



# **Appendix H2. Index of DEIS Agency Comments, Response to DEIS Agency Comments**



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**Table H2-1: Index of DEIS Agency Comments**

Agency	Last Name	First Name	Comment ID(s)
Amtrak	Rogers	Richard	1
Amtrak	Terdich	David	2
Chicago South Shore and South Bend Railroad	Bjornstad	Todd	3A – 3C
City of Hammond	Button	Dean	4A – 4CR
CN Railroad	Kuxmann	Scott	5
CN Railroad	Matteucci	Michael	6A – 6F
Consolidated Rail Corporation	Hill	Jocelyn	7A – 7G
Dyer Fire Department	Bonnin	Bob	8
Dyer Town Council	DeGiulio	Tom	9A – 9F
Forest County Potawatomi Community	LaRonge	Michael	10
INDNR – Division of Historic Preservation and Archaeology	Carr	John	11A – 11B
Metra	Kralik	David	12
Miami Tribe of Oklahoma	Hunter	Diane	13
NiSource	Sullivan	Dan	14A – 14B
Norfolk Southern Corporation	Cochran	J.	15A
Norfolk Southern Corporation	Edwards	John	15B
Town of Munster	Anderson	Dustin	16A – 16AL
U.S. Coast Guard, Ninth Coast Guard District	Striffler	Commander Scott	17
U.S. Dept. of the Interior (OEPC)	Darby	Valincia	18
USEPA	Westlake	Kenneth	19A – 19U



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**Table H2-2: Response to DEIS Agency Comments**

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
1	Amtrak	Rogers	Richard	Online Comment Form	• Alternatives	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.	See Master Response #5 regarding future connectivity of the Project with Amtrak.
2	Amtrak	Terdich	David	Online Comment Form	• Support Noise/Vibration	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	See Master Response #18 regarding noise impacts and potential mitigation measures including the use of Quiet Zones.
3A	Chicago South Shore and South Bend Railroad	Bjornstad	Todd	Email	• 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.	The Indiana Harbor Belt (IHB) Alternative was the longest route, had the highest number of property impacts, and traveled through environmentally sensitive areas. Additionally, the City of Hammond was not supportive of the IHB Alternative and supported the Hammond Alternative Option 2. As referenced in the comments, the Hammond Alternative Option 2 provides the opportunity for the Hammond Gateway Station in north Hammond, which allows for off-peak and weekend service not afforded with the IHB Alternative. In addition, the opportunity for significant transit-oriented development in north Hammond would not be available under the IHB Alternative. Notwithstanding the assertion in the comment about the seriousness of NICTD's attempt to use the Conrail Shared Assets, NICTD did approach Conrail, both verbally and in writing, and it was made clear that access would not be granted. Furthermore, the IHB Alternative would have required a fly-over and the raising of ComEd's high voltage transmission lines at the site of the flyover, negating any compelling construction economics. Therefore, it was not selected as the NEPA Preferred Alternative in the DEIS or as the FEIS Preferred Alternative in the FEIS.
3B	Chicago South Shore and South Bend Railroad	Bjornstad	Todd	Email	• Freight Traffic	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	NICTD has conducted modeling studies which indicate there is enough capacity to accommodate the projected number of trains associated with the West Lake Corridor Project. <b>Section 3.2.2</b> of the FEIS states that NICTD conducted a technical analysis to assess the infrastructure's capacity to accommodate project trains under the Preferred Alternative. The analysis is presented in detail in the <i>Analysis of Capacity on the Metra Electric District (MED) to Serve Metra and NICTD growth with West Lake Corridor Service</i> (NICTD 2015). Metra has confirmed in its response to the DEIS that enhanced NICTD service on the MED would 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. Conclusions derived from the analysis are summarized in <b>Section 3.2.4</b> of the FEIS.

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						<p>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.</p> <p>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 modeling 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 modeling are complete and can be incorporated into the EIS. The current modeling 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.</p>	
3C	Chicago South Shore and South Bend Railroad	Bjornstad	Todd	Email	<ul style="list-style-type: none"> <li>Freight Traffic</li> </ul>	<p>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.</p>	<p>NICTD conducted modeling studies which indicate there is enough capacity to accommodate the projected number of trains associated with the West Lake Corridor Project. Metra has confirmed in its response to the DEIS that enhanced NICTD service on the MED would 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. Thus, impacts on freight operations and possible expansion plans between Hammond and Kensington would not likely be affected.</p>
4A	City of Hammond	Button	Dean	Email	<ul style="list-style-type: none"> <li>Support</li> </ul>	<p>Attached please find Hammond's comments regarding the West Lake DEIS. We hope that these comments help to make a better report in support of the NEPA Preferred Alternative. [REFERS TO CITY OF HAMMOND LETTER FROM THOMAS M. MCDERMOTT, JR. DATED JANUARY 12, 2017]</p>	<p>See Master Response #26 regarding support for the Project.</p>
4B	City of Hammond	Button	Dean	Email	<ul style="list-style-type: none"> <li>Alternatives</li> </ul>	<p>Top Items: The DEIS does not explain the disposition of the existing Hammond Station.</p>	<p>See Master Response #8 regarding changes at stations and parking lots.</p> <p>NICTD is planning to use the existing Hammond Station for overflow parking and future transit-oriented development. The FEIS Preferred Alternative would relocate existing South Shore Line (SSL) track between the current SSL Hammond Station at 4531 Hohman Avenue and the Indiana-Illinois state line so that the SSL could serve the new Hammond Gateway Station. The SSL and West Lake routes would be adjacent to one another at Hammond Gateway Station, allowing passengers to transfer between services. During non-peak times, Project trains would operate as shuttles between Munster/Dyer Main Street Station and Hammond Gateway Station, making timed connections with</p>

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							SSL service.
4C	City of Hammond	Button	Dean	Email	• Automobile Traffic	Top Items: Traffic impacts are not adequately addressed.	See Master Response #29 regarding traffic analyses.
4D	City of Hammond	Button	Dean	Email	• Funding/Taxes/Referendum	Top Items: Repayment of UMPTA Grant is not addressed.	Discussion of the Dan Rabin Plaza has been included in <b>Section 7.5.2</b> of the FEIS. NICTD made changes to the NEPA Preferred Alternative presented in the DEIS; the FEIS Preferred Alternative and the Project would cross over the northwest corner of the eastern portion of the Dan Rabin Plaza, the recreational/Section 6(f) portion of the property. At this location, the Project would be elevated on structure at least 25 feet above the plaza. No columns would be placed in the eastern portion of the Dan Rabin Plaza and the Project would not require permanent incorporation of the plaza recreational/Section 6(f) property. The proposed design was reviewed by the Indiana Department of Natural Resources (INDNR) along with a summary of very minor project effects related to noise, vibration, and visual resources. INDNR determined that the Project would not constitute a conversion of Section 6(f) property. The National Park Service concurred with INDNR's determination. Therefore, no repayment of prior federal funds would be necessary.
4E	City of Hammond	Button	Dean	Email	• Recreational Resources/Section 4(f)	Top Items: NICTD taking of city-owned Erie-Lackawanna Trail is not addressed.	See Master Response #25 regarding the Erie Lackawanna Trail.
4F	City of Hammond	Button	Dean	Email	• Automobile Traffic	Top Items: Cutting off access to neighborhoods/businesses near immediately south of Gateway Station is not addressed.	To address the loss of access immediately south of Hammond Gateway Station, a new roadway is proposed south of the CSX railroad that would connect Sheffield and Wabash Avenues. See <b>Figure 2.4-1</b> in the FEIS.
4G	City of Hammond	Button	Dean	Email	• Water Resources	Top Items: Proper stormwater controls for the South Hammond Station are necessary.	See Master Response #30 regarding floodplains and floodways.
4H	City of Hammond	Button	Dean	Email	• Alternatives	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.	NICTD is planning to use the existing Hammond Station for overflow parking and future transit-oriented development. The FEIS Preferred Alternative would relocate existing South Shore Line (SSL) track between the current SSL Hammond Station at 4531 Hohman Avenue and the Indiana-Illinois state line so that the SSL could serve the new Hammond Gateway Station. The SSL and West Lake routes would be adjacent to one another at Hammond Gateway Station, allowing passengers to transfer between services. During non-peak times, Project trains would operate as shuttles between Munster/Dyer Main Street Station and Hammond Gateway Station, making timed connections with SSL service.
4I	City of	Button	Dean	Email	• Noise/Vibration	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	<b>Section 4.7.5</b> of the FEIS discusses the potential use of mechanically stabilized earth (MSE) approach walls to reduce

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	Hammond				• Aesthetics/Visual	walls (page ES-19).	visual effects for adjacent properties. The use of MSE walls can have advantages compared with conventional concrete retaining walls, including simpler construction procedures and equipment needs, and less site preparation, which can reduce visual effects for adjacent properties. An MSE wall does have potential to reflect noise. However, the ambient noise from existing automobile traffic and train operations would limit any perceivable increase in noise that may result from MSE wall reflected noise.
4J	City of Hammond	Button	Dean	Email	• Automobile Traffic	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.	See Master Response #29 regarding traffic analyses in the vicinity of proposed stations.
4K	City of Hammond	Button	Dean	Email	• Other	4) ES.6 - typographical error NITCTD should be NICTD.	This typographical error has been corrected in the FEIS.
4L	City of Hammond	Button	Dean	Email	• Other	5) Page ES-10, first paragraph notation to Figure should be ES.3.4.	Figure numbering and text references have been updated throughout the FEIS.
4M	City of Hammond	Button	Dean	Email	• Alternatives	6) ES.8.2 Guideway, please discuss the reason for deciding not to double track the West Lake.	See Master Response #6 regarding the double-track alternative. NICTD would consider double tracking in the future if ridership demand warrants it. Double track is ideal; however, it is not feasible for the narrow right-of-way available in the Project Area or for the cost of the 9 miles of track. The guideway design accommodates one train, and, where two trains traveling in opposite directions are scheduled to meet in a particular location, a siding is proposed. As described in <b>Section 2.4.8</b> of the FEIS, the FEIS Preferred Alternative would operate in a dedicated guideway within new or existing right-of-way. The guideway would include a single track throughout, with one 2,000-foot-long siding track near the center of the proposed alignment north of Interstate 80/94 (I-80/94) and a 1,900-foot-long siding track at Munster/Dyer Main Street Station.
4N	City of Hammond	Button	Dean	Email	• Bicycle/Pedestrian	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?	Fencing would be provided by NICTD to prohibit pedestrians and bicyclists from crossing the track where NICTD determines that fencing is important from a safety perspective. Exact locations and fencing styles would be determined during the design engineering and construction phase of the Project.
4O	City of Hammond	Button	Dean	Email	• Water Resources	8) Table ES.10-1, page ES-21, Section 5.7 Water Resources, Potential Mitigation Summary, IDNR Construction in a Floodway permit is likely required.	The Project is in compliance with federal and state requirements. NICTD has coordinated with the United States Army Corps of Engineers (USACE) and Indiana Department of Natural Resources (INDNR). NICTD is aware that it would need an INDNR Construction in a Floodway permit. It would be obtained prior to construction.
4P	City of	Button	Dean	Email	• Other	9) Page ES-24, Section ES.11, final bullet point, should state "the Grand and Little Calumet Rivers,..."	References to the Grand Calumet River and/or the Little Calumet

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	Hammond						River have been updated throughout the FEIS, as appropriate.
4Q	City of Hammond	Button	Dean	Email	• Other	10) Page 1-5, Transit Services: a. Closest stations include Hegewisch b. Hammond does have Chicago Buses serving our area.	The description of existing Transit Services has been updated in <b>Section 1.2.2</b> of the FEIS to include Pace Suburban Bus connections with the South Shore Line (SSL) at the Hegewisch Station and express bus service into Downtown Chicago.
4R	City of Hammond	Button	Dean	Email	• Automobile Traffic	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?	The second paragraph of <b>Section 1.2.2</b> of the FEIS references automobile trips. Roadway congestion between Northwest Indiana and Chicago contributes to slower automobile trips during peak periods.
4S	City of Hammond	Button	Dean	Email	• Automobile Traffic	12) Page 1-6, Motorways of US 12 and US 20 are more significant than some of the others listed.	Comment noted. <b>Section 1.2.2</b> , third paragraph, of the FEIS is summarized from a 2011 Northwestern Indiana Regional Planning Commission (NIRPC) study; U.S. 12 and U.S. 20 were not included in the NIRPC study.
4T	City of Hammond	Button	Dean	Email	• Other	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.	These data were derived from the Origin-Destination study performed by NICTD in 2013. The survey asked for place of residence near major street intersections. To avoid overlapping dots, the dots were spread out as close as possible to the origin location.
4U	City of Hammond	Button	Dean	Email	• Alternatives	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.	The identification of stations as "baseline" or "option" as shown in Table 2.2-1 of the DEIS is from an earlier "second screening" process as referenced in Section 2.2 of the DEIS that ultimately evolved into three build alternatives. Each alternative includes either the Downtown Hammond Station or the Hammond Gateway Station depending on which location was most logical for the particular alternative. <b>Figure 2.2-1</b> in the FEIS shows a side-by-side comparison of the three build alternatives evaluated in the DEIS and which stations are included in each alternative. The Commuter Rail Alternative and Indiana Harbor Belt Alternative both include Downtown Hammond Station in lieu of Hammond Gateway Station. The FEIS Preferred Alternative includes Hammond Gateway Station in lieu of Downtown Hammond Station.
4V	City of Hammond	Button	Dean	Email	• Alternatives	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?	The approximately 2,000-foot siding starts just south of 173rd Street and ends just south of I-80/94 in the city of Hammond. A severe noise impact is projected to occur at 1 single-family home and an upper-range moderate noise impact is projected to occur at 1 single-family home in the city of Hammond between MP 65.3 and 65.5. To mitigate these impacts, a barrier approximately 580 feet long and 5 feet above the top-of-rail would be constructed. This barrier would be on the western side of the Project alignment, and would also protect 1 lower-range moderate noise impact projected to occur at 1 single-family home between MP 65.3 and 65.5. Please see <b>Section 5.2.5</b> of the FEIS for more information.

