



# Chapter 1 Introduction



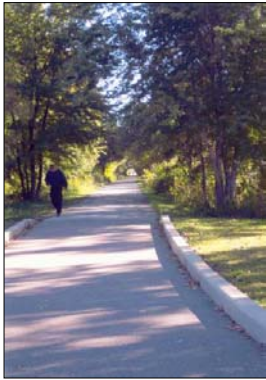


## **PED & PEDAL 2005: THE Pedestrian & Bicycle Plan for Northwestern Indiana**

### **I. Introduction**

#### **A. Purpose & Scope of Plan**

Northwest Indiana stands at the brink of becoming a premiere location in the development of routes that accommodate bicycle and pedestrian traffic. In the form of off and on-road facilities, the region has begun to connect communities within its borders, with solid plans in the works to link to adjacent locations, most especially in Illinois and Michigan. The Northwest Indiana region thoroughly recognizes the value of creating opportunities for bicycle and pedestrian transportation.



In this atmosphere of increased attention to the benefits of non-motorized facilities, The Northwestern Indiana Regional Planning Commission (NIRPC) is proud to publish the Ped & Pedal Plan of 2005. *Ped & Pedal* seeks to build upon the groundbreaking 1994 Regional Bikeways Plan which represented the first in-depth analysis on developing a vast network of bicycle-friendly trails and roadways in Northwest Indiana. As you will read in this report, our region has acted well on recommendations in this plan.

*Ped & Pedal* seeks to continue the mission set forth in the 1994 plan which aimed at developing trails and open space that improves the quality of life and interconnects the communities of Northwest Indiana. In addition, this new plan will pay close attention to that mode of transportation which by far is the cheapest and most economical means of getting around - *our feet*. Pedestrian movement has become a matter of great attention due to many factors inhibiting our overall quality of life. From poor health habits to sprawling development patterns, our society is increasingly discounting our desire to enjoy our outdoor environment at a slower and healthier pace. To this end, *Ped & Pedal* focuses a great deal of attention towards promoting pedestrian movements.

*Ped & Pedal* also seeks to educate on the many benefits of non-motorized facility development in a community, which include the following:

- a) *Traffic Reduction*: With more travelers opting to use trails, this directly leads to fewer automobiles on the road, aiding the flow of traffic.

- b) *Air Quality:* Fewer cars equate to less pollution from auto exhausts and less idling at traffic signals or avoiding traffic jams.
- c) *Health:* Where more people opt to travel by bike or foot, this lends significantly to better health, helping to stem the current obesity epidemic that our country faces.
- d) *Economic Development:* Trails have proven to be a highly desirable amenity to any community, usually spearheading new business of all varieties along their route. Proximity to trails have also been shown to increase property values.
- e) *Quality of Life* With all the above mentioned, a greater quality of life is the end result, making a community more livable, and thus able to retain residents and businesses – and attract new ones.

**1. Transportation Enhancement Committee**

In response to the growing number of applications for new trail starts, NIRPC brought together a committee whose mandate was to review all applications submitted to INDOT, and to develop a ranking methodology to aid in the state’s final selection for projects in the NIRPC region. This group, which came to be called the Transportation Enhancement (TE) Committee, was formed in 1999, and created the first NIRPC application package for projects submitted for TE funding in FY 2001 (more on the federal TE program in Chapter 3). The package included detailed ranking criteria for all new applications, with separate forms being created for all eligible projects for TE funding including pedestrian and bicycle activities, historic sites/activities and scenic/commerce/other activities.

Apart from their charge to rank new projects, another major activity by the committee regarded the establishment of regional priority trails and study corridors in the NIRPC region. From their discussions, five major corridors emerged which included:

1. The Erie Lackawanna/Conrail Trail Corridor from Hammond to Hebron.
2. The Oak Savannah/Prairie Duneland Trail Corridor from Griffith to Chesterton.
3. The Grand Calumet River/Marquette Trail Corridor from Hammond to Porter.



4. The Little Calumet Trail Corridor from Hammond/Highland to Porter.
5. The Calumet Trail Corridor from Porter to Michigan City.

## 2. **New Plan Development**

In 2002, the TE Committee convened to review the original application package and ranking criteria, as well as begin to focus on the update of the 1994 Regional Bikeways Plan. It was determined that an Executive Summary of the new plan would be incorporated into NIRPC's 2030 Regional Transportation Plan (RTP) as a way of garnering increased visibility in the overall transportation perspective, to better influence decision-makers, and providing a mechanism for the updating of the plan on a consistent basis. The TE Committee agreed on this new format, and to the elimination of language pertaining to design standards for bikeway development which constituted a majority of the 1994 plan.



