

APEX 385, LLC

PRELIMINARY RAIL SERVED INDUSTRIAL PARK

10% DESIGN PRINT SUBMISSION

MP 347.71 TO 349.56, UTAH DIVISION, CALIENTE SUBDIVISION

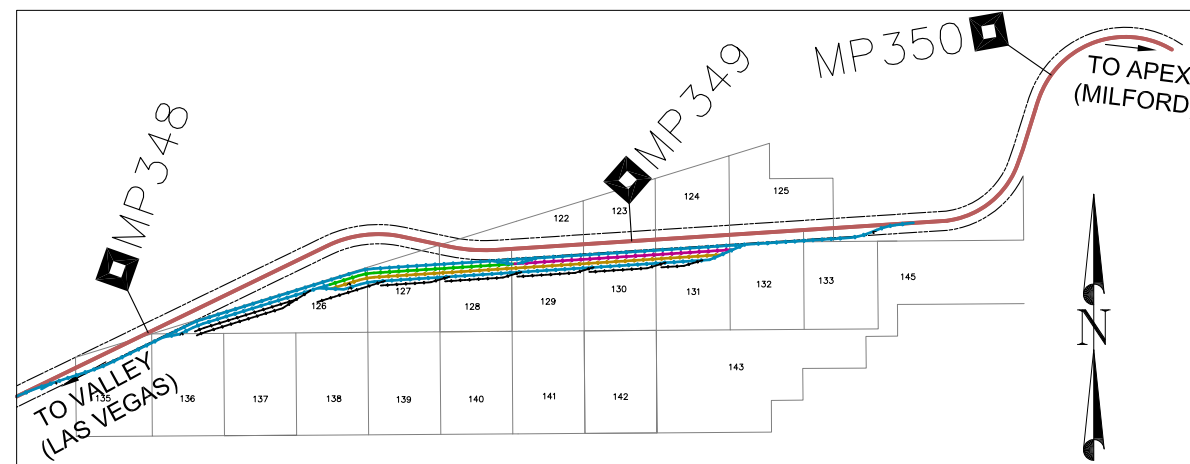
APEX, NEVADA

JULY 10, 2008

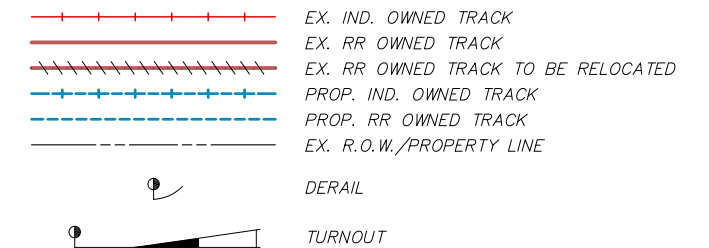
VICINITY MAP



VICINITY MAP



LEGEND



ABBREVIATIONS

| | |
|------|--------------------------------|
| BVC | BEGIN VERTICAL CURVE |
| BVCE | BEGIN VERTICAL CURVE ELEVATION |
| BVCS | BEGIN VERTICAL CURVE STATION |
| CP | CLEAR POINT |
| CSP | CORRUGATED STEEL PIPE |
| EOT | END OF TRACK |
| EVC | END VERTICAL CURVE |
| EVCE | END VERTICAL CURVE ELEVATION |
| EVCS | END VERTICAL CURVE STATION |
| HTTO | HAND THROW TURNOUT |
| LF | LINEAR FEET |
| LHTO | LEFT HAND TURNOUT |
| MP | MILEPOST |
| OP | OVERHEAD POWER |
| OTM | OTHER TRACK MATERIALS |
| PC | POINT OF CURVATURE |
| PCC | POINT OF COMPOUND CURVATURE |
| POTO | POWER TURNOUT |
| PS | POINT OF SWITCH |
| PT | POINT OF TANGENCY |
| RCP | REINFORCED CONCRETE PIPE |
| ROW | RIGHT-OF-WAY |
| RHTO | RIGHT HAND TURNOUT |
| SD | STORM DRAIN |
| TOR | TOP OF RAIL |
| TF | TRACK FEET |
| T/O | TURNOUT |
| UP | UNDERGROUND POWER |

SCOPE OF WORK

INDUSTRY

1. TRACK A - FURNISH AND INSTALL 8,814 T.F. OF 112# RAIL OR GREATER, INCLUDING (2) No. 15 POWER POTO'S (136#), (2) No. 9 CROSSOVERS, (1) TYPE 2 POWER DERAIL, (1) TYPE 3 POWER DERAIL, AND (1) EARTHEN BUMPER (POWER AND SIGNALIZATION WORK BY UPRR FORCES).
2. TRACK B - FURNISH AND INSTALL 5,496 T.F. OF 112# RAIL OR GREATER, INCLUDING (2) No. 9 HTTO'S (136#) AND (1) TYPE 1 DERAIL.
3. TRACK C - FURNISH AND INSTALL 3,948 T.F. OF 112# RAIL OR GREATER, INCLUDING (2) No. 9 HTTO'S (136#) AND (1) TYPE 1 DERAIL.
4. TRACK D - FURNISH AND INSTALL 4,030 T.F. OF 112# RAIL OR GREATER, INCLUDING (2) No. 9 HTTO'S (136#).

