



FILED

DEC 10 2019

GALE A. NEULIEB  
CITY CLERK  
CITY OF MICHIGAN CITY

## MICHIGAN CITY INDIANA

City Clerk's Office – Gale A. Neulieb – Phone: 219.873.1410 – Fax: 219.873.1560 – email: [galen@emichigancity.com](mailto:galen@emichigancity.com)

December 2, 2019

Mike Noland, President CEO  
Northern Indiana Commuter Transportation District  
33 E. U.S. Highway 12  
Chesterton, IN 46304

RE: Permanent easement and air rights over Pine Street

Dear Mr. Noland:

The following is an excerpt from the Board of Public Works and Safety meeting of December 2, 2019:

Nicole Barker, Double Track Northwest Indiana Project Manager, Northern Indiana Commuter Transportation District (NICTD) addressed the Board stating she came before the Board to formalize an element of the 2016 agreement with Michigan City; advising in the 2016 agreement there were a range of responsibilities that are identified; some for Michigan City and some for NICTD; explaining the 11<sup>th</sup> Street Station is now a modest small station that will become a very large station; the station block in which NICTD calls 11<sup>th</sup> Street, 10<sup>th</sup> Street, Pine and Franklin Street; further stating as part of the agreement, NICTD is required to build a multi-story parking garage that in the initial stages will be accommodating roughly 500 parking spaces; further advising the parking spaces will be shared as part of the terms of the agreement between Michigan City and NICTD's commuter's; further explaining if the facility becomes full as additional population moves into the area, NICTD will be required to expand the parking garage in partnership with Michigan City with up to 1000 parking spaces; continuing to explain how this will affect Pine Street which is on the east side of the station block; stating the plan was for NICTD to design the garage with some retail on the ground floor and some space for Transit Oriented Development; advising NICTD has been working with Craig Phillips, Planning Director and Skyler York, Assistant City Planner and a range of others over the past couple years on how this would look; explaining now NICTD's design firm (ECOM Engineering) is moving their 30% design for the project to 60% design, including the initial conceptual drawing of what the stations block parking structure will look like; further stating that Michigan City expressed interest in 7,150 square feet of Commercial space; further advising NICTD is reserving a space that will be of a certain size for future use; further explaining

the station and platform connection is very conceptual and NICTD needs to go to the public to talk about it; the Historic Review Board and the State Historic Preservation Officer also want to look at this; continuing to explain that in quarter one (1) of 2020 NICTD plans to have a joint session with Michigan City to engage the public on this and whatever stakeholders have an interest; stating that NICTD is seeking a permanent easement for the entirety of Pine Street so they can potentially move the structure further east about thirty (30) feet depending on the final design so they can maximize the space on the west for Transit Oriented Development for the City at a later date; advising NICTD does not know exactly what the width will be of the TOD space on the west but they want the room to possibly spill out partially on Pine Street; explaining NICTD would like two (2) northbound lanes potentially going up Pine Street to exit out onto 10<sup>th</sup> Street going east and west; further stating one (1) of the fifteen (15) roads that are closed is Pine Street; further advising NICTD does already have the authority to close it they just want to make sure the designer does have the room to actually construct on Pine Street if they need to do so.

Connor Nolan, Harris, Walsh & Lukeman, 107 Broadway in Chesterton addressed the Board stating Pine Street is one (1) of the crossings of the existing tracks that will be closed as part of the project so there is no concern for southbound traffic on Pine Street; advising this request is to give the designer the most flexibility for the station block as possible.

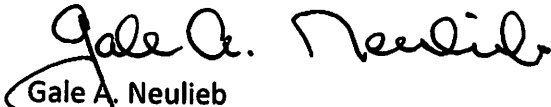
Discussion ensued between President Janus and Ms. Barker regarding if NICTD is just moving Pine Street thirty (30) feet to the east. Ms. Barker stated the concept the Board is looking at today is thirty one (31) feet of the sixty six (66) feet east to west of the roadway; advising the legal that is attached is the entirety of that section of Pine Street; explaining NICTD would never have a building go all to the other side of the street but they want to be able to operate the two (2) lanes of traffic; further stating they have concepts that take none of Pine Street so it is possible NICTD will not need any of it; further explaining NICTD just wants some wiggle room to the east. President Janus asked if this would entail taking any other properties. Ms. Barker replied there are no additional property acquisitions.

Craig Phillips, Planning Director addressed the Board stating the Planning and Redevelopment Department has been actively involved in the conversations about this throughout the entire process; advising Redevelopment is working closely with NICTD on the designs that would best suit the ultimate use of the site pending approval of the project funding itself; explaining the Entry of Engineering is the next step; further stating timewise they are ready to develop the structure in order to meet the guidelines for the Federal Transit Administration; further advising the Redevelopment Commission is working with the Federal Transit Administration to make sure they can provide an opportunity for development of a portion of that site for additional investment on the property; further explaining NICTD is anticipating the usage of the entirety of Pine Street from the northside of the 11<sup>th</sup> Street right-of-way to the south edge of the 10<sup>th</sup> Street right-of-way; maintaining access to and from the east/west alley that runs between Pine and Spring Street and to Cedar Street which is on the northside of the entirety of the service parking lot; stating ultimately whether Pine is two (2) lanes or four (4) lanes it will basically be servicing access to the parking lot and the parking structure as well as maintaining access to the homes on the east side of Pine Street by way of the alley.

Vice-President Murphy made the motion to approve the easement on Pine Street right-of-way between 11<sup>th</sup> Street and 10<sup>th</sup> Street that supports the use of Pine Street in a conceptual design pending entry into engineering for a Capital Investment Grant from the Federal Transit Administration and subject to Pine Street grade crossing of the existing NICTD South Shore Line railroad tracks being closed. The motion was seconded by Virginia Keating and carried as follows: **AYES: MEMBERS Janus, Murphy and Keating (3). NAYS: (0). Motion Carries.**

If you should have any questions, please do not hesitate to contact my office.

Sincerely,

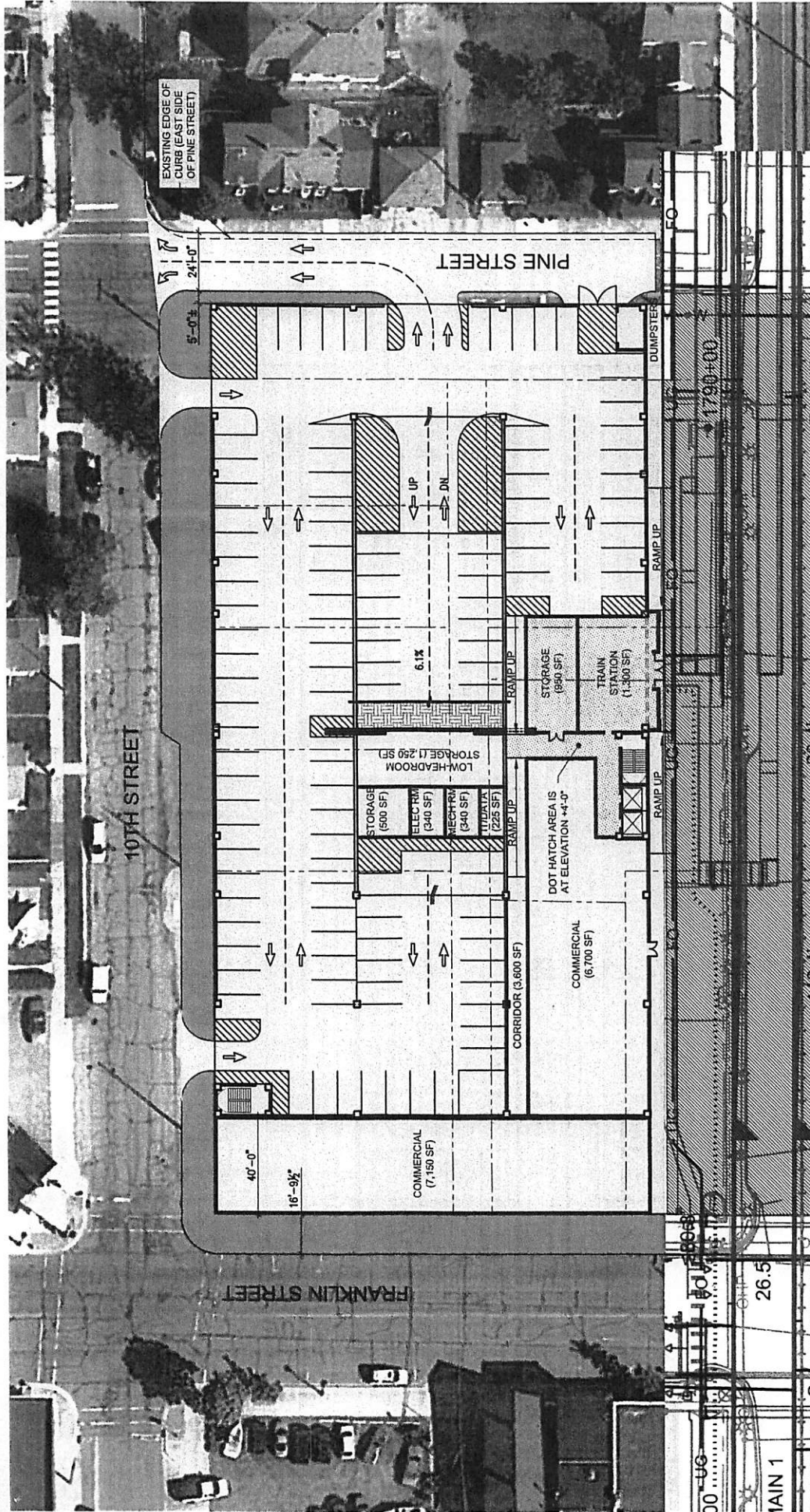
  
Gale A. Neulieb  
City Clerk

GAN/dmd

Cc: Board, Corporate Counsel, Controller, Mayor, Planning Department, City Engineer,  
Department Heads, M.D.PD., M.C.F.D.