To help aid in the updating process, five subcommittees were formed which included Goals, Objectives & Policies, Priority Corridor Routes, Design Standards, Financial Strategies and Implementation. Each subcommittee addressed certain issues and concerns encountered either with previous or current bicycle and pedestrian planning efforts. The final product was determined not to be redundant about issues exhausted in the 1994 plan, but act as supplement, updating key areas that reflect a decade's worth of experience with trail development since then. It is recommended that a copy of the 1994 plan be obtained and reviewed alongside this companion piece for a comprehensive understanding of trails in Northwest Indiana.

## B) **Previous Studies**

Over the years, several efforts have been made at increasing the amount of non-motorized facilities in Northwest Indiana, as well as highlighting their positive impacts on communities around the state. The following section outlines the most significant initiatives.

### 1. **NIRPC Efforts**

The last major planning effort focusing on bicycle and pedestrian issues in this region was the 1994 *Regional Bikeways Plan for Northwest Indiana*. This effort represented the most comprehensive review to date on potential routes in Northwest Indiana.

## Regional Bikeways Plan

For Northwest Indiana



August, 1994

Northwestern Indiana Regional Planning Commission  
6100 Southport Road Partridge, Indiana 46368

The connectivity between points of interest was the primary consideration during the development of the Regional Bikeways Plan. Destinations within the region that could potentially be accessed by bicycle or foot instead of by automobile were catalogued. These destinations included major employment centers, educational facilities, recreational areas, transit services and municipal or institutional buildings. Utilizing a consultative process, a network or proposed bicycle routes was defined to interconnect the points of interest.

The determination of proposed bicycle routes reflected consideration of property potentially available for route development. Abandoned railroad corridors, highway right-of-way, river levees, waterways and utility easements each provided opportunities for bicycle and pedestrian facility development. The *Regional Bikeways Plan* defined a network of bicycle facilities extending over 1,200 miles throughout the region and utilizing all forms of available property. In the end, 27 routes were identified and ranked as priority routes in the NIRPC region.

In 1995, the NIRPC Origin Destination Study attempted to examine the mode choice for all trips by Northwest Indiana residents aged 14 years or older. The survey determined that 13,143 bicycle trips and 11,836 pedestrian trips occurred daily in the region representing 5.2% of all trips. The majority of these non-motorized trips (over 63%) were "home based other" trips including school, personal business and recreational trips to or from home. Approximately 18% of non-motorized trips were "non home based" involving travel between work, school, shopping and recreational activities. Almost 10% of all non motorized trips constituted travel between home and retail facilities ("home based shopping" trips) while less than 9% of all non motorized trips were between home and a place of employment ("home based work" trips).

## 2. State & Local Planning

In 1999, The Indiana Department of Natural Resources (DNR) released their Statewide Comprehensive Outdoor Recreation Plan (SCORP). This 5-year plan aimed at improving recreation opportunities while protecting natural resources in Indiana by establishing priorities and recommendations for decision-makers. SCORP took an in-depth look at trail development and user preferences throughout the state. Through its analysis, walking, hiking and jogging were identified as number one activity on trails at nearly 65%, with bicycling a distant second at 32%. In addition, the



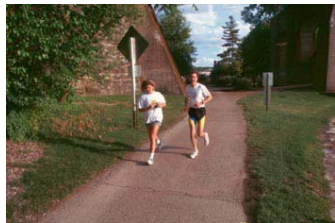
plan recommended five specific goals to increase the number of trails in the state, educate the public on their benefits and to ensure proper maintenance. The goals recited in the SCORP document have helped guide trail planners as they apply these concepts to their local environments.



A detailed look at a wide range of trail characteristics was composed in the 2002 Indiana Trails Study, produced by the Eppley Institute of Indiana University, which only proved to buttress the fact that trails represent a tremendous benefit to its adjacent communities. One of the trails studied was the 8.9-mile Prairie Duneland Trail through Portage and Chesterton.

Significant findings included:

- An equal amount of users walked (39%) and biked (40%), in comparison to those who jogged (11%) and rollerbladed (10%).
- The primary reason for visiting the trail was for health and exercise (74%), with recreation purposes being a distant second (26%) (*however, only 0.5% surveyed used the trail to commute to a specific destination like shopping or employment*).
- 82% of those surveyed on the trail stated that the location of the trail directly induced their participation in using the facility.
- 89% stated the route was a safe form of travel.
- From a neighbor's standpoint, many viewed the trail better than expected (68%), with 82% of them stating that they have used the trail within the last 12 months.



Statistics from the *2000 Census*, however, show a large disparity between motorized and non-motorized travel for workers 16 years and over. According to figures compiled in the three county NIRPC region, out of 331,519 workers evaluated, only 6,699, or 2% walked to their place of employment, while even less, 607, or just 0.2% rode their bicycle to work. Clearly, with the advent of larger, regional trail networks, more must be done to shift from the overwhelming choice of automobile travel to non-motorized modes.

