



1.1.4 Project Description

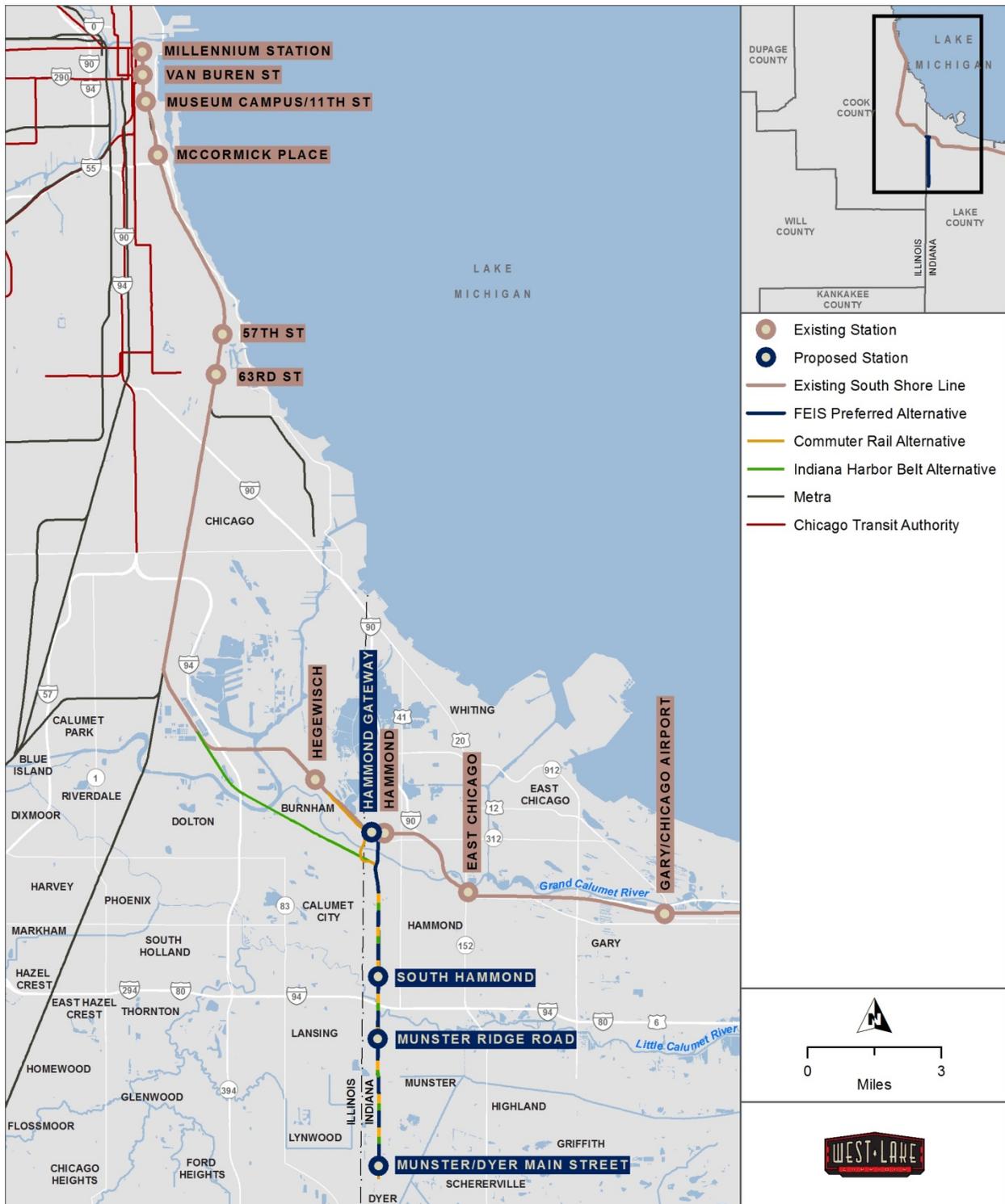
The Project is an approximately 9-mile southern single track extension of the existing NICTD SSL between the town of Dyer and city of Hammond, Indiana. Traveling north from the southern terminus near Main Street at the Munster/Dyer municipal boundary, the Project would include new track operating at grade on a separate ROW to be acquired adjacent to the CSX Transportation (CSX) Monon Subdivision railroad in Dyer and Munster. The Project alignment would be elevated from 45th Street to the Canadian National Railway (CN) Elsdon Subdivision railroad at the Maynard Junction in Munster. North of the CN railroad, the Project alignment would return to grade and join with the publicly owned former Monon Railroad corridor in Munster and Hammond, Indiana, and continue north. The Project would relocate the existing Monon Trail pedestrian bridge crossing over the Little Calumet River and build a new rail bridge at the location of the former Monon Railroad Bridge.

The Project alignment would cross under Interstate 80 (I-80) and Interstate 94 (I-94) and continue north on the former Monon Railroad corridor to Sibley Street. From Douglas Street north, the Project would be elevated over all streets and rail lines using a combination of retaining walls, elevated structures, and bridges. The Project would terminate just east of the Indiana Harbor Belt railroad at the Indiana–Illinois state line, where it would connect with the SSL. Project trains would operate on the existing Metra Electric District (MED) line for the final 14 miles, terminating at Millennium Station in downtown Chicago.

Four new stations would be constructed along the alignment. Each station would include station platforms, parking facilities, benches, trash receptacles, bicycle racks, and other site furnishings. Shelter buildings would be located at the Munster/Dyer Main Street and Hammond Gateway Stations only. All stations would be compliant with the Americans with Disabilities Act (ADA).

The Project would include a vehicle maintenance facility with a layover yard and traction power substation (TPSS) to power the overhead contact system. These would be located just south of Hammond Gateway Station, west of Sheffield Avenue. Additional TPSSs would be located at the South Hammond Station parking lot and Munster/Dyer Main Street Station. The TPSS would be enclosed to secure the electrical equipment and controls, with a footprint of approximately 20 feet by 40 feet.

Figure 1.1-1: Regional Setting for West Lake Corridor Project



Source: HDR 2017a.