



INDIANA DEPARTMENT OF TRANSPORTATION

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Indianapolis, Indiana 46204

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Eric Holcomb, Governor
Joe McGuinness, Commissioner

NOTICE OF PROJECT ADVANCEMENT – US 12 Realignment and Reconstruction to US 20 in Lake County (DES# 1601716 and 1801738)

April 2020

The Indiana Department of Transportation (INDOT) held a public hearing in July 2019 regarding proposed improvements along US 12 and US 20 in Lake County. The public hearing was held as part of the environmental analysis phase and per federal requirements outlined by the National Environmental Policy Act (NEPA). Public involvement is an important element of a comprehensive decision-making process. The purpose of the project is to facilitate the NICTD expansion of the Miller Train Station and double track improvement project, while maintaining surrounding vehicular and pedestrian routes able to accommodate increased ridership.

The Preferred Alternative will consist of removing and realigning sections of US 12. US 12 will connect with US 20 at a new stop controlled intersection located east of the existing US 20 and Lake Street intersection. The current intersection of US 12 and US 20, west of Clay Street, will be removed and US 12 pavement will be removed east to Clay Street. The current US 12 and Lake Street intersection will be removed. Improvements along US 20 include restriping, installation of sidewalks, addition of decorative lighting, new signage, enhanced pedestrian crossings, and landscaping. Improvements along Lake Street include the construction of raised median islands, addition of bike lanes, addition of sidewalks, and addition of parallel parking. Additional details regarding this project are available via the project webpage <https://www.in.gov/indot/3958.htm>.

The purpose of this notice is to communicate the status of this project to community members. As part of INDOT's commitment to public involvement, it is important to keep the community informed of project developments. This is also an opportunity to formally announce the conclusion of the environmental analysis phase and transition to the next phase of development.

Subsequent to reviewing and considering all comments and materials received as a result of the public hearing held at the Beyond 4 Walls Christian Center, 875 South Lake Street in Gary on Thursday, July 11, 2019, **INDOT will advance this project to the next phase of development with construction anticipated to begin in 2021.** Environmental analysis documentation, including written responses to public comments submitted as part of the public involvement process, are available on-line via the INDOT LaPorte District webpage: <https://www.in.gov/indot/2705.htm>.

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County Lake Route US 12 & US 20 Des. No. 1601716

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
 GENERAL PROJECT INFORMATION

Road No./County:	US 12, US 20, & Lake Street
Designation Number:	1601716 and 1801738
Project Description/Termini:	Realignment and reconstruction of US 12 between US 20 and Clay Street, US 12 beginning at a point 0.14 mile east of Lake Street and continuing east for 0.27 mile, US 20 between Fayette Street and a point 0.45 mile east of Lake Street, and 0.1 mile of Lake Street between US 12 and a point 0.04 mile south of US 20 in Gary, Indiana.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
X	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval	<u>N/A</u>			
	ESM Signature	<u>KARSTIN MARIE CARMANY-GEORGE</u>	ES Signature	<u>3/26/2020</u>
		<small>Digitally signed by KARSTIN MARIE CARMANY-GEORGE Date: 2020.04.01 15:11:13 -04'00'</small>		<small>Digitally signed by Brandon Miller Date: 2020.03.26 13:37:24 -04'00'</small>
	FHWA Signature		Date	

Release for Public Involvement

<u>N/A</u>	<u>REB</u>	<u>5-29-19</u>
ESM Initials	Date	Date

RC Certification of Public Involvement Petelia Clark 8-5-19
 Office of Public Involvement Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: Meghan Hinkle Digitally signed by Meghan Hinkle Date: 2020.03.26 14:45:31 -04'00' Date: _____

Name and Organization of CE/EA Preparer: American Structurepoint, Inc., Briana Hope (Lead) and Monica Del Real

This is page 1 of 34 Project name: US 12 Realignment and Reconstruction to US 20 Date: May 6, 2019

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Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
If No, then:			<input checked="" type="checkbox"/>	
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>		<input type="checkbox"/>	

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

Notice of Entry:

Survey work for the project occurred between February 20, 2017 and March 31, 2017. Prior to the initiation of survey activities, notice of entry letters are typically mailed to potentially affected property owners notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. Due to a gap in data records, a copy of the survey notice is not available and delivery to property owners cannot be confirmed. A sample survey notice has been created for this project (Appendix C, C-62).

Section 106

To meet the public involvement requirements of Section 106, FHWA’s finding of “No Adverse Effect”, a notice was advertised in *The Times of Northwest Indiana* on July 18, 2018. The public comment period closed 30 days later on August 20, 2018. The text of the public notice and the affidavit of publication appear in Appendix D, D-81 to D-82. No comments were received within the allotted timeframe.

Public Hearing:

The proposed project met the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Public Involvement Manual* which requires the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing.

A Legal Notice of Public Hearing was published in the June 24th, July 1st and 9th, 2019 editions of *The Northwest Indiana Times* and was mailed to adjacent property owners and local or state officials who may be interested in the proposed project. The environmental document was made available at the Gary Public Library, Carter G. Woodson Branch (501 South Lake Street, Gary, Indiana), the INDOT LaPorte District (315 E Boyd Road, LaPorte, Indiana), Hearing Examiner, Room N642-COM of Indiana Government Center North (100 N Senate Avenue, Indianapolis, Indiana), and on-line via INDOT LaPorte District webpage at <https://www.in.gov/indot/2705.htm> beginning June 24, 2019 (Appendix J, J-1 to J-3).

The public hearing was held on Thursday July 11, 2019 at the Beyond 4 Walls Christian Center (875 South Lake Street, Gary, Indiana). A formal presentation began at 6:00 p.m. Attendees had an opportunity to view project displays, plans (Appendix B, B-18 to B-50), and the environmental document. Seventy-one people signed in to the hearing (Appendix J, J-60 to J-69). Sixteen people provided verbal formal public comments (Appendix J, J-70 to J-77). The opportunity for additional written comments was given for two weeks following the hearing, with an established deadline of August 2, 2019. Three additional written comments submitted by two individuals were received Appendix J, J-78 to J-83). The comments received primarily questioned funding, maintenance of traffic (MOT), details regarding the Northern Indiana Commuter Transportation District (NICTD) Double Track Project, right-of-way and community impacts, the request for future public meetings to discuss right-of-way, alignment, future development, and city infrastructure with

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INDOT, NICTD, and the City of Gary, and potential future traffic congestion issues. A summation of the public comments received and the project team's response to each is included in Appendix J, J-84 to J-97. The INDOT Public Hearing Section certified the public involvement requirements on August 5, 2019.