**RON MEER – MAYOR**

City of Michigan City ~ City Hall ~ 100 East Michigan Boulevard, Michigan City, IN 46360 ~ 219.873.1400 ~ fax 219.873.1515  
web ~ [emichigancity.com](http://emichigancity.com) e-mail ~ [mayormeer@emichigancity.com](mailto:mayormeer@emichigancity.com)

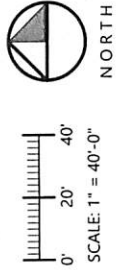


Sheet 2 of 4

# Concept A - Level 1 & Site Plan

November 26, 2019

NICTD-DOUBLE TRACK-NWI  
PARKING STRUCTURE  
MICHIGAN CITY, INDIANA

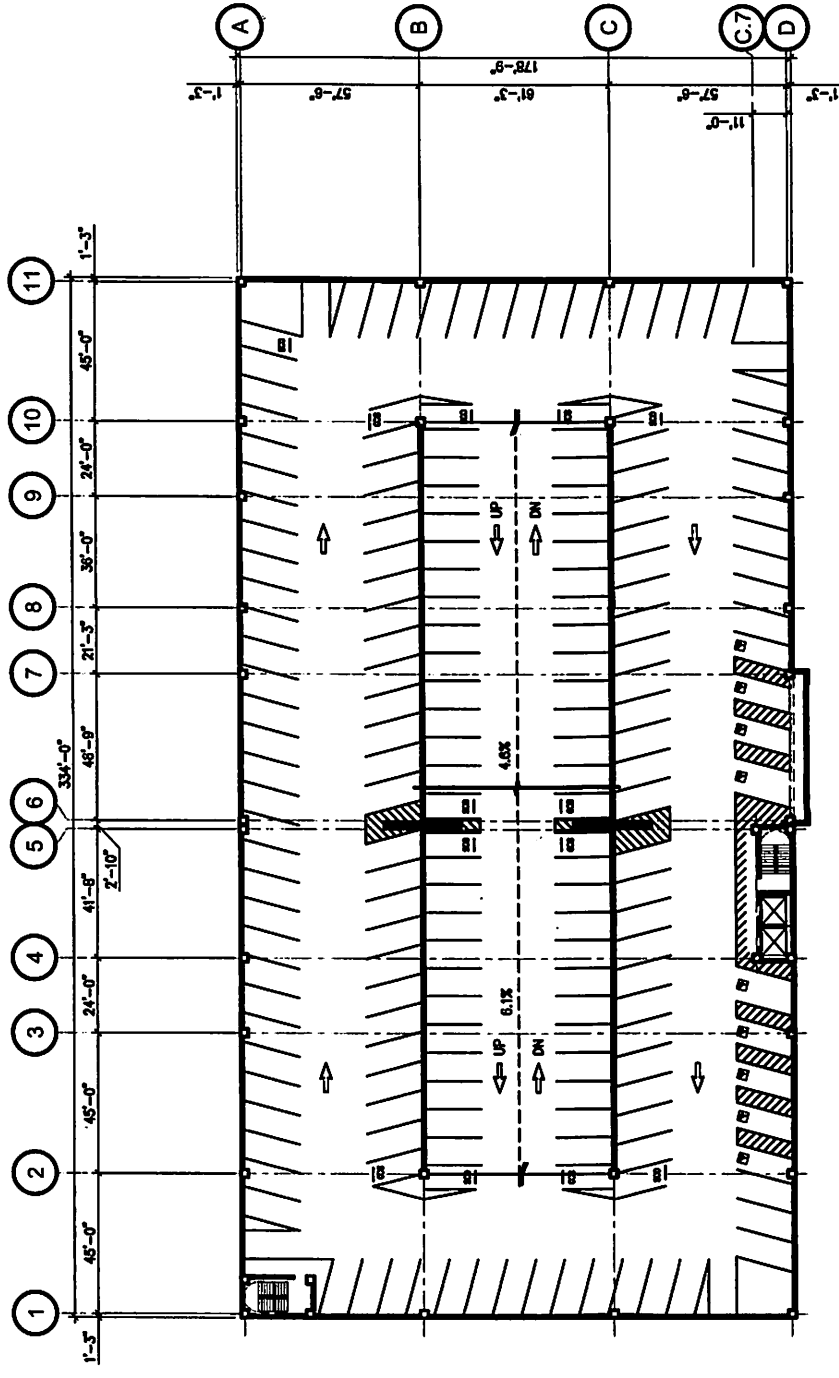


8910 Purdue Rd, Suite 400, Indianapolis, IN 46268  
Phone No. 317.735.3349 www.wginc.com



CONCEPTUAL DRAFT - FOR DELIBERATIVE PURPOSES

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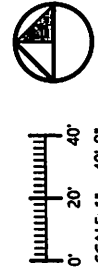
November 26, 2019

Concept A - Level 2 Plan

Sheet 3 of 4

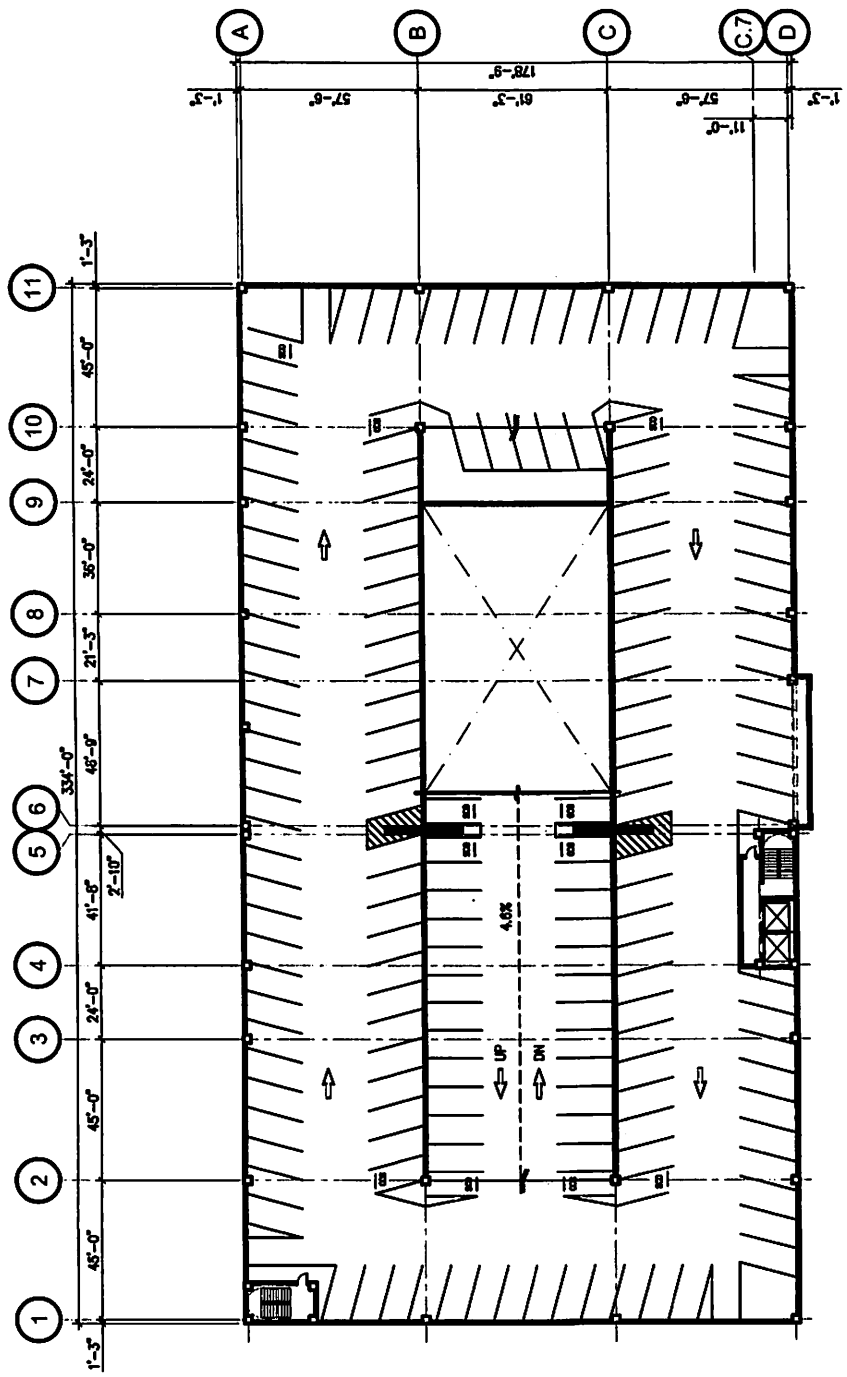


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NICTD-DOUBLE TRACK-NWI  
PARKING STRUCTURE  
MICHIGAN CITY, INDIANA

CONCEPTUAL DRAFT - FOR DELIBERATIVE PURPOSES



November 26, 2019

Concept A - Level 3 Plan

Sheet 4 of 4



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0' 20' 40'  
SCALE: 1" = 40'-0"

NICTD-DOUBLE TRACK-NWI  
PARKING STRUCTURE  
MICHIGAN CITY, INDIANA

CONCEPT DRAFT - FOR DELIBERATIVE PURPOSES



NOV 26 2019

CITY CLERK  
CITY OF MICHIGAN CITY**City of Michigan City Board of Public Works and Safety Agenda Request Form**

The Board of Public Works and Safety meets on the 1<sup>st</sup> and 3<sup>rd</sup> Monday of each month at 8:30 a.m. in the City Council Chambers located in the lower level of City Hall.

In order to be placed on a Board of Works meeting agenda, Individuals, Businesses, or Organizations are required to complete and submit an **Agenda Request Form including any supporting documents.**

The deadline for submitting the completed Agenda Request Forms and supporting documents is the Wednesday before the next regular Board of Works meeting. Agenda requests must be received in the City Clerk's Office by 12:00 p.m. on the Wednesday before the scheduled board meeting. This deadline will be strictly enforced. No exceptions will be granted.

Please make sure that your contact information is accurate in case we need to get in touch with you.