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4W	City of Hammond	Button	Dean	Email	• Other	16) Page 2-19, Section 2.3.2.4, Station 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 <u>existing SSL station platforms.</u> " 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.	As described in <b>Section 2.4.2</b> of the FEIS, the Hammond Gateway Station would be constructed adjacent to the relocated South Shore Line (SSL) Hammond Station (approximately 0.33 mile to the west of its current location). The FEIS Preferred Alternative would relocate existing SSL track between the existing SSL Hammond Station and the Indiana-Illinois state line. Both routes would be adjacent to one another at Hammond Gateway Station, allowing passengers to transfer between services.
4X	City of Hammond	Button	Dean	Email	• Alternatives	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 is 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.	The reliability of the commuter rail service would be compromised with an at-grade crossing of the Canadian National (CN) Railroad alignment, as CN would control the traffic through the intersection. Therefore, NICTD's first choice is to fly over the CN tracks and the FEIS Preferred Alternative includes the grade separation at Maynard Junction.
4Y	City of Hammond	Button	Dean	Email	• Purpose and Need	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.	See Master Response #33 regarding future ridership projections.
4Z	City of Hammond	Button	Dean	Email	• Bicycle/Pedestrian	19) Page 3-12, Section 3.4.3 Affected Environment, the Section discusses existing and future improvement 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.	a. NICTD has addressed the HAWK signal crossing of Douglas Street at the Erie-Lackawanna Trail in the FEIS. b. The existing pedestrian bridge at 165th Street over the Little Calumet River would be relocated to the west and a new railroad bridge would be constructed in its place. While the bridge would be affected during construction, it would be fully operational following its relocation.
4AA	City of Hammond	Button	Dean	Email	• Bicycle/Pedestrian	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.	Correction has been made in <b>Section 3.4.3</b> of the FEIS.
4AB	City of Hammond	Button	Dean	Email	• Bicycle/Pedestrian	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.?	See Master Response #11 regarding bicycle and pedestrian safety, fencing, and barriers.
4AC	City of Hammond	Button	Dean	Email	• Other	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.	Correction has been made in <b>Figure 3.4-1</b> of the FEIS.
4AD	City of Hammond	Button	Dean	Email	• Bicycle/Pedestrian	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	The Project would be elevated from the Grand Calumet River south to Douglas Street and have sufficient clearance to accommodate a bicycle/pedestrian path. As such, the Project would not preclude the connection of the two trail segments: one along the Grand Calumet River and one that runs east from the Burnham Greenway south of the river. However, connection of these two segments is not planned for the Project at this time.
4AE	City of Hammond	Button	Dean	Email	• Automobile Traffic • Safety/Security	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 traffic analysis was performed in the vicinity of each Project station and where traffic patterns would change due to road

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
						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	<p>closures or cul-de-sacs. In downtown Hammond, Russell Street would be a cul-de-sac on the east side of the rail alignment. Russell Street, currently one-way eastbound at Hohman Avenue, was analyzed as a two-way street. Traffic signal, pavement marking, and signing modifications are proposed to accommodate Russell Street east of Hohman Avenue as a two-way street. The traffic analysis for the FEIS analyzed the specific impacts of the alignment and found no significant impacts. Improvements would be implemented, if needed, to result in acceptable traffic operations. The Project is being designed with consideration of access needs of local emergency services, including operations of fire, police, and emergency response services. See <b>Section 3.5</b> of the FEIS.</p> <p>Discussion of the Dan Rabin Plaza has been included in <b>Section 7.5.2</b> of the FEIS. NICTD made changes to the NEPA Preferred Alternative presented in the DEIS for the FEIS Preferred Alternative, and the Project would cross over the northwest corner of the eastern portion of the Dan Rabin Plaza, the recreational/Section 6(f)portion of the property. At this location, the Project would be elevated on a structure at least 25 feet above the plaza. No columns would be placed in the eastern portion of the Dan Rabin Plaza, and the Project would not require permanent incorporation of the plaza recreational/Section 6(f) property. The proposed design was reviewed by the Indiana Department of Natural Resources (INDNR) along with a summary of very minor project effects related to noise, vibration, and visual resources. INDNR determined that the Project would not constitute a conversion of Section 6(f) property. The National Park Service concurred with INDNR's determination.</p>
4AF	City of Hammond	Button	Dean	Email	• Automobile Traffic	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.	<p>See Master Response #28 regarding street connectivity to businesses.</p> <p>Access would be provided via extension of Hudson Street to Wabash Avenue.</p>
4AG	City of Hammond	Button	Dean	Email	• Bicycle/Pedestrian	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.	The relocation and reconstruction of the Monon Trail bridge over the Little Calumet River would require the trail to be closed during construction activity. The connection with the Little Calumet River Trail would also temporarily be closed. This would require users of both trails to use Calumet Avenue and the marked bike route just south of the Little Calumet River during construction.
4AH	City of Hammond	Button	Dean	Email	• Automobile Traffic	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	Based on land use and population as provided by the Northwestern Indiana Regional Planning Commission (NIRPC) and existing travel patterns provided by local traffic data, the travel routes to and from the stations and the residential areas were identified. From the travel routes, potentially affected intersections

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
						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	were analyzed. The FEIS included analysis of intersections not previously reviewed in the DEIS. The traffic analyses reflect no significant impact to the roadway network in the immediate vicinity of the Project train stations.
4AI	City of Hammond	Button	Dean	Email	• Automobile Traffic	28) Page 3-19, Figure 3.5-2, has the traffic study accounted for the proposed new alignment of Gostlin (Chicago Street Reconstruction project)?	Yes, the traffic analysis incorporates the City of Hammond's Chicago Street Reconstruction project.
4AJ	City of Hammond	Button	Dean	Email	• Automobile Traffic	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.	See Master Response #28 regarding street access. The design of the Project north of the Grand Calumet has not changed the existing access point for business/industry in that area. One point of access is currently provided via Marble Street and would be maintained via Allman Street.
4AK	City of Hammond	Button	Dean	Email	• Automobile Traffic • Freight Traffic	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.	a. The parenthetical reference should have been to page 30 of the plan drawings in the DEIS Appendix G instead of page 23. b. The design of this area at the ground level has changed with the use of elevated structures instead of retaining walls. The designers were able to remove the realignment of State Street to Willow Court and realign State Street under the structure providing the same access as existing to both State Street and the parking lot. The proposed connection between Sibley Street and Hohman Avenue has been eliminated. Everything would have the same access as today with some rework to the Dan Rabin driveway.
4AL	City of Hammond	Button	Dean	Email	• Automobile Traffic	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 needs further evaluation before it can be considered viable.	The Russell Street connection has been revised. It would become two-way between Hohman Avenue and Lyman Street with Hohman Avenue turning toward and connecting with Lyman Avenue.
4AM	City of Hammond	Button	Dean	Email	• Automobile Traffic	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	See Master Response #28 regarding street access. There is no discussion of Wilcox Street and Paxton Avenue because the rail alignment would be grade separated and would pass over these streets with no impact to access. Access to and from Wilcox Street would be as it is today.
4AN	City of Hammond	Button	Dean	Email	• Automobile Traffic	33) Page 3-28 – The following streets must be maintained, one lane each way during construction: a. Hohman North of Michigan b. Sibley Street c. Highland	See Master Response #28 regarding street access during construction. During certain construction activities, such as installing a new railroad-highway grade crossing or setting steel for a bridge, closures would be necessary. Detours would be coordinated with

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
						d. 165th e. 173rd	the City of Hammond to provide for municipal and emergency services during these temporary construction activities.
4AO	City of Hammond	Button	Dean	Email	• Automobile Traffic	34) Page 3-29, please describe where the 70 spaces near the proposed Gateway Station are located?	<b>Table 3.6-1</b> of the FEIS indicates the existing public parking spaces (70) are located on Hanover Street. These spaces are not for commuter use but for resident use only. The spaces would be lost with the development of Hammond Gateway Station; however, the residential demand would no longer be present.
4AP	City of Hammond	Button	Dean	Email	• Other	35) Page 4-2, Table 4.2-1 a. indicates Hammond does not have low density residential but Figure 4.2-1 shows otherwise. b. C-3 Commercial is a duplicate of C-3 Central Business District, the latter is correct. S-2 Institutional is omitted.	The description of general land uses for the city of Hammond in <b>Table 4.2-1</b> of the FEIS has been updated; C-3 Commercial has been removed, and S-2 Institutional has been included.
4AQ	City of Hammond	Button	Dean	Email	• Other	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.	Land uses in these areas haven been updated to institutional and residential without separating high/medium and low-density residential.
4AR	City of Hammond	Button	Dean	Email	• Automobile Traffic	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.	The statement "zoned for high-density residential" has been updated with "single-family residential on small lots."
4AS	City of Hammond	Button	Dean	Email	• Transit Oriented Development	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.	The characterization of "moderate potential" for transit-oriented development (TOD) has been removed from the FEIS and <b>Section 4.2.4</b> of the FEIS now describes the potential for TOD as follows: The Hammond Gateway Station and parking area would be located in an area of mixed residential and vacant land. The new uses would not conflict with existing land uses and zoning in the area. Although constructing the station would require acquiring residences, this would not affect the existing predominant land use pattern in the surrounding area, which is industrial. Several changes to the local street network are proposed by others (for example, the City of Hammond's Chicago Street Widening and Reconstruction Project) that would complement the Hammond Gateway Station and would have a beneficial effect on access for the residential neighborhoods and nearby businesses. The City of Hammond is an active participant in the FTA-funded pilot program for TOD planning being directed by RDA and NICTD and is looking to transform the area to fully leverage the opportunities that would be provided by a commuter rail station. The surrounding street system has a walkable environment, and there is some vacant land available for potential future TOD development.
4AT	City of Hammond	Button	Dean	Email	• Transit Oriented Development	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	See response to Comment 4AS above.

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						application.	
4AU	City of Hammond	Button	Dean	Email	• Neighborhoods/Quality of Life	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.	See Master Response #15 regarding neighborhood impacts. See Master Response #18 regarding mitigation of noise and vibration impacts. See Master Response #27 regarding transit-oriented development (TOD).
4AV	City of Hammond	Button	Dean	Email	• Automobile Traffic	41) Page 4-10, Section 4.2.5.2, Short-Term Construction Effects – what does this have to do with land use and zoning?	Construction-phase impacts are defined as the temporary impacts that occur during project construction only and generally include noise, dust, and visual impacts due to construction traffic increases on the designated detour routes, and temporary effects on land use due to staging areas.
4AW	City of Hammond	Button	Dean	Email	• Property Acquisitions	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?	See Master Response #20 regarding property acquisition and displacements.
4AX	City of Hammond	Button	Dean	Email	• Property Acquisitions	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.	<b>Section 4.3.4</b> of the FEIS has been modified to include demolition of homes and tree clearing and potential impacts.
4AY	City of Hammond	Button	Dean	Email	• Property Acquisitions	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.	This information has been added to <b>Section 4.3.5</b> of the FEIS and in Master Response #20.
4AZ	City of Hammond	Button	Dean	Email	• Property Acquisitions	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.	Construction activities would result in short-term impacts primarily from the use of temporary construction easements. The locations of potential temporary easements have been determined as part of the construction plan and are included <b>Appendix G3, West Lake Corridor Project Acquisitions and Displacements/Economic Assessment Technical Report</b> to the FEIS as well as <b>Appendix E, Engineering Drawings</b> .
4BA	City of Hammond	Button	Dean	Email	• Socioeconomics	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.	<b>Section 4.4.3</b> of the FEIS has been updated to state that “[i]n 2015, the population in the Project Area was nearly 253,000, with 51 percent of the population living in Indiana and 49 percent living in Illinois. The population is relatively evenly distributed across the Project Area, with denser clustering near the proposed station locations in the city of Hammond and the lowest density of persons per square mile in the town of Dyer.”
4BB	City of Hammond	Button	Dean	Email	• Purpose and Need Property Acquisitions	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	a. The FEIS Preferred Alternative is not expected to increase or decrease population, housing, or employment from the regional perspective. However, they are expected to shift and focus where growth would occur. b. The acquisition of private property, which would be necessary to build the FEIS Preferred Alternative, is expected to decrease the property tax base for Lake County as shown in <b>Table 4.4 5</b> of the FEIS. The total taxable value of property that would be removed from the tax base would be more than \$12.4 million

