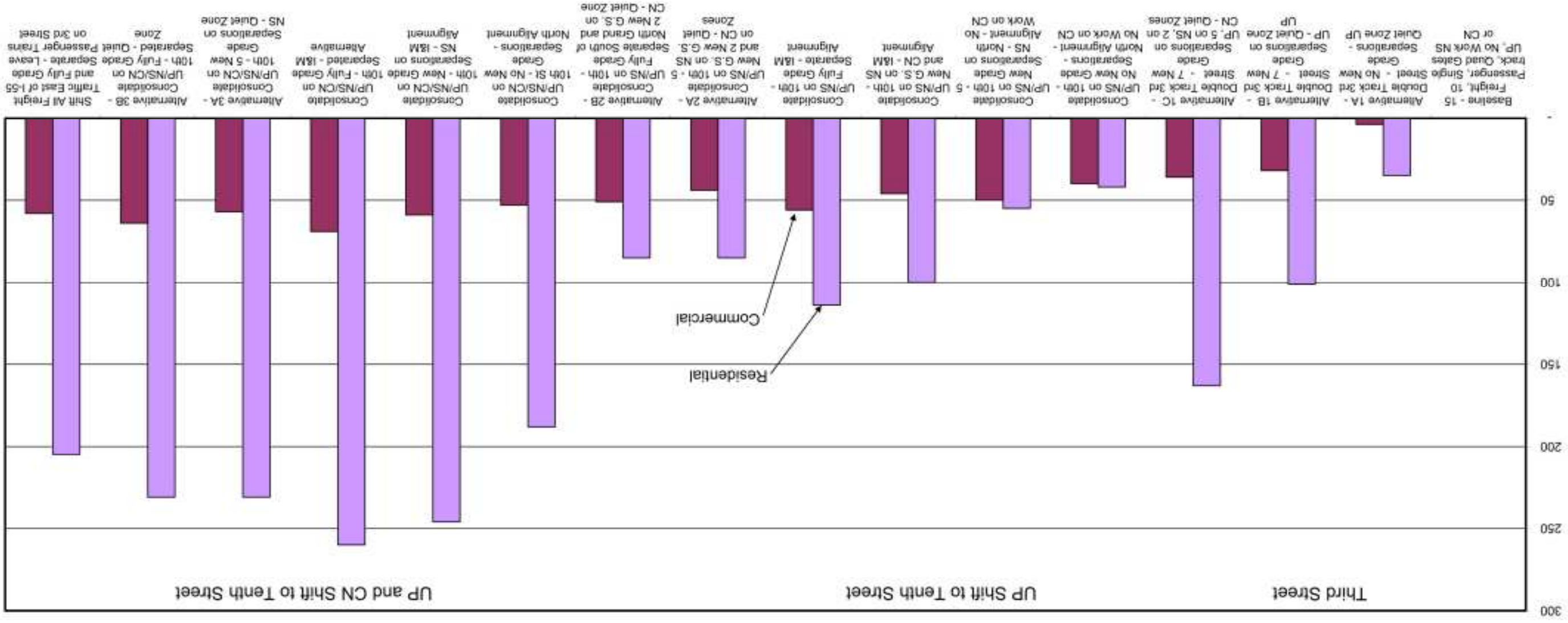


Displacements



Residential and Commercial Displacements

Alternatives

- Baseline - 15
- Alternative 1A - Freight, 10 Double Track 3rd Street - No New Grade
- Alternative 1B - Double Track 3rd Street - 7 New Street - 7 New Grade
- Alternative 1C - Double Track 3rd Street - 7 New Street - No New Grade
- Consolidate
- UP/NS on 10th - Separations - North Alignment - No Work on CN
- Consolidate
- UP/NS on 10th - 5 UP/NS on 10th - New Grade
- Consolidate
- UP/NS on 10th - 5 UP/NS on 10th - Fully Grade
- Consolidate
- UP/NS on 10th - 5 UP/NS on 10th - Fully Grade and 2 New G.S. on NS
- Alternative 2A - Consolidate
- Alternative 2A - Consolidate
- UP/NS on 10th - 5 UP/NS on 10th - Fully Grade and 2 New G.S. on NS
- Alternative 2B - Consolidate
- Alternative 2B - Consolidate
- UP/NS/CN on 10th St - No New Grade
- Consolidate
- UP/NS/CN on 10th - New Grade
- Consolidate
- UP/NS/CN on 10th - Fully Grade
- Consolidate
- UP/NS/CN on 10th - Fully Grade Separations on NS - 1&M Alignment
- Alternative 3A - Consolidate
- Alternative 3A - Consolidate
- UP/NS/CN on 10th - Fully Grade Separations on NS - 1&M Alignment
- Alternative 3B - Shift All Freight Traffic East of I-55
- Alternative 3B - Shift All Freight Traffic East of I-55
- UP/NS/CN on 10th - Fully Grade Separations on NS - 1&M Alignment
- Alternative 3A - Consolidate
- Alternative 3A - Consolidate
- UP/NS/CN on 10th - Fully Grade Separations on NS - 1&M Alignment
- Alternative 3A - Consolidate
- Alternative 3A - Consolidate
- UP/NS/CN on 10th - Fully Grade Separations on NS - 1&M Alignment
- Alternative 3A - Consolidate
- Alternative 3A - Consolidate
- UP/NS/CN on 10th - Fully Grade Separations on NS - 1&M Alignment
- Alternative 3A - Consolidate
- Alternative 3A - Consolidate