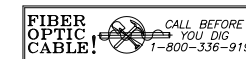
UPRR

1. TRACK A - INSTALL 83 T.F. OF 136# RAIL, INCLUDING (2) No. 15 POWER POTO'S (136#).
2. PROVIDE SIGNAL AND POWER WORK FOR PROPOSED POWER TURNOUTS AND DERAILS.

NOTE: T.F. DISTANCES DO NOT INCLUDE LENGTH OF TRACK THROUGH TURNOUTS.

SHEET INDEX

- SHEET 1 - COVER SHEET
- SHEET 2 - OVERALL CONCEPT DESIGN




| REV. | BY | DATE | DESCRIPTION |
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**PRELIMINARY
NOT FOR
CONSTRUCTION**

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|----------------------------|------------------------|
| PRINCIPAL P. HIRST | INITIAL/DATE |
| PROJECT MANAGER D. EYRE | INITIAL/DATE |
| CHECKER L. KIPPEN | INITIAL/DATE |
| DRAWN BY D. WELLSCH | INITIAL/DATE |
| SCALE AS SHOWN | DATE ISSUED 7/10/08 |

**CALDWELL
RICHARDS
SORENSEN**

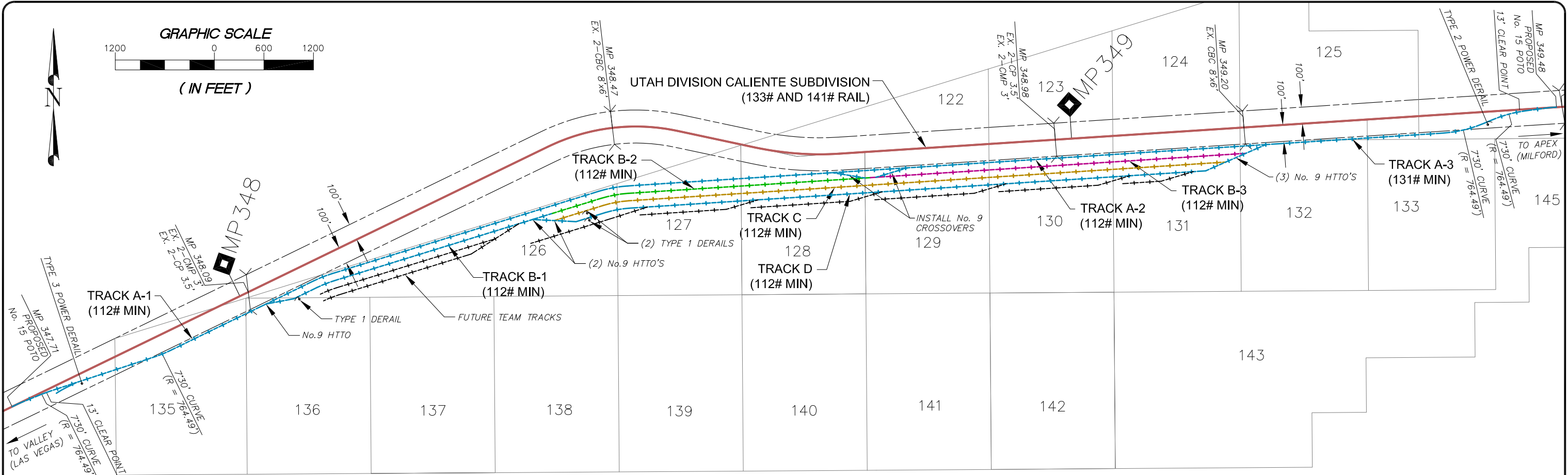


ANSWERS TO INFRASTRUCTURE™

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APEX 385, LLC
PRELIMINARY RAIL SERVED INDUSTRIAL PARK
10% DESIGN PRINT SUBMISSION
COVER SHEET

