APPENDIX G

PLAN VIEW DRAWINGS AND TYPICAL SECTIONS
DRAFT CONCEPTUAL DESIGN PLANS

AGREEMENT NUMBER: 78011

JUNE 1, 2016

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JUNE 1, 2016
2537.4' ELEVATED STRUCTURE

RETAINED FILL STRUCTURE

2.00% CURVE

VERTICAL 188' SPAN

270' CURVE VERTICAL

95' SPAN STRUCTURE

ELEVATED 910'

450'

74'

SPAN CLEARANCE 25.5' VERTICAL

165' SPAN RIVER CROSSING

(SURVEY)

IH B ELEVATION 592.227'

CLEARANCE 14.5' VERTICAL

CLEARANCE 14.5' VERTICAL

610'

620'

630'

640'

600'

590'

580'

575'

ACQUISITION

OPTIONAL STATION PARKING PROPERTY

PLATFORM ROADWAY MODIFICATION

RECONSTRUCT 10 FT WIDE BIKE PATH

SIGNAL UPGRADES

PROPERTY ACQUISITION

PROPOSED RIGHT OF WAY

INCORPORATED AREA BOUNDARIES

PARCELS

PROJECT ID

CWH

PVK

7801

DESIGN PLANS

PROJECT DRAFT CONCEPTUAL

NICTD WEST LAKE CORRIDOR

COMMUTER RAIL ALTERNATIVE

PAGE NO.

KH

GF

6/1/2016

1130+00

1135+00

1140+00

1145+00

1150+00

1155+00

1160+00

250'

0'

M A T C H L IN E 0 - H A M M O N D  T O  K E N S IN G T O N

M A T C H L IN E J - H A M M O N D  T O  K E N S IN G T O N

GRADE SEPARATION

EXISTING HOHMAN AVE.

EXISTING RAIL

SYSTEM AT SIBLEY ST.

AND GRADE CROSSING WARNING

PROPOSED GRADE CROSSING

GRADE CROSSING AT BULLETIN CT.

ELIMINATE STATE ST.

REALIGN STATE ST. NORTH TO WILLOW CT.

PROPOSED ACCESS ROAD BETWEEN SB BULLETIN CT.

PROPOSED ONE-WAY COMMUTER RAIL ALTERNATIVE
NICTD WEST LAKE CORRIDOR
PROJECT DRAFT CONCEPTUAL DESIGN PLANS
COMMUTER RAIL ALTERNATIVE AND IHB ALTERNATIVE

ACQUISITION
OPTIONAL STATION PARKING PROPERTY
PLATFORM ROADWAY MODIFICATION
RECONSTRUCT 10 FT WIDE BIKE PATH
SIGNAL UPGRADES
PROPERTY ACQUISITION
PROPOSED RIGHT OF WAY INCORPORATED AREA BOUNDARIES
PARCELS
PROJECT MISSION
Bicycles
Existing Site

HARRISON PARK HOWARD AVE
RUSSELL ST. AND LYMAN AVE.
CLOSE RUSSELL ST.