On the local front, a survey conducted in 2004 by the Town of Munster highlighted the popularity of non-motorized facilities. Their Community Attitude & Interest Citizen Survey showed that 79% of

respondent households indicated they have a need for paved walking and biking trails. Furthermore, paved walking and biking trails had the highest percentage of respondents select it as one of the four most important facilities in their household. These findings are particularly telling since Munster has the most advanced local trail network in the NIRPC region.

**C. Demographics**

As with any major planning effort, a snapshot of the existing demographics needs to be outlined. In this section, there will be a discussion on those existing land use features that may be able to facilitate future trail development.

**1. Regional Population**

Population trends for the three county NIRPC region provided the control data for the *Connections 2030 Regional Transportation Plan*. Since the *Ped & Pedal 2005 Plan* will become a component of the overall transportation plan for Northwest Indiana, the same population forecasts will be used in this plan.



From 1990 to 2000, Northwestern Indiana experienced positive demographic and economic changes. Growth in the region during this decade reversed the overall population declines which began after 1970 and were accelerated by the negative trends from 1980 to 1990 due primarily to the rapid restructuring of the region's steel industry. Population in the Lake, Porter and LaPorte County region increased from 711,592 in 1990 to 741,468 in 2000 reflecting a growth of 29,876 persons or 4.2 percent. By county from 1990 to 2000, Lake increased 1.9 percent to 484,564, Porter increased 13.9 percent to 146,798, and LaPorte increased 2.8 percent to 110,106. Of the 29,876 person increase, 30 percent was in Lake, 60 percent was in Porter and the remaining 10 percent was in LaPorte.

During the 1990 to 2000 decade, the region experienced the continued aging of the population. The median age of the population in 2000 was 35.9 in Lake, 36.3 in Porter, and 37.1 in LaPorte, all higher than the median age which ranged from 32.7 to 34.2 in 1990. This poses a serious problem when issues of elderly and disabled mobility are addressed. This would include the development of proper facilities for safe, non-motorized movements of these highly-dependent populations.

## 2. Pedestrian & Bicycle Travel in Region

### A. Bicycle Usage

Bicycle usage in Northwest Indiana is currently not monitored by local public agencies, park departments or planning departments. The only available bicycle usage data for the three county region is taken from the decennial Census question on journey to work daily travel asked of workers 16 years of age and older who worked during a reference week prior to the completion of the Census questionnaire. The data specific to bicycles is derived from the means of transportation to work which asked the mode of travel to work during the reference week. Modes of travel to the worksite include drive alone, carpool, bus, trolley, subway, railroad, ferry, taxi, motorcycle, bicycle, walk, other and work at home. In 1990, 307,599 workers from the three county region made a work trip. By 2000, work trips by workers in the region totaled 331,519, an increase of 23,920 trips or 7.7 percent. Bicycle trips to work increased from 468 in 1990 to 607 in 2000, or 6.1 percent. In 2000, just 1 percent of all work trips by workers in the three county region were by bicycle. **Chapter 2** explains in detail many factors behind such low mode usage.



In 1990, there were 199,700 persons in Lake County making a trip to work. By Census 2000, 208,957 persons were making a work trip from Lake County, an increase of 4.6 percent or 9,257 workers. Of the work trips made by Lake County workers in 2000, 278 people chose a bicycle as their travel mode representing .1 percent of all the work trips made from Lake County. From 1990 to 2000 the number of workers from Lake County using a bicycle as the primary mode of travel to the work site increased by 2.7 percent or 16 workers.

The number of bicycle work trips increased in LaPorte and Porter counties from 1990 to 2000, reversing the declines in bicycle work trips experienced from 1980 to 1990. From 1990 to 2000 the number of persons from LaPorte County making a work trip increased from 47,328 to 50,121, an increase of 2,793 or 5.9 percent. Persons using a bicycle as their means of travel to work increased from 87 in 1990 to 177 in 2000



nearly doubling the number of bicycle users. The increase from 1990 to 2000 significantly reversed the decline in 1990 from the 220 trips by bicycle reported in 1980. By 2000, .4 percent of workers from LaPorte County used a bicycle as their mode of travel to work. The number of work trips from Porter County rose from 60,571 in 1990 to 72,441 in 2000 or 19.6 percent. In 1999 workers using a bicycle for work trips totaled 119. By 2000, 152 people identified the bicycle as their means of traveling to the work site or .2 percent of all modes. From 1990 to 2000, the number of people from Porter County using a bicycle to arrive at work increased by 1.5 percent reversing the decline of 2.4 percent experienced from 1980 to 1990.

