



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 8, 2013

SUBJECT: FAU 3512 (US 14)
Project M-8003(426)
Section 02-00177-00-WR (Arlington Heights)
Cook County
Contract No. 63514
Item 140
January 18, 2013 Letting
Addendum (A)

NOTICE TO PROSPECTIVE BIDDERS:

Due to clarify information necessary to revise the following:

1. Revised sheets 1, 3, 30 – 37 of the Plans.
2. Added sheets 116A & 120A to the Plans.
3. Revised page ii of the Index to the Special Provisions.
4. Added Union Pacific Railroad Crossing Agreement to the Special Provisions.

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

John Baranzelli, P.E.
Acting Engineer of Design and Environment

A handwritten signature in black ink, reading "Ted B. Walschleger, P.E." with a stylized flourish at the end.

By: Ted B. Walschleger, P.E.
Engineer of Project Management

HOT MIX ASPHALT MIXTURES, EGA MODIFIED PERFORMANCE GRADED
 (PG) ASPHALT BINDER..... 34
 MAINTENANCE OF ROADWAYS..... 35
 RECLAIMED ASPHALT PAVEMENT AND SHINGLES (D-1)..... 36
 TEMPORARY INFORMATION SIGNING 47
 TEMPORARY PAVEMENT..... 49
 TRAFFIC CONTROL AND PROTECTION (ARTERIALS)..... 50
 TRAFFIC CONTROL PLAN..... 51

Traffic Signal Specifications and Special Provisions.....TS-1 - TS-61 pg52-112

Lighting Specifications and Special Provisions.....E1-E33 pg113-142

DOT TRAINING PROGRAM GRADUATE ON-THE-JOB-TRAINING SPECIALS pg146

Union Pacific Railroad Special Provisions pg149

Environmental Survey Request Forms
 Borrow/Waste/Use Areas (BDE 2289) pg161/162

Storm Water Pollution Prevention Plan and Permits pg163-192
 Storm Water Pollution Prevention Plan (BDE 2342)
 Soils Map
 Environmental Protection Agency Erosivity Index Calculations
 Erosion and Sediment Control Analysis (BDE 2394)
 Erosion Control Inspection Report (BC2259)
 IL 532 2104 Notice of Intent (NOI)

Geotechnical/Soils Reports pg193-242

Railroad Agreement Pg 362-404

PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT

BETWEEN

UNION PACIFIC RAILROAD COMPANY

AND THE

VILLAGE OF ARLINGTON HEIGHTS

COVERING THE

RECONSTRUCTION AND WIDENING OF THE EXISTING
ARTHUR AVENUE AT-GRADE PUBLIC ROAD CROSSING

AT

RAILROAD MILE POST 21.50 – HARVARD SUBDIVISION
DOT NO.: 177847X

IN OR NEAR

ARLINGTON HEIGHTS,
COOK COUNTY,
ILLINOIS

Village Copy

Added 1/8/13

362



UPRR Folder No.: 2449-60

UPRR Audit No.: _____

PUBLIC HIGHWAY AT-GRADE CROSSING AGREEMENT

Arthur Avenue - DOT No. 177847X
Mile Post 21.50 - Harvard Subdivision
Arlington Heights, Cook County, Illinois

THIS AGREEMENT ("Agreement") is made and entered into as of the 17 day of DECEMBER, 2012 ("Effective Date"), by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation, to be addressed at Real Estate Department, 1400 Douglas Street, Mail Stop 1690, Omaha, Nebraska 68179 ("Railroad") and the VILLAGE OF ARLINGTON HEIGHTS, a municipal corporation or political subdivision of the State of Illinois to be addressed at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005 ("Village").

RECITALS:

Presently, the Village utilizes the Railroad's property for the existing Arthur Avenue at-grade public road crossing, DOT No. 177847X, at Railroad's Mile Post 21.50 on its Harvard Subdivision, in or near Arlington Heights, Cook County, Illinois.

The Village now desires to undertake as its project (the "Project") the reconstruction and widening of the existing Arthur Avenue at-grade public road crossing, to include, specifically, addition of a right turn lane. The existing aforementioned roadway, as reconstructed and widened is hereinafter the "Roadway".

Under this Agreement, the Railroad will be granting a right of way right to the Village to facilitate the reconstruction and widening of the road crossing. The portion of Railroad's property that Village needs a right to use in connection with the road crossing is shown on the detailed print(s) marked Exhibit A-1, described in the legal description marked Exhibit A-2, and illustrated in the print marked Exhibit A-3, with each exhibit being attached hereto and hereby made a part hereof (the "Crossing Area").

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between the parties hereto as follows:

ARTICLE 1. EXHIBIT B

The General Terms and Conditions marked Exhibit B, are attached hereto and hereby made a part hereof.



ARTICLE 2. RAILROAD GRANTS RIGHT

For and in consideration of the sum of **ONE HUNDRED EIGHTY ONE THOUSAND DOLLARS (\$181,000.00)** to be paid by the Village to the Railroad upon the execution and delivery of this Agreement, and in further consideration of the Village's agreement to perform and comply with the terms of this Agreement, and in connection with an Order of Condemnation in Case No. 12 L 51308 before the Circuit Court of Cook County, Illinois, the Railroad has granted and hereby grants to the Village the right to construct, maintain and repair the Roadway over and across the Crossing Area, pursuant to said Order and on the terms and conditions of this Agreement.

ARTICLE 3. DEFINITION OF CONTRACTOR

For purposes of this Agreement the term "Contractor" shall mean the contractor or contractors hired by the Village to perform any Project work on any portion of the Railroad's property and shall also include the Contractor's subcontractors and the Contractor's and subcontractor's respective employees, officers and agents, and others acting under its or their authority.

ARTICLE 4. CONTRACTOR'S RIGHT OF ENTRY AGREEMENT - INSURANCE

A. Prior to Contractor performing any work within the Crossing Area and any subsequent maintenance and repair work, the Village shall require the Contractor to:

- execute the Railroad's then current Contractor's Right of Entry Agreement
- obtain the then current insurance required in the Contractor's Right of Entry Agreement; and
- provide such insurance policies, certificates, binders and/or endorsements to the Railroad.

B. The Railroad's current Contractor's Right of Entry Agreement is marked **Exhibit D**, attached hereto and hereby made a part hereof. The Village confirms that it will inform its Contractor that it is required to execute such form of agreement and obtain the required insurance before commencing any work on any Railroad property. Under no circumstances will the Contractor be allowed on the Railroad's property without first executing the Railroad's Contractor's Right of Entry Agreement and obtaining the insurance set forth therein and also providing to the Railroad the insurance policies, binders, certificates and/or endorsements described therein.

C. All insurance correspondence, binders, policies, certificates and/or endorsements shall be sent to:

*Senior Manager - Contracts
Union Pacific Railroad Company
Real Estate Department
1400 Douglas Street, Mail Stop 1690
Omaha, NE 68179-1690
UPRR Folder No. 2449-60*

D. If the Village's own employees will be performing any of the Project work, the Village may self-insure all or a portion of the insurance coverage subject to the Railroad's prior review and approval.



ARTICLE 5. FEDERAL AID POLICY GUIDE

If the Village will be receiving any federal funding for the Project, the current rules, regulations and provisions of the Federal Aid Policy Guide as contained in 23 CFR 140, Subpart I and 23 CFR 646, Subparts A and B are incorporated into this Agreement by reference.

ARTICLE 6. NO PROJECT EXPENSES TO BE BORNE BY RAILROAD

The Village agrees that no Project costs and expenses are to be borne by the Railroad. In addition, the Railroad is not required to contribute any funding for the Project.

ARTICLE 7. WORK TO BE PERFORMED BY RAILROAD; BILLING SENT TO VILLAGE; VILLAGE'S PAYMENT OF BILLS

- A. The work to be performed by the Railroad, at the Village's sole cost and expense, is described in the Railroad's Estimates of Material and Force Account Work dated June 26, 2012 and November 8, 2011, collectively marked Exhibit C, attached hereto and hereby made a part hereof (collectively the "Estimate"). As set forth in the Estimate, the Railroad's estimated cost for the Railroad's work associated with the Project is \$804,102.00.
- B. The Railroad, if it so elects, may recalculate and update the Estimate submitted to the Village in the event the Village does not commence construction on the portion of the Project located on the Railroad's property within six (6) months from the date of the Estimate.
- C. The Village acknowledges that the Estimate includes an estimate of flagging or other protective service costs that are to be paid by the Village or the Contractor in connection with flagging or other protective services provided by the Railroad in connection with the Project. All of such costs incurred by the Railroad are to be paid by the Village or the Contractor as determined by the Railroad and the Village. If it is determined that the Railroad will be billing the Contractor directly for such costs, the Village agrees that it will pay the Railroad for any flagging costs that have not been paid by any Contractor within thirty (30) days of the Contractor's receipt of billing.
- D. The Railroad shall send progressive billing to the Village during the Project and final billing to the Village within one hundred eighty (180) days after receiving written notice from the Village that all Project work affecting the Railroad's property has been completed.
- E. The Village agrees to reimburse the Railroad within thirty (30) days of its receipt of billing from the Railroad for one hundred percent (100%) of all actual costs incurred by the Railroad in connection with the Project including, but not limited to, all actual costs of engineering review (including preliminary engineering review costs incurred by Railroad prior to the Effective Date of this Agreement), construction, inspection, flagging (unless flagging costs are to be billed directly to the Contractor), procurement of materials, equipment rental, manpower and deliveries to the job site and all direct and indirect overhead labor/construction costs including Railroad's standard additive rates.

ARTICLE 8. PLANS

- A. The Village, at its expense, shall prepare, or cause to be prepared by others, the detailed plans and specifications for the Project and submit such plans and specifications to the Railroad's Assistant Vice President Engineering-Design, or his authorized representative, for prior review



- and approval. The plans and specifications shall include all Roadway layout specifications, cross sections and elevations, associated drainage, and other appurtenances.
- B. The final one hundred percent (100%) completed plans that are approved in writing by the Railroad's Assistant Vice President Engineering-Design, or his authorized representative, are hereinafter referred to as the "Plans". The Plans are hereby made a part of this Agreement by reference.
 - C. No changes in the Plans shall be made unless the Railroad has consented to such changes in writing.
 - D. The Railroad's review and approval of the Plans will in no way relieve the Village or the Contractor from their responsibilities, obligations and/or liabilities under this Agreement, and will be given with the understanding that the Railroad makes no representations or warranty as to the validity, accuracy, legal compliance or completeness of the Plans and that any reliance by the Village or Contractor on the Plans is at the risk of the Village and Contractor.

