



City of San Leandro

Meeting Date: July 16, 2018

Staff Report

File Number: 18-070 **Agenda Section:** CONSENT CALENDAR

Agenda Number: 8.G.

TO: City Council

FROM: Jeff Kay
Acting City Manager

BY: Keith Cooke
Engineering & Transportation Director

FINANCE REVIEW: David Baum
Finance Director

TITLE: Staff Report for a Resolution to Approve a Public Highway and Pedestrian At-Grade Crossing Agreement with Union Pacific Railroad for Improvements to the Alvarado Street Rail Crossing of the Niles Subdivision

SUMMARY AND RECOMMENDATIONS

Staff recommends that the City Council adopt a Resolution approving a Public Highway and Pedestrian At-Grade Crossing Agreement (Crossing Agreement) with Union Pacific Railroad for improvements and easements for the Alvarado Street rail crossing of the Niles Subdivision. The improvements will include new pedestrian sidewalks that cross the track at 90-degree angles with flashing light pedestrian warning devices and associated safety features at each approach.

SLTC, LLC (SLTC), a California limited liability company and developer of the San Leandro Tech Campus, will install the required sidewalks, handrails, pavement markings, and signs. Union Pacific Railroad will install the flashing light warning devices and the concrete crossing panels that provide the walking surface between the track rails. Payment to Union Pacific Railroad will be disbursed from an escrow account established by SLTC according to an Escrow Agreement with the City.

BACKGROUND

Adoption of the City's Downtown San Leandro Transit-Oriented Development (TOD) Strategy allows increased residential development in and around the San Leandro BART station. This expected growth will also increase pedestrian travel in and around the San Leandro Tech Campus. Immediately west of the Tech Campus, the Niles Subdivision rail line crosses Alvarado Street at an acute skew angle with adjoining sidewalks that serve pedestrians. Because the Niles Subdivision serves both freight and Amtrak trains and the expected increase of pedestrian travel, the City under the direction of the California Public Utilities Commission required SLTC to upgrade the sidewalks and safety features at this crossing. The Development Agreement that governs the phasing of the Tech Campus requires SLTC to complete pedestrian safety

improvements within the railroad right-of-way as part of Phase 2 construction. Phase 2 includes development of the second office building within the campus, which is currently under construction.

Analysis

Rail crossing safety is a priority issue not only for the City, but also for Union Pacific Railroad, Amtrak, and the California Public Utilities Commission. Safety enhancements are recommended for those rail crossings with acute skew angles and those within TOD areas such as Alvarado Street at Niles Subdivision. The Public Highway and Pedestrian At-Grade Crossing Agreement with Union Pacific provides for the \$533,460 reimbursement of improvement cost to Union Pacific, crossing easements with the railroad, construction requirements and permission to complete the work. The developer, SLTC, as a condition of approval will fund and construct sidewalk improvements and street improvements that compliment Union Pacific's work and make for a safe crossing of Alvarado Street at the Niles Subdivision. This work will be completed over a 1 year time frame.

Current Agency Policies

- Maintain and enhance San Leandro's infrastructure
- Advance projects and programs promoting sustainable economic development, including transforming San Leandro into a center for innovation

Previous Actions

Development Agreement. On April 7, 2014, following Planning Commission review and recommendation, and after a duly noticed public hearing, the City Council, by Ordinance No. 2014-002, approved a Development Agreement by and between the City of San Leandro and Chang Income Property Partnership LP, San Leandro Land Series (R1), a Delaware Limited Partnership (property owner of the San Leandro Tech Campus).

Standard Public Improvement Agreement. On June 16, 2014, the City entered into a Standard Public Improvement Agreement with Chang Income Property Partnership LP, which guarantees improvements to the portion of former Martinez Street within the future East Bay Greenway alignment.

Applicable General Plan Policies

- Policy T-1.3 Mitigation of Development Impacts. Require developers to address the impacts that their projects will have on the City's transportation system. A variety of mitigation measures including impact fees, street improvements, traffic signal and Intelligent Transportation Systems (ITS) improvements, transportation demand management (TDM) measures, and improvement of non-automobile transportation modes, should be considered.
- Policy T-3.6 Pedestrian Environment. Improve the walkability of all streets in San Leandro

through the planning, implementing, and maintaining of pedestrian supportive infrastructure.

- Policy T-4.9 BART Station Provisions for Bicycles and Pedestrians. Ensure that all BART stations and major bus routes are served by bicycle and pedestrian systems. Bicycle and pedestrian connections between Downtown San Leandro and Bay Fair BART stations and the surrounding neighborhoods, business districts, and community institutions should be improved, with special attention to the at-grade railroad crossing and connections through the parking lots.
- Policy T-8.6 Railroads. Work with the Union Pacific Railroad and Amtrak to minimize the impacts of their facilities on the City and to better educate the public about railroad crossing safety and the materials transported by rail through the city. Collaborate with California Public Utilities Commission (CPUC) to explore potential railroad improvement projects and funding sources in San Leandro.

Permits and/or Variances Granted

The CPUC issued General Order 88-B Request for Authority to Alter the Alvarado Street At-Grade Highway-Rail Crossing, CPUC No. 001D-14.99 and DOT No. 912075T in the City of San Leandro, Alameda County on September 26, 2017.

Environmental Review

A Mitigated Negative Declaration or Categorical Exemption for the San Leandro Tech Campus development, which was prepared pursuant to CEQA, was recommended for adoption by the Planning Commission on February 20, 2014, by Resolution No. 2014-02, and adopted with findings by the City Council on April 7, 2014.

Board/Commission Review and Actions

Zoning Amendment. On April 7, 2014, following Planning Commission review and recommendation, and after a duly noticed public hearing, the City Council, by Ordinance No. 2014-002, approved a zoning change of the San Leandro Tech Campus property.

Planned Development Project Approval. On April 7, 2014, following Planning Commission review and recommendation, and after a duly noticed public hearing, the City Council, by Resolution No. 2014-002, approved the Planned Development Project Application submitted by SLTC.

Legal Analysis

The City Attorney has reviewed the Crossing Agreement and approves the document as to form.

Fiscal Impacts

The Crossing Agreement with Union Pacific obligates the City to pay \$589,460 for easements and rail improvements, subject to adjustment for actual costs once work is complete. This amount includes \$56,000 for easements (or \$25.62 per square foot) plus \$533,460 in improvement costs.

To fund the City's obligation under the Crossing Agreement, the City will rely on funds deposited into an escrow account by SLTC where the Development Fee for Street Improvements (DFSI) for Phases 1 and 2 have been paid. The funds are governed by an Escrow Agreement between the City and SLTC dated February 9, 2017.

The current escrow account balance is \$1,336,932.50 not including accrued interest. In addition to paying Union Pacific for their costs, the escrow agreement will also be used to disburse fee credits for eligible street improvements performed by SLTC. The fee credit payment will be in conformance with San Leandro Municipal Code Section 7-11-125 which provides:

“A credit may be given for street construction costs where street widening is required in excess of fourteen (14) feet. The credit shall be equal to the standard qualities and cost, as determined in the sole and absolute discretion of the City Engineer, to construct street improvements in excess of fourteen (14) feet.”

Escrow account disbursements are expected as follows:

Current escrow account balance (not including accrued interest):	\$1,336,932.50
Payment to Union Pacific per Crossing Agreement:	<\$589,460>
<u>Estimated disbursement to SLTC for fee credits:</u>	<u><\$156,180></u>
Escrow Account balance after disbursements:	\$591,292.50

SLTC is also obligated by the Development Agreement to upgrade the Davis Street rail crossing of the Niles Subdivision. These upgrades will be subject to a future agreement with Union Pacific with an estimated cost of \$450,000. Since the balance remaining in the escrow account exceeds this estimated cost, the City's obligations to Union Pacific will be met.

Budget Authority

No City funds will be expended to pay for rail crossing improvements governed by the Crossing Agreement with Union Pacific. Instead, funds will be disbursed from an account governed by the Escrow Agreement between the City and SLTC.

ATTACHMENT

Attachment to Staff Report

- California Public Utilities Commission General Order 88-B Request for Authority to Alter the Alvarado Street At-Grade Highway-Rail Crossing, CPUC No. 001D-14.99 and DOT No. 912075T in the City of San Leandro, Alameda County dated September 26, 2017.

Attachment to Related Legislative Files

- Public Highway and Pedestrian At-Grade Crossing Agreement with Union Pacific

PREPARED BY: Michael Stella, P.E., Principal Engineer, Engineering and Transportation Department

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



September 26, 2017

File Number: XREQ 2017090004
Alvarado Street
City of San Leandro, Alameda County

Michael Stella, P.E.
Principal Engineer
City of San Leandro
835 East 14th Street
San Leandro, CA 94577

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Alvarado Street At-Grade Highway-Rail Crossing, CPUC Crossing No. 001D-14.99 and DOT No. 912075T in the City of San Leandro, Alameda County.

Dear Mr. Stella:

This refers to your letter dated August 31, 2017, received by us via email requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Alvarado Street at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) track in the City of San Leandro (City), Alameda County. The crossing is identified as CPUC Crossing No. 001D-14.99 and DOT No. 912075T.