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
							(2017 dollars), assuming a maximum deduction. This value does not include the value of any land that would be removed from properties that are exempt from tax, such as religious organizations or public property, because these would not affect the tax revenues generated.  c. Annual revenue lost in property taxes under the Preferred Alternative has been updated to \$509,116.
4BC	City of Hammond	Button	Dean	Email	• Socioeconomics	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?	<b>Section 6.4.4</b> of the FEIS discusses effects of transit-oriented development (TOD) resulting from the Preferred Alternative on socioeconomics and economic development as well as on other resources. The analysis in <b>Section 4.4</b> of the FEIS assumes capital expenditures are applied to construction activities which are short-term by definition.
4BD	City of Hammond	Button	Dean	Email	• Other	49) Page 4-31, Table 4.5-1, lists 2 Hospitals in Hammond, there is only one	<b>Table 4.5-1</b> of the FEIS groups hospitals and medical facilities together and now shows a total of four "hospitals and medical facilities" in the city of Hammond based on Google Earth and ESRI 2014 data.
4BE	City of Hammond	Button	Dean	Email	• Neighborhoods/Quality of Life	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?	The minor effect referenced is that the Project would create a visual barrier between the neighborhoods on either side of the track, and result in localized noise and light/glare impacts.
4BF	City of Hammond	Button	Dean	Email	• Bicycle/Pedestrian	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.	Fencing would be provided where deemed appropriate from a safety perspective. NICTD would work with the municipalities to determine appropriate pedestrian access points along the alignment during the Design Phase.
4BG	City of Hammond	Button	Dean	Email	• Safety/Security Bicycle/Pedestrian	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.	As a result of this comment the fence has been removed. A physical barrier, to be coordinated with the City of Hammond, would be provided to prohibit pedestrians and bicyclists from crossing the track where east-to-west pedestrian or bicycling facilities do not exist or where NICTD determines a barrier is important from a safety perspective.
4BH	City of Hammond	Button	Dean	Email	• Cultural Resources/Section 106/Section/6(f)	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.	<b>Section 4.6.5</b> in the FEIS discusses the development of a Memorandum of Agreement (MOA). The MOA was executed on December 12, 2017.
4BI	City of Hammond	Button	Dean	Email	• Other	54) Page 4-69, Section 4.8.3 Affected Environment, Munster is considered a Town in Indiana vernacular.	It has been corrected in <b>Section 4.8.3</b> of the FEIS.
4BJ	City of Hammond	Button	Dean	Email	• Noise/Vibration	55) Page 5-4, first full paragraph, Why can't the report compare noise with the train versus noise without the train?	See Master Response #18 regarding noise and vibration.  The report does compare noise with the train versus without the train for the portion of the project on new alignment. The first full paragraph on page 5-4 of the DEIS refers to the noise analysis along the existing alignment, and is meant to explain why the increase criteria in Figure 5.2-2 was used for this portion of the

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
							corridor.
4BK	City of Hammond	Button	Dean	Email	• Noise/Vibration	56) Page 5-4, does adding noise sources with the same amplitude and frequency make more noise or louder noise?	Two identical noise sources added together result in an increase of 3 A-weighted decibels (dBA). Generally, a person with average hearing abilities would barely recognize a change of 3 dBA.
4BL	City of Hammond	Button	Dean	Email	• Noise/Vibration	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.	Figure 5.2-3 and Table 5.2-3 (Pages 5-6 and 5-7) of the DEIS show noise monitoring was performed within the Project Area -- nine locations were monitored in Indiana and two locations were monitored in Illinois. Additional noise monitoring was conducted as part of the FEIS at nine additional locations in Indiana and is detailed in <b>Section 5.2</b> .
4BM	City of Hammond	Button	Dean	Email	• Noise/Vibration	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	Traffic noise from a local roadway such as Calumet Avenue would not affect noise levels more than 500 feet away from the roadway. Calumet Avenue would not affect noise levels within the Project study area and measurements performed in the DEIS were not in enough proximity to Calumet Avenue to document existing noise levels from that roadway. The reference to Calumet Avenue on Page 5-5 of the DEIS was made in error.
4BN	City of Hammond	Button	Dean	Email	• Noise/Vibration	59) Page 5-7, Table 5.2-3 a. why would L <sub>dn</sub> be higher than L <sub>eq</sub> ? 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.	Section 5.2.2 of the DEIS defines the L <sub>dn</sub> and L <sub>eq</sub> . The noise analysis was conducted in accordance with the guidelines specified in the FTA guidance manual. The noise analysis gives more weight to noise events that occur at night (L <sub>dn</sub> ) by assigning a 10 dBA penalty to nighttime noise; therefore, the L <sub>dn</sub> can be higher than a single hour's L <sub>eq</sub> . For the FEIS, an existing noise measurement was completed at 408 165th Street represented by site LT5. The measured L <sub>dn</sub> of 60 dBA is consistent with the L <sub>dn</sub> measured at M7 in the DEIS at 6411 Blaine Avenue. The mechanically stabilized earth (MSE) wall (or bridge wall) has the potential to reflect noise during a pass-by event, but the passing train also has potential to block some of that reflected noise. A perfect reflection would result in an increase in noise that might be perceivable to someone with average hearing, if background noise was quiet. However, the ambient noise from existing automobile traffic and train operations would limit any perceivable increase in noise that may result from MSE wall reflected noise.
4BO	City of Hammond	Button	Dean	Email	• Noise/Vibration	60) Page 5-8, Table 5.2-4, why would the NEPA Preferred Alternative ever be less than the No Build Alternative?	<b>Table 5.2-4</b> of the FEIS gives the measured noise level at each site to represent the No Build alternative level. It is possible that measured existing noise levels in the area from all contributing sources are higher than calculated noise levels associated with the proposed transit operations only.
4BP	City of Hammond	Button	Dean	Email	• Noise/Vibration	61) Page 5-9, Table 5.2-561) 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.	Impacts presented in <b>Table 5.1-1</b> and <b>Table 5.1-2</b> of the FEIS state that they present the number of affected dwelling units.
4BQ	City of	Button	Dean	Email	• Noise/Vibration	62) Page 5-11, Section 5.2.4.2 Short-Term Construction Effects, paragraph 2,	The local hospital in the city of Hammond is outside of the noise screening distance for the Project, and is unlikely to be affected by

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
	Hammond					a. should include the local hospital (Hammond) b. Construction activities also include the construction of new bridges	construction noise from the Project. Additionally, construction noise from the Project would be temporary and construction contractors would be required to develop a construction noise management plan to minimize impact to any noise-sensitive properties. Description of construction activities in <b>Section 5.2.4</b> of the FEIS focuses on the equipment that may be used and estimates noise levels based on the equipment assumptions.
4BR	City of Hammond	Button	Dean	Email	• Noise/Vibration	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.	Although construction noise during the daytime may affect some residents, the noise would be temporary and construction contractors would be required to develop a construction noise management plan to minimize impact to any noise-sensitive properties.
4BS	City of Hammond	Button	Dean	Email	• Noise/Vibration	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.	See Master Response #18 regarding noise and vibration. The Project would implement best management practices to manage construction noise, such as prohibitions on nighttime noise, requirements for original equipment manufacturers, and better mufflers.
4BT	City of Hammond	Button	Dean	Email	• Noise/Vibration	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?	The Project would implement best management practices to manage construction noise, such as prohibitions on nighttime noise, requirements for original equipment manufacturers, and better mufflers.
4BU	City of Hammond	Button	Dean	Email	• Noise/Vibration	66) Page 5-17, Table 5.3-2, Are there no existing conditions measurement for vibration at the documented locations?	The vibration assessment adhered to the FTA General Vibration Assessment methodology, which does not include measuring existing vibration levels. The methodology requires the development of estimates of project-related vibration.
4BV	City of Hammond	Button	Dean	Email	• Water Resources	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.	See Master Response #14 regarding wetlands and mitigation.
4BW	City of Hammond	Button	Dean	Email	• Water Resources	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.	<b>Section 5.7.1</b> in the FEIS only lists regulations for groundwater and water supply. <b>Section 5.7.2</b> of the FEIS explains that municipalities within the environmental survey area mainly obtain surface water directly from Lake Michigan. This section is titled Groundwater and Water Supply because it describes the aquifer system in the Project Area.
4BX	City of Hammond	Button	Dean	Email	• Other	69) Page 5-43, Section 5.7.1.4, clarify Lake County (Indiana)	Clarified in <b>Section 5.7.1</b> of the FEIS.
4BY	City of Hammond	Button	Dean	Email	• Water Resources	70) Page 5-43, Section 5.7.2 Methodology, The Study Area is not near the municipal water supply source.	<b>Section 5.7.3</b> of the FEIS discusses the main water supply source in the Project Area, which is Lake Michigan.
4BZ	City of	Button	Dean	Email	• Water Resources	71) Page 5-46, Table 5.7-1, each location should be associated with the municipality where it is located.	The FEIS does not include a wetland table; however, Table 2.3-1

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
	Hammond						in the <i>West Lake Corridor Project Water Resources Technical Report (Appendix G7</i> of the FEIS) includes the municipality where each wetland is located.
4CA	City of Hammond	Button	Dean	Email	• Water Resources	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?	<b>Section 5.7.2</b> of the FEIS describes the wells in the environmental survey area. One well of an unspecified depth is located in the environmental survey area about 70 feet south of Munster/Dyer Main Street Station construction. This water well is on private property.
4CB	City of Hammond	Button	Dean	Email	• Water Resources	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."	a. <b>Section 5.7.2</b> of the FEIS has been modified to reflect the fact that the City of Hammond and the Towns of Munster and Dyer are MS4 entities. b. The sentence has been revised.
4CC	City of Hammond	Button	Dean	Email	• Water Resources	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.	Exhibit 3 in Appendix A of the <i>West Lake Corridor Project Water Resources Technical Report (Appendix G7</i> of the FEIS) depicts floodplains in the environmental survey area and surrounding areas according to the FEMA FIRM maps. These maps show a regulatory floodway and 100-year floodplain west of the proposed alignment.
4CD	City of Hammond	Button	Dean	Email	• Water Resources	75) Page 5-54, Section 5.7.4.1 Long-Term Operating Effects, Floodplains 7/8 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.	a. The DEIS NEPA Alternative included 0.14 acre in Illinois, but the FEIS Preferred Alternative does not cross the Illinois–Indiana border and therefore no longer impacts any acreage in Illinois. b. <b>Section 5.7.3</b> of the FEIS discusses impacts to both the Grand Calumet River and the Little Calumet River.
4CE	City of Hammond	Button	Dean	Email	• Water Resources	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?	Based on the size of the pipes and the nature of the draining swale/ditch, embedment of the pipes (invert of the pipes/culverts) would be between 6 and 12 inches below the invert of the channel upstream and downstream to provide for a natural bottom swale through the structure. If the nature of the swale crossing dictates/requires, adequate cover (or structural reinforcements) would be provided for cross drainage structures for structural stability against static and dynamic loading. There are no box or pipe culverts as part of the FEIS Preferred Alternative.
4CF	City of Hammond	Button	Dean	Email	• Utilities	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.	NICTD would work with the City of Hammond and other utility service providers to determine whether to relocate or maintain utility services in place.
4CG	City of Hammond	Button	Dean	Email	• Utilities	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.	The reference to water storage tanks in the city of Hammond has been changed in <b>Section 5.10.3</b> of the FEIS to reflect a large above ground tank near Hohman Avenue and Michigan Street.
4CH	City of	Button	Dean	Email	• Water Resources	79) Page 5-86, Section 5.10.3.4, Existing Sanitary and Stormwater Sewer, Impervious surface of over 70	See Master Response #30 regarding floodplains and floodways.

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
	Hammond					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.	
4CI	City of Hammond	Button	Dean	Email	• Automobile Traffic	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.	See Master Response #28 regarding access and street connectivity.  NICTD would coordinate with emergency services to address protocols to maintain emergency response times. The Project would be designed with consideration of access needs of local emergency services, including operations of fire, police, and emergency response services.
4CJ	City of Hammond	Button	Dean	Email	• Recreational Resources/Section 4(f)	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?	No use of the Federal Cement Tile Company Building would be required to implement the FEIS Preferred Alternative, and therefore, would not be considered for protection under Section 4(f). Although access from Marble Street would be lost under the FEIS Preferred Alternative, the Project would provide an alternate route for access to the property.
4CK	City of Hammond	Button	Dean	Email	• Recreational Resources/Section 4(f)	82) Page 7-3, Table 7.4-1, Why is Harrison Park in Hammond not considered parks within the Study Area?	<b>Figure 7.4-4</b> of the FEIS now depicts Harrison Park. It is also discussed in <b>Sections 7.4</b> and <b>7.5</b> of the FEIS.
4CL	City of Hammond	Button	Dean	Email	• Other	83) Page 7-8, Figure 7.4-4, please provide a north arrow for this figure. The top of the figure is not north.	The Federal Cement Tile Company ( <b>Figure 7.4-8</b> in the FEIS) now includes a north arrow.
4CM	City of Hammond	Button	Dean	Email	• Recreational Resources/Section 4(f)	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 8/8owns 99' ROW. They still need the City to determine if there is a "de minimis" determination of any effects on the Erie Lackawanna Trail.	<b>Section 7.5.5</b> in the FEIS explains that the Preferred Alternative no longer requires use of a portion of the Erie Lackawanna Trail right-of-way. Initial reviews with the City of Hammond staff show that NICTD owns a 20-foot right-of-way between Douglas and the Dan Rabin Plaza and the City of Hammond owns the remaining 99-foot right-of-way. The FEIS modifications to the Project move the track to the west side of the parcel, eliminating the need for any Erie Lackawanna Trail relocation.
4CN	City of Hammond	Button	Dean	Email	• Recreational Resources/Section 4(f)	85) Page 7-28, Section 7.5.6 Federal Cement Tile Company Building. The NEPA Preferred Alternative affects access to the building	<b>Section 7.5.8</b> of the FEIS discusses that no use of the Federal Cement Tile Company Building would be required to implement the FEIS Preferred Alternative and would not be considered for protection under 4(f). Although access from Marble Street would be lost due to the FEIS Preferred Alternative, the Project would provide an alternate route for access to the property.
4CO	City of Hammond	Button	Dean	Email	• Recreational Resources/Section 4(f)	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	Discussion of the Dan Rabin Plaza has been included in <b>Section 7.5.6</b> of the FEIS. NICTD made changes to the FEIS Preferred Alternative and the Project would cross over the northwest corner

