      | Email  |
|--|----------------------------|-----------------------------|--|--|
| <b>STATE ORGANIZATIONS</b>   |                            |                             |  |  |
| Historic Landmarks Foundation of Indiana, Office of Environmental Services                             | 340 W Michigan St          | Indianapolis, IN 46202      | Ph 317/639-4534<br>800/450-4534<br>Fx 317/639-6734 | info@historiclandmarks.org<br>Www.historiclandmarks.org            |
| Indiana Historical Bureau (IHB)  | Rm 130<br>140 N Senate Ave | Indianapolis, IN 46204-2296 | Ph 317/232-2535/37<br>Fx 317/232-3728              | <a href="http://www.statelib.lib.in.us">www.statelib.lib.in.us</a> |
| Indiana Historical Society   | 450 W Ohio St              | Indianapolis, IN 46202      | Ph 317/232-1882<br>800/447-1830                    | Www.indianahistory.org   |
| Indiana National Road Association  | P.O. Box 284               | Cambridge City, IN 47327    | Ph 765/478-3172                                    | Www.indiananationalroad.org<br>info@indiananationalroad.org        |
| Indiana Postal History Society   | P.O. Box 1875              | Bloomington, IN 47402       | Marge Faber, Secy                                  | Www.theryles.com/iphs<br>faber@bluemarble.net                      |
| Indiana State Register of Historic Places<br>c/o DNR – Division of Historic Preservation & Archaeology | 402 W Washington St, W274  | Indianapolis, IN 46204-2739 | Ph 317/232-1646<br>Fx 317/232-0693                 | dhpa@dnr.in.gov<br>Www.in.gov/dnr/historic/<br>registers.html      |
| Indiana Department of Transportation –<br>Historic Bridges Program                                     |                            |                             |  | www.in.gov/dot/programs/<br>bridges/inventory.html                 |
| Indiana Humanities Council   | 1500 N Delaware St         | Indianapolis, IN 46202      | Ph 317/638-1500<br>800/675-8897                    | Www.ihc.iupui.edu  |
| Italian Heritage Society of Indiana  | 520 Stevens St             | Indianapolis, IN 46263      | Ph 317/767-7686                                    | Www.italianheritage.org  |
| John Shaw Billings History of Medicine<br>Society, Inc.  | 975 W Walnut St<br>IB 100  | Indianapolis, IN 46202-5121 | Ph 317/274-2076<br>Fx 317/278-2349                 | Www.billings@iupui.edu   |
| Monon Railroad Historical – Technical<br>Society   |                            |                             |  | Www.monon.org<br>webmaster@monon.org                               |

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| LAKE COUNTY ORGANIZATIONS  |   |                                 |                                    |  |
| Buckley Homestead County Park  | 3606 Belshaw Rd                                       | Lowell, IN 46356                | Ph 219/696-0769<br>Fx 219/696-0796 | Becky Crabb                              |
| Cedar Lake Historical Association Inc./<br>Lake of the Red Cedars Museum | PO Box 421, 3420 Cedar St                             | Cedar Lake 46303                |                                    |  |
| Dyer Historical Society, Inc.  | Dyer Town Hall<br>1 Town Square                       | Dyer, IN 46311                  | Ph 219/865-6108<br>Fx 219/865-4233 | Glen L. Eberly<br>history@dersonline.com |
| East Chicago Historical Society, Inc.                                    | c/o East Chicago Public Library<br>2401 E Columbus Dr | East Chicago, IN 46312          | Ph 219/397-2453<br>Fx 219/397-6715 | Gloria Dosen<br>gdosen@ecpt.org          |
| Gary Historical & Cultural Society                                       | P.O. Box M-603  | Gary, IN 46401                  | Ph 219/882-3311                    | Dolly Millender<br>ghcsinc@yahoo.com     |
| Griffith Historical Society, Inc   | P.O. Box 678<br>201 S Broad Street                    | Griffith, IN 46319              | Ph 219/924-9701                    | Karen Kulinski<br>depotkaren@aol.com     |
| Hammond Historical Society, Inc.   | c/o Hammond Public Library<br>1564 S State St         | Hammond, IN 46320               | Ph 219/931-5100                    | Peg Evans                                |
| Hessville Historical Society—Little Red<br>School House                  | 7205 Kennedy Ave                                      | Hammond, IN 46323               | Ph 219/931-7559                    | Joyce Parrish                            |
| Highland Historical Society  | c/o Sand Ridge Bank<br>2611 Highway Ave               | Highland , IN 46322-<br>1614    | Ph 219/838-2962                    | Mary Anne Ahlborn                        |
| Historic Landmarks Calumet Region Of-<br>fice                            | 607 S Lake St, Ste E                                  | Gary, IN 46403                  | Ph 219/938-2200<br>Fx 219/938-2204 | calumet@historiclandmarks.org            |
| Hobart Historical Society  | 706 East 4 <sup>th</sup> St, PO Box 24                | Hobart, IN 46342-0024           | Ph 219/942-0970                    | Dorothy Ballantyne                       |
| Horace Mann-Ambridge Neighborhood<br>Improvement Organization            | PO Box 273-M  | Gary, IN 46401                  | Ph 219/886-4423                    | Yvonne Anderson                          |
| Lake County Historic Preservation Coal-<br>ition                         | 141 Beverly Blvd                                      | Hobart, IN 46342                | Ph 219/942-5536                    | Elin Christianson                        |
| Lake County Historical Society, Inc                                      | 3220 Grove Ave  | Lake Station, IN 46405-<br>2233 |                                    | Joann Burdett<br>larsv@netnitco.net      |
| Lowell Main Street   | 428 East Commercial                                   | Lowell, IN 46356                | Ph 219/696-6876<br>Fx 219/696-8800 |  |
| Merrillville-Ross Township Historical<br>Society                         | 13 W 73rd Ave   | Merrillville, IN 46410          | Ph 219/756-2042                    | Beulah Brown                             |
| Munster Historical Society   | Townhall<br>1005 Ridge Road                           | Munster, IN 46321               | Ph 219/836-6932                    | munsterhistory@sbcglobal.net             |

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| Obadiah Taylor Historical Association                  | 15517 Barman                                     | Lowell, IN 46356            |   |   |
| Schererville Historical Society                        | 10 E Joliet St                                   | Schererville, IN 46375-2011 | Ph 219/322-1699                         | Heidi Zima  |
| Schererville Main Street                               | 10 East Joliet St                                | Schererville 46375          | Ph 219/322-2211 x323<br>Fx 219/865-5515 |   |
| South Lake County Agriculture Historical Society       | 7910 W 109th Ave                                 | Crown Point, IN 46307       |   |   |
| St John Historical Society, Inc.                       | 9490 Keilman St.<br>P.O. Box 134                 | St John, IN 46373           | Ph 219/365-8550                         | Jim Theil   |
| Three Creeks Historical Society                        | c/o Lowell Public Library<br>1505 Commercial Ave | Lowell, IN 46356            |   | Bill Peterson                                     |
| Whiting-Robertsdale Historical Society                 | 1610 119th St                                    | Whiting, IN 46394           | Ph 219/659-1432                         | Marge Barsich                                     |
| LA PORTE COUNTY ORGANIZATIONS                          |  |                             |   |   |
| LaPorte Historic Review Board                          | 801 Michigan Ave                                 | LaPorte, IN 46350           | Ph 219/362-8260<br>Fx 219/325-0656      | Mary Jane Thomas<br>lpcityplanner@attbi.com       |
| LaPorte County Historical Society, Inc.                | 2405 Indiana Ave, Ste 1                          | LaPorte, IN 46350           | Ph 219/324-6767<br>Fx 219/324-9029      | James A. Rodgers<br>info@laportecountyhistory.org |
| Michigan City Historic Review Board                    | 2944 Woodrow Ave                                 | Michigan City, IN 46360     |   |   |
| Michigan City Historical Society/Old Lighthouse Museum | PO Box 512                                       | Michigan City, IN 46360     | Ph 219/872-6133                         | Jacqueline Glidden<br>Ms June Jacques             |
| Michigan City Main Street                              | 100 East Michigan Blvd                           | Michigan City, IN 46360     | Ph 219/874-3647<br>Fx 219/873-1515      | Ed Kiss   |
| People Engaged in Preservation                         | 1307 Monroe St                                   | LaPorte, IN 46350           | Ph 219/872-5087                         | Timothy Stabosz                                   |
| Preservationists of Michigan City, Inc                 | PO Box 9688                                      | Michigan City, IN 46360     | Ph 219/872-5593<br>219/879-6667         | Richard R. Chey                                   |
| Wanatah Historical Society                             | PO Box 156                                       | Wanatah, IN 46390-0013      |   | Rosalie Mack<br>whistsoc@verizon.net              |
| Westville Community Historical Society                 | P.O. Box 395                                     | Westville, IN 46391         |   | Mike Fleming                                      |

|   |                      |                                  |                                    |  |
|---|----------------------|----------------------------------|------------------------------------|--|
| PORTER COUNTY ORGANIZATIONS                               |                      |                                  |                                    |  |
| Beverly Shores Historical Society                         | P.O. Box 242         | Beverly Shores, IN<br>46301-0242 |                                    | Carl Reed<br>coreed@netnitco.net   |
| Duneland Historical Society, Inc.                         | P.O. Box 2034        | Chesterton, IN 46304             | Ph 219/926-1931<br>Fx 219/926-1813 | Audrey Lipinski  |
| Hebron Historical Society, Inc.                           | P.O. Box 679         | Hebron, IN 46341                 |                                    |  |
| Historic Preservation of Porter County, Inc               | 256 Haas St          | Valparaiso 46383                 |                                    | Terry Bailey   |
| Historical Society of Ogden Dunes, Hour Glass Museum      | 115 Hillcrest Rd—101 | Ogden Dunes, IN<br>46368-1001    |                                    | youngmanpe@usa.com   |
| Historical Society of Porter County, Inc— Old Jail Museum | 1537 S Franklin St   | Valparaiso, IN 46383             | Ph 219/465-3595<br>Fx 219/477-4618 | Ken Martin<br>Kristen Soohey<br>Oldjailmuseum@hotmail.com                      |
| Kankakee Valley Historical Society                        | 22 West 1050 South   | Kouts, IN 46347                  |                                    | John P Hodson<br>jophod@jorsm.com  |
| Portage Community Historical Society, Inc.                | 2100 Willowcreek Rd  | Portage, IN 46368                |                                    | Bill Message   |
| Valparaiso Historic Preservation Commission               | 166 Lincolnway       | Valparaiso                       | Ph 219/324-6767<br>Fx 219/324-9029 | <a href="http://www.laportecountyhistory.org">www.laportecountyhistory.org</a> |

