



Appendix H7. Agency Comments Received on DEIS



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Online Comment Form Submission

Date Received: Thu 01/19/2017 11:10 AM

questions_comments: Has any consideration been given to the potential for Amtrak's Hoosier State and Cardinal trains to move their train stop from the current Amtrak Dyer station, to the proposed West Lake Project, Munster/Dyer Main street station? Amtrak would be interested in exploring possibility of future connectivity with the proposed West Lake Project.

Sincerely,

Richard J. Rogers

Business Planning and Analysis Manager

National Passenger Railroad Corporation-AMTRAK

500 West Jackson Blvd. Chicago, Illinois 60661

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Email- richard.rogers@amtrak.com

Interested_Stakeholder: yes

length_of_time: N/A

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Online Comment Form Submission

Date Received: Wed 01/11/2017 7:51 AM

Comment ID No. 002

questions_comments: **At 173rd street, rather than using "wayside horns", why not just build the grade crossing to comply with QUIET ZONE standards? Seems like a better "Potential Mitigating Measure" than installing fancy devices that will fail, and result in trains whistling anyway! I asked once before if 173rd Street would be a quiet zone, and I never got a reply. This is a great project, but my only concern is the noise!**

David J. Terdich

Locomotive Engineer-Amtrak

Homeowner in Hammond, IN

Homeowner: yes

Resident_Project_Corridor: yes

Email_Notifications: yes

length_of_time: 2+ years

realname: **David J. Terdich**

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Chicago South Shore & South Bend Railroad

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January 30, 2017

Northern Indiana Commuter Transportation District
DEIS West Lake Corridor Project
33 East U.S. Highway 12
Chesterton, IN 46304

Re: CSS and IIDC Comments on Westlake DEIS

The Chicago South Shore & South Bend Railroad Company (CSS) and its affiliate Illinois Indiana Development Company, LLC (IIDC) hereby submit the following comments to the NICTD West Lake Corridor Project (Project) Draft Environmental Impact Statement (DEIS):

CSS is a common carrier freight railroad which shares the track of NICTD. This arrangement derives from a time when both the freight and the passenger operations were under common ownership. That company entered bankruptcy in 1989. Shortly thereafter CSS and NICTD, in a coordinated transaction, acquired the assets of the bankrupt railroad and formed separate passenger (NICTD) and freight (CSS) entities. NICTD is an agency of the State of Indiana. CSS is a privately held Indiana general partnership. IIDC is a privately held Indiana limited liability company, which is under common ownership with CSS. In the DEIS the passenger operation on the traditional NICTD route is referred to as South Shore Line (SSL)

The mainline from South Bend to the Indiana – Illinois state line near Hammond is owned by NICTD and CSS has the perpetual freight franchise. The mainline from the state line to the connection with Metra Electric Division near Kensington in the City of Chicago is owned by the IIDC. NICTD has a perpetual lease to provide passenger service over this line and CSS has an operating agreement with IIDC under which CSS provides freight service on it. NICTD has day-to-day operational control of the IIDC tracks. The two entities work very closely with each other to maintain safe, reliable freight and passenger services using the same tracks.

CSS and IIDC support the West Lake Corridor project. We believe it is good for the economic development of Northwest Indiana. However, we do believe the DEIS is deficient in that its analysis of the impact of the Project on rail freight operations is incomplete.

NEPA Preferred Alternative

Commuter trains and freight trains do not compete commercially, but they do compete for track capacity in shared corridors. The more trains of each type that are run, the more acute the competition becomes. This competition or interference can occur if the route is shared by freight and passenger trains or if passenger and freight routes cross at grade. In section 3.3.4.1 of the DEIS, the statement is made “The NEPA Preferred Alternative would not cross any freight railroad tracks or share railroad ROW or infrastructure.” While this statement is true with respect to the newly constructed part of the Project, the Project also includes the operation of new passenger trains over the entire route from Dyer to Millennium Station, which includes the existing shared use IIDC tracks between Hammond and Kensington,

a distance of six miles. The DEIS states that a dozen new passenger trains will operate over that shared use segment in addition to NICTD's traditional SSL service. There will be additional trains that will be added by SSL because of the concurrent NWI Double Track Project, which is intended to increase the speeds and frequency of the SSL.

Furthermore, that same shared use route includes three freight railroad crossings at grade: Indiana Harbor Belt (IHB) at State Line; Norfolk Southern (NS) at Hegewisch; and Canadian National (CN) at Kensington. The CN route also hosts Amtrak passenger service. These crossings are relevant because delays to either freight or passenger trains at these crossings can have ripple effects across the carriers' respective networks. In the same Section 3.3.4.1, this phenomenon is acknowledged in the discussion of the Maynard Junction Rail Profile Option: "The increased congestion at the Maynard Junction could potentially result in delays to the freight network, although it is likely that the commuter trains would be affected more, since permission for them to cross the freight rail track would be controlled by the freight railroad." Also acknowledged in this sentence is that the railway not in control of the track is likely to experience deterioration of its service at that location. It is primarily for this reason that the Maynard Junction Rail Profile Option is rejected despite cost saving. Yet this situation will exist on the IIDC segment from Hammond to Kensington. The phenomenon of crossing-caused delays was also used to justify several CREATE projects ranging from fly overs to improved signaling in the Chicago metropolitan area.

Regardless, there are many locations around the country where busy freight and passenger railroads operate successfully with shared facilities and crossings (including locations where NICTD, CSS and other railroads share or cross today). The key is to have enough of the right infrastructure to minimize delays all around. NICTD and CSS are cooperatively seeking answers to these questions by modelling the proposed operation. CSS and IIDC respectfully request that this portion of the final EIS relating to freight rail impacts not be finalized until after the results of this modelling are complete and can be incorporated into the EIS. The current modelling schedule will accommodate this. This is the same Rail Traffic Controller (RTC) simulation model that was used to study the interface between Project trains and Metra Electric (MED) trains as described in Section 3.2.2 of the DEIS and will consider both shared use and crossing activity. The discussion in 10.4 of the NEPA Preferred Alternative states that the Hammond Alternative Options would have the least potential impact on area freight roads. More information is required to back that up.

IHB Alternatives

CSS and IIDC believe that the analysis of the IHB alternatives overstates the costs and understates the benefits of this route. CSS and IIDC continue to believe this route is superior for the reasons stated in our November 3, 2014 letter, which is included in the DEIS Appendix F Section F3 Appendix D Scoping Comments on pages D-62 and D-63. The cost of the IHB route is significantly overstated by including a totally new freight line to be built parallel to the existing IHB track, which includes a new bridge over the Calumet River. The discussion of the IHB alternative in Section 3.3.4.1 of the DEIS acknowledges that the IHB ROW is currently unused. It is a dormant dead end line. There is no realistic scenario in which a commuter operation could not share its track with a dormant freight operation, nor is there any realistic scenario where this route would ever come back to life as a vital freight line to the extent that operations could not share this line, as NICTD and CSS do today. Despite the letter from Conrail Shared Assets stating this route is not available, there is no evidence that any serious attempt to negotiate access to this route was attempted despite the compelling construction economics if the duplicate freight track were eliminated. There is even sufficient vacant land adjacent to the IHB route on which to construct a maintenance facility at Kensington. The IHB alternative would not

afford the opportunity of a transfer station at Hammond and off-peak shuttles, something not contemplated in the original scoping, but such a transfer could conceptually still take place at Kensington with the more frequent MED trains.

All Alternatives

In the discussion of all alternatives, it is noted that bridge piers associated with the various fly over structures required could negatively impact the construction of future freight capacity on CSX, IHB and/or NS. The same holds true for the impacts of the additional services on our shared track with NICTD. CSS and IIDC maintain that whatever is constructed make sufficient provision for freight operations and growth.

Cordially,

A handwritten signature in black ink that reads "Todd Bjornstad". The signature is written in a cursive style with a horizontal line above the first few letters.

Todd Bjornstad

President

Chicago South Shore & South Bend RR



Thomas M. McDermott, Jr.

Mayor

CITY OF HAMMOND

January 12, 2017

Northern Indiana Commuter Transportation District
DEIS West Lake Corridor project
33 East U.S. Highway 12
Chesterton, IN 46304

Dear Project Team:

The City of Hammond appreciates the opportunity to make public comment on the West Lake Corridor Environmental Impact Statement. While you may find our response quite lengthy, it is my intent to provide the most complete review of your report as possible.

As you know, the City of Hammond promotes the West Lake train extension and I believe incorporating our comments into the Environmental Impact Statement will help to make the project even better.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "T. McDermott, Jr.", is written over the typed name.

Thomas M. McDermott, Jr.

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Comments/Questions by the City of Hammond, Indiana Regarding the Draft Environmental Impact Statement of the NICTD West Lake

Top Items:

The DEIS does not explain the disposition of the existing Hammond Station

Traffic Impacts are not adequately addressed

Repayment of UMPTA Grant is not addressed

NICTD taking of City-owned Erie-Lackawanna Trail is not addressed

Cutting off access to neighborhoods/businesses near immediately south of gateway station is not addressed

Proper Stormwater controls for the South Hammond Station are necessary

- 1) The Draft EIS does not indicate what is intended for the old Hammond Station. Hammond would like to know NICTD's intention for the old station.
- 2) Regarding Visual Impacts, there is no discussion about the use of MSE approach walls to bridges and how that will impact the area adjacent to those approaches as well as noise propagation as a result of the walls (Page ES-19)
- 3) Section 3.5 – Traffic and Appendix H-1: West Lake Corridor Traffic Technical Report is significantly lacking. Of utmost concern are the impacts of motor vehicle traffic into and out of the proposed train stations. Traffic studies at the Hammond Gateway and the South Hammond Stations are required in order to best understand the impacts of increased vehicular traffic to and from the new stations.
- 4) ES.6 – typographical error NICTD should be NICTD
- 5) Page ES-10, first paragraph notation to Figure should be ES.3.4
- 6) ES.8.2 Guideway, Please discuss the reason for deciding not to double track the West Lake
- 7) Table ES.10-1, Page ES-16 Section 3.4 Bicycle and Pedestrian, Potential Mitigation Summary, Fencing to prohibit pedestrians and cyclists from crossing the track.... At which locations in Hammond? What is the fencing type/style?
- 8) Table ES10-1, Page ES-21, Section 5.7 Water Resources, Potential Mitigation Summary, IDNR (Indiana) Construction in a Floodway Permits are likely required.
- 9) Page ES-24, Section ES.11, final bullet point, should state "the Grand and Little Calumet Rivers,..."
- 10) Page 1-5, Transit Services,
 - a. Closest stations include Hegwisch
 - b. Hammond does have Chicago Buses serving our area.
- 11) Page 1-6, first full paragraph, please provide clarification to the parenthetical statement (e.g. trips are 40 percent faster in the off peak), does that mean car or train or something else?
- 12) Page 1-6, Motorways of US 12 and US 20 are more significant than some of the others listed.
- 13) Page 1-7, Figure 1.2-1, It appears from the inset that a number of riders of the South Shore come from east of the Dan Ryan Expressway, where I would think they would ride other transit operator lines. Also a number of points in the main figure show riders located in bodies of water and forested areas. The figure appears inaccurate.

- 14) Page 2-7, Table 2.2-1, Why is the Hammond Gateway station considered an option under the alternatives and Downtown Hammond considered a Baseline? Hammond Gateway is under the NEPA Preferred Alternative.
- 15) Page 2-18, Section 2.3.2.2 Guideway, Please indicate which figure shows the 2,000-foot siding track near the center of the proposed alignment. Would this be located between 173rd and the Little Calumet River? What are the potential adverse impacts to residents (noise and vibration, etc.) as a result of the secondary set of tracks?
- 16) Page 2-19, Section 2.3.2.4, Stations in the NEPA Preferred Alternative, Hammond Gateway Station. The comment "The Project station platform would be at a higher elevation, and would be connected via elevators and stairs to the existing SSL station platforms." would be inaccurate in that the existing station is being relocated to the new Gateway location and therefore new SSL station platforms would be constructed at the new Gateway station.
- 17) Page 2-21, Section 2.3.6, Maynard Junction Rail Profile Option, "For this reason the Maynard Junction Rail Profile Option was not selected as part of the NEPA Preferred Alternative, However, it was decided to carry it into the environmental process in the event that there is a need later to reduce Project capital costs." Hammond prefers to least cost option, in this case and therefore the Maynard Junction Rail Profile Option (at grade) should be selected
- 18) Page 3-4, Table 3.2-1, How is Ridership determined? It is unclear in the report where these numbers are calculated or how they are arrived at.
- 19) Page 3-12, Section 3.4.3 Affected Environment, the Section discusses existing and future improvements in certain cases (i.e., Munster), but does not suggest other important projects, such as:
 - a. The City of Hammond was awarded HSIP funding for a new HAWK signal crossing of Douglas Street at the Erie-Lackawanna Trail. This should be considered as the installation of this signal should occur prior to the construction of the Project.
 - b. The existing bridges on the Monon Trail at 165th and over the Little Calumet River and that both would be affected by the Project.
- 20) Page 3-13, Section 3.4.3, Affected Environment, Subsection Little Calumet River Levee Trail, The Hammond/Munster Border is not the western end of the trail. The existing trail presently ends at Lyman Street/Monon Trail in Hammond.
- 21) Page 3-13, Section 3.4.4.1, Long Term Operating Effects, NEPA Preferred Alternative, How are Pedestrians and Cyclists going to be prevented from crossing the tracks at locations other than at grade crossings? Fences? Type/style/etc.?
- 22) Page 3-14, Figure 3.4-1, Bike Trails Map, the notation for the Town of Munster is positioned in Hammond (north of I80/94). The Munster boundary is south of the Little Calumet River.
- 23) Page 3-14, Figure 3.4-1 Is the depiction of the bike trails accurate?
 - a. Along the Grand Calumet River is a dashed purple line depiction of a planned trail. The purple line stops at Hohman Avenue. The Grand Cal River could be used to connect a path to a green space in Burnham that is not labeled. There is a dotted purple line coming eastward from the Burnham Greenway that lies south of the Grand Calumet River. The rail project is between these two segments. Are there plans to connect the two segments using the south bank of the Grand Calumet River? How does the rail project accommodate a connection here? The drawing appears to show the Monon

Trail as dotted purple which is identified as "Trail under development, paved". Should this graphic be updated

- 24) Page 3-15, Is there a traffic study that assesses the impact on traffic, emergency services, etc. from the proposed street closings and cul-de-sacs in downtown?
 - a. Furthermore in this section, and elsewhere there is no discussion on the impact of the removal of the Dan Rabin Plaza. The construction of this bus station was paid for by an UMTA grant and a LWCS grant in the c.1985. It is believed that UMTA set a 40 year time period on the station that it remain as a transportation use. C.2025 is the end of the 40 year period. What is the consequence to the City of Hammond if the station is removed? It is my understanding from a conversation with NIRPC, UMTA (now FTA) may require a depreciated payback. Who would be responsible for this cost and getting clearance from UMTA/FTA? All of this was previously brought to the attention of AECOM
- 25) Page 3-15, Hammond Gateway Station and North Hammond Maintenance Facility. Removal of Hanover, Brunswick and Wabash reduce connectivity of streets to vital businesses in that area. While the City of Hammond supports the Hammond Alternative, engineering solutions should be determined to address the loss of street connectivity for businesses.
- 26) Page 3-17, Section 3.4.5.2, Short-Term Construction Effects, should include the relocation of the Little Calumet River Bridge along the Monon Trail.
- 27) Page 3-18. Section 3.5.2.2, Intersection Operations, why weren't the following intersections also evaluated:
 - a. 173rd and Hohman
 - b. 173rd and Calumet
 - c. 173rd and Lyman
 - d. 165th and Hohman
 - e. 165th and Calumet
 - f. 165th and Lyman
 - g. Kenwood and Blaine
 - h. Conkey and Lyman
 - i. Detroit and Lyman
 - j. Highland and Lyman
 - k. Waltham and Lyman
- 28) Page 3-19, Figure 3.5-2, has the traffic study accounted for the proposed new alignment of Gostlin (Chicago Street Reconstruction project)?
- 29) Page 3-24, Bullet North of Grand Calumet River, the Project creates one access point for businesses/industry and a secondary access should be engineered for public safety purposes.
- 30) Page 3-24, Bullet State Street East of Hohman Avenue
 - a. The parenthetical statement appears to reference the wrong page.
 - b. The discussion of the rerouting of vehicles from Sibley Street appears to place more burden on the nearby streets. Please clarify. While eliminating the NS freight line grade crossing would minimize potential train/vehicle conflicts, it would appear that other grade crossing locations would see more volume.
- 31) Page 3-24, apparent Bullet Russell Street, routing traffic south from east bound Russell Street places traffic into a parking lot with no proper exit/ROW. This proposed change need further evaluation before it can be considered viable.
- 32) Page 3-24, There is no discussion on the blocking of Wilcox Street and Paxton Avenue on the west side of Hohman south of the Grand Cal and north of the RR tracks

- 33) Page 3-28 – The following streets must be maintained, one lane each way during construction:
- | | |
|-----------------------------|----------------------|
| a. Hohman North of Michigan | d. 165 th |
| b. Sibley Street | e. 173 rd |
| c. Highland | |
- 34) Page 3-29, please describe where the 70 spaces near the proposed Gateway Station are located?
- 35) Page 4-2, Table 4.2-1
- indicates Hammond does not have low density residential but Figure 4.2-1 shows otherwise.
 - C-3 Commercial is a duplicate of C-3 Central Business District, the latter is correct. S-2 Institutional is omitted.
- 36) Page 4-3, Figure 4.2-1, The color used for Hammond High, Eggers, Kenwood, Civic Center, Area Career Center is incorrectly shown as Mixed use/Commercial/Office, not Institutional. The color for the neighborhoods south of Gostlin, Jacob’s Square, Hyde Park, portions of Harrison Park is classifying the areas as medium/high residential. Our zoning is R-1U which is a smaller lot SF district which more closely defines the character of the neighborhoods.
- 37) Page 4-7, South Hammond Station: first sentence, agree to the statement that the station and the parking would be incompatible with the adjacent area, disagree with the statement “zoned for high-density residential” which is not correct.
- 38) Page 4-8, Hammond Gateway Station: station and parking would be located in an area of mixed residential, industrial and vacant land. “The zoning may have to be changed to provide for the station and the TOD development.” Question the characterization that “there is a moderate potential for TOD at this proposed station site.” Should be good or excellent, not moderate.
- 39) Page 4-8, Bullet The Hammond Gateway Station, indicates only a moderate potential for TOD. This should be rephrased to support the efforts of the RDA and local communities to support the New Starts application.
- 40) Page 4-10 Section 4.2.5.1 The points made are extremely significant. The mitigation measures outline in Chapter 3 regarding are not sufficient in scope. Noise mitigation would need to be further explored. The parking lots are disruptive to the neighborhoods. The TOD can address this but this section makes no reference to TOD.
- 41) Page 4-10, Section 4.2.5.2, Short-Term Construction Effects – what does this have to do with land use and zoning?
- 42) Page 4-13, Table 4.3-1 and 4.3-2, where can we find a listing of acquisitions and displacements by community in the report?
- 43) Page 4-17, 4.3.4.2 Short-Term Construction Effects, demolition of homes should be considered under construction effects as it relates to advanced clearing of the ROW.
- 44) Page 4-18, listing of bullet points, The Hammond City Council and Mayor have approved an incentive to residents whose homes are being acquired through the eminent domain process to receive a \$5,000 stipend provided they purchase a replacement home in Hammond. This should be included in the report.
- 45) Page 4-19, 4.3.5.2 Short-Term Construction Effects, Hammond is unclear on the construction effects as a result of land acquisition and displacement. These functions occur prior to any construction work takes place typically.

- 46) Page 4-20, Section 4.4.3.1 Population – with a population of about 80,000, Hammond itself amounts to 80 percent of the stated Study Area Population. Please clarify.
- 47) Page 4-23, Section 4.4.4.1 Long-Term Operating Effects, NEPA Preferred Alternative
- a. It stands to reason that increased ridership and the promotion of economic development that the NEPA Preferred Alternative should expect to increase population, housing, employment, etc within the region. This should be clarified.
 - b. Please indicate where in Section 4.3 it mentions the total AV of the properties being acquired.
 - c. Loss in property tax revenue is \$326,960 seems low with 147 residential and 14 commercial full property acquisitions
- 48) Page 4-26, Section 4.4.4.2, last paragraph, The comment “there would be no long-term economic impacts generated by the capital expenditure” does not make sense. Wouldn’t the TOD have an economic impact? If not, then why would FTA approve the New Starts application?
- 49) Page 4-31, Table 4.5-1, lists 2 Hospitals in Hammond, there is only one
- 50) Page 4-33, Section 4.5.4.1 Long-Term Operating Effects, regarding Neighborhoods and Community Resources, what would be the “minor effect” created in the area of the South Hammond Station?
- 51) Page 4-34, The adjacency of the alignment to Eggers, and the adding of fencing, would provide a physical access barrier between the Eggers School tennis courts and the Harrison park courts.
- 52) Page 4-34, At Oak Hill cemetery, the assumption is that the trail coming down from the bridge will be located between the tracks and the fence of the cemetery. This may result in the trail being between two sets of fences and potentially creating a safety problem for users of the trail.
- 53) Page 4-48, Table 4.6-4 Adverse Effect for Ok Champion 4714 Sheffield (maintenance facility area) (Preferred Option) and Federal Cement (i.e. Flexicore) 24 Marble Street. The Project already has a draft Memorandum of Agreement in which documentation for the Historic American Building Survey would be completed prior to its demolition.
- 54) Page 4-69, Section 4.8.3 Affected Environment, Munster is considered a Town in Indiana vernacular.
- 55) Page 5-4, first full paragraph, Why can’t the report compare noise with the train versus noise without the train?
- 56) Page 5-4, does adding noise sources with the same amplitude and frequency make more noise or louder noise?
- 57) Page 5-5, much of the screening assessment appears to have been held in Illinois, not the predominant location of the new alignment. Why wasn’t more screening done along the Study Area (i.e., Indiana), only at 11 locations.
- 58) Page 5-5, does the proximity of Calumet Avenue have an effect on noise within the study area? It is ½ mile away from the train.
- 59) Page 5-7, Table 5.2-3
- a. why would L_{dn} be higher than L_{eq} ?
 - b. Of the 11 sites that noise monitors were installed, none were located adjacent to 406 165th Street. This is the first house that would be SE corner of the railroad crossing 165th

Street adjacent to the bridge. There appears to be no assessment of noise impacts from the noise bouncing off of the bridge wall into the house. This would potentially affect other houses in the immediate vicinity.

- 60) Page 5-8, Table 5.2-4, why would the NEPA Preferred Alternative ever be less than the No Build Alternative?
- 61) Page 5-9, Table 5.2-5 should be labeled so it is better understood that this is the number of building impacted, otherwise the purpose of the table is unclear.
- 62) Page 5-11, Section 5.2.4.2 Short-Term Construction Effects, paragraph 2,
 - a. should include the local hospital (Hammond)
 - b. Construction activities also include the construction of new bridges
- 63) Page 5-11, Section 5.2.4.2 Short-Term Construction Effects, paragraph 5, construction activities will affect shift workers who tend to sleep during normal construction activities.
- 64) Page 5-12, Section 5.2.4.2 Short-Term Construction Effects, first full paragraph, the EIS consultant should know now the location of major construction under the NEPA Preferred Alternative and should give an projected effect from noise and vibration near the areas already identified as sensitive to noise and vibration and project what effect construction has on those sensitive locations.
- 65) Page 5-13, Section 5.2.5.2 Short-Term Construction Effects, while FTA recommends a noise limit of 80 dBA, how is this controlled, monitored, regulated?
- 66) Page 5-17, Table 5.3-2, Are there no existing conditions measurement for vibration at the documented locations?
- 67) Page 5-42, Section 5.7 Water Resources, Approvals for construction in over and through water course areas and adjacent to wetland designated areas will be required. Based upon the maps provided and with the normal permitting procedures, no known red-flag issues for the Little Calumet and Grand Calumet Rivers. The project may require compensatory storage or wetland mitigation for the NEPA Preferred Alternative.
- 68) Page 5-43, Section 5.7.1.3, the source of municipal water supplies is Lake Michigan in the study area, not ground water.
- 69) Page 5-43, Section 5.7.1.4, clarify Lake County (Indiana)
- 70) Page 5-43, Section 5.7.2 Methodology, The Study Area is not near the municipal water supply source.
- 71) Page 5-46, Table 5.7-1, each location should be associated with the municipality where it is located.
- 72) Page 5-50 Section 5.7.3.3 Groundwater and Water Supply, has the consultant determined the use of each well within the Study Area and if so, what is its use?
- 73) Page 5-50, Section 5.7.3.4 Stormwater
 - a. Contrary to the report, the City of Hammond has MS4 Requirements for stormwater controls.
 - b. Suggest correcting the final sentence to read "road, which connect into the storm sewer or combined sewer systems."
- 74) Page 5-51, Figure 5.7-1 appears incorrect showing a flood plain in the Little Calumet River between the Monon corridor and Calumet Avenue. Please review current FEMA documents.
- 75) Page 5-54, Section 5.7.4.1 Long-Term Operating Effects, Floodplains

- a. the report comments all impacts to the flood plain would be in Indiana, however the report indicates that 0.14 acres would be in Illinois.
 - b. The report comments only one major stream crossing. The report does not consider crossing the Little Calumet River.
- 76) Page 5-61, Section 5.7.5.1 Long-Term Operation Effects, Surface Waters and Wetlands, second paragraph, please explain what is meant by box or pipe culverts would be buried a minimum of 6 inches. Below the existing ground surface? Is that sufficient for overburdening of dynamic loads?
- 77) Page 5-81, Section 5.10.2 "Electric, telephone, cable, and gas distribution lines were not considered in this document as they are typically smaller in size, easily relocated, and located within the public ROW." There was no discussion of how these utilities will be relocated in particular in the area of the maintenance yard in order to maintain service to Flexicore on Marble Street, and the businesses at Wilcox and Paxton that will remain.
- 78) Page 5-85, Section 5.10.3.3 Existing Water Service, third bullet point. The water storage tanks in Hammond near Michigan and Hohman are not considered underground tanks.
- 79) Page 5-86, Section 5.10.3.4, Existing Sanitary and Stormwater Sewer, Impervious surface of over 70 acres created as part of the development: there are concerns particularly over the parking area at the South Hammond Station. Generally the storm and sanitary sewers in southwest Hammond may not be sized to handle greater flows from the NEPA Preferred Alternative. There is concern about the Project causing sanitary sewer backups in the adjacent residential areas and increased potential for street flooding.
- 80) Chapter 6 Secondary and Cumulative effects; It states that they have no criteria to evaluation the secondary and cumulative effects. There are generalizations about increased traffic, potential residential development around the station, increase in property values around stations. It does state that the South Hammond maintenance facility would have a negative impact on the residential areas and the values. The TOD projects would help address those impacts and derive solutions.

