



Appendix G Preferred Alternative and Concepts Eliminated from Further Consideration









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CONCEPT 1A: LAYOUT PLAN FOR PROPOSED PROJECT



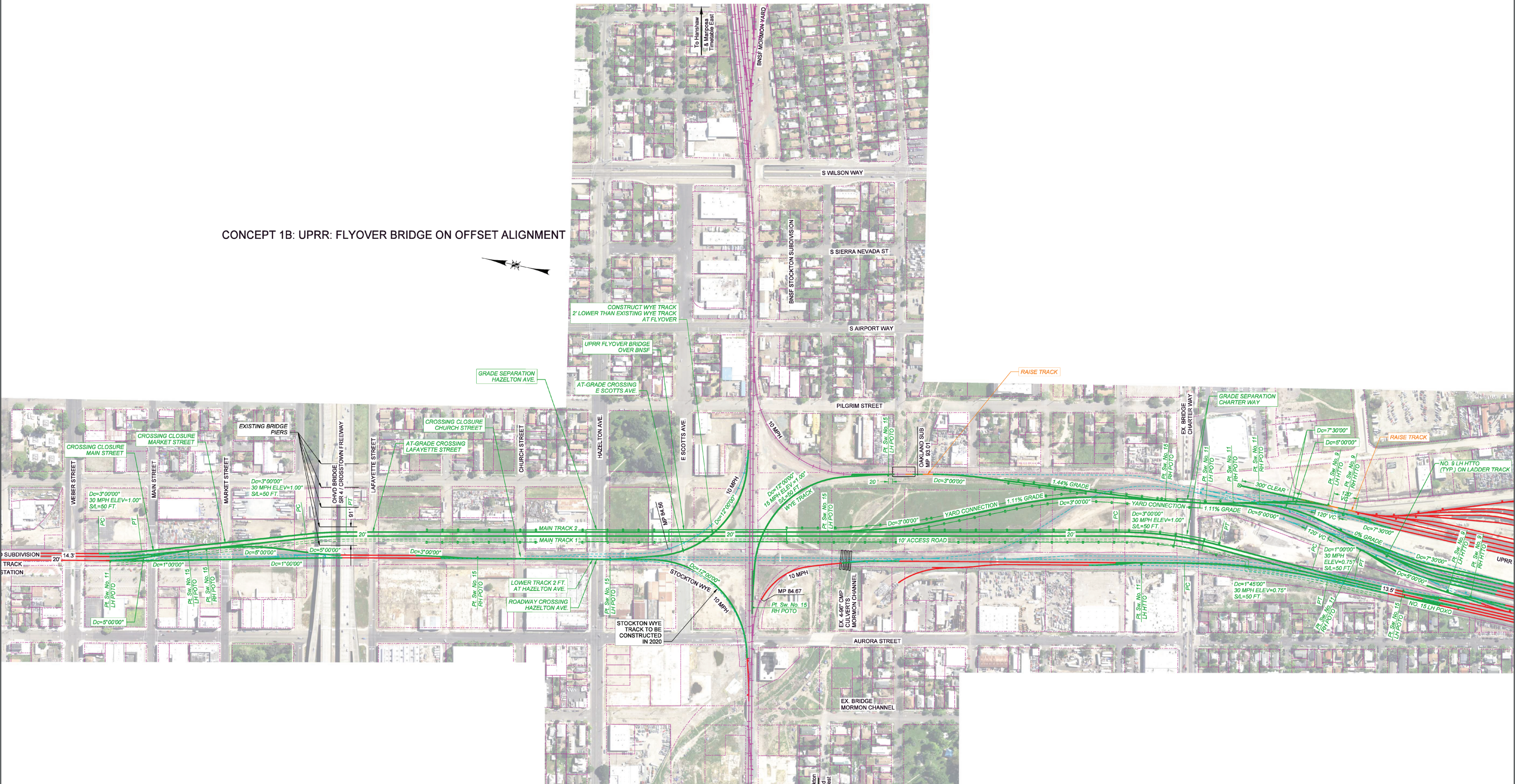
-  Proposed Flyover Location
-  Proposed Track
-  Proposed Elevated Structure on Retaining Wall

-  Existing at-Grade Stockton Diamond
-  Existing Tracks (to remain)
-  Track Removal (existing)

 Phase 1 - Shift Wye Track





CONCEPT 1B: UPRR: FLYOVER BRIDGE ON OFFSET ALIGNMENT



CONCEPT 1B: UPRR FLYOVER BRIDGE ON OFFSET ALIGNMENT

CONCEPT 1D: Eliminated from Further Consideration



- Existing UP Tracks
 Proposed Tracks
-  Existing BNSF Tracks
  Proposed Retaining Wall
- Proposed Track Removal



