Railroad Characteristics

* Kimberly Spur on the Canadian National South Division and Fox river Subdivision
* Timetable speed is 10MPH
* Approximately 6 trains/day

Option No. 1 – Temporary Shoo-fly bridge and On-alignment Replacement

* Propose temporary bridge approximately 50’ south of the existing bridge in attempt to avoid flagging requirements during construction
* Temporarily realign the mainline track with two (2) or four (4) degree curves across the temporary bridge. The two (2) siding tracks east need to be reconnected to maintain access and storage of rail cars during construction.
* Existing bridge would be replaced on same alignment and to span the necessary roadway improvements.
* Existing siding tracks east would be replaced to previous configuration after bridge construction is complete

Option No. 2 – Permanent Bridge Replacement on Offset Alignment

* Propose permanent bridge approximately 50’ south of the existing bridge in attempt to avoid flagging requirements during construction
* Permanent bridge would span the necessary roadway improvements.
* Permanently realign the mainline track with two (2) or four (4) degree curves across the temporary bridge. The two (2) siding tracks east need to be reconfigured to maintain access and storage of rail cars during construction.
  + Adding additional capacity to the siding tracks may be necessary to fully compensate the railroad due to the new alignment configuration. This can be negotiated with the railroad at a later phase.

Option No. 3 – Under Traffic and in-line construction

* Propose bridge replacement would occur on the existing alignment and under traffic.
* The proposed inline bridge would span the necessary roadway improvements.
* Construction would take place during designated work windows and track outages and utilize “jump” spans to maintain the track in service during construction.