NIRPC is developing a list of historical sites in northwest Indiana. These sites will be added as a layer to the GIS map. When transportation projects are proposed during the planning and project development processes, historical sites that could be affected by the proposed project can be indicated and the proper agency or organization can be contacted for their input and included for consideration when evaluating the project:

| <b>LaPorte Co. Historical Society<br/>Marker/Site</b>               | <b>Type</b>   | <b>Location</b>                                    | <b>City</b>   | <b>County</b>  |
|---|---------------|--|---------------|----------------|
| The Rumely Companies (Blacksmith Shop)                              | Marker        | NW Corner of Lincolnway & Madison Sts              | LaPorte.      | LaPorte County |
| LaPorte’s Carnegie Library  | Marker        | SW Corner of Indiana & Maple Aves                  | LaPorte       | LaPorte County |
| LaPorte County Circuit Court House                                  | Marker        | Michigan Ave/Lincolnway Avenues                    | LaPorte       | LaPorte County |
| Indiana Territory Boundary Line                                     | Marker        | Lawn of KFC Restaurant, Pine Lake Ave              | LaPorte       | LaPorte County |
| Camp Anderson (Civil War training camp)                             | Marker        | E Michigan Blvd & Carroll St                       | Michigan City | LaPorte County |
| Chicago-New York Electric Air Line RR                               | Marker        | CR 250 S & SR 39                                   | LaPorte       | LaPorte County |
| Civil War Camps   | Marker        | SR 2 W (Colfax Camp, Camp Jackson)                 | Near LaPorte  | LaPorte County |
| Old Lighthouse  | Marker & Site | Lawn of Lighthouse Museum                          | Michigan City | LaPorte County |
| Plum Grove on Old Sauk Trail (Indians assembled before Death March) | Site          | East of previous location of Bob’s Barbeque        |               | LaPorte County |
| Miriam Benedict Grave Site  | Marker        | Miriam Benedict Cemetery, near Westville on SR 421 |               | LaPorte County |
| Old Fort  | Marker        | Door Village                                       |               | LaPorte County |
| Michigan Road   | Site          | Northern part of the county.                       |               | LaPorte County |
| Indian Mounds   | Site          | Along Kankakee River                               |               | LaPorte County |
| Kankakee River  | Site          | Kankakee River.                                    |               | LaPorte County |
| Lemon Bridge  | Site          | SR 4 over Kankakee River                           |               | LaPorte County |
| Yellow River Road (Later Plank Road)<br>First road in LaPorte Co.   | Site          |  |               | LaPorte County |
| Cold Springs  | Site          | South of Sauktown                                  |               | LaPorte County |
| Carey Mission   | Site          | At Hudson.   |               | LaPorte County |

| Indiana Historical Markers                  | IHB Marker Reference | Location                                  | City          | County         |
|---|----------------------|---|---------------|----------------|
| First Physician                             | 45.1949.1            |   |               | Lake County    |
| Great Sauk (Sac) Trail                      | 45.1966.1            |   |               | Lake County    |
| St John’s Lutheran Church in Tolleston      | 45.1976.1            |   |               | Lake County    |
| Dutch in the Calumet Region                 | 45.1992.1            |   |               | Lake County    |
| St John Township School, District #2        | 45.1995.1            |   |               | Lake County    |
| The Lincoln Highway – The “Ideal Section”   | 45.1996.1            | US 30                                     |               | Lake County    |
|   |                      |   |               |                |
| Bethel Lutheran (Miller) Cemetery           |                      |   |               | Lake County    |
| John Hack Cemetery                          |                      |   |               | Lake County    |
| Civil War Camps                             | 46.1962.1            | SR 2 W (Colfax Camp, Camp Jackson)        | Near LaPorte  | LaPorte County |
| Chicago-New York Electric Air Line Railroad | 46.1995.1            | CR 250 S & SR 39                          | LaPorte       | LaPorte County |
| Camp Anderson                               | 46.1996.1            | E Michigan Blvd & Carroll St;             | Michigan City | LaPorte County |
| Indiana Territory Boundary Line             | 46.1999.1            | Lawn of KFC Restaurant, Pine Lake Ave     | LaPorte       | LaPorte County |
| LaPorte County Courthouse                   | 46.2001.1            | Michigan Ave/Lincolnway Avenues           | LaPorte       | LaPorte County |
| LaPorte’s Carnegie Library                  | 46.2002.1            | SW Corner of Indiana & Maple Aves         | LaPorte       | LaPorte County |
| The Rumely Companies                        | 46.2003.1            | NW Corner of Lincolnway & Madison Streets | LaPorte       | LaPorte County |
| Iron Brigade                                | 64.1995.1            |   |               | Porter County  |
| Willow Creek Confrontation                  | 64.1995.2            |   |               | Porter County  |
| Ogden Dunes Ski Jump                        | 64.1997.1            |   | Ogden Dunes   | Porter County  |

| <b>Indiana DNR Historical Sites</b>   | <b>Reference</b>   | <b>Location</b>   | <b>City</b>     | <b>County</b> |
|---|--|---|-----------------|---------------|
| Louis J Bailey Branch Library – Gary International Institute                  | Architecture, Ethnic Heritage, Social History            |   | Gary            | Lake County   |
| Buckley Homestead, 1849   | Architecture, Agriculture                                | 3606 Belshaw Rd   | Lowell Vicinity | Lake County   |
| Clark A Wellington House, 1847  | Architecture, Exploration/Settlement                     | 227 South Court St  | Crown Point     | Lake County   |
| Crown Point Courthouse Square Historic District, 1873-1940                    | Architecture, Politics/Government, Commerce              |   | Crown Point     | Lake County   |
| Crown Point Courthouse Square Historic District Boundary Amendment, 1847-1940 | Architecture, Commerce, Politics/Government              |   | Crown Point     | Lake County   |
| Morse Dell Plain House & Landscape, 1923, 1926                                | Architecture, Landscape Architecture                     | 7109 Knickerbocker Pkwy   | Hammond         | Lake County   |
| Ralph Waldo Emerson School, 1908  | Education, Social History                                | 716 East 7 <sup>th</sup> Ave  | Gary            | Lake County   |
| First Unitarian Church of Hobart, 1975  | Architecture   | 497 Main St   | Hobart          | Lake County   |
| Gary Bathing Beach Aquatorium, 1921   | Architecture, Engineering, Entertainment/Recreation      | 1 Marquette Dr, Marquette Park  | Gary            | Lake County   |
| Gary City Center Historic District, 1906-1944                                 | Commerce, Community Planning & Development, Architecture | Roughly, both sides of Broadway from the CSS&SB Railroad to 9 <sup>th</sup> Ave | Gary            | Lake County   |
| Gary Land Company Building, 1906  | Community Planning & Development, Exploration/Settlement | 4 <sup>th</sup> Ave & Pennsylvania St   | Gary            | Lake County   |
| Griffith EJ&E Interlocking Tower, 1924-1953                                   | Transportation, Architecture                             |   | Griffith        | Lake County   |
| Griffith Grand Trunk Depot, 1911-1953   | Transportation   |   | Griffith        | Lake County   |
| Melvin A Halsted House, 1850  | Architecture, Industry, Exploration/Settlement           | 201 East Main St  | Lowell          | Lake County   |
| Hobart Carnegie Library, 1915   | Architecture, Social History                             | 706 East 4 <sup>th</sup> St   | Hobart          | Lake County   |
| Hoosier Theater Building, 1924  | Architecture   | 1329-1335 119 <sup>th</sup> St  | Whiting         | Lake County   |
| Indiana Harbor Public Library, 1913-1955                                      | Architecture, Education                                  |   | East Chicago    | Lake County   |

