



UPRR Folder No. 2593-97

UPRR Audit No. _____

COMMUTER RAIL BRIDGE AGREEMENT

PORTLAND STREET CAR OVERPASS
RAILROAD MILE POST 768.96 – BROOKLYN SUBDIVISION
PORTLAND, MULTNOMAH COUNTY, OREGON

This Agreement ("Agreement") is entered into this _____ day of _____, 200__ ("Effective Date"), by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation ("Railroad") and CITY OF PORTLAND, an Oregon municipal corporation ("City").

RECITALS

- A. City, under its Project Number _____ (the "Project") desires to construct a new street car light rail grade separated structure (the "Bridge") that will carry City's light rail street cars over Railroad's tracks and property at Railroad Mile Post 768.96 on Railroad's Brooklyn Subdivision in Portland, Multnomah County, Oregon. The location of the Project and Bridge is generally shown on the Railroad Location Print marked **Exhibit A**, attached hereto and hereby made a part hereof.
- B. The general profile and type of the Bridge are shown in the Detailed Prints marked **Exhibit A-1**, attached hereto and hereby made a part hereof.
- C. The Oregon Department of Transportation Order for the Project is marked **Exhibit B**, attached hereto and hereby made a part hereof.
- D. As part of the Project, Railroad will be granting to City a flyover (aerial) easement (the "Flyover Easement") over and across the portion of Railroad's property described in the Legal Description marked **Exhibit A-2** and also shown on the Illustrative Print of the Legal Description marked **Exhibit A-3**, with each exhibit being attached hereto and hereby made a part hereof (the "Crossing Area").
- E. This Agreement is made to cover the above.

AGREEMENT

NOW, THEREFORE, IT IS MUTUALLY AGREED BY AND BETWEEN THE RAILROAD AND CITY AS FOLLOWS:

Section 1. RAILROAD NOT TO BEAR ANY COSTS.

The City confirms that the Railroad shall not bear any costs under this Project or be required to provide any funding for the Project.



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Section 2. EXHIBIT C.

The General Terms and Conditions marked **Exhibit C** are hereby made a part of this Agreement.

Section 3. RAILROAD GRANTS RIGHT.

For and in consideration of City paying to Railroad, upon the execution and delivery of this Agreement, the sum of Twenty-One Thousand Four Hundred Twenty-Three Dollars (\$21,423.00) and subject to City's agreement to perform and comply with the terms and conditions of this Agreement the Railroad shall execute and deliver to City an Easement Deed in the form marked **Exhibit D**, attached hereto and hereby made a part hereof, whereby the Railroad grants the Flyover Easement for the Bridge over the Crossing Area.

Section 4. OWNERSHIP, CONSTRUCTION AND MAINTENANCE OF BRIDGE; RAILROAD'S TRAIN OPERATIONS BENEATH BRIDGE.

- A. City shall have the sole ownership of the Bridge upon completion of construction.
- B. City shall construct the Bridge in compliance with the final 100% Plans (as such term is defined in Section 10) in a good and workmanlike manner.
- C. As set forth in Section 9, the Railroad, at the City's expense, shall provide all flagging protection deemed necessary by the Railroad, involving this Project and Railroad's train operations beneath the Bridge and Railroad's train operations have priority and take precedence over City's Project construction activities.
- D. City, at its expense, shall maintain, repair and renew, or cause to be maintained, repaired and renewed the entire Bridge including, but not limited to, the superstructure, substructure, piers, abutments, walls, approaches and all backfill, grading and drainage required by reason of the Bridge, as well as all graffiti removal or over-painting of the Bridge.
- E. When City, or its Contractor (as defined in Section 6), needs to enter the Crossing Area to perform any maintenance or repairs to the Bridge, City shall first obtain the Railroad's written consent to such entry and also to any plans involving substantial repairs to the Bridge. All maintenance and repair work shall be performed by City at City's sole cost and expense.

Section 5. INSURANCE.

At all times during the existence and use of the Bridge, City, its successors and assigns, shall comply with the Railroad's Insurance Requirements marked **Exhibit E**, attached hereto and hereby made a part hereof, and any amendments or modifications by the Railroad thereto.

Section 6. DEFINITION OF CONTRACTOR.

For purposes of this Agreement the term "**Contractor**" shall mean the contractor or contractors hired by City to perform any Project work on or over any portion of the Crossing Area 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 7. CONTRACTOR'S RIGHT OF ENTRY AGREEMENT - INSURANCE.