What is not discussed is the potential access difficulties arising from the elevated portions of the track north of downtown Hammond-in particular the Wilcox Paxton area for which the design blocks Wilcox Street and only provides an alley access to the properties that will be west of the elevated train. Flexicore at Stateline will be accessed by Marble Street, Wabash Avenue, new Hanover Street. This means that they will have two new 90 degree turns in order to maneuver their vehicles to access Sheffield Avenue. This may also affect emergency services. Depending upon the final acquisition of property, there may be remnant parcels that may or may not be viable for use or redevelopment.

- 81) Page 7-1, Section 7, does the consultant find that the Federal Cement Tile Company not afforded protection under Section 4(f) of the NEPA Preferred Alternative? If not, why not?
- 82) Page 7-3, Table 7.4-1, Why is Harrison Park in Hammond not considered parks within the Study Area?
- 83) Page 7-8, Figure 7.4-4, please provide a north arrow for this figure. The top of the figure is not north.
- 84) Page 7-24 Section 7.5.4 It is saying that NICTD has ROW between Douglas and the Dan Rabin plaza. NICTD plans to relocate the Erie Trails within its ROW, However, the City of Hammond

- owns 99' ROW. They still need the City to determine if there is a "de minimus" determination of any effects on the Erie Lackawanna Trail.
- 85) Page 7-28, Section 7.5.6 Federal Cement Tile Company Building. The NEPA Preferred Alternative affects access to the building
- 86) Chapter 8 6f process. NICTD is seeking to acquire a portion of our Erie Lackawanna Trail ROW between Douglas and the Dan Rabin Plaza. Then they would work with the City to replace the trail to maintain the responsibility under the LWCF grant. There was no discussion of the impacts on the UMTA grant and the Dan Rabin Plaza
- 87) Noise and Vibration Report
- a. Page 8, Figure 1-6, Street names labeled incorrectly: "Grover" not "Grove"; "Mobil" does not exist. "State Line Avenue" not shown. Gostlin "Street" not "Avenue."
 - b. Page 19, Warning Horns, Crossing Bells, Bell Ringing at Stations-impact at intersections and negatives impacts on houses/residents.
 - c. Page 20, The degree of noise at Park and Ride is unclear in the report.
 - d. Page 20, Noise impacts around maintenance facility should be projected in the EIS.
 - e. Page 35, There was discussion of moderate to severe noise impacts on a building on Manor Avenue in Munster and suggested that a noise barrier to be constructed. The study did not discuss 406 165th Street that is closer to the tracks and will get sound bounce back from the bridge. It did discuss noise impacts for a Lyman Avenue residence.
 - f. Appendix Sheet 11. Red dots shows severe impacts all along the route. This particular map shows the 165th Street/Oak Hill area. Houses all along Blaine Avenue have severe impacts. Three houses deep from the tracks along 165th Street, Florence have severe impacts. Two houses deep on the west side show severe impacts. Sheet 12 shows only moderate (moderate to severe) at 173rd Street.
- 88) Appendix H-8 Environmental – In the interest of full disclosure, certain locations in the City of Hammond have not been properly reviewed related to Environmental concerns:
- a. A site at 241 – 251 Brunswick is not addressed and is the site of a former Dry Cleaning operations and the former location of the Midwest Solvent Recovery operations. It appears to be associated with the Polish Vets site on Gostlin Street, but that was due to the fact that the Polish Vets purchased a parking lot on the south side of Gostlin Street and adjacent to the Midwest Solvent recovery site and found the soil beneath the parking lot to be contaminated.
 - b. Site adjacent to the 5800 block of Sohl Avenue and the intersection of Carroll Street directly West of the Railroad Train Display Area. The area that is fenced off contains trees and vegetative waste buried from the Douglas Point Development (approximately 4.5 acres) is Lake County Indiana Parcel #45-06-01-2001-010.000-023. The site may require further review.
- 89) Appendix H-8 Hazardous Materials Technical – The Orphaned Site Summary listing appears to be in error as the listing shows numerous sites in Illinois as being part of the Lake County Indiana Orphaned Site listing

Date Received: Tue 01/17/2017 3:06 PM

Will there be copies of the DEIS, with all appendixes available at the public hearings this week? Thank You

SRK

Scott Kuxmann

Manager Passenger Operations

CN

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www.cn.ca

Southern Region

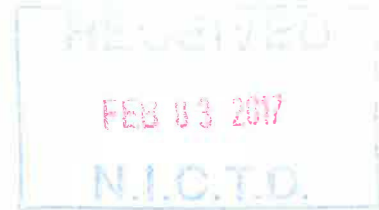
Michael A. Matteucci

Region Director Contracts and Administration

17641 So. Ashland Avenue
Homewood, IL 60430-1345
T 708.332.3598
F 708.332.3673

February 2, 2017

NICTD
DEIS West Lake Corridor Project
33 East U.S. Highway 12
Chesterton, Indiana 46304



RE: West Lake Corridor Project DEIS

To Whom It May Concern:

In December 2016, the US Department of Transportation, Federal Transit Administration (FTA) and Northern Indiana Commuter Transportation District (NICTD), in cooperation with United States Army Corps of Engineers (USACE) issued a Draft Environmental Impact Statement (DEIS) to evaluate the proposed West Lake Corridor Project (Project) in Lake County, Indiana and Cook County, Illinois. This Project is an approximately 9-mile proposed southern branch extension of NICTD's existing South Shore Line (SSL) between Dyer and Hammond, Indiana. The Project would also operate on about 15 miles of existing SSL, CN's Kensington Crossing, and Commuter Rail Division of the Regional Transportation Authority (Metra) Electric District's line to Millennium Station in downtown Chicago. The DEIS includes several routing alternatives and designs, and will evaluate the environmental, transportation, social, and economic impacts associated with the Project.

NICTD has asked parties to comment on the DEIS by February 3, 2017 and CN appreciates the opportunity to do so here. Unfortunately, many of CN's primary concerns that were communicated by phone, in person and by email with NICTD over the past two years are not adequately addressed in the DEIS. I am not aware that CN received any inquiries or contact from the FTA or USACE regarding this Project.

The DEIS indicates that factors of importance to NICTD included freight railroad impacts from railroad construction and operational perspectives, and community preferences. The DEIS specifically noted that the National Environmental Policy Act (NEPA) Preferred Alternative would include an "elevated crossing over the Maynard Junction" (DEIS, page ES-11, ES.8.1)) and that the Project's guideway would be designed to operate "completely separated from any freight rail operations" (DEIS page ES-12, ES.8.2). The DEIS recognized that at-grade rail-rail crossings create significant concerns and noted that "Flyovers would eliminate the interaction of Project service with freight rail operations" (DEIS page 2-6, 2.2.2.2) which would improve rail operational efficiencies along both the alternative and crossing railroad. The DEIS further states that the NEPA Preferred Alternative would not cross any freight railroad tracks at grade, or share railroad ROW or infrastructure" (DEIS page 3-10, 3.3.4.1).

Consistent with the DEIS, CN strongly supports the following:

Maynard Junction

- Maynard Junction is vital connection between CN and CSX with a significant amount of freight traffic and more trains expected (CN leases the rail line west of Maynard Junction to CSX and maintains operating rights). References throughout the DEIS discuss at-grade crossing as an option (DEIS page ES-7, Figure 7-1, page 2-12, Figure 2.2-7) and would create conflicts and delays to commuter and freight service greatly impairing CN's operations. The DEIS also recognizes that an at-grade crossing would "result in the degradation of service reliability due to the conflicts with crossing freight traffic" (DEIS page 2-21, 2.3.6). CN agrees with the DEIS statement that "flyovers would eliminate the interaction of the Project service with freight rail operations" (DEIS page 2-6, 2.2.2.2) and that there would be an "elevated crossing over the CSX Elsdon Subdivision at the Maynard Junction" (DEIS page 2-10, 2.2.2.4). A grade separation is imperative to ensure that there are no operational delays to Amtrak, NICTD, CN and CSX and should be considered a requirement for the Project by CN. Inadequate funding of the project is not a reason to arbitrarily eliminate a grade separation as suggested in the DEIS Chapter 10, section 10.3.3; rather inadequate funding would be grounds for rejection of the Project.

Kensington Crossing

- Kensington Crossing is a very high volume rail traffic crossing of freight, Amtrak and NICTD trains. The DEIS does not provide any discussion, consideration, evaluation or analysis of the significant impacts to freight, Amtrak and commuter traffic at this already severely congested crossing due to the volume of NICTD trains. In fact, the DEIS states that a rail traffic simulation model was used to evaluate train performance only for the traffic north of Kensington Crossing on the Metra line, while the model inexplicably excluded traffic that runs through Kensington Crossing (DEIS page 3-2, 3.2.2). NICTD currently operates approximately 60 trains within a seventeen-hour period through Kensington Crossing with insufficient windows for Metra to dispatch approximately 22 daily freight trains and 6 daily Amtrak trains crossing at Kensington which greatly impairs CN's operations and causes delays to Amtrak as well. The DEIS indicates that NICTD proposes to add an additional 12 trains crossing CN at Kensington. (DEIS ES-14, Table 2.3-3) which is a 20% increase within that same seventeen-hour period. These additional NICTD trains will significantly reduce the already inadequate windows of time for the combined traffic of Amtrak, NICTD, CN and CN's other tenant railroads (BNSF, NS, CSSSB, UP) that operate through Kensington Crossing.
- CN's concerns have been shared with NICTD numerous times, yet the DEIS indicates incorrectly that there are "minimum impacts on the daily rail operations for freight or passenger rail service" (DEIS page ES-16, Table ES.10-1). As with Maynard Junction, the Projects guideway must also be designed to operate completely separated from any rail operations at Kensington Crossing. The DEIS states that NICTD has "collaborated with Metra in a rail simulation study to assess whether sufficient capacity on Metra's line exists to accommodate Project trains" (DEIS page ES-24, 10.2.2). In fact, the DEIS states incorrectly that "the NEPA Preferred Alternative would not affect the current service provided by Amtrak" as Amtrak traffic runs through Kensington Crossing. (DEIS page 3-6, 3.2.4.1). With the diminished availability of this crossing, Amtrak trains and freight trains operating on CN tracks through Kensington Crossing will be negatively impacted by the elimination of even more available operating windows of time.

- CN requests that an independent capacity study at Kensington be performed with full participation, transparency and cooperation of CN, NICTD, Metra and Chicago South Shore & South Bend Railroad in order to determine remedies for addressing capacity, non-prejudiced dispatching protocol and other infrastructure improvements at this location, including but not limited to a grade separation, in order to reduce the passenger, commuter and freight delays.
- CN believes that a grade separation at Kensington Crossing is imperative to ensure that there are not further and unreasonable operational delays to Amtrak, NICTD, CN and CN's other tenant railroads (BNSF, NS, CSSSB, UP) and is considered a requirement for the Project by CN.

Dyer Crossing

- Dyer Crossing is a high volume crossing of freight and Amtrak trains where CSX crosses the twin mains of CN (which is a location with significant traffic) in the vicinity of Plum Creek. NICTD has proposed extending the Project as far as St. John and also include a maintenance and/or layover facility to be located at Dyer south of the Dyer Crossing (DEIS page 2-4, Figure 2.2.-2). As with Maynard Crossing and Kensington Crossing, an extension of the Project to this location for NICTD trains would require the inclusion of a grade separation of CN tracks in order to avoid significant delays to both commuter, Amtrak, CN and CN's tenant railroad (NS, UP) traffic at this crossing.

It is disappointing that CN's issues that were raised with NICTD since early 2014 have been diminished and dismissed in the DEIS (DEIS Chapter 3 Transportation, and DEIS Appendix F-4, 2.1). CN's concerns at Kensington Crossing were arbitrarily dismissed without any analysis because the Project is inadequately funded and the analysis only reviewed traffic that runs north of Kensington Crossing. Furthermore, it appears that CN's concerns at Dyer Crossing were not evaluated or considered as part of this process.

CN strongly urges FTA, NICTD and USACE to include the proposed grade separations at Kensington Crossing, Maynard Crossing and (in the event that the Project route is extended south) at Dyer Crossing. At grade crossings will create significant delays reducing the important public benefits in more efficient and fluid rail transportation in greater Chicago.

With these proposed grade separations, CN believes that this provides the best overall public benefits and CN would support the Project. Thank you for providing the opportunity to review and comment on the DEIS and CN looks forward to further discussion regarding the Project.

Sincerely,



Michael A. Matteucci

Cc: Scott Kuxmann (CN)
Jim Kvedaras (CN)

project.email@nictdwestlake.com

Mike Noland
CEO/General Manager
NICTD
33 East U.S. Highway 12
Chesterton, Indiana 46304

Mark Assam, AICP
Environmental Protection Specialist
Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, IL 60606

Nicole Barker, Dir.
Capital Investment and Implementation
NICTD
33 East U.S. Highway 12
Chesterton, Indiana 46304

Don Orseno
Executive Director/CEO
Metra
547 W. Jackson Blvd.
Chicago, IL 60661



Consolidated Rail Corporation
1717 Arch Street, Ste. 1310
Philadelphia, PA 19103

February 3, 2016

BY ELECTRONIC MAIL

Northern Indiana Commuter Transportation District ("NICTD"),
DEIS West Lake Corridor Project
33 East U.S. Highway 12
Chesterton, IN 46304
Project.email@nictdwestlake.com

Re: **Comments on NICTD West Lake Corridor Project Draft Environmental Impact Statement**

Consolidated Rail Corporation ("Conrail") submits the following comments on the Draft Environmental Impact Statement ("Draft EIS") and Section 4(f) Evaluation released on December 15, 2016 by the Federal Transit Administration ("FTA") in cooperation with the U.S. Army Corps of Engineers for the proposed West Lake Corridor Project. The project involves the construction of an approximately 9-mile extension of the southern branch of NICTD's existing South Shore Line between Dyer and Hammond, Indiana. Conrail is a Class III switching railroad, indirectly and jointly owned by CSX Corporation ("CSX") and Norfolk Southern Corporation ("NS"). Conrail is the majority owner of the Indiana Harbor Belt Railroad ("IHB"). Conrail submits these comments on behalf of IHB.

In the Draft EIS, FTA and NICTD propose "Hammond Alternative Option 2" as the NEPA Preferred Alternative. (Draft EIS at Section ES.8, Page ES-11). The Hammond Alternative Option 2 appears to have the least impact on the IHB as compared with other alternatives considered. As a result, Conrail does not object to Hammond Alternative Option 2 as the proposed NEPA Preferred Alternative.

Echoing NS's comments in its letter dated January 30, 2017, Conrail relies upon the following statements in providing its comments: The Draft EIS states "The Project's guideway would be designed to operate completely separated from any freight rail operation." (Draft EIS at Section 8.2, Page ES-12). The Draft EIS provides further that:

"The Hammond Alternative Options would not cross freight railroad tracks at-grade, share railroad ROW and infrastructure, and would have the least effect on freight railroad operations." (Draft EIS at Section 10.4, Page 10-14). Additionally, Conrail relies upon and agrees with the Draft EIS statement that "using or crossing existing freight railroad corridors would require agreement from the affected railroad owners." (Id.).

Conrail notes that the Figure ES.7-3 appears to depict the elevated section of the proposed extension starting just east of the state line. The IHB north-south route through the North State Line area is not shown on either of the maps on Figure ES.7-3 or ES.7-4. The IHB east-west main line is depicted in ES.7-3, but this is not the line which is of concern in the North State Line area. From the description IHB's north-south route does not appear to be disturbed, but the maps are somewhat unclear. As the process moves forward, we request clarity on the exact alignment of the proposed extension of the line, as well as the proposed line's spatial relationship to the existing railroad rights-of-way, including that of the north-south IHB line which crosses the SS main line at CP North State Line.

We have some questions and concerns about potential impacts of the Project on IHB operations, including, but not limited to the following: What is the control system for the junction between the SSL main line and the West Lake extension and will it include what is now CP North State Line? If so, what will be the effect of this new connection between the two NICTD routes on the operation of the interlocking at CP North State Line? Where exactly is the maintenance facility to be located and how will the maintenance operation work? We anticipate that we will resolve these questions and concerns through our continued involvement as a stakeholder in this process, but we enumerate these questions to underscore the need for close coordination with IHB in the planning process.

Finally, the Preferred Alternative must provide sufficient capacity that does not preclude future expansion of IHB capacity. For example, we would like to see more detail on the placement of bridge pillars and overhead clearance (at the Hohman Street area overcrossing) to ensure the preservation of IHB's ability to add a 4th track or a connection between IHB and NS in the northeast or southwest quadrant.

Conrail supports the efforts of the FTA and others to enhance and extend the South Shore Line. We believe it is important, however, to recognize that freight rail is as critical for economic development as passenger service. Conrail appreciates the opportunity to provide comments, and looks forward to its involvement as a stakeholder in the NICTD West Lake Corridor Project process.

Sincerely,



Jocelyn Gabrynowicz Hill
Director of Public Affairs & Assistant General Counsel

Direct Email Submission to project.email@nictedwestlake.com

Date Received: Sun 01/29/2017

You cannot tie Main Street into Seminary Drive or any other street in The Meadows subdivision of Dyer it will make it next to impossible to provide emergency services to the residents at certain time of the day, the subdivision was never designed for that traffic volume. You would also endanger the lives of the children that live and play in the subdivision.

Bob Bonnin
Dyer Fire Department
Asst. Fire Chief
740 Blue Jay Way
Dyer, IN 46311
rbonnin@sbcglobal.net

TOWN OF DYER, LAKE COUNTY, INDIANARESOLUTION NO.: 2017- 06**A RESOLUTION ESTABLISHING THE RECOMMENDATIONS OF THE TOWN OF DYER, INDIANA, CONCERNING THE WEST LAKE CORRIDOR PROJECT FOR COMMUTER RAIL SERVICES**

WHEREAS, the Town Council of the Town of Dyer, is the elected municipal legislative body for the Town with the statutory authority to establish policies and recommendations on behalf of the Town; and

WHEREAS, the Town of Dyer, pursuant to I.C. § 36-1-7-1, et. seq. entered into an Interlocal Cooperation Agreement with several Lake County governmental entities with the purpose of providing resources to support the extension and improvement of the commuter rail services provided by the Northern Indiana Commuter Transit District; and

WHEREAS, pursuant to the Interlocal Cooperation Agreement, the Town of Dyer committed resources for the extension and improvement of commuter rail services in Lake County, Indiana, with the understanding that the provision of those services would not adversely impact existing residential development and surrounding areas within Dyer, Indiana; and

WHEREAS, the Town Council has studied the proposed options for the development of the West Lake Corridor Project and has received public comments from the citizens of Dyer concerning the project; and

WHEREAS, it is the desire of the Town Council to memorialize its position and the recommendations of the Town of Dyer concerning the West Lake Corridor Project for commuter rail services.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DYER, LAKE COUNTY, INDIANA, AS FOLLOWS:

SECTION ONE: That the Town of Dyer, Indiana, hereby adopts the following recommendations concerning the West Lake Corridor Project:

- A. That the Town supports the West Lake Corridor Project being developed using Hammond Alternative Option 2 with the modifications set forth herein;
- B. That the proposed plans be modified to eliminate any connections between the extension of Main Street and any streets within the Town of Dyer, including Seminary Drive;
- C. That the Dyer layover yard, parking lot, and crew welfare building be designed and constructed to minimize sight lines and noise for all existing neighboring development and Sheffield Avenue;


- D. That the Dyer layover yard, parking lot, and crew welfare building be designed and constructed to minimize the view from Sheffield Avenue and from all existing neighboring developments;
- E. That the project design be modified to integrate bike paths around the station area;
- F. That the project design be modified to include a remote cell phone pick up parking lot.

SECTION TWO: That the Town Manager shall cause this Resolution to be timely disseminated to all interested parties and agencies responsible for the development of the West Lake Corridor Project.

ALL OF WHICH IS RESOLVED, PASSED, AND ADOPTED THIS 31st DAY OF January, 2017, BY THE TOWN COUNCIL OF THE TOWN OF DYER, LAKE COUNTY, INDIANA.

AYES

NAYS



Jeffrey Dekker, President

Jeffrey Dekker, President

Joseph Cinko, Vice-President


Joseph Cinko, Vice-President

Cathy Lareau, Member


Cathy Lareau, Member


Mary Tanis, Member


Mary Tanis, Member


Debbie Astor, Member

Debbie Astor, Member

**TOWN COUNCIL
TOWN OF DYER, LAKE COUNTY, INDIANA**

ATTEST:


Patricia Hawrot IAMC/MMC
Clerk-Treasurer

Armstrong, Roben

To: Armstrong, Roben
Subject: FW: West Lake Corridor Project, draft environmental impact statement (DEIS).

From: Michael LaRonge [<mailto:Michael.LaRonge@fcpotawatomi-nsn.gov>]
Sent: Tuesday, January 10, 2017 9:19 AM
To: Nicole Barker
Subject: Re: West Lake Corridor Project, draft environmental impact statement (DEIS).

Re: West Lake Corridor Project, draft environmental impact statement (DEIS).

Dear Ms. Barker,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi as a Federally Recognized Native American Tribe reserves the right to comment on Federal undertakings, as defined under the act. Thank you for providing the link to the DEIS for this project. I have reviewed Chapter 4 for information pertaining to the identification and treatment of cultural resources within the projects APE and it appears consistent with the legal requirements under Section 106. I do have a few questions I need answered in order to provide a substantive response to the project.

First I would like to request a copy of any new archaeological studies that are being done as part of the project, ideally the SHPO response for each as well. I also have a question about a site reported by a previous survey. One archaeological site within the project corridor was noted in Table 4.6-3 on page 4-46 from a survey done by Keene and Karamanski (1980). What type of site is it and has this site been avoided?

Your interest in protecting Indiana's cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at number or emails listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer
Natural Resources Department
Forest County Potawatomi Community
5320 Wensaut Lane
P.O. Box 340
Crandon, Wisconsin 54520
Phone: 715-478-7354
Fax: 715-478-7225
Email: Michael.LaRonge@FCPotawatomi-nsn.gov

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic



February 3, 2017

Nicole Barker
Director of Capital Investment and Implementation
Northern Indiana Commuter Transportation District
33 East US Highway 12
Chesterton, Indiana 46304



Lead Federal Agency: Federal Transit Administration (“FTA”)

Cooperating agency: US Army Corps of Engineers

Re: “West Lake Corridor Project, NICTD, Draft Environmental Impact Statement and Section 4(f) Evaluation,” Lake County, Indiana, and Cook County, Illinois (Federal Transit Administration and Northern Indiana Commuter Transportation District, December 2016) (INDNR No. ER-17897; DHPA No. 16774)

Dear Ms. Barker:

Pursuant to the National Environmental Policy Act of 1969, as amended (42 U.S.C. § 4321, *et seq.*), Section 4(f) of the US Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed the aforementioned document, the link to which we received on December 15, 2016, in your letter dated December 13. Our comments will be limited to historic properties that lie partly or entirely within Indiana and impacts on those properties, and we will defer to the Illinois Historic Preservation Officer regarding historic properties lying entirely within Illinois.

At various places in the “West Lake Corridor Project, NICTD, Draft Environmental Impact Statement and Section 4(f) Evaluation” (“DEIS”) (such as sections 4.6.3.1, 7.5.5, 7.7, and 7.8), reference is made to the fact that the Indiana SHPO had not yet commented on or concurred with FTA’s Section 106 determinations of eligibility or finding of effects. That is true, as of the time the link to the DEIS was distributed on December 13, 2016, but we did not receive the compact disc containing the DEIS, which we had requested, until December 15. However, we did respond to those determinations and the adverse effect finding, as well as the draft memorandum of agreement, in our Section 106 comment letter dated and mailed to FTA on December 14, 2016. That is why FTA was not fully informed about the Indiana SHPO’s comments at the time the DEIS was prepared.

Inasmuch as the Preferred Alternative (Hammond Alternative Option 2) has been announced in the DEIS, and, because of the advantages cited in the DEIS in favor of the Preferred Alternative, we do not object to its selection. Accordingly, we will limit our comments to the possible effects of that alternative.

With regard to section 4.6.2.4., as previously indicated in our December 14 Section 106 comment letter to FTA, in terms of archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area. However, we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Gierek, October 2016), that additional Phase Ia archaeological field investigations must be conducted at specific portions of the proposed project area (as indicated in the archaeological report) prior to any project-related ground-disturbing activities in order to confirm disturbance and lack of intact archaeological deposits in those areas. The archaeological recording must be done in accordance with the Secretary of the Interior’s “Standards and Guidelines for

Archaeology and Historic Preservation” (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

Additionally, as previously indicated in that letter, we concur with the opinion of the archaeologist that the portions of the proposed project area located at the Muster/Dyer Main Street Maintenance and Storage Facility that were not subjected to Phase Ia archaeological field investigations (due to lack of landowner permission) must be subjected to Phase Ia archaeological field investigations prior to any project-related ground-disturbing activities in order to confirm disturbance and lack of intact archaeological deposits. The archaeological recording must be done in accordance with the Secretary of the Interior’s “Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

Furthermore, as previously indicated in that letter, we concur with the opinion of the archaeologist, as expressed in the report, that archaeological site 12-La-0707 (which was identified during the archaeological investigations) does not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at this site. Thank you for having electronically submitted the archaeological site survey form for archaeological site 12-La-0707 to the Indiana DHPA SHAARD system database. It will be reviewed.

As a note, if the proposed project area is altered to include any portions within 100 feet of a cemetery, then a cemetery development plan may be necessary under IC 14-21-1-26.5. The aforementioned cemetery must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

Table 4.6-4 summarizes the effects that have been assessed thus far on historic properties. Direct adverse effects have been identified there for the O.K. Champion Building at 4714 Sheffield Avenue and the Federal Cement Tile Company at 24 Marble Street, both in Hammond. However, only the O.K. Champion Building would be taken for the Preferred Alternative alignment and North Hammond Maintenance Facility. We agree that the effect on the O.K. Champion Building will be adverse under the Preferred Alternative, and Table ES.10-1 also identifies that adverse effect for the Preferred Alternative.

In our July 8, 2016, Section 106 comment letter to FTA, we expressed concern about possible effects on the settings of the residential properties in the Harrison Park Historic District, the Hotel Goodwin at 422 Willow Court/5109 Bulletin Avenue, and the Commercial Building at 424 Willow Court. We no longer are concerned about effects on the setting of the Harrison Park Historic District, because the proposed, West Lake Corridor alignment there will be at grade, and, except for poles and catenary, will not look too different from what was visible when the Monon’s and successor railroads’ trains ran in that right-of-way. However, the alignment in downtown Hammond will be elevated as it passes over, or immediately to the west of, the northwest corner of the State Street Commercial Historic District and very close to the Hotel Goodwin and Commercial Building at 424 Willow Court, which contribute to the significance of that district. The Hotel Hammond at 415 ½ Sibley Street and the P.H. Mueller Sons Hardware at 416-418 Sibley will be only slightly farther from this elevated section of the alignment. By contrast, the Minas Parking Garage at 442 and 462-464 Sibley and the Simplex Railway Appliance Company at 4831 Hohman Avenue also will be fairly close to what we think would be elevated sections of the alignment, but the Minas Parking Garage was built immediately adjacent to what once were the active Erie Lackawanna and Monon railroad tracks, and both that parking garage and the Simplex building are fairly utilitarian in function, if not also in design, so we do not think that their settings would be adversely affected by their proximity to the elevated tracks of the West Lake Corridor.

