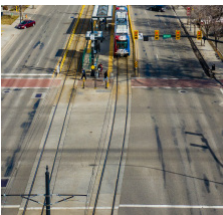
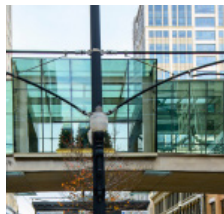
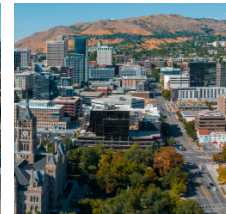
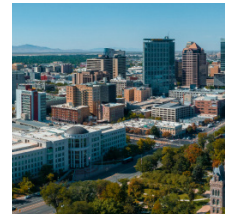
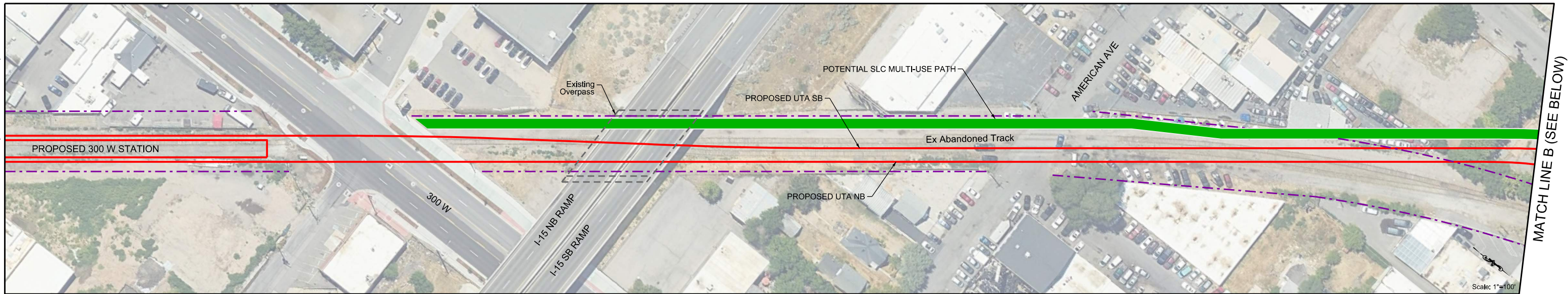
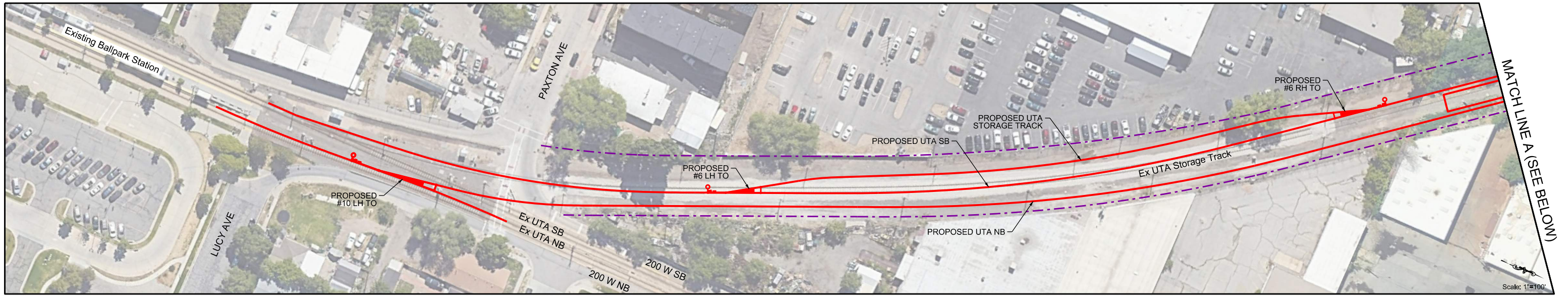