|  |  |   |                       |             |
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| Kingsbury-Doak Farmhouse, c1860-1833                             | Architecture   | Eagle Creek Township  | Hebron Vicinity       | Lake County |
| Knights of Columbus Building, 1925                               | Architecture   | 33 West 5 <sup>th</sup> Ave                                   | Gary                  | Lake County |
| Lake County Courthouse, 1978                                     | Architecture, Social History   | Public Square   | Crown Point           | Lake County |
| Lake County Sanatorium Nurses Home, 1930o-1954                   | Architecture, Health/Medicine  |   | Crown Point           | Lake County |
| Lake County Sheriff's House & Jail, 1882                         | Architecture   | 232 South Main Street   |                       | Lake County |
| Lassen Hotel, 1895, 1920   | Entertainment/Recreation   | 7808 West 138 <sup>th</sup> Pl.                               | Cedar Lake            | Lake County |
| Marktown Historic District, 1888-1926                            | Architecture, Community Planning & Development, Industry, Social History | Bounded by Pine, Riley, Dickey, and 129 <sup>th</sup> Sts.    | East Chicago          | Lake County |
| Joseph Ernest Meyer House, 1931                                  | Architecture   | 1370 Joliet St  | Dyer                  | Lake County |
| Miller Town Hall, 1911   | Politics/Government  | Junction of Miller Ave, Old Hobart Road and Grand Blvd.       | Gary                  | Lake County |
| Monon Dancing Pavilion, 1897                                     | Transportation, Entertainment/ Recreation, Religion, Architecture        | 13701 Lauerman St   | Cedar Lake            | Lake County |
| Pennsylvania Railroad Station, 1910                              | Industry, Transportation   | 1001 Lillian St   | Hobart                | Lake County |
| State Bank of Hammond Building, 1927                             | Architecture, Commerce   | 5444-5446 Calumet Ave   | Hammond               | Lake County |
| Stallbohm Barn – Kaske House, c.1890, c. 1920                    | Agricultural, Architecture   | 1154 Ridge Road   | Munster               | Lake County |
| State Street Commercial Historic District, 1885-1946             | Architecture, Commerce   | Roughly State St. between Sohl and Bulletin Ave               | Hammond               | Lake County |
| West 5 <sup>th</sup> Ave Apartments Historic District, 1922-1928 | Architecture, Community Planning & Development                           | Roughly bounded by 5 <sup>th</sup> Ave from Taft to Pierce St | Gary                  | Lake County |
| William Whitaker Landscape and House, 1926-1929                  | Landscape Architecture   | 472 South Main Street   | Crown Point           | Lake County |
| Whiting Memorial Community House, 1923                           | Industry   | 1938 Clark St   | Whiting               | Lake County |
| John Wood Old Mill, 1838   | Architecture, Commerce, Exploration/ Settlement                          | East of Merrillville on SR 330                                | Merrillville vicinity | Lake County |

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| Beverly Shores-Century of Progress Architectural District, 1934-35 | Architecture, Invention                           | 208, 210, 212, 214, & 215 Lake Front Drive                       | Beverly Shores   | Porter County |
| Beverly Shores South Shore Railroad Station, 1929                  | Architecture, Transportation                      | Broadway Ave and US 12   | Beverly Shores   | Porter County |
| George Brown Mansion, 1885   | Architecture                                      | 700 West Porter Ave  | Chesterton       | Porter County |
| Chesterton Commercial Historic District, c 1895-1949               | Commerce, Architecture, Politics/Government       | 109-193 North Calumet Rd   | Chesterton       | Porter County |
| Norris & Harriett Coombs Lustron House, 1950                       | Architecture                                      | 411 Bowser St  | Chesterton       | Porter County |
| Clinton D Gilson Barn, 1892  | Agriculture, Architecture                         | 522 West CR 650 South  | Hebron vicinity  | Porter County |
| Heritage Hall, 1875  | Education   | Campus Mall, South College Ave                                   | Valparaiso       | Porter County |
| Imre & Maria Horner House, 1849                                    | Architecture                                      | 2 Merrivale Ave  | Beverly Shores   | Porter County |
| Immanuel Lutheran Church, 1891                                     | Architecture                                      | 308 North Washington St  | Valparaiso       | Porter County |
| Dr David J Loring Residence & Clinic, 1906                         | Health/Medicine, Social History                   | 102 Washington St  | Valparaiso       | Porter County |
| New York Central Railroad Passenger Depot, 1914                    | Architecture, Transportation                      | 220 Broadway   | Chesterton       | Porter County |
| Nike Missile Site C-47, 1956-1972                                  | Military, Politics/Government, Social History     | CR 700 North 600 North   | Portage vicinity | Porter County |
| Porter County Jail & Sheriff's House, c.1860. Jail, 1871.          | Architecture, Politics/Government, Social History | 153 Franklin St  | Valparaiso       | Porter County |
| Porter County Memorial Hall, 1893.                                 | Architecture, Performing Arts                     | 104 Indiana Ave  | Valparaiso       | Porter County |
| David Garland Rose House, c. 1860                                  | Architecture                                      | 156 Garfield St  | Valparaiso       | Porter County |
| Valparaiso Downtown Commercial District, c.1870-1930.              | Architecture, Commerce, Politics/Government       | Roughly bounded by Jefferson, Morgan, Indiana, and Napoleon Sts. | Valparaiso       | Porter County |
| Weller House, c. 1870  | Architecture                                      | 1200 North Rd  | Chesterton       | Porter County |
| Dune Acres Clubhouse, 1926-1941                                    | Architecture, Social History                      |  | Dune Acres       | Porter County |
| William McCallum House, 1885                                       | Architecture                                      |  | Valparaiso       | Porter County |
| Bartlett Real Estate Office, 1927-1946                             | Architecture, Community Planning & Development    |  | Beverly Shores   | Porter County |

|   |  |  |                        |                |
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| Wilbur Wynant House, 1916   | Architecture   |  | Gary                   | Lake County    |
| John H Barker Mansion, 1905   | Architecture, Industry   | 631 Washington St  | Michigan City          | LaPorte County |
| Barker House, c. 1900   | Architecture   | 444 Barker St  | Michigan City          | LaPorte County |
| Downtown LaPorte Historic District, 1850-1914   | Architecture, Community Planning & Development                                 | Roughly bounded by State, Jackson, Maple & Chicago Sts.  | LaPorte                | LaPorte County |
| First Congregational Church of Michigan City, 1881/1909   | Architecture   | 531 Washington St  | Michigan City          | LaPorte County |
| Garrettson-Baine-Bartholomew House, 1908  | Architecture   | 2921 Franklin St   | Michigan City          | LaPorte County |
| Michigan City East Pierhead Light tower & Elevated Walk (Michigan City Lighthouse), 1904            | Architecture, Transportation   | Eastside of entrance to Michigan City Harbor   | Michigan City          | LaPorte County |
| Michigan City Lighthouse, 1858  | Conservation, Architecture   | Washington Park  | Michigan City          | LaPorte County |
| Michigan City Post Office, 1909   | Architecture   | 126 East 5 <sup>th</sup> St  | Michigan City          | LaPorte County |
| Francis H. Morrison House, 1904   | Architecture, Commerce   | 1217 Michigan Ave  | LaPorte                | LaPorte County |
| Muskegon Shipwreck Site   | Archaeology  |  | Michigan City vicinity | LaPorte County |
| William Orr House, 1875   | Architecture   | 4076 West Small Road   | LaPorte                | LaPorte County |
| Pinehurst Hall, 1853  | Architecture   | 3042 North US 35   | LaPorte                | LaPorte County |
| Marion Ridgeway Polygonal Barn, 1878 (Round & Polygonal Barns of Indiana Multiple Property Listing) | Agriculture, Architecture  | SR 35 just north of Crescent Dr  | LaPorte                | LaPorte County |
| Everel S. Smith House, 1879   | Architecture, Commerce   | 56 West Jefferson St   | Westville              | LaPorte County |
| Washington Park, 1891, 1933-1941  | Entertainment/Recreation, Landscape Architecture, Social History, Architecture | Roughly bounded by Lake Michigan, Krueger St, Trail Creek, Lakeshore Dr, Heisman Harbor Rd and Browne Basin Rd | Michigan City          | LaPorte County |
| Dan Low Estate – Underground Railroad Site  |  |  | Michigan City          | LaPorte County |
| Joseph Bailly Homestead, 1822-1919  | Architecture, Commerce, Exploration/Settlement, Social History                 | West of Porter on US 20 in Indiana Dunes National Lakeshore  | Near Porter            | Porter County  |

| <b>National Register of Historic Places 2003-2004</b> | <b>Location</b>   | <b>City</b>     | <b>County</b> |
|---|---|-----------------|---------------|
| Buckley Homestead, 1849                               | 3606 Belshaw Rd   | Lowell vicinity | Lake County   |
| Wellington Clark House, 1847                          | 227 South Court St  | Crown Point     | Lake County   |
| Morse Dell Plain House & Landscape, 1923, 1926        | 7109 Knickerbocker Pkwy   | Hammond         | Lake County   |
| Ralph Waldo Emerson School, 1908                      | 716 East 7 <sup>th</sup> Ave  | Gary            | Lake County   |
| First Unitarian Church of Hobart, 1875                | 497 Main St   | Hobart          | Lake County   |
| Gary Bathing Beach Aquatorium, 1921                   | 1 Marquette Dr, Marquette Park  | Gary            | Lake County   |
| Gary City Center Historic District, 1906-1944         | Roughly, both sides of Broadway from the CSS&SB Railroad to 9 <sup>th</sup> Ave | Gary            | Lake County   |
| Gary Land Company Building, 1906                      | 4 <sup>th</sup> Ave & Pennsylvania St   | Gary            | Lake County   |
| Melvin A Halsted House, 1850                          | 201 East Main St  | Lowell          | Lake County   |
| Hobart Carnegie Library, 1915                         | 706 East 4 <sup>th</sup> St   | Hobart          | Lake County   |
| Hoosier Theater Building, 1924                        | 1329-1335 119 <sup>th</sup> St  | Whiting         | Lake County   |
| Knights of Columbus Building, 1925                    | 33 West 5 <sup>th</sup> Ave   | Gary            | Lake County   |
| Lake County Courthouse, 1878                          | Public Square   | Crown Point     | Lake County   |
| Lake County Sheriff's House & Jail, 1882              | 232 South Main Street   | Crown Point     | Lake County   |
| Lassen Hotel, 1895, 1920                              | 7808 West 138 <sup>th</sup> Pl.   | Cedar Lake      | Lake County   |
| Marktown Historic District, 1888-1926                 | Bounded by Pine, Riley, Dickey, and 129 <sup>th</sup> Sts.                      | East Chicago    | Lake County   |
| Joseph Ernest Meyer House, 1931                       | 1370 Joliet St  | Dyer            | Lake County   |
| Miller Town Hall, 1911                                | Junction of Miller Ave, Old Hobart Road and Grand Blvd.                         | Gary            | Lake County   |
| Monon Dancing Pavilion, 1897                          | 13701 Lauerman St   | Cedar Lake      | Lake County   |
| Pennsylvania Railroad Station, 1910                   | 1001 Lillian St   | Hobart          | Lake County   |