Public Controversy on Environmental Grounds Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No X

Remarks: At this time there is no substantial public controversy concerning impacts to the community or to natural resources.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: LaPorte Local Name of the Facility: US 12, US 20, and Lake Street

Funding Source (mark all that apply): Federal X State X Local X1 Other* Total Work Length: 1.32 Mile(s) Total Work Area: 13 Acre(s)

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need) The need for the project is to create space for the NICTD double track improvement project including the expansion of the Miller Train Station. An Environmental Assessment (EA) was completed for the NICTD double track project on September 18, 2017 and is discussed in more detail in the Project Description Section. Residential and commercial growth in the region has led to an increased demand on multimodal transportation services, driving the NICTD Miller Train Station expansion project. The NICTD expansion project not only drives the need to create more space for the expansion but also the need to improve the surrounding roadways and associated pedestrian facilities, due to the anticipated increase in future ridership. The limited sidewalks present along US 20 are not Americans with Disabilities Act (ADA) compliant. A lack of pedestrian facilities presents a safety issue, including the potential for increased pedestrian and vehicular accidents, with the anticipated increase in pedestrian traffic in the immediate area. The purpose of the project is to facilitate the NICTD expansion of the Miller Train Station and double track improvement project, while maintaining surrounding vehicular and pedestrian routes able to accommodate increased ridership.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Lake Municipality: Gary

Limits of Proposed Work: US 12 between US 20 and Clay Street, US 12 beginning at a point 0.14 mile east of Lake Street and continuing east for 0.27 mile, US 20 between Fayette Street and a point 0.45 mile east of Lake Street, and 0.1 mile of Lake Street between US 12 and a point 0.04 mile south of US 20.

Total Work Length: 1.32 Mile(s) Total Work Area: 13 Acre(s) Yes No

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Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?
If yes, when did the FHWA grant a conditional approval for this project?

Table with 4 columns, last cell contains 'X', and a 'Date:' label below.

If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Project Location:

The proposed project area is located in Calumet Township, Lake County, Indiana, approximately 1.3 miles east of the I-65 and I-90 interchange (Appendix B, B-1). The area is more specifically located on the Gary USGS 7.5 Minute Quadrangle Map in Section 1 of Township 36 North, Range 8 West, and Sections 5 and 6 of Township 36 North, Range 7 West. Activities related to the proposed project will occur along US 12, US 20, and Lake Street in the City of Gary.

NICTD Double Track Improvement Project and Miller Train Station Expansion:

Approximately 60 miles of the existing South Shore Line (SSL) is single track railroad. Of that 60 miles, less than nine miles are available as either double track or separate passing sidings for NICTD and CSS (Chicago South Shore and South Bend Railroad) to operate on. The lack of appropriate railway infrastructure has led to increased conflicts with freight and passenger trains. Current conditions require that passing of trains must schedule coordinated meetings to guarantee safe passage. Frequently, this can result in cascading delays which lead to operational inefficiencies. Additionally, track or equipment defects, repairs, and maintenance can leave portions of single track out of use, ultimately resulting in more delays. Expansion of the Miller Train Station will contribute to more operating flexibility and lead to reduced travel times.

According to a 2017 Environmental Assessment (EA) and 4(f) Evaluation, prepared by HDR, travel demand currently exceeds the capacity threshold at 98 percent. The same assessment predicts up to 28 percent growth in ridership by 2040 with no improvements to transportation services (HDR, 2017). Additionally, populations in Lake, Porter, and LaPorte Counties are projected to increase 22 percent by 2040 (HDR, 2017). Adding to the increase in demand is the continued growth of Chicago as a major employment hub. Expansion of the Miller Train Station and reconstruction of US 12 will facilitate the increases in ridership for years to come. According to NICTD, a key element of the double track project is relocating US 12 to merge with US 20 in order to provide additional space required for the double track project and Miller Train Station expansion.

Currently, commuting between Michigan City and Chicago takes longer by rail than by automobile. Increased rail travel time is due, in part, to low-level boarding platforms located at the Miller Train Station. Low level platforms require passengers to use narrow end-door stairwells at low-level platforms and passengers with disabilities are required to use the portable lift when loading or unloading. Installing new eight-car, high-level boarding platforms that are compliant with the Americans with Disabilities Act (ADA) at the Miller Train Station would reduce the time for passengers to board and exit the train. Reducing boarding and exiting times at the Miller Train Station would contribute to a reduction in overall travel times.

This document is covering the US 12 Realignment and Reconstruction to US 20 project as described below, and not the NICTD double track and Miller Train Station expansion project covered in the 2017 EA prepared by HDR.

Existing Conditions:

US 12: The existing US 12 roadway is classified as an Urban, Principal Arterial. US 12 consists of two 12-foot wide travel lanes with 8-foot paved shoulders in each direction. The typical section transitions into a four lane curbed facility as it nears the Lake Street intersection. West of the Lake Street intersection US 12 narrows to approximately two 12-foot travel lanes with 2-foot paved shoulders in each direction. Sidewalks extend west along the north and south sides of US 12 from Lake Street for approximately 600 feet. Sidewalks extend east along US 12 from Lake Street for approximately 300 feet along the north side of the roadway and 400 feet along the south side of the roadway. Existing right-of-way is

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approximately 104 feet wide along the US 12 corridor. US 12 has a posted speed limit of 35 miles per hour (mph). The surrounding land use is mostly commercial businesses, with some forested parcels.

US 20: The existing US 20 roadway is classified as an Urban, Principal Arterial. US 20 consists of two 12-foot wide travel lanes with 2-foot minimum paved shoulders in each direction and a 4-foot minimum striped paved median, level with the existing roadway. At the location where US 20 intersects with Lake Street, the roadway widens to incorporate left and right turn lanes. US 20 horizontal curves are superelevated, banked along a horizontal curve to help motorists comfortably maneuver the curve, throughout the project area. Sidewalk extends approximately 480 feet east of Lake Street along the south side of US 20. Sidewalks are not present in any other quadrant. Existing right-of-way generally varies between 80 and 100 feet wide within the US 20 corridor. US 20 has a posted speed limit of 40 mph west of Lake Street and 45 mph east of Lake Street. The surrounding land use is a mix of commercial and residential properties with some forested parcels.