The crossing configuration consists of a single track over a two lane roadway with two sidewalks, raised curb medians, and two Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices.

14 passenger and 12 freight trains operate per day at a maximum speed of 79 mph over the crossing. The average daily traffic at the crossing is 5,800 vehicles.

The proposed alterations, as indicated in the City's request letter and/or shown on the plans, consist of:

- Removing the sidewalks that cross the rail tracks at an acute skew angle;
- Installing new sidewalks that cross the tracks at a perpendicular angle, including handrails and ballast for pedestrian channelization;
- Installing four new Commission Standard 8 flashing light signal assemblies, one on each side of both pedestrian approaches;
- Installing Americans with Disabilities Act compliant detectable warning strips on all pedestrian approaches;
- Installing new 8 foot long concrete panels per UPRR standards at each sidewalk replacement; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including "KEEP CLEAR" pavement markings, R15-8

“LOOK” signs, R9-3BP “USE CROSSWALK” signs, and R8-8 “DO NOT STOP ON THE TRACKS.”

The Commission’s Rail Crossings and Engineering Branch (RCEB) staff has investigated the request by the City and finds it adequately addresses compliance and safety. As the City and UPRR (Parties) are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the City may proceed with the improvements as described in its request letter and attachments, and summarized above. The City must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

UPRR must ensure that Emergency Notification Signs are installed to comply with Title 49 Code of Federal Regulations (CFR) Section 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2014 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD. This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence letters by interested Parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

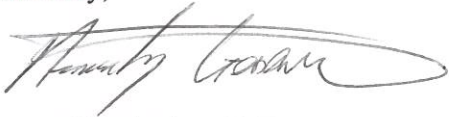
Within 30 days after completion of this project, UPRR shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the CPUC web site at <http://www.cpuc.ca.gov/crossings/>.

This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, UPRR should submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes. Title 49 CFR Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. The Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Sia Mozaffari at (415) 703-1815 or email at siavash.mozaffari@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a large, sweeping flourish at the end.

Anton Garabetian, P. E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

SENT VIA E-MAIL

Cc: Kevin Yoder, UPRR
Peggy Ygbuhay, UPRR
Keith Cooke, City of San Leandro

**REQUEST TO CPUC STAFF FOR AUTHORIZATION TO
ALTER HIGHWAY-RAIL CROSSING
PURSUANT TO GENERAL ORDER 88-B**



1. Date Submitted: August 31, 2017

2. Applicant Info

Organization Name:	City of San Leandro
Contact Person:	Michael Stella, P.E.
Title:	Principal Engineer
Street Address:	835 East 14 TH Street
City:	San Leandro
Zip:	94577
Phone:	510-577-3433
Email:	mstella@sanleandro.org

3. Crossing proposed to be altered

PUC Crossing Number:	001D-14.99	
U.S. DOT Crossing Number:	912075T	
Street Name:	Alvarado Street	
City:	San Leandro	
County:	Alameda	
Average Daily Vehicle Traffic (ADT) on roadway crossing tracks	5,800	
Year ADT count taken (should be within last 5 years)	2016	
Railroad Responsible for Crossing:	Union Pacific Railroad	
Other Railroads Operating on Tracks:	Amtrak, BNSF	
Average Daily Train Traffic and speed from all operating railroads	Train Volume	Maximum Train Speed
Passenger	14	79 MPH
Freight	12	50 MPH
Transit	0	N/A

4. Describe Proposed Alterations (including any temporary reduced clearance variance requests):

Refer to the attached exhibits (2 pages) titled “San Leandro Tech Campus Alvarado Street Crossing DOT #912075T-East, San Leandro, California” and “San Leandro Tech Campus Alvarado Street Crossing DOT #912075T-West, San Leandro, California” by Lea & Braze Engineering, Inc. dated 6-28-2017. In general, the improvements include the following:

- Removal of existing public sidewalks that cross the rail tracks at an acute skew angle, and replacement with new public sidewalks that cross the rail tracks at a perpendicular angle. Pedestrian handrails will follow the edge of the replacement sidewalks to guide pedestrians to the crossings. Ballast rock will be placed in the areas vacated by the original sidewalk to discourage unauthorized pedestrian access.
- Installation of four new CPUC Standard 8 flashing light signal assemblies, one of each side of the northern pedestrian rail crossing, and one on each side of the southern pedestrian crossing.
- New 8-foot long precast concrete panels per Union Pacific Railroad standards at each rail crossing together with 2-foot wide hot-mix asphalt strips where the panels abut the replacement sidewalks.
- Installation of a new detectable warning surfaces within the replacement sidewalks in advance of the warning devices and consistent with Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities (ADAAG Figure R305.2.5) at both the northern and southern crossings.
- Removal and replacement of white “RXR” pavement legends and limit lines on Alvarado Street in accordance with Caltrans Standard Plan A24B, as well as installation of “KEEP CLEAR” pavement legends per Caltrans Standard Plan A24E between the limit lines and the rails to alert drivers.
- Relocation of R15-8 “Look” signage at approaches to the northern and southern crossings as well as installation of new R9-3bP “Use Crosswalk” signage to guide pedestrians per MUTCD standards. Installation of R8-8 “Do Not Stop on Tracks” signage to alert drivers per MUTCD standards.

5. Describe the public benefits to be achieved by the proposed alterations:

Skewed pedestrian crossings will be replaced with perpendicular crossings (one north of the crossing and one south) by way of new sidewalks with pedestrian handrails. Visually impaired pedestrians will encounter detectable warning surfaces in advance of the tracks. New CPUC Standard 8 assemblies (one on each side of the northern crossing and one on each side of the southern crossing) will complement the existing CPUC Standard 9 assemblies to warn pedestrians about an approaching train. Finally, enhanced pavement markings and new or relocated MUTCD signage will provide additional visual information to pedestrians and drivers who approach the rail crossing.

6. Explain why a separation of grades is not practicable:

A grade separation is currently cost-prohibitive because the right-of-way is constrained by adjacent urbanized development including buildings, utilities, and similar underground/above ground facilities in the immediate vicinity of this crossing.

7. Describe crossing warning devices

Current:	Northbound: CPUC Standard 9A assembly with separate crossing arm
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	<p>assembly on the Alvarado Street roadside (flashing lights facing both northbound and southbound).</p> <p>Southbound: CPUC Standard 9A assembly with separate crossing arm assembly on the Alvarado Street roadside (flashing lights facing both southbound and northbound).</p>
Proposed:	<p>Northbound: CPUC Standard 9A assembly with separate crossing arm assembly on the Alvarado Street roadside (flashing lights facing both northbound and southbound).</p> <p>Southbound: CPUC Standard 9A assembly with separate crossing arm assembly on the Alvarado Street roadside (flashing lights facing both southbound and northbound).</p> <p>At northern pedestrian crossing: Two CPUC Standard 8 assemblies (flashing lights on approach side and back lights visible from far side), one facing eastbound and one facing westbound.</p> <p>At southern pedestrian crossing: Two CPUC Standard 8 assemblies (flashing lights on approach side and back lights visible from far side), one facing eastbound and one facing westbound.</p>

8. Temporary Traffic Controls - Include a statement of temporary traffic controls to be provided during construction:

Traffic control provided during construction will be in conformance with California MUTCD Section 6G.18 “Work in the Vicinity of a Grade Crossing” which reads, in part,

“When grade crossings exist either within or in the vicinity of a TTC zone, lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the tracks.”

“Early coordination with the railroad company...should occur before works starts.”

Traffic control provided during construction will also be in conformance with California MUTCD Section 8A.08 “Temporary Traffic Control Zones” which reads, in part,

“When a grade crossing exists either within or in the vicinity of a temporary traffic control zone, lane restrictions, flagging...or other operations shall not be performed in a manner that would cause highway vehicles to stop on the railroad...tracks, unless a flagger or uniformed law enforcement officer is provided at the grade crossing to minimize the possibility of highway vehicles stopping on the tracks, even if automatic warning devices are in place.”

“Public and private agencies, including emergency services, businesses, and railroad...companies should meet to plan appropriate traffic detours and the necessary signing, marking, and flagging requirements for operations during temporary traffic control zone activities. Consideration should be given to the length of time that the grade crossing is to be closed, the type of rail...and highway traffic affected, the time of day, and the materials and techniques of repair.”

9. CEQA (Applicable only to grade-separation projects). If the project involves grade separation of an existing at grade crossing, then either a copy of the Notice of Exemption from CEQA or other factual evidence that the project is exempt from Public Resources Code Section 21080.13 must be provided.

The project does not involve a grade separation.

10. Signature

I, Michael Stella, am an employee of the City of San Leandro and authorized to sign this GO 88-B authorization request letter on its behalf.

Michael Stella, P.E., Principal Engineer

 8/31/2017

Typed Name and Title


Signature and date

Attachments:

1. Exhibit A - Vicinity Map - Map of Immediate Vicinity on a scale of 50 to 200 ft/inch
2. Exhibit B - Engineering Drawings of improvements: San Leandro Tech Campus Alvarado Street Crossing: DOT# 912075T by Lea & Braze Engineering, Inc. (Job No. 2140132), 2 pages

11. Evidence of Agreement:

I, Peggy Ygbuhay, am an employee of Union Pacific Railroad and authorized to sign this letter of agreement on its behalf, hereby declare that Union Pacific Railroad concurs with the proposed project described above.