**B. Walking Trips to Work**



As with bicycle usage, an available source of data in Northwest Indiana on walking trips is the Census journey to work question on daily travel by mode. In 1990, of the 307,599 workers traveling from the three county region, 8,373 or 2.7 percent walked to work. By 2000, walking trips to work had decreased to 6,695 and accounted for 2 percent of the total 331,519 work trips. Workers walking to work decreased by 20 percent from 1990 to 2000 as total work trips increased 7.8 percent.

In 1990, 2.8 percent or 5,514 workers from Lake County making a work trip walked to work. By Census 2000, 2 percent or 4,136 walked to work. From 1990 to 2000 the number of workers from Lake County using the walking to work mode decreased by 25 percent as total work trips from Lake County increased 19.6 percent. From 1990 to 2000 the number of workers walking to work from LaPorte County decreased from 1,362 to 1,006 or 26.1 percent. Persons walking to work in 1990 accounted for 2.9 percent of work trips. By 2000, 2 percent of work trips used walking as the means of travel to work in LaPorte County. Work trips from Porter County which rose 19.6 percent from 1990 to 2000, included an increase of 3.7 percent of persons walking to work however the share of walking to work trips of all modes declined over the period by .5 percent. In 1990, 1,497 workers from Porter County chose walking to work as their mode of travel. Walking to work accounted for 2.5 percent of total work trips from Porter County in 1990. By 2000, 1,553 or 2.1 percent of work trips were workers walking to work.



### 3. Existing Physical Inventory

#### a. Abandoned Rail Corridors

There are several advantages of using railroad rights-of-way for bikeway development. Since railroads are interregional, an abandoned railroad right-of-way will stretch through an entire region, connecting several municipalities, the bikeway networks in those municipalities, other regional bikeways, and bikeways from outside the region. For this reason, abandoned railroad rights-of-way should be used to form the backbone of a regional trail network.



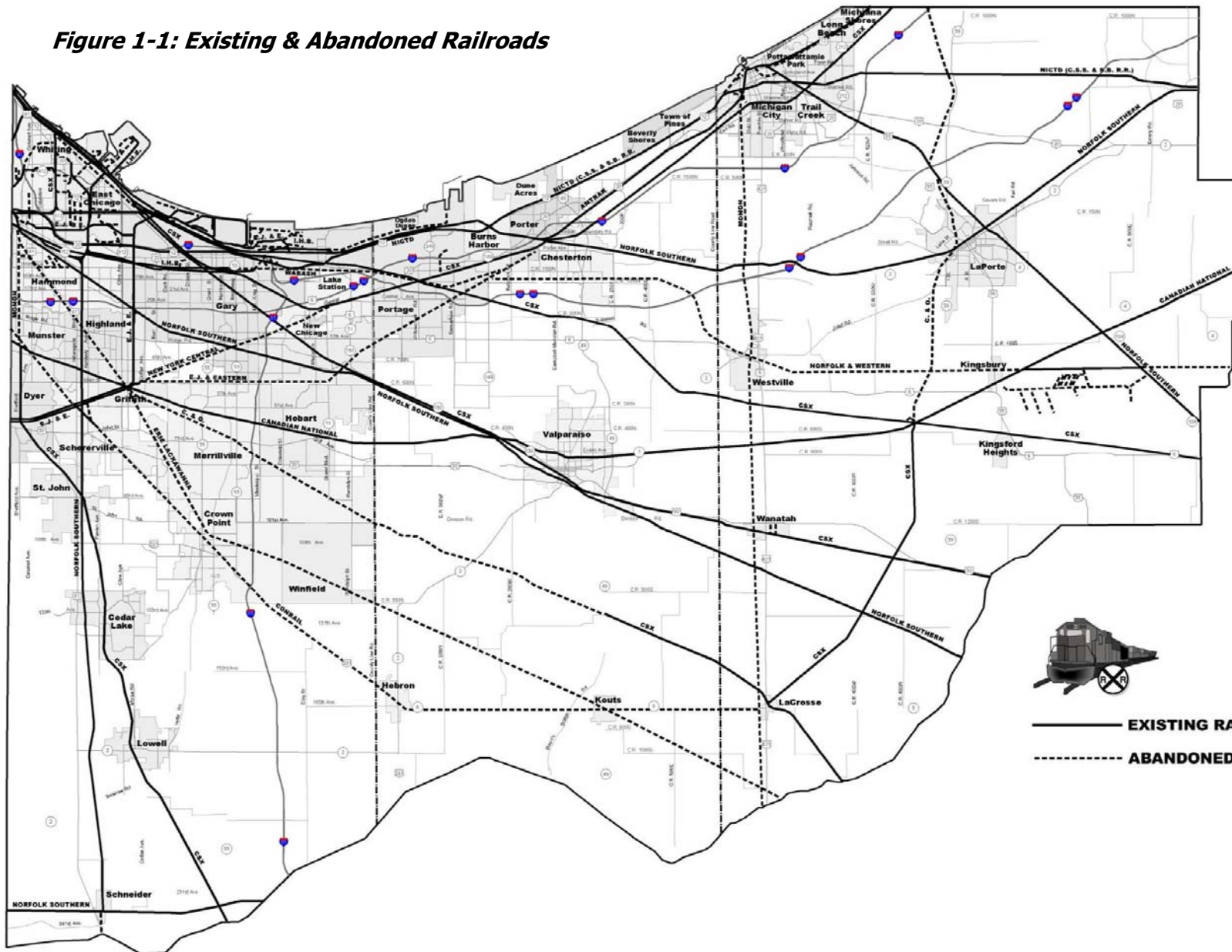
In Northwest Indiana, the massive abandonment of secondary railroad lines in the early 1980's has provided this area with an opportunity to develop a large backbone of regional routes. Altogether, six main lines and all or parts of three branch lines were abandoned in the region between 1980 and 1986; virtually all of these rights-of-way are still intact. A map of existing and abandoned rail lines is shown in **Figure 1-1**.