ARTICLE 9. NON-RAILROAD IMPROVEMENTS

- A. Submittal of plans and specifications for protecting, encasing, reinforcing, relocation, replacing, removing and abandoning in place all non-railroad owned facilities (the "Non Railroad Facilities") affected by the Project including, without limitation, utilities, fiber optics, pipelines, wirelines, communication lines and fences is required under Section 8. The Non Railroad Facilities plans and specifications shall comply with Railroad's standard specifications and requirements, including, without limitation, American Railway Engineering and Maintenance-of-Way Association ("AREMA") standards and guidelines. Railroad has no obligation to supply additional land for any Non Railroad Facilities and does not waive its right to assert preemption defenses, challenge the right-to-take, or pursue compensation in any condemnation action, regardless if the submitted Non Railroad Facilities plans and specifications comply with Railroad's standard specifications and requirements. Railroad has no obligation to permit any Non Railroad Facilities to be abandoned in place or relocated on Railroad's property.
- B. Upon Railroad's approval of submitted Non Railroad Facilities plans and specifications, Railroad will attempt to incorporate them into new agreements or supplements of existing agreements with Non Railroad Facilities owners or operators. Railroad may use its standard terms and conditions, including, without limitation, its standard license fee and administrative charges when requiring supplements or new agreements for Non Railroad Facilities. Non Railroad Facilities work shall not commence before a supplement or new agreement has been fully executed by Railroad and the Non Railroad Facilities owner or operator, or before Railroad and Village mutually agree in writing to (i) deem the approved Non Railroad Facilities plans and specifications to be Plans pursuant to Section 8B, (ii) deem the Non Railroad Facilities part of the Structure, and (iii) supplement this Agreement with terms and conditions covering the Non Railroad Facilities.

ARTICLE 10. EFFECTIVE DATE; TERM; TERMINATION

- A. This Agreement is effective as of the Effective Date first herein written and shall continue in full force and effect for as long as the Roadway remains on the Railroad's property.



- B. The Railroad, if it so elects, may terminate this Agreement effective upon delivery of written notice to the Village in the event the Village does not commence construction on the portion of the Project located on the Railroad's property within twelve (12) months from the Effective Date.
- C. If the Agreement is terminated as provided above, or for any other reason, the Village shall pay to the Railroad all actual costs incurred by the Railroad in connection with the Project up to the date of termination, including, without limitation, all actual costs incurred by the Railroad in connection with reviewing any preliminary or final Project Plans.

ARTICLE 11. CONDITIONS TO BE MET BEFORE VILLAGE CAN COMMENCE WORK

Neither the Village nor the Contractor may commence any work within the Crossing Area or on any other Railroad property until:

- (i) The Railroad and Village have executed this Agreement.
- (ii) The Railroad has provided to the Village the Railroad's written approval of the Plans.
- (iii) Each Contractor has executed Railroad's Contractor's Right of Entry Agreement and has obtained and/or provided to the Railroad the insurance policies, certificates, binders, and/or endorsements required under the Contractor's Right of Entry Agreement.
- (iv) Each Contractor has given the advance notice(s) required under the Contractor's Right of Entry Agreement to the Railroad Representative named in the Contractor's Right of Entry Agreement.

ARTICLE 12. FUTURE PROJECTS

Future projects involving substantial maintenance, repair, reconstruction, renewal and/or demolition of the Roadway shall not commence until Railroad and Village agree on the plans for such future projects, cost allocations, right of entry terms and conditions and temporary construction rights, terms and conditions.

ARTICLE 13. ASSIGNMENT; SUCCESSORS AND ASSIGNS

- A. Village shall not assign this Agreement without the prior written consent of Railroad.
- B. Subject to the provisions of Paragraph A above, this Agreement shall inure to the benefit of and be binding upon the successors and assigns of Railroad and Village.

ARTICLE 14. SIGNAL MAINTENANCE

The State agrees to reimburse the Railroad the cost of future maintenance of any automatic grade-crossing protection within thirty (30) days of the State's receipt of billing.

ARTICLE 15. SPECIAL PROVISIONS PERTAINING TO AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

If the Village will be receiving American Recovery and Reinvestment Act ("ARRA") funding for the Project, the Village agrees that it is responsible in performing and completing all ARRA reporting documents for the Project. The Village confirms and acknowledges that Section 1512 of the ARRA provisions applies only to a "recipient" receiving ARRA funding directing from the



federal government and, therefore, (i) the ARRA reporting requirements are the responsibility of the Village and not of the Railroad, and (ii) the Village shall not delegate any ARRA reporting responsibilities to the Railroad. The Village also confirms and acknowledges that (i) the Railroad shall provide to the Village the Railroad's standard and customary billing for expenses incurred by the Railroad for the Project including the Railroad's standard and customary documentation to support such billing, and (ii) such standard and customary billing and documentation from the Railroad provides the information needed by the Village to perform and complete the ARRA reporting documents. The Railroad confirms that the Village and the Federal Highway Administration shall have the right to audit the Railroad's billing and documentation for the Project as provided in Exhibit B of this Agreement.

ARTICLE 16. TERMINATION OF ORIGINAL AGREEMENT

Upon the completion of the Roadway, any prior agreement governing the maintenance and use of the Crossing Area shall terminate and the terms and conditions of this Agreement shall govern the use, maintenance and repair of the Roadway.

IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed as of the Effective Date first herein written.

UNION PACIFIC RAILROAD COMPANY
(Federal Tax ID #94-6001323)

By: *Daniel A. Leis*
DANIEL A. LEIS
General Director - Real Estate

ATTEST:

By: *Rebecca Hume*

(SEAL)

VILLAGE OF ARLINGTON HEIGHTS

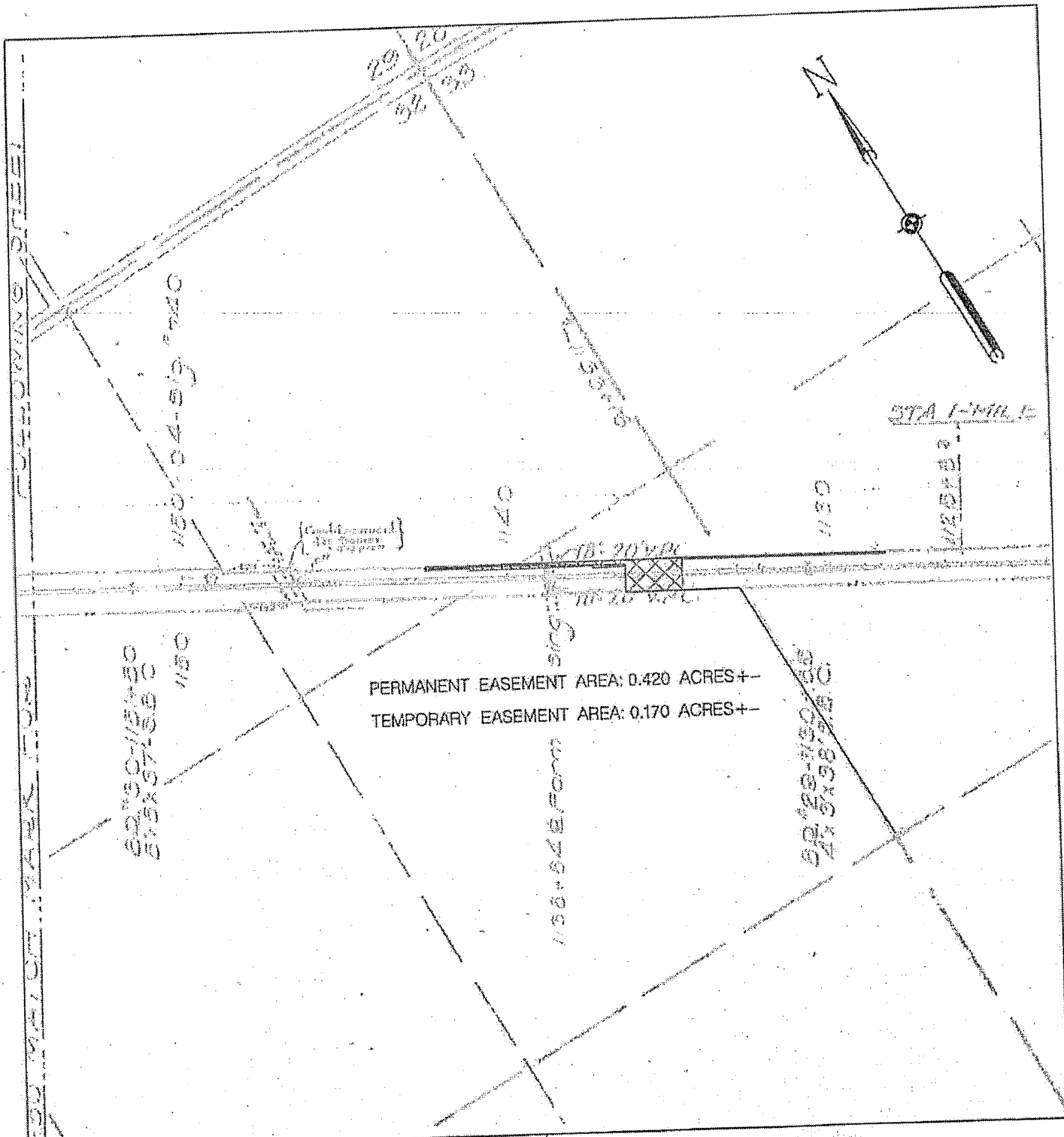
By: *Arlene J. Mulder*
Printed Name: Arlene J. Mulder
Title: Mayor

Pursuant to Resolution/Order No. R12-032
dated: DECEMBER 17, 2012
hereto attached.

EXHIBIT A

To Public Highway At-Grade Crossing
Agreement

Cover Sheet for the
Railroad Location Print



PERMANENT EASEMENT AREA: 0.420 ACRES+-
 TEMPORARY EASEMENT AREA: 0.170 ACRES+-

SCALE: 1" = 400'

LEGEND

U.P.R.R. RIGHT OF WAY

PERMANENT EASEMENT
AREA SHOWN

TEMPORARY EASEMENT
AREA SHOWN

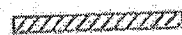
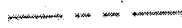


EXHIBIT "A"

UNION PACIFIC RAILROAD CO.

TO ACCOMPANY AGREEMENT WITH
 ILLINOIS DEPARTMENT OF TRANSPORTATION

ARLINGTON HEIGHTS, COOK COUNTY, IL.

M.P. 21.5+- HARVARD SUB.