The visual resources discussion, beginning at section 4.7, contains illustrations (figures 4.7-6 and 4.7-7) of areas at or very near the State Street Commercial Historic District (including the Hotel Goodwin and the adjoining Commercial Building), the Hotel Hammond, and the P.H. Mueller Sons Hardware, but does not seem to discuss the possible effects on those particular historic properties. Table ES.10-1 acknowledges only one adverse effect of the Preferred Alternative (presumably the removal of the O.K. Champion Building), and Table 4.4-4 indicates that the effects on the aforementioned properties would not be adverse. We are unable to determine from the information in the DEIS, however, whether the effects on the settings of the State Street Commercial Historic District, the Hotel Hammond, and the P.H. Mueller Sons Hardware were specifically analyzed, especially with regard to the visual effects of having some kind of elevated, bridge-like structure crossing their respective streets a stone’s throw away. On the other hand, Table ES.10-1 states: “New elements could negatively affect visually sensitive resources by altering the view to and/or from the resource, or by adding an element that would be out of scale or character of the existing visual context.”

A draft illustration included in FTA's June 7, 2016, Section 106 letter shows typical cross-sections of the proposed track at grade, on retained fill, and on elevated structure. According to the elevated track cross-section, the tops of the rails could be over 20 feet above grade level, with the poles and the catenary they would support rising about another 20 feet. The structure supporting the elevated track apparently would extend a few feet below the rails. The supporting columns or bents were not included in that cross-section. In any event, the elevated structure and related fixtures would rise to a significant height above the streets they cross.

Because we do not have a very clear idea yet of how the elevated structures might obscure views of, or appear to loom over, the nearest contributing buildings of the State Street Commercial Historic District, the Hotel Hammond, or the P.H. Mueller Sons Hardware, we cannot be sure that the Preferred Alternative will not have indirect, visual adverse effects on them. We recommend further consultation on that issue, when it becomes possible to provide at least representative profiles of the elevated structures.

Furthermore, at least for the purposes of Section 106, we attempted to explain in our December 14 letter to FTA that, based on the information FTA had provided in its November 7, 2016, submission, it appeared to us that the acknowledgement in FTS's letter and in Stipulation I.B. of the draft MOA that further archaeological work needs to be performed suggests that what amounts to partial phasing of the archaeological identification and evaluation investigations should be considered an additional reason for making the Section 106 Adverse Effect finding (see 36 C.F.R. § 800.4[b][2]). Although the actual effect is not known at this point, we think that the possibility that an NRHP-eligible archaeological resource could yet be discovered as the archaeological investigations are completed and that the archaeological resource could be adversely affected is enough to warrant a finding that there *may be* an adverse effect on an archaeological resources. According to 36 C.F.R. § 800.5(a)(1), "[a]n adverse effect is found when an undertaking *may alter*, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, material, workmanship, feeling, or association." (*Our emphasis.*)

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharpl@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding the NICTD West Lake Corridor Project, please continue to refer to INDNR No. ER-17897 and DHPA No. 16774.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:WTT:JLC:jlc

emc: Marisol Simón, Federal Transit Administration, Region V
Mark Assam, Federal Transit Administration, Region V
Susan Weber, Federal Transit Administration, Region V
Michael Noland, Northern Indiana Commuter Transportation District
John Parsons, Northern Indiana Commuter Transportation District
Nicole Barker, Northern Indiana Commuter Transportation District
Northern Indiana Commuter Transportation District, West Lake Corridor
Christy Haven, AECOM
Lynn Gierke, RPA, AECOM
Rachel Leibowitz, Ph.D., Illinois Deputy State Historic Preservation Officer
Joe Phillippe, Illinois Historic Preservation Agency
David Halpin, Illinois Historic Preservation Agency
Illinois Historic Preservation Agency Project Box
Christie Stanifer, Indiana Department of Natural Resources, Division of Fish and Wildlife
Carl Wodrich, Indiana Department of Natural Resources, Division of Land Acquisition
Bob Bronson, Indiana Department of Natural Resources, Division of Outdoor Recreation
Mitchell Zoll, Deputy State Historic Preservation Officer, Indiana Department of Natural Resources
Chad Slider, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
Wade T. Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology



547 W. Jackson Boulevard, Chicago, IL 60661

312.322.6900

metra.com

January 30, 2017

Mr. Michael Noland
Executive Director
Northern Indiana Commuter Transportation District
33 East U.S. Highway 12
Chesterton, IN 46304

Re: NICTD West Lake Corridor Project Draft EIS

Dear Mr. Noland:

We are grateful for the opportunity to review the Northern Indiana Commuter Transportation District (NICTD)'s West Lake Corridor Project Draft EIS dated December 2016. Having reviewed the draft report and following our previous correspondence in November 2015, Metra would like to provide some feedback and comments for your consideration while preparing the final report.

As the Metra Electric District (MED) is the host railroad for the northern portion of both existing NICTD service and this proposed service expansion, Metra is a key partner in the success of this endeavor. It is worth noting in the Draft EIS that enhanced NICTD service on the MED will likely require implementation of some or all of the strategic improvements being explored in the ongoing jointly-funded Metra / NICTD *MED Capacity / Calumet Corridor* study. Also, note that any NICTD service added to the shared portion of the MED will be subject to future negotiation.

We also wanted to bring to your attention a few minor points within the text of the document. On page 61 of Appendix F, it is our belief that previous communication indicated Metra's desire to serve as a participating agency in this study, so Table 3-1 on this page should be changed to reflect that. Additionally, page 3-2 in Chapter 3 refers to an "*Analysis of Capacity...*" report in Appendix H which does not appear to be included in the final document.

We look forward to continuing to work with NICTD as the project continues to progress. We remain supportive of the project concept overall, and we are committed to our ongoing partnership to bring about transportation solutions that meet the needs of the residents and employees of northern Indiana, northeastern Illinois, and the entire Chicagoland region. If you have any questions or comments, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Orseno", is written over a horizontal line.

Don Orseno
Executive Director/CEO

From: Diane Hunter [<mailto:dhunter@miamination.com>]

Sent: Thursday, January 5, 2017 2:53 PM

To: project.email@nictedwestlake.com

Subject: West Lake Corridor Project

Dear Ms. Barker:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966, or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe requests to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

February 2, 2017

NICTD
DEIS West Lake Corridor Project
33 East U.S. Highway 12
Chesterton, IN 46304



Re: Northern Indiana Public Service Company
Comments
West Lake Corridor Project Draft Environmental Impact Statement

Dear NICTD:

NIPSCO looks forward to partnering with and supporting this public transportation improvement for Northwest Indiana. NIPSCO has reviewed and provided information concerning what it understands to be the proposed rail routes for the West Lake Corridor Project, including that which was portrayed as the “preferred” route by project organizers at a public open house session last month. That preferred route appears to contemplate construction of an elevated train corridor over our former manufactured gas plant site in Hammond, Indiana. Environmental impacts from the former plant are subject to ongoing remedial work at that NIPSCO property through the Indiana Department of Environmental Management’s (IDEM) Voluntary Remediation Program. The constructed remedy at the former plant site was previously approved by IDEM and entails long-term containment and active management of historic impacts with anticipated site institutional and engineering controls.

In addition, NIPSCO, the United States Environmental Protection Agency (US EPA), and the Indiana Natural Resources Trustees have been working pursuant to a written agreement under the Great Lakes Legacy Act to remediate sediment impacts in proximate areas of the West Branch of the Grand Calumet River. That remedial work has included the installation of an engineered cap within the river that is planned to be operated and maintained by Indiana. While NIPSCO does not believe that these remediation projects and long-term associated controls will inherently preclude the preferred route, it is recommended that planners and designers become aware of the constraints and requirements needed to protect the environment at this location.

Should you have any questions or comments regarding this correspondence, do not hesitate to contact me at 219-647-5248 or via my email address dsullivan@nisource.com.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Sullivan". The signature is written in a cursive style with a large initial "D".

Daniel Sullivan
Principal, Environmental Remediation
NiSource



Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510
Phone: 757-629-2838
Fax: 757-533-4884
Email: john.edwards@nscorp.com

John V. Edwards
General Director
Passenger Policy

January 30, 2017

Northern Indiana Commuter Transportation District (NICTD)
DEIS West Lake Corridor Project
33 East U.S. Highway 12
Chesterton, IN 46304

Sent electronically to project.email@nictdwestlake.com

Re: Draft Environmental Impact Statement (DEIS) for the NICTD, West Lake Corridor Project

On December 15th, 2016, the Northern Indiana Commuter Transportation District (NICTD), as project sponsor to the Federal Transit Administration (FTA), and in cooperation with the U.S. Army Corps of Engineers, released a Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation pursuant to the National Environmental Policy Act, to evaluate the West Lake Corridor Project. The Project would construct an approximately 8-mile proposed southern branch extension of NICTD's existing South Shore Line (SSL) between Dyer and Hammond, Indiana.

Norfolk Southern's comments regarding this project are limited to the impact of the West Lake Corridor Project alignment on Norfolk Southern Railway (NSR) and the adjacent Indiana Harbor Belt freight railroad that connects with NSR in Northwestern Indiana.

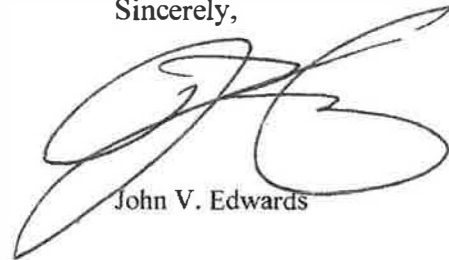
Norfolk Southern notes that the DEIS states: "The Project would operate in a dedicated guideway within new or existing ROW from Dyer, Indiana, near Main Street to Millennium Station in Chicago, Illinois. The Project's guideway would be designed to operate completely separated from any freight rail operations." DEIS at Section ES8.2. Further, the DEIS states that: "The Hammond Alternative Options would not cross freight railroad tracks at-grade, share railroad ROW and infrastructure, and would have the least effect on freight railroad operations." DEIS at Section 10.4. Norfolk Southern relies upon these statements in providing its comments. Further, Norfolk Southern relies upon and agrees with the DEIS statement that "using or crossing existing freight railroad corridors would require agreement from the affected railroad owners." DEIS at Section 10.4.

NICTD, West Lake Corridor DEIS
January 30, 2017
Page 2 of 2

As a result, Norfolk Southern notes that it does not object to the NEPA Preferred Alternative (Hammond Alternative Option 2) as determined by FTA, NICTD and other project stakeholders.

Norfolk Southern appreciates the ability to make comments on the West Lake Corridor Project. We look forward to remaining involved in this process.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. Edwards', written in a cursive style. The signature is positioned above the printed name 'John V. Edwards'.

John V. Edwards



At Your Service

To:
NICTD West Lake Corridor Project
33 East U.S. Highway 12
Chesterton, IN 46304

From:
Town of Munster
1005 Ridge Road
Munster, IN 46321

Date: January 31, 2017

RE: West Lake Corridor Project Draft Environmental Impact Statement

The Town of Munster would like to submit a proposed revision to the EIS boundaries shown in the Draft Environmental Impact Statement released in December 2016.

The Town of Munster believes the West Lake Extension project will strengthen a vital connection between Northwest Indiana and Chicago and bring with it opportunities for new development, amenities, public spaces, jobs, and more residents. These "transit-oriented developments" could drive the future of Northwest Indiana for generations to come.

The state of Indiana has committed \$6 million annually to the West Lake Extension project for up to 30 years with the stipulation that the Regional Development Authority show a return on investment equal to at least double its contribution in the 20th year, which would be \$6 million.

For transit-oriented development to occur adjacent to the Main Street station, while maintaining the same amount of land for commuter parking, the Town of Munster would like to propose extending the EIS boundary to the Indiana/Illinois state line. This would allow the commuter parking lot to shift to the west while providing acres for transit-oriented development adjacent to the West Lake tracks.

Thank you for your consideration,

Dustin Anderson
Town Manager
Town of Munster





At Your Service

February 3, 2017

To:
NICTD Westlake Corridor Project
33 East U.S. Highway 12
Chesterton, IN 46304

From:
Town of Munster
1005 Ridge Road
Munster, IN 46321

To those interested parties,

The West Lake Corridor Project should be of immense benefit to the town of Munster and other adjacent municipalities. A review of the DEIS reports reveals that there are challenges and concerns that need to be addressed. The following is a list of issues and questions the Town has identified as needing either further clarification or study.

The Town of Munster looks forward to a continued productive and transparent partnership. We believe that if the project addresses the enclosed comments, questions, and suggestions that this will be a tremendous benefit for Munster specifically and northwest Indiana more broadly.

Respectfully,

Dustin Anderson
Town Manager



West Lake Corridor Project - DEIS Comments

- Munster area - The project would add more vehicular and bike traffic to the existing streets and roadways in pre-dominantly residential areas. These residential streets may not be equipped to handle the additional traffic. A study is needed to identify the impacts to local roadways and improvements needed to accommodate the pedestrian/bike/vehicular traffic. The east-west streets that could see an increase in traffic include Broadmoor Avenue (major collector with an ADT of 38,000 vpd (2015) east of Calumet Avenue), Ridge Road (other principal arterial with an ADT of 21,000 vpd (2015), east of Hohman Avenue, Fisher Street (major collector with an ADT of 9,307 vpd (2015)), and Briar Lane. The north-south streets that will show an increase in traffic include Hohman Avenue (major collector with an ADT of 6541 vpd (2015)), Manor Avenue, Harrison Avenue (major collector with an ADT of 2,572 vpd), Jackson Avenue, and Calumet Avenue (other principal arterial with an ADT of 32,880 vpd). Solutions to these issues should be in keeping with the principles of complete streets best practices.
- For those commuters who would be walking or biking to the train station in Munster, the streets need to be made accessible to pedestrians and bikes. For example, Main Street has single and multi-family homes on either side. At a minimum, Main Street will need continuous sidewalk and a bike lane to those commuters who prefer to walk or bike to the station. Will NICTD provide funds to the Town of Munster for making these improvements on impacted local residential streets?
- For Munster commuters coming from the south and east of the Ridge Road station, Harrison Avenue and Briar Lane will become the major north-south and east-west access roads to the main parking area. What is the projected increase in traffic on these two streets which pass through single family residential areas? Improvements may be needed to these two streets. Traffic would also increase on Evergreen Lane and Fisher Place. All these streets traverse through residential areas.
- For pedestrian traffic to the Ridge Road station from the west south of Ridge Road: there should be a pedestrian underpass to join both sides of Briar Lane under the Westlake Extension.
- Ridge Road is a major east-west roadway in the Town of Munster. It carries an Average Daily Traffic (ADT) of approximately 21,000 vehicles per day (vpd). An at-grade railroad crossing on Ridge Road would undoubtedly affect the traffic along Ridge Road. The signalized intersections at Manor Avenue, Harrison Avenue (north and south driveway), Hohman Avenue and Calumet Avenue need to be evaluated as a signal system.
- The signals along Ridge Road are closely spaced and could be part of a signal interconnect system. At a minimum, the Ridge Road corridor between Homan Avenue and Calumet Avenue needs to be evaluated for traffic impacts under the build conditions. The signal upgrades, improvements to signal timing, and need for pre-emption needs to be evaluated. How will these improvements be paid for?

- How as the number of parking spaces for each station determined? Munster/Dyer station shows a need for 1700 to 1850 parking spaces and Ridge Road station shows a need for 900-1000 spaces. For these stations that are relatively close, the total number of parking spaces is too high.
- Page ES-14, Section 8.6 – Will the weekday service include non-stop service from Munster/Dyer and/or Ridge Road Stations?
- Page ES-16, Table ES-10.1 – In Munster, where are the at-grade pedestrian/Bicycle crossing proposed? Which crossings are proposed to be grade separated from rail tracks?
- What is the proposed design/lay out for the Ridge Road station? Will it be a building or a shelter? The design of the proposed train station building and parking areas should be consistent with Munster zoning and building codes.
- Parking areas should be fenced in compliance with local zoning regulations.
- The Town of Munster will likely enforce resident-only parking in the neighborhoods around the station areas.
- The Town believes that the 3 foot tall barrier will be in sufficient to effectively dampen sound pollution. This barrier should be appropriately sized.
- NICTD should incorporate the one or more of the existing barns at the proposed Ridge Road station area into their platform/station design. These structures – while not on a historic register – are important to the history of the community and their meaningful inclusion would be a conscience and powerful act signifying the transition of time and history.
- Munster area - Fencing would be needed on both sides of the tracks north of Fisher Place all the way to the Little Calumet River in order to maintain safety and prevent unauthorized access to pedestrians and bicyclists.
- Chapter 4 – Community and Social Analysis – Page 4-61 – The description says the Ridge Road station will have a 150-stall parking lot. The plans and description in other reports show 450-500 parking area and an over flow parking area with another 450-500 spaces. Please clarify.
- The Main Street connection to train parking area on the east side – Is there a proposed design plan/lay out for the underpass to be paid by NICTD?
- DEIS – Chapter 5 – Noise Analysis – Section 5.2.5.1 – At what locations are the wayside horns proposed in Munster? The limits of the noise barrier should be detailed along Manor Avenue. Munster would like to partner in any solution that would drastically reduce – if not eliminate – horn signals.

- What is the proposed plan/layout for the existing signalized intersection at Manor Avenue and Ridge Road? What modifications are proposed at this intersection to accommodate the at-grade crossing?
- Would the Ridge Road station be served by Public Bus/Para transit? If so, improvements would be needed to Harrison Avenue and Broadmoor Avenue to accommodate bus traffic.
- Traffic Technical Report – Section 6.1.1 – Improvements are proposed to intersections Sheffield Avenue/ Seminary Drive, Sheffield Avenue / Northgate Drive, and Sheffield Avenue / Main Street. Improvements include striping, signalization and upgrades, lane additions. How will these improvements be paid for?
- DEIS Section 4.8.3 – Is NICTD planning to have NICTD Police present in the Munster/Dyer and Ridge Road station buildings?
- Page ES-4 – “reducing parking burden at existing stations” is listed as one of the project needs. Has a study been performed to study the existing and projected parking demand at existing South Shore Stations for the project? East Chicago has adequate parking but Hammond station doesn’t seem to. Please provide the parking demand data to justify the inclusion of this issue as one of the project needs.
- Page ES-4, Last Paragraph and Page 1-8 – “In addition to very costly infrastructure, expanded parking would place additional burden on the local road network used to access the sites”. What existing roadways used to access the existing train stations are congested? Please provide an exhibit that shows existing and projected Volume/Capacity ratios to show the existing and projected levels of congestion on study area roadways used to access the stations.
- What is the projected monthly SSL fare from Munster/Dyer and Ridge Road to Millennium Station?
- Section 4.7.3 – Page 4-55: Does the affected environment in Munster include MSE walls for bridge approaches? The visual impacts due to TPSS would be more pronounced north of Fisher Street.
- Visual impacts – A number of trees will have to be removed on both sides of the tracks, north and south of Ridge Road. These trees are located adjacent to existing trails (Monon Bike Trail) and in residential areas. This will significantly impact the visual character and quality of life in the sub-divisions. What is the plan for appropriate reforestation?
- Noise and Vibration – What are the BMPs to alleviate the short, medium, and long term effects of the project, especially those residential areas north of Fisher Street that are in very close proximity to the tracks. The BMPs to alleviate noise, dust, fumes, should be presented to the local agency for review and approval prior to their implementation.
- Has the study considered the impact to emergency services? For example, Ridge Road is used by the residents in Lansing to access the medical facilities in Munster.

- Does the study assume that the Functional Classification of the roadways within the area stays the same through year 2040? Can an exhibit be provided that shows existing and future year ADTs and functional classifications?
- The existing rail bridge clearance over Broadmoor Avenue is 11 feet. The proposed clearance after elevation and reconstruction is 14.5 feet. Would this clearance be enough if traffic were to increase on Broadmoor Avenue including buses and the functional classification of this roadway is changed to a Minor Arterial?
- All existing bike trails will be maintained or realigned. The Town of Munster is very supportive and appreciative of this fact. With the extension of the tracks south along the CSX lines to the Munster/Dyer station, there is an opportunity to extend another significant bike trail through the community. Please build a trail south from Fisher Place to the southern terminus of the Westlake Extension.
- There is currently a pedestrian access tunnel at the eastern end of Belden Place that serves as a neighborhood connection to Eads Elementary School. It is crucial that this pedestrian access remain so that children and their families may continue to walk to school in the morning from the homes to the west of the Monon alignment.
- The Pennsy Greenway Trail will be crossed by the proposed alignment of the Westlake Extension approximately 270 meters directly south of Fisher Place. What is the proposed crossing for this intersection? An at-grade crossing is not desired by the Town.
- How does NICTD intend to address stormwater management? What BMPs will be employed? If there is a desire to utilize surface storage, this storage area (or areas) should be a community asset – a park, open space, or trail connection.
- While it makes sense for there to be an engineered connection between the rail facility to the south and the Westlakes Subdivision to the north, there is not a consensus opinion as to what the connection could and should like from the community. The Town would like the parking and/or ingress and egress of the facility designed and constructed in a manner that will allow a connection sometime in the future – if it is the majority of that neighborhood's residents.

Direct Email Submission to project.email@nictedwestlake.com

Date Received: Wed 12/21/2016 1:48 PM

NICTD West Lake Corridor Project

33 East U.S. Highway 12

Chesterton, IN 46304

December 21, 2016

To Whom It May Concern,

We are writing from the Ninth Coast Guard District Bridge Program Office in Cleveland, OH. The US Coast Guard (USCG) exercises jurisdiction and authority for bridges over navigable waterways in the Great Lakes area. We wish to provide the following comments related to the DEIS published for proposed improvements to the Northern Indiana Commuter Transportation District (NICTD) service in northern Indiana and southern Illinois to downtown Chicago, IL.

This office exercises jurisdiction on at least two identified bridges over navigable waterways within the project area. It was difficult to relate many of the graphics describing alternatives considered, and the preferred alternative, to bridges that cross waterways where we exercise jurisdiction. Due to this difficulty we understand our comments may only need clarification to fully understand the project and any possible impacts to bridges or waterways where USCG exercises jurisdiction.

The project area of interest for this office is the area near Calumet City, IL, and existing railroad bridges that cross Calumet River just south of 130th Street (former Chicago South Shore & South Bend Railroad, Mile 6.33 over Calumet River, and believed to be currently owned and operated by NICTD). This bridge appears to carry existing NICTD traffic and would continue carrying NICTD traffic in the proposed project. The other bridge appears to be part of what is described as the Indiana Harbor Belt alternative. We identify this bridge as the current or former Norfolk Southern Bridge at Mile 7.92 over Little Calumet River in Calumet City, IL (approximately 0.6 miles east of I-94 bridge over Little Calumet River). Additionally, there may be an existing bridge near downtown Chicago crossing Chicago River currently used by NICTD that may be included in the proposed project.

We could not determine whether there are proposed changes/additions/deletions to the existing crossings/infrastructure. For instance, a replacement bridge or additional trackage/structure across the waterways. It does not appear new bridges at different corridors across the waterways are proposed in the DEIS. Positive identification of bridges and clear descriptions of any bridge alterations or additions would help inform whether this office has any jurisdiction in the project going forward.

This office has no comments or jurisdiction related to the various project alternatives or the preferred alternative for any portion of the project area over Grand Calumet River or south of Little Calumet River near Calumet City, IL, including the various Hammond Alternatives.

This office would be happy to receive clarification or have further discussion regarding these areas that could result in a clear determination of whether we would have continued interest or involvement in the project. Please feel free to contact us to discuss further or provide additional information. Thank you for the opportunity to review and comment on this

proposal. Please contact me at the phone number or email address below.

Sincerely,

//s//

Scot Striffler

Bridge Program Manager

Commander

Ninth Coast Guard District (dpb)

1240 E 9th St.

Cleveland, OH 44199

(216) 902-6087

Fax: (216) 902-6088

Scot.M.Striffler@uscg.mil

Date Received: Fri 02/03/2017 11:47 AM

Greetings,

The U.S. Department of the Interior's comments on the subject project are attached. If there are questions please contact this office at (215) 597-5378.

Best Regards,
Valincia Darby

Valincia Darby

Regional Environmental Specialist

Department of the Interior, OEPC

200 Chestnut Street, Rm. 244

Philadelphia, PA 19106

Phone: (215) 597-5378 Fax: (215) 597-9845

Valincia_Darby@ios.doi.gov



er16-0706.pdf



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

February 3, 2017

9043.1
ER 16/0706

Mark Assam
Federal Transit Administration, Region 5
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Dear Mr. Assam:

The Department of the Interior (Department) has reviewed the Section 4(f) Evaluation for the Draft Environmental Impact Statement (DEIS) for the West Lake Corridor Project in Lake County, Indiana, and Cook County, Illinois. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

The Federal Transit Administration (FTA), along with the Northern Indiana Commuter Transportation District (NICTD), proposes the construction and operation of the West Lake Corridor Project (Project). The Project is an approximately 9-mile proposed southern branch extension of NICTD's existing South Shore Line (SSL) between Dyer and Hammond, Indiana. The Project would also operate on about 15 miles of existing SSL and Metra Electric District's line to Millennium Station in downtown Chicago. Alternatives to be considered include a No Build Alternative and three build alternatives, and several design options for the latter in terms of route alignment, station locations, and vehicle mode.

The draft evaluation identified several properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)) and Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (54 U.S.C. 200305(f)(3) et seq.). The Department confirms that the Erie Lackawanna Trail is encumbered under LWCF and that the project constitutes a use and partial conversion of this recreational resource. The LWCF Act states "No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in

accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.”

Chapter 8 of the DEIS, the Section 6(f) Evaluation, states, “NICTD would be required to replace the impacted portion of the trail in a manner that provides equivalent recreational use on a one-to-one basis. NICTD would comply with the Section 6(f) requirements for seeking and obtaining approval for the relocation of the trail, including appropriate coordination with the City of Hammond and the NPS.” The Department notes that any mitigation of the partial conversion would need to be of at least equal fair market value and of reasonably equivalent usefulness and location. This activity will require coordination with the State of Indiana Department of Natural Resources, in addition to the City of Hammond and the National Park Service.

The DEIS notes that efforts were made to avoid impacts to 4(f) resources and to find ways to reduce the severity of the impacts in consultation with the Indiana State Historic Preservation Officer (SHPO) and other consulting parties. No programmatic agreement has been signed by the SHPO, however, and the Department withholds its concurrence that all possible planning was done to minimize harm to 4(f) resources until SHPO concurrence is received and the programmatic agreement is finalized.

The Department has a continuing interest in working with the FTA to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning section 4(f) resources, please contact Regional Environmental Coordinator Scott Blackburn, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone (402) 661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindy Nelson', written in a cursive style.