There are, however, a number of problems associated with the development of these abandoned rights-of-way as trails. The first has to do with who actually owns the rights-of-way. Most railroads, at the time they were built in the mid to late 1800's, attempted to purchase as much of the property needed for their rights-of-way as they could. However, a railroad could not acquire all the property they needed. In these cases, the railroad would arrange with a property owner to grant the railroad an easement wide enough to run a railroad on, under the condition that the property would revert back to the control of the original property owner (or his heirs) should the rail line be abandoned and the tracks be pulled up.



This situation has caused the development of a controversy now that many of these lines have been abandoned. Many landowners whose properties adjoin abandoned railroad rights-of-way have claimed "reversionary property rights," claiming that the rights-of-way should revert to them now that it is no longer used as a railroad. Some of these adjoining property owners have shown that they are rightful heirs to easement rights granted a century ago, but many others have no such proof. On several occasions, groups of reversionary landowners and

Figure 1-1: Existing & Abandoned Railroads



— EXISTING RAILROADS  
 - - - ABANDONED RAILROADS



claimants have sought to have laws passed in the Indiana General Assembly which would grant railroad rights-of-way to adjoining landowners if 1) the landowners sought possession of the land and 2) if the abandoning railroad could not prove within a short time that it had clear title to the land in question. Such laws have since been invalidated by court judgments in various areas, but it is clear that the chaotic state of the title status associated with each individual parcel of land used for a railroad rights-of-way has caused a situation where the future use of a railroad right-of-way as a multi-use trail can be threatened.

Another problem that faces trail developers is environmental. Over a century or more of use, most railroads sprayed defoliants on their track and surrounding properties to keep weeds from deteriorating the track bed and to keep sight lines clear. Residues of these defoliants, which were made up of a number of known and unknown compounds over the years, still remain on the rights-of-way, along with residual chemicals and compounds spilled from railroad freight cars in derailments or other accidents. This environmental issue is a major one, both from the point of view of bikeway development and from the perspective of developers and farmers who want this land for reuse. This problem has held up redevelopment of abandoned railroad rights-of-way, although it has probably worked more to the advantage of trail advocates than to reversionary landowners simply due to the nature of the desired reuse.

A third problem facing developers of abandoned rights-of-way as trails is continuity. Many rights-of-way that carried rail lines abandoned in the 1970's have seen many parcels of their rights-of-way sold, and later built across, making them unavailable for trail development today at anything but prohibitive cost. In other cases, bridges carrying the now abandoned rail line over highways and waterways were removed and will have to be replaced. Another threat to bikeway development, however, is posed by the removal of aging bridges that carried major highways over the now abandoned railroad right-of-way. Removal of these old bridges for safety or other purposes, results in a situation in which any trail built on the rail rights-of-way must now cross the highway at grade. If the highway is a busy one and especially if the highway is a limited access highway, this leads to a complete blockage of the trail at that point. Such a blockage will render most trails useless.



One method of preserving rail corridors as they become abandoned is a process called railbanking. Railbanking is a method by which lines proposed for abandonment can be preserved through interim conversion to trail use. Some railroad rights-of-way contain easements that revert back to adjacent landowners when abandonment takes place. However, if a line is railbanked, the corridor is treated as if it had not been abandoned, meaning all reversions that could break it up into smaller pieces are prevented. A railbanking petition must be filed with the Surface Transportation Board if a public or qualified private entity desires to preserve the corridor. This will insure at the very least a six-month delay in the sale of the property while the railroad negotiates with the petitioners.

**b. Utility Corridors**

In addition to the great advantages of converting rail corridors to multi-use trails, another concept centers on developing existing utility corridors. Like rail corridors, utility corridors, whether they provide for underground or above-ground facilities, provide a linear, mostly unobstructed and undeveloped corridor for trail development.