APPENDIX A: LOCALLY PREFERRED ALTERNATIVE CONCEPT DESIGN

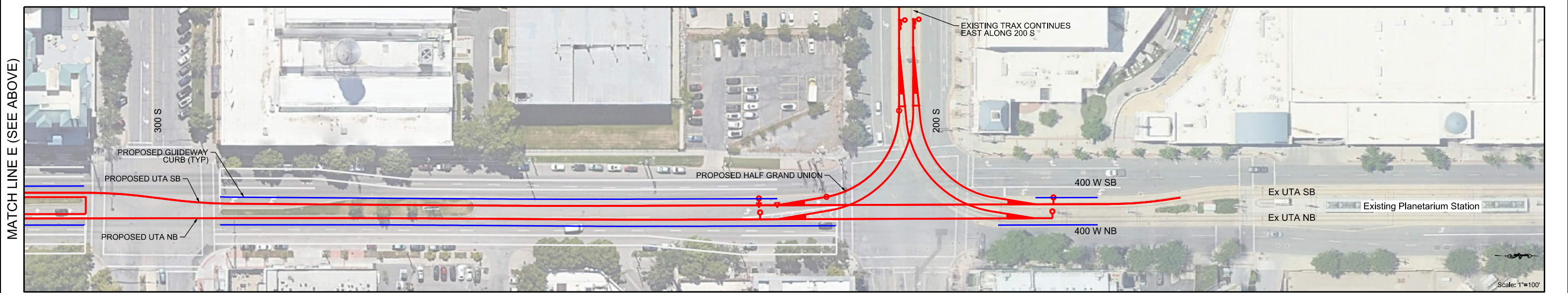
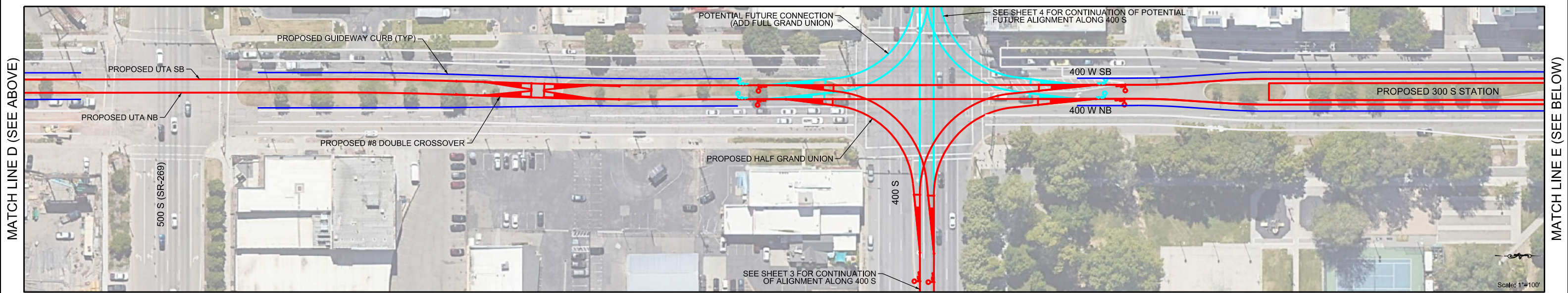
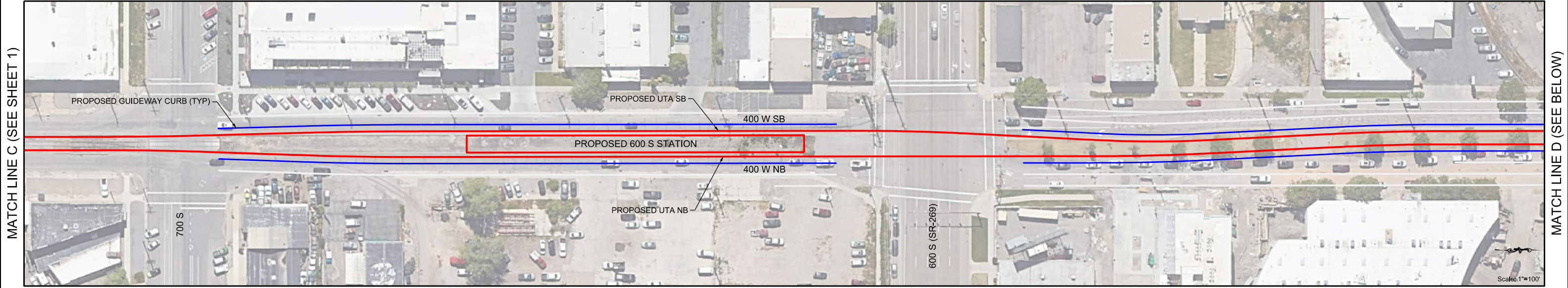