EXISTING ERIE LACKAWANNA TRAIL
NEW BIKE TRAIL 66’ N ICTD ROW
75’ N ICTD ROW
30’ N ICTD ROW

EXISTING BIKE TRAIL CROSSING TO ACCOMODATE DOUGLAS ST SIDEWALK ON PROPOSED WIDENED SYSTEM

EXISTING BIKE PATH
NEW BIKE PATH

SYSTEM AT DETROIT ST.
GRADE CROSSING WARNING PROPOSED GRADE CROSSING AND IHB ALTERNATIVE COMMUTER RAIL ALTERNATIVE

SYSTEM AT WALTHAM ST.
AND GRADE CROSSING WARNING PROPOSED GRADE CROSSING

SYSTEM AT HIGHLAND ST.
AND GRADE CROSSING WARNING PROPOSED GRADE CROSSING

SYSTEM AT ERIE LACKAWANNA TRAIL SYSTEM AT DOUGLAS ST.
AND GRADE CROSSING WARNING PROPOSED GRADE CROSSING

Ea= 4.0”
Ls= 341’
Dc= 2°
Sta= 1188+27.32

PROPOSED TWO-WAY SYSTEM AT FAYETTE ST.
AND GRADE CROSSING WARNING PROPOSED GRADE CROSSING

PROPOSED WIDENED SYSTEM AT FAYETTE ST.
AND GRADE CROSSING WARNING PROPOSED GRADE CROSSING

PROPOSED HAMMOND TRACK CENTERLINE TAKE 24’ FROM PARTIAL PROPERTY

PROPOSED WIDENED SYSTEM AT FAYETTE ST.
AND GRADE CROSSING WARNING PROPOSED GRADE CROSSING

BIKE TRAIL
EXISTING BIKE TRAIL

SPACES PARKING - 650-750
DOWNTOWN STATION
PROPOSED HAMMOND TRACK CENTERLINE

50’ RADIUS HOLLOW CONCRETE RAIL SUPPORT STRUCTURE 800+ FO
SPAINTED 800+ FT FROM RAIL SUPPORT STRUCTURE

60’ RADIUS HOLLOW CONCRETE RAIL SUPPORT STRUCTURE 1000+ FO
SPAINTED 1000+ FT FROM RAIL SUPPORT STRUCTURE

80’ RADIUS HOLLOW CONCRETE RAIL SUPPORT STRUCTURE 1400+ FO
SPAINTED 1400+ FT FROM RAIL SUPPORT STRUCTURE
NICTD WEST LAKE CORRIDOR
PROJECT DRAFT CONCEPTUAL DESIGN PLANS
COMMUTER RAIL ALT., IHB ALT., AND HAMMOND ALT.
CONSTRUCT NEW TRACK FOR
(EMBANKMENT, RETAINED FILL, BRIDGE)
CONSTRUCT ELEVATED ALIGNMENT:
CONSTRUCT NEW TRACK
OPERATE ON EXISTING TRACK
EXISTING RAIL
SIGNAL UPGRADES
PROPERTY ACQUISITION
PROPOSED RIGHT OF WAY
INCORPORATED AREA BOUNDARIES
PARCELS
FREIGHT SERVICE
ACQUISITION
OPTIONAL STATION PARKING PROPERTY
PLATFORM
ROADWAY MODIFICATION
RECONSTRUCT 10 FT WIDE BIKE PATH
WARNING SYSTEM AT
PROPOSED GRADE CROSSING
GRADE CROSSING AND
CLEARANCE FOR BIKE PATH
FISHER ST.
STRUCTURE TO PROVIDE
INSTALL UNDERPASS
SOUTH END OF
SIGNAL IMPROVEMENTS
45TH ST.
DISTRIBUTION

NICTD WEST LAKE CORRIDOR
PROJECT DRAFT CONCEPTUAL
DESIGN PLANS
COMMUTER RAIL ALT., IHB ALT.,
AND HAMMOND ALT.
NEPA PREFERRED ALTERNATIVE
HAMMOND ALTERNATIVE
INDIANA HARBOR BELT ALTERNATIVE
ACQUISITION
OPTIONAL STATION PARKING PROPERTY
PLATFORM
ROADWAY MODIFICATION
RECONSTRUCT 10 FT WIDE BIKE PATH
SIGNAL UPGRADES
PROPERTY ACQUISITION
PROPOSED RIGHT OF WAY
INCORPORATED AREA BOUNDARIES
PARCELS
EXISTING HOHMAN AVE.
MATCH LINE J - HAMMER TO KENSINGTON AT SIBLEY ST.
GRADE CROSSING
GRADE SEPARATION
EXISTING HOHMAN AVE.
GRADE CROSSING
PROPOSED GRADE SITE
POSSIBLE SUBSTATION TO EXISTING CSX ROW
ACQUIRE PROPERTY
AT GRADE CENTERS 13' TRACK
CLOSE WILLOW CT.

INDIANA HARBOR BELT ALTERNATIVE

1123 + 26.68
TS
112 5 + 74.68
SC
1128 + 74.20
CS
1131 + 22.20
ST
1137 + 17.48
POE
1127 + 49.42
PI
1080 + 00
1090 + 00
1100 + 00
1110 + 00
1120 + 00
1130 + 00
1137 + 17
1137 + 17
TYPICAL SECTIONS
CONSTRUED SINGLE TRACK WITH BIKE LANE AT GRADE

(LOOKING SOUTH)

NOTES:
1. 6'-6" WIDE TIMBER TIES 7" THICK
2. MINIMUM 10" OF BALLAST UNDER TIE
3. MINIMUM 6" OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. TOP OF RAIL ELEVATION 4'-6" MAX; EMBANKMENT VARIES FROM 0 TO 2'-0" MAX
TRACK ON ELEVATED STRUCTURE

(LOOKING SOUTH)

NOTES:
1. 6'-6" WIDE TIMBER TIES 7" THICK
2. MINIMUM 18" OF BALLAST UNDER TIE

TRACK ON RETAINED FILL WITH EXISTING BIKE PATH

(LOOKING SOUTH)

NOTES:
1. 6'-6" WIDE TIMBER TIES 7" THICK
2. MINIMUM 18" OF BALLAST UNDER TIE
3. MINIMUM 6" OF SUB-BALLAST UNDER BALLAST LAYER
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
SIDING TURNOUT WITH BIKE LANE AT GRADE