Lindy Nelson
Regional Environmental Officer

cc: NPS-MWR-PC (Blackburn)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION 5
 77 WEST JACKSON BOULEVARD
 CHICAGO, IL 60604-3590

FEB 01 2017

REPLY TO THE ATTENTION OF: E-19J

Mark Assam
 Federal Transit Administration
 200 W. Adams Street, Suite 320
 Chicago, Illinois 60606

Nicole Barker
 Northern Indiana Commuter Transportation District
 33 E. US Highway 12
 Chesterton, Indiana 46304

Re: West Lake Corridor Project, Draft Environmental Impact Statement, Lake County, Indiana and Cook County, Illinois, CE# #20160297

Dear Mr. Assam and Ms. Barker:

The U.S. Environmental Protection Agency is providing comments in response to the Draft Environmental Impact Statement (EIS) for the above mentioned project. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Federal Transit Administration (FTA) is the lead agency for this project under NEPA, and the Northern Indiana Commuter Transportation District (NICTD) is the project proponent.

The proposed project would extend the existing South Shore Line with a new nine-mile southern branch from Hammond to Dyer, Indiana. The project would also operate on approximately 15 miles of existing South Shore Line and Metra Electric District tracks between Hammond and Downtown Chicago. The Draft EIS considers a no action alternative and three action alternatives, with several design options. FTA and NICTD identified the Hammond Alternative Option 2 as the NEPA Preferred Alternative. This alternative includes: (1) a single track throughout, with one 2,000-foot siding near the center of the alignment, (2) at-grade track on a separate right-of-way (ROW) adjacent to the CSX Monon Subdivision freight line in Dyer and Munster, (3) an elevated crossing over the CSX Elsdon Subdivision freight line at the Maynard Junction, (4) at-grade track on the publically owned former Monon Railroad corridor in Munster and Hammond, and (5) use of embankment and bridges to cross freight lines in Hammond to connect to the existing South Shore Line. The proposal includes four stations with parking, a maintenance facility, a layover facility, and traction power substations. The Draft EIS states that the project is needed in order to increase transportation options from the project area to Downtown Chicago, reduce travel time, reduce the parking burden at existing transit stations, reduce travel costs, and promote economic development.

While we recognize that the proposed project could have economic and environmental benefits, including long-term air quality benefits, we have rated the Draft EIS as *Environmental Concerns, insufficient information* (EC-2, see enclosed Summary of Rating Definitions). Our concerns primarily relate the absence of mitigation commitments, and the potential for significant environmental impacts to air, water, and community resources if appropriate mitigation is not implemented. Please see our detailed comments for recommendations to resolve our concerns.

We appreciate the opportunity to provide comments. If you have any questions or would like to discuss our recommendations, please contact Jen Blonn, the lead reviewer for this project, at 312-886-6394 or blonn.jennifer@epa.gov.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosure: Summary of Rating Definitions
EPA's Detailed Comments
Construction Emission Control Checklist

Cc via email: Paul Leffler, U.S. Army Corps of Engineers, Chicago District
Stephen Sostaric, Northwest Indiana Regional Planning Commission

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

¹From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

EPA'S DETAILED COMMENTS ON THE WEST LAKE CORRIDOR PROJECT, DRAFT ENVIRONMENTAL IMPACT STATEMENT, LAKE COUNTY, INDIANA AND COOK COUNTY, ILLINOIS, FEBRUARY 1, 2017

Grand Calumet River Area of Concern

The Grand Calumet River in the northern portion of the project area was designated as an Area of Concern (AOC) under the 1987 Great Lakes Water Quality Agreement. Remediation efforts by EPA and the Indiana Department of Natural Resources to address polluted sediments have been and continue to take place up to the Indiana/Illinois state line. Remediation work involves dredging of some of the polluted sediments and capping the remaining sediments. The National Environmental Policy Act (NEPA) Preferred Alignment would cross the West Branch of the Grand Calumet River in Indiana within the AOC. As discussed in EPA's 2014 scoping comments, EPA is concerned with potential impacts from the proposed project on the remediation, including the integrity of the cap.

The Draft Environmental Impact Statement (EIS) acknowledges EPA's concerns regarding the Grand Calumet River. Page 5-61 states, "The Project would not impact the integrity of the cap that is located in the West Branch of the Grand Calumet River in Hammond... Any bridge in this section of the river would span the river, with no piers or abutments within the river channel." The Draft EIS also acknowledges that large-scale ecological restoration of adjacent wetland and riparian communities is underway, but does not provide a clear commitment to avoid impacts.

Recommendations for the Final EIS, Record of Decision (ROD), and Post-ROD Activities:

- In the Final EIS and ROD, clearly commit to clear span the Grand Calumet River within the AOC. Commit to not use piers or abutments in the river channel, as stated in the Draft EIS. Further, commit to avoid all impacts to the ecological restoration of adjacent wetland and riparian communities.
- During the design and engineering phase of the proposed project, coordinate with EPA to ensure that the proposed plan will not adversely impact remediation efforts related to the West Branch of the Grand Calumet River. Contact Diana Mally of EPA's Great Lakes National Program Office at 312-886-7275 or mally.diana@epa.gov.

Air Quality

Trains would be powered by electricity, and therefore not directly release emissions in the project area. Changes to traffic patterns as a result of project implementation could increase vehicle emissions near stations; analysis in the Draft EIS indicates that such emissions would not be significant.

Emissions from construction activities are briefly discussed in the Draft EIS. Sources of construction emissions and potential health impacts are not fully explained, and the Draft EIS does not commit to minimize emissions from construction equipment. Temporary emissions from construction equipment have the potential to impact human health, especially in sensitive populations, such as the elderly, children, and those with impaired respiratory systems. The recent Federal Transit Administration (FTA) Draft EIS for the Chicago Red Line Extension

provides an example of a fuller qualitative analysis and clear mitigation commitments for construction air quality impacts.

Recommendations for the Final EIS and ROD:

- Include a qualitative analysis of all potential emissions sources from the construction phase of the proposed project. Consider: truck trips, demolition, use of construction equipment, and increases in automobile congestion from lane closures and rerouting traffic.
- Discuss potential local health effects from construction emissions, including childhood asthma and other respiratory illnesses that can be triggered by short-term elevated emission levels.
- Identify and commit to specific measures to reduce emissions, including those listed in the enclosed Construction Emission Control Checklist.
- In line with Executive Order 13045 on children's health, pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.
- Discuss the timeline for project construction and whether construction emissions would be included in the Conformity Determination.
- In the Final EIS and ROD, demonstrate that the proposed project would comply with Conformity requirements.

Noise

Without mitigation, the NEPA Preferred Alternative is predicted to exceed the FTA *severe* impact criteria at 145 residences and three institutional receptors. It is also predicted to exceed the FTA *moderate* impact criteria at 290 residences and 20 institutions (page 5-8). As discussed in the Draft EIS, opportunities to avoid or minimize noise impacts are available. Installing stationary wayside horns at grade crossings would eliminate all severe and moderate noise impacts except for one multi-housing building in Munster, which could be protected with a noise barrier (page 5-2). While the Draft EIS discusses potential mitigation measures, it does not provide commitments. Rather, it states that noise control measures would be confirmed during the engineering phase of the project. Other Draft EISs, such as FTA's recent Red Line Extension Project, commonly commit to noise mitigation in the EIS. Such commitments help ensure that protective measures will be used and enable the public to understand likely noise impact levels. Without such commitments, EPA is concerned that proposed project could have significant noise impacts on surrounding communities.

Recommendations for the Final EIS and ROD:

- Commit to specific protective measures to eliminate severe and moderate noise impacts from the proposed project.
- Clarify why some noise levels in Table 5.2-4 (page 5-8) are lower under the Preferred Alternative when compared to the No Build Alternative.

Community Impacts and Engagement

The Preferred Alternative would disrupt communities with up to 91 residential and up to 14 commercial displacements (page 4-13). Residents would be offered fair compensation and relocation assistance per the Uniform Relocation Assistance and Real Property Acquisition Policies Act. EPA recommends additional measures below to minimize community impacts due to displacements. The community would also be impacted by the proposed project's use of right-of-way that currently supports the Monon Trail, and impacts would be mitigated by relocating the trail adjacent to the proposed project.

Recommendations for the Final EIS and ROD:

- Actively engage community groups, residents, businesses, and other stakeholders in the project area throughout the EIS process, and document coordination in the Final EIS. Include a description of how local input is being used to inform project design and implementation.
- Commit to provide a single point of contact for residents to gain information and assistance related to displacements and relocations in order to minimize hardships.
- Commit to provide special assistance to enable displaced individuals to remain in the same neighborhood, if desired.
- In order to best protect communities throughout the construction and operational phases of the proposed project, we recommend compiling all mitigation commitments into a single list, sorted by topic. Residents would then have a single source to easily identify protective measures that should be taken. Include a phone number for residents to call if they believe appropriate measures are not being taken. This is particularly important for construction air emission mitigation measures, such as idling time for heavy duty trucks. As an example of the type of list we are recommending, see the Michigan Department of Transportation's project mitigation summary "Greet Sheets," which are available online for many projects.
- Consider promoting local hiring for project construction and operations.
- Consider committing to construct and open the replacement Monon Trail route prior to eliminating the current route.
- Assess whether development of the proposed project could result in the loss of transit bus service to other communities, especially in low-income and minority communities, due to reprioritization of transit funding. If needed, modify plans to avoid such impacts.
- Consider the locations of schools, parks and daycare centers when deciding where to route local traffic and construction equipment. Commit to route traffic away from places where children congregate to the extent possible. When unavoidable, commit to provide crossing guards.
- Clarify where the 2,000-foot siding begins and ends so that stakeholders can better understand potential impacts.

Station Area Development

Where there is local support and appropriate siting, EPA recognizes that rail stations can offer a valuable opportunity to create new inter-modal community hubs, generate economic development, and improve pedestrian and bicycle access to the surrounding area. Dyer, Munster, and Hammond are each participating in the FTA-funded Pilot Program for Transit-Oriented

Development (TOD) Planning, which could help shape the areas surrounding the stations. TOD planning can have long-term environmental benefits to air and water quality.

The proposed project includes four new stations located in Dyer, Munster, and Hammond, respectively. The Draft EIS explains that the South Hammond Station and Hammond Gateway Station would not conflict with existing types of land use. The Draft EIS states that the proposed Munster/Dyer Main Street Station and the Munster Ridge Road Station, however, would be “incompatible with adjacent residential uses” (page 4-7). Additional discussion on station alternatives that were considered but dismissed and the site selection process for the Munster/Dyer Main Street and Munster Ridge Road stations would strengthen the EIS by more fully disclosing the decision-making process. In addition, plans for each station include surface parking lots, with up to 1,850 parking spaces planned for Munster/Dyer Main Street Station. The use of structured parking, which would minimize the project footprint and associated impacts, does not appear to have been considered in the Draft EIS.

Recommendations for the Final EIS, ROD, and Post-ROD Activities:

- Discuss the process that led to the selection of station locations in order to demonstrate that the project team considered a reasonable range of station alternatives in the NEPA process to inform decision-making. Include a rationale for each station location that was dismissed from the NEPA process. Discuss local input on the station locations.
- Document tradeoffs between selecting the Munster/Dyer Main Street Station and the Dyer Amtrak Station location. Discuss potential benefits of co-locating a West Lake Corridor Station with an Amtrak Station in order to serve both markets, as well as plans for mixed use development around the Dyer Amtrak station within the Dyer Comprehensive Plan (as discussed on page 4-4).
- Consider using structured parking with context sensitive designs. Discuss potential benefits of structured parking on displacements, stormwater, and future TOD planning.
- Where there is local interest, form or use existing partnerships with community groups and local and regional planning organizations to fully take advantage of station-area planning opportunities. Consider using such partnerships to: (1) engage residents in station and station-area planning visioning activities to inform station and parking design, and (2) incorporate plans for multi-modal connectivity, complete streets, and creating stations as unique neighborhood destinations. Document coordination and plans in the Final EIS.
- Commit to promote affordable housing as part of future TOD plans in areas with communities with environmental justice concerns, such as Hammond.
- Consider opportunities for green building in station designs, such as: planning for net-zero energy use, obtaining Leadership in Energy and Environmental Design certification, incorporating green infrastructure for stormwater management, and incorporating on-site renewable energy sources.
- We encourage NICTD, local governments, and interested community organizations to consider EPA resources that support sustainable community development around station areas. Grant and technical opportunities are periodically available at: <https://www.epa.gov/smartgrowth>

Waters Resources

The Draft EIS states that the U.S. Army Corps of Engineers (Corps) provided a preliminary jurisdictional determination for Waters of the U.S. (Waters) in the Indiana portion of the study area on July 29, 2016, and the project team plans to request a final determination during the engineering phase of the project. The proposed project would cross the Little Calumet River and the Grand Calumet River and impact wetlands adjacent to both Waters. Impacts would require a Clean Water Act (CWA) Section 401 state water quality certification and a Section 404 permit. The Wetland Delineation Technical Report explains that, for the purpose of this study, the project team assumed all wetlands within the project footprint would be permanently impacted, and all wetlands that would be 50 percent affected were considered to be affected in their entirety. Text states that opportunities to minimize impacts will not be known until project design advances (Appendix H-7, page 37). The Draft EIS quantifies potential impacts to Waters from each build alternative, which range from 4.5 to 20.79 acres. The NEPA Preferred Alternative is estimated to result in 8.18 acres of impacts in Indiana and no impacts in Illinois.

While the Draft EIS references EPA's CWA 404(b)(1) Guidelines, text does not discuss how this project would comply with the requirements to first avoid, then minimize impacts, prior to mitigating for any remaining impacts. Further, text states that impacts to Waters would be minimized through implementation of best management practices and erosion and sediment control plans, but does not provide details. While we recognize that the project is in an early stage, further consideration of how the project would comply with the Guidelines could help ensure that the NEPA document is consistent with and supportive of a future CWA permit. In addition, considering strategies to reduce wetland impacts during the EIS process could yield early opportunities to minimize impacts and clarify the significance of impacts. Watersheds in the project area that contain potentially impacted wetlands also contain waters listed on the Indiana List of Impaired Waters under CWA Section 303 (d), as discussed in the Draft EIS. Reducing wetland impacts would preserve water filtering capacity for these watersheds.

Recommendations for the Final EIS and ROD:

- Document coordination with the Indiana Department of Environmental Management and Illinois Environmental Protection Agency related to the CWA Section 401 Certification, as well as coordination with the Corps related to the CWA Section 404 permit. Include correspondence in an appendix to the Final EIS.
- Discuss efforts that the project team has taken to date, as well as measures that will be taken in the future, to avoid and minimize potential impacts to Waters to the extent practicable, in line with the CWA Section 404(b)(1) Guidelines.
- Consider opportunities to avoid Waters when siting parking lots, stations, maintenance and layover facilities, and traction power substations.
- Clarify the types of best management practices that text on page 5-62 refers to as a means to minimize impacts to Waters, and summarize or include drafts of erosion and sediment control plans as appendices to the Final EIS.
- In the Final EIS and ROD, clearly commit to mitigate for impacts to Waters within the watershed where impacts occur, as stated on page 44 of Appendix H-7.
- Discuss how cost, logistical, or technological constraints preclude avoidance and minimization of any known impacts to Waters.

- Discuss proposed mitigation types, ratios, and potential locations. Include mitigation sequencing per the CWA Section 404(b)(1) Guidelines, and describe how mitigation would comply with the 2008 Mitigation Rule.
- Include a summary of the Section 404(b)(1) analysis in the Final EIS, or, if available, include a draft as an appendix.
- Include stormwater detention areas, and all other project features, in the project footprint for analysis the Final EIS. Page 5-45 indicates that the current project footprint does not include areas for stormwater management.

Climate Change Adaptation and Resiliency

The Draft EIS considers the effects of the project on climate change by evaluating the net greenhouse gas emissions associated with the project. We recommend that FTA and NICTD also consider the effects of climate change on the proposed action. The Draft EIS does not consider future climate scenarios, and how they may impact the proposal and its impacts. Including future climate scenarios, such as those provided by the U.S. Global Change Research Program's National Climate Assessment (NCA),¹ provides information valuable to determining how changing climate could affect the environmental impacts of the project, and how the project could be made more resilient to the impacts of climate change. The NCA's section on the Midwest provides a useful starting place for analyzing changing climate conditions. The report finds that, in the Midwest, extreme heat, heavy downpours, and flooding will affect infrastructure, health, air and water quality, and more.

Recommendations for the Final EIS:

- Consider the effects of climate change on the proposed action.
- Determine whether the environmental impacts of the alternatives would be exacerbated by climate change. This determination should be informed by assessing future climate scenarios in the Final EIS. If impacts may be exacerbated, additional mitigation measures may be warranted.
- Consider whether measures are needed to improve resiliency to climate change in the project's design, and add protective measures if needed, such as enhanced stormwater management.

¹ U.S. Global Change Research Program, 2014 National Climate Assessment, available at: <http://nca2014.globalchange.gov/report>

U.S. Environmental Protection Agency
Construction Emission Control Checklist

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards.

- On-Highway Vehicles: On-highway vehicles project should meet, or exceed, the U.S. EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).²
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the U.S. EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).³
- Locomotives: Locomotives servicing infrastructure sites should meet, or exceed, the EPA Tier 4 exhaust emissions standards for line-haul and switch locomotive engines where possible.⁴
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use ultra-low sulfur diesel fuel (15 ppm maximum) in construction vehicles and equipment.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.

² <http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm>

³ <http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm>

⁴ <http://www.epa.gov/otaq/standards/nonroad/locomotives.htm>

- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.).
- Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest U.S. EPA exhaust emissions standards.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.



Appendix H8. Business Comments Received on DEIS



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Direct Email Submission to project.email@nictedwestlake.com

Date Received: Mon 01/30/2017 5:14 PM

Hello, I am contacting you because I am very interested in the West Lake Corridor Project. As a resident of NWI for over 25 years, I would love to take part in the successful completion of such a large and beneficial project right here in NWI. I am curious about an invitation to bid, or bidding opportunities for my company which is based in NWI. Alliance Coatings LLC is a relatively new company with the absolute best men in the business from the International Union of Painters and Allied Trades local #460 located in Merrillville. To have local men and women participate in the West Lake Corridor Project would be a huge advantage for the people of NWI. Alliance Coatings would consider it a major sense of pride to be involved with a project that our families will value so deeply. Below is our website containing general and contact information. Please keep us in mind, no matter the stage of the project, for contracting and subcontracting opportunities. Sincerely,

Bruce Turner

<http://alliancecoatingsllc.com>

info@alliancecoatingsllc.com

bturn219@gmail.com

Direct Email Submission to project.email@nictedwestlake.com

Date Received: Wed 01/11/2017 9:42 PM

Hello, I attended the Lake County on Track breakfast last week at Wicker Park, and part of the presentation was in regards to properties that would need to be acquired in order to install the new station and track. I have a listing that is located at 4410 Johnson Avenue in Hammond. Would someone be able to tell me whether this property would be affected? I would like to advise potential buyers as soon as possible. Thank you, Jen

Jen Poskin

Realtor

Coldwell Banker Residential Brokerage

jposkin@cbexchange.com

Direct Email Submission to project.email@nictdwestlake.com

Date Received: Tue 01/24/2017 9:42

Nice talking with you last week. As you know I love the South Shore, so lets keep that in mind. I am interested in getting some numbers to refute some of the arguments on the group I run (loosely run by the way, I hope everyone knows that I originally created the site so people wouldn't clog up my neighborhood watch group). A main argument of the opposition is that the train benefits very little of the population. I think it benefits many and would like to make a valid point. I'd like to get numbers on estimated "daily commuters" which I think I saw 3,500 as well as total rider count of 2016. Also, I'd like to know what grants IL & Chicago currently give to the South Shore Line as well as projected grant/fiscal support they would give once the West Lake Corridor is completed or under construction. I know this is public record and I can probably find if I dig long enough but my time is very limited (as yours!).

Right now, the discussion is now evolving into a more civil discussion with the exception of some very vocal opponents. There's good points made on both sides of the issue from what I see when I check in to make sure everyone is being nice. I noticed Mike Noland requested to join the group and Im sure there are some other NICTD, NIRPC or RDA Town of Munster employees on the site. Out of respect to the people in the group I mentioned that some administrators of various public groups may be interested in our conversation and dialogue. I requested to correspond with Mr. Noland before having him join the group so I can A) prep him for the conversation and warn him he may be bombarded once joining B) Ask what level of involvement he or NICTD would hope to have in the group.

dogoodproductions@yahoo.com

Sandy Behrens, RN MBA
2200 169th St.

Hammond, IN 46322

This will be great to help me attract new healthcare professionals to the area. – Northwest Indiana
Area Health Education Center

Online Comment Form Submission

Date Received: Tue 12/27/2016 12:08 PM

questions_comments:

Interested_Stakeholder: yes

Email_Notifications: yes

length_of_time:

realname: **Harry Gilmore**

address1: Robinson Engineering, Ltd.

address2: 17000 South Park Avenue

city: South Holland

state: IL

zip_code: 60473

phone: 815-412-2711

email: hgilmore@reltd.com

Phone Message Received

Date Received: Tue 01/10/2017

From: (815) 412-2711

Harry Gilmore, Robinson Engineering

We have a project adjacent to this one and would like to speak with you . My number for your follow-up is: 815-412-2711.

Direct Email Submission to project.email@nictedwestlake.com

Date Received: Tue 01/03/2017 5:28 PM

For the past several years our office has been working with the Village of Lynwood and the Cook County Department of Transportation and Highways (CCDOH) on a project that would include the extension of Main Street west of Sheffield Avenue to west of Burnham Avenue in the Village of Lynwood, Illinois. Both the Towns of Munster and Dyer have participated in portions of the study, as has the Village of Lansing, Illinois (in particular the Lansing Airport). I would like to initiate/open communications between the two projects that include similar transportation issues, concerns and, in particular, roadway alignments. Please contact me via to begin our open communications.

Harry L. Gilmore, Jr., PE

Sr. Project Manager

300 Park Boulevard/Suite 309

Itasca, IL 60143

815-412-2711 *direct*

815-509-3918 *cell*

hgilmore@reltd.com



Appendix H9. Community and Civic Comments Received on DEIS



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Online Comment Form Submission

Date Received: Fri 02/03/2017 5:27 PM

questions_comments: **The Alliance for Regional Development is a civic organization that works to protect and grow the economy for the Chicago mega-region which encompasses Southeast Wisconsin, Northeast Illinois, and Northwest Indiana. Our organization is led by business, academic, regional planning and local government leaders from throughout the tristate region. We embrace the fact that the sub-regions are intertwined and represent one regional economy.**

The Alliance adopts the principle that the region requires an interconnected, multi-modal transportation system to support its economic growth. We recently identified intercity passenger rail and commuter rail improvement as a critical need for the effective movement of people across state borders. Such improvements contribute to the balanced mobility of people throughout the mega-region. The West Lake Extension Project fits that need. Thus, the Alliance Board of Directors has specifically endorsed the project for full implementation and encourages that it moves forward to completion. In that regard, we will support efforts to identify the funding sources to make that happen.

Stephen E. Schlickman

Alliance for Regional Development

Transportation Team Leader

Interested_Stakeholder: yes

length_of_time:

realname: Stephen Schlickman

address1: 1255 S MICHIGAN AVE

address2: PH 4

city: CHICAGO

state: IL

zip_code: 60605-3326

phone: 3127632707

email: steveschlickman@gmail.com

Brunswick/Hanover Assoc.
Charles M. Erhart, Chairman
36 Brunswick St., Hammond, IN 46327
219-852-5217
January 23, 2017

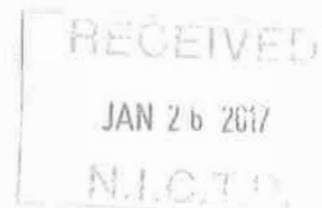
NICTD West Lake Corridor Project
33 East U.S. Highway 12
Chesterton, IN 46304

To Whom It May Concern,

We, the Brunswick/Hanover Neighborhood Association, have some questions to which we must have some answers. Please respond in a timely manner. Also, attach a copy of this letter to the results from the Public Hearings of the Impact Statement.

We need to know when the appraisals will be starting on our homes, so we can be prepared far enough in advance. What is the estimated timeline?

We would like to know why we never received any sort of notice in the mail about the project until the postcards came for the Public Hearings? Were you all trying to deceive the most effected residents?



At different places in the Impact Statement, it reads that you will need to raze 21 or 23 homes from Brunswick and the north side of Hanover for the track realignment and Gateway Station. I walked the neighborhood and I count 35. What will this do to the funding? How many homes do you think there are that need to be taken on the south side of Hanover, Sheffield, and Marble streets for the maintenance facility? We can give you a correct count on that too if you wish.

Different maps show the west end of Brunswick Street as both Industrial and Natural. Part of that area is also residential. What does this mean?

Will we be notified as soon as the proposals are funded, moving forward, and which proposal for our area wins out? If the track realignment and Gateway station will not be built, we need to know this as soon as it is definite.

I am certain we will have more questions in the future as time moves forward.

That said, I must express my deepest disappointment that no one was able to speak before the people assembled at each of the Public Hearings. The people of Munster and Dyer need to know the effects of living near the NICTD properties by those residents that already live by your properties.

Trash is never picked up by NICTD and instead done by the neighbors. The grass is only mown two or three times each year, if we miss any trash it is shredded and spread even more where it ends up blowing into our yards. And how disturbing and disruptive it is to sleep when there is a diesel freight train engine or two idling at 3:00am outside their bedroom windows. NICTD is not a good neighbor in our eyes. There have been times that I and others have called and written for different puposes to NICTD, those calls and letters always went unanswered.

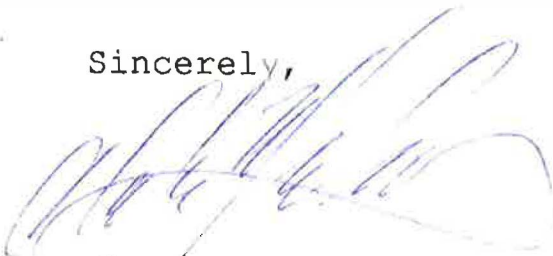
Our favorite quote is in your 'Land Use, Neighborhoods, and Community Resource Report'. It states, "this is not expected to create a gap in the neighborhood and no impacts on quality of life." The assembled residents at the Public Hearings needed to hear that statement. I would have told them that of course, it won't create a gap...our neighborhood will be wiped from the face of the earth! Many of the residential neighbors of Brunswick and Hanover had planned on dying here in their homes, but instead we are being uprooted and chased away. We moved to this neighborhood for the low prices and very nice homes that we could afford. Many of us will be forced to leave Hammond completely to find affordable housing. So much for "quality of life."

Another point concerns the so called prairie of Area P. You may want to know that it is a trash dump from the earlier part of the last century that has been covered with soil.

Area P and much of the surrounding area connects with the Burnham Prairie Nature Preserve, the Grand Calumet River, and Powderhorn Lake State Park. Much of the land here has gone back to nature containing young forest, scrub and wild flowers with grasslands that have been growing up over at least the past two or three decades. It has become part of the migratory bird route even though your 'data' states that it is not. It has become a stopover for songbirds especially that stay for a few weeks to refuel on their journeys north or south. I can name off at least a dozen songbirds, some seldom seen in this area, that spend time in my yard alone.

If you need a liason to the local neighborhood here, I would be happy to participate as I am already the representative for the Gostlin, Sheffield, Chicago Street project. If these could work in conjunction with each other, there may be less grief in the long run.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Charles M. Erhart', written over a light blue circular stamp or watermark.