In the NIRPC region, the Northern Indiana Public Service Company, or NIPSCO, has been instrumental towards the development of new multi-use trails. In fact, as of 2004, more miles of off-road trails exist on property owned by NIPSCO than any other property. For starters, the entire length of the Erie-Lackawanna and Calumet Trails are within NIPSCO landholdings. In addition, future trails in Michigan City, Hammond, Griffith, Merrillville and Hobart plan to utilize NIPSCO utility corridors.

Over the years, NIPSCO has refined their policy regarding trail development upon their corridors. This policy has emerged to give all potential trail managers consistent guidelines for use of a NIPSCO corridor. In order to secure a License Agreement for development of a trail, the local agency must agree to the following conditions:

1. Assume all costs associated with utility inspections (replace trail).
2. Trail must be 10 feet from all poles, towers and anchor guy wires.



3. The maximum width of trail will be 12 feet.
4. Local agency must maintain and mow corridor where trail exists.
5. No parking areas to be permitted within corridor.
6. Acknowledgment of NIPSCO participation in trail development.

In comparison with the costs associated with obtaining a corridor through direct purchase, these conditions set by NIPSCO should be favorable to all local entities looking to develop a linear trail system. **Figure 1-2** shows the existing NIPSCO-owned or leased corridors in the NIRPC region.

NIPSCO is not the only utility company with corridor landholdings in Northwest Indiana. There are several other companies that maintain other electrical facilities and pipelines that could also serve as a prime corridor for trail development. However, NIPSCO has been by far the most proactive in terms of allowing trails on their property. To date, no other trails exist on utility corridors not owned by NIPSCO, but local entities should be aware of how these corridors bisect their community, and work with the utility companies on maintaining a free and clear right-of-way for future trail development.