| <b>National Register of Historic Places 2003-2004</b> | <b>Location</b>   | <b>City</b>     | <b>County</b> |
|---|---|-----------------|---------------|
| Buckley Homestead, 1849                               | 3606 Belshaw Rd   | Lowell vicinity | Lake County   |
| Wellington Clark House, 1847                          | 227 South Court St  | Crown Point     | Lake County   |
| Morse Dell Plain House & Landscape, 1923, 1926        | 7109 Knickerbocker Pkwy   | Hammond         | Lake County   |
| Ralph Waldo Emerson School, 1908                      | 716 East 7 <sup>th</sup> Ave  | Gary            | Lake County   |
| First Unitarian Church of Hobart, 1875                | 497 Main St   | Hobart          | Lake County   |
| Gary Bathing Beach Aquatorium, 1921                   | 1 Marquette Dr, Marquette Park  | Gary            | Lake County   |
| Gary City Center Historic District, 1906-1944         | Roughly, both sides of Broadway from the CSS&SB Railroad to 9 <sup>th</sup> Ave | Gary            | Lake County   |
| Gary Land Company Building, 1906                      | 4 <sup>th</sup> Ave & Pennsylvania St   | Gary            | Lake County   |
| Melvin A Halsted House, 1850                          | 201 East Main St  | Lowell          | Lake County   |
| Hobart Carnegie Library, 1915                         | 706 East 4 <sup>th</sup> St   | Hobart          | Lake County   |
| Hoosier Theater Building, 1924                        | 1329-1335 119 <sup>th</sup> St  | Whiting         | Lake County   |
| Knights of Columbus Building, 1925                    | 33 West 5 <sup>th</sup> Ave   | Gary            | Lake County   |
| Lake County Courthouse, 1878                          | Public Square   | Crown Point     | Lake County   |
| Lake County Sheriff's House & Jail, 1882              | 232 South Main Street   | Crown Point     | Lake County   |
| Lassen Hotel, 1895, 1920                              | 7808 West 138 <sup>th</sup> Pl.   | Cedar Lake      | Lake County   |
| Marktown Historic District, 1888-1926                 | Bounded by Pine, Riley, Dickey, and 129 <sup>th</sup> Sts.                      | East Chicago    | Lake County   |
| Joseph Ernest Meyer House, 1931                       | 1370 Joliet St  | Dyer            | Lake County   |
| Miller Town Hall, 1911                                | Junction of Miller Ave, Old Hobart Road and Grand Blvd.                         | Gary            | Lake County   |
| Monon Dancing Pavilion, 1897                          | 13701 Lauerman St   | Cedar Lake      | Lake County   |
| Pennsylvania Railroad Station, 1910                   | 1001 Lillian St   | Hobart          | Lake County   |
| State Bank of Hammond Building, 1927                  | 5444-5446 Calumet Ave   | Hammond         | Lake County   |
| Stallbohm Barn – Kaske House, c.1890, c.1920          | 1154 Ridge Road   | Munster         | Lake County   |

|  |   |                        |                |
|--|---|------------------------|----------------|
| State Street Commercial Historic District, 1885-1946                                     | Roughly State St. between Sohl and Bulletin Ave               | Hammond                | Lake County    |
| West 5 <sup>th</sup> Avenue Apartment Historic District, 1922-1928                       | Roughly bounded by 5 <sup>th</sup> Ave from Taft to Pierce St | Gary                   | Lake County    |
| William Whitaker Landscape & House, 1926-1929  | 472 South Main Street   | Crown Point            | Lake County    |
| Whiting Memorial Community House, 1923   | 1938 Clark St   | Whiting                | Lake County    |
| John Wood Old Mill, 1838   | East of Merrillville on SR 330                                |                        | Lake County    |
| John H Barker Mansion, 1905  | 631 Washington St   | Michigan City          | LaPorte County |
| Barker House, c.1900   | 444 Barker St   | Michigan City          | LaPorte County |
| Downtown LaPorte Historic District, 1850-1914.   | Roughly bounded by State, Jackson, Maple & Chicago Sts.       | LaPorte                | LaPorte County |
| First Congregational Church of Michigan City, 1881 / 1909.                               | 531 Washington St   | Michigan City          | LaPorte County |
| Garrettson-Baine-Bartholomew House, 1908.  | 2921 Franklin St  | Michigan City          | LaPorte County |
| Michigan Central Railroad Engine Repair Shops (aka tom and Blank Bldg)                   | 104 N Franklin St   | Michigan City          | LaPorte County |
| Michigan City East Pierhead Light Tower & Elevated Walk (Michigan City Lighthouse), 1904 | Eastside of entrance to Michigan City Harbor                  | Michigan City          | LaPorte County |
| Michigan City Lighthouse, 1858   | Washington Park   | Michigan City          | LaPorte County |
| Michigan City Post Office, 1909  | 126 East 5 <sup>th</sup> St                                   | Michigan City          | LaPorte County |
| Francis H Morrison House, 1904   | 1217 Michigan Ave   | LaPorte                | LaPorte County |
| Muskegon Shipwreck Site, 1872-1911   |   | Michigan City vicinity | LaPorte County |
| William Orr House, 1875  | 4076 West Small Road  | LaPorte                | LaPorte County |
| Pinehurst Hall, 1853   | 3042 North US 35  | LaPorte                | LaPorte County |
| Marion Ridgeway Polygonal Barn, 1878   | SR 35 just north of Crescent Dr                               | LaPorte                | LaPorte County |
| Everel S Smith House, 1879   | 56 West Jefferson St  | Westville              | LaPorte County |

|  |  |                  |                |
|--|--|------------------|----------------|
| Washington Park, 1891, 1933-1941                                     | Roughly bounded by Lake Michigan, Krueger St, Trail Creek, Lakeshore Dr, Heisman Harbor Rd and Browne Basin Rd | Michigan City    | LaPorte County |
| Joseph Bailly Homestead, 1822-1919                                   | West of Porter on US 20 in Indiana Dunes National Lakeshore  | Porter vicinity  | Porter County  |
| Beverly Shores-Century of Progress Architectural District, 1934-1935 | 208, 210, 212, 214, & 215 Lake Front Drive   | Beverly Shores   | Porter County  |
| Beverly Shores South Shore Railroad Station, 1929                    | Broadway Ave and US 12   | Beverly Shores   | Porter County  |
| George Brown Mansion, 1885   | 700 West Porter Ave  | Chesterton       | Porter County  |
| Chesterton Commercial Historic District, c.1895-1949                 | 109-193 North Calumet Rd   | Chesterton       | Porter County  |
| Norris & Harriett Coombs Lustron house, 1950                         | 411 Bowser St  | Chesterton       | Porter County  |
| Clinton D Gilson Barn, 1892  | 522 West CR 650 South  | Hebron vicinity  | Porter County  |
| Heritage Hall, 1875  | Campus Mall, South College Ave   | Valparaiso       | Porter County  |
| Imre & Maria Horner House, 1949                                      | 2 Merrivale Ave  | Beverly Shores   | Porter County  |
| Immanuel Lutheran Church, 1891                                       | 308 North Washington St  | Valparaiso       | Porter County  |
| Dr David J Loring Residence & Clinic, 1906                           | 102 Washington St  | Valparaiso       | Porter County  |
| New York Central Railroad Passenger Depot, 1914                      | 220 Broadway   | Chesterton       | Porter County  |
| Nike Missile Site C-47, 1956-1972                                    | CR 700 North 600 North   | Portage vicinity | Porter County  |
| Porter County Jail & Sheriff's House. House, c.1860, Jail, 1871.     | 153 Franklin St  | Valparaiso       | Porter County  |
| Porter County Memorial Hall, 1893                                    | 104 Indiana Ave  | Valparaiso       | Porter County  |
| Porter Town Hall, 1913   | 303 Franklin St (Demolished Fall, 2002)  | Porter           | Porter County  |
| David Garland Rose House, c.1860                                     | 156 Garfield St  | Valparaiso       | Porter County  |
| Valparaiso Downtown Commercial District, c.1870-1930                 | Roughly bounded by Jefferson, Morgan, Indiana, and Napoleon Sts.   | Valparaiso       | Porter County  |
| Weller House, c.1870   | 1200 North Rd  | Chesterton       | Porter County  |

| <b>Museums</b>                             |                              |                        |                      |
|--|------------------------------|------------------------|----------------------|
| The Great Lakes Museum of Military History | 360 Dunes Plaza, W US Hwy 20 | Michigan City          | LaPorte County       |
| Old Lighthouse Museum                      | PO Box 512                   | Michigan City<br>46361 | LaPorte County       |
| Brauer Museum of Art                       |                              | Valparaiso             | LaPorte County       |
| Hesston Steam Museum                       | 1201 E 1000 N                | LaPorte                | Rural LaPorte County |

| <b>Historic Landmarks Foundation of Indiana –<br/>10 most endangered landmarks in 2005</b> |                     |              |             |
|--|---------------------|--------------|-------------|
| First National Bank (in 2005)  |                     | East Chicago | Lake County |
| Lake County Bridge #36 (in 2002)   | Over Kankakee River |              | Lake County |
| Gary Union Station (in 2003)   |                     |              |             |