Charles M. Erhart

Brunswick/Hanover Neighborhood Association

Direct Email Submission

**Diane Jostes – Cedar Lake Chamber of Commerce
7925 Lakeshore Drive
Cedar Lake, IN 46303**

The Cedar Lake Chamber of Commerce operates a welcome center in the community and the most asked question from incoming residents or potential home buyers is how can I get to Chicago for my job. We need the commuter train and the associated development. All the newcomers are used to a commuter system



Resolution Supporting
STRATEGIC PLANNING INVESTMENTS IN COMMUTER RAIL
CONNECTING CHICAGO TO NORTHWEST INDIANA
and
THE EXPANSION OF THE WEST LAKE CORRIDOR

Whereas the Greater Northwest Indiana Association of REALTORS® is a professional trade association comprised of approximately 2000 individual REALTOR® members across a six (6) county area of Northwest Indiana who actively engage in the real estate profession and have a duly elected board of directors empowered to govern the affairs of the association pursuant to Article XI of the bylaws of the association;

Whereas objectives of the Greater Northwest Indiana Association of REALTORS® include providing a unified medium for real estate owners and those engaged in the real estate profession whereby their interests may be safeguarded and advanced and to further the interest of home and other real property ownership;

Whereas the citizens of Northwest Indiana require a safe, efficient and cost effective transportation system that provides the linkage between high wage employment centers in Illinois and the affordable, high quality housing markets and comparatively lower cost of living in Northwest Indiana;

Whereas the January 2014 Regional Benefits Study, commissioned by the Northern Indiana Commuter Transportation District (NICTD), reports Cook County, IL (Chicago) has an employment base 8.5 times greater than that in Northwest Indiana, 20 times greater in the high wage fields of finance, information services and healthcare and has a 40% wage premium over jobs in Lake County, IN, on average, overall;


Whereas Northwest Indiana does not benefit economically at the same level as Cook County's "collar counties" - only 20% of the Lake County, IN workforce and 6% of the Porter County, IN workforce commute to Chicago while an average of 34% of Cook County's "collar county" workforce commutes - despite the fact travel distances between the geographies are similar;

Whereas a convenient, quicker, reliable commuter rail system that can accommodate an increase in passenger commutes to the Chicago job market enhances the Northwest Indiana economy as many individuals commute for jobs that do not yet exist in Northwest Indiana - as commuter income flows into the region, and the concentration of workers grows, Northwest Indiana can expect to see local gains in knowledge industry employment and general economic activity; and

Whereas the Greater Northwest Indiana Association of REALTORS® has a history of supporting regional planning, economic development and redevelopment through its formal actions, advocacy, and educational activities and continues to support these efforts specifically for the benefit of the Northwest Indiana; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Greater Northwest Indiana Association of REALTORS® supports strategic planning investments in commuter rail connecting the world-class Chicago economy to Northwest Indiana and the development of the West Lake Corridor Expansion Project

All of which action was taken by the members of the Board of Directors on January 18, 2017.



 Nathan Reeder, President



 Peter D. Novak, Jr., Chief Executive Officer



Online Comment Form Submission

Date Received: Wed 02/01/2017 8:07 PM

questions_comments: I represent the Munster Historical Society (MHS) which is an active supporter of efforts to preserve the Koester Farm, known as the last farm in Munster, located at 416 South Street. The position of MHS has always been and continues to be that this small farm that represents the agricultural history of Munster and other northwest Indiana local communities, as well as Dutch immigrant culture, should be preserved completely intact. MHS is committed to support any reasonable preservation efforts on behalf of this unique farm property which may include incorporating the farm's red barn into the train station configuration. We recommend consultation with Indiana Landmarks, MHS, and other local historical and agricultural organizations during the planning and implementation of the NICTD West Lake Corridor commuter rail project. To view a 2004 PowerPoint presentation that summarizes the historic significance of the Tanis/Broertjes/Koester farm, click on the Last Farm in Munster button available at our full website: www.munsterhistory.org. Please don't hesitate to contact me if MHS can be of help in providing further information, artifacts, or photos that will aid in making the Munster, or historically correct "Maynard" train station, a very unique property.

Homeowner: yes

Interested_Stakeholder: yes

Email_Notifications: yes

length_of_time:

realname: JoAnne Shafer

address1: 9738 Crimson Tree Lane

address2:

city: Munster

state: IN

zip_code: 46321

phone: 2197424633

email: munsterhistory@sbcglobal.net



Michael Noland
President and CEO NICTD
Attn: DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, IN 46304

January 9, 2017

Dear Mr. Noland,

Thank you for joining One Region as a guest speaker at the Lake County on Track breakfast on January 5, 2017. The information you provided to the audience regarding NICTD's West Lake Corridor Project was extremely helpful and insightful.

Attached please find comments submitted by attendees. These comments are to be submitted as part of the public comment period for the Draft Environmental Impact Statement for the West Lake Corridor Project. There was overwhelming support for the project from our audience of over 250 people. Participants found the update to be beneficial in understanding the next steps for the project.

Thank you again for taking the time to share information about the West Lake Corridor Project at the Lake County on Track Breakfast. Please do not hesitate to let me know if you have any additional questions or need more information.

Sincerely,

A handwritten signature in blue ink that reads "Leah Konrady". The signature is fluid and cursive.

Leah Konrady
President & CEO
One Region

One Region
601 W 45th Ave
Munster, IN 46321

Sandy Behrens, RN MBA
2200 169th St.

Hammond, IN 46322

This will be great to help me attract new healthcare professionals to the area. – Northwest Indiana
Area Health Education Center

Debi Boer
7461
Binyon
Cedar Lake, IN 46303

Very exciting, looks promising! Concern – if Illinois is bleeding (population and taxes) will business in Chicago also jump ship and move to tax friendly states? This is reducing need for transport to Chicago.

Ian Brewe
706 E Rodgers Ave
Beverly Shores, IN
46360

I fully support the development of the West Lake project and modernization of the South Shore Line.

Ursula Buchnat
8841 Morse
Street
Crown Point, IN 46307

Will this project impact local real estate taxes and by what percentages?
This project should improve to increase the population of Northwest Indiana.

Wende Burbridge
7603 W. Mill Court
Hobart, IN 46342

Bravo! It's about time! I am confident that this will be a great opportunity for all counties in the region. Looking forward to more transportation option through and from Valparaiso and all population centers.

Mercedes Burgos
7129 Van Buren
Ave Hammond, IN
46324

I believe this a great project that will grow Northwest Indiana's potential in many areas.

Unknown

This project is awesome. Keep up the good work. Regional Transit is the bomb!

Margaret Cannon
2005 Nethercliffe
Way Long Beach, IN
46360

- The idea of connectivity is so appealing to all generations, especially younger people like myself
- Getting the word out to young people in multiple ways is important
- Future looks bright, thank you! Excited to a part of it.

Donna Case
935 E Joliet St
Scherville, IN
46375

I want to see it happen!

India Castaneda
1306 Fitzgerald
Dr.
Munster, IN 46321

Can't wait to ride the rails!

Caryn Crist
613 South Park Ave
Crown Point, IN
46307

This is the progress we need to develop Northwest Indiana, adding value to our communities, property values, along with new business to raise household incomes here in Northwest Indiana.

Don Deerwester
PO BOX 296
Lake Village, IN 46345

Wondering when expansion to St. John and Lowell would be considered.

Evan Devine
311 North Colorado
St Hobart, IN 46342

Excited to see the new opportunity coming to the region. The rail line is certainly needed and will be a great addition to the growth of this state. As a realtor I am behind you all the way. Thanks!

Donna Dunn
2837 171st St
Hammond, IN 46323

The same people that promised jobs and economic development with the airport are now promising the same thing with this train! What happened to our airport development? If TOD is so wonderful why not develop our current stations? South Shore ridership is down year over year – how does lower ridership justify spending all this money? The current Gary station had no platform and is about 1 miles from airport- is this going to change? It current takes 44 minutes to get to Chicago from Hammond – but to get from Dyer to Chicago in 47 minutes!??? How is that possible!??

Mitch Gaffigan
1560 Hogan Ave
Chesterton, IN 46304

Great Project – I believe. Want to help from what a bank can do.

Victoria Garcia
2948 100th Street
Highland, IN 46322

I support Hammond Option 2. I believe this project will have a positive impact on Lake County.

Cynthia Vander Gessen
8946 Highland St.
Hammond, IN 46308

Except for college I've lived in a 1 ½ mile radius in Highland, IN! We need this!

Brenda Huerter
8740 Carolina
Highland, IN 46322

I'm excited to see it happen!

Cy Huerter
Highland, IN 46322

Trains were state of the art, 150 years ago. By the time you plan to run the first train, car and trucks will be driving themselves! Use your money planned for the train to build and improve more roads. For example, extend Cline Ave. from the Borman South to the proposed I-65 bypass.

Diane Jostes – Cedar Lake Chamber of
Commerce 7925 Lakeshore Drive
Cedar Lake, IN 46303

The Cedar Lake Chamber of Commerce operates a welcome center in the community and the most asked question from incoming residents or potential home buyers is how can I get to Chicago for my job. We need the commuter train and the associated development. All the newcomers are used to a commuter system.

Denarie Kane
414 Main Street
Hobart, IN 46342

Hammond alternative #2 makes most sense. Do not support maintenance yard in south (near 173rd)
Hammond – would diminish this higher value area of Hammond. I think weekend service is critical and quick travel time is also critical so alternative #2 achieves this best.

Shawn Kelly
336 S. California Place
Hobart, IN 46342

Get it done. It will only improve the quality of life in NWI and strengthen our communities.

John Kennedy
2809 Highway Ave, Suite B
Highland, IN 46323

Great project that promotes "regionalism."

Bernie Konrady
3530 Manitou Trail
Michigan City, IN 46360

As a native of Gary, Indiana (Lake County), a business owner in Portage, IN (Porter County), and a homeowner in Michigan City, IN (LaPorte County). The West Lake Corridor Project and Double Tracking is a no brainer corridor to Chicago. It will bring people – people build communities – communities bring tax base and business – that brings growth – Growth is the Future. “Build it and they will come”

Sue Konrady
3530 Manitou Trail
Michigan City, IN 46360

I fully support the West Lake Corridor Project to help increase the opportunity to commute and travel throughout the region east and west. I also believe this region would fully compete with the Chicago suburbs and enhance the quality of life throughout Northwest Indiana.

Roger Laim
7492 Biggfor St
Merrillville, IN 46410

One of the greatest movements in Northwest Indiana. This should have been started in the 1970's.

Kathy Luther
1703 Boca Lago
Valparaiso, IN 46383

Please consider parking lot configurations in final design and engineering. Vast parking lots surrounding stations are proven disincentives for successful TODs. They also generate increased stormwater runoff and heat island effects, consider parking incorporated into TOD or shared parking decks with less surface area.

Rob Mangus
1324 Elliott Drive
Munster, IN 46321

This extension of the South Shore Line through Hammond south through Munster to Dyer will increase values of our homes and the value of our communities. Great project!

Jeff McCormick
1258 Elliston Court
Crown Point, IN 46307

The best thing that could happen to this area!!

Joseph McCormick
813 Superior Drive
Crown Point, IN
46307

As a realtor I am all for the project. This will only increase home values and bring more potential home buyers to the area.

Masoud Mojtahed
1730 Thistle Lane
Munster, IN 46321

I fully support this project. Currently, I am driving back and forth to Chicago for work oriented meetings, visiting my relatives, shopping, and medical needs. The project will save me time on commuting to Chicago, will increase the value of my house, and will bring development to my neighborhood. This is an essential project for NWI for growth and development.

Scott Orsi
6945 Monroe Ave
Hammond, IN 46324

Very informative meeting. Thanks for organizing. I will attend one the open house meetings. Excited about the opportunities and progress in NWI.

Antonia Ortega
6612 Alabama Ave
Hammond, IN 46323

Excited to see development at new line with endless possibilities to help our region grow.

Jennifer Poskin
1751 Novo Drive
Scherville, IN 46375

Great plan for Lake County! Excited to see it come into reality.

Juan Ramirez
Munster, IN 46321

This project is GREAT! It is needed for current and future generations.

Len Reynolds
7412 Bell Street
Scherville, IN 46375

Can the municipalities south of Dyer see the potential to increase their local populations with the addition of a train system in their towns? There is a tremendous amount of appeal for transportation alternatives from Northwest Indiana to Chicago area business. "Build it and they will come." 😊

Doug Ross
1111 Glendale Blvd.
Valparaiso, IN 46383

This project can't happen soon enough. It brings NWI closer together, and it cements our ties to Chicago, economically and culturally. That makes NWI ripe for economic development, bring a potential we haven't seen in a century.

Donna Rvokenen
429 Kent Court
Valparaiso, IN 46385

I am in support of the Hammond Alternative Option #2. This is long overdue.

Mary Tanis
2610 Lakewood Drive
Dyer, IN 46311

Since Dyer is the endpoint, the issue from our residents are numerous. Transportation and security are at the forefront. Our first responders will require to upgrade services. Funding services should be part of the budget. Transportation to and from the station must also be considered. There does not appear to provide bike paths and bike storage in any of the plans. Bike paths must be provided in a 5 mile radius.

William Taylor
2740 Squire
Court
Dyer IN, 46311

I believe in this project. I'm from Dyer, IN and have been going to town meetings. Dyer is having a difficult time embracing this project because they have developed most of the vacant land within the town boundaries. I would like to address this issue. Dyer will also have to increase taxes to build infrastructure needed to accommodate increased traffic. – Bill Taylor

Unknown Contact

The travel time from Hammond to Chicago is 44 minutes – yet you claim with this project the travel time from Dyer will be 47 minutes. So travel time from Dyer to Munster will be 3 minutes? How is that possible?

Unknown Comment

I feel this project is very much needed in Northwest Indiana. It is the very best fix to bring more growth to the area.

Unknown

This case is strong and clear. We must do this if the region is to have a positive future! Great leadership and vision.

Unknown Comment

This project is awesome. Keep up the good work. Regional Transit is the bomb!

Wendy L Vachet
11475 Fallen Timbers Ave
Portage, IN 46368

Both the West Lake Extension and the Northwest Indiana double tracking projects are critical for the future of NWI. And, it's not just millennials that want better transit and walkability. We all want better access and mobility. You need to spend some time thinking about how to gain support for the 30-60 group (primary tax payers). Great work – keep it going!

Andy Van Waardenburg
5247 Fail Road
LaPorte, IN 46350

This is an amazing project that is long overdue!

Candee Warren
1730 W. 3rd Street
Hobart, IN 46342

It is important that NWI develop public transportation using the West lake corridor for trains as the beginning. Our region not grow, attract new residents or become a desirable are for future generations without this project and many more like it.

Scott Weber
6100 Southport Road
Portage, IN 46368

Have you thought about phasing the 24 trains to and from Munster/Dyer each day? How many of the trains will go all the way to Chicago (it sounds like 12, with 12 serving as "shuttle trains")? Will the transfers be well timed such that riders won't have to wait long?

Nina Wiseman
221 173rd Street
Hammond, IN 46324

When will you notify the residents impacted? I support the rail line. I live in the area most impacted and I think it's best the thing. I don't like to drive in Chicago, now I can walk to the train to Chicago.

Online Comment Form Submission

Date Received: Tue 01/24/2017 9:28 AM

questions_comments: 1.SOURCE -EPA DOC 3PA-420-F-14-044 -NEAR ROADWAY AIR POLLUTION

SOURCE -EPA -100-R-15-001 BEST PRACTICES FOR REDUCING NEAR-ROAD POLLUTION EXPOSURE AT SCHOOLS.

SOURCE-EPA-456/F-14-002 AIR QUALITY INDEX

2. SAFETY OF OUR SCHOOL CHILDREN AND PEDESTRIAN TRAFFIC

3. NOISE POLLUTION-

NOISE EFFECTS HANDBOOK EPA 500-9-82-106

A DESK REFERENCE TO HEALTH & WELFARE EFFECTS OF NOISE

What is the most pervasive environmental noise source and how many people are exposed to it?

Urban traffic is by far the most pervasive outdoor residential noise source, although aircraft noise is a significant source as well. Over 96 million persons are estimated to be exposed, in and around their

homes, to undesirably high traffic noise levels exceeding Ldn > 55 dB.

4.. INCREASE OF WATER POLLUTION & FLOODING

SOURCE EPA-841-F-03-003 Protecting Water Quality from Urban Runoff. Clean water is everybody's business

5. DISPLACEMENT OF HOUSES AND PROPERTY RIGHTS OF RESIDENTS

6. PROPERTY TAXES AND OTHER TAXES WILL GO UP. ALSO OTHER COSTS GO HAVE GONE UP AS A RESULT. Young families already struggle with, recently assessed Wheel Tax, and water, sanitary and stormwater Rates being raised dramatically.

7. VISUAL POLLUTION WITH A TRAIN MAINTENANCE FACILITY IN A RESIDENTIAL NEIGHBORHOOD- SOURCE- INDIANA CITIZEN PLANNERS MANUAL

8. VIBRATION POLLUTION TO NEIGBORING RESIDENTIAL HOUSING AND NURSING HOME.

SOURCE THE DEIS, DRAFT OF ENVIROMENT IMPACT STUDY Can cause stress and sleep disturbances to residents sleeping in close proximity.

length_of_time: 18 YEARS

realname: Paula Johns

address1: 1024 Royal Dublin Lane

address2:

city: Dyer

state: IN

zip_code: 46311

phone: 219-616-9933

email: pjjohns1024@gmail.com

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PETITION AGAINST THE NEPA PREFERRED PLAN OF THE WEST LAKE CORRIDOR EXPANSION PLAN, LAKE SHORE TRAIN, LAYOVER MAINTENANCE FACILITY, TRANSIT ORIENTED DEVELOPMENTS IN DYER AT MAIN STREET AND THE INDIANA- ILLINOIS, AND TO EXTEND MAIN STREET INTO ILLINOIS DATED JANUARY 17, 2017 THIS IS WHY WE OBJECT TO THE POLLUTION, FLOODING POSSIBILITIES AND DICTATORIAL ASSAULT TO OUR PROPERTY RIGHTS AND OUR RIGHTS TO HAVE GOOD HEALTH, SAFETY AND IN GENERAL OUR PUBLIC WELFARE IN THE FORM OF FINANCIAL STABILITY AND OTHER LAWFUL PURSUITS.

1. AIR POLLUTION-

SOURCE -EPA DOC 3PA-420-F-14-044 -NEAR ROADWAY AIR POLLUTION

SOURCE -EPA -100-R-15-001 BEST PRACTICES FOR REDUCING NEAR-ROAD POLLUTION EXPOSURE AT SCHOOLS.

SOURCE-EPA-456/F-14-002 AIR QUALITY INDEX

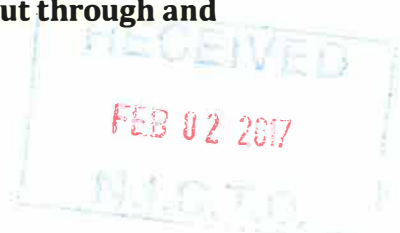
What are the concerns associated with living, working, or attending school near major roads? Air pollutants from cars, trucks and other motor vehicles are found in higher concentrations near major roads. People who live, work or attend school near major roads appeared to have an increased incidence and severity of health problems associated with air pollution exposures related to roadway traffic including higher rates of asthma onset an aggravation, cardiovascular disease, impaired lung development and children, preterm and low birth weight infants, childhood leukemia, and premature death.

Pollutants directly admitted from cars, trucks and other motor vehicles are found and higher concentrations near major roads examples of directly admitted pollutants include particulate matter, carbon monoxide, Oxides of nitrogen, And Benzene. Though hundreds of chemicals emitted by motor vehicles, motor vehicles also admit compounds that lead to the formation of other pollutants in the atmosphere, Such as, nitrogen dioxide which is found an elevated conservation near major roads, and ozone which forms further downwind. Beyond vehicles' tailpipes and evaporative emissions, roadway traffic also emanates brake and tire debris and can't throw rug dust into the air individually and in combination, many of the pollutants found near roadways have been associated with adverse health effects.

ON HIGH POLLUTION ALERT SUMMER DAYS WITH NO WIND THIS POLLUTION CAN ADD TO THE LOCALIZE AIR AFFECTING MANY OF THE AREA SANDICHD BETWEEN MAJOR HIGHWAYS U.S. 41, RT. 30 AND MAIN STREET AND WITHIN THIS AREA ARE ONLY 3 STREETS TO ACCESS THE STATION, CALUMET AVE., SHEFFIELD AND 213TH WITH SHEFFIELD AND 213TH, PASSING VERY CLOSE TO THE SCHOOL, RESIDENCES AND NURSING HOME....

2. SAFETY OF OUR SCHOOL CHILDREN AND PEDESTRIAN TRAFFIC

Many of our school children walk to school. Will it be safe for them? Will it be safe for their mothers and fathers who drive some of them to school? How often do people in the rush to get to the train before it leaves use streets to cut through and other unsafe vehicle practices?



3. NOISE POLLUTION-

**SOURCE-NOISE EFFECTS HANDBOOK EPA 500-9-82-106
AND EPA 550/9-82-106 NOISE EFFECTS HANDBOOK:A DESK
REFERENCE TO HEALTH & WELFARE EFFECTS OF NOISE**

What is the most pervasive environmental noise source and how many people are exposed to it?

Urban traffic is by far the most pervasive outdoor residential noise source, although aircraft noise is a significant source as well. Over 96 million persons are estimated to be exposed, in and around their homes, to undesirably high traffic noise levels exceeding $L_{dn} > 55$ dB.

Noise pollution adversely affects the lives of millions of people. Studies have shown that there are direct links between noise and health. Problems related to noise include stress related illnesses, high blood pressure, speech interference; hearing loss, sleep disruption, and lost productivity. Noise Induced Hearing Loss (NIHL) is the most common and often discussed health effect, but research has shown that exposure to constant or high levels of noise can cause countless adverse health affects. Learn more about the health effects:

The Noise Effects Handbook, Office of Noise Abatement and Control, US EPA,

NOISE will dominate in this Munster/Dyer Station area as a result of the nearby airport, the nearby motorcycle shop, nearby traffic sounds from Sheffield and Calumet Avenue and Main Street, freight trains, within about a mile, and, most notably in the summer, people with their car windows open and music blaring, and even sometimes the squealing of tires. Also, the noise effects in surrounding neighborhoods will be even worse during the three-year construction phase. Neighborhoods are very vibrant places with children playing and yelling, dogs barking, Lawnmowers or snow blowers operating, etc. etc. The train will just compound these cumulative sound effects. This Transit Oriented Development adds to the density of the population in this small residential area, and the extension of Main Street into Illinois, bringing much more density of traffic and building developments as proposed by the neighboring Village of Lynwood, Ill., which will increase noise to unhealthy levels.

4. INCREASE OF WATER POLLUTION & FLOODING

SOURCE- EPA-841-F-03-003 Protecting Water Quality from Urban Runoff. Clean water is everybody's business

As the increased density of vehicles and expansion of residential housing and commercial buildings will also increase the stormwater pollution runoff into our streams rivers lakes and creeks and ditches such as:

- Sediment
- Oil, grease, and toxic chemicals from motor vehicles
- Pesticides and nutrients from lawns and gardens or other types of pollution wi.
- Viruses, bacteria and nutrients from pet waste etc.
- Road salts
- Heavy metals from roof shingles, motor vehicles, and other sources
- Thermal pollution from dark impervious services such as streets, parking lots and rooftops,

These facts are a direct result that we in Munster and Dyer live in the Plum/Creek Watershed for Lake Michigan and are subject too heavy flooding as seen in 2007 and 2008,, causing millions of dollars of property destruction, Interrupted life cycles and with the increased environmental of unexpected weather pattern across the US, Many in the region are fearful of another devastating flooding event. Those think it is more important to try to fix the possibility of floods with recommendations I just studies since 2008 which suggest a reservoir remedy. This could be done if the funds for this just PROPOSED West Corridor South shore extension were used instead to correct this flooding problem.

5. DISPLACEMENT OF HOUSES AND PROPERTY RIGHTS OF RESIDENTS

Eminent domain to condemn 8 to 10 homes in Dyer has been used to make way for the nighttime, layover maintenance garage and trains. The Redevelopment Commission Authority has this power, as does the Federal Government. The Transit Oriented Development (TOD), A DYER ENTITIY can be used to gain other properties in the future. through the use of the TIF District, the taxes from the Meadows Subdivision can be used by the town for the development of the Transit Oriented Development(TOD) rental units or condos. So in essence, The Meadows homeowners' taxes are financing developments in the town. This is a great Tool if used for Parks and Public use ETC....as these taxes do not have to be paid back to the state for over 23 years. This is fine if the Tax Base is increased sufficiently; however, when they go to a TOD development that the Rail Line is connected to and it destroys the property rights of the very people who pay the taxes then it is not appropriate use of the funds. This does not benefit or represent the people Who pay the taxes and is mainly benefiting the Profiteers, Lake Shore Rail Line, Nipsco, the Realtors, Developers, Banks who originate the Loans. The blue Collar Workers still have plenty of land to Develop.....South, West, and East of Dyer.

The question we have is does the need for an Extended West Corridor Rail into Dyer really meet the need for Enviromental Justice, Property Rights, Public Welfare for the Dyer Residents who are affected in an adverse manner. Or would a better Extension Plan Further south on undeveloped Land be Better. Another alternative would be to focus on Redevelopment in Hammond with much needed Jobs, Better Schools etc....with the extension going only to Munster. This would give much more sense and still help with

6. PROPERTY TAXES AND OTHER TAXES WILL GO UP. ALSO OTHER COSTS GO HAVE GONE UP AS A RESULT. Young families already struggle with, recently assessed Wheel Tax, and water, sanitary and stormwater Rates being raised dramatically.

These are just a few taxes or costs that had to go up because the TOWN OF DYER has to pay over \$100,000 a year for Dyer's share to bring the South Shore Layover Train Yard into Dyer. This will go on for 30 years amounting to over \$3 million dollars which could've been spent on roads, education, public safety, parks, storm water control etc.. Also, tax dollars are coming from TIF funds that will ultimately help pay for apartments or condos in the immediate area surrounded by Family residences of one level.

7. VISUAL POLLUTION WITH A TRAIN MAINTENANCE FACILITY IN A RESIDENTIAL NEIGHBORHOOD- SOURCE- INDIANA CITIZEN PLANNERS MANUAL

The U.S. Supreme Court upheld the right of communities to use zoning for **aesthetics** in a landmark 1954 decision, *Berman v. Parker*. Writing for the court, Justice William O. Douglas stated: The concept of the public welfare is broad and inclusive...the values it represents are spiritual as well as physical. Aesthetic as well as monetary...it is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled. ... we also believe this for our community

In 1926, in *Euclid v. Ambler Realty*, the U.S. Supreme Court found that zoning is a valid exercise of police power, which local governments use to protect the public welfare. The court wrote: The line which separates the legitimate from the illegitimate assumption of power is not capable of precise delimitation. It varies with circumstances and conditions. .the question of whether the power exists to forbid the erection of a building of a particular kind or for a particular use, like the question whether a particular thing is a nuisance, is to be determined, not by abstract consideration of the building or of the thing considered apart, but by considering in connection with the circumstances and the reality. A nuisance may be merely a right thing in the wrong place, like a pig in the parlor instead of the barnyard.