A. Prior to Contractor performing any work within the Crossing Area involving the Project, and any subsequent maintenance or repair work, City 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 F**, attached hereto and hereby made a part hereof. City 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 within and/or over the Crossing Area without first executing the Railroad's Contractor's Right of Entry Agreement and obtaining the insurance set forth therein and also providing to the Railroad the insurance policies, binders, certificates and/or endorsements described therein.

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

*Senior Manager - Contracts
Union Pacific Railroad Company
Real Estate Department
1400 Douglas Street, Mail Stop 1690
Omaha, NE 68179-1690
UP File Folder No. 2561-41*

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

Section 8. FEDERAL AID POLICY GUIDE.

If City 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 9. WORK TO BE PERFORMED BY RAILROAD; BILLING SENT TO CITY; CITY'S PAYMENT OF BILLS.

A. It is anticipated that the only work to be performed by the Railroad under this Project is to provide engineering review, inspection and flagging. The Railroad is estimating such expenses to be One Hundred Ten Thousand Dollars (\$110,000.00) as shown on the Railroad's Estimate marked **Exhibit G**, attached hereto and hereby made a part hereof.

B. The Railroad shall send progressive billing to City during the Project and final billing within one hundred eighty (180) days after receiving written notice from City that all Project work affecting the Crossing Area has been completed.

C. City 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



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(including preliminary engineering review costs incurred by Railroad prior to the Effective Date of this Agreement), and construction inspection, and all direct and indirect overhead labor/construction costs including Railroad's standard additive rates.

Section 10. PLANS.

A. City, at its expense, shall prepare, or cause to be prepared by others, the detailed plans and specifications for the Project and the Bridge 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 appurtenances, associated drainage, shoring, sheeting and excavations for bents and/or abutments next to or adjacent to the Railroad's tracks and, if applicable, all demolition and removal plans for the existing structure.

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. Upon completion of the Bridge, City, at its expense, shall furnish to the Railroad one (1) set of reproducible "as constructed" Plans of the Bridge.

E. The Railroad's review and approval of the Plans in no way relieves City 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 City or Contractor on the Plans is at the risk of City and Contractor.

Section 11. 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 10. 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 City mutually agree in writing to (i) deem the approved Non Railroad Facilities plans and specifications to be Plans pursuant to Section 10, (ii) deem the Non Railroad Facilities part of the Bridge, and (iii) supplement this Agreement with terms and conditions covering the Non Railroad Facilities.

Section 12. RAILROAD'S COORDINATION REQUIREMENTS.

City, at its expense, shall ensure that the Contractor complies with all of the terms and conditions contained in the Railroad's Coordination Requirements that are described in Exhibit H, attached hereto and hereby made a part hereof, and other special guidelines and/or requirements that the Railroad may provide to City for this Project.

Section 13. EFFECTIVE DATE; TERM; TERMINATION.

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 Bridge remains within the Crossing Area, unless sooner terminated as set forth in Exhibit D.

Section 14. CONDITIONS TO BE MET BEFORE CITY CAN COMMENCE WORK.

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

- (i) The Railroad and City have executed this Agreement.
- (ii) The Railroad has provided to City 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 15. FUTURE PROJECTS.

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

Section 16. ENTIRE AGREEMENT.

This Agreement constitutes the entire agreement between the parties with respect to the subject matter described herein.

Section 17. AMENDMENTS.

No modification or alteration of the terms hereof shall be binding unless such

modification or alteration is in writing and executed by both parties.

Section 18. SEVERABILITY.

If any clause or provision of this Agreement is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the parties that the remainder of this Agreement shall not be affected but shall remain in full force and effect, provided that the essential terms and conditions for each party remain valid, binding and enforceable.

Section 19. CONSTRUCTION.

This Agreement shall be governed by and in accordance with the laws of the State of Oregon; unless otherwise preempted by applicable Federal laws, rules and regulations.

Section 20. WAIVER.

The failure of any party at any time to require performance of any provision hereof shall in no manner affect the right at a later time to enforce the same. No waiver by any party of any condition, or of any breach of any term, covenant, representation or warranty contained herein, in any one or more instances, shall be deemed to be or construed as a further or continuing waiver of any such condition or breach or waiver of any other condition or of any breach or any other term, covenant, representation or warranty.

Section 21. ATTORNEYS' FEES.

In the event of any litigation involving the parties to this Agreement to enforce any provision of this Agreement, to enforce any remedy available upon default under this Agreement, or seeking a declaration of rights of either party under this Agreement, the prevailing party shall be entitled to recover from the other such attorneys' fees and costs as may be reasonably incurred. The provisions of this section shall survive the entry of any judgment.