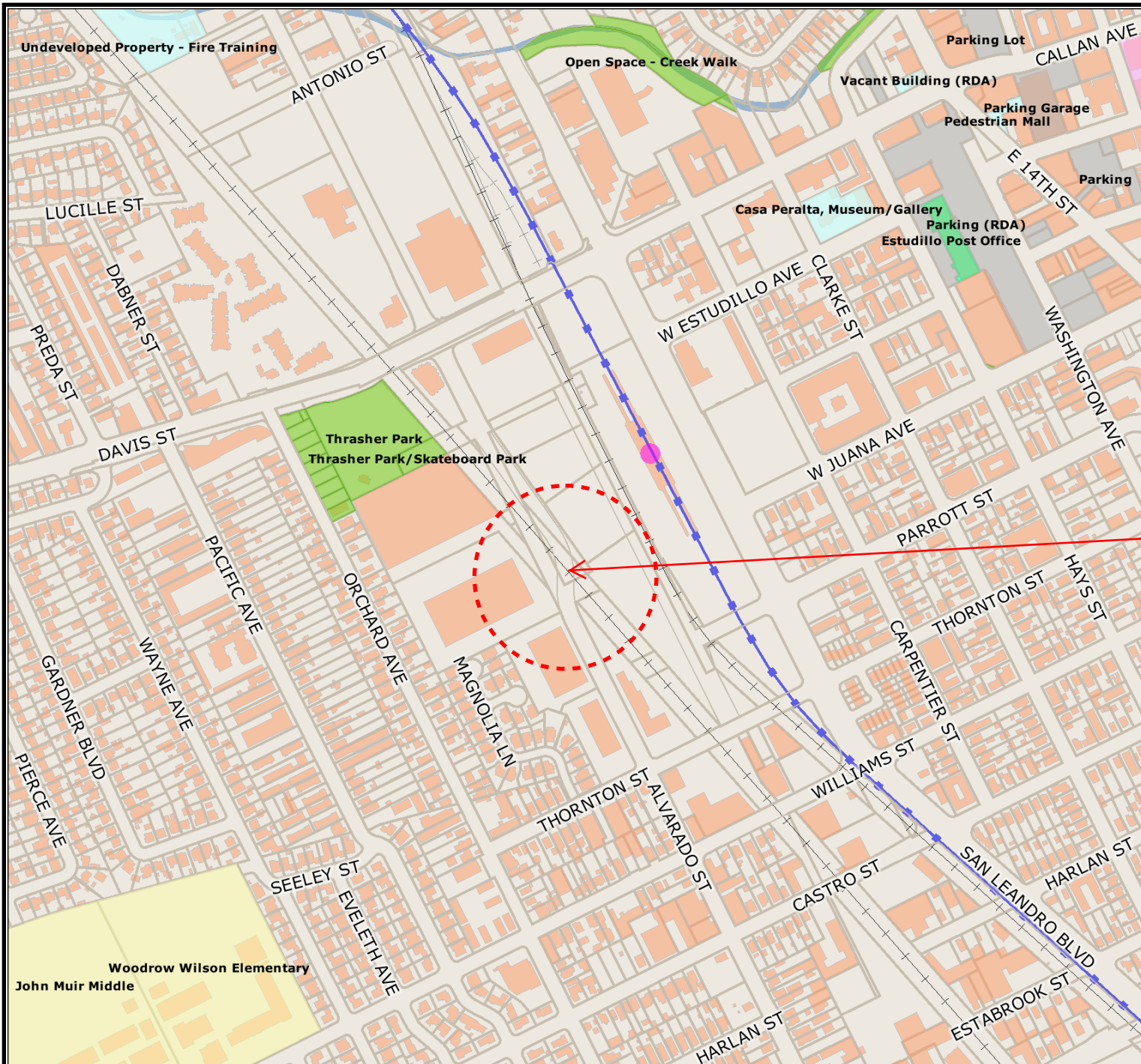
Peggy Ygbuhay Sr Manager IPP  8/24/17

Typed Name and Title Signature and Date

10031 Foothills Blvd., Roseville, CA 95747

Address

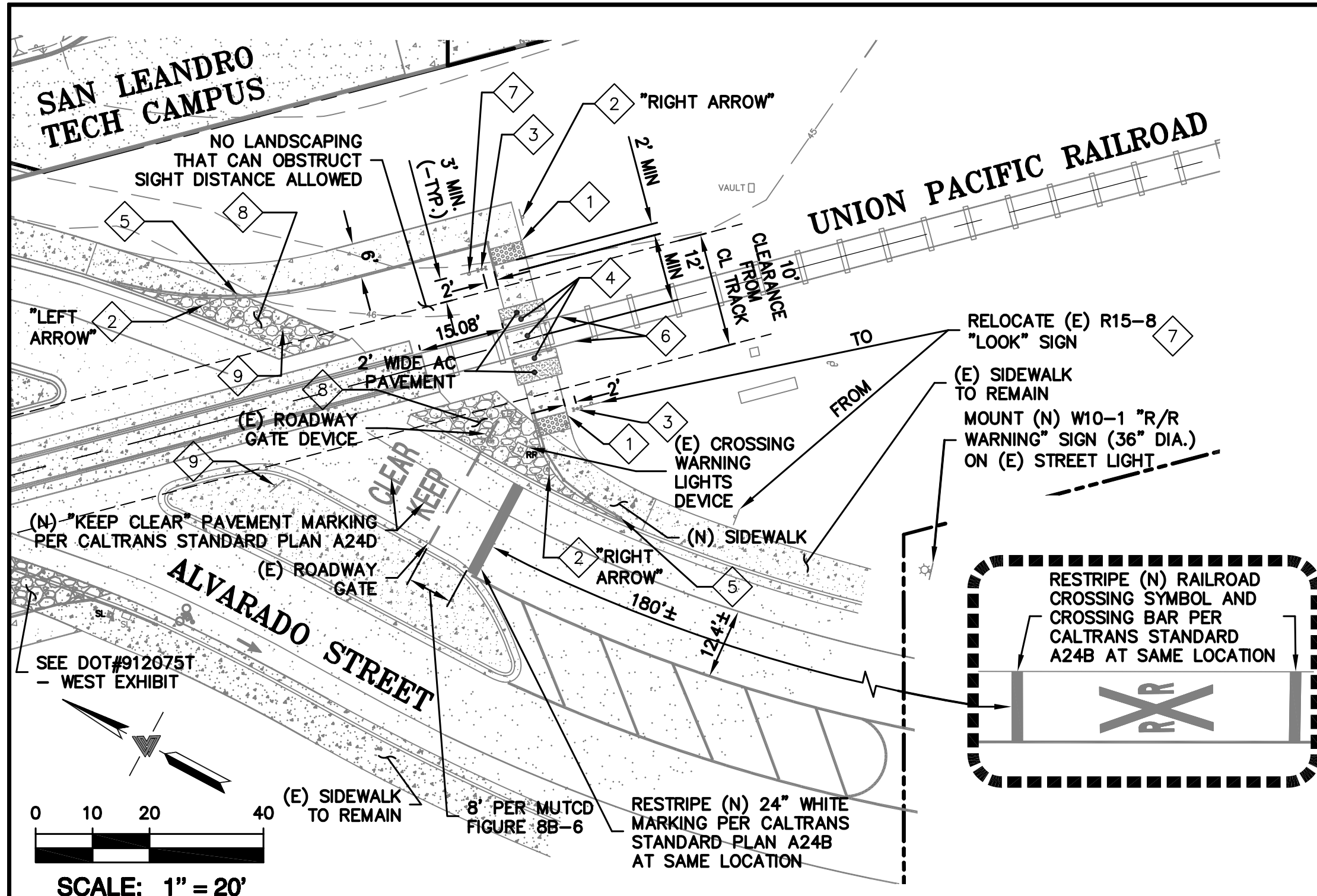
Note: If there are additional interested parties, make additional copies of this page.