8. VIBRATION POLLUTION TO NEIGHBORING RESIDENTIAL HOUSING AND NURSING HOME. SOURCE THE DEIS, DRAFT OF ENVIROMENT IMPACT STUDY Can cause stress and sleep disturbances to residents sleeping in close proximity.

NAME	ADDRESS	phone/email

THIS PETITION SIGNATURE PAGE IS ATTACHED TO THE ORIGINAL PETITION DATED JAN 17, 2017 REGARDING THE WEST CORRIDOR LAKE SHORE LINE, LAYOVER MAINTENANCE FACILITY, TRANSIT ORIENTED DEVELOPMENT AND MAIN STREET EXTENSIONS AND WE DO AGREE WITH THE ATTACHED STATEMENTS BASED ON AIR, NOISE, VISUAL, VIBRATION, AND WATER POLLUTION, INCREASED FLOODING POTENTIAL, RESIDENT SAFETY, AND DISPLACEMENT. ALSO THE FACT THAT THIS ADDS EXTRA FINANCIAL HARDSHIP ON THE RESIDENTS WE THINK THEIR COULD BE A BETTER RAIL PLAN THAN THE NEPA FAVORIED OR BUS SERVICE.

NAME

ADDRESS

Phone or email

Shirley Schmitt	3118 Peachel Ct Dyer, IN	219-865-0592
Charles Pullen	1336 River Dr. Munster IN	219-218-1484
Mila Chmura	2840 Enslin Dr Dyer, IN	219-742-7715
Laura Lopez	519 Northgate Dyer IN	219 201 7376
Robert A. King	8421 MOEALINE AVE MUNSTER, IN	
Rosalind Jack	949 Cornwallis Ct - Munster	219-513-6423

THIS PETITION SIGNATURE PAGE IS ATTACHED TO THE ORIGINAL PETITION DATED JAN 17, 2017 REGARDING THE WEST CORRIDOR LAKE SHORE LINE, LAYOVER MAINTENANCE FACILITY, TRANSIT ORIENTED DEVELOPMENT AND MAIN STREET EXTENSIONS AND WE DO AGREE WITH THE ATTACHED STATEMENTS BASED ON AIR, NOISE, VISUAL, VIBRATION, AND WATER POLLUTION, INCREASED FLOODING POTENTIAL, RESIDENT SAFETY, AND DISPLACEMENT. ALSO THE FACT THAT THIS ADDS EXTRA FINANCIAL HARDSHIP ON THE RESIDENTS WE THINK THEIR COULD BE A BETTER RAIL PLAN THAN THE NEPA FAVORIED OR BUS SERVICE.

NAME
Ed Andrzejewski

ADDRESS
864 Robin CT

Phone & email
e.d.a@fitch.com



THIS PETITION SIGNATURE PAGE IS ATTACHED TO THE ORIGINAL PETITION DATED JAN 17, 2017 REGARDING THE WEST CORRIDOR LAKE SHORE LINE, LAYOVER MAINTENANCE FACILITY, TRANSIT ORIENTED DEVELOPMENT AND MAIN STREET EXTENSIONS AND WE DO AGREE WITH THE ATTACHED STATEMENTS BASED ON AIR, NOISE, VISUAL, VIBRATION, AND WATER POLLUTION, INCREASED FLOODING POTENTIAL, RESIDENT SAFETY, AND DISPLACEMENT. ALSO THE FACT THAT THIS ADDS EXTRA FINANCIAL HARDSHIP ON THE RESIDENTS WE THINK THEIR COULD BE A BETTER RAIL PLAN THAN THE NEPA FAVORIED OR BUS SERVICE.

NAME	ADDRESS	Phone or email
Nik Jelcic	116 Blue Jay Way	NJelcic@comcast.net
Nevenka Jelcic	601 Seminary	708 989 3514
Richard Babco	748 POLICE AVE	211-867-3524
Herb Mickalak	533 Seminary Drive	219-864-8197
Donna DUNN	2837 171 st St. Hammond	219-313-6337

THIS PETITION SIGNATURE PAGE IS ATTACHED TO THE ORIGINAL PETITION DATED JAN 17, 2017 REGARDING THE WEST CORRIDOR LAKE SHORE LINE, LAYOVER MAINTENANCE FACILITY, TRANSIT ORIENTED DEVELOPMENT AND MAIN STREET EXTENSIONS AND WE DO AGREE WITH THE ATTACHED STATEMENTS BASED ON AIR, NOISE, VISUAL, VIBRATION, AND WATER POLLUTION, INCREASED FLOODING POTENTIAL, RESIDENT SAFETY, AND DISPLACEMENT. ALSO THE FACT THAT THIS ADDS EXTRA FINANCIAL HARDSHIP ON THE RESIDENTS. WE THINK THERE COULD BE BETTER PLAN... ATTACHED TO FULL 4 PAGE PETITION OF JAN. 17TH, 2017

NAME

ADDRESS

Phone or email

Tim Kvasci

8452 Forest Munster

219 801 1699

Andrea Edington

8421 Moraine Munster

aredington@yahoo

Direct Email Submission to project.email@nictedwestlake.com

Date Received: Wed 02/01/2017 3:21 PM

To Whom It May Concern,

In reference to the proposed South Shore station to be located at Ridge Road in Munster, although we are adamantly opposed to this site as a station and its Manor Drive overflow parking lot counterpart, in the event that they are approved and the overflow lot be deemed necessary, we, the Concerned Families of the Westlake Corridor Project respectfully request that the section of Manor Drive located south of Broadmoor but north of Ridge Rd become either a dead-end street or additional parking stalls. With this in place, commuters will not cut through our neighborhood via Hohman Ave, Calumet Ave, or Frederick Ave. We feel this will reduce the vehicular impact in our residential neighborhood as well as provide greater safety for our children.

Thank you for your consideration in this matter.

Peggy DeRolf

psd1152@aol.com

Date Received: Tue 01/31/2017 11:56 PM

On behalf of the Concerned Families of the West Lake Corridor Project, the following is submitted:

1. We oppose the West Lake Corridor Project in its entirety. However, should the project go forward as contemplated:
 - a. Streets within a one-mile radius of each train station must be restricted to resident-only parking.
 - b. NICTD must increase the height of the proposed barrier from ~3 feet to 12 feet between resident properties and the proposed trackage to prevent visual intrusion and train sight lines.
 - c. NICTD must create and implement “quiet zones” through residential neighborhoods along the entire length of the rail extension, beginning at project inception and not adopted at a later date.
 - d. NICTD must fence all station parking lots with solid panel vinyl fencing or similar to prevent commuter trespass, and insulate and protect resident properties from commuter and vehicle presence and noise, as well as beautify the exterior with parkways and landscaping for the benefit of neighborhood residents facing the lots.
 - e. NICTD must pursue provision of adequate property tax credits or abatement or other compensation to all residents within one-quarter mile of any West Lake extension station or tracks in recompense for any decreases in property value.
2. We vehemently oppose the proposed Ridge/Manor station location, as it is unwelcome, unnecessary, incongruous with its proposed neighborhood environs, and within 2 miles of the South Hammond proposed station. However, should the Ridge/Manor station and parking lot go forward sited as contemplated south of Ridge Road:
 - a. NICTD must acquire all 18 houses on the block (South Street to Harrison, Harrison to Briar Lane, and along Garfield Court), rather than just the proposed 4 along South Street. This is necessary to prevent the parking lot from being placed adjacent to residents’ backyards.
 - b. NICTD must widen Harrison.
 - c. NICTD must fence the Ridge/Manor station parking lot as described in paragraph 1.d. above.
3. We oppose the acquisition of Munster’s passive open space park land on north Manor Avenue for use as an overflow parking lot for the proposed Ridge/Manor station. However, should the overflow lot go forward as contemplated:
 - a. NICTD must pay no less than fair market value.
 - b. NICTD must fence the north Manor overflow parking lot as described in paragraph 1.d. above.

Submitted by Julie O’Connor, for and on behalf of the Concerned Families of the West Lake Corridor Project

Julie O’Connor

[\(312\) 925-6818](tel:(312)925-6818)

kgjulia@gmail.com

CONCERNED FAMILIES of the WESTLAKE CORRIDOR PROJECT

Name	Address	Contact
1 Maureen T. Campbell	608 South Street, Munster, IN	
2 Don White	8336 Monroe Ave, Munster, IN	
3 Ron Buono	8322 Harrison Ave, Munster, IN	
4 Pam Eanes	8416 Harrison Ave, Munster, IN	pamccfd@sbcglobal.net
5 Julie O'Connor	434 South Street, Munster, IN	kgjulie@gmail.com
6 Brian Pirok	434 South Street, Munster, IN	b_pirok@yahoo.com
7 Amy & Brian Colwell	8422 Garfield Ct, Munster, IN	brian.colwell@sbcglobal.net
8 Barbara & Ralph Topete	8612 Garfield, Munster, IN	btopete41@hotmail.com
9 Janet & Ron Smaron	8568 Garfield, Munster, IN	
10 Bill & Emily McNamara	8237 Highland Pl, Munster, IN	emmers1925@gmail.com
11 Jason Lukis	8410 Harrison Ave, Munster, IN	jason.lukis@gmail.com
12 Dorothy Offdenkarp	1511 Melbrook Dr, Munster, IN	do@buddig.com
13 Jeff Bollinger	8504 Harrison Ave, Munster, IN	jeffbollinger@absolutekbs.com
14 Michael Sandridge	1547 Myrtle Ave, Munster, IN	michael.sandridge@gmail.com
15 Maureen Yaeger	450 South Street, Munster, IN	gmyaegs@sbcglobal.net
16 Ryan Barnhart	8121 Highland Pl, Munster, IN	rybarnhart@engineer.com
17 Julie Latya	8121 Highland Pl, Munster, IN	jewels_pnt@yahoo.com
18 Susan Arteaga	8441 Garfield Ct., Munster, IN	sue.arteaga@sbcglobal.net
19 Roman Arteaga	8441 Garfield Ct., Munster, IN	sue.arteaga@sbcglobal.net
20 Mike & Linda Oppenhuis	8539 Garfield Ave, Munster, IN	oppenhuisml@gmail.com
21 Dee & Bud Reffkin	8666 Garfield, Munster, IN	deezee13@att.net
22 Amanda Sanow	8618 Garfield, Munster, IN	spears1177@aol.com
23 Stan Jayjack	428 South Street, Munster, IN	stanjayjack@sbcglobal.net
24 Ruben & Teresa Rizo	8424 Harrison, Munster, IN	ruben.r@comcast.net
25 Katie Stilts	8325 Harrison, Munster, IN	Katie.stilts@yahoo.com
26 Amy Burian	8428 Harrison, Munster, IN	valpo92@comcast.net
27 Donna Haugh	8600 Harrison, Munster, IN	donnafoyehough@yahoo.com
28 LM		lmn444@yahoo.com
29 Amy Colwell	8422 Garfield Ct, Munster, IN	alstugis@yahoo.com
30 Tim Craig	8516 Garfield Ave, Munster, IN	irish1958@sbcglobal.net
31 Tom & Sue Davis	8425 Harrison, Munster, IN	tom@davisracingonline.com
32 Laura Barrett	8509 Garfield, Munster, IN	jakesmom_2007@yahoo.com

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Raul Alvarez

Print name:

RAUL ALVAREZ

Address:

664 SUNFLOWER LN.

Tel. number:

219) 864-0884

Email address:

C 543000000 11 0304

03 FEB 2017 04:30:11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

FEB 07 2017
NICTD

46304-352193



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Patricia Baker
Print name: Patricia Baker
Address: 640 Sunflower Lane Dyer 46311
Tel. number: (219) 322-9415
Email address: Patricia7918@att.net

I have lived in the MEADOWS for 16 years →

and do not want to see this quiet subdivision disrupted by
pening it to the new train station. Please do not connect it
Seminary. Expanding the South Shore is welcome progress, but
we already have to worry about Joe Orr Road encroaching
upon us from Illinois.

I'm sure you have many smart and inventive people who
can successfully place the new station where it does not
negatively impact on my sleepy little neighborhood.

Thank you for listening. Patricia Baker

Patricia Baker

640 Sunflower Lane
Dyer, IN 46311

5 52 2017 24 304

27 JUN 2017 PM 21



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: William D Baker
Print name: WILLIAM D. BAKER
Address: 564 SUNFLOWER LANE
Tel. number: 219-864-8734
Email address: WBAKER564@SBCGLOBAL.NET

**William D. Baker**
564 Sunflower Ln.
Dyer, IN 46311



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

RECEIVED
FEB 06 2017
NICTD

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

HERIBERTO BRAVO

Address:

507 SEMINARY DRIVE

Tel. number:

(708) 606-2947

Email address:

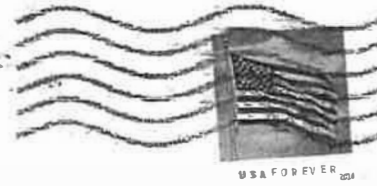
heriberto@hotmail.com



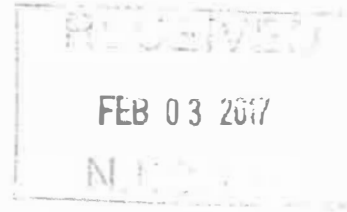
Ms. Ariene Burkhart
 801 Blue Jay Way
 Dyer, IN 46311

S 46304-3521 99

01 FEB 2017 PM 2 L



NICTD, DEIS West Lake Corridor Project
 33 East US Highway 12
 Chesterton, Indiana 46304



46304-3521 99



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Constance E. Busker John C. Busker
Print name: Constance E. Busker John C. Busker
Address: 835 Blue Jay Way
Tel. number: 865-3008
Email address: -

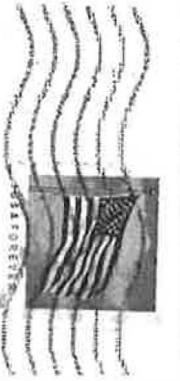
John Busker
835 Blue Jay Way
Dyer, IN 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



5 54 PM FEB 01 2017
30 JAN 2017 PM 9 L



RECEIVED
FEB 01 2017

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Richard Carlson

Print name:

Richard & Joan Carlson

Address:

848 Sunflower Lane, Dyer, IN

Tel. number:

219-865-2651

Email address:

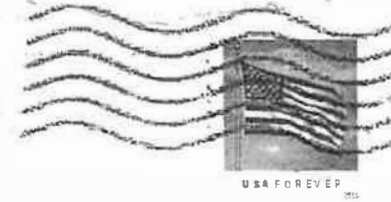
racster@att.net



Richard A. Carlson
848 Sunflower Ln.
Dyer, IN 46311

5 SUBURBAN IN 46304

27 JAN 2017 8:58 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Susanne Cembala

Print name:

Susanne Cembala (Cembala Family)

Address:

632 SEMINARY DR.

Tel. number:

219-322-7009

Email address:

scebala@yahoo.com

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Michelle Ciardetti

Print name:

Michelle Ciardetti

Address:

524 Seminary Drive

Tel. number:

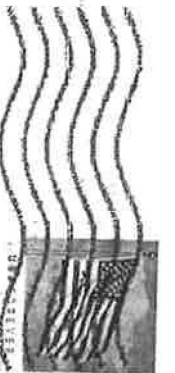
(219) 322-6132 OR (219) 670-7383

Email address:

MLW8@SBCGLOBAL.NET

CAROL STREAM IL 601

28 JAN 2017 PM 3 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-3224 99



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Chester A. Cielki Margaret M. Cielki

Print name:

CHESTER A. CIELKI MARGARET M. CIELKI

Address:

17 MEADOW LARK DYER, IN. 46311

Tel. number:

219-322-2105

Email address:

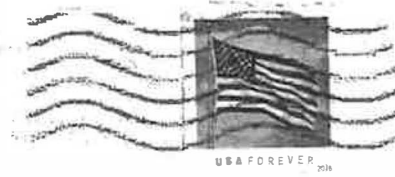
CHET MARGE @ COMCAST.NET



Margaret Ciezki
17 Meadow Lark
Dyer, IN 46311

POSTAGE WILL BE PAID BY ADDRESSEE

07 MAR 2017 PM 3:11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Print name:

Address:

Tel. number:

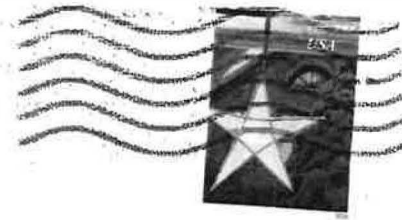
Email address:

VIRGINIA COCKERHAM

916 BLUE SAY WAY

S SUBURBAN IL 604

07 FEB 2017 PM 4 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-352199



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Deborah Cornejo

Print name:

DEBORAH CORNEJO

Address:

7110 SUNFLOWER LANE DYER

Tel. number:

Email address:

dcornejo714@yahoo.com →

716 SUNFLOWER Lane
Super, Ind 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



5 SUBURBAN ILLINOIS
31 JAN 2017 PM 4 1



RECEIVED
JAN 02 2017

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Loren T. Coyne Jr

Print name:

Loren T. Coyne Jr

Address:

601 Rose Bush Ln Dyer, In. 46311

Tel. number:

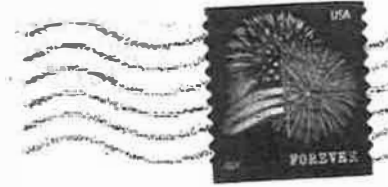
219 322-1928

Email address:

LorenLTinc@SBCGlobal.net

Loren Coyle
601 Rose Bush Ln
Dyer, In 46311

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NO POSTAGE NEEDED IF MAILED IN THE UNITED STATES



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

FEB 01 2017

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Harold Crider

Print name:

HAROLD CRIDER

Address:

527 SEMINARY DRIVE DYER

Tel. number:

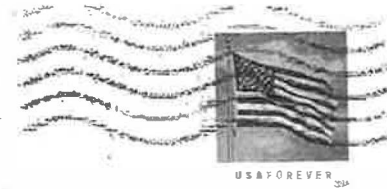
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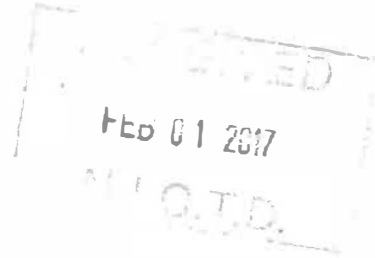
handjud@att.net

Ms. Judith Crider
527 Seminary Dr.
Dyer, IN 46311

POSTNET
00 344 2017 04 10 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Susan R. Dattulo

Print name:

Susan R. Dattulo

Address:

557 Seminary Drive

Tel. number:

219 730 4096 730 4096

Email address:

None



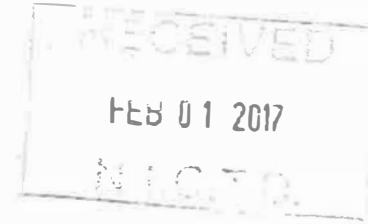
Susan R. Dattulo
557 Seminary Dr.
Dyer, IN 46311

U.S. POSTAGE

30 JAN 2017 PM 5:03



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



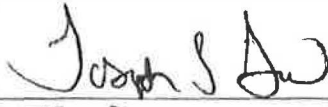
46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

JOE DAVIS

Address:

6001 SUNFLOWER LANE, DYER, IN 46311

Tel. number:

219-789-9075

Email address:

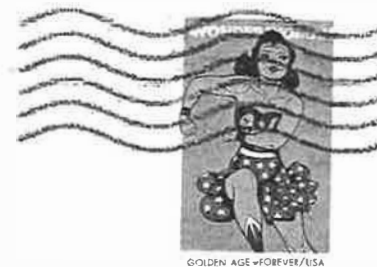
JOEDAVIS@AOL.COM



Mr. and Mrs. Joe David
601 Sunflower Ln
Dyer, IN 46311-4019

CARDI STREAM IL 801

28 JAN 2017 PM 3 1



GOLDEN AGE #FOREVER/USA

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304


46304-3921 99



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

James Davis Sara Davis

Address:

756 Sunflower Ln

Tel. number:

574-780-6030

Email address:

jdavis@live.com



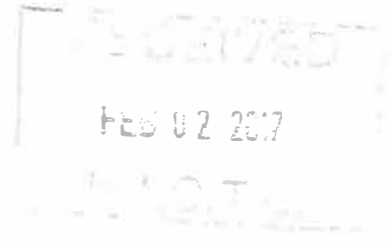
James Davis
756 Sunflower Ln
Dyer IN 46311-1086

WEST SUBURBAN IL 604

31 JAN 2017 PM 4 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-952109



To: NICTD, DE. WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Vera Dickson

Print name:

Vera Dickson

Address:

840 Sunflower Lane

Tel. number:

219-322-4514

Email address:

Vera Dickson18@yahoo.com



Vera Dickson
840 Sunflower Ln
Dyer, IN 46311

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NO POSTAGE NEEDED IF MAILED IN THE UNITED STATES



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-000100



I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Basil J. Elipani

Print name:

BASIL ELIPANI

Address:

564 BLUE JAY WAY.

Tel. number:

864-1856

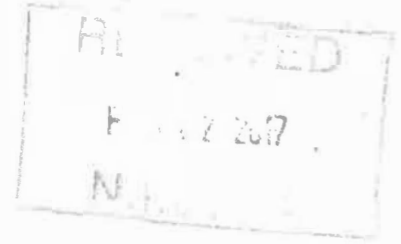
Email address:

P. K. W. P. A. N. I.
Rt 4 Blue Jay Way
Dyer IN. 46311

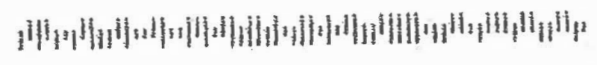
6 SUBURBAN IL 604
31 JAN 2017 PM 2 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-352190



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

James Evans

Print name:

JAMES EVANS

Address:

850 Blue Jay Way Dyer, IN 46311

Tel. number:

(219) 515-2030

Email address:

lindaksl@att.net

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Linda Spolarich

Print name:

Linda Spolarich

Address:

850 Blue Jay Way Dyer, IN 46311

Tel. number:

(219) 515-2030

Email address:

lindaksl@att.net

FILED
WITH 30

Spalovich
850 Blue Jay Way
Dyer, IN 46311

530840441029

30 JAN 2017 PM 12



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

RECEIVED
FEB 01 2017
NICTD

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Christina Fagan

Print name:

Christina Fagan

Address:

209 Eagle Ct.

Tel. number:

219-741-8807

Email address:

tina.l.fagan@gmail.com

RECEIVED

MAR 13 2017

NICTD



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Domine R. Femminella
 Print name: DOMINE R. FEMMINELLA
 Address: 865 BLUE JAY WAY DYER, IN.
 Tel. number: 219-864-7332
 Email address: ~~o~~

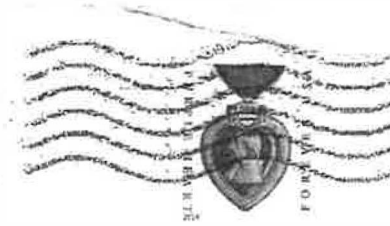
F

DOMINIC R. FEMMINELLA

865 Blue Jay Way
Dyer, IN 46311

POSTAGE WILL BE PAID BY ADDRESSEE

21 JAN 2017 PM 11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Mireya Ferreira
Print name: MIREYA FERREIRA
Address: 140 N Eagle
Tel. number: 219 322 3173
Email address: MIREYA140@COMCAST.NET

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Cynthia Flanagan

Print name:

Cynthia Flanagan

Address:

680 Robin Ct Dyer, IN 46311

Tel. number:

708-207-2140

Email address:

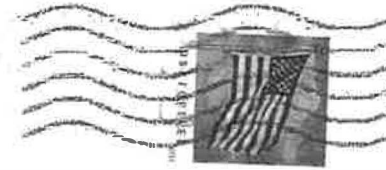
CatfishCindy @ Comcast.net



Ms. Cindy Flanagan
880 Robin Ct
Dyer, IN 46311-1078

S SUBURBAN IL 604

27 JAN 2017 PM 9 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

Matt Galloy

Address:

832 Robin Ct. Dyer, IN 46311

Tel. number:

(708) 692-8073

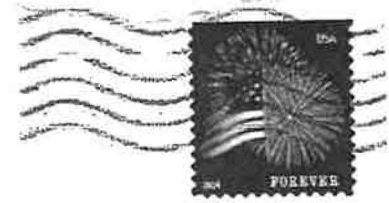
Email address:

MattGalloy2000@yahoo.com

M. Galloy
832 Robin Ct.
Dyer, IN 46311

0 51 154 154444 72 0576

27 JUN 2017 PM 3 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

Vivian Golfis

Address:

5116 Seminary Drive

Tel. number:


219 545-2268

Email address:

v.golfis@hotmail.com

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

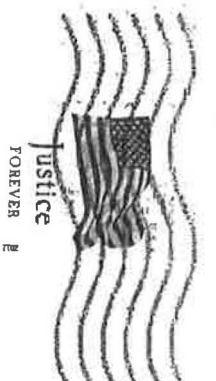
I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: 
Print name: David Gonzalez
Address: 109 Cardinal Ct. Dyer, IN.
Tel. number: (219) 712-3645
Email address: davidgonzalez288@gmail.com

D. Gonzalez
109 Cardinal Ct.
Dyer, IN. 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

5 54 18 PM 11 03 04
27 JAN 2017 PM 5 8



46304-352193



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036AB

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Carole Anne Guy

Print name:

CAROLE ANNE GUY

Address:

767 BLUE JAY WAY, DYER, IN 46311

Tel. number:

219-864-0999

Email address:

— CAROLEG1@HOTMAIL.COM

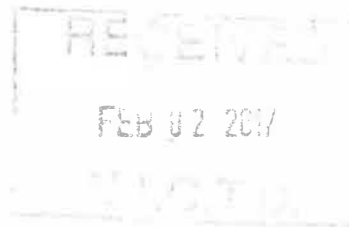
Ms. Carole A. Guy
767 Blue Jay Way
Dyer, IN 46311

CELEBRATE!