(LOOKING SOUTH)

NOTES:
1. 8'-6" WIDE TIMBER TIES 7" THICK
2. MINIMUM 10' OF BALLAST UNDER TIE
3. MINIMUM 6'-0" SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. TOP OF RAIL ELEVATION 4'-6" MAX; EMBANKMENT VARIES FROM 0 TO 2'-0" MAX
6. SUB-BALLAST SHOULDER = 3'-0"

TRACK SECTION WITH SIDING TRACK AND BIKE LANE

(LOOKING SOUTH)

NOTES:
1. 8'-6" WIDE TIMBER TIES 7" THICK
2. MINIMUM 10' OF BALLAST UNDER TIE
3. MINIMUM 6" OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. TOP OF RAIL ELEVATION 4'-6" MAX; EMBANKMENT VARIES FROM 0 TO 2'-0" MAX
SINGLE TRACK WITH BIKE LANE AT GRADE

(LOOKING SOUTH)

NOTES:
1. 8’-6" WIDE TIMBER TIES 7” THICK
2. MINIMUM 10" OF BALLAST UNDER TIE
3. MINIMUM 6” OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12’-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. TOP OF RAIL ELEVATION 4'-6" MAX, EMBANKMENT VARIES FROM 0 TO 2'-0" MAX

TRACK ON RETAINED FILL ADJACENT TO EXISTING FREIGHT TRACK

(LOOKING SOUTH)

NOTES:
1. 8’-6” WIDE TIMBER TIES 7’ THICK
2. MINIMUM 10” OF BALLAST UNDER TIE
3. MINIMUM 6” OF SUB-BALLAST UNDER BALLAST LAYER
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
TRACK ON RETAINED FILL
(LOOKING SOUTH)

NOTES:
1. 8'-6" WIDE TIMBER TIES 7' THICK
2. MINIMUM 10' OF BALLAST UNDER TIE
3. MINIMUM 6" OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. TOP OF RAIL ELEVATION 4'-6" MAX; EMBANKMENT VARIES FROM 0 TO 2'-0" MAX

SINGLE TRACK AT GRADE
(LOOKING SOUTH)

NOTES:
1. 8'-6" WIDE TIMBER TIES 7' THICK
2. MINIMUM 10' OF BALLAST UNDER TIE
3. MINIMUM 6" OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. TOP OF RAIL ELEVATION 4'-6" MAX; EMBANKMENT VARIES FROM 0 TO 2'-0" MAX
SINGLE TRACK SECTION WITH STATION AND PROPOSED BIKE LANE
(LOOKING SOUTH)

NOTES:
1. 8-6' WIDE TIMBER TIES 7" THICK
2. MINIMUM 10" OF BALLAST UNDER TIE
3. MINIMUM 6" OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. SUB-BALLAST SHOULDER 3'-0" WIDE
6. PUSH-OFF/PULL OFF CANTILEVER BASED ON OCS WIRING LAYOUT AND STAGGER

SINGLE TRACK SECTION WITH STATION AND PROPOSED BIKE LANE
WITH RETAINING WALL
(LOOKING SOUTH)

NOTES:
1. 8-6' WIDE TIMBER TIES 7" THICK
2. MINIMUM 10" OF BALLAST UNDER TIE
3. MINIMUM 6" OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. SUB-BALLAST SHOULDER 3'-0" WIDE
6. PUSH-OFF/PULL OFF CANTILEVER BASED ON OCS WIRING LAYOUT AND STAGGER

NICTD WEST LAKE CORRIDOR
PROJECT DRAFT CONCEPTUAL
DESIGN PLANS
TYPICAL SECTIONS
SINGLE TRACK WITH BIKE LANE AT GRADE
(LOOKING SOUTH)

NOTES:
1. 6'-6" WIDE TIMBER TIES 7" THICK
2. MINIMUM 10' OF BALLAST UNDER TIE
3. MINIMUM 6' OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
4. SUB-BALLAST HAS 2.5% SLOPE FROM CENTER LINE OF TRACK ON BOTH SIDES FOR DRAINAGE
5. TOP OF RAIL ELEVATION 4'-6" MAX, EMBANKMENT VARIES FROM 0 TO 2'-0" MAX

SINGLE TRACK AT GRADE
(LOOKING SOUTH)

NOTES:
1. 6'-6" WIDE TIMBER TIES 7" THICK
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3. MINIMUM 6' OF SUB-BALLAST UNDER BALLAST LAYER WITH TOE OF SUB-BALLAST 12'-3" FROM TRACK CENTER LINE
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