Section 22. COUNTERPARTS.

This Agreement may be signed in two or more counterparts, each of which shall be deemed an original but all of which shall together constitute one and the same instrument.

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Section 23. ASSIGNMENT; SUCCESSORS AND ASSIGNS.

- A. City 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 City.

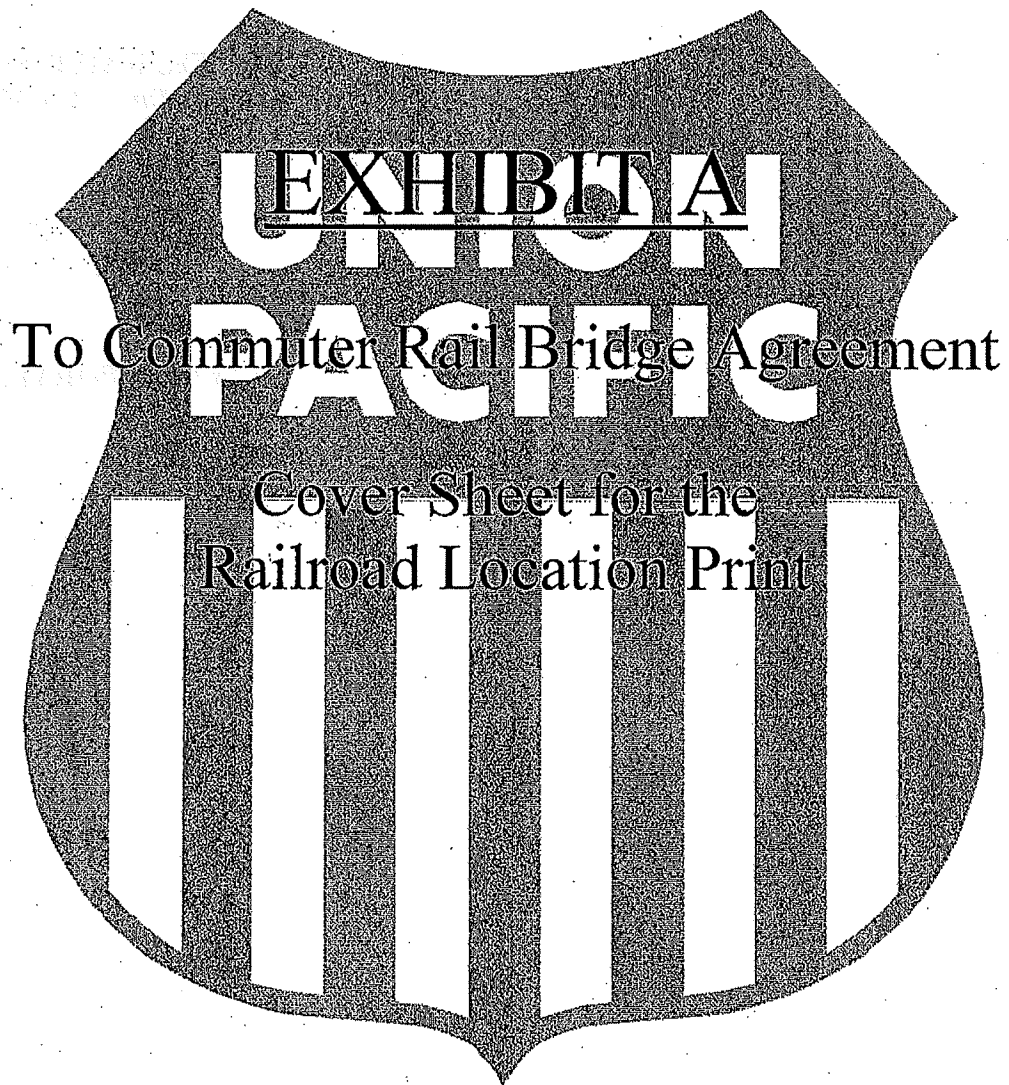
IN WITNESS WHEREOF, the parties have caused this Agreement to be duly executed as of the Effective Date first herein written.