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						grant and the Dan Rabin Plaza	of the eastern portion of the Dan Rabin Plaza, the recreational portion. At this location the Project would be elevated on structure at least 25 feet above the plaza. No columns would be placed in the eastern portion of the Dan Rabin Plaza and the Project would not require permanent incorporation of the plaza recreational property. The proposed design was reviewed by INDNR along with a summary of very minor project effects related to noise, vibration, and visual resources. INDNR determined that the Project would not constitute a conversion of the protected portion of the Dan Rabin Plaza. NPS concurred with INDNR's determination.
4CP	City of Hammond	Button	Dean	Email	• Noise/Vibration	<p>87) Noise and Vibration Report</p> <p>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."</p> <p>b. Page 19, Warning Horns, Crossing Bells, Bell Ringing at Stations-impact at intersections and negatives impacts on houses/residents.</p> <p>c. Page 20, The degree of noise at Park and Ride is unclear in the report.</p> <p>d. Page 20, Noise impacts around maintenance facility should be projected in the EIS.</p> <p>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.</p> <p>f. Appendix Sheet 11. Red dots show 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.</p>	<p>See Master Response #18 regarding noise and vibration.</p> <p>For the FEIS, an existing noise measurement was completed at 408 165th Street represented by site LT5. The measured <math>L_{dn}</math> of 60 dBA is consistent with the <math>L_{dn}</math> measured at M7 in the DEIS at 6411 Blaine Avenue. A mechanically stabilized earth (MSE) wall does have potential to reflect noise. However, the ambient noise from existing automobile traffic and train operations would limit any perceivable increase in noise that may result from MSE wall reflected noise.</p> <p>All corrections listed have been noted and updated for the FEIS noise and vibration analysis. Between the publication of the DEIS and the FEIS, operations data have changed, including introduction of Quiet Zones and refined train speeds. These changes have been incorporated in the FEIS analysis and modeling assumptions and have been described in FEIS <b>Appendix G6, West Lake Corridor Project Noise and Vibration Technical Report.</b></p> <p>Noise impacts are generally due to proximity to the alignment. Crossing bells and bell ringing at stations may contribute to noise levels near crossings and stations; however, they would not cause any impacts along the project corridor. "Park-and-Ride" and maintenance storage facility (MSF) locations and layouts have also been refined since the publication of the DEIS and are included in the FEIS.</p> <p>As stated in Master Response #18, the noise assessment determined that the "Park-and-Ride" lots would generate noise about 2 decibels (dB) higher than the existing noise level. A 3-dB change in sound level is widely considered to be barely noticeable in outdoor environments, and a 10-dB change in sound level is perceived as a doubling (or halving) of the loudness. Only the Munster/Dyer Main Street Station "Park-and-Ride" lot would cause lower-range moderate noise impacts at three nearby parcels. Only lower-range moderate noise impacts would occur in the area near the MSF and would be attributable to train operations, not MSF</p>

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							operations. The noise barrier along Manor Avenue that was proposed in the DEIS is no longer proposed in the FEIS because of changes in operations data between the publication of the DEIS and the FEIS. See <b>Section 5.2.5</b> in the FEIS for updated noise mitigation commitments.
4CQ	City of Hammond	Button	Dean	Email	<ul style="list-style-type: none"> <li>General Environmental/Ecological Resources</li> <li>Hazardous Materials</li> </ul>	<p>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:</p> <p>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.</p> <p>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.</p>	<p>a. NICTD is aware of the 241 – 251 Brunswick site from the Phase I ESA. It is located approximately 200 feet north of the proposed parking lot for the Gateway Station. There is a potential that contaminants could be impacted if offsite migration has occurred and deeper excavations down to the water table are planned.</p> <p>b. The site adjacent to the 5800 block of Sohl Avenue is about ¼ mile away from the rail corridor and was not identified in the Phase I ESA. The nearest infrastructure is 1 to 1.5 miles away. There is no documentation that there was a release or clean up associated with this site and it should not be a concern to the Project.</p>
4CR	City of Hammond	Button	Dean	Email	<ul style="list-style-type: none"> <li>Hazardous Materials</li> </ul>	<p>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</p>	<p>NICTD does not prepare and compile the information contained in the appendix (Environmental Database Reports); these reports are purchased from EDR. Therefore, if any of the orphan sites listed are incorrectly mapped/listed, there is nothing NICTD can do to fix it as they are the result of a database search.</p>
5	CN Railroad	Kuxmann	Scott	Email	<ul style="list-style-type: none"> <li>Public Involvement/NEPA Process</li> </ul>	<p>Will there be copies of the DEIS, with all appendixes available at the public hearings this week? Thank You</p>	<p>The DEIS and appendices are available on the Project website at: <a href="http://www.nictdwestlake.com">www.nictdwestlake.com</a>. The FEIS would also be made available on the project website once completed.</p>
6A	CN Railroad	Matteucci	Michael	Letter	<ul style="list-style-type: none"> <li>Freight Traffic</li> </ul>	<p>To Whom It May Concern:</p> <p>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.</p> <p>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.</p> <p>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 Projects guideway would be designed</p>	<p>See responses for Comments 6B through 6F.</p>

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						<p>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).</p> <p>Consistent with the DEIS, CN strongly supports the following:</p>	
6B	CN Railroad	Matteucci	Michael	Letter	<ul style="list-style-type: none"> <li>Alternatives</li> </ul>	<p>Maynard Junction</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	The FEIS Preferred Alternative includes the grade separation at Maynard Junction.
6C	CN Railroad	Matteucci	Michael	Letter	<ul style="list-style-type: none"> <li>Freight Traffic</li> </ul>	<p>Kensington Crossing</p> <ul style="list-style-type: none"> <li>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.</li> <li>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</li> </ul>	A grade separation at Kensington Crossing is outside of the scope of the West Lake Corridor Project, as sufficient capacity is currently available through the Kensington interlocker. NICTD has conducted modeling studies that indicate there is enough capacity to accommodate the projected number of trains associated with the West Lake Corridor Project. <b>Section 3.2.4</b> of the FEIS discusses impacts of the FEIS Preferred Alternative on passenger rail, specifically on the portion of the South Shore Line (SSL) between the Indiana-Illinois state line and Kensington crossing and on the Metra line between Kensington crossing and Millennium Station. This section also discusses impacts of the FEIS Preferred Alternative on the current service provided by Amtrak. Similarly, <b>Section 3.3.4</b> of the FEIS discusses impacts of the FEIS Preferred Alternative on freight rail service, including CN.

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						<p>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.</p> <ul style="list-style-type: none"> <li>• 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 &amp; 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.</li> </ul> <p>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.</p>	
6D	CN Railroad	Matteucci	Michael	Letter	• Freight Traffic	<p>Dyer Crossing</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>	<p>As discussed in DEIS Section 2.2.2.2, the screening analysis concluded that the alignment between the towns of Dyer and St. John should be dropped from further consideration primarily because the estimated capital cost would have exceeded the funding that has been identified for the project. It was understood that an extension to the town of St. John could be considered in the future. In the FEIS, an extension to the town St. John is not part of the Project scope; therefore, a grade separation of the Dyer Crossing is not considered.</p>
6E	CN Railroad	Matteucci	Michael	Letter	• Freight Traffic	<p>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.</p> <p>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.</p> <p>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.</p>	<p>The FEIS Preferred Alternative includes the grade separation at Maynard Junction.</p> <p>A grade separation at Kensington Crossing is outside of the scope of the West Lake Corridor Project, as sufficient capacity is currently available through the Kensington interlocker.</p> <p>An extension to the town of St. John is not part of the Project scope; therefore, a grade separation of the Dyer Crossing is not considered.</p>
6F	CN Railroad	Matteucci	Michael	Letter	• Other	<p>CN submitted the attached comments on the DEIS for NICTD's West Lake Corridor Project on Thursday, February 2nd. Subsequently we discovered a typo in the attached letter that I wanted to correct. On page 2 of the letter it states that 60 NICTD trains run through Kensington crossing every day. That number is in error and we believe the correct figure to be approximately 39 trains per day (20 eastbound and 19 westbound) per NICTD's website. I regret the error and appreciate the opportunity to provide this clarification.</p>	<p>Thank you for your comment; it is noted for the record. The number of NICTD trains that runs through Kensington crossing is not mentioned in the FEIS.</p>
7A	Consolidated Rail Corporation	Hill	Jocelyn	Email	• Freight Traffic	<p>[PARAGRAPH 1 FROM CONRAIL LETTER DATED FEBURARY 3, 2016]</p> <p>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</p>	<p>See responses to Comments 7B through 7G.</p>

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						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.	
7B	Consolidated Rail Corporation	Hill	Jocelyn	Email	• Support	[PARAGRAPH 2 FROM CONRAIL LETTER DATED FEBURARY 3, 2016] 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.	See Master Response #26 regarding support for the Project.
7C	Consolidated Rail Corporation	Hill	Jocelyn	Email	• Support	[PARAGRAPH 3 FROM CONRAIL LETTER DATED FEBURARY 3, 2016] 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.).	Thank you for your comments. NICTD would continue coordination efforts with Conrail Shared Assets as Project design continues to develop.
7D	Consolidated Rail Corporation	Hill	Jocelyn	Email	• Other	[PARAGRAPH 4 FROM CONRAIL LETTER DATED FEBURARY 3, 2016] 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.	Exhibits in the FEIS show that the West Lake Corridor Project ends prior to the IHB North South line. <b>Chapter 2</b> of the FEIS discusses how the project has evolved to the selection of the FEIS Preferred Alternative (Hammond Option #2) and accurately depicts the IHB alignment.
7E	Consolidated Rail Corporation	Hill	Jocelyn	Email	• Freight Traffic	[PARAGRAPH 5 FROM CONRAIL LETTER DATED FEBURARY 3, 2016] 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.	The control system would remain the same when the West Lake Corridor Project connects to the South Shore Line within the North State Line interlocking limits. The maintenance facility would be located north of Grand Calumet River, West of Sheffield, South of the CSX Barr Sub, and east of the NS. Functions of the maintenance yard would include car cleaning and light maintenance of the car systems. NICTD would continue to coordinate with all railroad companies throughout the Design and Construction phases of the Project.
7F	Consolidated Rail Corporation	Hill	Jocelyn	Email	• Freight Traffic	[PARAGRAPH 6 FROM CONRAIL LETTER DATED FEBURARY 3, 2016] Finally, the Preferred Alternative must provide sufficient capacity that does not preclude future expansion of	Proposed piers and/or abutments would span the railroad's right-of-way, allowing for expansion within the right-of-way. See

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
						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.	Section 3.3.4 of the FEIS.
7G	Consolidated Rail Corporation	Hill	Jocelyn	Email	<ul style="list-style-type: none"> <li>Public Involvement/NEPA Process</li> </ul>	<p>[PARAGRAPH 7 FROM CONRAIL LETTER DATED FEBURARY 3, 2016]</p> <p>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.</p>	Thank you for your comments. NICTD would continue coordination efforts with Conrail Shared Assets as Project design continues to develop.
8	Dyer Fire Department	Bonnin	Bob	Online Comment Form	<ul style="list-style-type: none"> <li>Roadway Connectivity to Subdivisions</li> </ul>	<p>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 times 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.</p> <p>Bob Bonnin Dyer Fire Department Asst. Fire Chief 740 Blue Jay Way Dyer, IN 46311 rbonnin@sbcglobal.net</p>	<p>See Master Response #31 regarding changes in parking lot designs.</p> <p>Margo Lane in the West Lake subdivision and Seminary Drive in the Meadows subdivision would not connect to the parking lot.</p>
9A	Dyer Town Council	DeGiulio	Tom	Email	<ul style="list-style-type: none"> <li>Support</li> </ul>	<p>NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DYER, LAKE COUNTY, INDIANA, AS FOLLOWS:</p> <p><u>SECTION ONE:</u> That the Town of Dyer, Indiana, hereby adopts the following recommendations concerning the West Lake Corridor Project:</p> <p>A. That the Town supports the West Lake Corridor Project being developed using Hammond Alternative Option 2 with the modifications set forth herein;</p>	See Master Response #26 regarding support for the Project.
9B	Dyer Town Council	DeGiulio	Tom	Email	<ul style="list-style-type: none"> <li>Roadway Connectivity to Subdivisions</li> </ul>	<p>NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DYER, LAKE COUNTY, INDIANA, AS FOLLOWS:</p> <p><u>SECTION ONE:</u> That the Town of Dyer, Indiana, hereby adopts the following recommendations concerning the West Lake Corridor Project:</p> <p>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;</p>	See Master Response #31 regarding traffic and connections to subdivisions.
9C	Dyer Town Council	DeGiulio	Tom	Email	<ul style="list-style-type: none"> <li>Noise/Vibration</li> <li>Aesthetics/Visual</li> </ul>	<p>NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DYER, LAKE COUNTY, INDIANA, AS FOLLOWS:</p> <p><u>SECTION ONE:</u> That the Town of Dyer, Indiana, hereby adopts the following recommendations concerning the West Lake Corridor Project:</p> <p>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;</p>	<p>See Master Response #8 regarding station location changes.</p> <p>The layover facility previously proposed for Munster/Dyer Main Street Station has been moved to the city of Hammond alongside the maintenance and storage facility. The southwest corner of Main Street at Sheridan Road would still need to be acquired for the Project, but would include Americans with Disabilities Act parking, a "Kiss-and-Ride" facility, water detention, and a power substation.</p>



Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
							See Master Response #2 regarding visual impacts. <b>Section 4.7</b> of the FEIS discusses visual impacts and potential mitigation measures to be implemented, and <b>Section 5.2</b> of the FEIS discusses noise impacts and potential mitigation measures. The FEIS analyzes specific areas of concern for both visual and noise effects; however, screening would be incorporated, where necessary to minimize visual and noise impacts on neighboring properties. NICTD would coordinate with the local communities and responsible agencies to create visual design guidelines for the Project, such as through the selection of landscape treatments that would be consistent with applicable local policies and compatible with the character of the affected community.
9D	Dyer Town Council	DeGiulio	Tom	Email	• Aesthetics/Visual	NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DYER, LAKE COUNTY, INDIANA, AS FOLLOWS: <u>SECTION ONE:</u> That the Town of Dyer, Indiana, hereby adopts the following recommendations concerning the West Lake Corridor Project:  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;	See response to Comment 9C above.
9E	Dyer Town Council	DeGiulio	Tom	Email	• Bicycle/Pedestrian	NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DYER, LAKE COUNTY, INDIANA, AS FOLLOWS: <u>SECTION ONE:</u> That the Town of Dyer, Indiana, hereby adopts the following recommendations concerning the West Lake Corridor Project:  E. That the project design be modified to integrate bike paths around the station area;	See Master Response #10 regarding bike lanes around the stations.  The design of Munster/Dyer Main Street Station would include a multiuse path access to Seminary Drive. Margo Lane and Seminary Drive would not be connected to the Munster/Dyer Main Street Station parking lot, but each subdivision would be connected for pedestrians and bicycles.
9F	Dyer Town Council	DeGiulio	Tom	Email	• Automobile Traffic	NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DYER, LAKE COUNTY, INDIANA, AS FOLLOWS: <u>SECTION ONE:</u> That the Town of Dyer, Indiana, hereby adopts the following recommendations concerning the West Lake Corridor Project:  F. That the project design be modified to include a remote cell phone pick up parking lot.	Munster/Dyer Main Street Station would include a nearby "Kiss-and-Ride" lot for patron drop-off and pick-up. This lot may also be used as a remote cell phone parking lot.
10	Forest County Potawatomi Community	LaRonge	Michael	Email	• Cultural Resources/Section 106/Section/6(f)	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 is 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	Thank you for your comments. NICTD would continue coordination efforts with the Forest County Potawatomi Community as the Project continues to develop. All archaeological investigations related to the Project have been completed and there are no National Register of Historic Places -eligible or -listed archaeological sites within the Archaeological area of potential effects for the Project. For more details on the Section 106 process, see <b>Chapter 4</b> and <b>Appendix B</b> of the FEIS.



Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
						<p>questions or concerns, please contact me at number or emails listed below.</p> <p>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</p>	
11A	INDNR - Division of Historic Preservation and Archaeology	Carr	John	Email	<ul style="list-style-type: none"> <li>Cultural Resources/Section 106/Section/6(f)</li> </ul>	The original of the attached letter will go into the mail this evening.	See Comment 11B below.
11B	INDNR - Division of Historic Preservation and Archaeology	Carr	John	Email	<ul style="list-style-type: none"> <li>Cultural Resources/Section 106/Section/6(f)</li> </ul>	<p>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. § 106108) 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.</p> <p>At various places in the "West Lake Corridor Project, NICTD, Draft Environmental Impact Statement and Section 4(1) 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 PTA'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.</p> <p>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.</p> <p>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</p>	This request has been noted and responded to in detail through NICTD and FTA. All required reports have been submitted to the Indiana SHPO, which provided concurrence. Please see <b>Appendix B</b> for all correspondence related to Section 106 of the NHPA. The fully executed Memorandum of Agreement (MOA) signed on December 12, 2017, by FTA, NICTD, and the Indiana SHPO is included in <b>Appendix B</b> of the FEIS.



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						<p>Phase I Archaeological Reconnaissance Survey Report (Gierek, October 2016), that additional Phase I 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 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.</p> <p>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 Jack 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 !bat adverse effect for the Preferred Alternative.</p> <p>In our July 8, 2016, Section 106 comment letter to FTA, w 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</p>	

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						<p>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 Y, 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 Holman 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.</p> <p>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."</p> <p>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.</p> <p>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.</p> <p>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 LB. 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 resource. According to 36 C.F.R. § 800.5(a)(J), "[a]n adverse effect is found when an</p>	



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						<p>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.)</p> <p>If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.</p> <p>In all future correspondence regarding the NICTD West Lake Corridor Project, please continue to refer to INDNR No. ER-17897 and DHPA No. 16774.</p>	
12	Metra	Kralik	David	Email	<ul style="list-style-type: none"> <li>Public Involvement/NEPA Process</li> </ul>	<p>Dear Mr. Noland:</p> <p>We are grateful for the opportunity to review the Northern Indiana Commuter Transportation District's (NICTD) 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Thank you for your comments. NICTD looks forward to continued coordination with Metra to complete the FEIS. <b>Section 9.5</b> of the FEIS has been modified to include Metra as a participating agency.</p> <p>You are correct; it appears that the <i>Analysis of Capacity on the Metra Electric District (MED) to Serve Metra and Northern Indiana Commuter Transportation District (NICTD) Growth with West Lake Corridor Service</i> (NICTD 2015a) was not included in the DEIS Appendix H.</p> <p>This report has been added to the FEIS as <b>Appendix G1</b>. It is also referenced in <b>Chapter 3</b> of the FEIS in <b>Section 3.2.2</b>.</p>
13	Miami Tribe of Oklahoma	Hunter	Diane	Email	<ul style="list-style-type: none"> <li>Cultural Resources/Section 106/Section/6(f)</li> </ul>	<p>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.</p> <p>Respectfully,</p>	<p>This request has been noted and responded to through NICTD and FTA. The Miami Tribe of Oklahoma would be contacted if any artifacts are found during construction.</p>

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
						Diane Hunter Tribal Historic Preservation Officer Miami Tribe of Oklahoma	
14A	NiSource	Sullivan	Dan	Email	<ul style="list-style-type: none"> <li>• Hazardous Materials</li> <li>• Utilities</li> </ul>	<p>[EXCERPT OF PARAGRAPH 1 FROM NISOURCE LETTER DATED FEBRUARY 2, 2017]</p> <p>...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... 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.</p>	NICTD is working with the Northern Indiana Public Service Company (NIPSCO), Indiana Department of Environmental Management (IDEM), Indiana Department of Natural Resources (INDNR), FTA, and United States Environmental Protection Agency (USEPA) on the design in this area. Coordination efforts would continue through the Design phase, and NICTD would take great care during construction in this area. Please see <b>Section 5.10</b> of the FEIS for more details.
14B	NiSource	Sullivan	Dan	Email	<ul style="list-style-type: none"> <li>• Hazardous Materials</li> <li>• Utilities</li> </ul>	<p>[PARAGRAPH 2 OF NISOURCE LETTER DATED FEBRUARY 2, 2017]</p> <p>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.</p>	<p>See response to Comment 14A above.</p> <p>The FEIS Preferred Alternative crosses the Grand Calumet River near the NIPSCO site. Disturbance of the protective cap installed by USEPA, located within the Grand Calumet River and along the northern side of AOC 2 (as identified in FEIS <b>Section 5.9</b> and shown in <b>Figure 5.9-3</b>), would be avoided during construction and operation. USEPA, IDEM, and NIPSCO would be consulted regarding construction mitigation measures on site to eliminate or minimize the spread of existing contamination associated with the property.</p>
15A	Norfolk Southern Corporation	Cochran	J.	Email	<ul style="list-style-type: none"> <li>• Other</li> </ul>	<p>Please see the attached comments from Norfolk Southern regarding the NICTD West Lake Corridor DEIS.</p> <p>[MISSING ATTACHMENT WITH COMMENTS]</p>	Please see response to Comment 15B; this email was superseded by the email referenced in comment 15B.
15B	Norfolk Southern Corporation	Edwards	John	Email	<ul style="list-style-type: none"> <li>• Support</li> </ul>	<p>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.</p> <p>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.</p> <p>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</p>	<p>See Master Response #26 regarding support for the Project.</p> <p>NICTD would continue coordination efforts with Norfolk Southern Corporation as Project design continues to develop.</p>

Comment ID	Organization	Last Name	First Name	Comment Type	Topic	Comment	Response
						<p>providing its comments.</p> <p>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.</p> <p>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.</p> <p>Norfolk Southern appreciates the ability to make comments on the West Lake Corridor Project. We look forward to remaining involved in this process.</p>	
16A	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>• Transit Oriented Development</li> </ul>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Transit-oriented development (TOD) was addressed in a separate project, the West Lake TOD study. NICTD, RDA, and the communities examined ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrians and bicyclists, engage the private sector, identify infrastructure needs, and enable and encourage mixed-use development near the Project stations. The West Lake TOD study was completed in September 2017 and is included in <b>Appendix F</b> of the FEIS. The parking on the west side of the tracks for Munster/Dyer Main Street Station is shown in <b>Figure 3.6-3</b> of the FEIS and has not been shifted to allow TOD development in between the tracks and the parking.</p> <p>Additionally, the Project study area is one half-mile of the FEIS Preferred Alternative; this extends just west of the Indiana–Illinois state line.</p>
16B	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>• Support</li> <li>• Other</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <p>To those interested parties,</p> <p>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.</p> <p>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.</p>	See responses to Comments 17B2 to 17B37.
16C	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>• Automobile Traffic</li> <li>• Bicycle/Pedestrian</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>• 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,</li> </ul>	<p>See Master Response #10 regarding bicycle traffic.</p> <p>NICTD re-evaluated traffic impacts associated with all of the station parking areas in the FEIS. The policies outlined in the Indiana Department of Transportation <i>Applicant's Guide to Traffic Impact Studies</i> were followed. NICTD analyzed the nearest intersections within 0.5 mile of the transit station as discussed in <b>Section 3.5.4</b> of the FEIS. With the addition of Project-related traffic, six intersections would operate at an unacceptable level of service (LOS), with three of the six intersections also operating at an unacceptable LOS without any additional Project-related traffic.</p>

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						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.	The mitigation strategies for the intersections that would be affected near each station include upgrades to existing traffic signal equipment at the Sheffield Avenue and Main Street, striping the intersection of 173rd Street and Harrison Avenue to include an eastbound-to-southbound right-turn lane, and monitoring the roundabout being built by the City of Hammond at Hohman Avenue and Chicago Street for traffic operations. Coordination between the City of Hammond and NICTD would occur regarding cost sharing if an improvement to the roundabout is warranted. Additionally, bicycle and pedestrian facilities were incorporated into a separate project, the West Lake TOD study. NICTD, RDA, and the communities examined ways to foster multimodal connectivity and accessibility, improve transit access for pedestrians and bicyclists, and identify infrastructure needs near the Project stations. The West Lake TOD study was completed in September 2017 and is included in <b>Appendix F</b> of the FEIS.
16D	Town of Munster	Anderson	Dustin	Letter	• Bicycle/Pedestrian	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] <ul style="list-style-type: none"> <li>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?</li> </ul>	See Master Response #10 regarding bicycle traffic. The West Lake Corridor Project would provide for pedestrian, bicycle and vehicular movements within the Project boundary. If roadway or intersection improvements are required to accommodate commuter traffic, NICTD would consider complete streets principles as part of the design. Improvements outside of the Project boundary would be the responsibility of the local municipality.
16E	Town of Munster	Anderson	Dustin	Letter	• Automobile Traffic	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] <ul style="list-style-type: none"> <li>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.</li> </ul>	See Master Response #8 regarding station location changes. Munster Ridge Road Station has been moved to the north of Ridge Road. See Master Response #29 regarding traffic congestion in the towns of Munster and Dyer. In general, station access points have been sited to connect to a collector or higher functional classification. The collector or higher functional classification is expected to accommodate the commuter traffic. NICTD re-evaluated traffic impacts associated with all of the station parking areas in the FEIS. The policies outlined in the Indiana Department of Transportation <i>Applicant's Guide to Traffic Impact Studies</i> were followed. NICTD analyzed intersections within 0.5 mile of the transit station as discussed in <b>Section 3.5.4</b> of the FEIS. With the addition of Project-related traffic, six intersections would operate at an unacceptable level of service (LOS), with three of the six intersections also operating at an unacceptable LOS without any additional Project-related traffic. The mitigation strategies for the intersections that would be affected near each station include upgrades to existing traffic signal equipment at the Sheffield Avenue and Main Street, striping