912075T Niles Subdivision, San Leandro California

Scale 1:6,717
City of San Leandro GIS
Printed: Aug 17, 2016 4:52:18 PM





KEYNOTES

- 1 INSTALL DETECTABLE WARNING SURFACE (3' MIN.) PER CITY STANDARD
- 2 R9-3bP "USE CROSSWALK" SIGN
- 3 FLASHING-LIGHT SIGNAL ASSEMBLY FOR PEDESTRIAN CROSSING W/R15-1, SIGNS FOR BOTH DIRECTIONS, SEE NOTES BELOW. (WORK DONE BY UPRR)
- 4 PRECAST CONCRETE PANELS FOR 8' LONG CONCRETE TIES PER UNION PACIFIC DETAIL DRAWING NO. 200302. (WORK DONE BY UPRR)
- 5 42" PEDESTRIAN HANDRAIL.
- 6 (E) RAIL WELD. DO NOT OBSTRUCT WITH NEW CONCRETE PANEL
- 7 R15-8 "LOOK" SIGN TO BE INSTALLED BY CONTRACTOR ON SEPARATE POST.
- 8 REMOVE CONCRETE SIDEWALK & REPLACE WITH BALLAST ROCK. (E) CURB & GUTTER TO REMAIN
- 9 R8-8 "DO NOT STOP ON TRACKS SIGN" (24"X30")

- NOTE:
- 1. FLASHING-LIGHT SIGNAL ASSEMBLY GROUND CLEARANCE SHALL BE 7.5 FT MIN. TO 9.5 FT MAX. AND 2 FT FROM EDGE OF SIDEWALK, REFER TO FIGURE 8C-4 OF 2012 MUTCD MANUAL.
 - 2. R15-8 GROUND CLEARANCE SHALL BE 7 FT MIN. AND NOT TO OBSTRUCT THE FLASHING LIGHT SIGNAL ASSEMBLY.
 - 3. REFER TO FIGURE 8C-4 FROM 2012 MUTCD.
 - 4. FLASHING LIGHT SIGNAL ASSEMBLY INSTALLED WITH BACK LIGHTS FOR PEDESTRIANS WHO APPROACH FROM THE NORTH.

Date 06-28-17
 Scale 1" = 20'
 Design By JC
 Drawn By NT
 Job No. 2140132

SAN LEANDRO TECH CAMPUS
 ALVARADO STREET CROSSING
 DOT #912075T-EAST
 SAN LEANDRO, CALIFORNIA



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS

BAY AREA REGION 2495 INDUSTRIAL PKWY WEST HAYWARD, CALIFORNIA 94545 (P) (510) 887-4086 (F) (510) 887-3019	SACRAMENTO REGION 3017 DOUGLAS BLVD, # 300 ROSEVILLE, CA 95661 (P) (916)966-1338 (F) (916)797-7363
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WWW.LEABRAZE.COM

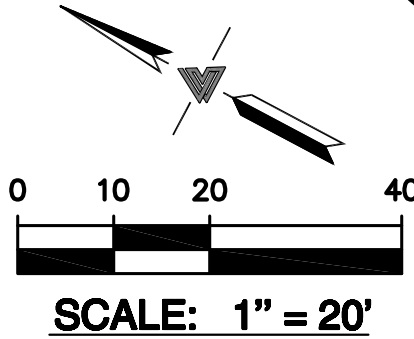
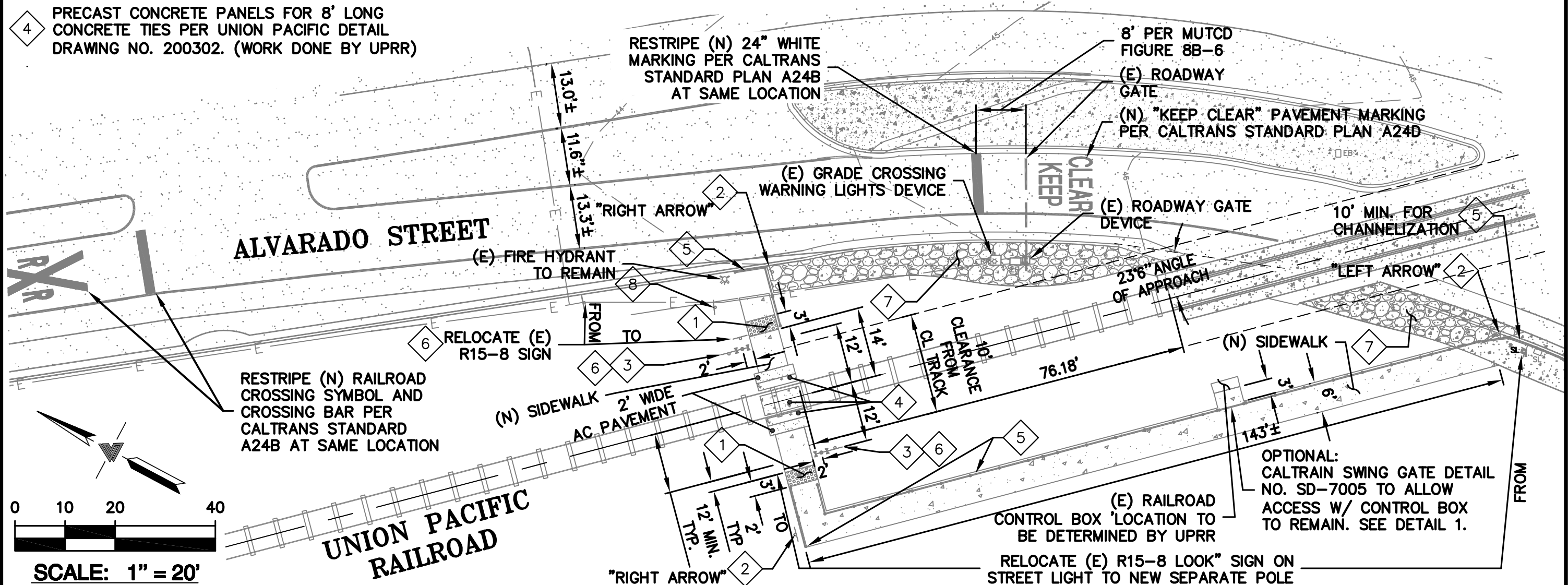
KEYNOTES

- 1 INSTALL DETECTABLE WARNING SURFACE (3' MIN.) PER CITY STANDARD
- 2 R9-3bP "USE CROSSWALK" SIGN
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NOTE:

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- 2. R15-8 GROUND CLEARANCE SHALL BE 7 FT MIN. AND NOT TO OBSTRUCT THE FLASHING LIGHT SIGNAL ASSEMBLY.
- 3. REFER TO FIGURE 8C-4 FROM 2012 MUTCD.



Date 06-28-17
 Scale AS NOTED
 Design By JC
 Drawn By WM
 Job No. 2140132

SAN LEANDRO TECH CAMPUS
 ALVARADO STREET CROSSING
 DOT #912075T-WEST
 SAN LEANDRO, CALIFORNIA



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS

BAY AREA REGION 2495 INDUSTRIAL PKWY WEST HAYWARD, CALIFORNIA 94545 (P) (510) 887-4086 (F) (510) 887-3019	SACRAMENTO REGION 3017 DOUGLAS BLVD, # 300 ROSEVILLE, CA 95661 (P) (916)966-1338 (F) (916)797-7363
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WWW.LEABRAZE.COM



City of San Leandro

Meeting Date: July 16, 2018

Resolution - Council

File Number: 18-071 **Agenda Section:** CONSENT CALENDAR

Agenda Number:

TO: City Council

FROM: Jeff Kay
Acting City Manager

BY: Keith Cooke
Engineering & Transportation Director

FINANCE REVIEW: David Baum
Finance Director

TITLE: RESOLUTION to Approve a Public Highway and Pedestrian At-Grade Crossing Agreement with Union Pacific Railroad for Improvements to the Alvarado Street Rail Crossing of the Niles Subdivision

WHEREAS, Chang Income Property Partnership LP, San Leandro Land Series (R1), a Delaware Limited Partnership, entered into a Development Agreement with the City that governs development of the San Leandro Tech Campus, recorded as Series No. 2014153467 on June 27, 2014, Alameda County official records (Development Agreement); and

WHEREAS, Paragraph 1.4.4.c of the Development Agreement obligates the property owner to complete pedestrian safety improvements within the roadway and railroad rights-of-way as part of Phase 2 office building construction; and

WHEREAS, SLTC, LLC (SLTC), a California limited liability company, is currently developing the Phase 2 office building on behalf of the property owner, and has assumed responsibility for implementation of required railroad crossing safety improvements; and

WHEREAS, SLTC deposited \$1,336,932.50 in impact fee funds as payment for the City's Development Fee for Street Improvements (DFSI) into an account governed by an Escrow Agreement between SLTC and the City dated February 9, 2017; and

WHEREAS, San Leandro Municipal Code Section 7-11-125 provides that a DFSI fee credit may be disbursed from the escrow account "...for street construction costs where street widening is required in excess of fourteen (14) feet. The credit shall be equal to the standard qualities and cost, as determined in the sole and absolute discretion of the City Engineer, to construct street improvements in excess of fourteen (14) feet"; and

WHEREAS, SLTC has documented eligible fee credits in the estimated amount of \$156,180; and

WHEREAS, the California Public Utilities Commission issued General Order 88-B, Request for Authority to Alter the Alvarado Street At-Grade Highway-Rail Crossing, CPUC No. 001D-14.99 and DOT No. 912075T in the City of San Leandro, Alameda County, issued on September 26, 2017 (File Number XREQ 2017090004) for the Niles Subdivision at the Alvarado Street crossing; and

WHEREAS, a Public Highway and Pedestrian At-Grade Crossing Agreement (Crossing Agreement) between the City of San Leandro and Union Pacific Railroad, a copy of which is attached hereto and incorporated herein by reference, was presented to this City Council; and

WHEREAS, the Crossing Agreement obligates the City to fund \$589,460 in rail crossing easements and improvements to be implemented by Union Pacific; and

WHEREAS, the City's funding obligation to Union Pacific has been transferred to SLTC by way of the Development Agreement with Chang Income Property, with funding available in the escrow account to issue fee credits and to pay Union Pacific; and

WHEREAS, the City Council is familiar with the contents of the Crossing Agreement; and

WHEREAS, the City Manager recommends approval of said Crossing Agreement.