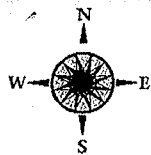
UNION PACIFIC RAILROAD COMPANY
(Federal Tax ID #94-6001323)

By _____
JAMS P. GADE
Director Contracts

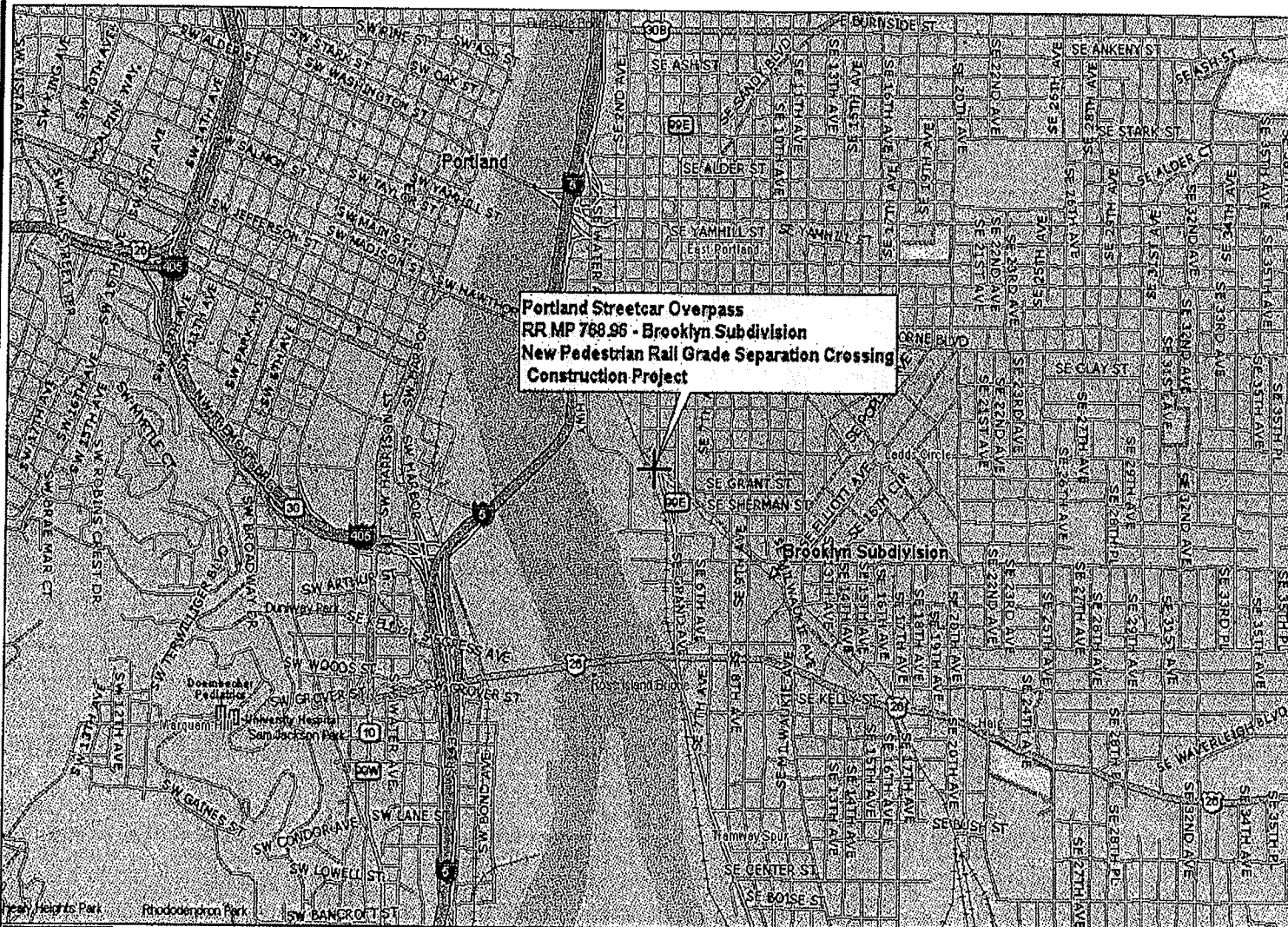
CITY OF PORTLAND

By _____
Printed Name: _____
Title: _____





RAILROAD LOCATION PRINT OF A NEW LIGHT RAIL BRIDGE CROSSING CONSTRUCTION PROJECT

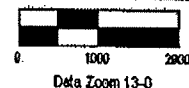


Portland Streetcar Overpass
RR MP 768.96 - Brooklyn Subdivision
New Pedestrian Rail Grade Separation Crossing
Construction Project

DELORME

Data use subject to license.
© 2007 DeLorme, Street Atlas USA® 2008.
www.delorme.com

★
MN (16.4° E)



RAILROAD WORK TO BE PERFORMED:

1. Engineering Design Review, Inspection & Flagging.

EXHIBIT "A"
UNION PACIFIC RAILROAD COMPANY

BROOKLYN SUBDIVISION
MILE POST 768.96
GPS: N 45° 30.4793', W 122° 39.7234'
PORTLAND, MULTNOMAH CO., OR.