Lake Street: Lake Street is classified as an Urban, Minor Arterial. Lake Street consists of one curbed 11-foot wide travel lane in each direction. Lake Street also has left and right turn lanes at the US 20 intersection and one unmarked parking lane. Sidewalks are present along the east and west side of Lake Street south of US 20. Sidewalks are present along the east side of Lake Street north of US 20. Existing right-of-way along Lake Street varies from 42 feet on the east side to between 42 feet and 47 feet on the west side of the road centerline within the project corridor. The posted speed limit along Lake Street is 30 mph. The surrounding land use is commercial businesses.

Proposed Improvements (Preferred Alternative):

The approximately 1.32-mile project discussed in this document will be conducted in two phases and consist of removing and realigning sections of US 12. US 12 will connect with US 20 at a new stop controlled intersection located east of the existing US 20 and Lake Street intersection. The current intersection of US 12 and US 20, west of Clay Street, will be removed and US 12 pavement will be removed east to Clay Street. The current US 12 and Lake Street intersection will be removed. Improvements along US 20 include restriping, installation of sidewalks, addition of decorative lighting, new signage, enhanced pedestrian crossings, and landscaping. Improvements along Lake Street include the construction of raised median islands, addition of bike lanes, addition of sidewalks, and addition of parallel parking. All work will remain south of the CSS railroad.

Phase I: (Des. No. 1601716)

US 12 Realignment east of Lake Street:

The plan for US 12 includes realigning US 12 to create a new stop-controlled intersection with US 20, 0.21 mile east of Lake Street. The new connector roadway will consist of one 12-foot wide lane in each direction with a left turn lane at US 20 and 8-foot wide minimum paved shoulders. One vacant structure, a former business located approximately 0.19 mile east of Lake Street between US 12 and US 20, will be removed to accommodate construction of the US 12 realignment. A retaining wall and barrier wall will be constructed on both sides of the new roadway realignment connecting US 12 to US 20. The retaining walls will be located approximately 14 feet from the edge of the east and west travel lanes and extend for approximately 400 feet, varying between 4.5 and seven feet tall. The walls will be embedded approximately two feet. A stop controlled intersection will be added at the new intersection of US 12 and US 20. Traffic along US 12 will stop and yield to traffic along US 20. To increase safety, ADA-compliant curb ramps will be constructed at the new US 20 and US 12 intersection. A marked pedestrian crossing will be added along the northern side of the intersection. An approximately 0.25 acre detention pond is proposed west of the new US 12 alignment (Appendix B, B-50). The detention pond is proposed because the current storm drains go into a combined sewer system, however this project will separate the storm sewer from the sanitary sewer. The storm sewer will be directed to outflow into the proposed detention pond. The US 12 realignment will impact approximately 0.75 acre of forested land south of US 12.

US 20 from 0.08 mile east of Lake Street to 0.29 mile east of Lake Street:

Work will involve retaining existing pavement and restriping lanes for two 12-foot wide travel lanes in each direction with a 12-foot wide flush paved median. An eastbound left-turn lane will be added at the new US 20 and US 12 intersection. New curbs and gutters, as well as an enclosed storm drainage system will be constructed. Installation of the storm drainage system will require excavation to a maximum depth of eight feet. New sidewalks and ADA-compliant curb ramps varying between six and eight feet with buffers will be constructed along US 20. The design and posted

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speed will be 45 mph.

US 12 from the current US 20 and US 12 intersection to Clay Street:

Pavement along US 12 will also be removed between Clay Street and the current US 20 and US 12 intersection. The signal at the former US 12 and US 20 intersection will be removed and the intersection will be reconstructed to correct the crown transition and superelevation to follow US 20 instead of US 12. The 4-way stop at the intersection of US 12 and Clay Street will be removed so only traffic from the east along US 12 will stop and yield to traffic going north and south along Clay Street.

US 12 from the realignment east of Lake Street to 675 feet east of Lake Street:

Pavement along US 12 will also be removed from approximately 675 feet east of Lake Street to the new US 12 alignment. The remainder of the pavement, between Lake Street and 675 feet east of Lake Street, will be removed as part of the NICTD double track and Miller Train Station expansion project.

Phase II: (Des. No. 1801738)

US 20 from 0.41 mile west of Lake Street to 0.08 mile east of Lake Street and 0.29 mile east of Lake Street to 0.40 mile east of Lake Street:

The plan for US 20 involves retaining the existing pavement and restriping lanes for two 12-foot wide travel lanes in each direction with a 12-foot wide flush paved median. New curbs and gutters, as well as an enclosed storm drainage system will be constructed. Installation of an enclosed storm drainage system will require excavation to a maximum depth of eight feet. New sidewalks with ADA-compliant curb ramps varying between six and eight feet wide with buffers will be constructed between Fayette Street and Hancock Street. The project also includes the addition of decorative lighting, new signing along US 20 between the existing intersection with US 12 and the new proposed intersection with US 12, and landscaping consisting of trees where feasible. The design speed will be 45 mph and the posted speed will be 40 mph west of Lake Street and 45 mph east of Lake Street. In addition, the traffic signal at the US 20 and Lake Street intersection will be enhanced to address pedestrian safety with the addition of crosswalk markings, new ADA compliant curb ramps, pedestrian refuge islands, and accessible pedestrian push-button signals.

Lake Street from 0.06 mile north of US 20 to 0.05 mile south of US 20:

The plan for Lake Street involves the construction of new raised median islands to delineate northbound and southbound lanes at the US 20 intersection and the addition of bike lanes (Appendix B, B-22). Improvements will require widening of the typical roadway section by up to 1-foot. New 6-foot wide sidewalks with ADA-compliant curb ramps will be constructed along both sides of Lake Street. Concrete curbs and gutters in addition to an improved storm sewer system will be incorporated along Lake Street. Additionally, parallel parking will be developed through the use of existing pavement and curb lines. The intersection of US 20 and Lake Street will also require full depth pavement reconstruction.

