

Drawing provided by Dave Johnson, IATR RR, July 24, 2006. Per discussion, the following:

Alt 1 — Single curve across 19th St. (same as shown before).
Train pulls east past switch (review if crosses Montroe), then heads west to take curve to south.

Alt 2 — Reversing Curves Parallel to 19th St.
Train pulls east past switch (crosses Montroe), then heads west, north of existing tracks before crossing 19th St parallel to UP RR.
• Impacts YMCA Geothermal Field

Alt 3 — Reversing Curves Parallel to UP RR.
Train takes reversing curves to north, past switch and then heads back south to cross 19th St. parallel to UP RR.
• Would want 2 sets of tracks (for additional storage) -- one would go no farther north than 15th St.
• 3A = New crossing of 15th St. with as much tail track as needed to get past switch
• 3B = No crossing of 15th St or Montroe (need to check to see what tail track lengths are necessary to get past switch).

MISCELLANEOUS

- 50' ROW for new track alignments (50' ROW would provide enough even for the double track for Option 3 -- see Typical Section Attachment).
- Curves shown using 8° Curves -- would prefer 4° (or 6°).

