

Grade Separation of TH 19 / Union Pacific RR

Option A

Raise TH 19 Over the Existing Railroad Track

- First option to be considered by railroad
- TH 19 elevated 29' at RR crossing
- Large retaining walls needed
- Underpass at Laurel Court
- Impacts to multiple parking lots
- Partial access from TH 3 to Laurel Court recommended to mitigate loss of access on TH 19
- Estimated cost range of \$16M - \$20M

Option B

Raise TH 19 and Lower the Railroad Track

- TH 19 elevated 22' at RR crossing
- Lower rail 7' at TH 19
- 6400' of railroad track construction
- Large retaining walls needed
- Laurel Court access remains open
- Impacts to multiple parking lots
- Estimated cost range of \$15M - \$19M

Option C

Lower TH 19 and Raise the Railroad Track

- TH 19 lowered 17' at RR crossing
- Raise rail 6' at TH 19
- 9000' of railroad track construction
- Large retaining walls needed
- Impacts to multiple parking lots
- Temporary track construction necessary
- Requires periodic RR closures
- Rock excavation
- Drainage issues - TH 19 elevation below water table
- Estimated cost range of \$13M - \$18M