CNW IV V 15 / 5

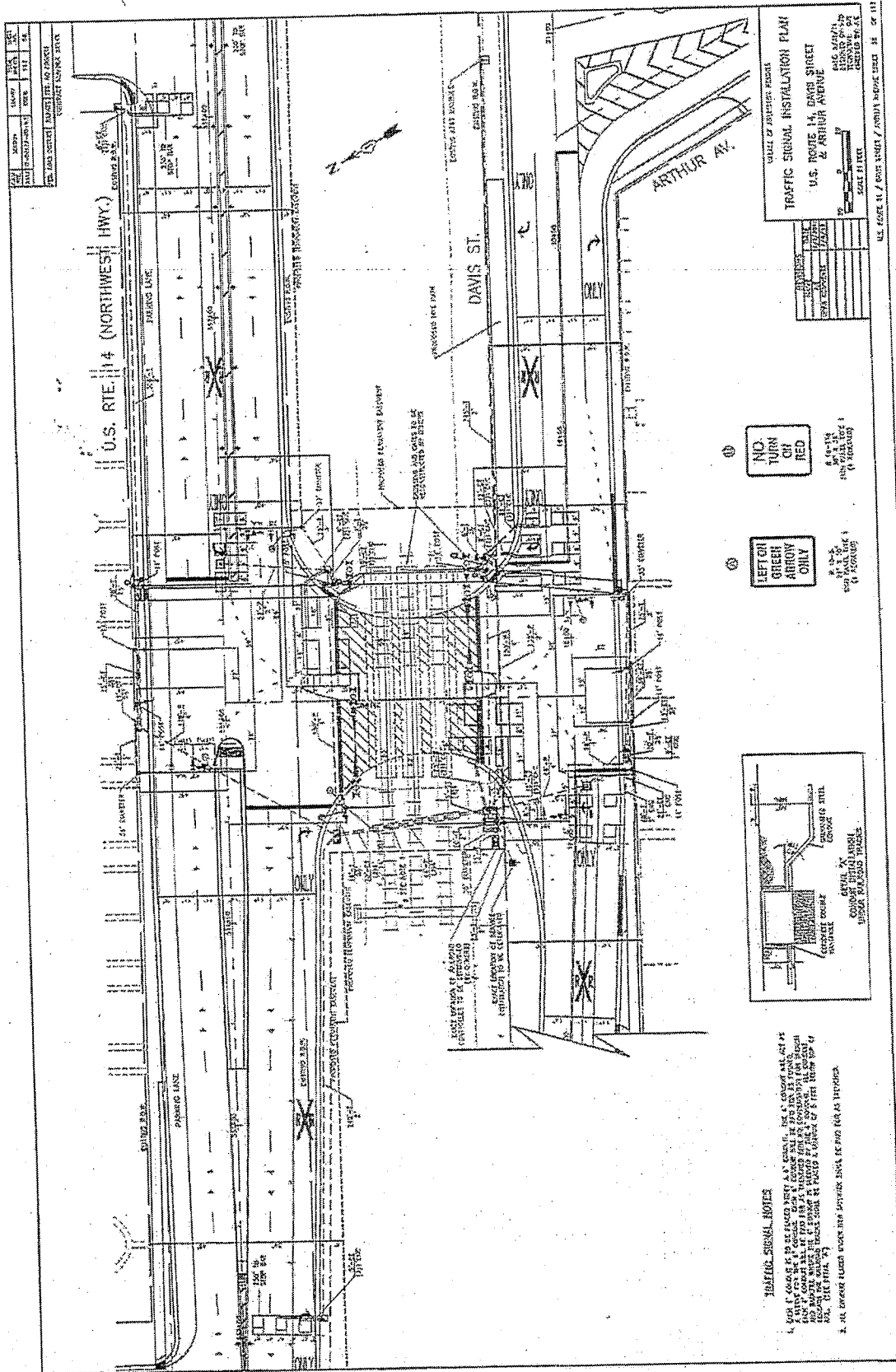
REAL ESTATE DEPARTMENT OMAHA NE.

FILE #2449-60 DATE: 12-17-2012 T.D.A.

EXHIBIT A-1

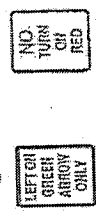
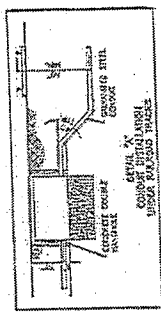
To Public Highway At-Grade Crossing
Agreement

Cover Sheet for the
Detailed Prints



TRAFFIC SIGNAL NOTES

1. USE 1" COARSE P.P. 20 SE (SLOTTED) HEAD AS STANDARD. USE 1" COARSE A.S. 20 SE FOR ALL OTHERS. USE 1" COARSE A.S. 20 SE FOR ALL OTHERS. USE 1" COARSE A.S. 20 SE FOR ALL OTHERS.
2. USE 1" COARSE P.P. 20 SE (SLOTTED) HEAD AS STANDARD. USE 1" COARSE A.S. 20 SE FOR ALL OTHERS. USE 1" COARSE A.S. 20 SE FOR ALL OTHERS.



U.S. ROUTE 14, DAVIS STREET & ARTHUR AVENUE
TRAFFIC SIGNAL INSTALLATION PLAN
DATE: 10/15/50
DRAWING NO.: 101
SHEET NO.: 11
TOTAL SHEETS: 12

EXHIBIT A-2

To Public Highway At-Grade Crossing
Agreement

Cover Sheet for the
Legal Description

Route : F.A.U. 3512 (U.S. 14)
Section: 02-00177-00-WR
County : Cook
Job No.: R-90-003-06
Parcel : 0G30007P.E.-A
Sta. 548+25.02 To Sta. 556+12.50
Owner : Union Pacific Railroad Company
which acquired title as the
Chicago and Northwestern
Railroad Company

Index No. 03-32-500-002

That part of the 99 foot wide right of way of the former Chicago and North Western Railway Company located across the North Half of Section 32, Township 42 North, Range 11 East of the Third Principal Meridian, in Cook County, Illinois, described as follows:

Commencing at the southeast corner of the Northeast Quarter of said Section 32; thence on an assumed bearing of North 0 degrees 02 minutes 07 seconds East along the east line of the Northeast Quarter of said Section 32, a distance of 884.23 feet (884.61 feet, recorded) to the southwesterly line of the right of way of the former Chicago and North Western Railway Company; thence North 59 degrees 21 minutes 22 seconds West along the southwesterly line of the right of way of the former Chicago and North Western Railway Company, a distance of 184.55 feet to the point of beginning; thence continuing North 59 degrees 21 minutes 22 seconds West along the said southwesterly right of way line, a distance of 148.66 feet; thence North 30 degrees 38 minutes 38 seconds East, a distance of 75.73 feet; thence North 14 degrees 19 minutes 43 seconds West, a distance of 13.10 feet to a point 14.00 feet normally distant Southwesterly of the northeasterly line of the right of way of the former Chicago and North Western Railway Company; thence North 59 degrees 21 minutes 22 seconds West along a line 14.00 feet normally distant Southwesterly of and parallel with the said northeasterly right of way line, a distance of 13.36 feet; thence North 57 degrees 37 minutes 52 seconds West, a distance of 298.94 feet to a point 5.00 feet normally distant Southwesterly of the said northeasterly line of the right of way of the former Chicago and North Western Railway Company; thence North 59 degrees 21 minutes 22 seconds West along a line 5.00 feet normally distant Southwesterly of and parallel with the said northeasterly right of way line, a distance of 296.64 feet; thence North 30 degrees 38 minutes 38 seconds East, a distance of 5.00 feet to the said northeasterly line of the right of way of the former Chicago and North Western Railway Company; thence South 59 degrees 21 minutes 22 seconds East along the said northeasterly right of way line, a distance of 787.48 feet; thence North 89 degrees 19 minutes 43 seconds West, a distance of 42.92 feet; thence South 30 degrees 40 minutes 17 seconds West, a distance of 61.09 feet; thence South 14 degrees 19 minutes 43 seconds East, a distance of 23.28 feet to the point of beginning.

Said permanent easement containing 0.420 acre, more or less.

Said permanent easement to be used for highway purposes.

Route : F.A.U. 3512 (U.S. 14)
Section: 02-00177-00-WR
County : Cook
Job No.: R-90-003-06
Parcel : 0G30007T.E.-A
Sta. 548+25.02 To Sta. 554+39.83
Owner : Union Pacific Railroad Company
which acquired title as the
Chicago and Northwestern
Railroad Company

Index No. 03-32-500-002

That part of the 99 foot wide right of way of the former Chicago and North Western Railway Company located across the North Half of Section 32, Township 42 North, Range 11 East of the Third Principal Meridian, in Cook County, Illinois, described as follows:

Commencing at the southeast corner of the Northeast Quarter of said Section 32; thence on an assumed bearing of North 0 degrees 02 minutes 07 seconds East along the east line of the Northeast Quarter of said Section 32, a distance of 884.23 feet (884.61 feet, recorded) to the southwesterly line of the right of way of the former Chicago and North Western Railway Company; thence North 59 degrees 21 minutes 22 seconds West along the southwesterly line of the right of way of the former Chicago and North Western Railway Company, a distance of 333.21 feet; thence North 30 degrees 38 minutes 38 seconds East, a distance of 75.73 feet; thence North 14 degrees 19 minutes 43 seconds West, a distance of 4.62 feet to a point 20.00 feet normally distant Southwesterly of the northeasterly line of the right of way of the former Chicago and North Western Railway Company and the point of beginning; thence continuing North 14 degrees 19 minutes 43 seconds West, a distance of 8.48 feet to a point 14.00 feet normally distant Southwesterly of the said northeasterly right of way line; thence North 59 degrees 21 minutes 22 seconds West along a line 14.00 feet normally distant Southwesterly of and parallel with the said northeasterly right of way line, a distance of 13.36 feet; thence North 57 degrees 37 minutes 52 seconds West, a distance of 298.94 feet to a point 5.00 feet normally distant Southwesterly of the said northeasterly line of the right of way of the former Chicago and North Western Railway Company; thence North 59 degrees 21 minutes 22 seconds West along a line 5.00 feet normally distant Southwesterly of and parallel with the said northeasterly right of way line, a distance of 296.64 feet; thence South 30 degrees 38 minutes 38 seconds West, a distance of 5.00 feet to a point 10.00 feet normally distant Southwesterly of the said northeasterly line of the right of way of the former Chicago and North Western Railway Company; thence South 59 degrees 21 minutes 22 seconds East along a line 10.00 feet normally distant Southwesterly of and parallel with the said northeasterly right of way line, a distance

(Continued)

Route : F.A.U. 3512 (U.S. 14)
Section: 02-00177-00-WR
County : Cook
Job No. : R-90-003-06
Parcel : 0G30007T.E.-A
Sta. 548+25.02 To Sta. 554+39.83
Owner : Union Pacific Railroad Company
which acquired title as the
Chicago and Northwestern
Railroad Company

Index No. 03-32-500-002

of 150.00 feet; thence South 30 degrees 38 minutes 38 seconds West, a distance of 5.00 feet to a point 15.00 feet normally distant Southwesterly of the said northeasterly right of way line; thence South 59 degrees 21 minutes 22 seconds East along a line 15.00 feet normally distant Southwesterly of and parallel with the said northeasterly right of way line, a distance of 375.00 feet; thence South 30 degrees 38 minutes 38 seconds West, a distance of 5.00 feet to a point 20.00 feet normally distant Southwesterly of the said northeasterly right of way line; thence South 59 degrees 21 minutes 22 seconds East along a line 20.00 feet normally distant Southwesterly of and parallel with the said northeasterly right of way line, a distance of 89.80 feet to the point of beginning.

Said temporary easement containing 0.099 acre, more or less.

Said temporary easement to be used for grading purposes.

Route : F.A.U. 3512 (U.S. 14)
Section: 02-00177-00-WR
County : Cook
Job No.: R-90-003-06
Parcel : 0G30007T.E.-B
Sta. 556+03.83 To Sta. 562+25.02
Owner : Union Pacific Railroad Company
which acquired title as the
Chicago and Northwestern
Railroad Company

Index No. 03-32-500-002
03-33-500-001

That part of the 99 foot wide right of way of the former Chicago and North Western Railway Company located across the North Half of Section 32 and the Northwest Quarter of Section 33, Township 42 North, Range 11 East of the Third Principal Meridian, in Cook County, Illinois, described as follows:

Commencing at the southeast corner of the Northeast Quarter of said Section 32; thence on an assumed bearing of North 0 degrees 02 minutes 07 seconds East along the east line of the Northeast Quarter of said Section 32, a distance of 999.26 feet to the northeasterly line of the right of way of the former Chicago and North Western Railway Company and the point of beginning; thence North 59 degrees 21 minutes 22 seconds West along the northeasterly line of the right of way of the former Chicago and North Western Railway Company, a distance of 105.23 feet; thence North 89 degrees 19 minutes 43 seconds West, a distance of 10.01 feet to a point 5.00 feet normally distant Southwesterly of the northeasterly line of the right of way of the former Chicago and North Western Railway Company; thence South 59 degrees 21 minutes 22 seconds East along a line 5.00 feet normally distant Southwesterly of and parallel with the said northeasterly right of way line, a distance of 621.19 feet; thence North 30 degrees 38 minutes 38 seconds East, a distance of 5.00 feet to the said northeasterly line of the right of way of the former Chicago and North Western Railway Company; thence North 59 degrees 21 minutes 22 seconds West along the said northeasterly right of way line, a distance of 507.29 feet to the point of beginning.