NOW, THEREFORE, the City Council of the City of San Leandro does RESOLVE as follows:

1. That said Public Highway and Pedestrian At-Grade Crossing Agreement with Union Pacific Railroad for Improvements to the Alvarado Street Rail Crossing of the Niles Subdivision is hereby approved, and execution by the City Manager is hereby authorized; and

2. That the City Manager shall use the authority granted by the Development Agreement and Escrow Agreement to disburse funds to Union Pacific as payment pursuant to the Crossing Agreement.

UP Real Estate Folder No.: 2938-13
Agreement Number _____

PUBLIC HIGHWAY AND PEDESTRIAN AT-GRADE CROSSING AGREEMENT

ALVARADO STREET
DOT NUMBER 912075T AND DOT NUMBER 441121P
MILE POST 14.98 AND 14.95, NILES SUB
SAN LEANDRO, ALAMEDA COUNTY, CALIFORNIA

THIS AGREEMENT ("Agreement") is made and entered into as of the ____ day of _____, 20____ ("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 **CITY OF SAN LEANDRO**, a municipal corporation or political subdivision of the State of California to be addressed at 835 East 14th St., San Leandro, CA 94577 ("Political Body").

RECITALS:

The Political Body desires to undertake as its project (the "Project") the reconstruction of the existing Alvarado Street at-grade vehicular crossing (DOT 912075T) and the construction of a new Alvarado Street at-grade pedestrian crossing (DOT 441121P) at Railroad's Milepost 14.98 and 14.95 on Railroad's Niles Sub at or near San Leandro, Alameda County, California (the "Crossing Area"). The Crossing Area is shown on the print marked **Exhibit A** and the legal description for the Alvarado Street at-grade pedestrian crossing is contained in **Exhibit A-1** with each exhibit being attached hereto and hereby made a part hereof. The portion of the roadway located within the Crossing Area is the "Roadway". The Project shall include the installation of two eight foot (8') crossing panels, four new flashing light assemblies for both approaches in the northeast and southwest quadrants of the Crossing Area with bells and backlights.

The Railroad and the Political Body are entering into this Agreement to cover the above.

AGREEMENT:

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

Section 1. EXHIBIT B

The general terms and conditions marked **Exhibit B**, are attached hereto and hereby made a part hereof.

Section 2. RAILROAD GRANTS RIGHT

For and in consideration of the sum of **Fifty Six Thousand Dollars (\$56,000)** to be paid by the Political Body to the Railroad upon the execution and delivery of this Agreement and in further consideration of the Political Body's agreement to perform and comply with the terms of this Agreement, the Railroad hereby grants to the Political Body the right to construct, maintain and repair the Roadway over and across the Crossing Area.

Section 3. ANNUAL SIGNAL MAINTENANCE

Railroad shall maintain, in compliance with applicable laws or regulations as determined by the Railroad, the crossing signals as long as they remain in place. Cost of maintaining said signals shall be apportioned between the parties hereto in accordance with Sections 1202.2 and 1231.1 of the California Public Utilities Code. The precise manner and method of determining applicable charges, manner and method of payment and other procedures under said sections shall be governed by the statutes as supplemented by any applicable decisions of the statutes in the California Public Utilities Commission.

Section 4. DEFINITION OF CONTRACTOR

For purposes of this Agreement the term "Contractor" shall mean the contractor or contractors hired by the Political Body 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.

Section 5. 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 Political Body 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 Political Body 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:

Manager - Contracts
Union Pacific Railroad Company
Real Estate Department
1400 Douglas Street, Mail Stop 1690
Omaha, NE 68179-1690
UP File Folder No. 2938-13

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

Section 6. FEDERAL AID POLICY GUIDE

If the Political Body 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.

Section 7. NO PROJECT EXPENSES TO BE BORNE BY RAILROAD

The Political Body 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.

Section 8. WORK TO BE PERFORMED BY RAILROAD; BILLING SENT TO POLITICAL BODY; POLITICAL BODY'S PAYMENT OF BILLS

A. The work to be performed by the Railroad, at the Political Body's sole cost and expense, is described in the Railroad's Material and Force Account Estimate for signal work dated May 15, 2017 in the amount of Four Hundred Ninety Six Thousand Six Hundred Seventy Dollars (\$496,670) and in the Railroad's Material and Force Account Estimate for surface work dated November 13, 2017 in the amount of Thirty Six Thousand Seven Hundred Ninety Dollars (\$36,790), marked **Exhibit C**, attached hereto and hereby made a part hereof (the "Estimate"). As set forth in the Estimate, the Railroad's total estimated cost for the Railroad's work associated with the Project is Five Hundred Thirty Three Thousand Four Hundred Sixty Dollars (\$533,460).

B. The Railroad, if it so elects, may recalculate and update the Estimate submitted to the Political Body in the event the Political Body 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 Political Body acknowledges that the Estimate does not include any estimate of flagging or other protective service costs that are to be paid by the Political Body 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 Political Body or the Contractor as determined by the Railroad and the Political Body. If it is determined that the Railroad will be billing the Contractor directly for such costs, the Political Body 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 Political Body during the Project and final billing to the Political Body within one hundred eighty (180) days after receiving written notice from the Political Body that all Project work affecting the Railroad's property has been completed.

E. The Political Body 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.

Section 9. PLANS

A. The Political Body, at its expense, shall prepare, or cause to be prepared by others, the detailed plans and specifications for the Project and the Structure 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 Political Body 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 Political Body or Contractor on the Plans is at the risk of the Political Body and Contractor.

Section 10. 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 Political Body 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.

Section 11. 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 Political Body in the event the Political Body 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 Political Body 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.

Section 12. CONDITIONS TO BE MET BEFORE POLITICAL BODY CAN COMMENCE WORK

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

- (i) The Railroad and Political Body have executed this Agreement.
- (ii) The Railroad has provided to the Political Body 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.

Section 13. FUTURE PROJECTS

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

Section 14. ASSIGNMENT; SUCCESSORS AND ASSIGNS

A. Political Body 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 Political Body.

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

If the Political Body will be receiving American Recovery and Reinvestment Act ("ARRA") funding for the Project, the Political Body agrees that it is responsible in

performing and completing all ARRA reporting documents for the Project. The Political Body 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 Political Body and not of the Railroad, and (ii) the Political Body shall not delegate any ARRA reporting responsibilities to the Railroad. The Political Body also confirms and acknowledges that (i) the Railroad shall provide to the Political Body 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 Political Body to perform and complete the ARRA reporting documents. The Railroad confirms that the Political Body and the Federal Highway Administration shall have the right to audit the Railroad's billing and documentation for the Project as provided in Section 11 of **Exhibit B** of this Agreement.

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: _____

Printed Name: _____

Title: _____

CITY OF SAN LEANDRO

By: _____

Chris Zapata

City Manager

**EXHIBIT A
TO
PUBLIC HIGHWAY AT GRADE CROSSING AGREEMENT**

Exhibit A will be a print showing the Crossing Area (see Recitals)



EXISTING CROSSING AREA = 17,439± Sq. Ft.
NEW CROSSING AREA = 2,186± Sq. Ft.
TOTAL CROSSING AREA = 19,625± Sq. Ft.

LEGEND:

- EXISTING CROSSING AREA
- NEW CROSSING AREA
- UPRRCO. R/W OUTLINED

CADD FILENAME	293813.DGN
SCAN FILENAME	0293813_CAV106S9.1TIFF

NOTE: BEFORE YOU BEGIN ANY WORK, SEE AGREEMENT FOR FIBER OPTIC PROVISIONS.

EXHIBIT "A"

UNION PACIFIC RAILROAD COMPANY

SAN LEANDRO, ALAMEDA COUNTY, CA

M.P. 14.98 - NILES SUB.