1 OF 2
SHEET
PROJECT NUMBER
07180F



TRACK CAPACITY CHART

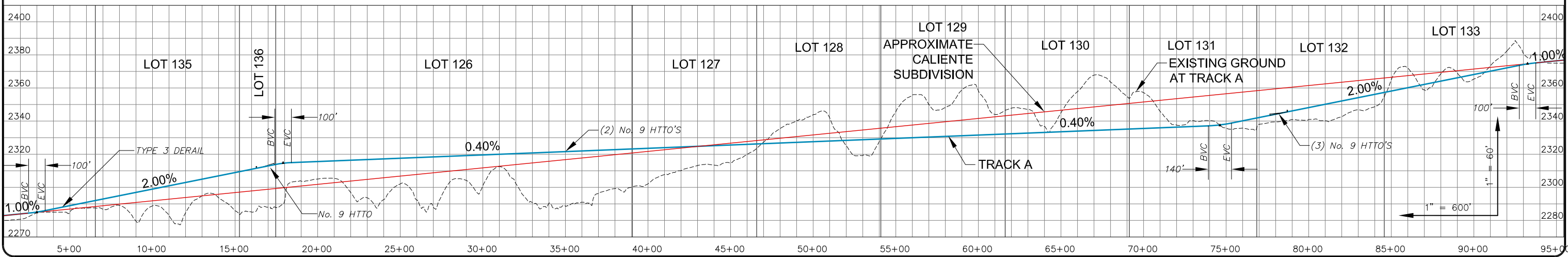
| TRACK/LOT | LENGTH | DESCRIPTION | SPOTTING/CLEAR DISTANCE | 65' CAR SPOTS |
|-----------|--------|-------------------------|---------------------------|---------------|
| A-1 | 1,630' | INDUSTRIAL LEAD | N/A | N/A |
| A-2 | 6,281' | INDUSTRIAL LEAD | 5,551' (EVC TO BVC) | 85 |
| A-3 | 1,713' | INDUSTRIAL LEAD | N/A | N/A |
| B-1 | 1,705' | SWITCHING LEAD | 1,479' (DERAIL TO PS) | 22 |
| B-2 | 2,099' | SET-OUT TRACK (FULLS) | 1,772' (13' CP TO 13' CP) | 27 |
| B-3 | 2,336' | PICK-UP TRACK (EMPTIES) | 1,772' (13' CP TO BVC) | 27 |
| C | 4,163' | STORAGE TRACK | 3,699' (DERAIL TO BVC) | 56 |
| D | 4,567' | SWITCHING LEAD | 3,696' (13' CP TO 13' CP) | 56 |

TRACK CAPACITY CHART (CONTINUED)

| TRACK/LOT | LENGTH | DESCRIPTION | SPOTTING/CLEAR DISTANCE | 65' CAR SPOTS |
|-------------|--------|---------------|-------------------------|---------------|
| TEAM TRACKS | 2,689' | INDUSTRY SPUR | 2,204' (DERAIL TO EOT) | 33 |
| 126 | 762' | INDUSTRY SPUR | 525' (DERAIL TO EOT) | 8 |
| 127 | 721' | INDUSTRY SPUR | 506' (DERAIL TO EOT) | 7 |
| 128 | 800' | INDUSTRY SPUR | 585' (DERAIL TO EOT) | 9 |
| 129 | 800' | INDUSTRY SPUR | 585' (DERAIL TO EOT) | 9 |
| 130 | 800' | INDUSTRY SPUR | 585' (DERAIL TO EOT) | 9 |
| 131 | 431' | INDUSTRY SPUR | 217' (DERAIL TO EOT) | 3 |

NOTES:

1. LOT CONFIGURATIONS AND INDUSTRY SPURS SUBJECT TO CHANGE (DEPENDENT UPON LAND USE AND TOPOGRAPHY).
2. TRACK LENGTHS OF TRACKS A, B, C AND D SUBJECT TO CHANGE (DEPENDENT UPON LENGTHS REQUIRED BY UPRR).
3. RAIL DESIGN SUBJECT TO CHANGE (DEPENDENT ON FINAL DESIGN SURVEY DATA).
4. PROPOSED CULVERTS ARE NOT SHOWN AND WILL BE INCLUDED ON FINAL DESIGN.
5. ALL NON-MAINLINE TURNOUTS TO BE No. 9 HTTO'S.
6. TRACK CENTERS ARE 15' AND NOT TO SCALE ON THIS DRAWING.
7. FUTURE LOCATION AND INSTALLATION OF No. 9 CROSSOVERS BETWEEN TRACKS B, C AND D IS OPTIONAL AND WILL BE DETERMINED BY THIRD PARTY SWITCHER AND DEVELOPER.



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10% DESIGN PRINT SUBMISSION
OVERALL CONCEPT DESIGN

2 SHEET 2 OF 2
07180F PROJECT NUMBER

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