**Appendix C: Illustrative Lists of Projects**
*Candidates Expansion Proposals: State Highways*

| <b>Street/ Highway</b>  | <b>From</b>                     | <b>To</b>                                 | <b>Expansion Type</b> | <b>City Bound-<br/>ary</b> | <b>Cost in<br/>\$1000's</b> |
|---|---------------------------------|---|-----------------------|----------------------------|-----------------------------|
| US-30   | US-41                           | 0.4 mile west of I-65                     | Add Lanes             | Schererville               | \$33,000                    |
| US-20   | SR-312                          | SR-152-E. Chicago                         | Add Lanes             | East Chicago               | \$3,000                     |
| US-6/Ripley-Ridge   | 0.3 mi so of I-80/94            | 0.4 mi east of SR-51                      | Add Lanes             | Lake Station               | \$7,500                     |
| SR-312  | Columbia Ave (0.1 mi w of I-90) | Railroad Ave-E. Chicago                   | Add Lanes             | East Chicago               | \$2,825                     |
| US-20   | US-20 / US-35 / SR-212          | I-94 - Michigan City                      | Add Lanes             | Michigan City              | \$1,627                     |
| SR-912  | 0.416 KM N of US-12             | 1.008 KM N of I-80/94                     | Add Lanes             | Gary                       | \$100,050                   |
| US-30   | 0.9 mile east of I-65           | SR-51                                     | Add Lanes             | Hobart                     | \$11,000                    |
| US-20   | County Line Rd                  | Ohio St -Michigan City                    | Add Lanes             | Michigan City              | \$3,700                     |
| US-421  | I-94                            | US-20 -Michigan City                      | Add Lanes             | Michigan City              | \$4,461                     |
| US-421  | So jct wi/ SR-2                 | No jct w/ SR-2-Westville                  | Add Lanes             | Westville                  | \$2,951                     |
| SR-49   | At CR-400N, 2.7 mi N of US-30   |   | New Interch           | Valparaiso                 | \$4,960                     |
| SR-49   | I-80/90                         | I-94 - Chesterton                         | Add Lanes             | Chesterton                 | \$14,340                    |
| US-20   | SR-152                          | 4 lane section 0.4 mile west<br>of SR-912 | Add Lanes             | Gary                       | \$5,500                     |
| SR-149  | Lenburg Rd                      | US-20 - Burns Harbor                      | Add Lanes             | Burns Harbor               | \$2,650                     |
| US-421  | North Jct with SR-2             | I-80/90                                   | Add Lanes             | LaPorte Co                 | \$4,819                     |
| SR-49   | I-94                            | Oak Hill Rd-Chesterton                    | Add Lanes             | Chesterton                 | \$687                       |
| SR-51   | Cleveland Rd                    | South jct with US-6                       | Add Lanes             | Hobart                     | \$2,500                     |
| I-65  | 109th Ave                       |   | New Interch           | Crown Point                | \$20,000                    |
| SR-39   | US-35                           | Severs Rd in LaPorte                      | Add Lanes             | LaPorte                    | \$1,189                     |
| SR-51   | US-30                           | 10th Street                               | Add Lanes             | Hobart                     | \$3,500                     |
| <b>State-Supported Highway Proposal Needing Further Study</b> |                                 |   |                       |                            |                             |
| <b>Suburban Transportation Needs</b>                          |                                 |   | New Interstate        | Lake Co.                   | \$500,000                   |
| <b>Total</b>  |                                 |   |                       |                            | <b>\$730,259</b>            |

*Additional Candidates State Highway Proposals*

| Street/ Highway | From            | To                  | Expansion Type  | City Boundary | Cost in \$1000's |
|-----------------|-----------------|---------------------|-----------------|---------------|------------------|
| <b>SR-312</b>   | Calumet Ave     | Illinois State Line | Add Lanes       | Hammond       | <b>\$ 25,000</b> |
| <b>SR-149</b>   | SR-130          | US-30               | New Road        | Porter Co.    | <b>\$ 26,000</b> |
| <b>SR-55</b>    | Ridge Rd        | US-30               | Add Lanes       | Merrillville  | <b>\$ 10,000</b> |
| <b>I-94</b>     | County Line Rd. |                     | New Interchange | Michigan City | <b>\$ 10,000</b> |
| <b>SR-49</b>    | CR-600 N        |                     | New Interchange | Porter Co.    | <b>\$ 7,500</b>  |
| <b>SR-49</b>    | CR-500 N        |                     | New Interchange | Porter Co.    | <b>\$ 7,500</b>  |
| <b>Total</b>    |                 |                     |                 |               | <b>\$ 86,000</b> |

*Candidates Expansion Proposals: Lake & Porter Highways*

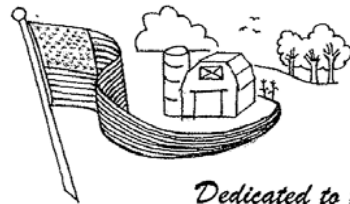
| Street/ Highway              | From         | To                  | Expansion Type | City Boundary | Cost in \$1000's |
|------------------------------|--------------|---------------------|----------------|---------------|------------------|
| <b>165th Street</b>          | Calumet Ave. | Indianapolis Blvd   | Add Lanes      | Hammond       | <b>\$ 8,000</b>  |
| <b>Mississippi St.</b>       | US 30        | 101st St.           | Add Lanes      | Merrillville  | <b>\$ 6,300</b>  |
| <b>93rd Ave.</b>             | Mississippi  | Colorado            | Add Lanes      | Merrillville  | <b>\$ 3,200</b>  |
| <b>61st Av. / Bracken Rd</b> | Colorado     | SR-51               | Add Lanes      | Hobart        | <b>\$ 12,000</b> |
| <b>Kennedy Ave.</b>          | 45th Ave.    | Main St.            | Add Lanes      | Highland      | <b>\$ 4,000</b>  |
| <b>Main St.</b>              | State Line   | East Corp. Boundary | Add Lanes      | Munster       | <b>\$ 8,360</b>  |
| <b>Kennedy Ave.</b>          | Junction     | US-30               | Add Lanes      | Schererville  | <b>\$ 10,000</b> |
| <b>Vale Park Rd.</b>         | Campbell St. | Valparaiso          | New Road       | Valparaiso    | <b>\$ 3,600</b>  |
| <b>Total</b>                 |              |                     |                |               | <b>\$ 55,460</b> |

*Candidates Expansion Proposals: LaPorte Highways*

| Street/ Highway            | From            | To            | Expansion Type | City Boundary | Cost in \$1000's |
|----------------------------|-----------------|---------------|----------------|---------------|------------------|
| Monroe St<br>Hoelacker Dr. | Washington St.  | McClung Rd.   | New Road       | LaPorte       | \$ 1,800         |
| Karwick Rd.                | Springland Ave. | US-35         | New Road       | Michigan City | \$ 4,893         |
| Lake St.                   | Madison St.     | Hoelocker Dr. | New Road       | LaPorte       | \$ 750           |
| Woodland Av.               | US-20           | Greenwood Av. | Add Lanes      | Michigan City | \$ 2,200         |
| Larkspur Ln                | Menards         | Cleveland Av. | New Road       | Michigan City | \$ 469           |
| Springland Av              | Karwick Rd.     | Royal Rd      | New Road       | Michigan City | \$ 860           |
| Boyd Blvd                  | Darlington St.  | Severs Rd.    | New Road       | LaPorte       | \$ 2,440         |
| Westwind Dr.               | Westwind Dr.    | Cleveland Av. | New Road       | Michigan City | \$ 923           |
| East Shore                 | US-35 / SR-39   | McClung Rd.   | New Road       | LaPorte       | \$ 1,060         |
| Kieffer Rd.                | Ohio St.        | Cleveland Av. | New Road       | Michigan City | \$ 1,265         |
| Wardner St.                | Marquette St.   | McClung Rd.   | New Road       | LaPorte       | \$ 640           |
| Shelton Dr.                | Fifth St.       | Second St.    | New Road       | LaPorte       | \$ 280           |
| Polk St.                   | US-35 / SR-39   | McClung Rd.   | New Road       | LaPorte       | \$ 1,100         |
| <b>Total</b>               |                 |               |                |               | <b>\$ 18,680</b> |

**Appendix D**  
**Public Comment**

**Comment from Citizen Against the Privatized Illiana Tollroad (CAPIT)**



**Citizens Against the Privatized  
Illiana Tollroad**

*Dedicated to the Preservation of the Rural Communities of NW Indiana*

[www.no-illiana.com](http://www.no-illiana.com)

Discussion webpage: [www.no-illiana-tollroad.com](http://www.no-illiana-tollroad.com) • Mailing address: P.O. Box 117, Kouts, Ind., 46347

June 14, 2007

Dear NIRPC,

Enclosed is a statement that CAPIT submits as part of the public input process for your Connections 2030 Plan Amendment.

We have also submitted this statement via email to you.

Thank you.

Citizens Against the Privatized Illiana Toll Road

Core group members:  
Dave Ahlberg, president  
Laura Blaney, vice-president  
Terri Ahlberg  
Suzanne Groennings  
Jane and Bruce Nagel  
Mary Parker  
Patricia and Lewis Rhinehart  
George Malis  
Jack Rust  
Vicki Urbanik  
Andy Vasquez

The following statement is submitted by the Citizens Against the Privatized Illiana Toll Road (CAPIT), a non-partisan citizens group that was formed in response to efforts by Gov. Daniels and the Indiana Legislature in 2007 to authorize a privatized toll road through the rural portions of south Lake and Porter counties and through LaPorte County.

Citizens Against the Privatized Illiana Toll Road objects to the inclusion of the Illiana expressway in NIRPC's Connections 2030 Plan Amendment and related documents. CAPIT objects specifically to most of the language in the "Future Initiatives & Needs" section of the plan for its implied endorsement of the Illiana.