TO ACCOMPANY AGREEMENT WITH
 CITY OF SAN LEANDRO
 SP CA V-106 / S-9
 SCALE: 1" = 100'

OFFICE OF REAL ESTATE
 OMAHA, NEBRASKA DATE: 4/12/2017

RRM FILE: 02938-13

**EXHIBIT A-1
TO
PUBLIC HIGHWAY AT GRADE CROSSING AGREEMENT**

Exhibit A-1 will be the legal description of the at-grade pedestrian crossing (see Recitals)

**EXHIBIT A-1
LEGAL DESCRIPTION
FOR PUBLIC ACCESS EASEMENT (P.A.E.)
CITY OF SAN LEANDRO, ALAMEDA COUNTY, CALIFORNIA**

REAL PROPERTY IN THE CITY OF SAN LEANDRO, COUNTY OF ALAMEDA, BEING PORTIONS OF BLOCK 48, BLOCK 49 AND A PORTIONS OF FORMER ROADWAY AREAS OF WEST JOAQUIN AVENUE, (FORMERLY HEPBURN STREET) AND SAUNDERS STREET AS SHOWN ON THE MAP OF THE TOWN OF SAN LEANDRO, FILED FEBRUARY 27, 1855, MAP BOOK 2, PAGE 43, ALAMEDA COUNTY RECORDS, BEING FURTHER DESCRIBED AS FOLLOWS:

AREA #1:

COMMENCING AT THE INTERSECTION OF THE WESTERLY LINE OF ALVARADO STREET WITH THE SOUTHERLY LINE OF WEST ESTUDILLO AVENUE, AS SAID STREETS ARE SHOWN ON SAID MAP; THENCE SOUTH 62°00'00" WEST 14.27 FEET TO THE NORTHEASTERN LINE OF THE SOUTHERN PACIFIC RIGHT OF WAY, 100 FEET WIDE; THENCE ALONG SAID NORTHEASTERN LINE OF RIGHT OF WAY SOUTH 42°41'49" EAST 592.79 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 334.00 FEET, A RADIAL OF SAID CURVE TO SAID POINT BEARS NORTH 75°10'48" EAST; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16°55'23", A DISTANCE OF 98.65 FEET TO A REVERSE CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 266.00 FEET; THENCE SOUTHERLY ALONG SAID REVERSE CURVE TO THE SOUTHWESTERN LINE OF SAID SOUTHERN PACIFIC RIGHT OF WAY, THROUGH A CENTRAL ANGLE OF 14°51'36", A DISTANCE OF 68.99 FEET; THENCE NORTH 42°41'49" WEST 109.36 FEET ALONG SAID SOUTHWESTERN LINE OF THE SOUTHERN PACIFIC RIGHT OF WAY TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 266.00 FEET, A RADIAL OF SAID CURVE TO SAID POINT BEARS SOUTH 89°55'07" EAST; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 06°13'02", A DISTANCE OF 28.86 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE NORTH 42°41'18" WEST 142.66 FEET; THENCE NORTH 47°16'51" EAST 52.11 FEET; THENCE SOUTH 36°46'05" EAST 8.04 FEET; THENCE SOUTH 47°16'51" WEST 43.28 FEET; THENCE SOUTH 42°41'18" EAST 123.26 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 266.00 FEET, A RADIAL OF SAID CURVE TO SAID POINT BEARS NORTH 80°51'49" EAST; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 03°00'03", A DISTANCE OF 13.93 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 1,446 SQUARE FEET, MORE OR LESS.

TOGETHER WITH THE FOLLOWING:

AREA #2:

COMMENCING AT THE INTERSECTION OF THE WESTERLY LINE OF ALVARADO STREET WITH THE SOUTHERLY LINE OF WEST ESTUDILLO AVENUE, AS SAID STREETS ARE SHOWN ON SAID MAP; THENCE SOUTH 62°00'00" WEST 14.27 FEET TO THE NORTHEASTERN LINE OF THE SOUTHERN PACIFIC RIGHT OF WAY, 100 FEET WIDE; THENCE ALONG SAID NORTHEASTERN LINE OF RIGHT OF WAY SOUTH 42°41'49" EAST 592.79 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO

**EXHIBIT A-1
LEGAL DESCRIPTION
FOR PUBLIC ACCESS EASEMENT (P.A.E.)
CITY OF SAN LEANDRO, ALAMEDA COUNTY, CALIFORNIA**

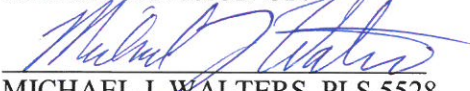
THE WEST, HAVING A RADIUS OF 334.00 FEET, A RADIAL OF SAID CURVE TO SAID POINT BEARS NORTH 75°10'48" EAST; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°55'05", A DISTANCE OF 34.50 FEET TO THE **TRUE POINT OF BEGINNING**, BEING A POINT OF A REVERSE CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 68.00 FEET; THENCE SOUTHEASTERLY ALONG SAID REVERSE CURVE THROUGH A CENTRAL ANGLE OF 28°38'07", A DISTANCE OF 33.99 FEET; THENCE SOUTH 42°42'28" EAST 34.70 FEET; THENCE SOUTH 47°17'32" WEST 42.99 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 9.00 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 42°32'07", A DISTANCE OF 6.68 FEET TO A COMPOUND CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 78.84 FEET; THENCE SOUTHERLY ALONG SAID COMPOUND CURVE THROUGH A CENTRAL ANGLE OF 06°31'30", A DISTANCE OF 8.98 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 266.00 FEET, A RADIAL OF SAID CURVE TO SAID POINT BEARS SOUTH 84°31'30" WEST; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04°41'49", A DISTANCE OF 21.81 FEET; THENCE NORTH 47°17'32" EAST 33.44 FEET; THENCE NORTH 42°42'28" WEST 26.70 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 76.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°35'16", A DISTANCE OF 11.39 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 334.00 FEET, A RADIAL OF SAID CURVE TO SAID POINT BEARS NORTH 85°36'22" EAST; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04°30'29", A DISTANCE OF 26.28 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 740 SQUARE FEET, MORE OR LESS.

THE ABOVE DESCRIPTIONS ARE SHOWN ON EXHIBIT "B" AND BY REFERENCE MADE A PART HEREOF.

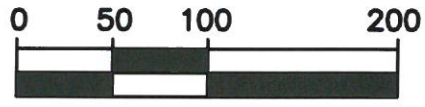
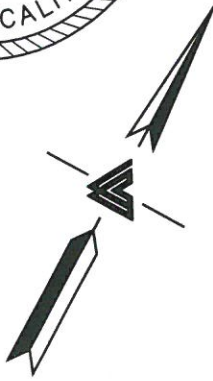
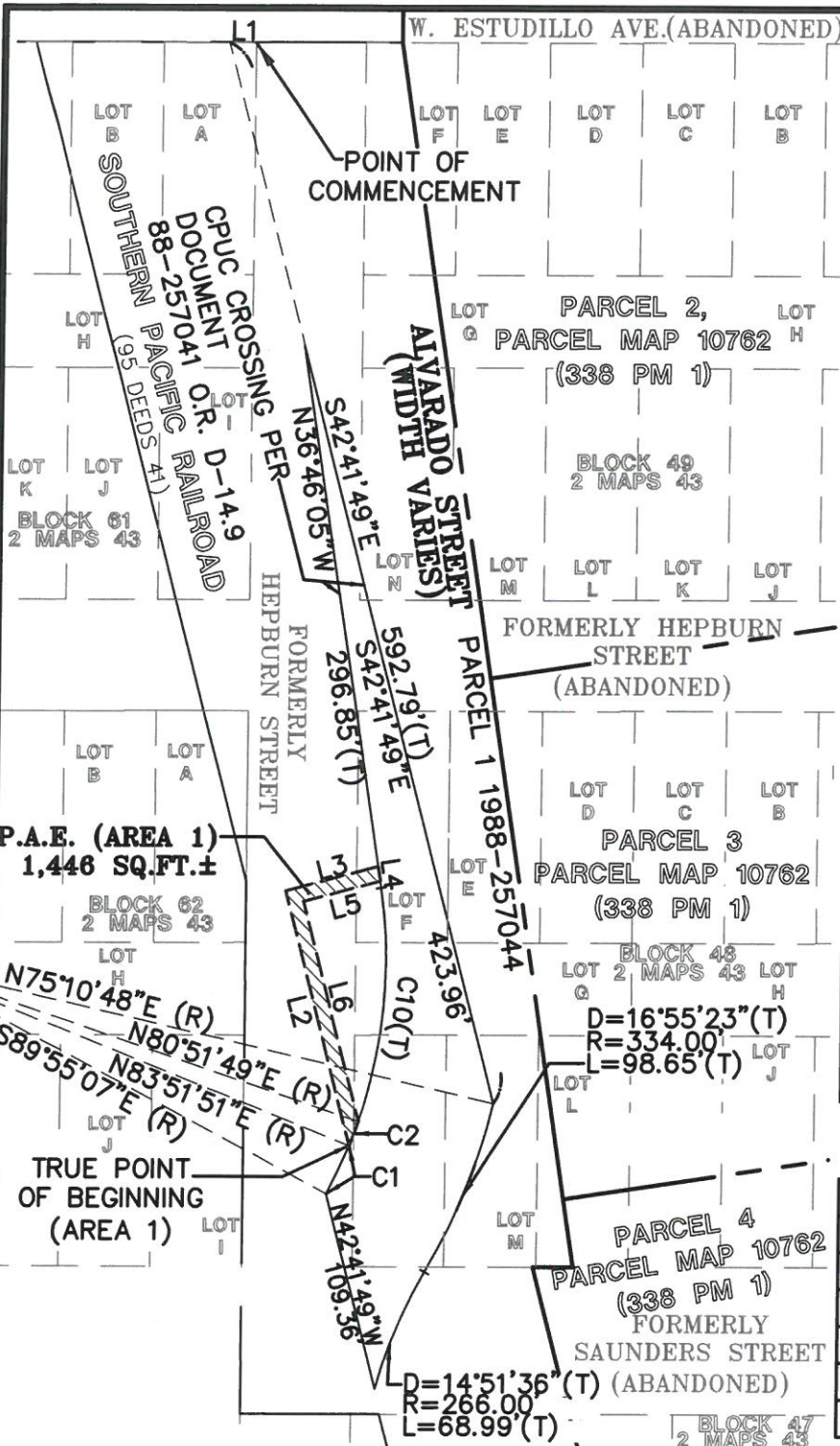
END OF DESCRIPTION