**A Certificate of Insurance (COI) showing a liability policy in full force and with limits of \$2,000,000.00 aggregate and naming the City of Michigan City as an additional insured for this event must be attached to your application before being placed on the meeting agenda. In addition, the (COI) must comply with any rules, regulations, and policies adopted by Board of Works.**

RETURN FORM TO: Michigan City Board of Public Works & Safety  
c/o: City Clerk  
100 E. Michigan Blvd.  
Michigan City, IN 46360

Any questions regarding this request contact City Clerk's Office 873-1410

Date Submitted: November 26, 2019 Requested Meeting Date: December 2, 2019

Name of Person Submitting Request: Michael Noland, President & CEO

Name of Organization/Business (if applicable): Northern Indiana Commuter Transportation District

Address: 33 E. US Highway 12, Chesterton, IN 46304

Contact Phone Number: 219-926-5744 x 301

Type of Request: (Check One) ☐ Streetlight ☐ Street Closure ☐ Walk/Run  
☐ Vendor License ☐ Block Party ☐ Parade  
☒ Other (Explain) Permanent easement and air rights over Pine Street

Date of Event: N/A Time(s) Requested for Event: N/A

Description of Request: NICTD requests permanent easement on Pine Street for construction of new NICTD 11th Street Station/parking garage multi-story structure, and ingress/egress from said garage as part of Double Track Northwest Indiana Project. The legal description is attached, but is generally bounded by the southern edge of 10th St to the north, western edge of Pine St to the west, northern edge of 11th St to the south, and eastern edge of Franklin to the west. The 2016 legal agreement between NICTD/Michigan City already provides for closure of Pine (see attached agreement, page 3, item 3.)

APPROVED BY THE BOW 05/07/2018

### **ACKNOWLEDGEMENT OF RESPONSIBILITIES:**

I understand that if the Board of Public Works and Safety grants my request, the following conditions and restrictions will apply:

- 1.) It is my responsibility to provide and maintain proof of liability insurance for this event at my expense.
- 2.) It is my responsibility to provide to the Board any additional licenses, permits and documentation for the event.
- 3.) I agree to abide by all terms and conditions of the Board's policy governing walks, runs, parades or other similar events.
- 4.) I understand in consideration for approval by the Board for the use of City sidewalks/streets and/or use of City's real or personal property for my event, the undersigned agrees and undertakes to hold the Civil City of Michigan City, Indiana, free and harmless from any liability loss, damages and expenses including attorney fees, which the Civil City of Michigan City may suffer or incur as a result of any claims or actions which may be made by any person, including a participant in said activity, arising out of the approval to use the sidewalks/streets and/or the City's real or personal property indicated in Michigan City. I also understand that the closure of streets/sidewalks and/or use of City real or personal property does not exempt me or any participant from any federal, state, or local ordinance.
- 5.) In order to ensure public safety during the event barricades are required for a street closure. I understand it is my responsibility to erect the barricades prior to the event, and to dismantle them when the event concludes.
- 6.) Any violations of State law or Local Ordinances (i.e. loud music, public intoxication, or consuming alcohol on public right away) may result in the immediate termination of my permit by the Michigan City Police Department.
- 7.) I understand if my application requires the hiring of off-duty police officers, it is my responsibility to contract the required number of officers prior to the event.
- 8.) If a roadway is being closed to vehicular traffic, it is my responsibility to ensure that any property owners that are affected by the closure are notified, and that ingress and egress to their property is maintained.

I have read the above acknowledgement of responsibilities and I understand and agree to them. I also understand that this application may be denied based on any false or incomplete information.

Dated this 26 day of November 2019

Authorized Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Michael Noland

Phone: 219-926-5744

APPROVED BY THE BOW 05/07/2018



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NOV 26 2019

GALE A. NEULIEB  
CITY CLERK  
CITY OF MICHIGAN CITY

November 21, 2019

Description

Description for the right-of-way of Pine Street from the southerly right-of-way line of Tenth Street (formerly known as Boston Street) to the northerly right-of-way line of Eleventh Street (formerly known as Baltimore Street) in Land Company Addition to Michigan City as Recorded in Deed Record "C" Pages 10, 11, and 12 in the Office of the Recorder of LaPorte County, Indiana on June 2, 1836.

More particularly described as follows:

Beginning at the Northeast corner of Block 87 in said Land Company Addition to Michigan City, Indiana; thence northeasterly along the northerly line of said Block 87 extended easterly sixty-six (66.00) feet more or less to the northwest corner of Block 86 in said Land Company Addition; thence southeasterly along the westerly line of said Block 86 a distance of two hundred thirteen (213.00) feet more or less to the southwest corner of said Block 86; thence southwesterly along the southerly line of said Block 86 extended southwesterly a distance of sixty-six (66.00) feet more or less to the southeast corner of Block 87 in said Land Company Addition; thence northwesterly along the easterly line of said Block 87 a distance of two hundred thirteen (213.00) feet more or less to the northeast corner of said Block 87 and the place of beginning.

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NOV 26 2019

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CITY OF MICHIGAN CITY

## AGREEMENT

**THIS AGREEMENT** between the City of Michigan City, Indiana, by and through its City Council and Mayor (hereinafter "Michigan City") and the Northern Indiana Commuter Transportation District operating the South Shore Line (hereinafter "NICTD") is to be effective as of the 1st day of November, 2016.

## RECITALS

- A. NICTD has for many years operated in the middle of 10<sup>th</sup> and 11<sup>th</sup> Streets in Michigan City over track that is embedded in asphalt which presents insurmountable obstacles to modernizing the Line .
- B. Issues that exist because of the present "in street" alignment of the South Shore Line are obstacles to NICTD's ability to enhance safety, comply with the Federal Railway Safety Improvement Act of 2008, address the excessive number of grade crossings, modernize the signal and catenary systems, and provide a fully accessible passenger station.
- C. NICTD is presently engaged in what is referred to as a "Core Capacity Project", a four county project benefiting Northwest Indiana that has an estimated cost of \$250,000,000, half of which is expected to be utilized for modernizing and improving the South Shore Line 's facilities through Michigan City, Indiana.
- D. The parties support and are committed to the Core Capacity Project which, for the purposes of this Agreement, is known as Double Track NWI (the "Project"). The Project, which is in the environmental investigation and preliminary engineering phase, involves double tracking the Line from Tennessee Street in Gary to Michigan Boulevard in Michigan City and is described generally as follows:
  - 1. Construct 16.5 miles of new ballast, track and catenary
  - 2. Install 5 high speed crossovers
  - 3. Construct 4 new railroad bridges
  - 4. Construct new train storage tracks near the Miller Station
  - 5. Create a new highway connection from U.S. Highway 12 to U.S. Highway 20 in Miller
  - 6. Relocate the railroad tracks in Miller onto the vacated portion of US 12
  - 7. Construct 8-car, high-level boarding platforms at Lake Street in Miller, Ogden Dunes, Dune Park and 11<sup>th</sup> Street in Michigan City.
  - 8. Build a new commuter train station in downtown Michigan City with the

<sup>1</sup>  
*Exhibit A*

**maximum number of commuter parking spots allowed by FTA as supported by the projected ridership.**

**The attached map, which is incorporated into this Agreement as Exhibit "A", shows the double tracking and re-alignment in Michigan City that may be further refined as the design advances to meet engineering and safety needs. In addition, Exhibit "B" to this Agreement shows the intended curb cut, drive lane, parking spaces, parkway width and sidewalk design along 11<sup>th</sup> Street.**

**The Project includes the acquisition of sufficient right-of-way, both public and privately owned, to complete the re-alignment and segregation of the railroad operations from street running between Sheridan Avenue and Michigan Boulevard. The railroad will be relocated to south of 10<sup>th</sup> Street and enable NICTD to construct a second track on 11<sup>th</sup> Street through Michigan City.**

- E. Michigan City and NICTD recognize the benefits of the Project which include, but are not limited to, the following:**
- 1. Significantly reduced commute time to and from Chicago to Michigan City to approximately 67 minutes for limited stop express trains.**
  - 2. Increased train capacity, frequency, and reliability for the overall system.**
  - 3. Attract hundreds of new riders to Michigan City on a daily basis.**
  - 4. Enhance the effectiveness of NICTD's signal system.**
  - 5. Improve the passenger service in downtown Michigan City.**
  - 6. Provide a modern, fully accessible passenger station with up to (2) 8-car length, high level boarding platforms at or in close proximity to the current 11<sup>th</sup> Street Station, and capable of being integrated into a transit oriented development.**
  - 7. Provide multi-use parking near the 11<sup>th</sup> street station to accommodate vehicles for the passenger operation as well as downtown restaurants, retail stores, and other commercial activity.**
  - 8. Solidify downtown Michigan City as a focal point for transit oriented development and other economic opportunities.**
  - 9. Provide greater Americans with Disabilities ("ADA") access with high level boarding platforms.**
  - 10. Enhance safety by consolidating 29 grade crossings to 14 and installing active grade crossing warning devices.**
  - 11. Reduce track maintenance costs, improve ride quality, and extend the life of the track.**
  - 12. Permit the installation of a compound catenary design.**
  - 13. Create jobs as a result of the construction of this Project.**
  - 14. Reduce the City's road maintenance costs, extend the life of the street pavement, and improve the safety of motorists and pedestrians.**
  - 15. Make possible the retention and expansion of the NICTD maintenance operation at**



near its current location in Michigan City.