Logical Termini:

The logical termini of the proposed project and phases were selected to provide independent utility and fulfill the purpose of the project. Phase I of the project includes the creation of the new US 12 and US 20 intersection east of Lake Street, the removal of US 12 at the current US 12 and US 20 intersection, and restriping of US 20 near the new US 12 and US 20 intersection. This phase provides the realignment of US 12 needed to provide adequate space for the NICTD double track and Miller Train Station expansion project. Phase II of the project includes restriping, installation of sidewalks, addition of decorative lighting, new signage, enhanced pedestrian crossings, and landscaping along US 20 and the construction of raised median islands, addition of bike lanes, addition of sidewalks, and addition of parallel parking along Lake Street. This phase provides the enhanced pedestrian facilities to address anticipated increases in pedestrian traffic in the vicinity of the Miller Train Station.

The MOT for the project will require the closure of US 12 and lane restrictions along US 20. For more details, refer to the MOT section of this document.

The preferred alternative described above meets the purpose of the project, to facilitate the NICTD expansion of the Miller Train Station and double track project while maintaining vehicular and pedestrian routes, and the need of the project, to create space for the proposed NICTD expansion of the Miller Train Station and double track project and

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enhance pedestrian facilities to accommodate the anticipated increase in pedestrian traffic in the project vicinity.

For reference to the road plans for US 12, US 20, and Lake Street, see Appendix B, B-18 to B-50. For reference to the NICTD double track project plans, see Appendix B, B-51 to B-53.

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

Do-Nothing Alternative

The Do Nothing alternative leaves the existing roadway in its current condition. No reconstruction of the road, no provisions for pedestrian safety, no raised island medians, and ultimately no expansion of the Miller Train Station. While this alternative eliminates cost and any environmental impacts, it would not meet the objectives of the purpose and need. Therefore, this alternative was discarded from further consideration.

Improvement of US 12 and Lake Street Intersection

The US 12 and Lake Street alternative would modify the existing intersection of US 12 and Lake Street to accommodate increased traffic associated with the expansion of the Miller Train Station. It would not include the new alignment connecting US 12 and US 20. According to NICTD, a key element of the double track project is relocating US 12 to merge with US 20 in order to provide additional space required for the double track project and Miller Train Station expansion. This alternative may eliminate the need to realign US 12 to create a new US 12 and US 20 intersection, reducing the amount of new permanent right-of-way required for the project, but it fails to meet the objectives set forth in the purpose and need. Therefore, this alternative was discarded from further consideration.

Realignment of US 12 to US 20 - 0.23 mile east of Lake Street

The realignment of US 12 to US 20 0.23 mile east of Lake Street alternative would direct traffic along a new alignment from a new stop controlled intersection 0.23 mile east of Lake Street. Improvements to US 12, US 20, and Lake Street would be the same as those outlined in the "Proposed Improvements (Preferred Alternative)" section above, however the new alignment would require the relocation of the existing Mosley Motel property. This alternative would allow for the construction of a more geometrically desirable roadway as compared to the preferred alternative. This alternative would meet the purpose and need by creating adequate room necessary for construction of the NICTD Double Track Project and improved safety throughout the project area. However, this alternative would negatively impact an existing business and structure (Mosley Motel). Therefore, this alternative was discarded from further consideration.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

- It would not correct existing capacity deficiencies;
- It would not correct existing safety hazards;
- It would not correct the existing roadway geometric deficiencies;
- It would not correct existing deteriorated conditions and maintenance problems; or
- It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe)

X
X

Increased travel times and delays in transportation would remain. Safety issues, including the potential for increased accidents with the anticipated increase in pedestrian traffic in the immediate area, would remain.

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Public Hearing Comments Summary, July 11, 2019

Comment No.	Name / Organization / Comment Date	Comment	Response
1	<p>Antonio Hoskins 5632 East 3rd Ave Gary, Indiana 46403</p> <p>July 11, 2019 (verbal comment)</p>	<p>Thank you. Hello everybody...my name is Antonio Hoskins...born and raised here in Gary, Indiana. If you are from Gary, Indiana...I don't have nothing but love for you...ok. I understand...I've been here quite a while, I've been through quite a lot along with everybody else who has been here for the duration. Personally...I'm just going to be straight forward with you...I'm not going to act like someone that I'm not....I think project is moving a little bit too fast.. I don't mind development, I don't mind something new but I think that what they're doing in terms of changing the pipes and fixing streets...I think that is a very good start, but I think that when you're talking about changing the configuration and getting 80% funded by the federal government...that's something big to think about in terms of the citizens that are already here and deserve to know about what's going on and how they are going to take their time to help not only the people that are from this community but also in general of what they're trying to build. I believe that when you think about Gary, you think about the education system and we have a great education system but we have challenges. In all of this, the 80% funding from the government, I didn't hear anything about the education system and helping that first before you get into all of these other schematics...building this, changing that...you've seen how construction and expansion sometimes cost us landmark buildings, buildings that have been here for years and years, decades, maybe 100 years and construction comes along and you smash it...you smash it like it don't mean nothing to the community rather than investing to bring them up. I don't much about what's going on in this community, I actually didn't even know about this meeting until I met a gentleman...I think he's actually sitting right over there....I met a gentlemen in the bank and he was talking to someone else and I reached over</p>	<ol style="list-style-type: none"> 1. Funding – The proposed project will utilize 80% federal, 20% state for the INDOT project, the city and NICTD are using other funding sources. The use of federal funds requires the project to follow the National Environmental Policy Act (NEPA). Funding for this project only includes upgrades to transportation facilities and any other community upgrades do not qualify for this type of funding. 2. Potentially Historical Buildings/Resources – Section 106 of the National Historic Preservation Act must also be complied with. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic and archaeological properties. The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a finding of “Historic Properties Affected: No Adverse Effect” is appropriate for the US 12 Road Realignment Project.