Railroad Location Print of a new light rail
overpass construction project with the
CITY OF PORTLAND,
BUREAU OF TRANSPORTATION.

Folder No. 2593-97

Date: February 17, 2010

WARNING

IN ALL OCCASIONS, U.P. COMMUNICATIONS DEPARTMENT MUST BE CONTACTED IN ADVANCE
OF ANY WORK TO DETERMINE EXISTENCE AND LOCATION OF FIBER OPTIC CABLE.
PHONE: 1-(800) 336-9193

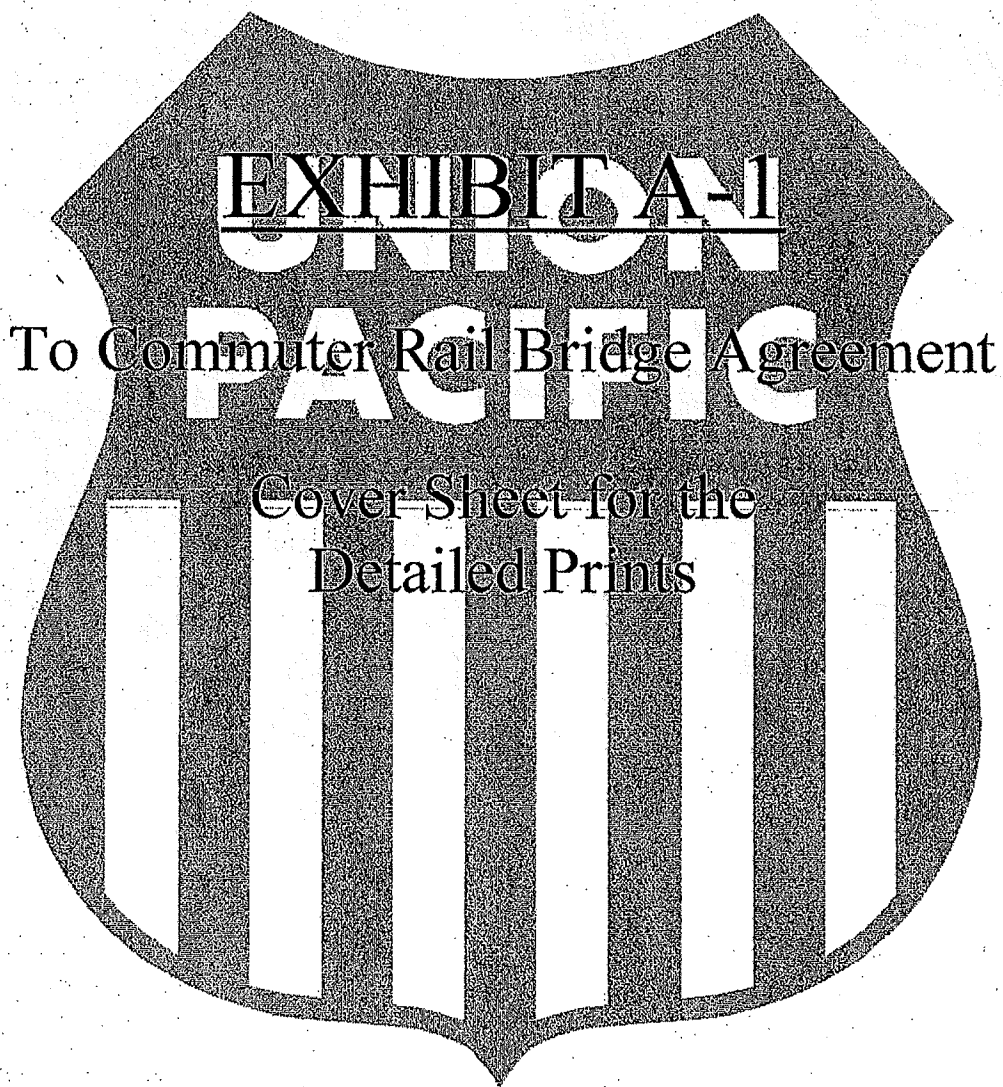