**NOW, THEREFORE**, in consideration of the foregoing recitals, which are incorporated herein, and the mutual commitments contained herein, Michigan City and NICTD agree as follows:

1. The parties fully support and are committed to the Project.
2. The parties will cooperate with each other to ensure that all federally required studies for the Project are undertaken and completed, to investigate and obtain funding sources for the Project, and to secure the land necessary for the right-of-way for this Project. Pursuant to federal law, the acquisition of real estate acquired by NICTD for the Project must comply with Federal Transportation Administration policies and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).
3. Michigan City will cause the following crossings along the rail line to be closed:

- |                    |                         |
|--------------------|-------------------------|
| • Carroll Avenue   | (DOT-AAR 870-442-E)     |
| • Grace Street     | (DOT-AAR 870-449-C)     |
| • Maple Street     | (DOT-AAR 870-454-Y)     |
| • York Street      | (DOT-AAR 870-456-M)     |
| • Cedar Street     | (DOT-AAR 870-458-B) *** |
| • Spring Street    | (DOT-AAR 870-675-B)     |
| • Pine Street      | (DOT-AAR 870-676-H)     |
| • Buffalo Street   | (DOT-AAR 870-680-X)     |
| • Manhattan Street | (DOT-AAR 870-681-E)     |
| • Elston Street    | (DOT-AAR 870-682-L)     |
| • Tennessee Street | (DOT-AAR 870-684-A)     |
| • Kentucky Street  | (DOT-AAR 870-686-N) *** |
| • Claire Street    | (DOT-AAR 870-690-D)     |
| • Donnelly Street  | (DOT-AAR 870-692-S)     |
| • Carlon Court     | (DOT-AAR 870-694-F)     |

\*\*\* Michigan City shall undertake the design and construction of the road work necessary to close all streets, including appropriate safety devices and landscaping, provided that all associated costs are to be funded by the Project. Michigan City and NICTD will work together to determine the most appropriate design for the railroad grade crossing in and near the immediate vicinity of Kentucky and Chicago Streets; and in and near the immediate vicinity of the railroad grade crossing near Cedar and Lafayette Streets.

4. Michigan City:
  - A. Grants to NICTD a permanent easement for railroad purposes on any public way

- A. Grants to NICTD a permanent easement for railroad purposes on any public way required for the project for the entire width of the Project as depicted on Exhibit "A". Legal descriptions, to the extent necessary for the easement, shall be supplied to Michigan City during the course of the Project. It is further agreed that, to the extent necessary, all private property acquisition for the Project will be rezoned for railroad purposes. NICTD recognizes the value of the public way it will receive from Michigan City as a contribution to project costs associated with this Agreement. Such value shall be determined by a certified appraiser.
- B. Shall acquire real estate for parking structure and surface parking near 11<sup>th</sup> Street Station consistent with approved number of spaces by the FTA. Michigan City shall make available to NICTD for the benefit of this project such land, which shall also be recognized by NICTD as a contribution to this project. Parking structure and lots shall be constructed in the immediate vicinity of the 11<sup>th</sup> Street train station building, which lots shall be within 1,200 feet of the train station building. It is expected that at some time in the foreseeable future there may be a need to expand said parking facilities to permit 1,000 parking spaces for South Shore commuters. South Shore commuters shall be given first priority in the use of the parking spaces paid for through the Project from Monday through Friday during the hours of 6:00 a.m. - 2:00 p.m. and for special events, at NICTD's request. Upon notice from NICTD that the parking facility has reached 85% capacity for South Shore commuters, Michigan City will undertake efforts to expand parking for South Shore commuters to 1,000 spaces as soon as is practicable and subject to funds being appropriated for that purpose. NICTD shall inform Michigan City when parking needs to be expanded to 1,000 spaces for South Shore Commuters. At its sole discretion, Michigan City may pay to have additional parking integrated with Project parking constructed during construction of the Project. Subject to NICTD approval, which shall not be unreasonably withheld, Michigan City may charge a reasonable parking fee and shall not differentiate between commuter and non-commuter use. Michigan City shall be responsible for operating and maintaining all parking facilities. Michigan City and NICTD shall enter into an Operations and Maintenance Agreement for the parking facilities to address such issues as operating cost sharing, maintenance standards, capital improvements, etc.
- C. In connection with construction of Phase II of the Project at a later date, agrees to close Carroll Avenue between Holliday and Rose streets, and grant NICTD a permanent easement for railroad purposes on this section of Carroll Avenue upon NICTD's request.

5. NICTD:



- A. Shall construct, own, operate and maintain a gateway railroad station on 11<sup>th</sup> Street between Franklin and Spring Streets with an enclosed wait area, HVAC, two restrooms, and ticket vending machines. NICTD recognizes the historical importance of the existing 11<sup>th</sup> Street station and agrees to use its best efforts to keep its façade and incorporate it into the new station, subject to engineering and financial feasibility. NICTD agrees to commit funding, up to \$1.5 million, to preserve the façade and incorporate it into the new station design. In the event the cost to preserve the structure exceeds \$1.5 million, Michigan City, at its option, agrees to fund the excess amount which shall not be a project cost, or work with NICTD on an alternative station façade design. NICTD and Michigan City shall jointly design the new station and parking structure and their integration into adjacent transit oriented development.**
- B. NICTD shall construct a multi-level parking structure with up to 500 spaces and parking lots subject to the approved number of spaces by the FTA. NICTD agrees to design and construct the parking structure to accommodate retail uses on the first floor.**
- C. Shall construct up to 2, 8-car long, high level boarding platforms to NICTD's standards plus ADA ramps in the immediate vicinity providing access to the train station and boarding platforms. NICTD and Michigan City agree to develop a joint landscaping work plan in and around the station and the platforms.**
- D. Shall construct the double-track and install grade crossing warning devices pursuant to final engineering plans. In addition, NICTD shall be responsible for construction of the re-designed one-way road along 11<sup>th</sup> street, including associated curbs, gutters, parkway and sidewalks. Such work shall be consistent with the design contained in Exhibit B to this Agreement. In addition, NICTD agrees to work cooperatively with Michigan City on the streetscape design along 11<sup>th</sup> street.**
- E. Shall acquire additional real estate necessary for this Project in accordance with federal and state law.**
- F. Will operate trains throughout the City of Michigan City consistent with federal regulations and safe train operating standards.**
- G. Shall maintain a railroad car maintenance facility in Michigan City for at least 20 years from the date of this Agreement with capacity substantially similar to current capacity or greater, provided that such capacity reflects the demands for passenger rail operations.**

- H. Will work with Michigan City in order to make available access to and use of NICTD's fiber communications infrastructure whenever feasible and not in conflict with existing NICTD contracts.
- I. Shall keep its Carroll Avenue passenger station operational for a minimum of 10 years from the effective date of this Agreement.
- J. Will explore express South Bend Airport rail shuttle service to/from the new 11<sup>th</sup> Street Station.
- K. Consistent with demand for service, operate new limited stop express trains to and from 11<sup>th</sup> Street station and Millennium Station in Chicago.
- L. Shall provide promotional messaging opportunities on trains and at the 11<sup>th</sup> Street and Carroll Avenue stations, consistent with its policies and space availability, for the purpose of promoting tourism and the City of Michigan City. Michigan City may install public art such as sculptures and other forms of visual art at the 11<sup>th</sup> Street and Carroll Avenue stations, subject to NICTD's approval.
- M. To mitigate or compensate for the loss of traffic capacity on 11<sup>th</sup> Street as a result of the Project, NICTD shall, to the extent allowed by federal funding sources, include the construction of a new or improved western access point off of U.S. Highway 12 to be determined by Michigan City following the conclusion of a traffic study.
- N. Will allow for the placement of a bike share or bike rental kiosk at both the 11<sup>th</sup> Street and Carroll Avenue stations for better multi-modal access to/from the stations.
- O. Will attempt to reduce the frequency, duration and intensity of train whistles, by exploring the use of wayside horns (stationary horn located at a highway rail grade crossing, designed to provide, upon the approach of a locomotive or train, audible warning to oncoming motorists of the approach of a train), to the extent feasible and legally permissible. NICTD will investigate the feasibility of installing Quiet Zone technology and disclose to and discuss with the City the result of the investigation for the purpose of allowing the City to pay for the additional cost of the installation.
- P. As part of the Project, shall install vehicle barrier protection on the roadside of 11<sup>th</sup> street and decorative fencing on the non-roadside of 11<sup>th</sup> street. On the street side of the railroad right-of-way adjacent to 10<sup>th</sup> Street, NICTD shall install landscaping designed to discourage trespassers from venturing onto the tracks. From a point 100 feet west of Carlon Street to the point where NICTD will cross Amtrak, NICTD shall install such landscaping, or in the alternative decorative

fencing on both sides of the right-of way to discourage trespassers from venturing onto NICTD's tracks. NICTD will work cooperatively with Michigan City in the design and selection of the appropriate treatment along the right-of-way and NICTD shall be responsible for continually maintaining the selected treatment upon completion of the installation.

6. Construction of the Project and the parties' obligations contained herein are contingent upon NICTD receiving funding for construction of the Project within 20 years of the date of this Agreement.

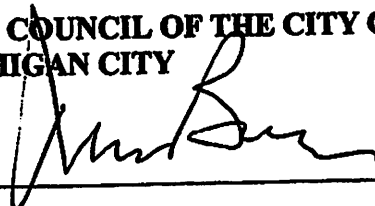
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IN WITNESS WHEREOF, the parties indicate their acceptance and have executed this Agreement as of the date and year first written above.