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		<p>to him and asked him about the meeting...so I wanted to make sure I was part of this because I care about this community. I care about everybody, but a lot of the things my man was pointing out right here, that he was flashing up here on the screen didn't make sense to me, the way he was explaining it. You know, when you think about the railroad tracks, people who live here in Miller, noise....you know we're pretty use to noise because the railroad track here, the last one going to the beach....is the busiest one in the whole world...so you don't see anything being slowed down from that along with the other two railroad tracks. I don't see where expansion will do any better, if you ask me. Now I look at the pictures back there and I'm looking and I'm like all this is nice and pretty but I'm too excited about the two lanes. I think Lake Street looks beautiful as it is other than fixing sections of pavement, sidewalk, repairing some pipes....that would most definitely enhance the community and the town. But also I'd like to quickly take a count by show of hands from the audience of everybody who is actually from Gary...born and raised and is still here...thank you so much. I wish it would have been a lot bigger turnout...I'm happy to see the people who are here tonight, who care about what's going on...thank you for being here. I wish that more people that I know were here as I know they would have a lot to say. I know I'm taking a lot of time but I have a lot to talk about...I'm a people person and I love to sit down anytime and talk to people about community issues. As far as this goes and the development, I think we may be moving a bit too fast and I think they may need to pump the brakes and probably sit down, do some more talking before they move ahead with more development. So it's like I said, for the people here, who's not going to benefit directly from the economics, education, other resources...I'm not going to be too excited about that...so again, I don't want to take up all of the time and I know there are others who want a chance to talk. I'm glad I had a chance to talk so people</p>	
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		could know how I feel about all this and like I said, I think they need to pump the brake on all of this...so thank you.	
2	<p>Donald Harrison 5934 Juniper Ave Gary, Indiana 46403</p> <p>July 11, 2019 (verbal comment)</p>	<p>My question is really for the panel and not for the audience and it's about funding. I wasn't here at the very beginning but I keep hearing about this 80%...who is paying this? (Rickie Clark answers that it's 80% federal, 20% state for the INDOT project, the city and NICTD are funded using other funding sources). I've got lots of question? Are the drawings here tonight final? Do you all have a website or something where we can keep informed with what's going on with this? How long is the project expected to last? Will there be residency requirements in terms of the lucky contractor selected to build the project? (Rickie Clark provide website address, anticipated construction start date, INDOT statewide overall DBE goal) (Rickie invites Mr. Harrison to stay after and visit the display area where questions can be better addressed).</p>	<ol style="list-style-type: none"> 1. Funding – Rickie Clark answers that it's 80% federal, 20% state for the INDOT project, the city and NICTD are funded using other funding sources 2. Plans – Plans are not final at this time. Rickie Clark provided website address, anticipated construction start date, INDOT statewide overall DBE goal.
3	<p>David Cherry 6909 Ash Ave Gary, Indiana 46403</p> <p>July 11, 2019 (verbal comment)</p>	<p>Hello, I'm David Cherry and I'm from the community. I have a disabled parent who regularly needs food, pharmacy and possibly medical care. Along with several other thousands of people in this community and I...there are not many businesses in the area. There is one grocery store, there is no pharmacies and there are no hospitals in this community...they're all far away. Currently we have two construction projects...one that closes I-65 down and the other one near the truck stops which reduces the bridge to one lane causing us to go...effectively with two travel lanes to get to these services. So what would be a 3 mile trip will now take several hours because of these construction projects....one which I think is abandoned over here by the truck stops and the closure of I-65. But that doesn't get to the real problem and I think everybody wants to know, when is the next train? There are so many trains around here that any business located along the railroad</p>	<ol style="list-style-type: none"> 1. Maintenance of Traffic (MOT) – The MOT for the project will require the closure of US 12 and lane restrictions along US 20. During construction on US 12, the roadway will be closed at the intersection with US 20, west of Clay Street. Traffic will be maintained along a detour route via US 20 and SR 249 located east of the project area. It is anticipated that US 12 will be closed throughout the project area for the duration of construction, however, access will be maintained to all residences and businesses during construction via utilization of Clay Street. During construction on US 20 and Lake Street, traffic will be maintained along the existing roadway through the use of phased construction. A minimum of one lane will be provided in each direction, and access to all residences and businesses will be maintained throughout construction. In addition, it is anticipated that the I-65 and the Ripley Bridge project will be fully

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		<p>will want to contact a company called virtual rail fan and have YouTube make a video showing all the trains that go through here all day, everyday...the tracks are often times blocked for so long and it makes it very difficult to travel and it takes too long to get to many essential services. In the last several weeks, we've had flooding on Addison Drive which was completely blocked off and with the trains to get anywhere where if there was an ambulance needed...they wouldn't be able to get to our community. I recall there being an accident that closed down Ripley Street for a couple of hours and you had to go about 10 out of your way just to get to essential services. So with all these trains and with all this other construction, I would like to find out how are we going to improve the maintenance of traffic?</p>	<p>completed prior to construction beginning on this project. If these two projects are not complete prior to construction, there could be added delay to the motoring public through the I-65 and Ripley Bridge project work zones. However, no added delay through the limits of the US 12 Road Realignment Project would be anticipated. We are not aware of any other currently planned nearby projects that would overlap construction with the US 12 Road Realignment project besides the NICTD's Double Tracks Project (See Comment 4, Response 1).</p>
<p style="text-align: center;">4</p>	<p>Meg Roman 8100 Maple Ave Gary, Indiana 46403 July 11, 2019 (verbal comment)</p>	<p>Hello my name is Meg Roman and I've been generally aware of this project for several years...at least a part of it as part of the initial planning. I think it's a great idea...the main goal of it as far as I understand is to improve the train by making it faster to go between Michigan City and Chicago...so we'll be able to get into the city much faster, people who commute into the city don't have to spend an hour and half in traffic trying to get there...there will be more trains so that we can get to and from Chicago better, more quickly. I think this will provide, I think, less congestion of the trains. The whole idea with double tracking is so that when there is a problem with one track you can divert to the train to the other track. So I agree that we have some issues with accessibility in our community in terms getting to and from with the trains and sometimes they do stop too long...this is designed to improve that. In addition, our current train station isn't really a station...people with accessibility issues can't get on the train, you can't put a bike on the train...one of the main factors of doing this project is to provide ADA compliance and make it ADA accessible...with ADA ramps to help people get into the station...there are a lot of stairs. I'm fairly able to</p>	<p>1. NICTD Double Tracks Project – Additional information regarding the NICTD Double Tracks Project can be found at http://www.doubletrack-nwi.com/.</p>