Said temporary easement containing 0.071 acre, more or less.

Said temporary easement to be used for grading purposes.

EXHIBIT A-3

To Public Highway At-Grade Crossing
Agreement

Cover Sheet for the
Survey Print

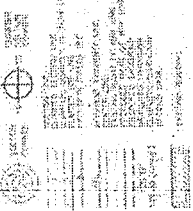
FABR-103
Survey Plat

PART OF THE SW 1/4 OF SEC. 39 AND PART OF THE SW 1/4 OF SEC. 33, T39.42 N., R. 13 E. OF THE 5TH P.M., IN POON COUNTY, ILLINOIS.

Section	Area	Owner
33	160.0000	...
39	160.0000	...

Section	Area	Owner
33	160.0000	...
39	160.0000	...

LEGEND



THIS PLAN OF HIGHWAYS IS A PART OF THE STATE HIGHWAY SYSTEM OF ILLINOIS, AND IS SUBJECT TO THE PROVISIONS OF THE STATE HIGHWAY ACT, AS AMENDED.

THE STATE HIGHWAY DEPARTMENT HAS THE HONOR TO ANNOUNCE THAT THE FOLLOWING ARE THE PROPOSED ROUTES OF STATE HIGHWAYS IN THE AREA SHOWN ON THIS PLAN.



PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: ...
DRAWN BY: ...
CHECKED BY: ...
DATE: ...

BUREAU OF LAND ACQUISITION
201 WEST CENTER STREET
SPRINGFIELD, ILLINOIS 62706

AS DOCUMENT NO. ...

WILMINGTON HIGHWAY

Station	Right-of-Way	Center Line	Width
0+00	100.00	50.00	50.00
1+00	100.00	50.00	50.00
2+00	100.00	50.00	50.00

Section	Area	Owner
33	160.0000	...
39	160.0000	...

RECORDING RECORDED ON ...
CLASSIFIED BY ...
DATE ...

EXHIBIT B

To Public Highway At-Grade Crossing
Agreement

Cover Sheet for the
General Terms and Conditions

EXHIBIT B

TO PUBLIC HIGHWAY AT GRADE CROSSING AGREEMENT

GENERAL TERMS AND CONDITIONS

SECTION 1. CONDITIONS AND COVENANTS

- A. The Railroad makes no covenant or warranty of title for quiet possession or against encumbrances. The Village shall not use or permit use of the Crossing Area for any purposes other than those described in this Agreement. Without limiting the foregoing, the Village shall not use or permit use of the Crossing Area for railroad purposes, or for gas, oil or gasoline pipe lines. Any lines constructed on the Railroad's property by or under authority of the Village for the purpose of conveying electric power or communications incidental to the Village's use of the property for highway purposes shall be constructed in accordance with specifications and requirements of the Railroad, and in such manner as not adversely to affect communication or signal lines of the Railroad or its licensees now or hereafter located upon said property. No nonparty shall be admitted by the Village to use or occupy any part of the Railroad's property without the Railroad's written consent. Nothing herein shall obligate the Railroad to give such consent.
- B. The Railroad reserves the right to cross the Crossing Area with such railroad tracks as may be required for its convenience or purposes. In the event the Railroad shall place additional tracks upon the Crossing Area, the Village shall, at its sole cost and expense, modify the Roadway to conform with all tracks within the Crossing Area.
- C. The right hereby granted is subject to any existing encumbrances and rights (whether public or private), recorded or unrecorded, and also to any renewals thereof. The Village shall not damage, destroy or interfere with the property or rights of nonparties in, upon or relating to the Railroad's property, unless the Village at its own expense settles with and obtains releases from such nonparties.
- D. The Railroad reserves the right to use and to grant to others the right to use the Crossing Area for any purpose not inconsistent with the right hereby granted, including, but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace tracks, facilities and appurtenances on the property; and the right to cross the Crossing Area with all kinds of equipment.
- E. So far as it lawfully may do so, the Village will assume, bear and pay all taxes and assessments of whatsoever nature or kind (whether general, local or special) levied or assessed upon or against the Crossing Area, excepting taxes levied upon and against the property as a component part of the Railroad's operating property.
- F. If any property or rights other than the right hereby granted are necessary for the construction, maintenance and use of the Roadway and its appurtenances, or for the performance of any work in connection with the Project, the Village will acquire all such other property and rights at its own expense and without expense to the Railroad.

SECTION 2. CONSTRUCTION OF ROADWAY

- A. The Village, at its expense, will apply for and obtain all public authority required by law, ordinance, rule or regulation for the Project, and will furnish the Railroad upon request with satisfactory evidence that such authority has been obtained.
- B. Except as may be otherwise specifically provided herein, the Village, at its expense, will furnish all necessary labor, material and equipment, and shall construct and complete the Roadway and all appurtenances thereof. The appurtenances shall include, without limitation, all necessary and proper highway warning devices (except those installed by the Railroad within its right of way) and all necessary drainage facilities, guard rails or barriers, and right of way fences between the Roadway and the railroad tracks. Upon completion of the Project, the Village shall remove from the Railroad's property all temporary structures and false work, and will leave the Crossing Area in a condition satisfactory to the Railroad.
- C. All construction work of the Village upon the Railroad's property (including, but not limited to, construction of the Roadway and all appurtenances and all related and incidental work) shall be performed and completed in a manner satisfactory to the Assistant Vice President Engineering-Design of the Railroad or his authorized representative and in compliance with the Plans, and other guidelines furnished by the Railroad.



D. All construction work of the Village shall be performed diligently and completed within a reasonable time. No part of the Project shall be suspended, discontinued or unduly delayed without the Railroad's written consent, and subject to such reasonable conditions as the Railroad may specify. It is understood that the Railroad's tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work and that movement or stoppage of trains, engines or cars may cause delays in the work of the Village. The Village hereby assumes the risk of any such delays and agrees that no claims for damages on account of any delay shall be made against the Railroad by the State and/or the Contractor.

SECTION 3. INJURY AND DAMAGE TO PROPERTY

If the Village, in the performance of any work contemplated by this Agreement or by the failure to do or perform anything for which the Village is responsible under the provisions of this Agreement, shall injure, damage or destroy any property of the Railroad or of any other person lawfully occupying or using the property of the Railroad, such property shall be replaced or repaired by the Village at the Village's own expense, or by the Railroad at the expense of the Village, and to the satisfaction of the Railroad's Assistant Vice President Engineering-Design.

SECTION 4. RAILROAD MAY USE CONTRACTORS TO PERFORM WORK

The Railroad may contract for the performance of any of its work by other than the Railroad forces. The Railroad shall notify the Village of the contract price within ninety (90) days after it is awarded. Unless the Railroad's work is to be performed on a fixed price basis, the Village shall reimburse the Railroad for the amount of the contract.

SECTION 5. MAINTENANCE AND REPAIRS

A. The Village shall, at its own sole expense, maintain, repair, and renew, or cause to be maintained, repaired and renewed, the entire Crossing Area and Roadway, except the portions between the track tie ends, which shall be maintained by and at the expense of the Railroad.

B. If, in the future, the Village elects to have the surfacing material between the track tie ends, or between tracks if there is more than one railroad track across the Crossing Area, replaced with paving or some surfacing material other than timber planking, the Railroad, at the Village's expense, shall install such replacement surfacing, and in the future, to the extent repair or replacement of the surfacing is necessitated by repair or rehabilitation of the Railroad's tracks through the Crossing Area, the Village shall bear the expense of such repairs or replacement.

SECTION 6. CHANGES IN GRADE

If at any time the Railroad shall elect, or be required by competent authority to, raise or lower the grade of all or any portion of the track(s) located within the Crossing Area, the Village shall, at its own expense, conform the Roadway to conform with the change of grade of the trackage.

SECTION 7. REARRANGEMENT OF WARNING DEVICES

If the change or rearrangement of any warning device installed hereunder is necessitated for public or Railroad convenience or on account of improvements for either the Railroad, highway or both, the parties will apportion the expense incidental thereto between themselves by negotiation, agreement or by the order of a competent authority before the change or rearrangement is undertaken.

SECTION 8. SAFETY MEASURES; PROTECTION OF RAILROAD COMPANY OPERATIONS

It is understood and recognized that safety and continuity of the Railroad's operations and communications are of the utmost importance; and in order that the same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the Village that the work will be performed in a safe manner and in conformity with the following standards:

A. **Definitions.** All references in this Agreement to the Village shall also include the Contractor and their respective officers, agents and employees, and others acting under its or their authority; and all references in this Agreement to work of the Village shall include work both within and outside of the Railroad's property.

B. **Entry on to Railroad's Property by Village.** If the Village's employees need to enter Railroad's property in order to perform an inspection of the Roadway, minor maintenance or other activities, the Village shall first provide at least ten (10) working days advance notice to the Railroad Representative. With respect to such entry on to Railroad's property, the Village, to the extent permitted by law, agrees to release, defend and indemnify the Railroad from and against any loss, damage, injury, liability, claim, cost or expense incurred by any person including, without limitation, the Village's employees, or damage to any property or equipment (collectively the "Loss") that arises from the presence or activities of Village's employees on Railroad's property, except to the extent that any Loss is caused by the sole direct negligence of Railroad.

C. **Flagging.**

(i) If the Village's employees need to enter Railroad's property as provided in Paragraph B above, the Village agrees to notify the Railroad Representative at least thirty (30) working days in advance of proposed performance of any work by Village in which any person or equipment will be within twenty-five (25) feet of any track, or will be near enough to any track that any equipment extension (such as, but not limited to, a crane boom) will reach to within twenty-five (25) feet of any track. No work of any kind shall be performed, and no person, equipment, machinery, tool(s), material(s), vehicle(s), or thing(s) shall be located, operated, placed, or stored within twenty-five (25) feet of any of Railroad's track(s) at any time, for any reason, unless and until a Railroad flagman is provided to watch for trains. Upon receipt of such thirty (30) day notice, the Railroad Representative will determine and inform Village whether a flagman need be present and whether Village needs to implement any special protective or safety measures. If flagging or other special protective or safety measures are performed by Railroad, Railroad will bill Village for such expenses incurred by Railroad. If Railroad performs any flagging, or other special protective or safety measures are performed by Railroad, Village agrees that Village is not relieved of any of its responsibilities or liabilities set forth in this Agreement.