CAPIT calls on NIRPC to abandon its support for a study focused exclusively on the Illiana and instead to embark upon a broader study that addresses overall regional economic and transportation needs with top priority on the following: Revitalization of communities sorely in need of improvement (but not at the expense of other communities), preservation of communities that already experience a high quality of life, and pursuit of innovative and environmentally progressive land use practices and transportation methods.

We offer the following response to the language in the "Future Initiatives & Needs" section about the Illiana.

**"When NIRPC adopted its long-range transportation plan for the horizon year 2030 in April 2005, it also unanimously passed a resolution calling for the Indiana Department of Transportation (INDOT) to conduct a feasibility study to determine whether a need exists for a new interstate highway in the southern portion of the region, which has been generally referred to as the Illiana Expressway."**

This sentence should state that the NIRPC's endorsement in April of 2005 related *only* to the section of the Illiana extending from I-57 in Illinois to I-65 in Lake County. It is inaccurate and misleading to suggest that NIRPC endorsed a study for the entire stretch of the Illiana, from I-57 to I-94 in LaPorte County, prior to late December, 2006.

The distinction is vital.

The I-57 to I-65 section had been in the NIRPC transportation plan as a project in need of eventual study prior to December, 2006. But the stretch of the Illiana east of I-65 — the stretch that has caused the most public outcry and led to the formation of CAPIT — was not included in regional or local transportation plans. In fact, several state, regional and county officials have

informed us that they knew nothing about any plan to extend the Illiana eastward beyond I-65 prior to the Governor's announcement for the Illiana in late 2006.

**"Roadway congestion and the resultant idling contribute to diminished air quality, with Lake and Porter counties currently designated as severe non-attainment areas under federal clean air laws."**

Reducing congestion on the Borman Expressway has been cited as the main reason for building the Illiana. However, no substantive data exist to show that a new south-county expressway or toll road would reduce traffic on the Borman or other major roads.

A 1992 study evaluated the reduction in the vehicles traveled on the Borman if several options were pursued. One of these options was to build a new south-county highway to I-65, and another option was to extend the highway farther east, to Ind. 49. Statistics in that study showed that most traffic reduction on the Borman would be achieved by a new highway to I-65 only, and that the eastern stretch would not make any notable difference in reducing Borman traffic. This report, however, concluded that overall, a south-county highway would not offer long-term Borman traffic reduction, because eventually, traffic would fill in on the other roads as well as the Borman.

This conclusion is backed up by a number of studies done elsewhere in the country that found that major new highways typically induce overall traffic in a region and do not accomplish the goal of reducing existing traffic on other roads.

Indeed, very preliminary computer modeling done by NIRPC for an Illiana extending just to I-65 also showed an overall increase, albeit a slight one, in regional traffic.

It has been our observation that Borman traffic congestion — i.e., back-ups that result in idled traffic — typically occur during the summer months, during a time period of heavy tourist traffic coupled with road construction, and that most of the traffic back-ups begin on the Illinois side of I-94.

It is also our observation that the Indiana Toll Road rarely experiences heavy congestion, at least not to the point that traffic comes to a standstill (other than when waiting to pay the tolls).

For all of the reasons cited above, we call on NIRPC to clearly document why it believes the Illiana would result in congestion relief on the Borman.

**"Forecasts indicate a 50% increase in truck traffic on the Borman Expressway over the next 20 years."**

Again, we call on NIRPC to document the source of the quoted forecast. We question if this forecast is based on a major new facility in our area, such as a new LaPorte County Intermodal, or whether the truck projection is based on *existing* land use. We also question if this forecast took into account rising fuel costs and the impact of higher costs on the trucking industry nationally.

Several major mass transportation projects are planned in our region, including the additional train car purchase for the existing South Shore service, the proposed South Shore expansion to Valparaiso and to Lowell, and the expanded bus service throughout Northwest Indiana. We question if NIRPC has conducted traffic studies that forecast how much of a *decrease* in passenger vehicles can be expected on the Borman and other roads once these mass transportation projects become reality.

The position that an Illiana expressway would provide additional highway capacity to accommodate a projected increase in trucks conflicts with the notion that the Illiana would reduce existing congestion on the Borman. A number of trucking representatives have told us that truckers will likely continue to use the Borman, and not a south county Illiana, because the Illiana would take them out of their way as compared with the direct-route afforded by the Borman. Truckers have also told us that this would be particularly true if the Illiana is a toll road.

**"Future widening of the Borman Expressway is questionable because of adjacent Little Calumet River flood plain, wetlands, and urbanized areas, and the enormous cost to wide beyond existing right-of-way."**

CAPIT strongly opposes the suggestion that it is better public policy to pursue a government taking of land for a new road in the less urbanized and green space areas. We call on NIRPC to recognize that our farm lands and forested areas, of which there are many in the Illiana Expressway's path, serve a vital public purpose. Their value should not be judged merely based on what it would cost in dollars for government or the private sector to acquire them.

NIRPC needs to recognize the value of preserving Northwest Indiana's agricultural heritage, especially at a time when farming is playing an increasing role in developing alternative fuels. And with the growth in the region, NIRPC needs to understand the importance of preserving our open spaces, such as forests and wetlands.

We also call on NIRPC and other Illiana supporters to understand the reality of those living in more rural communities. People in the rural areas would likely have a far more difficult time finding comparable property than those in urban areas. For example, consider the scenario of a family of moderate income who raises goats and chickens on a 10-acre homestead. With the soaring costs of land prices, even in the rural areas, they may not be able to move easily to another 10-acre parcel within their own community. They might find themselves forced to move outside of their township — thus relocating their children to another school system — or to move into a city or town — thus forcing them to give up their ability to raise farm animals.

We do not wish to minimize the emotional impact on urban residents forced to move out of their homes. However, speaking strictly in terms of finding a comparable place to live, the reality is that it is far easier for someone with a home on a small lot in an urban setting to find similar housing than it is for people in the rural areas. We believe this is an important issue that our public leaders must address when considering any large-scale public works project in the rural areas.

**"In addition to mobility issues, however, it is important that the feasibility study address other impacts associated with the Illiana. The study must assess fully the environmental impacts of such a proposed facility and the ability to minimize them. The implications for regional land use, the resultant demands upon other public infrastructure, and the potential impacts on minority and low-income communities must also be considered. An in-depth assessment should be made of the economic costs and benefits associated of this project."**

Any "study" involving the Illiana must have as its top priority environmental impacts, impact on minority populations, demands on other infrastructure and other social issues. These items should not be treated as second-hand considerations, as NIRPC suggests here, but of top concern.

It is vital that NIRPC clearly define what it means by a "feasibility study" for the Illiana. Would this study address the fundamental question — is another major highway needed in our region? If so, why? Would it be to add additional highway capacity for trucks? Would that lead to increased development in the rural areas, in turn causing further disinvestment in our northernmost communities?

Or would this study assume that the road is needed, then map out a route and address how to "minimize" the environmental impacts, as indicated in the statement above? We believe that is entirely the wrong approach for NIRPC to take.

We urge NIRPC and other regional leaders to heed the advice against repeating the mistakes of the past contained in the recent report by The Brookings Institution Metropolitan Policy Program, "The Vital Center: A Federal-State Compact to Renew the Great Lakes Region."

A recommendation titled "Strengthen the Region's Metropolitan Areas" makes the following observation, which seems to describe Northwest Indiana perfectly:

***"Yet decades of metropolitan decentralization and urban disinvestment have left many Great Lakes cities and older suburbs struggling to find their economic niche. This struggle is manifested and reinforced by concentrated poverty and racial segregation, and a ratepayer base that cannot pay for infrastructure improvements essential to these communities' economic growth."***

What role can transportation policy play? The Brookings Institution report calls for strengthening the competitive posture of the metropolitan areas with a "21st century approach to infrastructure policy" and for "reinvesting in the region's cities and older communities." So is the answer to build new expressways in rural areas? CAPIT strongly believes that a south-county highway would lead to further urban sprawl and disinvestment of the most poverty-struck communities while damaging the fabric of the rural communities. The Brookings Institution report calls on Congress to use transportation policy "as a vehicle to support strong and resilient metropolitan economies..." but notes the following:

***"Yet that transportation policy cannot replicate the policies of the 1950s — we are not, simply put, going to build our way out of congestion."***

***"The federal government must shift to a series of other priorities including: connecting Great lakes metropolitan areas with high speed rail; providing greater access to ports and freight hubs ... and maintaining and preserving the existing system which serves a preponderance of the population in the Great Lakes and where substantial investments have already been made."***

*The Brookings Institution's report concludes with an optimistic view that the Great Lakes region is "ready and equipped to help lead America's social and economic renewal." Along those lines, a number of innovative transportation projects have been proposed in our region, including monorail, hovercraft and dedicated bus paths. In addition, NIRPC's Ped & Pedal report, and its proposals for a hiking and biking trail network throughout the region, could play an important role advancing the quality of life in our region — not just in terms of promoting fit lifestyles and recreation, but also by encouraging alternative, "clean" transportation throughout the region.*

We urge NIRPC to embrace the Brookings Institution's call for "21st century" thinking when it comes to transportation planning, and not to discard the enormous potential for forms of transportation other than the traditional highway.