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		negotiate the stairs but travel a lot with a huge suitcase climbing up all those stairs is nearly impossible...so I think an ADA ramp will help everyone. So I suppose the other comment I have is as long as communication is open and available to everybody so that they know when meetings like this are happening, the community has a vital arid real way of providing their concerns...then let's speed it up.	
5	Thomas Simms July 11, 2019 (verbal comment)	My name is Thomas Simms...I was wondering about the Walgreens right next to us...do you think that would make a good train station, possibly with an underground entrance to the train so that we don't have to wait in the cold or hot?	1. NICTD Double Tracks Project Train Stations – The US 12 Road Realignment Project does not include any improvements specific to NICTD, therefore we cannot speak to the NICTD proposed improvements, please refer to http://www.doubletrack-nwi.com/ for additional information regarding the NICTD Double Track Project.
6	Frank Wing 725 Rush St Gary, Indiana 46403 July 11, 2019 (verbal comment)	My name is Frank Wing and I live in the Miller area and I'd like to reiterate what David was saying...with 65 closed down, with Ripley closed down...we're kind of stuck on this end already. Clay Street, thank God they repaved it because it's become the major thoroughfare through there. Now if they're divert anything between 12 and 20...we've only got three ways into Miller. One is Lake Street, one is County Line and then there's that little turnaround ok...you've got to diminish any of that...we're going to be stuck one side or the other...you're going to be stuck on the home side or stuck on the can't get home side. Between that and the trains, we're in a cluster...you know what I mean. So I don't know if they are going to provide anything or finish some of these other projects before we can tie this up or what?	1. MOT – See Comment 3, Response 1.
7	David Gearman July 11, 2019 (verbal comment)	I'm a Miller resident and I'm also for this project and most of us made it through the realigning of the sewers on Lake Street...it was tough on the local business owners, of course it was, but we have think forwards and not backwards. We all know....all of us that have grown	No response necessary, thank you for your comment.

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		<p>up in the midwest know there are two seasons right? ...there is winter and there is a construction. The. 1-65 project, I know...I'm in the transportation business, 1-65 is going to be done soon...they're finishing the last stage of pouring down the concrete. Ripley is a thorn in my side as well, that project is on hold right now because it wasn't designed properly, so hopefully that will be done by the end of this year. We're looking at other projects at various stages of infancy right now, projects that probably won't be shovel ready for at least a couple of years...so a lot of these other avenues that use to get to and from our communities, which is a concern...I'm with you in terms of how do we get to our homes, businesses, essential services....hospitals...we don't have any drug stores so we don't have to worry about that but how do we get to many of our local amenities like restaurants, etc...so I'm for it, the vision that they have along with the other 3 projects and one works with the other...we have to get this road done before we put the double track in before we finish the Lake Street Project....so I'm looking forward to it, one of the reasons why Kathy and I moved here was just the diversity and we saw the potential of Miller. A lot of you have been here for a long time and you've seen it go up and down but it is definitely on the upswing and that's one exciting things. I've worked with Meg on a project and she's just amazing...so I'm looking forward to Lake Street and I'm a big believer in....we have a magnificent asset here which is that lake and I am a big believer in if you build it they will come, so I'm looking forward to this...thank you very much.</p>	
<p style="text-align: center;">8</p>	<p>Elenor Hazelett 1249 Aetna St Gary, Indiana 46403 July 11, 2019 (verbal comment)</p>	<p>My name is Elenor Hazelett and I'm a resident of Aetna and I'm also on the Aetna Manor Revitalization Committee. We were hoping that in these different projects that are going on with the railroad and with the various transitions for 12...that you all would take into consideration going back a little bit further to Utah Street. Utah Street is the light before the split for 12 and</p>	<ol style="list-style-type: none"> 1. Sidewalks – Providing pedestrian connectivity from Utah Street is not within the current scope. However, this consideration has been passed along to the INDOT LaPorte District and The City of Gary. 2. NICTD Double Tracks Project – See Comment 4, Response 1.

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		<p>20. We have quite a few people who don't drive or don't have vehicles...they use their bikes or they walk to the stores and the different amenities up and down 12 and 20. So we would like to request that you install sidewalks along with your projects that will run from Utah Street from that particular light which is the official area where the 46403 starts for Aetna, Glen Ryan and Miller communities. Using Utah Street to come over to 7th Avenue does give you a route to get over to Miller...and I have been told that Clay Street will be shut down and eliminated once they put the second railroad track in...so we'll either using Utah Street or we'll be using Lake Street to get into the Miller and Glen Ryan areas and that's going to cause a lot of problems as we have a lot of people that walk to the grocery store from that side of the track to. Also we wanted to know about the revitalization of Aetna being a part of these projects. We were told that Fayette Street would be opened up to 20...is that true? Thank you.</p>	<p>3. Fayette Street – Connecting Fayette Street to US 20 is not part of the scope of the US 12 Road Realignment Project. However, this consideration has been passed along to the INDOT LaPorte District and the City of Gary.</p>
<p>9</p>	<p>Allison Harrison 5934 Juniper Ave Gary, Indiana 46403 July 11, 2019 (verbal comment)</p>	<p>Hello everybody, my name is Allison Harrison and I'm married to this handsome man right here... I am glad that monies are being put into our community because we've been needing an infusion, injection of money...what have you for such a long time. I see a lot of projects going on all over the City of Gary, now it's time to tie them all in together so that everybody can see Gary, Indiana for the show piece that it was when I was a little girl. Now I have lived in Indianapolis for several years when my husband was redoing Crispus Attacks High School...but I want people to know that there's more to Gary than being the murder capital of the United States so that's why I have a talk show...In Focus...to focus in on all of the positive. We've got about 5 or 10 percent negativity, especially back in the day, but we also have about 90% positivity and we need it to be reflected here in Miller....and I'm proud to say that I was part of the Miller project when they restored the lakefront...I helped with that along with</p>	<p>No response necessary, thank you for your comment.</p>