PREPARED BY OR UNDER
THE SUPERVISION OF:


MICHAEL J. WALTERS, PLS 5528

NOV. 17, 2017





SCALE: 1" = 100'

CURVE TABLES

CURVE	DELTA	RADIUS	LENGTH
C1	06°13'02"	266.00'	28.86'
C2	03°00'03"	266.00'	13.93'
C10	36°50'58"	266.00'	171.08'

LINE TABLES

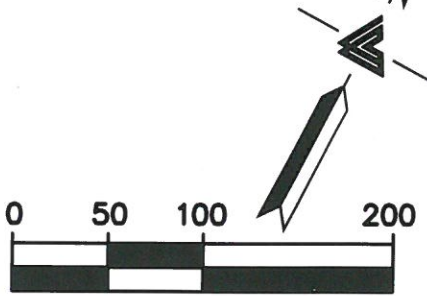
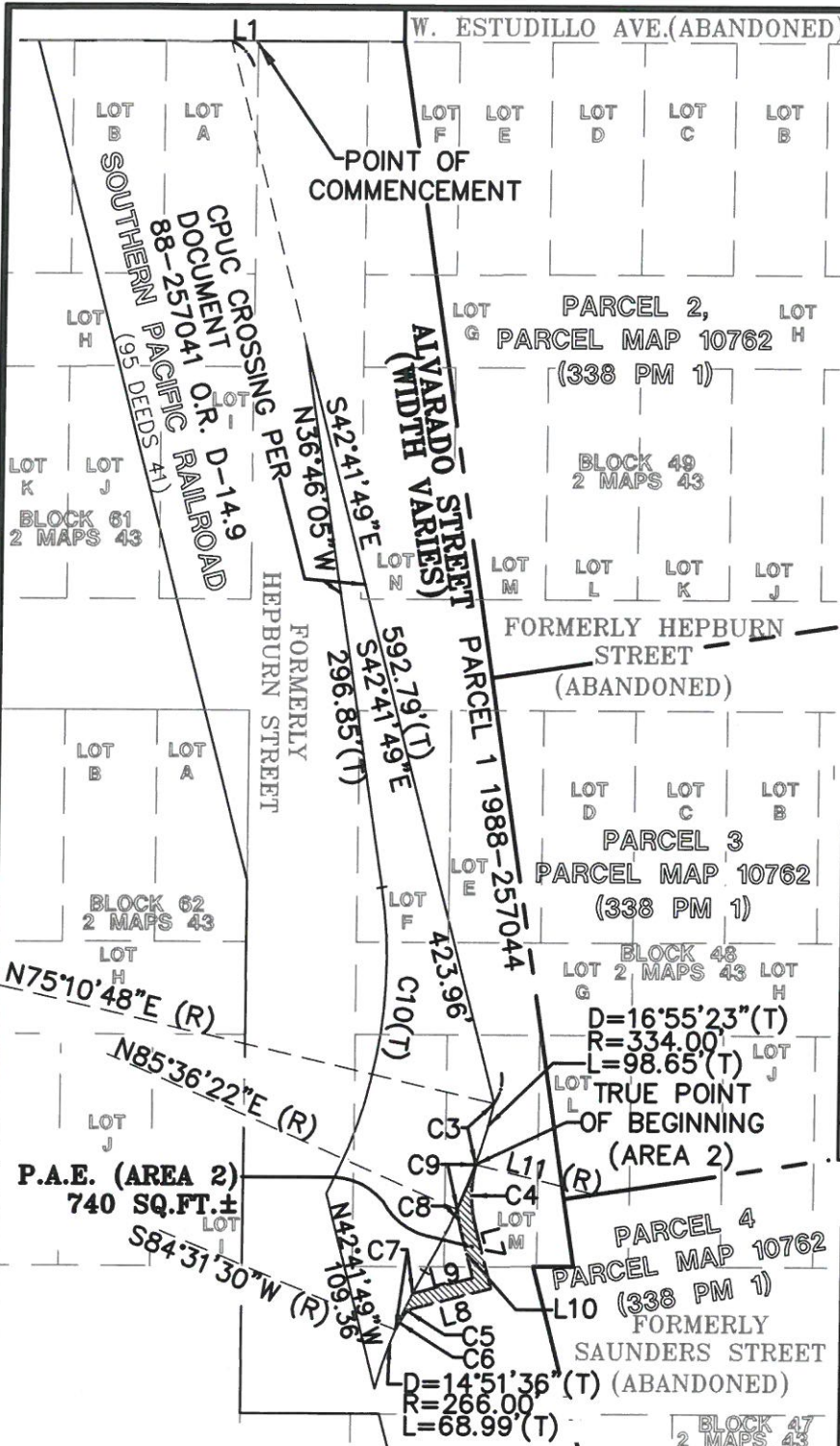
LINE	BEARING	DISTANCE
L1	S62°00'00"W	14.27'
L2	N42°41'18"W	142.66'
L3	N47°16'51"E	52.11'
L4	S36°46'05"E	8.04'
L5	S47°16'51"W	43.28'
L6	S42°41'18"E	123.26'

LEGEND

---	BOUNDARY LINE	---	OLD LOT LINES
---	PROPERTY LINE	(T) ---	TOTAL
---	EASEMENT LINE		

LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS
 BAY AREA REGION: 2495 INDUSTRIAL PKWY WEST, HAYWARD, CALIFORNIA 94545
 SACRAMENTO REGION: 3017 DOUGLAS BLVD., # 300, ROSEVILLE, CA 95661
 (P) (510) 887-4086 (P) (916) 966-1338
 (F) (510) 887-3019 (F) (916) 797-7363
 WWW.LEABRAZE.COM

EXHIBIT A-1
PLAT TO ACCOMPANY LEGAL DESCRIPTION FOR PUBLIC ACCESS EASEMENT "AREA 1"
CITY OF SAN LEANDRO, ALAMEDA COUNTY, CALIFORNIA
 JOB #2140132CI/2140131SU



SCALE: 1" = 100'

CURVE TABLES

CURVE	DELTA	RADIUS	LENGTH
C3	05°55'05"	334.00'	34.50'
C4	28°38'07"	68.00'	33.99'
C5	42°32'07"	9.00'	6.68'
C6	06°31'30"	78.84'	8.98'
C7	04°41'49"	266.00'	21.81'
C8	08°35'16"	76.00'	11.39'
C9	04°30'29"	334.00'	26.28'
C10	36°50'58"	266.00'	171.08'

LINE TABLES

LINE	BEARING	DISTANCE
L1	S62°00'00"W	14.27'
L7	S42°42'28"E	34.70'
L8	S47°17'32"W	42.99'
L9	N47°17'32"E	33.44'
L10	N42°42'28"W	26.70'
L11	S75°55'39"W	

LEGEND

- BOUNDARY LINE
- PROPERTY LINE
- EASEMENT LINE
- (T) ----- OLD LOT LINES TOTAL

LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS

BAY AREA REGION
 2495 INDUSTRIAL PKWY WEST
 HAYWARD, CALIFORNIA 94545
 (P) (510) 887-4086
 (F) (510) 887-3019
 WWW.LEABRAZE.COM

SACRAMENTO REGION
 3017 DOUGLAS BLVD, # 300
 ROSEVILLE, CA 95661
 (P) (916) 966-1338
 (F) (916) 797-7363

EXHIBIT A-1
PLAT TO ACCOMPANY LEGAL DESCRIPTION FOR PUBLIC ACCESS EASEMENT "AREA 2"
CITY OF SAN LEANDRO, ALAMEDA COUNTY, CALIFORNIA

JOB #2140132CI/2140131SU

**EXHIBIT B
TO
PUBLIC HIGHWAY AT GRADE CROSSING AGREEMENT**

SECTION 1. CONDITIONS AND COVENANTS

A. The Railroad makes no covenant or warranty of title for quiet possession or against encumbrances. The Political Body 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 Political Body 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 Political Body for the purpose of conveying electric power or communications incidental to the Political Body'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 Political Body 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 Political Body 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 Political Body shall not damage, destroy or interfere with the property or rights of nonparties in, upon or relating to the Railroad's property, unless the Political Body 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 Political Body 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 Political Body 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 Political Body, 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 Political Body, 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 Political Body 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 Political Body 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 Political Body 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 Political Body. The Political Body 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 Political Body, in the performance of any work contemplated by this Agreement or by the failure to do or perform anything for which the Political Body 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 Political Body at the

Political Body's own expense, or by the Railroad at the expense of the Political Body, 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 Political Body 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 Political Body shall reimburse the Railroad for the amount of the contract.

SECTION 5. MAINTENANCE AND REPAIRS

A. The Political Body 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 Political Body 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 Political Body'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 Political Body 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 Political Body 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 Political Body 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 Political Body 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 Political Body shall include work both within and outside of the Railroad's property.