**"It is also important that there be extensive and meaningful input of local public officials and private citizenry throughout the planning process ..."**

*Although we question what is intended by the term "planning process" (since this section of the text refers only to a feasibility study of the Illiana, not actually planning the new road), CAPIT wholeheartedly endorses extensive and meaningful input with citizens on all transportation and land use planning matters.*

*We feel strongly, however, that this has not occurred with the Illiana.*

*As one example, NIRPC became actively involved in support of S.B. 1. This bill would have given legislative authority for a privatized toll road, even though NIRPC's official position was that it endorsed only a study of the toll road. NIRPC had an obligation to the citizenry to be upfront and clear on its position, especially on a matter of this significance, and not to fuel the considerable confusion regarding S.B. 1 as it was being advanced in the media and by some toll road supporters.*

*Further, as a publicly funded agency, NIRPC has the obligation to heed the public's wishes. The considerable citizen opposition to the Illiana should demonstrate to NIRPC that this project is not in the public's interests. We wish to note that the Porter County Commissioners are united in their opposition to an Illiana in south-Porter County and that the toll road is not included in the county's just-revised master plan. CAPIT also feels that the intimate relationship between NIRPC and the Northwest Indiana Forum causes pressure on NIRPC to adopt NWI Forum views and visions. CAPIT feels that NIRPC should take extra provisions to ensure that plans such as the 2030 amendment actually reflect the needs and desires of the public, especially those most affected by future projects, and to provide a proper balance between the business, municipal and rural communities.*

***We urge NIRPC to respect its own call for "extensive and meaningful input" with the private citizenry on all future initiatives. Northwest Indiana deserves no less.***

**-end-June 15, 2007**

**Comment from Dunelands Sierra Club**

**NIRPC  
6100 Southport Road  
Portage , Indiana 46368**

**Dear NIRPC Commissioners and Staff:**

**This is a comment letter from the Dunelands Sierra Club on the Connections 2030 Plan Amendment, the 2007-11TIP, and the Conformity Determination.**

**We have specific comments about the Illiana beltway study. This should absolutely not be a study of how to build this road and mitigate the social and environmental impacts. The time is now, with the realization that global warming and declining oil supplies worldwide are real problems requiring substantial changes in the way we do business, for an alternative study. The alternative land use policy themed study should explore how redevelopment and revitalization can shape our region into a modern metropolitan area where public transit and pedestrian friendly choices work well. If the northern cities are revitalized and become the centers of population, jobs, shopping, commerce, education, and entertainment, a spoke-like network of public transit could radiate out to the suburban communities. If existing suburban communities are redeveloped with centers of density, public transit to and from will be efficient and effective.**

**NIRPC's continuing policy of sprawl inducing roads and road work to service new sprawl areas is contributing to the economic woes and social and racial misery of the region. What happened to the urban growth boundary discussed during the original Connections 2030 planning process? Ironically, the 55 mile Illiana tollroad plan looked kind of like the urban growth boundary map. New roads and added travel lanes facilitate more driving and more development, which is why it is increasing clear that it is impossible to build the way out of congestion. Road improvements become congested even faster than predicted, and cause connecting roads in the system to congest too.**

**Instead of a business as usual 2030 Plan Amendment and TIP, we need a regional land use plan that focuses on revitalization of suffering communities and ending the dependence on cars for transportation. The public transit benefit of the South Shore train for Chicago commuters is great, but not addressing the more major problem we have of social and economic disparity and not being able to get around in the region without having to own an automobile and spend a lot of time driving. Preservation of existing green space is important, for agriculture and wildlife habitat, as well as quality of life. It isn't that we want to go back to some good old days and keep rural communities the way they were, but isn't it amazing that a place like Lake County, with all of**

the new development in its sprawling south, still has a lower population than it did at its peak before the 80's steel bust? This is the same county that spends over 85% of its budget on criminal justice and welfare due to the disinvestment effects of sprawl.

You may not think land use is relevant to transportation plan comments but it is at the root of the transportation problem NIRPC is charged with. Political will should be found to counter the greenfield developers influence which is so strong in local governments, both the Northwest Indiana Forum and the NIRPC executive board, and even the State of Indiana (Governor Daniels and INDOT). Reinvestment and redevelopment of disinvested urban areas is a major focus of the (2006) Brookings Institution publication, *The Vital Center: A Federal State Compact to Renew the Great Lakes Region*, unveiled in a public forum at the Radisson this June. Going beyond road building to public transit and high speed rail for transportation is also in this publication.

Sincerely,

Sandy O'Brien, group chair  
Dunelands Sierra Club  
5500 S. Liverpool Rd.  
Hobart, IN 46342

Program Subcategory: 2230 Regional Land Use Planning

Objective:

The objective of this 2-year Regional Land Use program is to support the development of the Regional Transportation Plan, environmental policy making, and economic development considerations. This program subcategory will be based on a traditional planning model, using stakeholder-driven partnerships, public involvement, and regional collaboration to craft a regional vision which will make up the key components of the program. Comprehensive plans, zoning ordinances and economic development trends will be examined to initiate efforts to better coordinate regional development. Concentration on regional land use planning is predicated on a growing concern of regional sustainability by stakeholders and the need to focus on development from a regional perspective.

Specific objectives will be identified and substantiated via feedback from the local stakeholders; however examples of likely goals and objectives are as follows:

- Develop a framework that provides regional consistency on issues of common importance and functional compatibility, while allowing individual entities to retain their individual and autonomous authority.
- Promote development of a sustainable regional community that works together to help individual counties and municipalities achieve local goals.
- Integrate the regional planning activities into structures that provide more value to local, state and federal governmental leadership, local and national business, and the public at large.
- Support the identification and integration of existing regional environmental data in long range land use plan activities, for the purpose of fostering resource preservation and regional education.
- Support the integration of existing Connections 2030 Transportation Plan into regional land use framework and outcomes.
- Identify and address potential land use and jurisdictional conflicts that may develop out of the collaborative and comprehensive planning process.

Past Work/Basis:

Regional Land Use Planning is an outgrowth of the visioning process of the *Connections 2030* Transportation Plan. This visioning process

generated a great deal of discussion on current development patterns of the region. A number of planners, elected officials, general public and other regional stakeholders agreed that these patterns needs to be reevaluated, which resulted in a recommendation that NIRPC address comprehensive planning and development management strategies. Although it is clearly recognized that NIRPC cannot override the local decision-making process NIRPC has committed to providing more support and guidance to local land use decision makers. FY2007 projects have included:

- Produced the Sensible Tools Handbook. The final product and implementation of principles of sensible growth in Indiana will help public officials, professionals and citizens interested in practicing good planning and smart growth in their communities.
- Began identifying and getting commitments from planners to serve on the Local Government Planning Advisory Committee.
- Provide planning support for La Porte County Countywide Land Development Plan.
- Provide planning support and guidance for Porter County by participating in a two-day session on the subject of Traditional Neighborhood Development (TND).
- Began providing planning support for Phase II of the Marquette Plan and Greenways Plan.
- Continue to manage collecting GIS data files and downloads and began transferring land use data into a GIS format.

FY 2008 Work Elements/Methodology:

The methodology of the program will bring together keys aspects pertaining to future land use and development, transportation, and the environment that have been examined in previous comprehensive plans at the municipal, county, and regional level. These plans will be evaluated to ensure compliance with the regional planning goals. The following are proposed tasks for FY2008.

1. Establishment of a Regional Planning Advisory Committee (RPAC): this committee will include members from the three counties and its municipalities to identify issues and opportunities.
  - Provide staff support to the Advisory Committee. Land use discussions will originate with this Committee.

2. Land Use & Development Element

Localized and regional land use trends will be analyzed, and existing zoning maps will be used as base-line data, in an effort to craft a future land use element that addresses areas of conflict, provides categorical consistency across jurisdictional boards, and yet still al-

lows individual governmental autonomy regarding regulation and oversight. Land Use & Development components include;

- Existing Land Use and Zoning
  - Future Land Use and Zoning
  - Defined Development Areas: Residential, Commercial, Industrial
  - Identification of Development Patterns: Growth Centers, Cluster Development, Liner Development
  - Agricultural Preservation
  - Housing market profile/demand
  - Economic Profile
  - Economic Development Strategy
  - Goals and Policies
3. Evaluate opportunity to develop uniform standards for a regional land use classification system.
  4. Identify regionally significant transportation projects in local land use plans to include in the air quality travel demand model.
  5. Facilitate communications and coordination of land use plans for Lake, Porter, and La Porte Counties as well as its municipalities.
  6. Provide planning support and technical assistance in the area of land development and policies to local communities.
  7. Provide planning support to cities and towns that are updating their comprehensive plan, zoning and subdivision ordinances, design guidelines and other planning.
  8. Continue to provide planning support to the City of LaPorte, Michigan City, and LaPorte County in creating the County-wide Comprehensive Plan.
  9. Participate in the GIS Forum and regional data coordination.
  10. Begin identifying and retrieving local, regional, and statewide GIS data (environmentally sensitive areas, aerial photography, etc.) related to land development to be integrated into a regional database.
  11. Prepare maps and other forms of GIS support for the Regional Transportation Plan, Transportation Programming and other NIRPC

purposes.

12. Maintain the collection of updated comprehensive plans, zoning maps, economic development plans, utility plans, thoroughfare plans and other documents from county, municipal, state, and federal agencies.
13. Provide support for economic development planning and coordination.
14. Continue research of innovative and efficient development concepts and introduce these to local communities.
15. Begin to collect land use databases and geography from local communities to be incorporated into a regional map.
16. Formulate a set of evaluation criteria to be utilized for reviewing local Comprehensive Plans.

FY 2008 End Products:

1. Evaluation of counties and municipalities plans.
2. A unified regional land use map including existing and future development within NWI region.
3. Recommendations and directions developed by the Advisory Committee.
4. Up-to-date collection of local land-use plans and policies.
5. Transforming data into GIS layouts.

Staffing and Program Linkages:

Eman Ibrahim is responsible for this activity. This function is integral to linking the activities of 2212 Data Resources, Forecasts & Analysis, 2210 Transportation Planning Coordination, 2215 Modeling, Conformity & Technical Development, 2177 Project Programming & Monitoring (TIP), 2220 GIS Upgrade and Staff Training, 2219 Freight Planning, 2575 Marquette Plan Phase II, 2222 Porter County Corridor Plan, 2217 Non-Motorized Transportation, and 1023 Economic Development & Transportation.