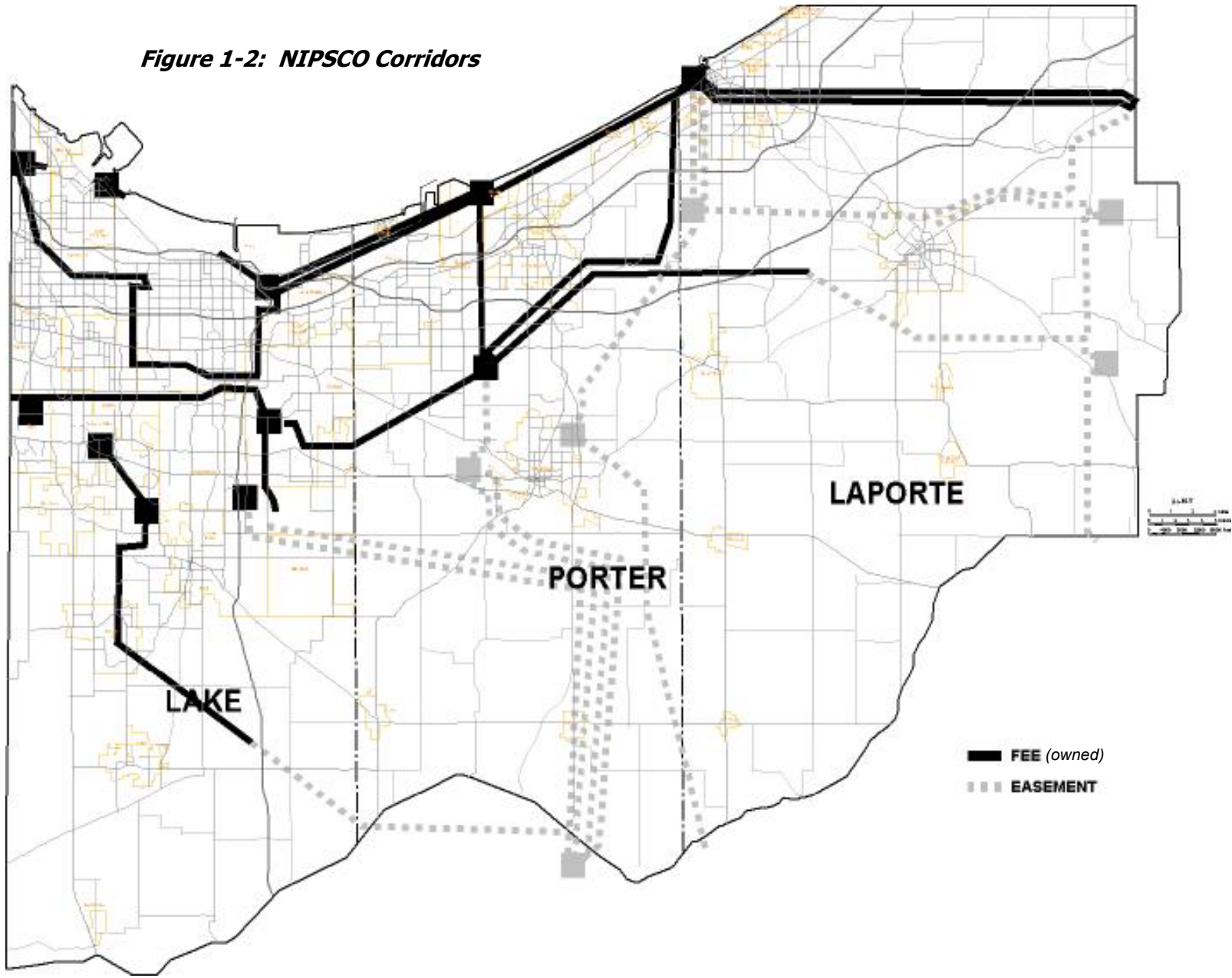


c.

### **Natural Features:**

Another built-in corridor that could prove beneficial in establishing contiguous trail networks are those adjacent to natural features in the landscape. Specifically, waterways which are highly prevalent throughout the NIRPC region offer an excellent opportunity for fostering greenways and providing a linear amenity for all visitors to enjoy and cherish. Other features such as wetlands and woodlots should be carefully inventoried by all communities for their connective value. Once planned correctly, these features can be incorporated into a land use plan that preserves their integrity amongst oncoming growth pressures. Furthermore, they can provide a community a significant cost savings by requiring the developer to donate the property to the city, which avoids acquisition costs. A general overview of the existing major waterways are shown in **Figure 1-3**. Please note that these are only the major hydraulic features, and not exhaustive regarding all waterways in the region.

**Figure 1-2: NIPSCO Corridors**





Of prime note are two significant river basin projects on the Kankakee and Little Calumet Rivers that plan to have an impact on the regional trail network.

## A. **Kankakee Wide Levee Project**

The Kankakee Wide Levee Project encompasses that section of the Kankakee River in Indiana from the Illinois State Line to St. Joseph County near South Bend. The Kankakee River Basin Commission (KRBC) was created in 1977 in a response to the flooding along the river and the mandate of the Indiana Flood Control Act. The KRBC has a master plan which was developed in 1989. The plan identifies alternatives for solving problems associated with flooding, drainage and land use concerns within the floodplain of the river. The Master Plan proposes the development of wide levees on both the north and south side of the Kankakee River. The levees would begin near U.S. 30 at the LaPorte/Stark County Line and continue to the Illinois State Line. The levees will vary in height from 2 to 11 feet high. The plan benefits include the opportunities for expanded and new recreational facilities. A regional trail system is a major recreational component of the Master Plan and deserves serious consideration. A network of trails will provide easy access to points of interest along the river and link population centers with recreational areas in the vicinity of the Kankakee River. As a part of the Master Plan, three types of trail developments were identified. Trails within the study area are proposed along existing roadways, abandoned railroad rights-of-way and on the top of the proposed wide levees. The tops of the levees that parallel either side of the river provide an excellent opportunity for the placement of walking, biking or jogging trails. The recommendations from the Kankakee River Master Plan regarding trail/bikeways development include the following:



- Coordinate with county and state agencies to implement the recreation proposals within this plan.
- Acquire land for public recreation facility expansion as proposed in this Master Plan through easements, leases, right of first refusal, or fee simple acquisition.
- Assist and support private recreational development as outlined in this plan.
- Acquire easements and/or acquisition of right-of-way or regional trail system proposed in this plan.