LEGEND:
 — UTA TRAX - PREFERRED ALTERNATIVE
 — UTA TRAX - POTENTIAL FUTURE CONNECTION
 - - - Existing UTA R/W

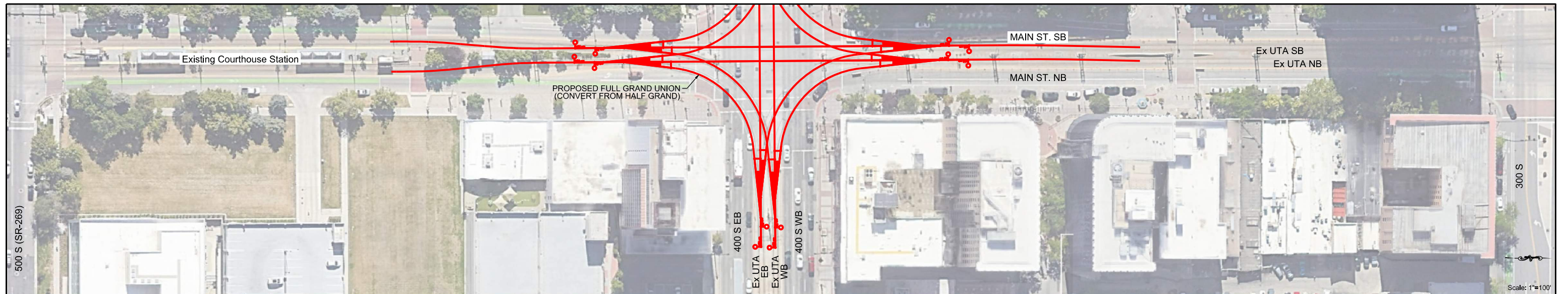
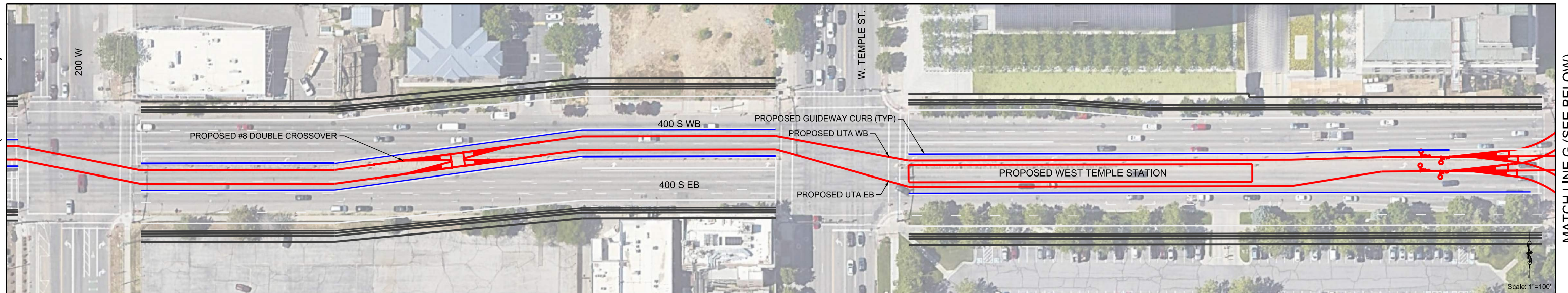
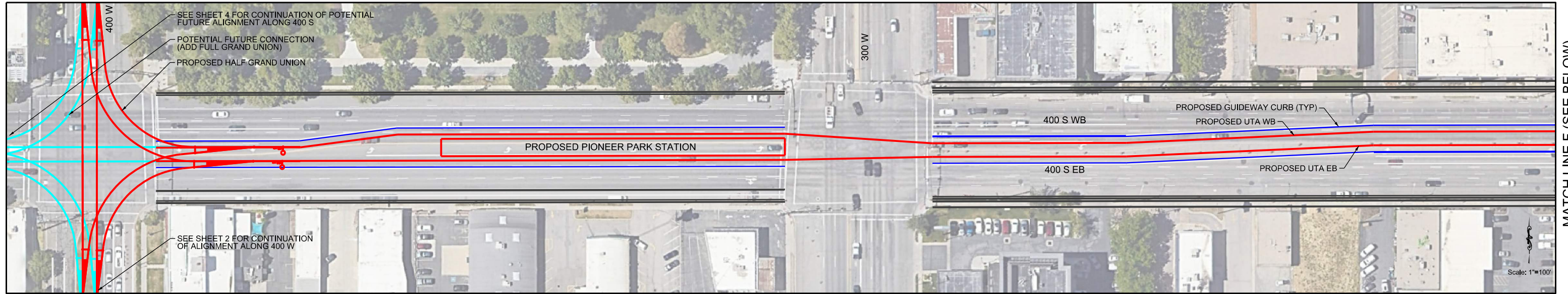
NOTE PRELIMINARY: This Locally Preferred Alternative high-level concept was developed to define the scope of work (general alignment and station areas) for the purposes of the alternatives evaluation. This concept will continue be refined through project development and is not intended to be final determinations of engineering.