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							the intersection of 173rd Street and Harrison Avenue to include an eastbound-to-southbound right-turn lane, and monitoring the roundabout being built by the City of Hammond at Hohman Avenue and Chicago Street for traffic operations. Coordination between the City of Hammond and NICTD would occur regarding cost sharing if an improvement to the roundabout is warranted.
16F	Town of Munster	Anderson	Dustin	Letter	• Bicycle/Pedestrian	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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.	See Master Response #8 regarding station location changes. Munster Ridge Road Station and associated parking were moved north of Ridge Road, rather than the initial location to the south. No pedestrian underpass is contemplated now that the station has been moved north of Ridge Road.
16G	Town of Munster	Anderson	Dustin	Letter	• Automobile Traffic	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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.	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. The effects of commuter traffic and train presence were evaluated for Ridge Road. The referenced intersections were evaluated as a system. Please see <b>Section 3.5</b> and <b>Appendix G2</b> , <i>West Lake Corridor Project Traffic and Parking Technical Report</i> , of the FEIS for more details on the traffic analysis for Ridge Road.
16H	Town of Munster	Anderson	Dustin	Letter	• Automobile Traffic	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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?	Technical analyses in the FEIS compared future No-Build conditions versus future Build conditions to determine if roadway improvements are needed to accommodate commuter traffic. The traffic generated by the Munster Ridge Road Station did not warrant roadway improvements. Per Indiana Department of Transportation policy, a traffic signal located within 100 feet of the rail crossing would be interconnected with the rail signals. Any traffic mitigation measure identified to accommodate the commuter traffic is a component of the Project and would be included in the Project's cost estimate.
16I	Town of Munster	Anderson	Dustin	Letter	• Automobile Traffic	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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.	The number of spaces for parking is being determined based on ridership forecasts. As the Project develops, NICTD would look for feasible ways to optimize parking lot footprints.
16J	Town of Munster	Anderson	Dustin	Letter	• South Shore Line	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • Page ES-14, Section 8.6 - Will the weekday service include non-stop service from Munster/Dyer and/or Ridge Road Stations?	No, the trains in the peak period would route to and from downtown Chicago with most trains operating in the peak periods. A reverse peak train would operate during each peak period. In the off peak, one trainset would function as a shuttle between Munster/Dyer Main Street Station and Hammond Gateway Station offering timed connections (transfers) to the South Shore Line (SSL).
16K	Town of Munster	Anderson	Dustin	Letter	• Bicycle/Pedestrian	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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?	See Master Response #24 regarding safety of bicyclists/pedestrians. The details on pedestrian/bicycle grade crossings are stated in

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							Section 3.4.4 of the FEIS.
16L	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Alternatives</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>See Master Response #8 regarding station location changes. The design for Munster Ridge Road Station is shown in <b>Figure 3.6-4</b> of the FEIS. The station would not have a building. Munster Ridge Road Station and associated parking were moved north of Ridge Road, rather than the initial location to the south. The design of the platform and other station structures would be to NICTD standards, and the design of the parking lot would comply with Town of Munster standards.</p>
16M	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>Parking areas should be fenced in compliance with local zoning regulations.</li> </ul>	<p>See Master Response #11 regarding fencing for bicycle/pedestrian safety. Fencing surrounding parking lots is not planned at this time; however, NICTD would work with the municipalities to determine feasibility for fencing parking areas.</p>
16N	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>The Town of Munster will likely enforce resident only parking in the neighborhoods around the station areas.</li> </ul>	<p>Thank you for your comment, it has been noted for the record.</p>
16O	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Noise/Vibration</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>The Town believes that the 3 foot tall barrier will be insufficient to effectively dampen sound pollution. This barrier should be appropriately sized.</li> </ul>	<p>A noise barrier is proposed to mitigate noise impacts from train operations where the wheel meets the rail, and the operation of the train itself. Because wheel/rail noise happens at the top-of-rail, and the noise-generating center of the train is 2 feet above top-of-rail, a barrier 3 feet tall can be sufficient to block these noise sources and reduce noise levels. Based on operating assumptions used in the FEIS noise analysis and refined Project design, noise impacts and mitigation have been updated. The updated recommended noise barriers in the town of Munster are between 4 and 5 feet above the top-of-rail between mileposts 63.4 to 63.6 and 63.7 to 63.9. For more information on noise barriers and these locations, please see <b>Section 5.2</b> and <b>Appendix G6, West Lake Corridor Project Noise and Vibration Technical Report</b>, of the FEIS.</p>
16P	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Cultural Resources/Section 106/Section/6(f)</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>See Master Response #8 regarding station location changes. Munster Ridge Road Station and associated parking were moved north of Ridge Road, rather than the initial location to the south. As a result, properties previously identified for acquisition south of Ridge Road would no longer be required for the Project. The barns would not be directly affected by the Project. As the Project advances, NICTD would coordinate with the municipalities to design the facilities to complement or blend with the surrounding communities.</p>
16Q	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Bicycle/Pedestrian</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>Munster area - Fencing would be needed on both sides of the tracks north of Fisher Place all the way to</li> </ul>	<p>See Master Response #11 regarding bicycle and pedestrian safety, fencing, and barriers.</p>

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						the Little Calumet River in order to maintain safety and prevent unauthorized access to pedestrians and bicyclists.	See Master Response #24 regarding general safety and security. The Project is being designed to coexist with the nearby and adjacent neighborhoods. Fencing to prohibit pedestrians and cyclists from crossing the track would be provided where deemed important from a safety perspective.
16R	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	Munster Ridge Road Station is discussed in <b>Section 3.6.4</b> of the FEIS, which also includes a figure of the station elements. The design for Munster Ridge Road Station was refined. Munster Ridge Road Station would have surface parking for approximately 100 spaces. The overflow lot associated with the station location has been removed from the Project.
16S	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>The Main Street connection to train parking area on the east side - Is there a proposed design plan/layout for the underpass to be paid by NICTD?</li> </ul>	For the layout of Munster/Dyer Main Street Station, see <b>Figure 3.6-3</b> in the FEIS. The connection between the parking lot on the west side of the tracks and the platform on the east would be provided by an Americans with Disabilities Act (ADA) accessible tunnel. ADA-compliant parking is planned for the area east of the tracks and south of Main Street. Access from the parking lot on the south side of Main Street/parking entrance would be provided by a pedestrian bridge over the two-lane entrance drive. The entrance drive would also be grade separated at the CSX tracks immediately west of the pedestrian bridge. All of these improvements are part of the Project costs.
16T	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Noise/Vibration</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>DEIS- Chapter 5- Noise Analysis- Section 5.2.5.1- At what locations are 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.</li> </ul>	See Master Response #18 regarding noise and vibration. NICTD would work with municipalities and the Federal Railroad Administration to coordinate applications for Quiet Zones, which would eliminate horn signals. The noise barrier along Manor Avenue that was proposed in the DEIS is no longer proposed in the FEIS due to changes in operations data between the DEIS and FEIS phase, including introduction of Quiet Zones and refined speed data.
16U	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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?</li> </ul>	See Master Response #29 regarding traffic congestion in the vicinity of proposed stations. The effects of commuter traffic and train presence were evaluated for Ridge Road. The Munster Ridge Road Station layout is shown in <b>Figure 3.6-4</b> in the FEIS. The proposed station platform would be east of Manor Avenue, and the parking lot would be west of Manor Avenue. To travel between the parking lot and the station, pedestrians would use the proposed crosswalks for the primary station access or walk north to Broadmoor Avenue or south to Ridge Road. At these intersections, pedestrians would cross to the opposite side of the road. Crosswalks exist at the Manor Avenue and Ridge Road intersection and at the Manor and Broadmoor Avenues

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							intersection. A sidewalk would be installed west of Manor Avenue, and the Monon Trail would be re-established east of Manor Avenue.
16V	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	While bus/paratransit service is not planned at this time, the station would be designed not to preclude future bus/paratransit service. The station would be ADA accessible.
16W	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Funding/Taxes/Referendum</li> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>Traffic Technical Report - Section 6.1.1 - Improvements are proposed to intersections Sheffield Avenue/Seminary Drive, Sheffield Avenue / Northgate Drive, and Sheffield Avenue I Main Street. Improvements include striping, signalization and upgrades, lane additions. How will these improvements be paid for?</li> </ul>	Technical analyses in the FEIS compared future No-Build conditions versus future Build conditions to determine whether roadway improvements are needed to accommodate commuter traffic. The FEIS identifies proposed mitigation for three intersections. Any traffic mitigation measures identified as a component of the Project would be included in the Project's cost estimate. The Project would not require new taxes on local residents. If the Project is awarded a FTA Full Funding Grant Agreement (FFGA) as anticipated and the FEIS Preferred Alternative is approved by FTA, the federal government would contribute up to a percentage agreed upon pursuant to the terms of the FFGA.
16X	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Safety/Security</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>DEIS Section 4.8.3 - Is NICTD planning to have NICTD Police present in the Munster/Dyer and Ridge Road station buildings?</li> </ul>	<p>See Master Response #23 regarding crime near stations.</p> <p>NICTD's Police Department would develop strong cooperative relationships with local law enforcement agencies throughout the Project Area to implement patrols. This Project would follow the same security processes as current South Shore Line (SSL) facilities. NICTD police and local law enforcement would maintain safety and security during Project construction and operations. In addition, to reduce potential risks in station areas, NICTD would include security cameras and would work closely with municipal police services to develop and implement measures to deter loitering and criminal activity.</p>
16Y	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<b>Section 3.6.3</b> Chapter 1.2 of the DEIS discusses the Project purpose and need, which are the basis for this FEIS/ROD. The Project need was based upon previous studies conducted for the West Lake Corridor, including the <i>West Lake Corridor Major Investment Study</i> (NICTD 2000), <i>West Lake Corridor New Start Studies: Purpose and Need Final Report</i> (NICTD 2006), <i>Comprehensive Economic Development Plan, Phases I and II</i> (RDA 2007), and the <i>20-Year Strategic Business Plan</i> (NICTD and RDA 2014). The Project need was established during the Scoping phase for this Project, which included public, agency, and stakeholder input. <b>Section 3.6.3</b> of the FEIS discusses the parking at Hammond Gateway Station.
16Z	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>Page ES-4, Last Paragraph and Page 1-8 - "In addition to very costly infrastructure, expanded parking</li> </ul>	Traffic associated with all of the station parking areas was re-evaluated in the FEIS. The policies outlined in the Indiana

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						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.	Department of Transportation (INDOT) <i>Applicant's Guide to Traffic Impact Studies</i> were followed, and the nearest intersections within 0.5 mile of the transit station were analyzed. <b>Section 3.5.2</b> of the FEIS discusses additional intersections that have been analyzed for the FEIS, all of which are near the proposed stations. Figures 2.2-3 through 2.5-3 in the <i>West Lake Corridor Project Parking and Traffic Technical Report (Appendix G2</i> of the FEIS) depict the Build level of service and delay of the traffic study intersections for each of the proposed stations. The Level of Service and delay are based on the volume-to-capacity (V/C) ratios from the Highway Capacity Manual procedures.
16AA	Town of Munster	Anderson	Dustin	Letter	• South Shore Line	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • What is the projected monthly SSL fare from Munster/Dyer and Ridge Road to Millennium Station?	The projected monthly fare to Millennium Station would be about \$234 in 2017 dollars.
16AB	Town of Munster	Anderson	Dustin	Letter	• Aesthetics/Visual	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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.	<b>Section 4.7.5</b> of the FEIS discusses the potential use of mechanically stabilized earth (MSE) walls to reduce visual effects for adjacent properties. The visual impacts analysis has been updated in the FEIS to include the use of MSE approach walls and other visual impacts to the alignment. Although retaining walls can block and reflect sound, acoustical reflections off structures are not accounted for in the FTA general noise assessment methodology.
16AC	Town of Munster	Anderson	Dustin	Letter	• Aesthetics/Visual • General Environmental/Ecological Resources	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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?	See Master Response #12 regarding green space. <b>Section 4.7.5</b> of the FEIS discusses mitigation measures for visual impacts including planting vegetation, street trees, and landscaping in and around the Project where feasible. NICTD is currently reviewing municipality ordinances to determine the appropriate approach regarding tree removal and replanting; this determination would be made during the Final Engineering phase.
16AD	Town of Munster	Anderson	Dustin	Letter	• Noise/Vibration • Air Quality	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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.	See Master Response #3 regarding air quality impacts. It is expected that the Project would result in long-term air quality benefits, as more people would switch from automobiles to trains. <b>Section 5.2</b> of the FEIS discusses noise impacts based on updated operations and identifies noise mitigation measures to be implemented for both long-term (train operation) and short-term (construction) noise effects.
16AE	Town of Munster	Anderson	Dustin	Letter	• Safety/Security	[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017] • 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.	See Master Response #28 regarding access for emergency response vehicles. NICTD would coordinate with emergency services to address protocols to maintain emergency response times. The Project is being designed with consideration of the access needs of the local community and local emergency services, including operations of fire, police, and emergency response services. Please see