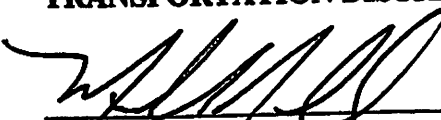
**CITY OF MICHIGAN CITY, INDIANA**

By:   
Ron Meer, Mayor

**CITY COUNCIL OF THE CITY OF  
MICHIGAN CITY**

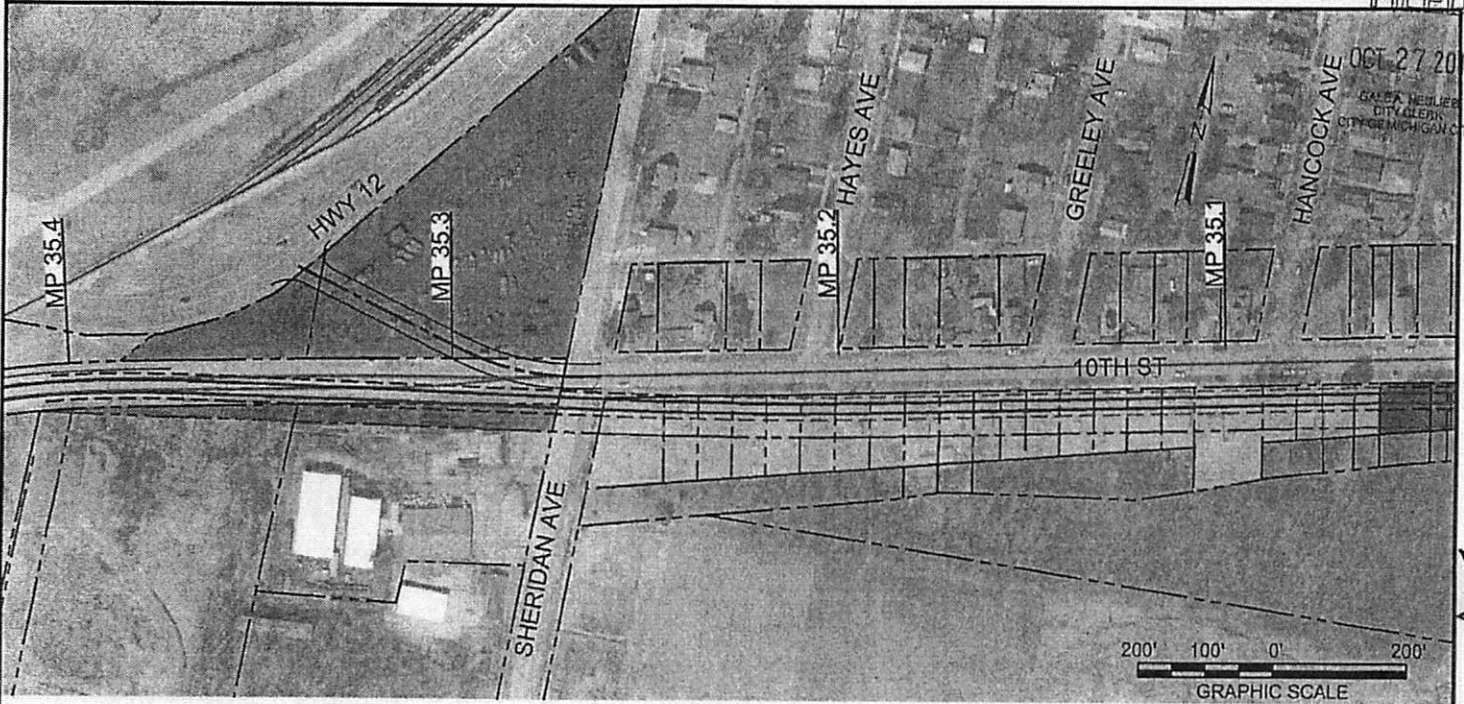
By:   
Its: President

**NORTHERN INDIANA COMMUTER  
TRANSPORTATION DISTRICT**

By:   
Michael Noland, President

FILED

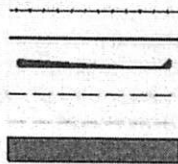
OCT 27 2016  
GALAX NEEDLES  
CITY OF MICHIGAN CITY



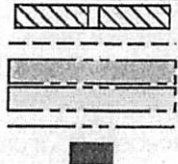
A-1

LEGEND

EXISTING TRACK  
PROPOSED TRACK  
PROPOSED TURNOUT  
REMOVE TRACK  
FUTURE TRACK  
PROPOSED PLATFORM



PROPOSED ADA RAMP  
PROPOSED CATENARY  
ANTICIPATED PARCEL IMPACT - COMMERCIAL  
ANTICIPATED PARCEL IMPACT - RESIDENTIAL  
PROPOSED RIGHT-OF-WAY  
NEW CROSSING CLOSURE



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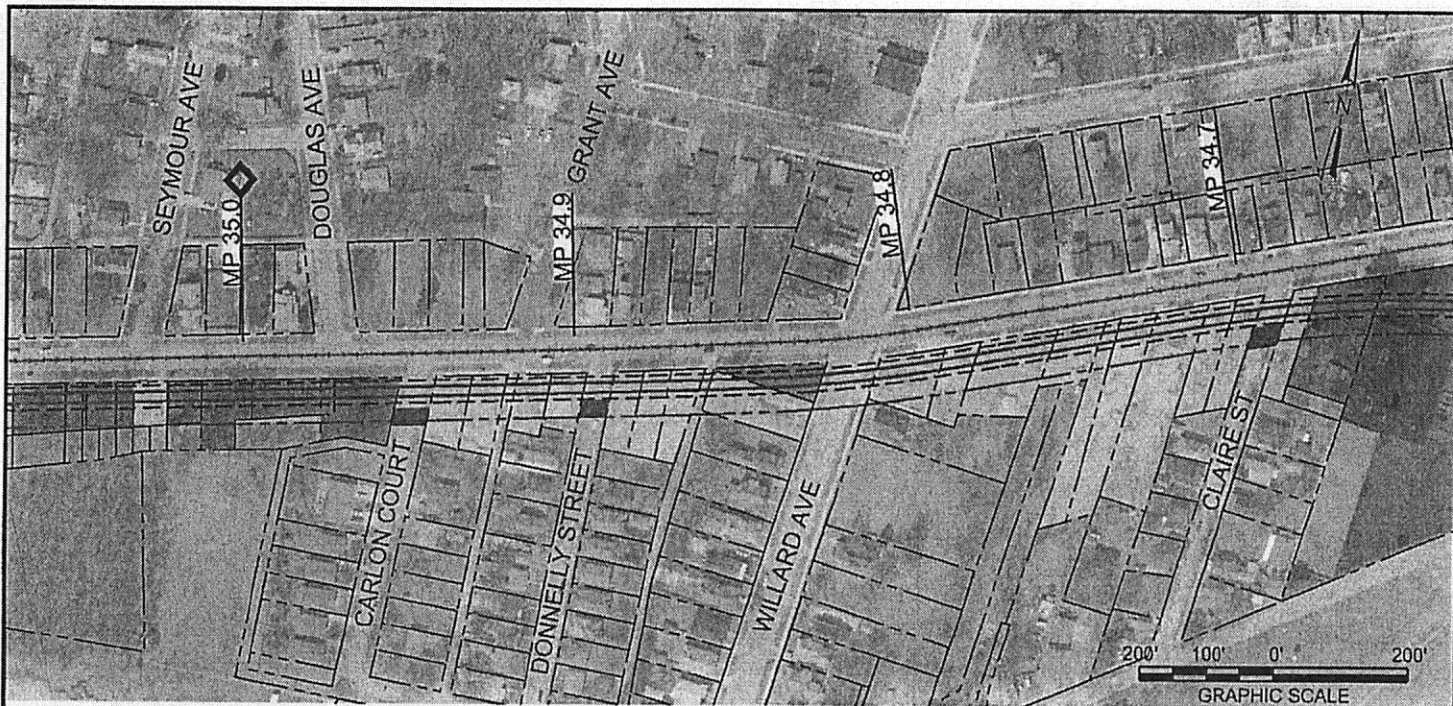
NORTHERN INDIANA COMMUTER  
TRANSPORTATION DISTRICT  
33 East Highway 12  
Chesterton, Indiana 46304



MICHIGAN CITY  
PROPOSED DOUBLE-TRACK  
SHERIDAN AVE TO CARROLL AVE

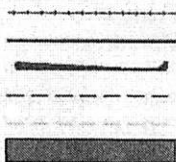
PRELIMINARY | 10/24/2016 | 1 OF 12



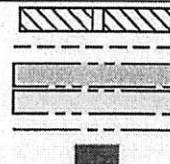


#### LEGEND

EXISTING TRACK  
 PROPOSED TRACK  
 PROPOSED TURNOUT  
 REMOVE TRACK  
 FUTURE TRACK  
 PROPOSED PLATFORM



PROPOSED ADA RAMP  
 PROPOSED CATENARY  
 ANTICIPATED PARCEL IMPACT - COMMERCIAL  
 ANTICIPATED PARCEL IMPACT - RESIDENTIAL  
 PROPOSED RIGHT-OF-WAY  
 NEW CROSSING CLOSURE



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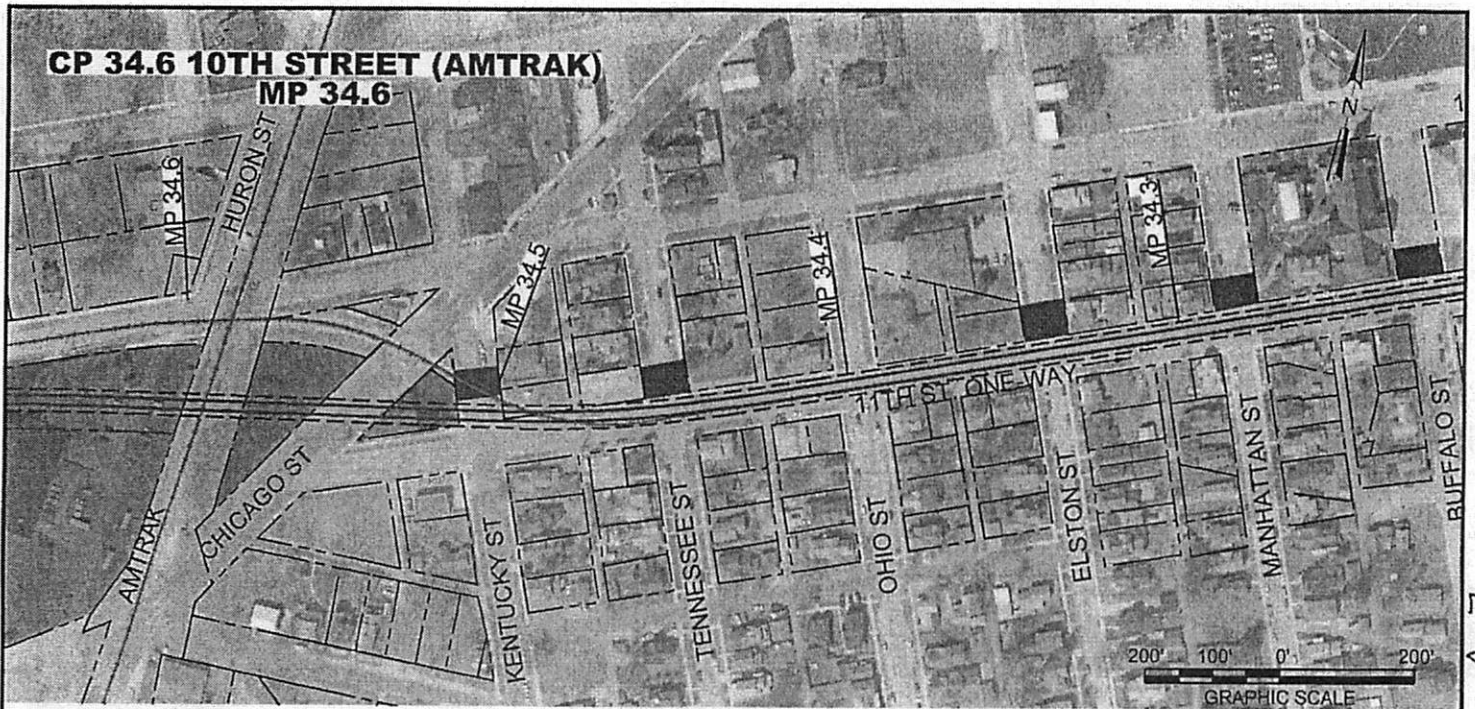
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 TRANSPORTATION DISTRICT  
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 Chesterton, Indiana 46304