UTA TECHLINK - LOCALLY PREFERRED ALTERNATIVE:
 BALLPARK SPUR TO ~400 WEST/800 SOUTH SHEET 1



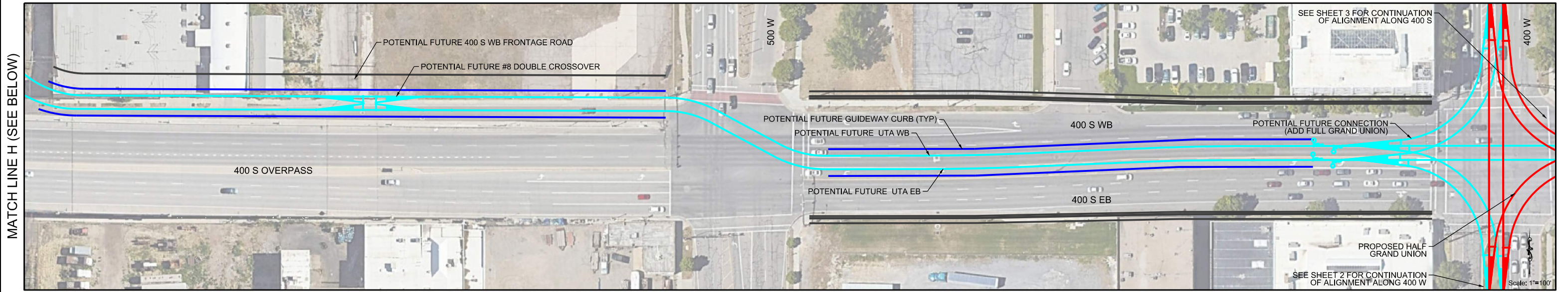
LEGEND:
 — UTA TRAX - PREFERRED ALTERNATIVE
 — UTA TRAX - POTENTIAL FUTURE CONNECTION