(ii) The rate of pay per hour for each flagman will be the prevailing hourly rate in effect for an eight-hour day for the class of flagmen used during regularly assigned hours and overtime in accordance with Labor Agreements and Schedules in effect at the time the work is performed. In addition to the cost of such labor, a composite charge for vacation, holiday, health and welfare, supplemental sickness, Railroad Retirement and unemployment compensation, supplemental pension, Employees Liability and Property Damage and Administration will be included, computed on actual payroll. The composite charge will be the prevailing composite charge in effect at the time the work is performed. One and one-half times the current hourly rate is paid for overtime, Saturdays and Sundays, and two and one-half times current hourly rate for holidays. Wage rates are subject to change, at any time, by law or by agreement between Railroad and its employees, and may be retroactive as a result of negotiations or a ruling of an authorized governmental agency. Additional charges on labor are also subject to change. If the wage rate or additional charges are changed, Village shall pay on the basis of the new rates and charges.

(iii) Reimbursement to Railroad will be required covering the full eight-hour day during which any flagman is furnished, unless the flagman can be assigned to other Railroad work during a portion of such day, in which event reimbursement will not be required for the portion of the day during which the flagman is engaged in other Railroad work. Reimbursement will also be required for any day not actually worked by the flagman following the flagman's assignment to work on the project for which Railroad is required to pay the flagman and which could not reasonably be avoided by Railroad by assignment of such flagman to other work, even though Village may not be working during such time. When it becomes necessary for Railroad to bulletin and assign an employee to a flagging position in compliance with union collective bargaining agreements, Village must provide Railroad a minimum of five (5) days notice prior to the cessation of the need for a flagman. If five (5) days notice of cessation is not given, Village will still be required to pay flagging charges for the five (5) day notice period required by union agreement to be given to the employee, even though flagging is not required for that period. An additional thirty (30) days notice must then be given to Railroad if flagging services are needed again after such five day cessation notice has been given to Railroad.

D. **Compliance With Laws.** The Village shall comply with all applicable federal, state and local laws, regulations and enactments affecting the work. The Village shall use only such methods as are consistent with safety, both as concerns the Village, the Village's agents and employees, the officers, agents, employees and property of the Railroad and the public in general. The Village (without limiting the generality of the foregoing) shall comply with all applicable state and federal occupational safety and health acts and regulations. All Federal Railroad Administration regulations shall be followed when work is performed on the Railroad's premises. If any failure by the Village to comply with any such laws, regulations, and enactments, shall result in any fine, penalty, cost or charge being assessed, imposed or charged against the Railroad, the Village shall reimburse, and to the extent it may lawfully do so, indemnify the Railroad for any such fine, penalty, cost, or charge, including without limitation attorney's fees, court costs and expenses. The Village further agrees in the event of any such action, upon notice thereof being provided by the Railroad, to defend such action free of cost, charge, or expense to the Railroad.



E. **No Interference or Delays.** The Village shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroad's tracks or facilities, or any communication or signal lines, installations or any appurtenances thereof, or the operations of others lawfully occupying or using the Railroad's property or facilities.

F. **Supervision.** The Village, at its own expense, shall adequately police and supervise all work to be performed by the Village, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroad may be responsible, or to property of the Railroad. The responsibility of the Village for safe conduct and adequate policing and supervision of the Project shall not be lessened or otherwise affected by the Railroad's approval of plans and specifications, or by the Railroad's collaboration in performance of any work, or by the presence at the work site of the Railroad's representatives, or by compliance by the Village with any requests or recommendations made by such representatives. If a representative of the Railroad is assigned to the Project, the Village will give due consideration to suggestions and recommendations made by such representative for the safety and protection of the Railroad's property and operations.

G. **Suspension of Work.** If at any time the Village's engineers or the Vice President-Engineering Services of the Railroad or their respective representatives shall be of the opinion that any work of the Village is being or is about to be done or prosecuted without due regard and precaution for safety and security, the Village shall immediately suspend the work until suitable, adequate and proper protective measures are adopted and provided.

H. **Removal of Debris.** The Village shall not cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroad; and any such material and debris shall be promptly removed from the Railroad's property by the Village at the Village's own expense or by the Railroad at the expense of the Village. The Village shall not cause, suffer or permit any snow to be plowed or cast upon the Railroad's property during snow removal from the Crossing Area.

I. **Explosives.** The Village shall not discharge any explosives on or in the vicinity of the Railroad's property without the prior consent of the Railroad's Vice President-Engineering Services, which shall not be given if, in the sole discretion of the Railroad's Vice President-Engineering Services, such discharge would be dangerous or would interfere with the Railroad's property or facilities. For the purposes hereof, the "vicinity of the Railroad's property" shall be deemed to be any place on the Railroad's property or in such close proximity to the Railroad's property that the discharge of explosives could cause injury to the Railroad's employees or other persons, or cause damage to or interference with the facilities or operations on the Railroad's property. The Railroad reserves the right to impose such conditions, restrictions or limitations on the transportation, handling, storage, security and use of explosives as the Railroad, in the Railroad's sole discretion, may deem to be necessary, desirable or appropriate.

J. **Excavation.** The Village shall not excavate from existing slopes nor construct new slopes which are excessive and may create hazards of slides or falling rock, or impair or endanger the clearance between existing or new slopes and the tracks of the Railroad. The Village shall not do or cause to be done any work which will or may disturb the stability of any area or adversely affect the Railroad's tracks or facilities. The Village, at its own expense, shall install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by the Village in connection with construction, maintenance or other work. The shoring and cribbing shall be constructed and maintained with materials and in a manner approved by the Railroad's Assistant Vice President Engineering - Design to withstand all stresses likely to be encountered, including any stresses resulting from vibrations caused by the Railroad's operations in the vicinity.

K. **Drainage.** The Village, at the Village's own expense, shall provide and maintain suitable facilities for draining the Roadway and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroad. The Village, at the Village's own expense, shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from the Railroad's culvert and drainage facilities), so that said waters may not, because of any facilities or work of the Village, be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroad or any part thereof, or property of others. The Village shall not obstruct or interfere with existing ditches or drainage facilities.

L. **Notice.** Before commencing any work, the Village shall provide the advance notice to the Railroad that is required under the Contractor's Right of Entry Agreement.

M. **Fiber Optic Cables.** Fiber optic cable systems may be buried on the Railroad's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. Village shall telephone the Railroad during normal business hours (7:00 a.m. to 9:00 p.m. Central

Time, Monday through Friday, except holidays) at 1-800-336-9193 (also a 24-hour, 7-day number for emergency calls) to determine if fiber optic cable is buried anywhere on the Railroad's premises to be used by the Village. If it is, Village will telephone the telecommunications company(ies) involved, arrange for a cable locator, and make arrangements for relocation or other protection of the fiber optic cable prior to beginning any work on the Railroad's premises.

SECTION 9. INTERIM WARNING DEVICES

If at anytime it is determined by a competent authority, by the Village, or by agreement between the parties, that new or improved train activated warning devices should be installed at the Crossing Area, the Village shall install adequate temporary warning devices or signs and impose appropriate vehicular control measures to protect the motoring public until the new or improved devices have been installed.

SECTION 10. OTHER RAILROADS

All protective and indemnifying provisions of this Agreement shall inure to the benefit of the Railroad and any other railroad company lawfully using the Railroad's property or facilities.

SECTION 11. BOOKS AND RECORDS

The books, papers, records and accounts of Railroad, so far as they relate to the items of expense for the materials to be provided by Railroad under this Project, or are associated with the work to be performed by Railroad under this Project, shall be open to inspection and audit at Railroad's offices in Omaha, Nebraska, during normal business hours by the agents and authorized representatives of Village for a period of three (3) years following the date of Railroad's last billing sent to Village.

SECTION 12. REMEDIES FOR BREACH OR NONUSE

A. If the Village shall fail, refuse or neglect to perform and abide by the terms of this Agreement, the Railroad, in addition to any other rights and remedies, may perform any work which in the judgment of the Railroad is necessary to place the Roadway and appurtenances in such condition as will not menace, endanger or interfere with the Railroad's facilities or operations or jeopardize the Railroad's employees; and the Village will reimburse the Railroad for the expenses thereof.

B. Nonuse by the Village of the Crossing Area for public highway purposes continuing at any time for a period of eighteen (18) months shall, at the option of the Railroad, work a termination of this Agreement and of all rights of the Village hereunder.

C. The Village will surrender peaceable possession of the Crossing Area and Roadway upon termination of this Agreement. Termination of this Agreement shall not affect any rights, obligations or liabilities of the parties, accrued or otherwise, which may have arisen prior to termination.

SECTION 13. MODIFICATION - ENTIRE AGREEMENT

No waiver, modification or amendment of this Agreement shall be of any force or effect unless made in writing, signed by the Village and the Railroad and specifying with particularity the nature and extent of such waiver, modification or amendment. Any waiver by the Railroad of any default by the Village shall not affect or impair any right arising from any subsequent default. This Agreement and Exhibits attached hereto and made a part hereof constitute the entire understanding between the Village and the Railroad and cancel and supersede any prior negotiations, understandings or agreements, whether written or oral, with respect to the work or any part thereof.

EXHIBIT C

To Public Highway At-Grade Crossing
Agreement

Cover Sheet for the
Railroad's Material & Force Account Estimate

DATE: 2012-05-26
ESTIMATE OF MATERIAL AND FORCE ACCOUNT WORK
BY THE
UNION PACIFIC RAILROAD
THIS ESTIMATE GOOD FOR 6 MONTHS EXPIRATION DATE IS 2012-12-26

DESCRIPTION OF WORK:
2011 RECOLLECTIBLE PROGRAM
HARVARD SUBDIVISION MP 21.50 TRACKS 1,2 AND 3 DOT 177847X
INSTALL 3 - 104' CONCRETE SURFACE CROSSINGS
PROJECT IS 100% FUNDED BY THE VILLAGE OF ARLINGTON HEIGHTS
USING FEDERAL LABOR RATE OF 142.44%

PID: 75792 AWO: 11813 MP, SUBDIV: 21.50, HARVARD
SERVICE UNIT: 23 CITY: MT PROSPECT STATE: IL

DESCRIPTION	QTY	UNIT	LABOR	MATERIAL	RECOLL	UPRR	TOTAL
ENGINEERING WORK							
ENGINEERING			19565	0	19565	0	19565
LABOR ADDITIVE 105.61%			20663	0	20663	0	20663
TOTAL ENGINEERING			40228		40228		40228
SIGNAL WORK							
SIGNAL			2564	77	2641	0	2641
FLAGGING			40000	0	40000	0	40000
LABOR ADDITIVE 105.61%			44952	0	44952	0	44952
TOTAL SIGNAL			87516	77	87593	0	87593
TRACK & SURFACE WORK							
BALLAST UNLD			1290	0	1290	0	1290
BILL PREP FEE			0	900	900	0	900
DRAINAGE IMPROVEMNETS			0	5000	5000	0	5000
EQUIPMENT RENTAL			0	10000	10000	0	10000
FOREIGN LINE FREIGHT			0	3905	3905	0	3905
HOMELINE FREIGHT			0	900	900	0	900
OTM UNLD/DIS			2421		2421	0	2421
BALAST		9 CL	0	7771	7771	0	7771
ENVIRONMENTAL - PERMITS			0	1	1	0	1
MATL STORE EXPENSE			0	1034	1034	0	1034
OTM			263	3645	3908	0	3908
RAIL		1200 LF	359	24636	24995	0	24995
ROXING		312 TF	803	67430	68233	0	68233
SALES TAX			0	5667	5667	0	5667
SWTIE		EA	2997		2997	0	2997
WELD			0	814	814	0	814
XTIE		372 EA	2133	37447	39580	0	39580
RAIL - UNLD/			3272		3272	0	3272
ROXING, PUB-R			15935		15935	0	15935
ROADWAY APPROACH WORK			0	30000	30000	0	30000
SALES TAX			0	3	3	0	3
TRK-SURF, LIN			10179	0	10179	0	10179
WELDS-RENEW/			12744	0	12744	0	12744
XTIES - UNLD			20494	0	20494	0	20494
LABOR ADDITIVE 142.44%			103825	0	103825	0	103825
TOTAL TRACK & SURFACE			176715	199154	375869	0	375869
LABOR/MATERIAL EXPENSE			304458	199231			
RECOLLECTIBLE/UPRR EXPENSE					503689	0	
ESTIMATED PROJECT COST							503689
EXISTING REUSEABLE MATERIAL CREDIT					0		
SALVAGE NONUSEABLE MATERIAL CREDIT					0		
RECOLLECTIBLE LESS CREDITS							

THE ABOVE FIGURES ARE ESTIMATES ONLY AND SUBJECT TO FLUCTUATION. IN THE EVENT OF AN INCREASE OR DECREASE IN THE COST OR QUANTITY OF MATERIAL OR LABOR REQUIRED, UPRR WILL BILL FOR ACTUAL CONSTRUCTION COSTS AT THE CURRENT EFFECTIVE RATE.