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							<p><b>Section 4.8</b> of the FEIS regarding emergency vehicle access during construction.</p> <p>See Master Response #29 regarding traffic congestion, which would include impacts to emergency services.</p>
16AF	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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?</li> </ul>	<p>Traffic associated with all of the station parking areas was re-evaluated in the FEIS. The policies outlined in the Indiana Department of Transportation (INDOT) <i>Applicant's Guide to Traffic Impact Studies</i> were followed. The INDOT Guide recommends that the analyses be conducted for the peak hour volumes, not daily ADT volumes. The functional classification does not change, nor is it recommended to change. Station accesses were sited to connect to a collector or higher functional classification.</p>
16AG	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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?</li> </ul>	<p>The functional classification would not change for any of the roadways. The 14.5-foot vertical clearance meets the design criteria defined by Indiana Department of Transportation (INDOT) Chapter 53 of the Design Manual. The vertical clearance is adequate for buses.</p>
16AH	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Bicycle/Pedestrian</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>See Master Response #10 regarding bicycle lanes at stations.</p> <p>NICTD does not have enough funds to purchase right-of-way (ROW) and build a new trail from Fisher Street to Munster/Dyer Main Street Station. The Town of Munster currently has a project in the Northwestern Indiana Regional Planning Committee (NIRPC) Transportation Improvement Program to construct the Pennsy Greenway from Fisher Street at Timrick Drive to Calumet Avenue north of 45th Street. Also, multiuse path access would be proposed from Seminary Drive in the Meadows subdivision and Margo Lane in the West Lakes subdivision to Munster/Dyer Main Street Station.</p>
16AI	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Bicycle/Pedestrian</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>See Master Response #9 regarding existing bicycle and pedestrian trails.</p> <p>The pedestrian access tunnel at the eastern end of Belden Place would remain accessible.</p>
16AJ	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Bicycle/Pedestrian</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>See Master Response #11 regarding bicycle and pedestrian safety, fencing, and barriers.</p> <p>The FEIS Preferred Alternative would cross a section of the undeveloped Pennsy Greenway corridor south of Fisher Street, which is currently programmed to be built in 2020 by the Town of Munster. At this location, the FEIS Preferred Alternative would be elevated utilizing retaining walls and the trail would be at grade. The Project would include a separated crossing of the Pennsy</p>

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							Greenway. The Project would also cross the Town of Munster's developed segment of the Pennsy Path where it is aligned along the southern side of Fisher Street on Northern Indiana Public Service Company right-of-way. The Project would relocate 350 feet of the Pennsy Path between Manor Avenue and the Monon Trail. The relocation would direct trail users to the new railroad-highway grade crossing at Fisher Street. See <b>Figure 7.5-9</b> in the FEIS for a plan.
16AK	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Water Resources</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>See Master Response #30 regarding floodplains and floodways. Effects on floodplains and floodways are not expected. Properly sized and configured structures would avoid and/or minimize water surface elevation rise impacts from fill placement in floodplains and floodways. Preliminary design of the proposed crossings would not require compensatory storage. However, during final design, if fill is placed within the floodplain, determination of compensatory storage would be done in accordance to volume lost. Detention facilities, vegetated basins and buffers, infiltration basins, and bioswales would be evaluated.</p> <p>The Project would not have any major stormwater detention areas as a result of the mainline track. The use of surface storage is limited to detention basins at the parking lots to catch runoff due to added impervious surface. Landscape and hardscape would follow all state and local ordinances.</p>
16AL	Town of Munster	Anderson	Dustin	Letter	<ul style="list-style-type: none"> <li>Automobile Traffic</li> </ul>	<p>[EXCERPT FROM LETTER DATED FEBRUARY 3, 2017]</p> <ul style="list-style-type: none"> <li>While it makes sense for there to be an engineered connection between the rail facility to the south and the West Lake 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.</li> </ul>	<p>See Master Response #31 regarding traffic and connections to subdivisions.</p> <p>The Project design allows for a future connection to adjacent local streets. <b>Section 3.5.4</b> of the FEIS states that vehicular access to the Munster/Dyer Main Street Station parking lot would be from the station driveway at the Sheffield Avenue and Main Street intersection only (for a station layout, see <b>Figure 3.6 3</b> of the FEIS). However, the design would not preclude future local street connections if desired.</p>
17	U.S. Coast Guard, Ninth Coast Guard District	Striffler	Com-mander Scott	Email	<ul style="list-style-type: none"> <li>Other</li> </ul>	<p>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.</p> <p>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.</p> <p>The project area of interest for this office is the area near Calumet City, IL, and existing railroad bridges that</p>	<p>The FEIS Preferred Alternative is Hammond Alternative Option #2, which crosses the Grand Calumet and Little Calumet Rivers in non-navigable areas.</p> <p>The FEIS Preferred Alternative would cross the Grand Calumet River on a new bridge that would be designed to span the river with no piers or abutments in the river channel.</p> <p>The FEIS Preferred Alternative would cross the Little Calumet River on a new through-girder bridge. The bridge would be designed to clear span the river.</p>

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						<p>cross Calumet River just south of 130th Street (former Chicago South Shore &amp; 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
18	U.S. Dept. of the Interior (OEPC)	Darby	Valincia	Email	<ul style="list-style-type: none"> <li>• Cultural Resources/Section 106/Section 6(f)</li> <li>• Recreational Resources/Section 4(f)</li> </ul>	<p>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."</p> <p>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.</p> <p>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.</p>	<p>All Section 4(f) and Section 6(f) issues have been resolved and are discussed in <b>Chapters 7 and 8</b> of the FEIS, respectively.</p> <p>See Master Response #25 regarding the Erie Lackawanna Trail.</p> <p>Discussion of the Dan Rabin Plaza has been included in <b>Section 7.5.6</b> of the FEIS. NICTD made changes to the FEIS Preferred Alternative and the Project would cross over the northwest corner of the eastern portion of the Dan Rabin Plaza, the recreational portion. At this location the Project would be elevated on a structure at least 25 feet above the plaza. No columns would be placed in the eastern portion of the Dan Rabin Plaza and the Project would not require permanent incorporation of the plaza recreational property. The proposed design was reviewed by the Indiana Department of Natural Resources (INDNR) along with a summary of very minor project effects related to noise, vibration, and visual resources. INDNR determined that the Project would not constitute a conversion of the protected portion of the Dan Rabin Plaza. NPS concurred with INDNR's determination.</p>

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19A	USEPA	Westlake	Kenneth	Letter	<ul style="list-style-type: none"> <li>Water Resources</li> <li>General Environmental/Ecological Resources</li> <li>Air Quality</li> </ul>	<p>Dear Mr. Assam and Ms. Barker:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Sincerely, Kenneth A. Westlake Chief, NEPA Implementation Section Office of Enforcement and Compliance Assurance</p>	<p>Air Quality: Since publication of the DEIS, the air quality discussion has been largely rewritten as a qualitative analysis and incorporates results of FTA's Programmatic Assessment. A qualitative air quality analysis is appropriate for this Project, given that the net effect of the Project during operations would be to reduce emissions slightly on a regional basis. Mitigation commitments are detailed in <b>Section 5.4.5</b> of the FEIS.</p> <p>Water Resources: Since publication of the DEIS, further coordination with the regulatory agencies has been conducted as the design of the Project was refined. Wetlands within the Project's environmental survey area that were delineated using an approach other than what is defined in the 1987 <i>Corps of Engineers Wetlands Delineation Manual</i> (USACE 1987) and the <i>Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region</i> (Version 2.0, 2010 Supplement) (USACE 2010) were re-evaluated using USACE methodology. Mitigation commitments are detailed in <b>Section 5.7.5</b> of the FEIS.</p> <p>Biological Resources: Since publication of the DEIS, further research and coordination with regulatory agencies has been conducted as the design of the Project was refined. Additionally, surveys were conducted to determine habitat suitability for threatened and endangered species as well as floristic quality. Detail regarding survey methods is available in the <i>West Lake Corridor Project Indiana Bat and Northern Long-Eared Bat Habitat Assessment (Appendix G8</i> of the FEIS); the <i>West Lake Corridor Project Habitat Surveys for Rare Insects, Amphibians, and Reptiles (Appendix G10</i> of the FEIS); and the <i>West Lake Corridor Project Floristic Quality Assessment and Threatened and Endangered Species Plant Survey Investigation (Appendix G11</i> of the FEIS). Mitigation commitments are detailed in <b>Section 5.8.5</b> of the FEIS.</p>
19B	USEPA	Westlake	Kenneth	Letter	<ul style="list-style-type: none"> <li>Other</li> </ul>	<p>Enclosure 1 - *SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION'</p> <p><b>Environmental Impact of the Action</b></p> <p><u>LO-Lack of Objections</u></p> <p>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.</p> <p><u>EC-Environmental Concerns</u></p> <p>The EPA review has identified environmental impacts that should be avoided in order to fully protect the</p>	<p>Thank you for your comments. See responses to Comments 19C through 19J.</p>



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						<p>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.</p> <p><u>EO-Environmental Objections</u></p> <p>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.</p> <p><u>EU-Environmentally Unsatisfactory</u></p> <p>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.</p> <p><b>Adequacy of the Impact Statement</b></p> <p><u>Category 1-Adequate</u></p> <p>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.</p> <p><u>Category 2-Insufficient Information</u></p> <p>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.</p> <p><u>Category 3-Inadequate</u></p> <p>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.</p> <p>'From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment</p> <p>Enclosure 2 - EPA'S DETAILED COMMENTS ON THE WEST LAKE CORRIDOR PROJECT, DRAFT ENVIRONMENTAL IMPACT STATEMENT, LAKE COUNTY, INDIANA AND COOK COUNTY, ILLINOIS, FEBRUARY 1, 2017</p>	
19C	USEPA	Westlake	Kenneth	Email	• Air Quality	Air Quality	A qualitative discussion of emissions from construction activities

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						<p>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.</p> <p>Recommendations for the Final EIS and Record of Decision:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Identify and commit to specific measures to reduce emissions, including those listed in the enclosed Construction Emission Control Checklist.</li> <li>• 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.</li> <li>• Discuss the timeline for project construction and whether construction emissions would be included in the Conformity Determination.</li> <li>• In the Final EIS and ROD, demonstrate that the proposed project would comply with Conformity requirements.</li> </ul>	<p>and air quality impacts is included in the <b>Section 5.4.4</b> of the FEIS along with a time period when construction is expected to last.</p> <p>Elevated air pollutant emissions and ambient air pollutant concentrations could adversely affect highly sensitive groups such as the elderly and those with asthma or other respiratory illnesses; however, mitigation measures for air pollutant emissions would be incorporated into the Project construction plan and implemented as discussed below.</p> <p>NICTD would minimize air quality impacts during construction of the Project through implementing best management practices (BMPs) common to transportation infrastructure construction projects. These BMPs would include limiting the idling of construction equipment, regular maintenance of diesel engines, and other BMPs such as controlling fugitive dust by watering or other dust-suppression techniques. NICTD is committed to adhering to regulatory requirements and meeting federal air quality standards, as defined by USEPA.</p> <p>NICTD would require the contractor to identify nearby homes, daycare facilities, schools, and playgrounds within 300 feet of construction sites at stations and parking lots, and implement dust-suppression or other measures to help ensure that visible dust emissions are not leaving the construction site and affecting such sensitive receptors.</p> <p>Because the Project is included in the applicable long-range transportation plan and the Northern Indiana Regional Planning Commission (NIRPC) 2018–2021 Transportation Improvement Program, the Project would be in conformance with transportation conformity requirements for ozone as required by 40 CFR Part 93, Subpart A.</p> <p>The FEIS (<b>Section 5.4</b>) and ROD have demonstrated that the Project would comply with conformity requirements.</p>
19D	USEPA	Westlake	Kenneth	Email	<ul style="list-style-type: none"> <li>• General Environmental/Ecological Resources</li> </ul>	<p>Climate Change Adaptation and Resiliency</p> <p>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), 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.</p>	<p>NICTD has been coordinating with the IDNR and USEPA throughout the Project. This USEPA comment was written prior to the rescinding of the CEQ's greenhouse gas/climate change Executive Order. NEPA no longer requires projects to study future climate change scenarios.</p> <p><b>Section 5.7.4</b> of the FEIS discusses potential floodway or floodplain impacts of the Project on the Grand Calumet and Little Calumet Rivers. Because of the clear span design of the bridges, no impacts on floodways or floodplains are anticipated. Additionally, elevating the Project at these locations would provide for resiliency under future climate change scenarios that may</p>