**A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.**

**Vision 4: “NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.”**

**Strategy 4:** “Educate the community about regional thinking.”

**Strategy 5:** Meet the demand for guidance/service to member governments and strategic partners, including a towns and small cities program.

**Vision 5:** “NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region.”

**Strategy 1:** “Champion new regional assets by creating a climate of support and readiness, and by cultivating and attracting resources and legislative support.”

- **Strategy 4:** Advance implementation of the Marquette Plan, expanded to include all of Indiana’s shoreline, and provide planning and technical assistance to the shoreline communities.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2238 Illiana Task ForceObjective:

The objective of this project is to support development of a cohesive regional public policy on a new east-west highway in the southern portion of the region, which has been generally referred to as the Illiana Expressway.

Past Work/Basis:

When NIRPC adopted its long-range transportation plan for the horizon year 2030 in April 2005, it also unanimously passed a resolution calling for the Indiana Department of Transportation (INDOT) to conduct a feasibility study to determine whether a need exists for a new interstate highway in the southern portion of the region, which has been generally referred to as the Illiana Expressway. Recent INDOT actions to implement the feasibility study have raised questions locally about the public's support for such a facility. The new highway is not universally supported across NIRPC's member counties. Consequently, it is vitally important that there be an opportunity for regional elected officials to examine and discuss the issues and then formulate a cohesive regional public policy position on the proposed Illiana.

Northwest Indiana is experiencing significant growth pressure, particularly in central and southern Lake and Porter Counties. In addition to placing increased demands upon all modes of the region's transportation system, development activity is moving southward rapidly. The implications for regional land use, the environmental impacts, the resultant demands upon other public infrastructure, and the potential impacts on minority and low-income communities need to be considered. What the Illiana Task Force will address is the different approaches the member counties take to each of these and what it means for a regional facility such as the proposed Illiana.

FY 2008 Work Elements/Methodology:

Staff a Commission task force, develop and present materials as needed and requested, and facilitate formulation of a regional policy position. Establish close working relationship with INDOT and their consultant on the state's feasibility study to insure local input.

FY 2008 End Products:

Documentation of Task Force meetings  
Documentation of coordination activities with INDOT study.  
Adopted regional public policy position on the Illiana.

Staffing and Program Linkages:

Steve Strains, Belinda Petroskey, Bill Brown and Mary Beth Wiseman are the multi-disciplined staff team for this project.

**A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:**

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

*Strategy 1: Exhibit empowered, strategic, high-performance Board behavior, a manifestation of our extraordinary leadership and commitment to regional planning.*

Strategy 2: Develop a strong, unified Northwest Indiana Legislative voice.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Vision 2: Diversified economic opportunity exists for current and future generations.

Strategy 2: Develop and take advantage of our assets: transportation network (aviation, pipelines, ports, public transportation, roads) natural resources, our skilled, educated workforce, and the potential of our young people.

Vision 3: Northwest Indiana's positive image is a true reflection of its character.

Strategy 2: Create opportunities for people of diverse backgrounds to meet, dialogue, and work together; widen the circle of involvement.

Strategy 3: Set and practice a standard of respect and value of all individuals.

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 3: Develop an effective multimodal transportation network.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environment and transportation domains, and identify and develop the synergy between them.

Strategy 2: Recruit and cultivate quality staff.

Strategy 3: Publicize NIRPC expertise and capability.

Strategy 4: Educate the community about regional thinking.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

# **Appendix E**

# **Acknowledgements**

**Acknowledgement of those who participated and contributed to the development of the Connections 2030 Regional Transportation Plan and Compliance Amendment including members of the Working Group and their subcommittees, Project Development, Policy, and Congestion Management:**

**Dave Shafer** - Town of Munster, Chairman, Working Group Committee  
**Bryan Bullock** - NAACP, Gary Branch, Chairman, Policy Subcommittee  
**Tim Brown** - Town of Merrillville, Chairman, Project Development Subcommittee  
**Dennis Cobb** - First Group Engineering, Chairman Congestion Management Subcommittee

**Vanessa Adams** - Federal Highway Administration  
**Duane Alverson** - Lake County Highway Department  
**Thomas Anderson** - Save the Dunes Council  
**Taghi Arshami** - The Arsh Group  
**John Beckman** - Lake County Fish & Game  
**Mitchell Bishop** - LaPorte county Planner  
**Laurence Brown** - IDEM  
**Lucinda Bush** - Interfaith Federation  
**Steve Call** - Federal Highway Administration  
**Elizabeth Calliccoat** - Historic Landmarks Foundation of Indiana  
**Ursula Cano** - IUN Environmental Justice Center  
**Joe Crnkovich** - NICTD  
**Jared Forte** - GPTC  
**Dave Franklin** - Federal Highway Administration  
**Matthew Frazer** - INDOT Central Office  
**Rev. Pat Gaza** - Sts. Monica & Luke Catholic Church  
**Michael Gealt** - Purdue University Calumet  
**Brian Gebhardt** - South suburban Mayors & Managers Assoc., IL  
**Eloise Gentry** - Urban League of Northwest Indiana  
**David Hadley** - TranSystems Corporation  
**Marge Hefner** - Town of Kouts  
**Sandy Hurubean** - City of East Chicago

**Earl Jones** - IUN Environmental Justice Partnership  
**Betsy Kachmar** - Indiana University, Center for Urban Transportation  
**Denarie Kane** - City of Hobart  
**Paul Karras** - Gary/Chicago International Airport  
**Hesham Khalil** - City of LaPorte  
**Peter Kohut** - Butler, Fairman & Seufert, Inc.  
**Margaret Kuchta** - Northwest Indiana Retiree  
**Clem Ligocki** - FHWA  
**Dan Lowery** - Quality of Life Council  
**Michelle Madrana** - Hammond Hispanic Community Committee  
**James Mandon** - Town of Munster  
**Keith Matasovsky** - Hammond Transit  
**Sergio Mendoza** - City of Hobart  
**Sherry Meyer** - Calumet Heritage Partnership  
**Michael Mikulka** - USEPA - Region 5  
**Rosalyn Mitchell** - Lake County RTA  
**Alex Monanteras** - Lake Area United Way  
**A.J. Monroe** - City of Portage  
**Particia Morris** - USEPA - Region 5  
**Stephen Mosher** - Ports of Indiana  
**Justin Murphy** - Four Cities Consortium

**Robert Neary** - LaPorte County Planner  
**Kay Nelson** - Northwest Indiana Forum  
**Minietta Nelson** - GPTC  
**Ray Nunnally** - INDOT Central Office  
**Sandy O'Brien** - Duneland Sierra Club  
**Nancy Pekarek** - Consultant  
**Spike Peller** - City of Gary  
**Shawn Pettit** - Town of Schererville  
**William Proud** - INDOT, LaPorte District  
**John Pugh** - City of Michigan City  
**Mark Reshkin** - Northwest Indiana Forum  
**Dennis Rittenmeyer** - Calumet College  
**Brad Roback** - South Suburban Mayors & Managers  
**Joe Rodriguez** - Hispanic Coordinating Council  
**Tim Sanders** - Senator Dick Lugar's Office  
**Dave Schelling** - Porter County Highway Department  
**John Schoon** - LCEOC, Inc. (NICA)  
**Kim Scipes** - The Calumet Project  
**Lisa Shrader** - INDOT, LaPorte District  
**Scott Sigman** - Ports of Indiana  
**Jamile Smith** - INDOT, LaPorte District  
**John Stankovic** - Heartland Center  
**Tim Sutherland** - IUN Environmental Justice Center  
**Mary Jane Thomas** - City of LaPorte  
**Bob Thompson** - Porter County Planning Commission  
**Jim Thorne** - FHWA Midwest Resource Center  
**Teresa Torres** - Everybody Counts  
**Spencer Valentine** - Congdon Engineering Associates  
**Mark Lopez** - Congressman Pete Visclosky's Office  
**Wayne Welter** - Valparaiso Chamber of Commerce  
**Dwayne Williams** - Town of Chesterton  
**David Wright** - City of Gary  
**Beth Wrobel** - Hilltop House

**Chief NIRPC Staff**

*Connections 2030 Plan Coordinator*

**Kenneth Dallmeyer** - Former Director of Transportation Planning

*Compliance Amendment Coordinator*

**Steve Strains** - Interim Director of Transportation

**Eman Ibrahim** - Senior Planner (Safety/Land Use/GIS)

*Transit Operators Round Table and Public Involvement Coordinator*

**Belinda Petroskey** - Regional Planner

*NIRPC Executive Staff*

**John Swanson** - Executive Director

**Dan Gardner** - Deputy Director

**Contributing Staff**

**Jackie Anders** - Transportation Planner (Freight/ITS/Economic Development)

**Mitch Barloga** - Transportation Planner (Non-Motorized/Congestion Management)

**William Brown** - Transportation Planner (Modeling and Conformity)

**Cornelius Davis** - Former Transportation Planner (GIS)

**Kathy Dubie** - Administrative Assistant

**Gary Evers** - Transportation Planner (TIP/CMAQ/FTA)

**Sarah Nerenberg** - Environmental Planner

**Lauren Rhein** - Data Services Coordinator (Demographics/Financial)

**John Smith** - Graphics/ Drafting/ Maps Specialist

**Ophelia Waddell** - Print Shop Coordinator

**Terrell Waddell** - Transportation Data Specialist (Traffic Counts)

**Ryan Hicks** - Transportation Intern

**Mary Thorn** - Transportation Secretary