MICHIGAN CITY  
 PROPOSED DOUBLE-TRACK  
 SHERIDAN AVE TO CARROLL AVE

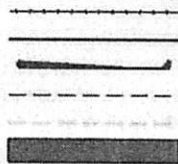
PRELIMINARY | 10/24/2016 | 2 OF 12

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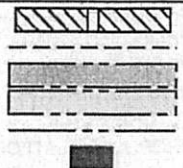


**LEGEND**

EXISTING TRACK  
 PROPOSED TRACK  
 PROPOSED TURNOUT  
 REMOVE TRACK  
 FUTURE TRACK  
 PROPOSED PLATFORM



PROPOSED ADA RAMP  
 PROPOSED CATENARY  
 ANTICIPATED PARCEL IMPACT - COMMERCIAL  
 ANTICIPATED PARCEL IMPACT - RESIDENTIAL  
 PROPOSED RIGHT-OF-WAY  
 NEW CROSSING CLOSURE



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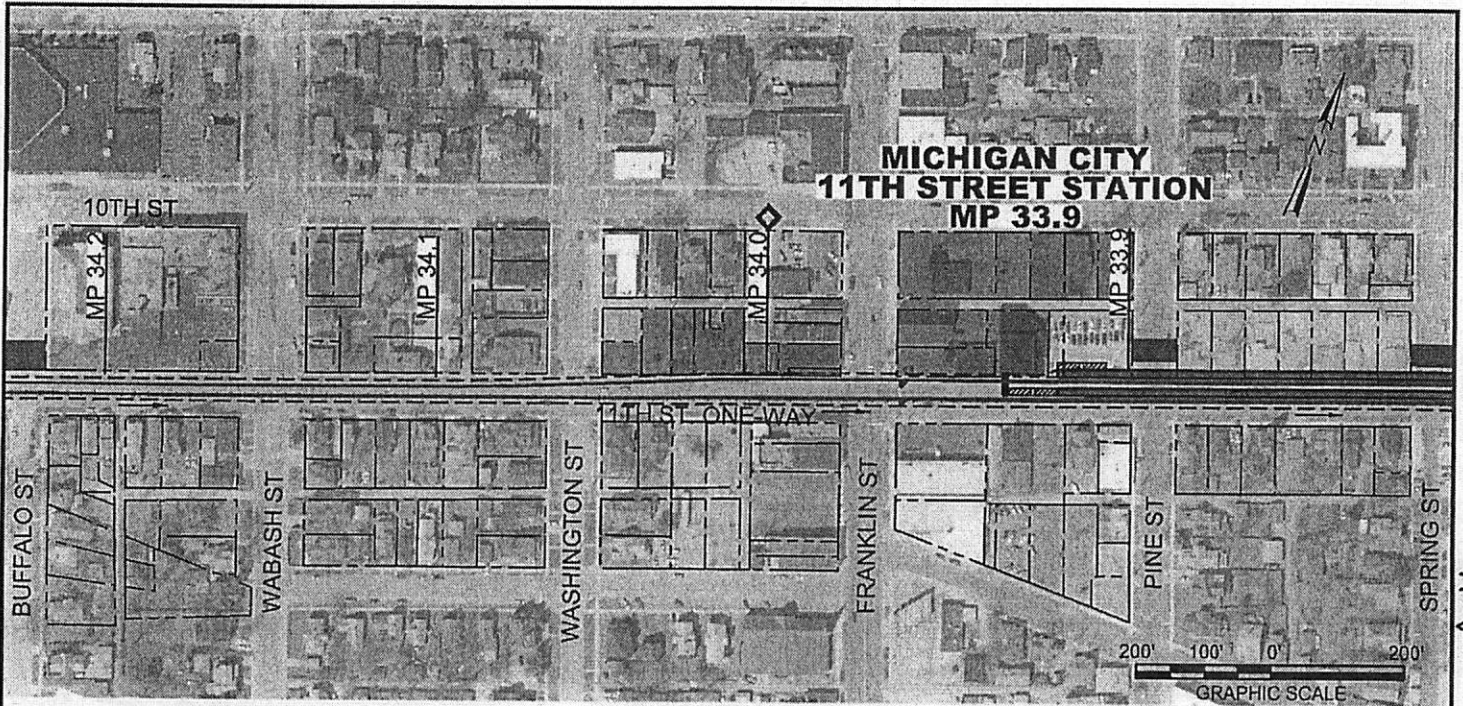
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MICHIGAN CITY  
 PROPOSED DOUBLE-TRACK  
 SHERIDAN AVE TO CARROLL AVE

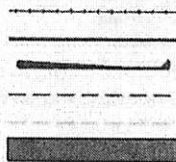
PRELIMINARY 10/24/2016 3 OF 12

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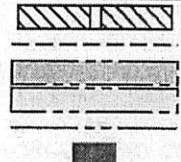


#### LEGEND

EXISTING TRACK  
 PROPOSED TRACK  
 PROPOSED TURNOUT  
 REMOVE TRACK  
 FUTURE TRACK  
 PROPOSED PLATFORM



PROPOSED ADA RAMP  
 PROPOSED CATENARY  
 ANTICIPATED PARCEL IMPACT - COMMERCIAL  
 ANTICIPATED PARCEL IMPACT - RESIDENTIAL  
 PROPOSED RIGHT-OF-WAY  
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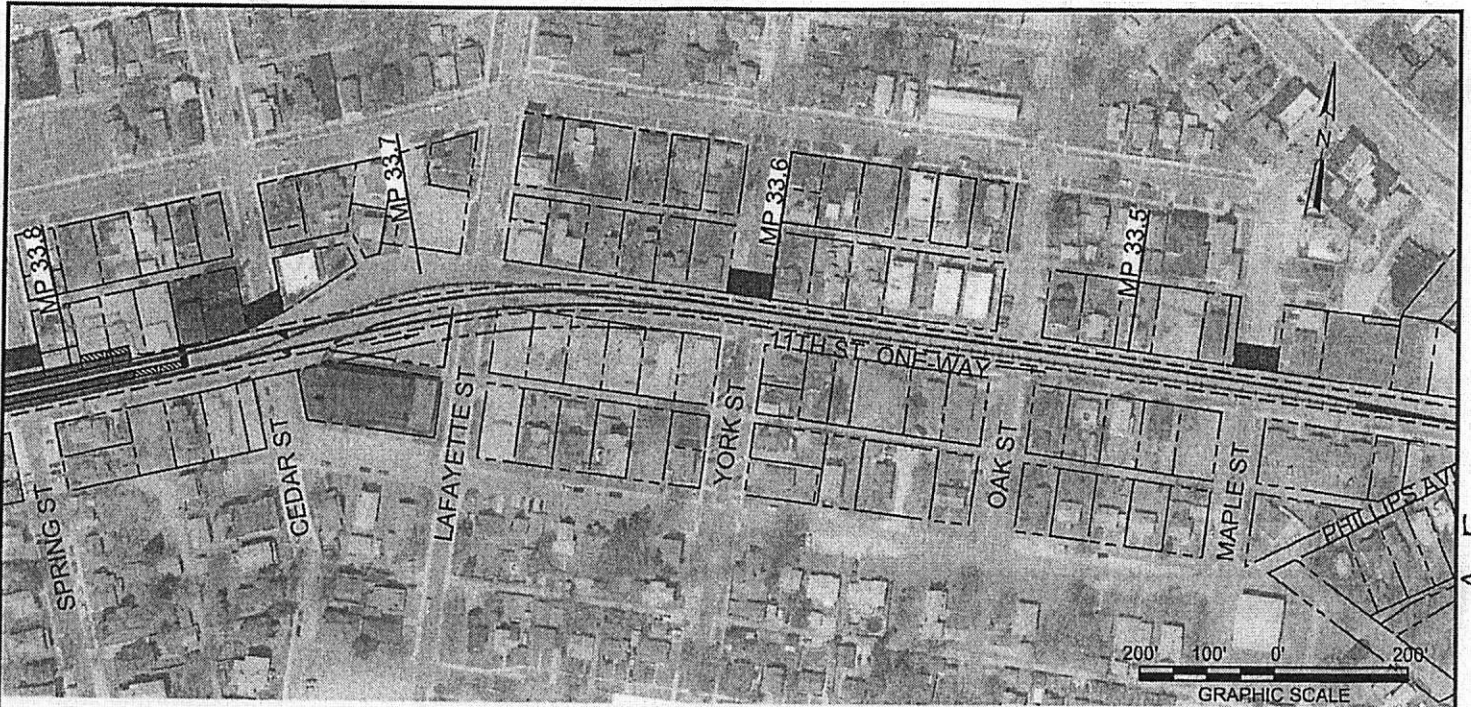
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MICHIGAN CITY  
 PROPOSED DOUBLE-TRACK  
 SHERIDAN AVE TO CARROLL AVE