B. **Entry on to Railroad's Property by Political Body.** If the Political Body's employees need to enter Railroad's property in order to perform an inspection of the Roadway, minor maintenance or other activities, the Political Body 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 Political Body, 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 Political Body's employees, or damage to any property or equipment (collectively the "Loss") that arises from the presence or activities of Political Body'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 Political Body's employees need to enter Railroad's property as provided in Paragraph B above, the Political Body agrees to notify the Railroad Representative at least thirty (30) working days in advance of proposed performance of any work by Political Body 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 Political Body whether a flagman need be present and whether Political Body 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 Political Body for such expenses incurred by Railroad. If Railroad performs any flagging, or other special protective or safety measures are performed by Railroad, Political Body agrees that Political Body 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, Political Body 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 Political Body 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, Political Body 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, Political Body 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 Political Body shall comply with all applicable federal, state and local laws, regulations and enactments affecting the work. The Political Body shall use only such methods as are consistent with safety, both as concerns the Political Body, the Political Body's agents and employees, the officers, agents, employees and property of the Railroad and the public in general. The Political Body (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 Political Body 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 Political Body 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 Political Body 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 Political Body 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 Political Body, at its own expense, shall adequately police and supervise all work to be performed by the Political Body, 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 Political Body 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 Political Body with any requests or recommendations made by such representatives. If a representative of the Railroad is assigned to the Project, the Political Body 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 Political Body'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 Political Body is being or is about to be done or prosecuted without due regard and precaution for safety and security, the Political Body shall immediately suspend the work until suitable, adequate and proper protective measures are adopted and provided.

H. **Removal of Debris.** The Political Body 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 Political Body at the Political Body's own expense or by the Railroad at the expense of the Political Body. The Political Body 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 Political Body 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 Political Body 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 Political Body 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 Political Body, at its own expense, shall install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by the Political Body 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 Political Body, at the Political Body'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 Political Body, at the Political Body'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 Political Body, 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 Political Body shall not obstruct or interfere with existing ditches or drainage facilities.

L. **Notice.** Before commencing any work, the Political Body 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. Political Body 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 Political Body. If it is, Political Body 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 Political Body, or by agreement between the parties, that new or improved train activated warning devices

should be installed at the Crossing Area, the Political Body 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 Political Body for a period of three (3) years following the date of Railroad's last billing sent to Political Body.

SECTION 12. REMEDIES FOR BREACH OR NONUSE

A. If the Political Body 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 Political Body will reimburse the Railroad for the expenses thereof.

B. Nonuse by the Political Body 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 Political Body hereunder.

C. The Political Body 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 Political Body 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 Political Body 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 Political Body

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

Exhibit C (if applicable) will be Railroad's Material and Force Agreement Estimate.

Material And Force Account Estimate

WEST LAKE URBAN, LLC

Estimate Creation Date: 5/15/2017 Number: 111484 Version: 1

Estimate Good Until 03/15/18

Location: NILES SUB, SIMN, 13.66-29.79

Buy America: Yes

Description of Work: SAN LEANDRO, CA, ALVARADO STREET, M.P. 14.98, NILES SUBDIVISION, DOT#912075T, WO#30079, PID#91086, 100% RECOLLECTABLE (100% LOCAL)

COMMENTS	Description	QTY	UOM	Unit Cost	LABOR	MATERIAL	TOTAL
SIGNAL							
RIO CARD	Xing - Track Card (Main and Stand-by) New Cable	1	EA	12,889.00	6,000	6,889	12,889
	Xing - Flasher/Ped (pair)	2	LS	57,560.00	32,000	83,120	115,120
	Xing - Dax Cable 1000'	2	EA	6,440.00	8,000	4,880	12,880
	Xing - Fill/Rock/Gravel	1	LS	1,000.00	0	1,000	1,000
	Underground Boring	1	LF	30,000.00	0	30,000	30,000
STANDARD 204.57% (TRK)	Xing - Labor Additive	1	LS	175,778.82	175,779	0	175,779
	Xing - Engineering Design	1	LS	11,126.00	11,126	0	11,126
NO GATES	Xing - 2 Trk CWE w/Gates	1	EA	117,876.00	28,800	89,076	117,876
	Xing - Meter Service	1	LS	20,000.00	0	20,000	20,000
Sub-Total =					261,705	234,965	496,670

Totals = 261,705 234,965 496,670

Grand Total = \$496,670

Disclaimer: This is a "Shotgun" estimate, intended to provide a ballpark cost to determine whether a proposed project warrants further study. Quantities and costs are estimated using readily available information and experience with similar projects. Site conditions and changes in project scope and design may result in significant cost variance. Agency will pay actual costs at current rates effective at the time of construction.

DATE: 2017-11-13

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

THIS ESTIMATE GOOD FOR 6 MONTHS EXPIRATION DATE IS :2018-05-14

DESCRIPTION OF WORK:

SAN LEANDRO, CA / ALVARADO RD / DOT# 912075T-3 / NILES SUB / MP 14.98
 INSTALL 2EA 8TF ROAD CROSSING SURFACES TO FUNCTION AS SIDE WALKS ON
 BOTH SIDES OF THE EXISTING ROAD CROSSING
 PROJECT WAS BUILT USING STANDARD RECOLLECT ADDITIVE, 260%
 UPRR WILL BE REIMBURSED FOR 100% OF PROJECT COSTS BY THE CITY OF SAN

PID: 91087 AWO: 30080 MP, SUBDIV: 14.98, NILES
 SERVICE UNIT: 19 CITY: SAN LEANDRO STATE: CA

DESCRIPTION	QTY	UNIT	LABOR	MATERIAL	RECOLL	UPRR	TOTAL
ENGINEERING WORK							
ENGINEERING			1304		1304		1304
FLAGGING			304		304		304
LABOR ADDITIVE 260%			4972		4972		4972
TRACK			304		304		304
TOTAL ENGINEERING			6884		6884		6884
SIGNAL WORK							
LABOR ADDITIVE 260%			699		699		699
SIGNAL			320	5	325		325
TOTAL SIGNAL			1019	5	1024		1024
TRACK & SURFACE WORK							
BALAST	2.00	CL	340	1998	2338		2338
BILL PREP FEE				900	900		900
ENVIRONMENTAL PERMITS				10	10		10
FOREIGN LINE FREIGHT				657	657		657
HOMELINE FREIGHT				900	900		900
LABOR ADDITIVE 260			10556		10556		10556
MATL STORE EXPENSE				57	57		57
OTM			815	1395	2210		2210
RDXING	16.00	TF	3091	3650	6741		6741
SALES TAX				368	368		368
SWTIE	32.00	EA		2222	2222		2222
TRK-SURF, LIN			680		680		680
XTIES -UNLD			1243		1243		1243
TOTAL TRACK & SURFACE			16725	12157	28882		28882
LABOR/MATERIAL EXPENSE			24628	12162			
RECOLLECTIBLE/UPRR EXPENSE					36790	0	
ESTIMATED PROJECT COST							36790

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

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 _____, a _____ corporation ("Contractor").

RECITALS:

Contractor has been hired by _____ to perform work relating to _____

(the "work"), with all or a portion of such work to be performed on property of Railroad in the vicinity of Railroad's Milepost _____ on Railroad's _____ [Subdivision] [Branch] [at or near DOT No. _____] located at or near _____, in _____ County, State of _____, as such location is in the general location shown on the print marked **Exhibit A**, attached hereto and hereby made a part hereof, which work is the subject of a contract dated _____ between Railroad and _____.

Railroad is willing to permit 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 AND D.

The terms and conditions contained in **Exhibit B**, **Exhibit C** and **Exhibit D**, 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"):

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 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

[Insert mailing address]

Attn: _____
Folder No. _____

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- ADMINISTRATIVE FEE.

Upon the execution and delivery of this Agreement, Contractor shall pay to Railroad _____ Dollars (\$_____) as reimbursement for clerical, administrative and handling expenses in connection with the processing of this Agreement.

ARTICLE 10 - CROSSINGS; COMPLIANCE WITH MUTCD AND FRA GUIDELINES.

A. 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.

B. Any permanent or temporary changes, including temporary traffic control, to crossings must conform to the Manual of Uniform Traffic Control Devices (MUTCD) and any applicable Federal Railroad Administration rules, regulations and guidelines, and must be reviewed by the Railroad prior to any changes being implemented. In the event the Railroad is found to be out of compliance with federal safety regulations due to the Contractor's modifications, negligence, or any other reason arising from the Contractor's presence on the Railroad's property, the Contractor agrees to assume liability for any civil penalties imposed upon the Railroad for such noncompliance.

ARTICLE 11.- 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

By: _____
Title: _____

(Name of Contractor)

By: _____
Title: _____

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

Section 1. NOTICE OF COMMENCEMENT OF WORK - FLAGGING.

A. Contractor agrees to notify the Railroad Representative at least ten (10) 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 Railroads 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

Union Pacific Railroad Company
Insurance Provisions For
Contractor's Right of Entry Agreement

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 \$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. 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)
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- (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 of 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.