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		several other little things so I'm glad that somebody thinks we're worth investing in and yes...maybe some will think we're moving a little too fast...we'll catch up.	
10	Oscar Cobb 4316 E. 5 th Place Gary, Indiana 46403 July 11, 2019 (verbal comment)	My name is Oscar Cobb and I'm getting kind of confused because we're talking about everything other than the railroad track and I think this is what the project is...I was there at the beginning when we were talking about the railroad track and nothing else about these other projects. So what I want to know for sure is when is it going to start...it was supposed to have started already...now it's like everything is starting all over again...so either you...and I know you weren't there in the very beginning of it but somebody needs to start at the and let us know is it going to actually start...what's going to happen. Now I know it's supposed to start here at Miller first then go towards Michigan City...where are we at this time? We're talking about it but where are we?	<ol style="list-style-type: none"> 1. Scope of US 12 Road Realignment Project – The scope of this project is the realignment of US 12 to US 20. Closing US 12 from the US 12/20 split to just east of Lake Street. US 12 will be realigned and connected to US 20 just east of Lake Street. The Public Hearing is in reference to the road work along US 12, US 20 and Lake Street. 2. NICTD Double Tracks Project – See Comment 4, Response 1. 3. Construction Schedule US 12 Road Realignment Project – Construction expected to begin the Winter of 2020 and continue through 2021.
11	Donald Hodsden 5808 Melton Road Gary, Indiana 46403 July 11, 2019 (verbal comment)	Yes, my name is Don Hodsden and I own the Subway shop over here and a lot of these people already know me...because I've been here for a couple of years. I've not been born and raised in Gary like the first speaker was...as a matter of fact I don't live in Gary but I opened my first store in 1990 and I've done business here in Gary for damn near 30 years and I consider myself a big part of this community. The gentleman who said that our tax money is being used for this project...I think you said 80% by the federal government and 20% state funds...any way you look at it, that is not government money, that is your money...you pay for it all the way around...no matter where the money comes from, it's yours. So far...I've heard that there is acquisition of about 6 acres, so to speak...we know that Jonathon's building is going to be gone...my business sits right next to the railroad station parking lot...are they planning on	<ol style="list-style-type: none"> 1. Right-of-Way Impacts – The parking lot referenced will not be impacted, 20ft of right of way will be acquired to place sidewalks at the back of the proposed curb. This will not impact the parking lot. 2. NICTD Double Tracks Project Parking Lot – See Comment 5, Response 1.

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		my property for a parking lot? I haven't heard anything about that...I haven't heard anything about an acquisition for a parking lot but my business is sure sitting on a dangerous spot, I think...and I need to know whether my business is going to be part of this or not...that's what I need to know...whether that gas station is still going to be there...is my business going to still be there or is that all part of that 6 acres?	
12	James Stanton 132 Huntington Ct Gary, Indiana 46403 July 11, 2019 (verbal comment)	Good Evening everybody, my name is James Stanton and I'm the Deputy Fire Chief with the Gary Fire Department. I'm a Miller resident, born and raised here in Gary, Indiana. My main question is should this project...should this project move forward with everybody's blessing, you must or whoever is working on this project, you must work with fire, police, EMS and all public safety to make sure that we have emergency access in and out of the Miller community.	1. Emergency Services Notification – The project sponsor must notify school corporations and coordinate with emergency services at least two weeks prior to construction to ensure emergency access is appropriate to service community during construction. This has been added as a Firm Commitment to the commitments section of the environmental document.
13	Camille Clayton July 11, 2019 (verbal comment)	Thank you...my name is Camille Clayton and I live in the Aetna section of Gary and I've been to quite a few of these meetings but...and that was why I was a little confused because this INDOT's meeting and it's just about the road. I've seen the plans of the completion so that's why I was a little confused...because I was looking at your diagrams and things, I was thinking...wow, things have changed but they really haven't...but like I said I've seen the entire plan for Utah...where there are going to be bike trails and walking trails and then with actually moving the rail...they're going to move the station down to where 65 is...oh, I'm sorry...I guess they' re not going to move it down that far...I see people shaking their head no...so ok...well that's what I'm saying...why can't they just have a meeting where everyone is represented and we come out to find out everything that's going on as opposed to finding out things in bits and pieces and you can't really visualize it...I can't visualize it.	1. All Projects Meeting – The potential for a public meeting to discuss right-of-way, alignment, future development, and city infrastructure is being coordinated with INDOT, NICTD, and the City of Gary. Potential projects discussed at this meeting could include the City of Gary East Gateway Complete Street Improvements, The NICTD Double Tracks Project, and the US 12 Roadway Realignment Project. 2. Scope of US 12 Road Realignment Project – See Comment 10, Response 1.