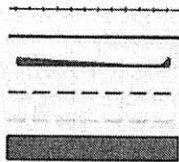
PRELIMINARY | 10/24/2016 | 4 OF 12



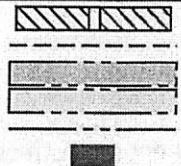


#### LEGEND

EXISTING TRACK  
 PROPOSED TRACK  
 PROPOSED TURNOUT  
 REMOVE TRACK  
 FUTURE TRACK  
 PROPOSED PLATFORM



PROPOSED ADA RAMP  
 PROPOSED CATENARY  
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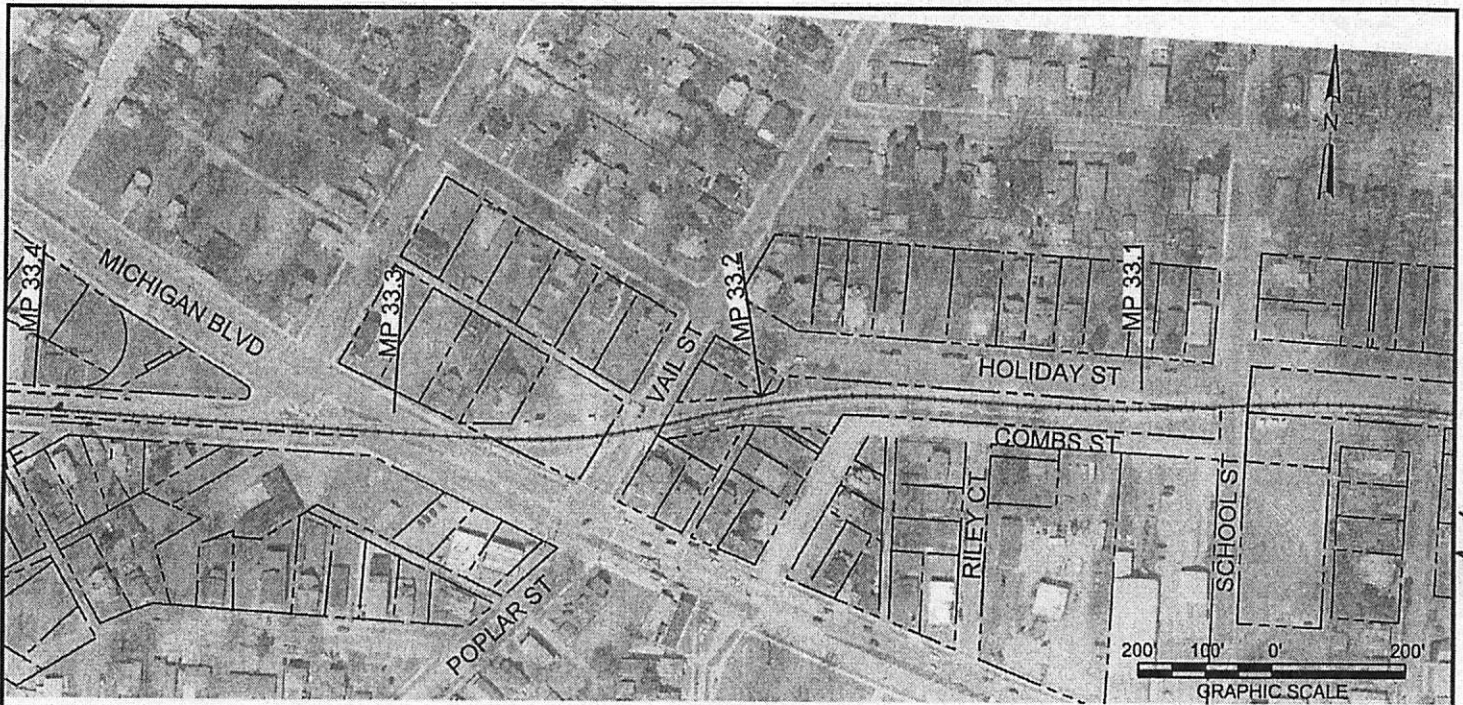
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MICHIGAN CITY  
 PROPOSED DOUBLE-TRACK  
 SHERIDAN AVE TO CARROLL AVE

PRELIMINARY | 10/24/2016 | 5 OF 12

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### LEGEND

EXISTING TRACK		PROPOSED ADA RAMP	
PROPOSED TRACK		PROPOSED CATENARY	
PROPOSED TURNOUT		ANTICIPATED PARCEL IMPACT - COMMERCIAL	
REMOVE TRACK		ANTICIPATED PARCEL IMPACT - RESIDENTIAL	
FUTURE TRACK		PROPOSED RIGHT-OF-WAY	
PROPOSED PLATFORM		NEW CROSSING CLOSURE	



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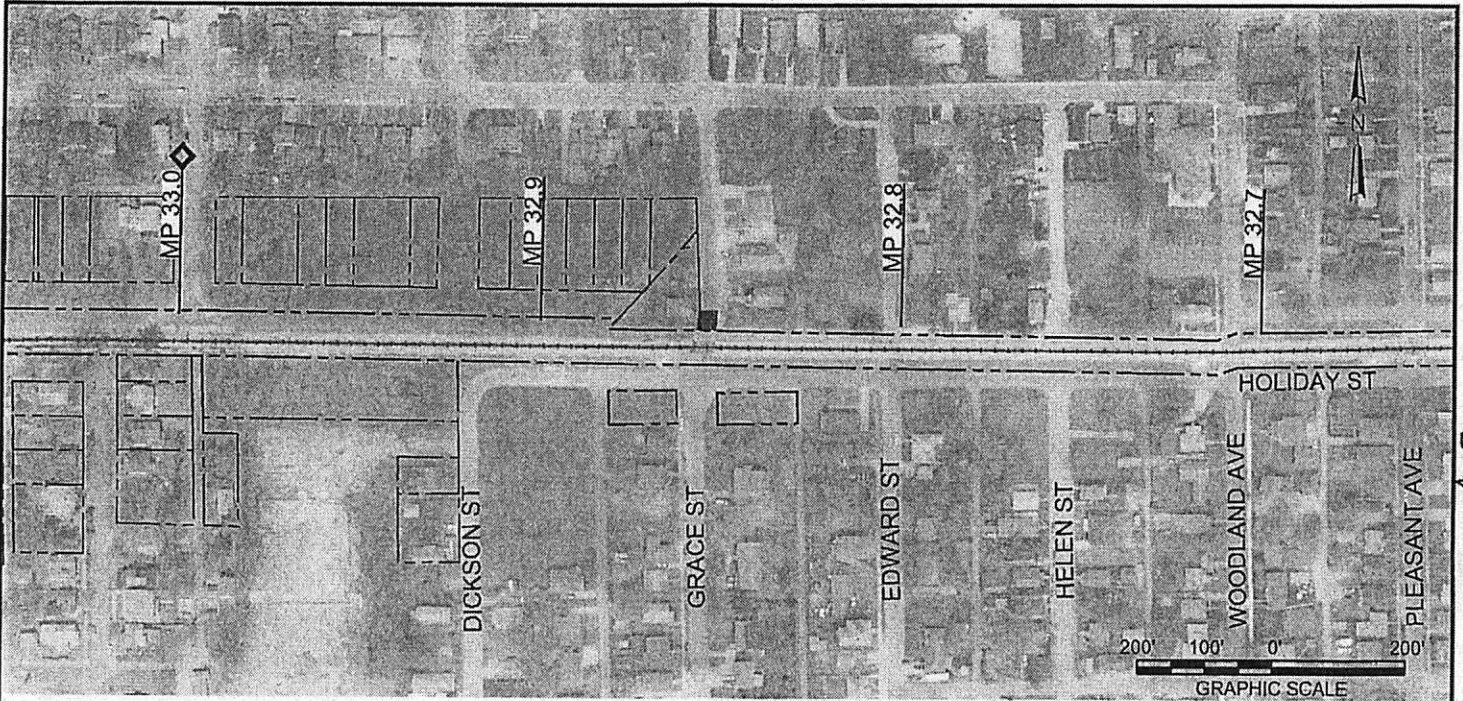
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TRANSPORTATION DISTRICT  
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MICHIGAN CITY  
PROPOSED DOUBLE-TRACK  
SHERIDAN AVE TO CARROLL AVE

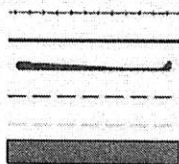
PRELIMINARY 10/24/2016 6 OF 12



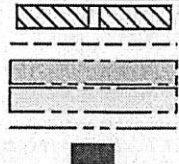


#### LEGEND

EXISTING TRACK  
 PROPOSED TRACK  
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 REMOVE TRACK  
 FUTURE TRACK  
 PROPOSED PLATFORM