UTA TECHLINK - LOCALLY PREFERRED ALTERNATIVE:
 400 WEST: ~800 SOUTH TO 200 SOUTH SHEET 2

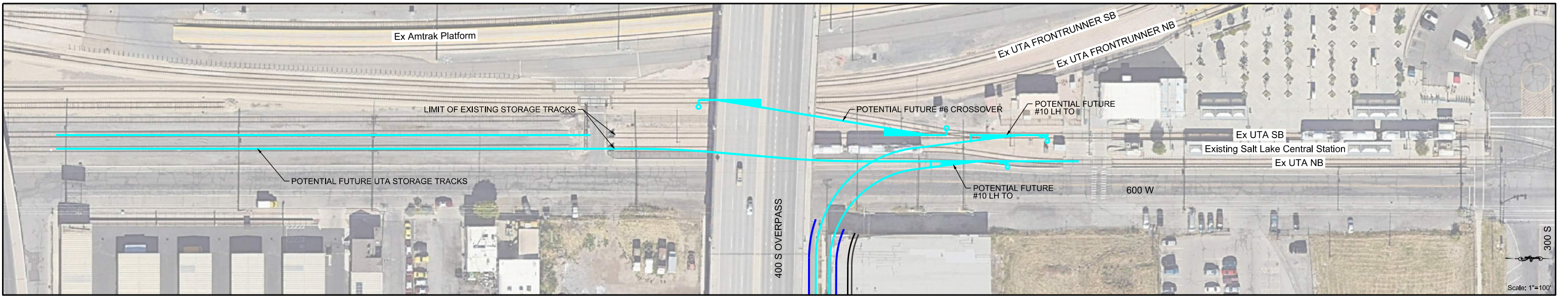


LEGEND:
 — UTA TRAX - PREFERRED ALTERNATIVE
 — UTA TRAX - POTENTIAL FUTURE CONNECTION

UTA TECHLINK - LOCALLY PREFERRED ALTERNATIVE:
 400 SOUTH: 400 WEST TO MAIN STREET SHEET 3

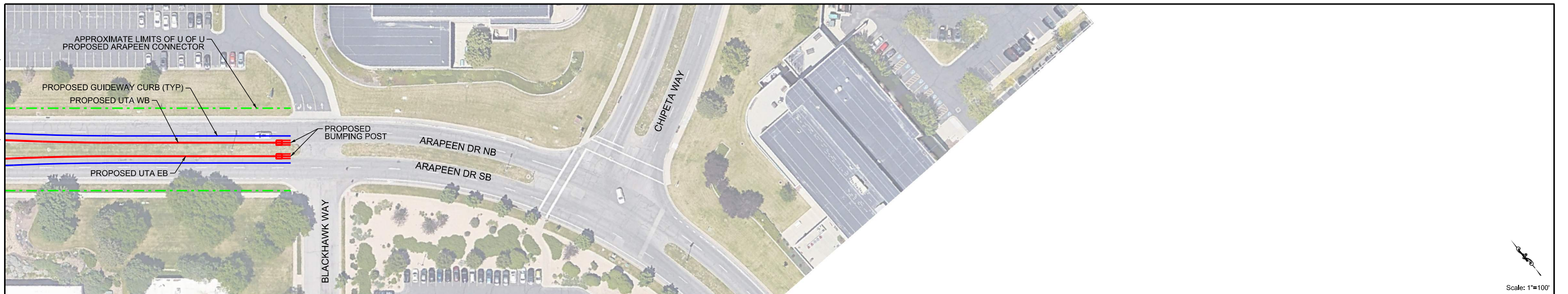
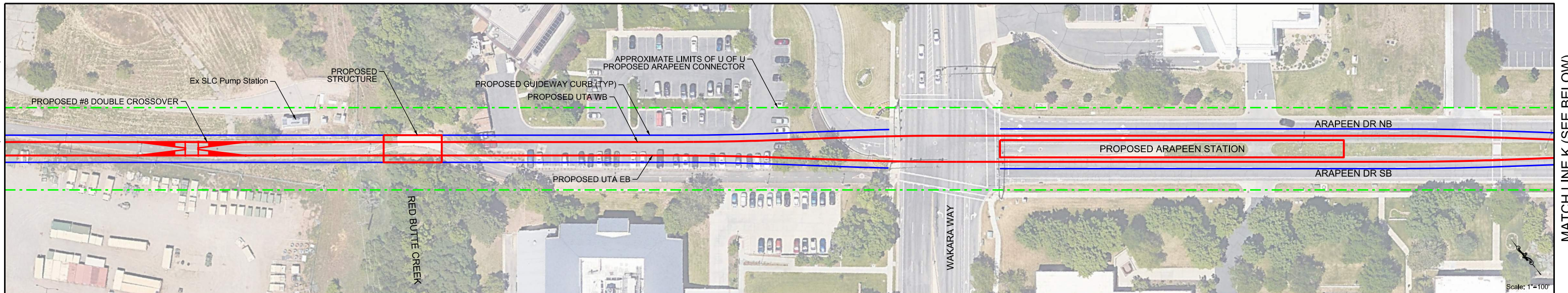
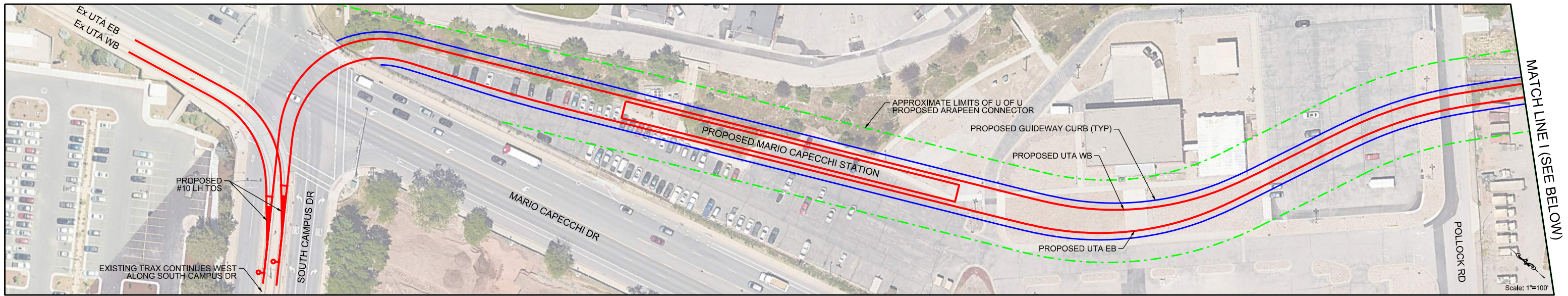


MATCH LINE H (SEE BELOW)



MATCH LINE H (SEE ABOVE)

LEGEND:
 — UTA TRAX - PREFERRED ALTERNATIVE
 — UTA TRAX - POTENTIAL FUTURE CONNECTION



LEGEND:
 — UTA TRAX - PREFERRED ALTERNATIVE
 — UTA TRAX - POTENTIAL FUTURE CONNECTION