DATE: 2011-11-08

ESTIMATE OF MATERIAL AND FORCE ACCOUNT WORK
BY THE
UNION PACIFIC RAILROAD

THIS ESTIMATE GOOD FOR 6 MONTHS EXPIRATION DATE IS 12012-05-08

DESCRIPTION OF WORK:
INSTALL AUTOMATIC FLASHING LIGHT CROSSING SIGNALS
WITH GATES AT ARLINGTON HEIGHTS, IL, ARTHUR AVE.
M.P. 21.50 ON THE HARVARD SUB. DOT #177847X
WORK TO BE PERFORMED BY RAILROAD WITH EXPENSE AS BELOW:
SIGNAL - VILLAGE OF ARLINGTON HEIGHTS - 100V
ESTIMATED USING FEDERAL ADDITIVES - 105.613

SERVICE UNIT: 23
PID: 75023
MFO: 11818
CITY: MP PROSPECT
MP, SUBDIV: 21.50, HARVARD
STATE: IL

DESCRIPTION	QTY	UNIT	LABOR	MATERIAL	RECOIL	UPRR	TOTAL
ENGINEERING WORK							
ENGINEERING			4998		4998		4998
LABOR ADDITIVE 105.613			10309		10309		10309
SIG-MNY XRG			4821		4821		4821
TOTAL ENGINEERING			20128		20128		20128
SIGNAL WORK							
BILL PREP			900		900		900
CONTRACT				4748	4748		4748
EQUIPMENT REMOVAL				40000	40000		40000
LABOR ADDITIVE 105.613			73605		73605		73605
MATL STORE EXPENSE				3	3		3
PERSONAL EXPENSES				37686	37686		37686
ROCK/GRAVEL/FILL				400	400		400
SALES TAX				1899	1899		1899
SIGNAL			68795	47481	116276		116276
TRKSP/IN/CR/RCLN CONTR				4767	4767		4767
ENVIRONMENTAL - PERMITS				1	1		1
TOTAL SIGNAL			143100	136985	280295		280295
LABOR/MATERIAL EXPENSE			163428	136985			
RECOLLECTIBLE/UPRR EXPENSE					300413	0	
ESTIMATED PROJECT COST							300413

THE ABOVE FIGURES ARE ESTIMATES ONLY AND SUBJECT TO FLUCTUATION. IN THE EVENT OF AN INCREASE OR DECREASE IN THE COST OR QUANTITY OF MATERIAL OR LABOR REQUIRED, UPRR WILL BILL FOR ACTUAL CONSTRUCTION COSTS AT THE CURRENT EFFECTIVE RATE.

EXHIBIT D

To Public Highway At-Grade Crossing
Agreement

Cover Sheet for the
Contractor's Right of Entry Agreement

UPRR Folder No.: _____

UPRR Audit No.: _____

CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

THIS AGREEMENT is made and entered into as of the _____ day of _____, 20____, by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation ("Railroad"); and

(NAME OF CONTRACTOR)
a _____ corporation ("Contractor").
(State of Corporation)

RECITALS:

Contractor has been hired by the *Public Body* (City/County/State) to perform work relating to explanation of work (the "work"), with all or a portion of such work to be performed on property of Railroad in the vicinity of the Railroad's Mile Post Mile Post on the Railroad's Subdivision Subdivision in or near City, County, State, as such location is in the general location shown on the Railroad Location Print marked Exhibit A, and as specified on the Detailed Print marked Exhibit A-I, each attached hereto and hereby made a part hereof, which work is the subject of a contract dated _____ between the Railroad and the City.

The Railroad is willing to permit the Contractor to perform the work described above at the location described above subject to the terms and conditions contained in this Agreement.

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between Railroad and Contractor, as follows:

ARTICLE 1 - DEFINITION OF CONTRACTOR.

For purposes of this Agreement, all references in this agreement to Contractor shall include Contractor's contractors, subcontractors, officers, agents and employees, and others acting under its or their authority.

ARTICLE 2 - RIGHT GRANTED; PURPOSE.

Railroad hereby grants to Contractor the right, during the term hereinafter stated and upon and subject to each and all of the terms, provisions and conditions herein contained, to enter upon and have ingress to and egress from the property described in the Recitals for the purpose of performing the work described in the Recitals above. The right herein granted to Contractor is

limited to those portions of Railroad's property specifically described herein, or as designated by the Railroad Representative named in Article 4.

ARTICLE 3 - TERMS AND CONDITIONS CONTAINED IN EXHIBITS B, C & D.

The General Terms and Conditions contained in Exhibit B, the Insurance Requirements contained in Exhibit C, and the Minimum Safety Requirements contained in Exhibit D, each attached hereto, are hereby made a part of this Agreement.

ARTICLE 4 - ALL EXPENSES TO BE BORNE BY CONTRACTOR; RAILROAD REPRESENTATIVE.

- A. Contractor shall bear any and all costs and expenses associated with any work performed by Contractor, or any costs or expenses incurred by Railroad relating to this Agreement.
- B. Contractor shall coordinate all of its work with the following Railroad representative or his or her duly authorized representative (the "Railroad Representative"):
- MTM MSM
- C. Contractor, at its own expense, shall adequately police and supervise all work to be performed by Contractor and shall ensure that such work is performed in a safe manner as set forth in Section 7 of Exhibit B. The responsibility of Contractor for safe conduct and adequate policing and supervision of Contractor's work shall not be lessened or otherwise affected by Railroad's approval of plans and specifications involving the work, or by Railroad's collaboration in performance of any work, or by the presence at the work site of a Railroad Representative, or by compliance by Contractor with any requests or recommendations made by Railroad Representative.

ARTICLE 5 - SCHEDULE OF WORK ON A MONTHLY BASIS.

The Contractor, at its expense, shall provide on a monthly basis a detailed schedule of work to the Railroad Representative named in Article 4B above. The reports shall start at the execution of this Agreement and continue until this Agreement is terminated as provided in this Agreement or until the Contractor has completed all work on Railroad's property.

ARTICLE 6 - TERM; TERMINATION.

- A. The grant of right herein made to Contractor shall commence on the date of this Agreement, and continue until _____, unless sooner terminated as herein
(Expiration Date)
provided, or at such time as Contractor has completed its work on Railroad's property, whichever is earlier. Contractor agrees to notify the Railroad Representative in writing when it has completed its work on Railroad's property.
- B. This Agreement may be terminated by either party on ten (10) days written notice to the other party.

ARTICLE 7 - CERTIFICATE OF INSURANCE.

- A. Before commencing any work, Contractor will provide Railroad with the (i) insurance binders, policies, certificates and endorsements set forth in Exhibit C of this Agreement, and (ii) the insurance endorsements obtained by each subcontractor as required under Section 12 of Exhibit B of this Agreement.
- B. All insurance correspondence, binders, policies, certificates and endorsements shall be sent to:

*Union Pacific Railroad Company
Real Estate Department
1400 Douglas Street, MS 1690
Omaha, NE 68179-1690
UPRR Folder No.: Folder Number*

ARTICLE 8 - DISMISSAL OF CONTRACTOR'S EMPLOYEE.

At the request of Railroad, Contractor shall remove from Railroad's property any employee of Contractor who fails to conform to the instructions of the Railroad Representative in connection with the work on Railroad's property, and any right of Contractor shall be suspended until such removal has occurred. Contractor shall indemnify Railroad against any claims arising from the removal of any such employee from Railroad's property.

ARTICLE 9 - CROSSINGS.

No additional vehicular crossings (including temporary haul roads) or pedestrian crossings over Railroad's trackage shall be installed or used by Contractor without the prior written permission of Railroad.

ARTICLE 10 - EXPLOSIVES.

Explosives or other highly flammable substances shall not be stored or used on Railroad's property without the prior written approval of Railroad.

IN WITNESS WHEREOF, the parties hereto have duly executed this agreement in duplicate as of the date first herein written.

UNION PACIFIC RAILROAD COMPANY
(Federal Tax ID #94-6001323)

By: _____
JOHN S. HERTZLER
Manager Contracts

(Name of Contractor)

By: _____

Printed Name: _____

Title: _____

Address _____

Phone: _____

Email: _____

SAMPLE

EXHIBIT A

Exhibit A will be a print showing the general location of the work site.

EXHIBIT B

TO CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

GENERAL TERMS & CONDITIONS

Section 1. NOTICE OF COMMENCEMENT OF WORK - FLAGGING.

A. Contractor agrees to notify the Railroad Representative at least thirty (30) working days in advance of Contractor commencing its work and at least thirty (30) working days in advance of proposed performance of any work by Contractor in which any person or equipment will be within twenty-five (25) feet of any track, or will be near enough to any track that any equipment extension (such as, but not limited to, a crane boom) will reach to within twenty-five (25) feet of any track. No work of any kind shall be performed, and no person, equipment, machinery, tool(s), material(s), vehicle(s), or thing(s) shall be located, operated, placed, or stored within twenty-five (25) feet of any of Railroad's track(s) at any time, for any reason, unless and until a Railroad flagman is provided to watch for trains. Upon receipt of such thirty (30)-day notice, the Railroad Representative will determine and inform Contractor whether a flagman need be present and whether Contractor needs to implement any special protective or safety measures. If flagging or other special protective or safety measures are performed by Railroad, Railroad will bill Contractor for such expenses incurred by Railroad, unless Railroad and a federal, state or local governmental entity have agreed that Railroad is to bill such expenses to the federal, state or local governmental entity. If Railroad will be sending the bills to Contractor, Contractor shall pay such bills within thirty (30) days of Contractor's receipt of billing. If Railroad performs any flagging, or other special protective or safety measures are performed by Railroad, Contractor agrees that Contractor is not relieved of any of its responsibilities or liabilities set forth in this Agreement.