31 JAN 2017 PM 2 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-352198



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036AC

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Michael Gramhofer

Print name:

MICHAEL GRAMHOFER

Address:

657 ROSE BUSH LN.

Tel. number:

Email address:



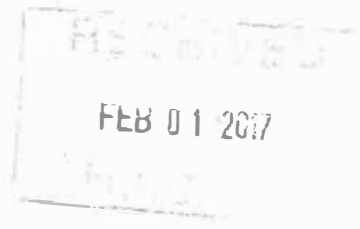
Mr. Michael Gramhofer
657 Rose Bush Ln
Dyer, IN 46311

POSTAGE WILL BE PAID BY ADDRESSEE

FEB 01 2017 PM 3:11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

JOE GROBISK

Address:

612 Blue Jay way

Tel. number:

865-0297

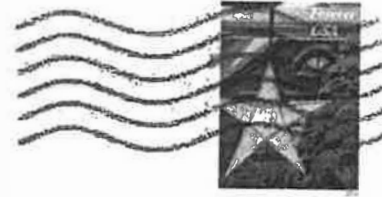
Email address:

joedec3677@aol.com

G Joe Grubish
612 Blue Jay Way
Dyer, IN 46311-4006

5 SUBURBAN IL 604

27 JAN 2017 PM 4 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Dolores Gruszka
Print name: DOLORES GRUSZKA
Address: 743 BLUE JAY WAY, DYER
Tel. number: 219-689-3292
Email address: N/A

CAROL STREAM IL 601

23 JAN 2017 PM 6 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-3521 99



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Jerry Hanas
Print name: Terry Hanas
Address: 625 Rose Bush Ln.
Tel. number: 219-865-1408
Email address: terryhanas@sbcglobal.net

025 Rose Bush Ln.
Dyer, IN 46311

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31 JAN 2017
PM 2 1

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A4 116 102417 1905



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

FEB 03 2017

46304-352199



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Paulino Herrera

Print name:

PAULINO HERRERA

Address:

624 Seminary Dr.

Tel. number:

219-951-7458

Email address:

TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Arlene J. Houston
Print name: ARLENE J. HOUSTON
Address: 825 SUNFLOWER LANE - DYER, IN 46311
Tel. number: 219-865-6118
Email address: N/A

Arlene Houston
625 Sunflower Ln
Dyer, IN 46311-1084

46304-352199
28 JAN 2017 PM 11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

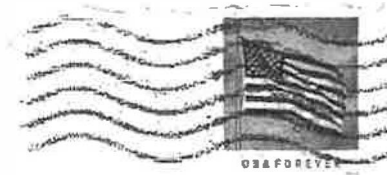
Signature: Mary Lou Jandura James J. Jandura
Print name: Marylou Jandura James J. Jandura
Address: 733 Rose Bush Ln., Dyer, IN 46311
Tel. number: H: 219-865-0904
Email address: mljj@sbcglobal.net



Mr. & Mrs. Janies Jandura
733 Rose Bush Ln
Dyer, IN 46311

5 SUPER BONUS 11 874

27 JAN 2013 PM 3:11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Nevenka Jelcic
Print name: NEVENKA JELCIC
Address: 601 SEMINARY DR DYER, IN 46311
Tel. number: 219-440-7750 OR 708-989-3514
Email address: _____

R N-Jelero
601 Seminary Dr
Dyer, IN 46311-4010

5 0125 0125
IL 604
27 188 117
94 18 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Amarose Kapitan

Print name:

AMAROSE KAPITAN

Address:

565 ROSE BUSH LANE

Tel. number:

219-864-7343

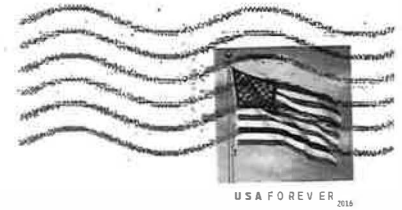
Email address:

AMAROSE@COMCAST

Ambrose & Pat Kapitan
565 Rose Bush Lane
Dyer, IN 46311

S SUBURBAN IL 604

31 JAN 2017 PM 2 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

125 28 2017

46304-352199



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Marla M. Kindt

Print name: MARLA M. KINDT

Address: 733 Blue Jay Way

Tel. number: 219-864-9594

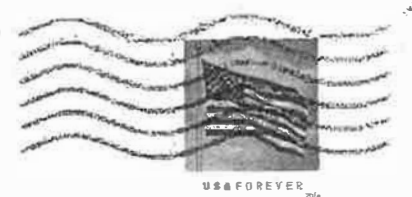
Email address: _____



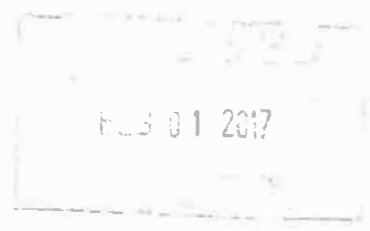
Ms Marla Kindt
 733 Blue Jay Way
 Dyer, IN 46311

POST OFFICE BOX 11 46311

30 JAN 2017 5:55 PM



NICTD, DEIS West Lake Corridor Project
 33 East US Highway 12
 Chesterton, Indiana 46304



46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Louis H. Klimaszewski

Print name:

Address:

Tel. number:

Email address:

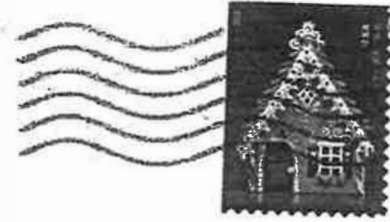


219-865-1980

K Lou & Sara
Klimaszewski
751 Blue Jay Way
Dyer, IN 46311

S. SUBURBAN IL 609

27 JAN 2017 PM 4 IL



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Marilyn J. Kozak
Print name: Marilyn J. Kozak
Address: 819 Blue Jay Way
Tel. number: 864-1715
Email address: ⓪

K
Marilyn Kozak
819 Blue Jay Way
Dyer, IN 46311

S SUBURBAN IL 604

31 JAN 2017 PM 5 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

72
Jan 31 2017

46304-0000



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

John & Alice Kresich

Print name:

JOHN & ALICE KRESICH

Address:

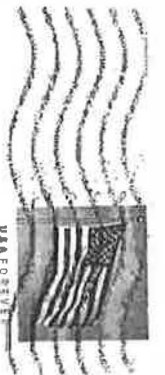
633 ROSE BUSH LANE DYER, IN 46311

Tel. number:

865-2094

Email address:

CAROL STINEBAUGH
28 JAN 2017 PM 11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

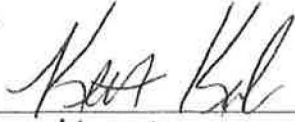
46304-352199



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

Keith Krusk

Address:

848 Robin Ct Dyer IN

Tel. number:

219-322-0024

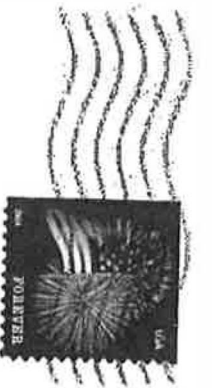
Email address:

Krusk4@SBCGlobal.net

848 Robin Ct
Dyer IN 46311

CAROL STREAM #1601

28 JAN 2017 PM 5 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities. *TRAIN COMMUTER TRAFFIC SHOULD ENTER FROM THE MAIN STREETS OF SHEFFIELD AND COLOMBIA, NOT THRU A NEIGHBORHOOD*

Signature:

Dennis Lafferty

Print name:

DENNIS LAFFERTY

Address:

608 SUNFLOWER LANE, DYER, IN

Tel. number:

219-227-9082

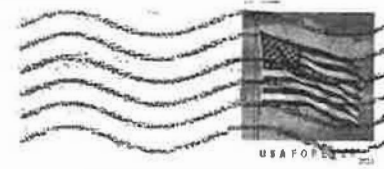
Email address:



MR. & MRS. DENNIS LAFFERTY
608 SUNFLOWER LANE
DYER, IN. 46311

SUNFLOWER IN 46311

27 JAN 2017 PM 5 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

John S Litton

Address:

665 Rose Bush Lane

Tel. number:

Dyer, IN 46311 219-227-9218

Email address:

Jslitton665@yahoo.com

POSTAGE
PAID
INDIANAPOLIS, IN
46204



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

INDIANAPOLIS, IN
FEB 13 1999

46304-352199



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Debra A. Lundy

Print name:

Debra A. Lundy

Address:

1025 Sunflower Drive, Dyer IN 46311

Tel. number:

Email address:

I am very concerned about access in & out of the subdivision per traffic & citizens in case of emergency. Also NO PARKING signs for residents.

85 Saint-Germain Lane
Dyer IN 4637

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-3521 99



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FIRST CLASS PERMIT NO. 1000
CHICAGO, ILL. 60601



POST OFFICE

I object to the plan for West Lake Corridor train to connecting any train parking/exit connecting to The Meadows subdivision in Dyer. More traffic/pollution in our quiet sub division.

Kathy Medgiak
633 Sunflower Ln
Dyer, In 46311

TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

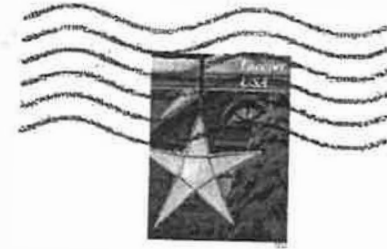
Signature: _____
Print name: _____
Address: _____
Tel. number: _____
Email address: _____



Mr. Philip Madgiak
633 Sunflower Ln.
Dyer, IN 46311

CAROL STREAM IL 601

26 JAN 2017 PM 3 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352133



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

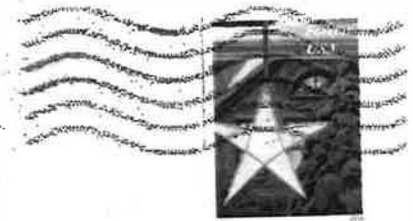
Signature: Carl Major
Print name: CARL MAJOR
Address: 901 BLUE JAY WAY DYER, IN. 46711-1093
Tel. number: THE TRAIN STATION, TRAIN YARD & PARKING
Email address: THE LOT WILL REDUCE THE PRICE OF HOMES IN THE MEADOWS SUBDIVISION.



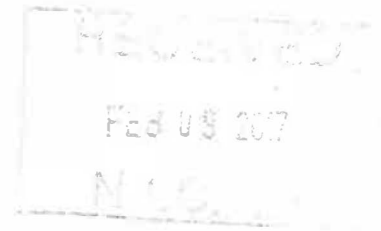
Mr. Carl Major
901 Blue Jay Way
Dyer, IN 46311

5 SUBURBAN IL 604

07 FEB 2017 PM 10 2



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-3521 98



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Louis Masciotra

Print name:

LOUIS MASCIOTRA

Address:

117 CARDINAL COURT

Tel. number:

219 865 6171

Email address:

THEMASCYS@COMCAST.NET

S SUBURBAN
IL 604
33 144 17
PM 9 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

RECEIVED
FEB 01 2017
NICTD

46304-012100



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036AW

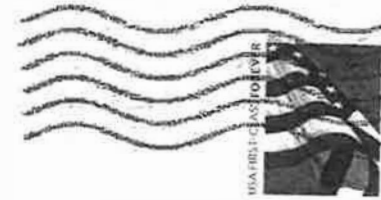
I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Cheryl Massignani / Paul A. Massignani, Sr.
Print name: CHERYL + PAUL MASSIGNANI
Address: 523 ROSE BUSH LANE, DYER, IN
Tel. number: 219-322-1616
Email address: cmassignani@sbcglobal.net

Cheryl & Paul Massignani
523 Rose Bush Lane
Dyer, IN 46311

SUBSCRIPTION DEPT

01 FEB 2017 PM 4 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

FEB 03 2017

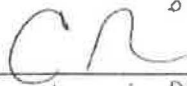
46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

Cori Mathis

Address:

132 Eagle ct, Dyer

Tel. number:

219-201-3880

Email address:

Coriann77@att.net

Mathis

5 SUBURBAN
IL 604
28 JAN 17
PM 9 L



HASLER
FIRST-CLASS MAIL
\$000.46⁰⁰
01/25/2017 ZIP 46322
012E14640321

US POSTAGE

NICTD, DEIS West Lake Corridor Project
33 East U.S. Highway 12
Chesterton, Indiana 46304

46304-3521 99



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities. This is a quiet family friendly neighborhood that

Signature:

Kevin Mathis

Print name:

Kevin Mathis

Address:

132 Eagle Ct Dyer IN

Tel. number:

219 201 3641

Email address:

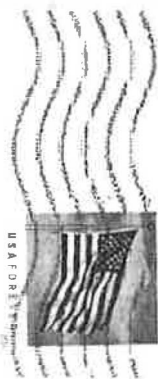
coriann77@att.net

I don't want
turned into
a busy, loud
one to
raise my
small
children in



S SUBURBAN IL 604

26 JAN 2017 PM 9 L



NICTD, DEIS West Lake Com'don Project
33 East U.S. Highway 12
Chesteron, IN 46304

RECEIVED

JAN 30 2017

N.I.C.T.D.

46304-008733



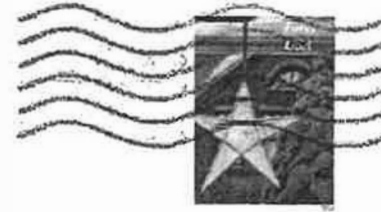
To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Daniel Matteo
Print name: DANIEL MATTEO
Address: 933 Robin
Tel. number: 219-864-1380
Email address: _____

Daniel & Janette Matteo
933 Robin Ct.
Dyer, IN 46311

GRAND STREAM IL 601
28 JAN 2017 PM 3 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: EDWARD MATUS Edward Matus
Print name: EDWARD MATUS
Address: 724 Blue Jay Way Dyer In 46311
Tel. number: 708-899-4725
Email address: ED.MATUS@SCHNEIDER-ELECTRIC.COM

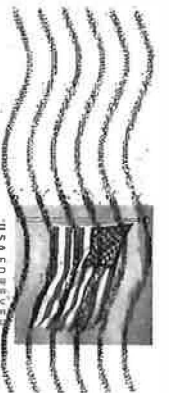
EDWARD MATS
724 Blue Jay Way
Dyer In.
46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-3521 99



SEARCHED INDEXED
SERIALIZED FILED
JAN 20 2007
FBI - INDIANAPOLIS



JAN 20 2007

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Print name:

Address:

Tel. number:

Email address:

Frances E. Mickalak

533 Seminary Drive, Dyer, IN

219-864-8197

herbfran@hotmail.com

M

Mr. & Mrs. Herbert Michalak
533 Seminary Drive
Dyer, IN 46311-4012

533 SEMINARY DR DYER IN 46311

JAN 2017 7:41 PM



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Herbert G. Michalak

Print name:

Herbert G. Michalak

Address:

533 Seminary Drive, Dyer, IN

Tel. number:

219-864-8147

Email address:

herbfran@hotmail.com

M

Mr. & Mrs. Herbert Michalak
533 Seminary Drive
Dyer, IN 46311-4012

5 SURRAN IL 64

25 JAN 2017 PM 5 L



NICTD, DEIS West Lake Corridor
Project

33 East US Highway 12
Chesteron, IN 46304

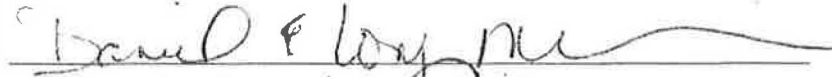
46304-006733



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

Daniel & Lory Miller

Address:

617 Blue Jay Way, Dyer, IN

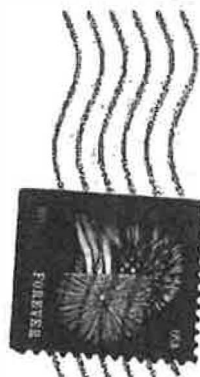
Tel. number:

219-322-5108

Email address:

lorymiller@sbcglobal.net

51 SUEBURNWAY IL 60094
27 JUN 2017 PM 4 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-3521 99



NO!

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Lillian Misiek

Print name:

Lillian Misiek

Address:

657 Blue Jay Way Dyer, IN. 46311

Tel. number:

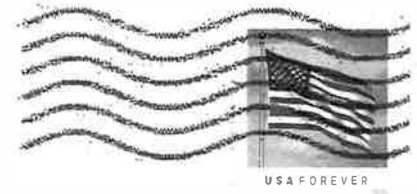
219-844-0259

Email address:

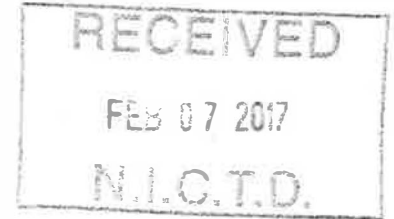


SUBURBAN IL 604

03 FEB 2017 PM 4 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-952199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Lloyd D. Mulvihill

Print name:

LLOYD D. MULVIHILL

Address:

556 BLUE JAY WAY DYER, IN. 46311

Tel. number:

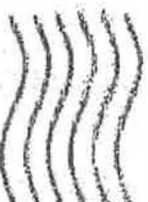
219-313-3927

Email address:

LD5C928@HOTMAIL.COM

SUBURBAN IL 604

27 JUN 2013 PM 4 IL



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-352139



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Mrs. Rose Marie Minkovits

Print name:

749 Sunflower Lane

Address:

Dyer, Ind. 46311

Tel. number:

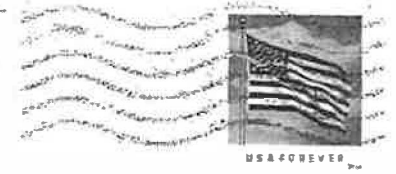
1-219-865-9970

Email address:

N Rose Ninkovich
749 Sunflower Ln.
Dyer, IN 46311

INDIANA STATE MAIL

2023 0004 2023.7 933 01



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:	<u>Dennis O'Connor</u>	<u>Cindy O'Connor</u>
Print name:	<u>DENNIS O'CONNOR</u>	<u>CINDY O'CONNOR</u>
Address:	<u>645 BLUE JAY WAY</u>	
Tel. number:	<u>219 8645863</u>	
Email address:	<u>DI0068@SBCglobal.net</u>	

O Dennis & Cindy O'Connor
645 Blue Jay Way
Dyer, IN 46311

CORRAL STREAM IL 601

29 JAN 2017 PM 2 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Arthur Olejniczak

Print name:

ARTHUR OLEJNICZAK

Address:

709 SEMINARY DR.

Tel. number:

219 865-3706

Email address:

ART.O@COMCAST.NET



Mr. Arthur Olejniczak
709 Seminary Dr.
Dyer, IN 46311-4008

4630483321 0011

USA



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

RECEIVED
FEB 07 2017
N.I.C.T.D.

4630483321 0011
15 Hd
ST. DIST 17

4630483321 0011

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Eileen C. Owens

Print name:

EILEEN C. OWENS

Address:

817 BLUE JAY WAY - Dyer

Tel. number:

219-865-5460

Email address:

lowens817@yahoo.com

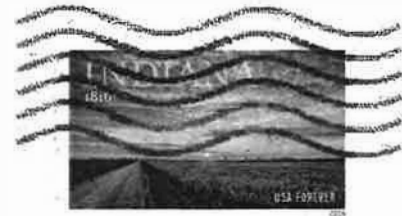
(over)

Eileen C. Owens
817 Blue Jay Way
Dyer, IN 46311-1091



5 515000000 004

31 JAN 2017 4N 4 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



46304-052100



To 3 Blue Jay Way
Dyer, IN 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199

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02 FEB 2017 PM 9 L



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FEB 07 2017
N.I.C.T.

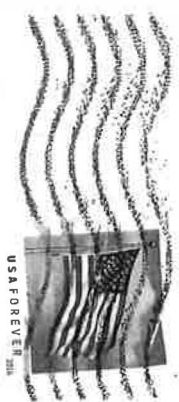
46304-352199

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: *Alicia Reyes / Eusebio S. Reyes*
Print name: Alicia S. Reyes / Eusebio S. Reyes
Address: 200 EAGLE CT DYER, IN. 46311
Tel. number: 219-512-4964 / 219-779-0804
Email address: LICHA52@AOL.COM

U.S. POSTAGE
ON 07/28/2017 PM 4:1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-3521 99



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

We
for any other Meadows

Signature:

Lana Richardson Richard C. Richardson

Print name:

LANA RICHARDSON Richard C. Richardson

Address:

556 Sunflower Lane

Tel. number:

Email address:

Lanarichardson@sbcglobal.net



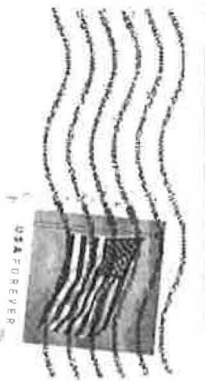
556 Sandover Lane
Dyer, Indiana 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352193



556 SANDOVER LANE
DYER IN 46311



FEB 01 2017

NICTD

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Michelle Rodgers Mark Rodgers
Print name: Michelle Rodgers Mark Rodgers
Address: 701 Seminary Dr. Dyer
Tel. number: (219) 322-3738
Email address: Ponytail6768@gmail.com

MICHELLE RODGERS
MARK RODGERS
701 SEMINARY DR
DYER, IN 46311

CAROL STREAM, IN 46304
2017 MAR 20 11:03 AM



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Ralph Ross

Print name:

Ralph Ross

Address:

865 ROSE BUSH LANE DYER IN 46311

Tel. number:

708-220-1360

Email address:

ralphross@att.net

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Patti Russell

Print name:

PATTI RUSSELL

Address:

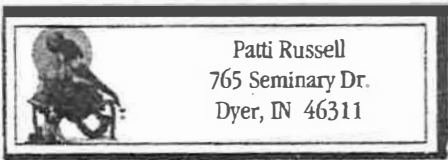
765 SEMINARY DRIVE

Tel. number:

219-864-4371

Email address:

None



55184 46311 IN 46304
27 JAN 2017 PM 3 4



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

WE ARE

we

~~I am~~ a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities. WE ALSO OPPOSE EXTENDING MAIN STREET INTO ILLINOIS. → ^{over}

Signature:

Print names:

JAMES J. SALTANOVITZ

SARA M. SALTANOVITZ

Address:

557 ROSE BUSH LN
DYER, IN 46311

557 ROSE BUSH LN
DYER, IN 46311

Tel. number:

219-730-4933

219-730-8044

Email address:

jjsalt21@gmail.com

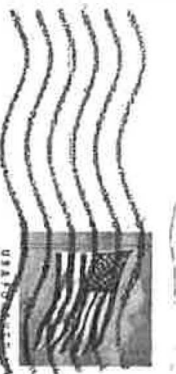
evansalt@ymail.com

MAIN STREET SHOULD END AT THE TRACKS IN INDIANA, WITH
STATION PARKING EAST OF THE TRACKS AND RESIDENTIAL
DEVELOPMENT WEST OF THE TRACKS, POSSIBLY CONNECTING
THE MUNSTER/DYER SUBDIVISIONS.

SALTANOVITZ
557 ROSE BUSH LN
DYER, IN 46311

CAROL STREAM IL 601

28 JAN 2017 PM 3 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-552199



26 Jan 2017

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036BR

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

William Saroian

Print name:

William Saroian

Address:

149 Seminary Drive, Dyer, IN 46311

Tel. number:

219 322 6335

Email address:

wdsaroian@gmail.com

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

1/26/2017

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Amanda Sprue

Print name:

Amanda Sprue

Address:

149 Seminary Dr. Dyer, IN 46311

Tel. number:

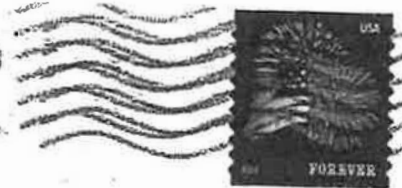
(219) 775-3020

Email address:

spruedog33@hotmail.com



SAROIAN SEMINARY DRIVE
DYER INDIANA 46311
03 FEB 2017 PM 4:11
23 JAN 2017 PM 5 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304



FEB 03 2017

46304-012100



I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Scott Southard

NO WAY

Print name:

SCOTT SOUTHARD

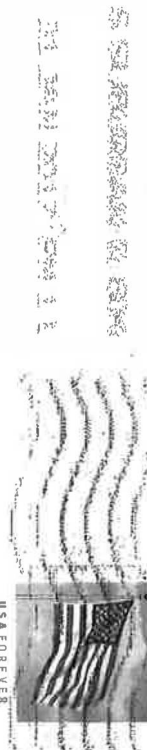
Address:

709 OLIVE CT.

Tel. number:

219-864-9626

Email address:



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-352199



46304 352199

TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

James Evans

Print name:

JAMES EVANS

Address:

850 Blue Jay Way Dyer, IN 46311

Tel. number:

(219) 515-2030

Email address:

lindaksl@att.net

TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Linda Spolarich

Print name:

Linda Spolarich

Address:

850 Blue Jay Way Dyer, IN 46311

Tel. number:

(219) 515-2030

Email address:

lindaksl@att.net

26 Jan 2017

Comment ID No. 0036BU

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

William Saroian

Print name:

William Saroian

Address:

149 Seminary Drive, Dyer, IN 46311

Tel. number:

219 322 6335

Email address:

wdsaroian@gmail.com

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

1/26/2017

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Amanda Spruke

Print name:

Amanda Spruke

Address:

149 Seminary Dr. Dyer, IN 46311

Tel. number:

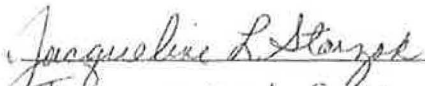

(219) 775-3020

Email address:

sprukedog33@hotmail.com

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

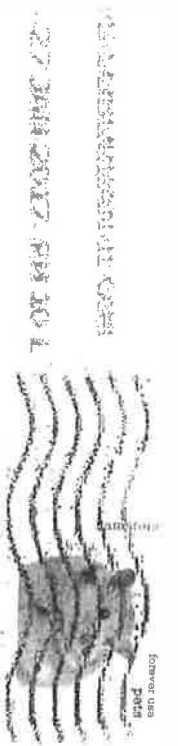
Signature:		
Print name:	Jacqueline L. STARZAK	Michael A. STARZAK
Address:	624 Sunflower Ln	624 Sunflower Ln
Tel. number:	865-3845	865-3845
Email address:	Jstarzak50@sbcglobal.net	MSTARZAK@sbcglobal.net

N. STARZAK
624 Sunflower
Dyers, IN 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199

46304-352199



I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Karen Streck

Print name:

Karen Streck

Address:

208 Eagle Ct Dyer

Tel. number:

219-864-8979

Email address:

karenstreck@sbcglobal.net

TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036BX

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Steve Streck

Print name:

Steve Streck

Address:

725 Rose Pusch Ln

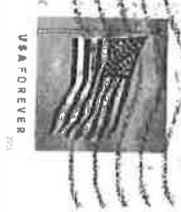
Tel. number:

708-204-3141

Email address:

sstreck912@netzen.net

5 13 PM
27 JAN 2007 PM 11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

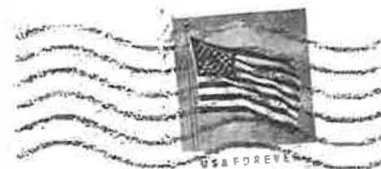
I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Arlene Stuchlak
Print name: Arlene Stuchlak
Address: 951 Blue Jay Way
Tel. number: 906-367-0502
Email address: astuchlak@yahoo.com

A. Stuchlak
951 Blue Jay Way
Dyer, IN, 46311

CAROL STREAM IL601

03 JAN 2017 PM 11



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036BZ

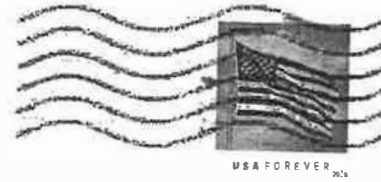
I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Ronald H Swets
Print name: Ronald H Swets
Address: 617 Seminary Dr Dyer, IN 46311
Tel. number: 219-865-1713
Email address: rswets@sbcglobal.net

S
Ronald Swets
617 Seminary Dr
Dyer, IN 46311-4010

SUBURBAN IL 604

27 JAN 2017 PM 8 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199

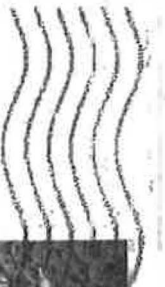


To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Cindy Allende-Tarin / James Tarin
Print name: Cindy Allende-Tarin
Address: 3077 Rose Bush Ln, Dyer, IN
Tel. number: (219) 869-9679
Email address: cindy.allende@com.com

5 SUPERBURY 11 FOS
26 JAN 2017 PM 9 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-352159



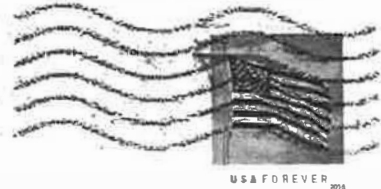
To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Anita Taylor and David Taylor
Print name: Anita Taylor and David Taylor
Address: 901 Rose Bush Ln Dyer IN 46311
Tel. number: 219-322-6592
Email address: DAT901@yahoo.com



SUBURBAN IL 604
27 JAN 2013 0452 E



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-3521 59



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: *Diane A. Traner Edward C. Traner*
Print name: DIANE A. TRANER EDWARD C. TRANER
Address: 240 SEMINARY DRIVE
Tel. number: 219 322-6560
Email address: DIANE.EDWARD@COMCAST.NET

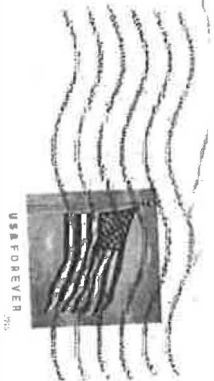
16458
6405 Reminary Dr
Dyer IN 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-352199



S SUBURBAN IN 504
26 244 277 219 1



USA FOREVER

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

KEEP IT IN

Print name:

Address:

MUNSTER

Tel. number:

Email address:

Do not need South Shore.
Do not want any part of
train station, parking lots,
and facilities any where near
our subdivision. Let
Munster have it all.