# Watershed Management Framework Development

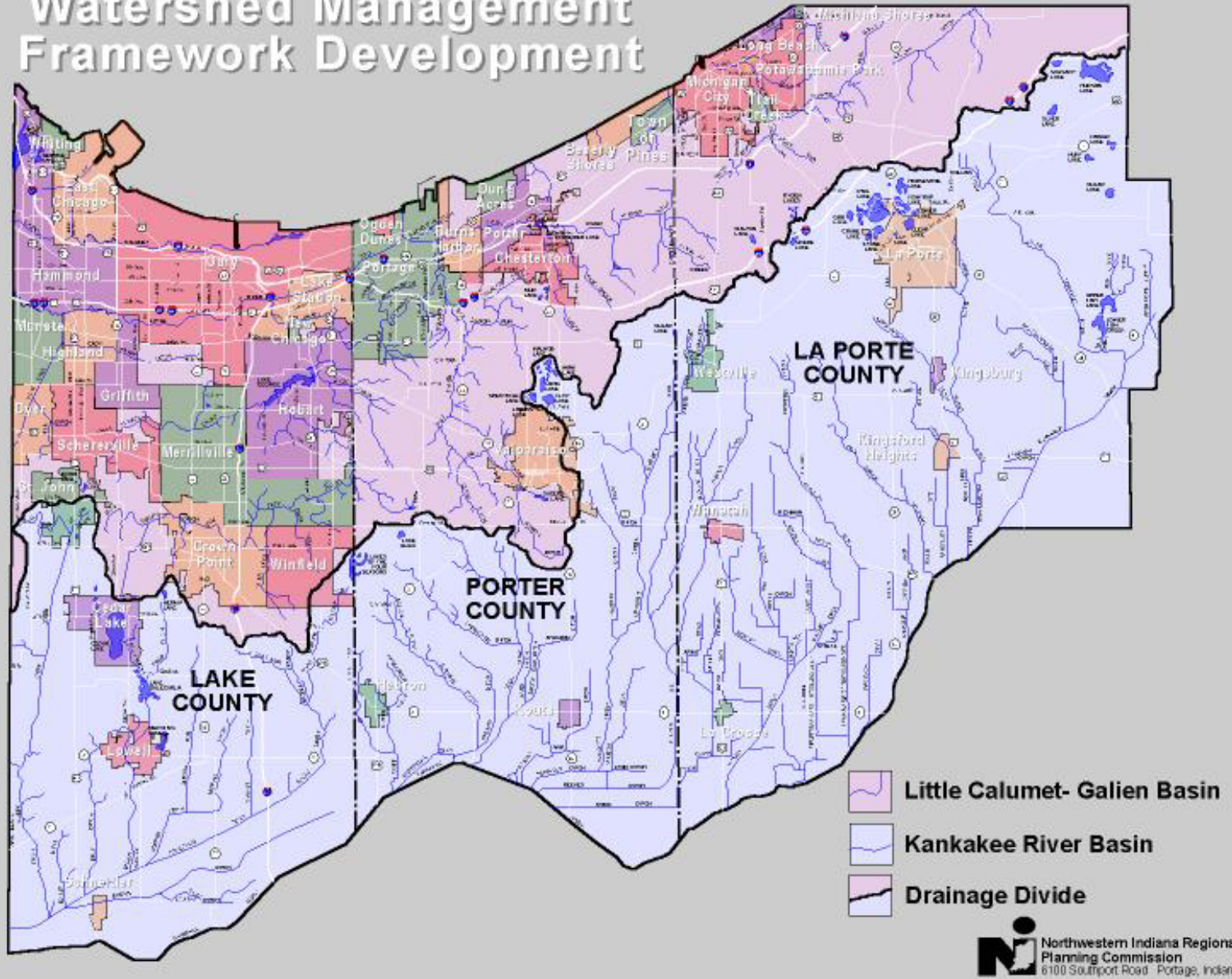


Figure 1-3



- Coordinate final trail system location, funding and acquisition with regional plan commissions, county park and recreation boards, Hoosier Trails Alliance, IDNR, and the Northwest Indiana Trails Alliance (NITA).
- Assist county and state agencies in pursuit of funding resources and applications for funding the acquisition, development maintenance and management of recreational facilities.
- Promote a new or expanded management plan for state recreational facilities within project area.
- Promote and coordinate “prototype” projects eligible for Land and Water Conservation Funds with county and state agencies for environmentally based recreation development.

## **B. Little Calumet River Flood Control Project**



The Little Calumet River Flood Control Project is a product of the Army Corps of Engineers. The purpose of the project is to provide flood damage reduction and enhanced recreation opportunities along the Little Calumet River from the Illinois State Line to Interstate 65 in the City of Gary. The project efforts consist of replacing existing spoil banks with new levees, floodwalls, closure structures and drainage structures. Of note is that the project calls for a recreational trail with two areas of parking, comfort facilities and canoe launches using the levee system. The project specifically calls for 29,800 linear feet or about 5.6 miles of recreational trail as a part of the levee system. The levee width is planned to be ten feet to accommodate vehicular traffic as well as bicycle and pedestrian traffic.

The project is currently in the construction phase. Approximately 45 percent of the total project is complete. The project is divided into two sections. The East Reach, which is mainly in Gary, Ind., extends from Cline Avenue to I-65. The West Reach covers the area from the Illinois/Indiana state line to Cline Avenue. The construction of the project is divided into eight geographical stages, totaling over 27 construction contracts. As of the summer of 2004, 16 of

the contracts have been completed, including four contracts for demolition of structures, ten levee contracts, a recreation contract on the East Reach and one landscaping contract. Contracts currently in place provide for continuing construction of the north levees from Cline to Burr and south levee from the EJ&E Railroad to Colfax. Those contracts will include installation of a new storm-water drainage system north of the NS Railroad, and levee work south of the NS Railroad. Other contracts are in place to rehabilitate existing pump stations in Hammond, Munster and Highland.