PROPOSED ADA RAMP  
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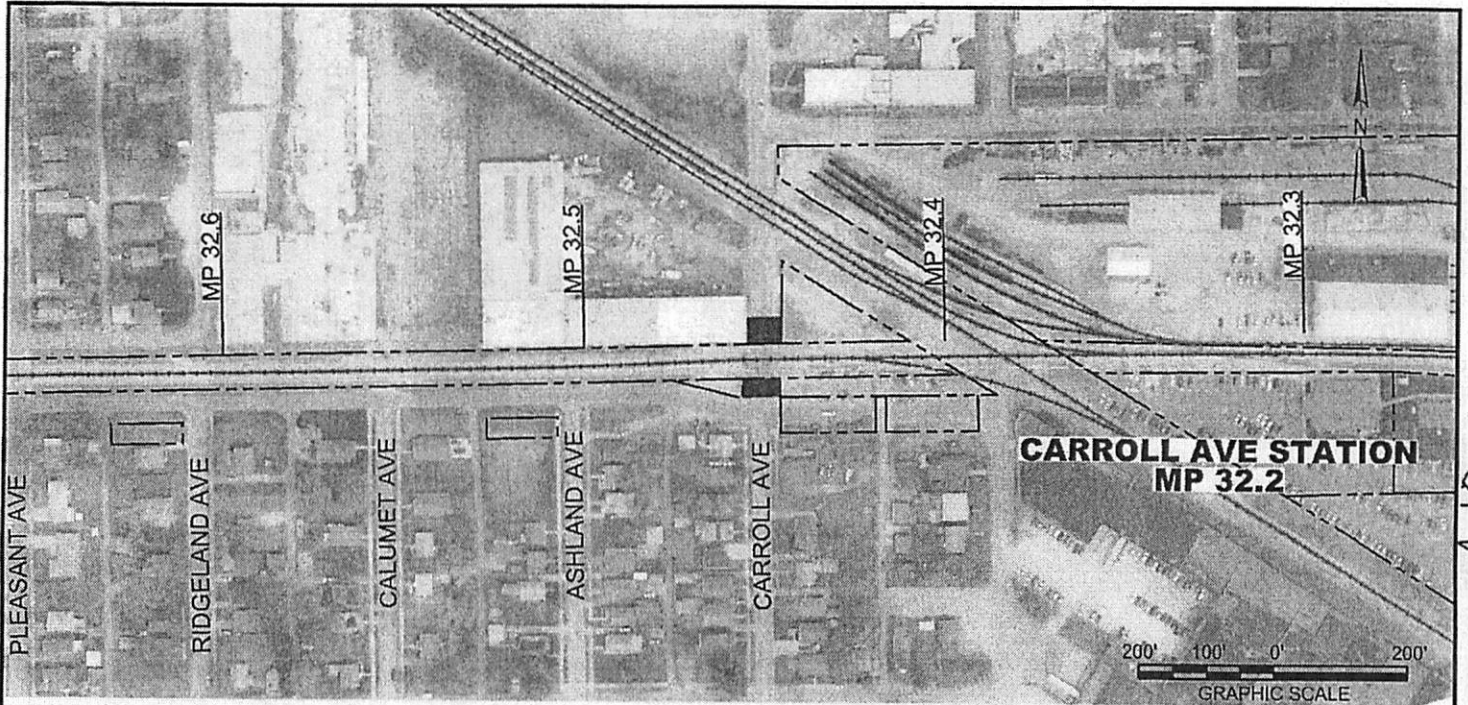


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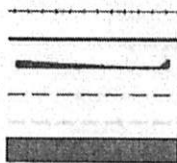
MICHIGAN CITY  
 PROPOSED DOUBLE-TRACK  
 SHERIDAN AVE TO CARROLL AVE

PRELIMINARY 10/24/2016 7 OF 12

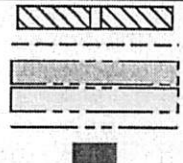


#### LEGEND

EXISTING TRACK  
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PROPOSED ADA RAMP  
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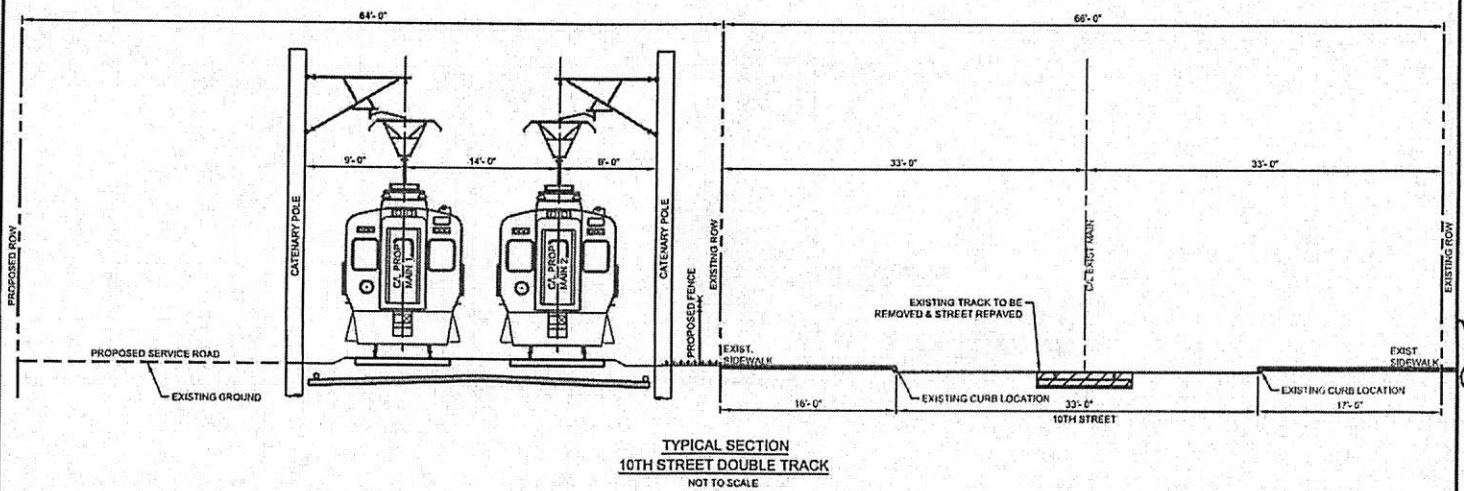
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MICHIGAN CITY  
 PROPOSED DOUBLE-TRACK  
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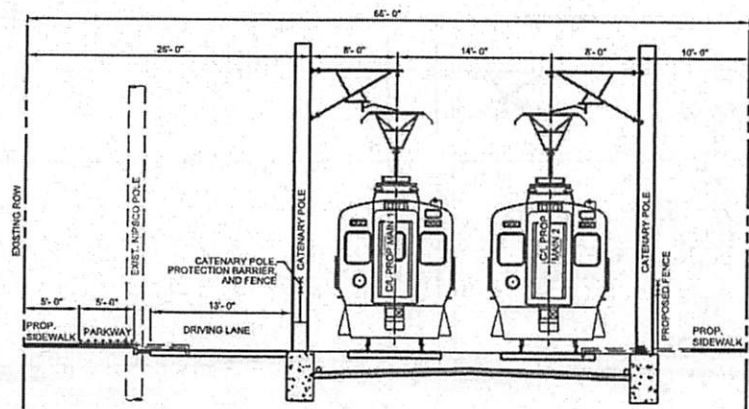


Connectivity for Accelerated Growth

MICHIGAN CITY  
PROPOSED DOUBLE-TRACK  
SHERIDAN AVE TO CARROLL AVE

PRELIMINARY 10/24/2016 9 OF 12

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TYPICAL SECTION  
11TH STREET DOUBLE TRACK  
NOT TO SCALE



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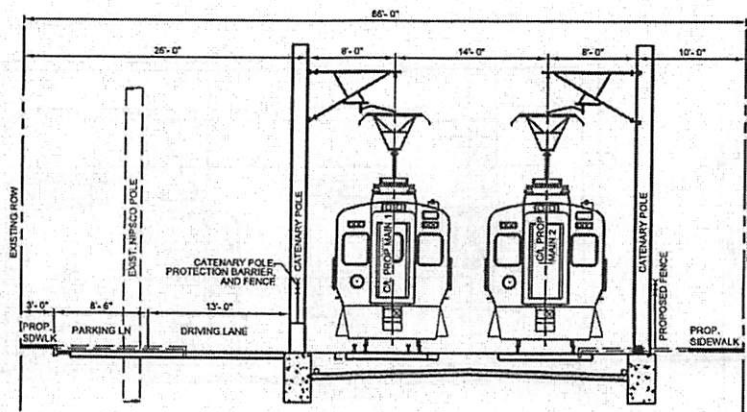


MICHIGAN CITY  
PROPOSED DOUBLE-TRACK  
SHERIDAN AVE TO CARROLL AVE

PRELIMINARY 10/24/2016 10 OF 12

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TYPICAL SECTION  
11TH STREET - WITH PARKING  
NOT TO SCALE

B-3



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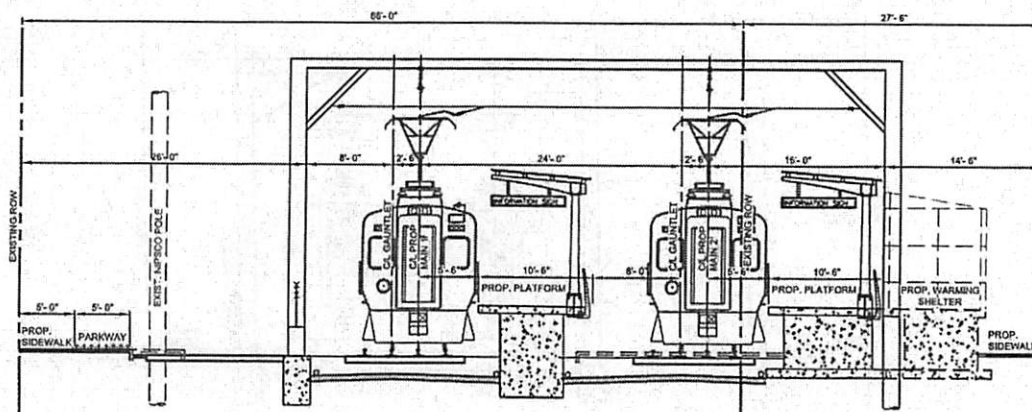


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MICHIGAN CITY  
PROPOSED DOUBLE-TRACK  
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PRELIMINARY 10/24/2016 11 OF 12



TYPICAL SECTION  
11TH STREET STATION WITH TWO PLATFORMS  
NOT TO SCALE



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PROPOSED DOUBLE-TRACK  
SHERIDAN AVE TO CARROLL AVE

PRELIMINARY 10/24/2016 12 OF 12

11/26/19 Scanned & SAVED-WP61-2019 BOW Scanned Info.  
11/26/19 Emailed to: BOARD, Corporate Counsel, Planning Dept (x4), City Engineer, Mayor,  
Sanitary District, Water Dept., MCPD & MCFD, Central Services (Bob Z)