CONCEPT 2A: Eliminated from Further Consideration



- Existing UP Tracks
- Existing BNSF Tracks
- Proposed Track Removal
- Proposed Tracks
- Proposed Retaining Wall



CONCEPT 2B: Eliminated from Further Consideration



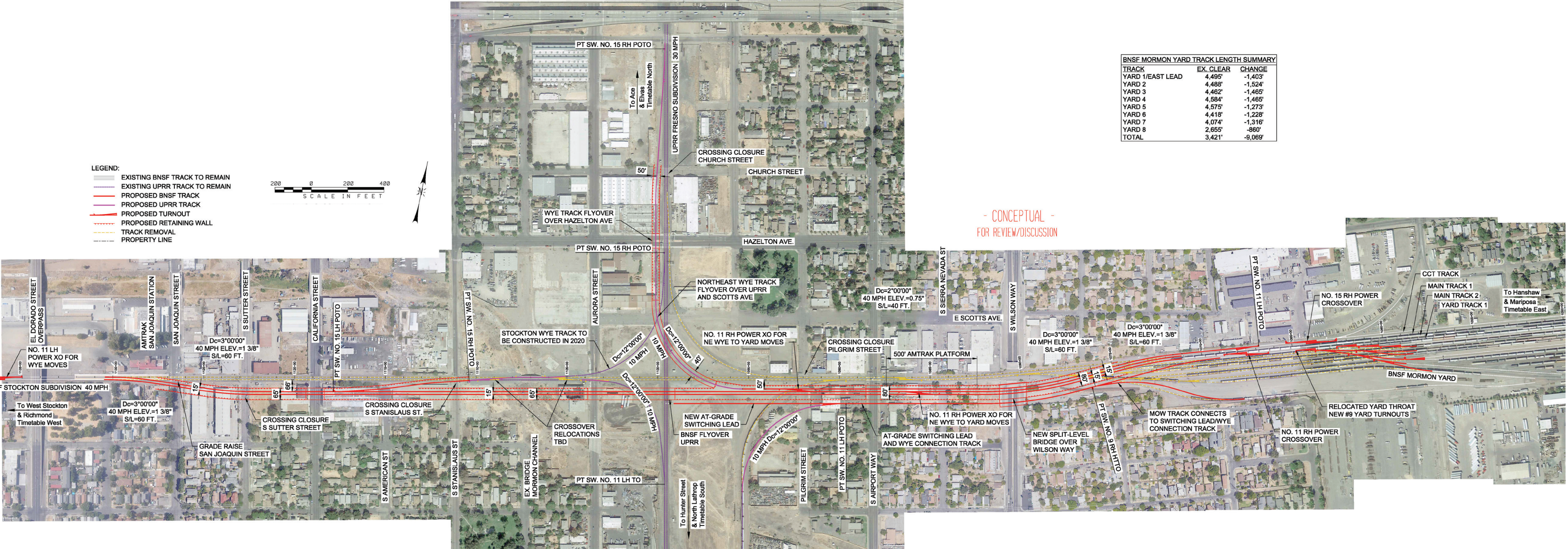
- Existing UP Tracks
- Existing BNSF Tracks
- Proposed Track Removal
- Proposed Tracks
- Proposed Retaining Wall

- LEGEND:
- EXISTING BNSF TRACK TO REMAIN
 - EXISTING UPRR TRACK TO REMAIN
 - PROPOSED BNSF TRACK
 - PROPOSED UPRR TRACK
 - PROPOSED TURNOUT
 - PROPOSED RETAINING WALL
 - TRACK REMOVAL
 - PROPERTY LINE



BNSF MORMON YARD TRACK LENGTH SUMMARY		
TRACK	EX. CLEAR	CHANGE
YARD 1/EAST LEAD	4,495'	-1,403'
YARD 2	4,488'	-1,524'
YARD 3	4,462'	-1,465'
YARD 4	4,584'	-1,465'
YARD 5	4,575'	-1,273'
YARD 6	4,418'	-1,228'
YARD 7	4,074'	-1,316'
YARD 8	2,655'	-860'
TOTAL	3,421'	-9,069'

- CONCEPTUAL -
FOR REVIEW/DISCUSSION



CONCEPT 2C: Eliminated from Further Consideration



- Existing UP Tracks
- Existing BNSF Tracks
- Proposed Track Removal
- Proposed Tracks
- Proposed Retaining Wall