B. The rate of pay per hour for each flagman will be the prevailing hourly rate in effect for an eight-hour day for the class of flagmen used during regularly assigned hours and overtime in accordance with Labor Agreements and Schedules in effect at the time the work is performed. In addition to the cost of such labor, a composite charge for vacation, holiday, health and welfare, supplemental sickness, Railroad Retirement and unemployment compensation, supplemental pension, Employees Liability and Property Damage and Administration will be included, computed on actual payroll. The composite charge will be the prevailing composite charge in effect at the time the work is performed. One and one-half times the current hourly rate is paid for overtime, Saturdays and Sundays, and two and one-half times current hourly rate for holidays. Wage rates are subject to change, at any time, by law or by agreement between Railroad and its employees, and may be retroactive as a result of negotiations or a ruling of an authorized governmental agency. Additional charges on labor are also subject to change. If the wage rate or additional charges are changed, Contractor (or the governmental entity, as applicable) shall pay on the basis of the new rates and charges.

C. Reimbursement to Railroad will be required covering the full eight-hour day during which any flagman is furnished, unless the flagman can be assigned to other Railroad work during a portion of such day, in which event reimbursement will not be required for the portion of the day during which the flagman is engaged in other Railroad work. Reimbursement will also be required for any day not actually worked by the flagman following the flagman's assignment to work on the project for which Railroad is required to pay the flagman and which could not reasonably be avoided by Railroad by assignment of such flagman to other work, even though Contractor may not be working during such time. When it becomes necessary for Railroad to bulletin and assign an employee to a flagging position in compliance with union collective bargaining agreements, Contractor must provide Railroad a minimum of five (5) days notice prior to the cessation of the need for a flagman. If five (5) days notice of cessation is not given, Contractor will still be required to pay flagging charges for the five (5) day notice period required by union agreement to be given to the employee, even though flagging is not required for that period. An additional thirty (30) days notice must then be given to Railroad if flagging services are needed again after such five day cessation notice has been given to Railroad.

Section 2. LIMITATION AND SUBORDINATION OF RIGHTS GRANTED

A. The foregoing grant of right is subject and subordinate to the prior and continuing right and obligation of the Railroad to use and maintain its entire property including the right and power of Railroad to construct, maintain, repair, renew, use, operate, change, modify or relocate railroad tracks, roadways, signal, communication, fiber optics, or other wirelines, pipelines and other facilities upon, along or across any or all parts of its property, all or any of which may be freely done at any time or times by Railroad without liability to Contractor or to any other party for compensation or damages.

B. The foregoing grant is also subject to all outstanding superior rights (whether recorded or unrecorded and including those in favor of licensees and lessees of Railroad's property, and others) and the right of Railroad to renew and extend the same, and is made without covenant of title or for quiet enjoyment.

Section 3. NO INTERFERENCE WITH OPERATIONS OF RAILROAD AND ITS TENANTS.

A. Contractor shall conduct its operations so as not to interfere with the continuous and uninterrupted use and operation of the railroad tracks and property of Railroad, including without limitation, the operations of Railroad's lessees, licensees or others, unless specifically authorized in advance by the Railroad Representative. Nothing shall be done or permitted to be done by Contractor at any time that would in any manner impair the safety of such operations. When not in use, Contractor's machinery and materials shall be kept at least fifty (50) feet from the centerline of Railroad's nearest track, and there shall be no vehicular crossings of Railroad's tracks except at existing open public crossings.

B. Operations of Railroad and work performed by Railroad personnel and delays in the work to be performed by Contractor caused by such railroad operations and work are expected by Contractor, and Contractor agrees that Railroad shall have no liability to Contractor, or any other person or entity for any such delays. The Contractor shall coordinate its activities with those of Railroad and third parties so as to avoid interference with railroad operations. The safe operation of Railroad train movements and other activities by Railroad takes precedence over any work to be performed by Contractor.

Section 4. LIENS.

Contractor shall pay in full all persons who perform labor or provide materials for the work to be performed by Contractor. Contractor shall not create, permit or suffer any mechanic's or materialmen's liens of any kind or nature to be created or enforced against any property of Railroad for any such work performed. Contractor shall indemnify and hold harmless Railroad from and against any and all liens, claims, demands, costs or expenses of whatsoever nature in any way connected with or growing out of such work done, labor performed, or materials furnished. If Contractor fails to promptly cause any lien to be released of record, Railroad may, at its election, discharge the lien or claim of lien at Contractor's expense.

Section 5. PROTECTION OF FIBER OPTIC CABLE SYSTEMS.

A. Fiber optic cable systems may be buried on Railroad's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. Contractor shall telephone Railroad during normal business hours (7:00 a.m. to 9:00 p.m. Central Time, Monday through Friday, except holidays) at 1-800-336-9193 (also a 24-hour, 7-day number for emergency calls) to determine if fiber optic cable is buried anywhere on Railroad's property to be used by Contractor. If it is, Contractor will telephone the telecommunications company(ies) involved, make arrangements for a cable locator and, if applicable, for relocation or other protection of the fiber optic cable. Contractor shall not commence any work until all such protection or relocation (if applicable) has been accomplished.

B. In addition to other indemnity provisions in this Agreement, Contractor shall indemnify, defend and hold Railroad harmless from and against all costs, liability and expense whatsoever (including, without limitation, attorneys' fees, court costs and expenses) arising out of any act or omission of Contractor, its agents and/or employees, that causes or contributes to (1) any damage to or destruction of any telecommunications system on Railroad's property, and/or (2) any injury to or death of any person employed by or on behalf of any telecommunications company, and/or its contractor, agents and/or employees, on Railroad's property. Contractor shall not have or seek recourse against Railroad for any claim or cause of action for alleged loss of profits or revenue or loss of service or other consequential damage to a telecommunication company using Railroad's property or a customer or user of services of the fiber optic cable on Railroad's property.

Section 6. PERMITS - COMPLIANCE WITH LAWS.

In the prosecution of the work covered by this Agreement, Contractor shall secure any and all necessary permits and shall comply with all applicable federal, state and local laws, regulations and enactments affecting the work including, without limitation, all applicable Federal Railroad Administration regulations.

Section 7. SAFETY.

A. Safety of personnel, property, rail operations and the public is of paramount importance in the prosecution of the work performed by Contractor. Contractor shall be responsible for initiating, maintaining and supervising all safety, operations and programs in connection with the work. Contractor shall at a minimum comply with Railroad's safety standards listed in Exhibit D, hereto attached, to ensure uniformity with the safety standards followed by Railroad's own forces. As a part of Contractor's safety responsibilities, Contractor shall notify Railroad if Contractor determines that any of Railroad's safety standards are contrary to good safety practices. Contractor shall furnish copies of Exhibit D to each of its employees before they enter the job site.

- B. Without limitation of the provisions of paragraph A above, Contractor shall keep the job site free from safety and health hazards and ensure that its employees are competent and adequately trained in all safety and health aspects of the job.
- C. Contractor shall have proper first aid supplies available on the job site so that prompt first aid services may be provided to any person injured on the job site. Contractor shall promptly notify Railroad of any U.S. Occupational Safety and Health Administration reportable injuries. Contractor shall have a nondelegable duty to control its employees while they are on the job site or any other property of Railroad, and to be certain they do not use, be under the influence of, or have in their possession any alcoholic beverage, drug or other substance that may inhibit the safe performance of any work.
- D. If and when requested by Railroad, Contractor shall deliver to Railroad a copy of Contractor's safety plan for conducting the work (the "Safety Plan"). Railroad shall have the right, but not the obligation, to require Contractor to correct any deficiencies in the Safety Plan. The terms of this Agreement shall control if there are any inconsistencies between this Agreement and the Safety Plan.

Section 8. INDEMNITY.

- A. To the extent not prohibited by applicable statute, Contractor shall indemnify, defend and hold harmless Railroad, its affiliates, and its and their officers, agents and employees (individually an "Indemnified Party" or collectively "Indemnified Parties") from and against any and all loss, damage, injury, liability, claim, demand, cost or expense (including, without limitation, attorney's, consultant's and expert's fees, and court costs), fine or penalty (collectively, "Loss") incurred by any person (including, without limitation, any Indemnified Party, Contractor, or any employee of Contractor or of any Indemnified Party) arising out of or in any manner connected with (i) any work performed by Contractor, or (ii) any act or omission of Contractor, its officers, agents or employees, or (iii) any breach of this Agreement by Contractor.
- B. The right to indemnity under this Section 8 shall accrue upon occurrence of the event giving rise to the Loss, and shall apply regardless of any negligence or strict liability of any Indemnified Party, except where the Loss is caused by the sole active negligence of an Indemnified Party as established by the final judgment of a court of competent jurisdiction. The sole active negligence of any Indemnified Party shall not bar the recovery of any other Indemnified Party.
- C. Contractor expressly and specifically assumes potential liability under this Section 8 for claims or actions brought by Contractor's own employees. Contractor waives any immunity it may have under worker's compensation or industrial insurance acts to indemnify the Indemnified Parties under this Section 8. Contractor acknowledges that this waiver was mutually negotiated by the parties hereto.
- D. No court or jury findings in any employee's suit pursuant to any worker's compensation act or the Federal Employers' Liability Act against a party to this Agreement may be relied upon or used by Contractor in any attempt to assert liability against any Indemnified Party.
- E. The provisions of this Section 8 shall survive the completion of any work performed by Contractor or the termination or expiration of this Agreement. In no event shall this Section 8 or any other provision of this Agreement be deemed to limit any liability Contractor may have to any Indemnified Party by statute or under common law.

Section 9. RESTORATION OF PROPERTY.

In the event Railroad authorizes Contractor to take down any fence of Railroad or in any manner move or disturb any of the other property of Railroad in connection with the work to be performed by Contractor, then in that event Contractor shall, as soon as possible and at Contractor's sole expense, restore such fence and other property to the same condition as the same were in before such fence was taken down or such other property was moved or disturbed. Contractor shall remove all of Contractor's tools, equipment, rubbish and other materials from Railroad's property promptly upon completion of the work, restoring Railroad's property to the same state and condition as when Contractor entered thereon.

Section 10. WAIVER OF DEFAULT.

Waiver by Railroad of any breach or default of any condition, covenant or agreement herein contained to be kept, observed and performed by Contractor shall in no way impair the right of Railroad to avail itself of any remedy for any subsequent breach or default.

Section 11. MODIFICATION - ENTIRE AGREEMENT.

No modification of this Agreement shall be effective unless made in writing and signed by Contractor and Railroad. This Agreement and the exhibits attached hereto and made a part hereof constitute the entire understanding between Contractor

and Railroad and cancel and supersede any prior negotiations, understandings or agreements, whether written or oral, with respect to the work to be performed by Contractor.

Section 12. ASSIGNMENT - SUBCONTRACTING.

Contractor shall not assign or subcontract this Agreement, or any interest therein, without the written consent of the Railroad. Contractor shall be responsible for the acts and omissions of all subcontractors. Before Contractor commences any work, the Contractor shall, except to the extent prohibited by law; (1) require each of its subcontractors to include the Contractor as "Additional Insured" in the subcontractor's Commercial General Liability policy and Business Automobile policies with respect to all liabilities arising out of the subcontractor's performance of work on behalf of the Contractor by endorsing these policies with ISO Additional Insured Endorsements CG 20 26, and CA 20 48 (or substitute forms providing equivalent coverage); (2) require each of its subcontractors to endorse their Commercial General Liability Policy with "Contractual Liability Railroads" ISO Form CG 24 17 10 01 (or a substitute form providing equivalent coverage) for the job site; and (3) require each of its subcontractors to endorse their Business Automobile Policy with "Coverage For Certain Operations In Connection With Railroads" ISO Form CA 20 70 10 01 (or a substitute form providing equivalent coverage) for the job site.