NO NO NO
Quit forcing things on
people. We moved
here for peace and
quite.

Comment ID No. 0036CE

Do not need South Shore.
Do not want any part of
train station, parking lots,
and facilities any where near
our new driveway, let
Munster have it all.

NO NO NO

I sit facing things on
people. WB moved
here for peace and
quiet.

THE SOUTH SHORE EXPANSION / WEST LAKE CORRIDOR PROJECT

MUNSTER/DYER TRAIN STATION

Dear Neighbor,

There are currently 4 options for the location of the Munster/Dyer train station, parking lots, and facilities. 2 of those options include connecting Seminary Street directly to the train station parking lots, making our subdivision a main path into and out of those lots. Pictures of the options and additional information can be found on this website: www.nictdwestlake.com.

If you have concerns or oppose plans to connect our subdivision to the train station parking lots, please complete the attached and send it to NICTD (the envelope is addressed). You can also submit your comments by:

- Sending an email to: project.email@nictdwestlake.com
- Leaving a message on the automated comment line: 219-250-2920
- Using the online comment form:
www.nictdwestlake.com/comment-online.html

Comments will only be accepted until February 3, 2017

TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

KEEP IT IN

Print name:

Address:

MUNSTER

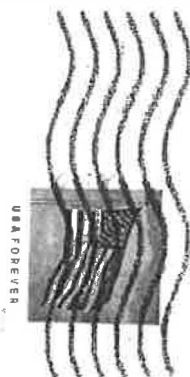
Tel. number:

Email address:

THE MEAD DOWNS
DYER IN, 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

SUBSCRIPTION DEPT
23 JAN 2013 PM 4 L



46304-3521 99



THE SOUTH SHORE EXPANSION / WEST LAKE CORRIDOR PROJECT

MUNSTER/DYER TRAIN STATION

Dear Neighbor,

There are currently 4 options for the location of the Munster/Dyer train station, parking lots, and facilities. 2 of those options include connecting Seminary Street directly to the train station parking lots, making our subdivision a main path into and out of those lots. Pictures of the options and additional information can be found on this website: www.nictdwestlake.com.

If you have concerns or oppose plans to connect our subdivision to the train station parking lots, please complete the attached and send it to NICTD (the envelope is addressed). You can also submit your comments by:

- Sending an email to: project_email@nictdwestlake.com
- Leaving a message on the automated comment line: 219-250-2920
- Using the online comment form:

www.nictdwestlake.com/comment-online.html

I oppose such a transition, I wish to keep my area quiet, No Railroad, No housing.

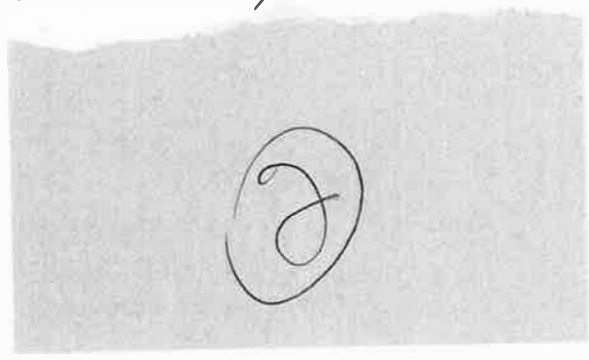
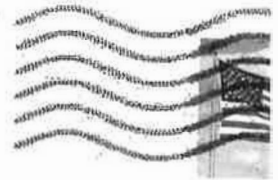
Comments will only be accepted until February 3, 2017

I lived here 17 years, I wish to stay longer, if you come with Railroad and housing I will move

THE MEADOWS
DYER IN. 46311

S SUBURBAN IL 604

27 JAN 2017 PM 4 L



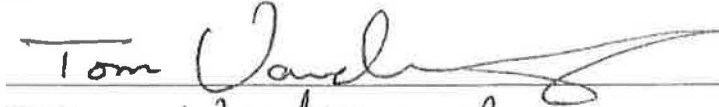
46004-952105



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

Tom Vanderwerf

Address:

116 Seminary Dr Dyer Ind 46311

Tel. number:

708 935-8633

Email address:

VANMAN597@GMAIL.COM



Thomas Vanderwerf
116 Seminary Dr
Dyer IN 46311-1082



Freedom
FOREVER

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Marian Van Someren
Print name: MARIAN VAN SOMEREN
Address: 567 SEMINARY DRIVE, DYER, IN-46311
Tel. number: _____
Email address: _____

 Mrs. Marian Van Someren
567 Seminary Dr
Dyer, IN 46311

CARD: STREET 11 4601

28 JAN 2017 PM 2 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199

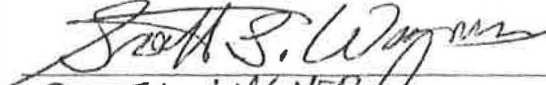


To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036CI

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:


SCOTT L. WAGNER

Print name:

Address:

949 ROBIN CT. DYER IN 46311

Tel. number:

708-989-6647

Email address:

SMWAGS@ATT.NET

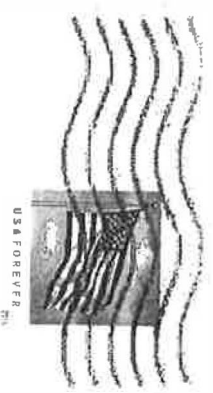


NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-3521 99



CAROL STREAM, IL 601
38 JAN 2017 PM 9:1



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Kent Wells

Print name:

KENT WELLS

Address:

617 ROSE BUSH LN DYER, IN 46311

Tel. number:

219-864-2377

Email address:

KRWELLS@GMAIL.COM

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-952199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036CK

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Timothy C Wheelan

Print name:

TIMOTHY C WHEELAN

Address:

633 BLUE JAY WAY DYER IN 46311

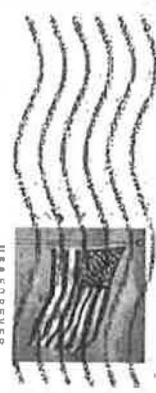
Tel. number:

219-322-6358

Email address:

5 SUBURBAN IL 204

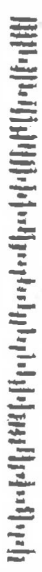
22 JAN 2017 PM 8 L



USA FOREVER

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352193



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Davita B. White

Print name:

Davita B. White

Address:

916 Robin Court Dyer, IN 46311-1079

Tel. number:

(219) 680-7849

Email address:

davita.white@yahoo.com

D.R. White
916 Robicet
Dyer, IN 46311-1079

5 2105000000
11 504
13 FEB '17
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NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

46304-352193

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PM 8 L

RECEIVED
FEB 15 2017

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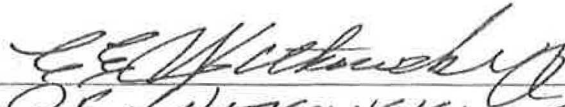


To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036CM

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

D.E. WITKOWSKI SA

Address:

816 SCARFLOWER LN

Tel. number:

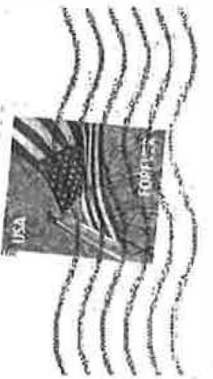
219-864-9231

Email address:

816 Sunflower Ln
Oglet In 46311

NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesteron, Indiana 46304

5 SURFUND 21 534
01 FEB 2017 444 4 4



2017 03 20

46304-3521 99

POSTNET barcode

To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Danuta Wojciechowski

Print name:

DANUTA & JOHN WOJCIECHOWSKI

Address:

056 SUNFLOWER LN. DYER IN 46311

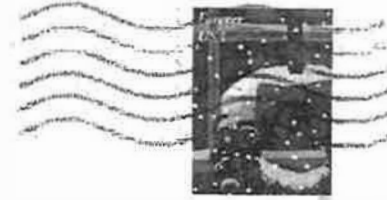
Tel. number:

Email address:

John & Danuta Wojciechowski
656 Sunflower Ln
Dyer, IN 46311

5 SUBURBAN IL 604

30 JAN 2017 PMS L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

RECEIVED
FEB 01 2017

46304-352199



TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036CO

Comment ID No. 0036CP

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Mrs. Helen Youngdale
Print name: HELEN YOUNGDALE
Address: 841 SUNFLOWER LN - DYER
Tel. number: 219-864-9364
Email address: rgydt@msn.com

TO: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature: Mr. Robert M Youngdale Sr.
Print name: MR ROBERT M YOUNGDALE SR.
Address: 841 SUNFLOWER LANE DYER IN
Tel. number: 219-864-9364
Email address: rgydj@msn.com



Robert & Helen
M. Youngdale
841 Sunflower Ln
Dyer, IN 46311

POSTAGE WILL BE PAID BY ADDRESSEE

27 JAN 2017 PM 3 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

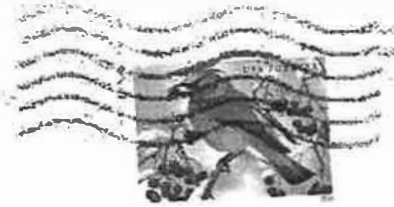
Signature: William H. Zager Kathleen A. Zager
Print name: William H. Zager Kathleen A. Zager
Address: 864 Sunflower Lane, Dyer, TN 46311
Tel. number: 219-670-0135
Email address: w.zager@comcast.net



William H. Zager
864 Sunflower Ln.
Dyer, IN 46311

S. SUNFLOWER LN. 46311

27 MAR 2017 7:44 L



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-352199



To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:

Edmund Zielke

Print name:

Address:

Tel. number:

Email address:

Z

Mr. Edmund Zielke
601 Blue Jay Way
Dyer, IN 46311

Z Mr. Edmund Zielke
601 Blue Jay Way
Dyer, IN 46311

STUBURBAN IL 604

02 FEB 2017 PM 4 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

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FEB 07 2017
N.I.C.T.D.

46304-352199

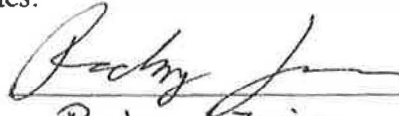


To: NICTD, DEIS WEST LAKE CORRIDOR PROJECT

Comment ID No. 0036CS

I am a resident of the Meadows subdivision in Dyer, Indiana. I oppose any option for the Munster/Dyer train station that would connect Seminary Drive to the train parking lots or any of the other train facilities.

Signature:



Print name:

Rodney Zwier

Address:

49 Blue Jay Way Dyer, IN 46311

Tel. number:

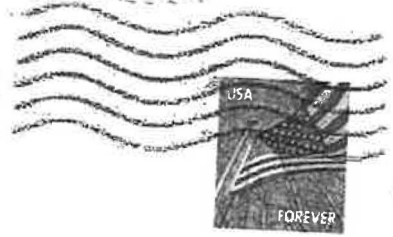
219-682-8202

Email address:

rod.zwier@gmail.com

Rodney Zwier
49 Blue Jay Way
Dyer, IN 46311

5 SUBURBAN IN 604
27 JAN 2017 PM 1



NICTD, DEIS West Lake Corridor Project
33 East US Highway 12
Chesterton, Indiana 46304

46304-3521 99



249 169th Street
Hammond, IN 46324
January 31, 2017.



Mr. Michael Noland
President, NICTD (Northern Indiana Commuter Transportation District)
33 East U.S. Highway 12
Chesterton, IN 46304

Dear Mr. Noland,

Enclosed please find a petition asking NICTD to guarantee preservation of adequate green space and wildlife habitat, side-by-side with the South Hammond station and parking lot, in its final plan for the West Lake Corridor Rail Extension Project. You will note that of the 115 area residents whose signatures accompany this petition, 84 live in Hammond, 11 live in Munster, 3 live in or near Chicago, and the rest live in other communities in Northwest Indiana. All are familiar with the natural beauty of our South Hammond neighborhood, and all are very strongly committed to the well-being of the wild creatures that live there.

I am confident that NICTD can, and I believe that it must, find a sustainable way to design this portion of the West Lake Corridor rail extension—providing for the needs of animals and people alike.

Many thanks for your consideration.

Sincerely yours,

Handwritten signature of Valerie H. Pennanen in blue ink.

Valerie H. Pennanen

Cc:

Bill Hanna, President and CEO, Indiana Regional Development Authority (RDA)
Dean D. Button, Hammond City Engineer

TO: NICTD OFFICIALS IN CHARGE OF THE WEST LAKE CORRIDOR RAIL EXTENSION PROJECT

DATE: January 25, 2017

PETITION TO SAVE GREEN CORRIDOR IN SOUTH HAMMOND, INDIANA

We, the undersigned, strongly object to NICTD's current plans for the green space east of Lyman Avenue and north of 173rd Street in south Hammond. This space, which by NICTD's own admission contains prairie, woodland, and wetland, provides an important corridor for local wildlife, as well as summer habitat for birds, butterflies and bumblebees. It is threatened by NICTD's plans to build a parking lot which may, in a worst-case scenario, involve paving the entire area. We urge NICTD to make a clear, specific, written commitment to preserve wildlife habitat in its final plan for this portion of the West Lake Corridor rail extension project. We further call upon NICTD to partner with local and regional chapters of the Sierra Club, the Nature Conservancy, and other environmental groups to map out, conserve, and maintain an adequate portion of this natural corridor. Ensuring the survival of our local wildlife, whose well-being is closely tied to the quality of human life in our region, must be a top priority.

(Signatures appear on the following pages.)

I SUPPORT THE PETITION TO SAVE THE GREEN CORRIDOR IN SOUTH HAMMOND, INDIANA.

Name	Address	Phone	E-mail
Maria H. Penneron	249 169th Street Hammond, IN 46324	(219) 937-0341	finnfriends@att.net
Michael L. Penneron	249 169th Street Hammond, IN 46324	(219) 937-0341	finnfriends@att.net
Maria Sanchez	246 - 169th St Hammond, IN 46324	219-931-8321	msanchez246@att.net
G. Sims	254-169th St Hammond	219-616-4100	J.SNAKE1020@SBC.GLOBAL-NET
David Robinson	256 - 169th St Hammond	219 937 9708	
Judy Robinson	" " " "	" "	
Jeff Anderson	262 169th Hammond 46324	219-932-2435	ajja@wowway.com
Jeff Anderson	262 169th St, Hammond, IN	219-932-2435	pap01697@gmail.com
Jeff Anderson	267 LAUNDAL Hammond	(219) 276-7854	
Chick McEvoy	257-169th St Hammond	319-314-0909	
Eva McEvoy	257-169th St Hammond	219-314-0909	
Judy Anderson	249 173rd Hammond	219-931-8108	
Dona Vaip	265 169th Hammond	219 931-1591	
Mary Mayberry	252 Humpfer Hammond	219-931-6358	msrm43@yahoo.com
Mary Mayberry	240 Humpfer Hammond	219-2905-640	
Mary Mayberry	244 HUMPFER Hammond	219-805-7519	
Jenny Mayberry	237 Oakwood Hammond	219-933-0681	jennysuedogmom@gmail.com
Jenny Mayberry	237 Oakwood Hammond	219-933-0681	
Jennifer Brower	216 Fernwood St Hammond	708-606-6487	jbrower724@gmail.com
Dolores Brower	218 Fernwood St Hammond	708-927-9339	
Carrie Hutter	6348 Moraine Hammond	219-218-2331	
Bianca Hampton	6535 Alexander Ave Hammond	219-805-0886	
Desnee Hampton	245 169th St Hammond	219-880-9000	
Donna Francis	251 169th St Hammond	219 228 4038	
Donna Francis	261 169th St Hammond	708-275-2555	

I SUPPORT THE PETITION TO SAVE THE GREEN CORRIDOR IN SOUTH
HAMMOND, INDIANA.

Name	Address	Phone	E-mail
JOAN CRIST	7 DETROIT ST. HMD	(219) 932-2706	jcrist@ccs.edu
Catherine Munge	7 Detroit st. Hammond	(219) 765-0587	catherine.munge20@bishopcoll.
Carmen Cordova	268 169th Street Hmd	(219) 259-3225	carmen.cordova@gmail.com
Michael Petrashevich	265 169th St. Hammond	(219) 931-1591	mikepanddove@yahoo.com
Vinessa Ruiz	250 169th St Hammond	(708) 821-4720	Vinessa.ruiz@gmail.com
James Schuchler	250 169th Hammond		JAMES SCHUCHLER@XEROX
Carol O'Hare	255 169th Hammond, Ind		
Sharon O'Hare	255 169th Hammond IN		
M Cybenon	268 169TH ST. HAMMOND, IN		
Tina Davenport	236 169th St Hammond, IN		tingadavenport67@gmail.com
Dominique Gee	236 169th St Hammond, IN		lil23@mail.com
Donna Stader	234-169th St Hammond IN		DonnaStader@ATT.net
Paul Whitten	233 169th St. Hammond	(219) 608-0945	
Paul Whitten	243 169th St. Hammond	(219) 308-5500	whittenp1@gmail.com
Quincy Worthington	9756 Crimshaw Lane Munster	(434) 607-5959	quincyaw@gmail.com
Jan Hurst	482 E. 900 N Valparaiso	(219) 931-0877	
Terry Dumbel	1439 Lois Ave Park Ridge, IL	847 825-7927	
John Walter	1057 Poppyfield N Schererville	219-322-5999	johnawalter@gmail.com
Mark Klee	9327 Idlewild Drive Highland	219 296-8331	mark62653@sbcglobal.net
Sara Foster	31 Endicott Pl Hammond	219-937-4700	
Jiri Josta	11 11 11 11 P	289-937-4700	
Sandra L. O'Brien	5500 S. Liverpool Rd, Hobart	219-442-2566	elo readlm@msm.com
Mary Kuzynski	11429 Arl. 6 Chicago	773-734-3200	
Michael J. Juras	11428 Ave 6 Chicago	773-734-3207	
Mary Ellen Korman	1916 Robin Dr Munster IN	219-678-2585	Mary.ellen.Korman@gmail.com
Nolly Korman	1916 Robin Dr Munster IN	219-985-5883	nckorman42@gmail.com

I SUPPORT THE PETITION TO SAVE THE GREEN CORRIDOR IN SOUTH HAMMOND, INDIANA.

Name

Address

Name	Address
Evel Kaurish	7327 Calif. Ham'd
Susan Hermann	221 Vire Street Hammond
Karen Tolson	7338, Madison 1 Ham'd
Dorilyn Magchowitz	7842 Frederick, Munster, IN
Josephine Simmons	2906 Grand Blvd. Highland
Dorothy M. Lambert	23 Midway Ct. Ham'd
Richard Fanten	7240 Southeastern Ham'd
Mike Jagers	1661-174 th E Pl Hammond
James P. Wilfinger	1210 Ridgeway Ave - Munster 46321
Patrick Coughlin	10 Rimbach, Hammond IN. 46320
Guth	8132 Tolasson Highland IN 46322
Angela Haugh	8330 Northcote Ave ^{Hammond} 46321
MICHAEL J. JOHNSON	7226 JACKSON AVE Hammond 46324

I SUPPORT THE PETITION TO SAVE THE GREEN CORRIDOR IN SOUTH HAMMOND, INDIANA.

Name

Address

Name	Address
Christina Hough Gianna Hough	8330 Northcote Ave Munster, IN

Online Comment Form Submission**Date Received: Fri 02/03/2017 8:42 AM**

questions_comments: Dear NICTD and Public Officials involved in the South Shore expansion: This is a comment from the Dunelands Group of the Hoosier Chapter of the Sierra Club on the DEIS for the West Lake Corridor. Commuter rail expansion. Thank you for the opportunity to comment. We have gotten quite a bit of feedback from Hammond residents and Sierra Club members. While we support public transit expansion, this is a project which has downsides that should be mitigated.

Longtime region residents are certainly aware that suburban sprawl has emptied out the once major, northern cities of Hammond, Gary, and East Chicago and filled up the former agricultural, timber, and wildlife producing lands to the south and east with subdivisions and associated development.. The NICTD expansion project supports Hammond with two stations and the maintenance yard, and some opportunity for Hammond residents to cross commute within the region on the NICTD South Shore commuter rail system, as well as getting to Chicago. The proposed double-tracking investment in the original north line of the South Shore commuter rail fell through once already. We hope it really happens this time, and NICTD keeps the north line stations and track in good repair. Too many new infrastructure projects in the Region have contributed to suburban sprawl and ended with infrastructure disinvestment in the original urban cities that were the Region's center. We also support TOD (transit oriented development) at the Miller, Gary, and East Chicago stations on the existing north line.

This new infrastructure project is an opportunity for sustainability investment in the Region. The new stations and parking areas could have onsite green stormwater mitigation such as under parking lot temporary water storage, rain gardens as landscaping, green roofs (which last far longer than conventional roofs), and bioswales. Since the project has 70 acres of imperious surface, constructing a big stormwater pond such as Striebel pond in Michigan City south of 173rd on a place such as the vacant land east of the Monon corridor makes sense. That would provide useful green space for the South Hammond Station neighborhood. If the area has legacy contamination, maybe it should be dug out anyway.

Since the existing Hammond station has only about 600 parking spaces, the new South Hammond Station may not need its planned 1000 parking spaces for a long time. For that interim time, it could be planted to low growing native prairie, which wouldn't be too hard to manage and wouldn't require weekly mowing. Its eastern wooded strip could be enhanced for aestheticness and biodiversity by removing the invasive tree species such as Siberian elm and tree of heaven and keeping the cottonwoods, wild black cherry, and any oaks, and planting and maintaining appropriate native wildflowers, grasses, and sedges for the ecological conditions. The eastern woods could have a foot path trail through it linked to the Monon Trail on the west side of the train tracks. The South Hammond station has at least 18.7 acres available, there should be plenty of land for green space and its enhancement, because the existing Hammond station with about 600 parking spaces only takes up 9 acres. There are 4 lots in the southeast corner there that total 2.7 acres which should be included in the green space area. The vacant land south of 173rd to the Little Cal river and interstate could also be put to green space use to make up for the loss of the 18.7 + 2.7 acres in the station footprint that is now the neighborhood's green space. Quality of life is important. The neighborhood is currently pretty stable, which is a plus for a station location where perception of a bad neighborhood would reduce clientele. Even TOD will be hard to attract if there is no aesthetic and useful green space around. The South Hammond station has a number of large church parking lots and land that might present an opportunity for extra parking or green space.

In summary, we would like to see the new stations be as environmentally friendly as possible, supporting biodiversity in every way including the roofs. They should also be capturing all possible storm water to avoid unnecessary runoff, scouring and sedimenting up the local streams. The full number of planned parking spaces should be phased in as necessary with prairie plantings or existing woodland to cover the land in the interim. Wetland and stormwater and tree mitigation should be onsite or in the neighborhood. All this green infrastructure should not be left to deteriorate from invasive species and lack of proper maintenance. It should be managed by trained professionals.

The Lake Station wetland mitigation bank site for wetland mitigation may be legal to use, but it is pretty far from Hammond and Munster. Certainly, more local sites can be found that would provide local benefits for water quality, wildlife and people.

Also part of sustainability is access to this infrastructure project's jobs. Some Region communities such as Gary and Hobart are devoting their economic development money to the West Lake Corridor without receiving benefit from the project. Region residents that are ready to work and reside in the high unemployment zip codes should get a significant percentage of the jobs created.

Further venturing into sustainability is access to affordable housing in areas with good schools and a safe environment. There should be affordable housing set asides in the new TOD developments so people can live closer to work and have better opportunities for their children. Some way of encouraging affordable housing in new development spurred by the Westlake Corridor infrastructure should be devised because it would be good for the Region's social and economic health.

Local neighborhood safety during construction is another issue. Construction always comes with noise and dust. Silica in construction dust is an emerging health issue. Also, the South Hammond station site reportedly may have a lot of coal dust, so dust control measures during construction should receive proper attention and evaluation to make sure they are working. The corridor is so wide there because it used to be a train yard, subject to hazardous spills and other contamination what warrants attention to protect the local residents.

Sincerely,

**Sandy O'Brien Conservation Chair, Dunelands Group of the Hoosier Chapter of the Sierra Club
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Interested_Stakeholder: yes

length_of_time: Sierra Club members are residents

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Online Comment Form Submission

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questions_comments: **South Shore Trails (SST) is a region-wide group of Northwest Indiana residents concerned with improving access and mobility for all citizens of the region, especially through alternative and multi-modal transportation. SST is especially interested in solutions which reduce traffic congestion, are carbon-friendly, affordable, promote healthy and active living, connect and improve existing systems, and improve access to goods and services those less-advantaged, such as the elderly, children, and persons who cannot afford to own a car.**

South Shore Trails enthusiastically endorses the Westlake Corridor project, because as envisioned it would improve and promote most of the issues cited here. SST prefers the Hammond Alternative routing due to what we believe will be more moderate cost, the commitment of the City of Hammond to multi-modal connections, and the area of the Hammond NICTD station as a junction point. SST also finds the Commuter Rail Alternative to be adequate, and we do not support the IHB alternative, which we believe would be needlessly expensive and disruptive to the local communities.

We would be happy to address further any questions the Study group might have about details of the desirable multi-modal connectivity represented by the Westlake plan.

Cordially,

Don Parker, Chair

South Shore Trails

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Email_Notifications: yes

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