

PROJECT #1: CONSTRUCTION OF PASSING TRACK AT SHELL SPUR

General Objective:

Project #1 will involve the construction of a 9000 ft. passing track on what is now a single-track railroad. The new passing track will be located approximately in the middle of what is now a 20 mile gap between existing passing tracks. Project #1 is intended to reduce delays that are currently experienced due to the scheduling of meets between passenger trains and freight trains operating in the opposite direction of travel. It is anticipated that this increase in speed will reduce effective trip times by an average of 10-12 minutes per train.

Description of Work:

The Grantee will provide for the construction of a passing track on infrastructure owned by the UPRR at Shell Spur, MO, with the following characteristics:

- Located approximately between mileposts MP 151.73 and MP 153.67 of the Sedalia Subdivision of the UPRR.
- 9,000 ft in length clear of the fouling points of the adjacent track.
- New 136-pound continuous welded rail laid on new concrete crossties.
- New #20 turnouts laid on wood ties at each end of the passing track, providing the connection with the existing main track.
- Signaling allowing for movement of trains onto and off of the passing track at speeds of not less than 40 miles per hour.
- Track construction conforming to the standards of FRA track class 4 or above.

PROJECT #2: PRELIMINARY ENGINEERING FOR PASSING TRACK NEAR KNOB NOSTER

General Objective:

Project #2 will involve the completion of preliminary engineering for the extension of an existing passing track to a length of 9000 ft. The existing passing track is not long enough to accommodate freight trains of the length of those that currently operate. As such, the extended passing track will be located approximately in the middle of what is now a effectively a 20 mile gap between usable passing tracks. If constructed, this extended passing track is intended to reduce delays that are currently experienced due to the scheduling of meets between passenger trains and freight trains operating in the opposite direction of travel. It is anticipated that this increase in speed will reduce effective trip times by an average of 10-12 minutes per train.

Description of Work:

The Grantee will provide for the completion of preliminary engineering of a passing track on infrastructure owned by the UPRR near Knob Noster, MO, with the following characteristics:

- Located approximately between mileposts MP 207.99 and MP 210.11 of the Sedalia Subdivision of the UPRR.
- 9,000 ft in length clear of the fouling points of the adjacent track.
- New 136-pound continuous welded rail laid on new concrete crossties.
- New #20 turnouts at each end of the passing track providing, the connection with the existing main track.
- Signaling allowing for movement of trains onto and off of the passing track at speeds of not less than 40 miles per hour.