EXHIBIT C

TO CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

INSURANCE REQUIREMENTS

Contractor shall, at its sole cost and expense, procure and maintain during the course of the Project and until all Project work on Railroad's property has been completed and the Contractor has removed all equipment and materials from Railroad's property and has cleaned and restored Railroad's property to Railroad's satisfaction, the following insurance coverage:

A. COMMERCIAL GENERAL LIABILITY INSURANCE. Commercial general liability (CGL) with a limit of not less than \$5,000,000 each occurrence and an aggregate limit of not less than \$10,000,000. CGL insurance must be written on ISO occurrence form CG 00 01 12 04 (or a substitute form providing equivalent coverage).

The policy must also contain the following endorsement, which must be stated on the certificate of insurance:

- Contractual Liability Railroads ISO form CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Railroad Company Property" as the Designated Job Site.
- Designated Construction Project(s) General Aggregate Limit ISO Form CG 25 03 03 97 (or a substitute form providing equivalent coverage) showing the project on the form schedule.

B. BUSINESS AUTOMOBILE COVERAGE INSURANCE. Business auto coverage written on ISO form CA 00 01 10 01 (or a substitute form providing equivalent liability coverage) with a combined single limit of not less than \$5,000,000 for each accident and coverage must include liability arising out of any auto (including owned, hired and non-owned autos).

The policy must contain the following endorsements, which must be stated on the certificate of insurance:

- Coverage For Certain Operations In Connection With Railroads ISO form CA 20 70 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Property" as the Designated Job Site.
- Motor Carrier Act Endorsement - Hazardous materials clean up (MCS-90) if required by law.

C. WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY INSURANCE. Coverage must include but not be limited to:

- Contractor's statutory liability under the workers' compensation laws of the state where the work is being performed.
- Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 disease policy limit \$500,000 each employee.

If Contractor is self-insured, evidence of state approval and excess workers compensation coverage must be provided. Coverage must include liability arising out of the U. S. Longshoremen's and Harbor Workers' Act, the Jones Act, and the Outer Continental Shelf Land Act, if applicable.

The policy must contain the following endorsement, which must be stated on the certificate of insurance:

- Alternate Employer endorsement ISO form WC 00 03 01 A (or a substitute form providing equivalent coverage) showing Railroad in the schedule as the alternate employer (or a substitute form providing equivalent coverage).

D. RAILROAD PROTECTIVE LIABILITY INSURANCE. Contractor must maintain "Railroad Protective Liability" (RPL) insurance written on ISO occurrence form CG 00 35 12 04 (or a substitute form providing equivalent coverage) on behalf of Railroad as named insured, with a limit of not less than \$2,000,000 per occurrence and an aggregate of \$6,000,000. The definition of "JOB LOCATION" and "WORK" on the declaration page of the policy shall refer to this Agreement and shall describe all WORK or OPERATIONS performed under this agreement. Contractor shall provide this Agreement to Contractor's insurance agent(s) and/or broker(s) and Contractor shall instruct such agent(s) and/or broker(s) to procure the insurance coverage required by this Agreement. A BINDER STATING THE POLICY IS IN PLACE MUST BE SUBMITTED TO RAILROAD BEFORE THE WORK MAY COMMENCE AND UNTIL THE ORIGINAL POLICY IS FORWARDED TO UNION PACIFIC RAILROAD.

E. UMBRELLA OR EXCESS INSURANCE. If Contractor utilizes umbrella or excess policies, these policies must "follow form" and afford no less coverage than the primary policy.

F. **POLLUTION LIABILITY INSURANCE.** Pollution liability coverage must be included when the scope of the work as defined in the Agreement includes installation, temporary storage, or disposal of any "hazardous" material that is injurious in or upon land, the atmosphere, or any watercourses; or may cause bodily injury at any time.

If required, coverage may be provided in separate policy form or by endorsement to Contractors CGL or RPL. In any form coverage must be equivalent to that provided in ISO form CG 24 15 "Limited Pollution Liability Extension Endorsement" or CG 28 31 "Pollution Exclusion Amendment" with limits of at least \$5,000,000 per occurrence and an aggregate limit of \$10,000,000.

If the scope of work as defined in this Agreement includes the disposal of any hazardous or non-hazardous materials from the job site, Contractor must furnish to Railroad evidence of pollution legal liability insurance maintained by the disposal site operator for losses arising from the insured facility accepting the materials, with coverage in minimum amounts of \$1,000,000 per loss, and an annual aggregate of \$2,000,000.

OTHER REQUIREMENTS

G. All policy(ies) required above (except worker's compensation and employers liability) must include Railroad as "Additional Insured" using ISO Additional Insured Endorsements CG 20 26, and CA 20 48 (or substitute forms providing equivalent coverage). The coverage provided to Railroad as additional insured shall, to the extent provided under ISO Additional Insured Endorsement CG 20 26, and CA 20 48 provide coverage for Railroad's negligence whether sole or partial, active or passive, and shall not be limited by Contractor's liability under the indemnity provisions of this Agreement.

H. Punitive damages exclusion, if any, must be deleted (and the deletion indicated on the certificate of insurance), unless the law governing this Agreement prohibits all punitive damages that might arise under this Agreement.

I. Contractor waives all rights of recovery, and its insurers also waive all rights of subrogation of damages against Railroad and its agents, officers, directors and employees. This waiver must be stated on the certificate of insurance.

J. Prior to commencing the work, Contractor shall furnish Railroad with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements in this Agreement.

K. All insurance policies must be written by a reputable insurance company acceptable to Railroad or with a current Best's Insurance Guide Rating of A- and Class VII or better, and authorized to do business in the state where the work is being performed.

L. The fact that insurance is obtained by Contractor or by Railroad on behalf of Contractor will not be deemed to release or diminish the liability of Contractor, including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by Railroad from Contractor or any third party will not be limited by the amount of the required insurance coverage.

EXHIBIT D

TO CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

MINIMUM SAFETY REQUIREMENTS

The term "employees" as used herein refer to all employees of Contractor as well as all employees of any subcontractor or agent of Contractor.

I. CLOTHING

A. All employees of Contractor will be suitably dressed to perform their duties safely and in a manner that will not interfere with their vision, hearing, or free use of their hands or feet.

Specifically, Contractor's employees must wear:

- (i) Waist-length shirts with sleeves.
- (ii) Trousers that cover the entire leg. If flare-legged trousers are worn, the trouser bottoms must be tied to prevent catching.
- (iii) Footwear that covers their ankles and has a defined heel. Employees working on bridges are required to wear safety-toed footwear that conforms to the American National Standards Institute (ANSI) and FRA footwear requirements.

B. Employees shall not wear boots (other than work boots), sandals, canvas-type shoes, or other shoes that have thin soles or heels that are higher than normal.

C. Employees must not wear loose or ragged clothing, neckties, finger rings, or other loose jewelry while operating or working on machinery.

II. PERSONAL PROTECTIVE EQUIPMENT

Contractor shall require its employees to wear personal protective equipment as specified by Railroad rules, regulations, or recommended or requested by the Railroad Representative.

- (i) Hard hat that meets the American National Standard (ANSI) Z89.1 – latest revision. Hard hats should be affixed with Contractor's company logo or name.
- (ii) Eye protection that meets American National Standard (ANSI) for occupational and educational eye and face protection, Z87.1 – latest revision. Additional eye protection must be provided to meet specific job situations such as welding, grinding, etc.
- (iii) Hearing protection, which affords enough attenuation to give protection from noise levels that will be occurring on the job site. Hearing protection, in the form of plugs or muffs, must be worn when employees are within:
 - 100 feet of a locomotive or roadway/work equipment
 - 15 feet of power operated tools
 - 150 feet of jet blowers or pile drivers
 - 150 feet of retarders in use (when within 10 feet, employees must wear dual ear protection – plugs and muffs)
- (iv) Other types of personal protective equipment, such as respirators, fall protection equipment, and face shields, must be worn as recommended or requested by the Railroad Representative.

III. ON TRACK SAFETY

Contractor is responsible for compliance with the Federal Railroad Administration's Roadway Worker Protection regulations – 49CFR214, Subpart C and Railroad's On-Track Safety rules. Under 49CFR214, Subpart C, railroad contractors are responsible for the training of their employees on such regulations. In addition to the instructions contained in Roadway Worker Protection regulations, all employees must:

- (i) Maintain a distance of twenty-five (25) feet to any track unless the Railroad Representative is present to authorize movements.
- (ii) Wear an orange, reflectorized workwear approved by the Railroad Representative.
- (iii) Participate in a job briefing that will specify the type of On-Track Safety for the type of work being performed. Contractor must take special note of limits of track authority, which tracks may or may not be fouled, and clearing the track. Contractor will also receive special instructions relating to the work zone around machines and minimum distances between machines while working or traveling.

IV. EQUIPMENT

A. It is the responsibility of Contractor to ensure that all equipment is in a safe condition to operate. If, in the opinion of the Railroad Representative, any of Contractor's equipment is unsafe for use, Contractor shall remove such equipment from Railroad's property. In addition, Contractor must ensure that the operators of all equipment are properly trained and competent in the safe operation of the equipment. In addition, operators must be:

- Familiar and comply with Railroad's rules on lockout/tagout of equipment.
- Trained in and comply with the applicable operating rules if operating any hy-rail equipment on-track.
- Trained in and comply with the applicable air brake rules if operating any equipment that moves rail cars or any other railbound equipment.

B. All self-propelled equipment must be equipped with a first-aid kit, fire extinguisher, and audible back-up warning device.

C. Unless otherwise authorized by the Railroad Representative, all equipment must be parked a minimum of twenty-five (25) feet from any track. Before leaving any equipment unattended, the operator must stop the engine and properly secure the equipment against movement.

D. Cranes must be equipped with three orange cones that will be used to mark the working area of the crane and the minimum clearances to overhead powerlines.

V. GENERAL SAFETY REQUIREMENTS

A. Contractor shall ensure that all waste is properly disposed of in accordance with applicable federal and state regulations.

B. Contractor shall ensure that all employees participate in and comply with a job briefing conducted by the Railroad Representative, if applicable. During this briefing, the Railroad Representative will specify safe work procedures, (including On-Track Safety) and the potential hazards of the job. If any employee has any questions or concerns about the work, the employee must voice them during the job briefing. Additional job briefings will be conducted during the work as conditions, work procedures, or personnel change.

C. All track work performed by Contractor meets the minimum safety requirements established by the Federal Railroad Administration's Track Safety Standards 49CFR213.

D. All employees comply with the following safety procedures when working around any railroad track:

- (i) Always be on the alert for moving equipment. Employees must always expect movement on any track, at any time, in either direction.
- (ii) Do not step or walk on the top of the rail, frog, switches, guard rails, or other track components.
- (iii) In passing around the ends of standing cars, engines, roadway machines or work equipment, leave at least 20 feet between yourself and the end of the equipment. Do not go between pieces of equipment if the opening is less than one car length (50 feet).
- (iv) Avoid walking or standing on a track unless so authorized by the employee in charge.
- (v) Before stepping over or crossing tracks, look in both directions first.
- (vi) Do not sit on, lie under, or cross between cars except as required in the performance of your duties and only when track and equipment have been protected against movement.

E. All employees must comply with all federal and state regulations concerning workplace safety.