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						<p>Recommendations for the Final EIS:</p> <ul style="list-style-type: none"> <li>• Consider the effects of climate change on the proposed action.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<p>predict heavy rain or increased flooding in the region.</p> <p><b>Section 6.4.14</b> of the FEIS addresses secondary impacts on floodplains that could result if development occurred in the floodplain or would generate polluted runoff in the watershed of a floodplain. However, federal, state, and local regulations would require appropriate construction practices and compensatory storage for new development, which would minimize potential impacts in future scenarios that predict heavy rain and flooding in the region.</p>
19E	USEPA	Westlake	Kenneth	Email	<ul style="list-style-type: none"> <li>• Neighborhoods/Quality of Life</li> </ul>	<p>Community Impacts and Engagement</p> <p>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.</p> <p>Recommendations for the Final EIS and ROD: [listed in 18E2-18E10 below]</p>	<p><b>Section 4.3.5</b> of the FEIS discusses mitigation measures that are proposed for acquisitions and displacements for the FEIS Preferred Alternative. A total of 202 full acquisitions and 24 partial acquisitions are anticipated for the Project. Of the full acquisitions, there would be 106 displacements, which include 94 residential and 4 commercial properties. This information is included in <b>Section 4.3.4</b> of the FEIS. NICTD would continue coordination with affected residents, businesses, and community facilities to identify strategies to minimize the effects on the employees and customers of the displaced businesses in accordance with the Uniform Relocation Act. See Comments 19F-19N for responses to each of USEPA's recommendations for the FEIS/ROD.</p>
19F	USEPA	Westlake	Kenneth	Email	<ul style="list-style-type: none"> <li>• Public Involvement/NEPA Process</li> </ul>	<p>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.</p>	<p>NICTD has continued to communicate with the community during the FEIS process.</p> <p>See Master Response #16 regarding the public involvement program. Public involvement efforts are discussed in <b>Chapter 9</b> of the FEIS.</p> <p>The following are affirmative ways that the FEIS Preferred Alternative was changed to address community concerns:</p> <ul style="list-style-type: none"> <li>• The layover facility proposed for Munster/Dyer Main Street Station was moved to the North Hammond MSF in response to community concerns regarding noise, vibration, and visual impacts of a yard in a largely residential area.</li> <li>• The ADA parking, "Kiss-and-Ride" facility, and a stormwater detention area were moved to occupy the land acquired at the southeastern corner of Main Street at the West Lake Corridor tracks in response to community concerns regarding commuters driving/parking west of the station and using the pedestrian underpass to access the station.</li> <li>• Munster Ridge Road Station and associated parking were moved north of Ridge Road in response to community concerns regarding the Koester Farm south of Ridge Road. The community was also concerned about disruption to neighborhood cohesiveness due to the acquisition of several</li> </ul>

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							homes needed to accommodate the station and parking. The concern was that it would add noise, traffic, and a visual intrusion to the homes that would remain. <ul style="list-style-type: none"> <li>The South Hammond Station platform was moved farther south toward 173rd Street with split parking north and south of 173rd Street in response to the City of Hammond's desire to use the land north of 173rd Street for future TOD opportunities.</li> <li>The alignment of State Street has been modified to maintain the intersection with Willow Street at its current location in response to the City of Hammond's concern regarding impacts to the adjacent historic district associated with the originally planned street closure.</li> </ul>
19G	USEPA	Westlake	Kenneth	Email	• Property Acquisitions	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.	The project website informs the public that they can contact the Northern Indiana Commuter Transportation District (NICTD) real estate acquisition team at realestate@nictd.com or 219-250-2637. During the acquisition process, any property owners that are approached by a right-of-way specialist would be given a single point of contact at that time.
19H	USEPA	Westlake	Kenneth	Email	• Property Acquisitions	Commit to provide special assistance to enable displaced individuals to remain in the same neighborhood, if desired.	NICTD would work with residents to determine an acceptable relocation package, which may include working with the resident to remain in the same neighborhood, if desired.
19I	USEPA	Westlake	Kenneth	Email	• Other	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 "Green Sheets," which are available online for many projects.	NICTD commits to using a template similar to Michigan DOT's "Green Sheets" for this project. These sheets describe in a simple format the required mitigation for the project and provide a phone number to call if residents think NICTD is not in compliance. NICTD would prepare a Green Sheet at the end of the NEPA process for use prior to and during construction. NICTD would keep these Green Sheets on file with each of the towns and on the project website.
19J	US PA	Westlake	Kenneth	Email	• Other	Consider promoting local hiring for project construction and operations.	Selection of construction contractors would be qualifications-based. NICTD is prohibited by federal law from using any geographic hiring preference.
19K	USEPA	Westlake	Kenneth	Email	• Bicycle/Pedestrian	Consider committing to construct and open the replacement Monon Trail route prior to eliminating the current route.	The construction of all proposed connections to existing facilities (roadways/bike trails/sidewalks) would consider maintaining some level of access at all times.
19L	USEPA	Westlake	Kenneth	Email	• Other	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.	Based on studies conducted by NICTD, the West Lake Corridor project would not affect existing bus services. While some origin and destination points would be similar, existing bus services and the West Lake Corridor Project would serve different markets.
19M	USEPA	Westlake	Kenneth	Email	• Safety/Security	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.	Safety is a top priority. NICTD would consider the locations of schools and parks when deciding where to route local traffic and construction equipment. Traffic would be routed away from places

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							where children congregate to the extent possible. NICTD would work with the school districts and municipalities as appropriate. <b>Section 4.8</b> of the FEIS discusses safety and security during construction.
19N	USEPA	Westlake	Kenneth	Email	• Other	Clarify where the 2,000-foot siding begins and ends so that stakeholders can better understand potential impacts.	Please see <b>Figure 2.4-1</b> and <b>Appendix E</b> of the FEIS to see where the sidings are proposed. The approximately 2,000-foot siding starts just south of 173rd Street and ends just south of I-80/94 in Hammond.
19O	USEPA	Westlake	Kenneth	Email	• Transit Oriented Development	<p>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.</p> <p>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 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 PTA-funded Pilot Program for Transit-Oriented 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.</p> <p>Recommendations for the Final EIS, ROD, and Post-ROD Activities:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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).</li> <li>• Consider using structured parking with context sensitive designs. Discuss potential benefits of structured parking on displacements, stormwater, and future TOD planning.</li> <li>• 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.</li> <li>• Commit to promote affordable housing as part of future TOD plans in areas with communities with environmental justice concerns, such as Hammond.</li> </ul>	<p>See Master Response #8 for a discussion of the alternative station locations which refers to <b>Chapters 2 and 10</b> in the FEIS. See Master Response #5 regarding the cross-platform transfer point at Munster/Dyer Main Street Station in collaboration with Amtrak.</p> <p>Structured parking is part of the TOD concept and has been considered and reviewed by the local community during a separate project, the West Lake TOD study. NICTD, RDA, and the communities examined ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrians and bicyclists, engage the private sector, identify infrastructure needs, and enable and encourage mixed-use development near the Project stations. The West Lake TOD study was completed in September 2017 and is included in <b>Appendix F</b> of the FEIS.</p> <p>NICTD has committed to coordinating with the municipalities to design the facilities to complement or blend with the surrounding communities and has worked with the communities and RDA to complete the West Lake TOD study.</p> <p>See Master Response #32 in regard to affordable housing. The opportunities for green building you described, such as planning for net zero energy use, would be considered during the next phase of Project design. It is NICTD's intent to minimize impacts on biological resources during Project construction and operation. Resources that support sustainable community development around stations areas would be considered as the station design progresses.</p>

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						<ul style="list-style-type: none"> <li>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.</li> <li>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: <a href="https://www.epa.gov/smartgrowth">https://www.epa.gov/smartgrowth</a></li> </ul>	
19P	USEPA	Westlake	Kenneth	Email	<ul style="list-style-type: none"> <li>Hazardous Materials</li> </ul>	<p>Grand Calumet River Area of Concern</p> <p>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,</p> <p>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.</p> <p>Recommendations for the Final EIS, Record of Decision (ROD), and Post-ROD Activities:</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>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 <a href="mailto:mally.diana@epa.gov">mally.diana@epa.gov</a>.</p>	<p>NICTD is working with NIPSCO, IDEM, IDNR, FTA, and USEPA on the design in this area. Coordination efforts would continue through design, and NICTD would take great care during construction in this area. NICTD agrees with USEPA's comments.</p> <p>The FEIS Preferred Alternative crosses the Grand Calumet River near the NIPSCO site. Disturbance of the protective cap installed by USEPA, located within the Grand Calumet River and along the northern side of AOC 2 (as identified in <b>Figure 5.9-3</b> of the FEIS), would be avoided during construction and operation. USEPA, IDEM, and NIPSCO would be consulted regarding construction mitigation measures on site to eliminate or minimize the spread of existing contamination associated with the property.</p>
19Q	USEPA	Westlake	Kenneth	Email	<ul style="list-style-type: none"> <li>Air Quality</li> </ul>	<p>Mobile and Stationary Source Diesel Controls</p> <p>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.</p> <ul style="list-style-type: none"> <li>On-Highway Vehicles: On-highway vehicles project should meet, or exceed, the USEPA 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.)</li> <li>Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the USEPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.)</li> <li>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.</li> </ul>	<p>NICTD would minimize air quality impacts from mobile and stationary source diesel equipment used for construction of the Project through implementing BMPs common to transportation projects. These BMPs would include the use of vehicles equipped with zero-emission technology, use of ultra-low sulfur diesel fuel, regular maintenance of diesel engines, and other BMPs. NICTD is committed to adhering to regulatory requirements and meeting federal air quality standards, as defined by USEPA.</p>

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						<ul style="list-style-type: none"> <li>• 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.</li> <li>• Consider requiring the following best practices through the construction contacting or oversight process:</li> <li>• Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.</li> <li>• Use ultra-low sulfur diesel fuel (15 ppm maximum) in construction vehicles and equipment.</li> <li>• Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.</li> <li>• Use electric starting aids such as block heaters with older vehicles to warm the engine.</li> <li>• 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).</li> <li>• Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.</li> <li>• -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.).</li> <li>• 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 USEPA exhaust emissions standards.</li> </ul>	
19R	USEPA	Westlake	Kenneth	Email	• Air Quality	<p>Fugitive Dust Source Controls</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.</li> <li>• 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.</li> </ul>	NICTD would minimize air quality impacts from fugitive dust sources through implementation of BMPs standard to infrastructure projects. These BMPs would include the application of water to exposed soils, covering open body trucks transporting materials to and from construction sites, repaving or replanting as soon as possible following construction, and securing tarps, plastic, or other materials over debris piles. NICTD is committed to adhering to regulatory requirements related to fugitive dust control.
19S	USEPA	Westlake	Kenneth	Email	• Other	<p>Occupational Health</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Use respirators, which are only an interim measure to control exposure to diesel emissions. In most</li> </ul>	NICTD is committed to adhering to federal regulatory requirements, including those issued by the Occupational Safety and Health Administration (OSHA). NICTD would work with construction contractors during the bid process to ensure contractors are aware of OSHA requirements and actively engaged in promoting safe working conditions.

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						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.	
19T	USEPA	Westlake	Kenneth	Email	<ul style="list-style-type: none"> <li>Noise/Vibration</li> </ul>	<p>Noise</p> <p>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.</p> <p>Recommendations for the Final EIS and ROD:</p> <ul style="list-style-type: none"> <li>Commit to specific protective measures to eliminate severe and moderate noise impacts from the proposed project.</li> <li>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.</li> </ul>	<p>See Master Response #18 regarding noise and vibration.</p> <p><b>Table 5.2-4</b> in the FEIS gives the measured existing noise level at each site to represent the No Build Alternative level. The Build noise levels reported appear to represent the modeled transit operations only. It is accurate that measured existing noise levels in the area from all contributing sources would be higher than calculated noise levels associated with the proposed transit operations only in the instances where that scenario occurs in the table.</p>
19U	USEPA	Westlake	Kenneth	Email	<ul style="list-style-type: none"> <li>Water Resources</li> </ul>	<p>Waters Resources</p> <p>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.</p> <p>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</p>	<p>Details regarding water resource impacts and mitigation have been updated based on the FEIS Preferred Alternative and are described in <b>Section 5.7</b> of the FEIS. Coordination with regulatory agencies has been ongoing and is included in <b>Appendix D</b> of the FEIS. <b>Section 5.7.5</b> of the FEIS has been updated from the DEIS and discloses all mitigation measures and coordination efforts with IDEM and USACE. Efforts to reduce impacts to wetlands and other water resources are also outlined in <b>Section 5.7</b> of the FEIS.</p> <p><b>Section 5.7.5</b> of the FEIS discusses three mitigation options: two offsite mitigation sponsors and one in-lieu of fee program. All options were selected, in part, because they are located within the watershed where project impacts would occur.</p> <p>The description of best management practices to minimize impacts to waters has been clarified in <b>Section 5.7.5</b> of the FEIS.</p> <p>Mitigation types, ratios, and potential locations have been clarified in <b>Sections 5.7.5</b> and <b>5.7.6</b> of the FEIS.</p> <p>For a summary of the Section 404(b)(1) analysis, please see <b>Sections 5.7.5</b> and <b>5.7.6</b> and the <i>West Lake Corridor Project Water Resources Technical Report</i> in <b>Appendix G7</b> of the FEIS.</p>



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						<p>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.</p> <p>Recommendations for the Final EIS and ROD:</p> <ul style="list-style-type: none"> <li>• Document coordination with the Indiana Department of Environmental Management and Illinois Environmental Protection Agency related to the CWA Section 40 I Certification, as well as coordination with the Corps related to the CWA Section 404 permit. Include correspondence in an appendix to the Final EIS.</li> <li>• 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.</li> <li>• Consider opportunities to avoid Waters when siting parking lots, stations, maintenance and layover facilities, and traction power substations.</li> <li>• 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.</li> <li>• 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.</li> <li>• Discuss how cost, logistical, or technological constraints preclude avoidance and minimization of any known impacts to Waters.</li> <li>• Discuss proposed mitigation types, ratios, and potential locations. Include mitigation sequencing per the CWA Section 404(b)(l) Guidelines, and describe how mitigation would comply with the 2008 Mitigation Rule.</li> <li>• Include a summary of the Section 404(b)(1) analysis in the Final EIS, or, if available, include a draft as an appendix.</li> <li>• 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.</li> </ul>	<p>Please see <b>Section 5.7.6</b> of the FEIS for a discussion on measures to minimize harm to wetlands.</p> <p>The current footprint includes areas for stormwater management as well as all other Project features.</p>



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