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14	<p>Alan Harrell 8524 Oak Ave Gary, Indiana 46403</p> <p>July 11, 2019 (verbal comment)</p>	<p>Good Evening, my name is Allen Harrell...first and foremost, I live in Miller. I joined our community in 2003...I came over here one time and fell in love with it immediately and I can only say that our community has gotten better every year. I wanted to thank you and your organization for coming and creating this open forum to share information. A couple of observations...people are concerned about what may happen to their properties, how it may affect our community, how it may affect ingress, egress in and out of our community...those are all things that our community deserves clear answers to as well as the people who might be effected by those things. There was another meeting I attended and they had identified the properties that were going to be affected by this through acquisition, through purchase, through appraised value and then the state buying these through imminent domain. If you're going to do that, if the properties have been identified...our community deserves the answers to know what those properties are right now...they need to know who are the appraisers...the appraisers that are going to determine the value of your land...it shouldn't be appraisers from down state...it should be people who are local that have inherent tribal knowledge of our community so that when they're determining the value of our land, the people who own these properties are paid fairly. Our community is outpacing any other community in northwest Indiana in terms of property values increasing from Q1 of 18 to Q1 of 19...we're at 91.8 percent increase in property value...that is exceptional...it out performs anybody else around us...so again if the state or feds are going to acquire land, people should be paid fairly...I would only that you continue to keep us involved...hold open forums...it's great and I thank you for your time...this is good and positive change for our community. Like so many others have said...our community is on the verge of greatness...thank you.</p>	<ol style="list-style-type: none"> 1. Adjacent Property Impacts – The existing right-of-way along US 20 varies between 80 to 100 feet wide and the proposed right-of-way is 100 feet wide. The existing right-of-way along US 12 is approximately 104 feet wide and will remain unchanged. The existing right-of-way along Lake Street varies between 84 and 89 feet wide and is will remain unchanged. The project requires approximately 6.178 acres of permanent right-of way acquisition mainly to accommodate for the US 12 realignment, Lake Street and US 20. Included in this acreage are various land uses consisting of 0.379 acre of residential, 5.293 acres of commercial, and 0.506 acre of government property currently owned by the City of Gary and NICTD. The project also requires approximately 0.086 acre of temporary right-of-way for the completion of the reconnection of US 12 to US 20 and drive reconstruction. Approximately 3.053 acres of existing right-of-way that was previously unrecorded will be reacquired. One vacant structure, a former business located approximately 0.19 mile east of Lake Street between US 12 and US 20, will be removed to accommodate construction of the US 12 realignment. Access to businesses along US 12 will be maintained via utilization of Clay Street and the remaining portion of US 12 east of Clay Street. 2. Community Impacts – Overall, the project is expected to positively impact the community. The proposed project is not anticipated to negatively affect community cohesion. Transportation within the Miller community and access to community resources will not be affected. Minimal impacts are anticipated to the local tax base, property value, and community events. The project will address safety concerns, including the potential for increased vehicular and pedestrian accidents, associated with the development through the construction of pedestrian and ADA compliant facilities along the roadway. Additionally,
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			<p>new concrete curbs and gutters, striping for parallel parking, decorative lighting and new signage will be added to the area to accommodate increased traffic and improve the existing conditions of the project area. Therefore, it is considered a net benefit for the community as the project will address expansion of the Miller Train Station, increase operating flexibility to reduce delays, meet existing and future travel demands, reduce travel time, and enhance safety. Temporary negative socioeconomic impacts the project will have on the community include temporary inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delay, and utility disruptions. However, these impacts are temporary and will cease upon completion of the project.</p> <p>3. Community Access – See Comment 3, Response 1.</p> <p>4. Right-Of-Way Acquisition – The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.</p>
15	Speaker did not give name July 11, 2019 (verbal comment)	How fast are you are going with this...you've already been starting some of the real estate activities so I just want to echo the gentleman's sentiment to keep everyone informed and in the loop. Keep information flowing so we all know what is happening, when things are happening, don't keep information in a vacuum...thank you.	1. Project Schedule – Right-of-way acquisition began in Fall of 2019, Construction expected to begin Winter of 2020, with construction expected to last through the year 2021.
16	Paul Bartos July 30, 2019 (email comment)	Dear Ricky Clark, Thank you for your meeting in Miller a couple of Thursdays ago. I was pleased to have seen many people I have never seen before at a public meeting.	1. Traffic on US 12 – A traffic signal will not be installed at the new intersection of US 12 and US 20. Traffic models show that no significant backups will occur.

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		<p>As requested, I would like to now add the following comments to the discussion.</p> <p>1. I am concerned about the possible back-up of traffic on Route 12 heading west due to the new traffic lights at the US 12 and US 20 intersection. Unless the signage is really, really clear, driving over the bridge approaching the almost immediate curve to the south just over the rise could be really dangerous if traffic is held up at the lights.</p> <p>2. Next, as for traffic going east, there is not going to be much distance between Lake Street and the Route 12 left turn. So ask what will be done to ensure that the traffic flows so that drivers won't end up sitting at Lake Street for a number of light cycles as the intersection to Route 12 clears? In thinking about this, I guess we could be talking both directions.</p> <p>3. Lastly, traffic on the alternative Atcheson Road will no doubt increase greatly during this project. The access road to and from Route 12 through the old River Queen boat plant floods, sometimes severely during rain storm. So, what is the plan to ensure that the road remains the alternative Miller residents will certainly need.</p> <p>Okay, all for now. Thanks for asking.</p> <p>Cheers, and have fun, today, Paul Bartos Miller Beach</p>	<p>2. US 12/Lake Street Intersection Congestion – A dedicated left turn lane from US 20 onto US 12 will be installed. Traffic models show that no significant backups will occur.</p> <p>3. Atcheson Road Flooding – The scope of this project does not include any work to Atcheson Road as this is not the formal detour route during closure of US 12.</p>
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<p>17</p>	<p>Donald Harrison 5934 Juniper Ave Gary, Indiana 46403</p> <p>July 23, 2019 (email comment)</p>	<p>Good morning Mr. Clark:</p> <p>I attended the public forum meeting Thursday, July 11, 2019, at the Beyond 4 Walls Christian Center, 875 South Lake Street in Gary, Lake County. That day was my first time seeing the INDOT documents you presented and hearing about it. Since that time, I have looked at the NICTD website and have a much better understanding of the proposed road reconfiguration, the track layout for the train and the right of way area between 12 and 20. I've been in Miller for 30 years and live adjacent to Lake Street Beach. I'm just glad to see something on the horizon. Any idea when the next meeting will be held? I've been in construction management for 30+ years and would like to be involved in a Project in my community. Please advise.</p> <p>Don Harrison</p>	<p>1. Projects Meeting – See Comment 13, Response 1.</p>
<p>18</p>	<p>Don Harrison 5934 Juniper Ave Gary, Indiana 46403</p> <p>July 27, 2019 (email comment)</p>	<p>Mr. Clark:</p> <p>It's hard to ask questions without seeing the full picture. But, I'll submit a couple of questions to include in the 8/2 public comments as follows:</p> <ol style="list-style-type: none"> 1. Will North/South vehicular traffic on Lake Street have to cross over three (3) sets of new railroad tracks to access Highway 20? Or will this access be removed? 2. I realize it's not in INDOT's scope, but do you know if plans are being prepared for the new NICTD train station? If so, will NICTD have a preliminary set available for review at the next public forum? 3. Will a stoplight be installed at the new intersection East of Lake Street where traffic merges back into Highway 12? Please advise. <p>Don Harrison</p>	<ol style="list-style-type: none"> 1. Lake Street Traffic – The US 12 Road Realignment Project will not change the number of tracks currently located north of US 12 or change the north/south access across them. However, the US 12 Road Realignment Project does not include any improvements specific to NICTD, therefore we cannot speak to the NICTD proposed improvements, please refer to http://www.doubletrack-nwi.com/ for additional information regarding the NICTD Double Track Project. 2. NICTD Double Tracks Project – See Comment 5, Response 1. 3. New US 12/20 Intersection – A stop controlled intersection (stop sign) will be added at the new intersection of US 12 and US 20. Traffic along US 12 will stop and yield to traffic along US 20. INDOT has

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			analyzed current and projected traffic and has deemed that a traffic signal is not warranted.
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