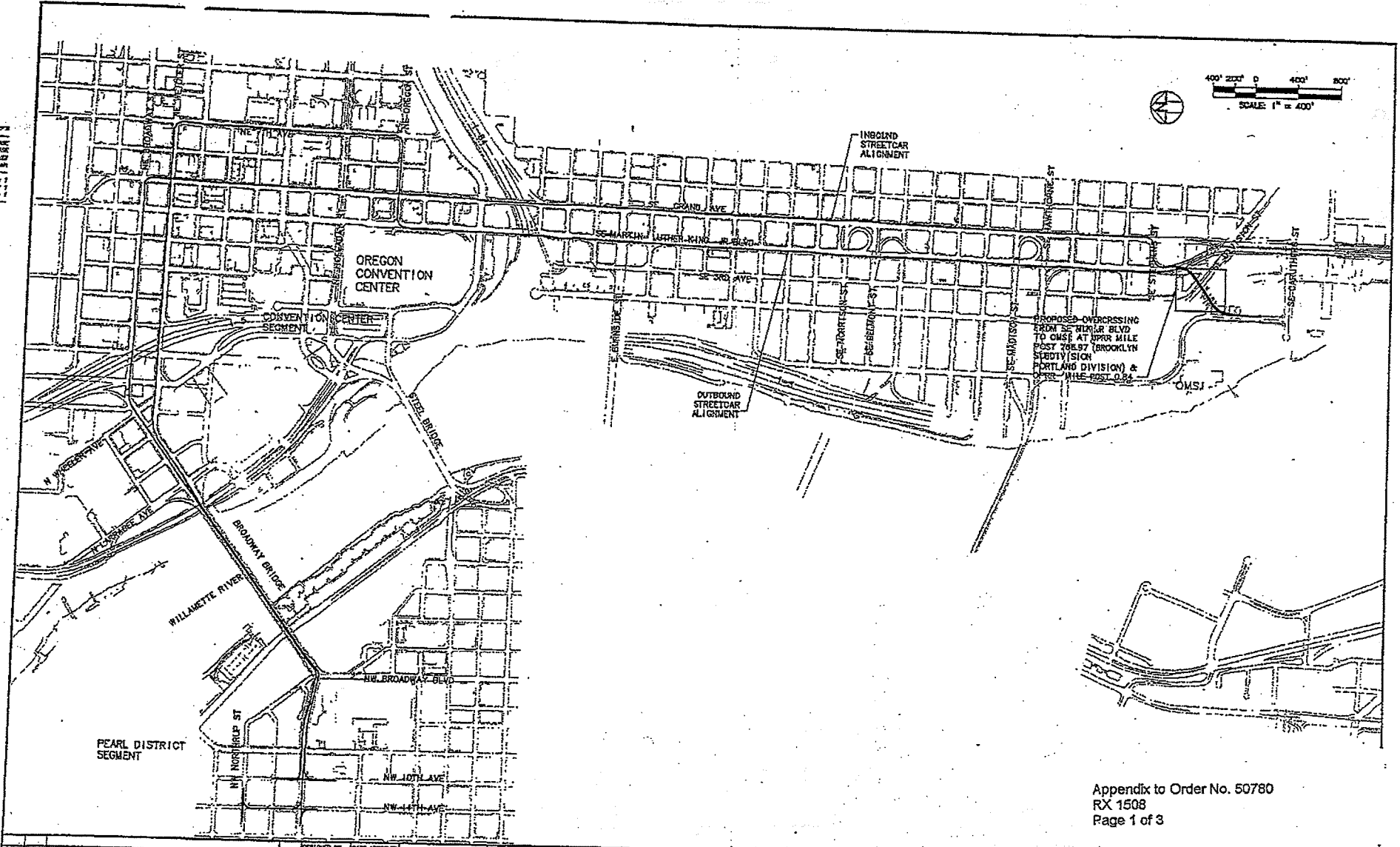


EXHIBIT A-1

To Commuter Rail Bridge Agreement

Cover Sheet for the
Detailed Prints

11/16/11
 11/16/11
 11/16/11



Appendix to Order No. 50780
 RX 1508
 Page 1 of 3

NO.	DATE	DESCRIPTION	APPR.
		REVISION	

DESIGNED BY	DATE APPROVED
DRAWN BY	DATE CHECKED
CHECKED BY	

APPROVALS:

 PRINCIPAL ENGINEER REG. PROF. ENG. NO. _____

 CITY ENGINEER REG. PROF. ENG. NO. _____

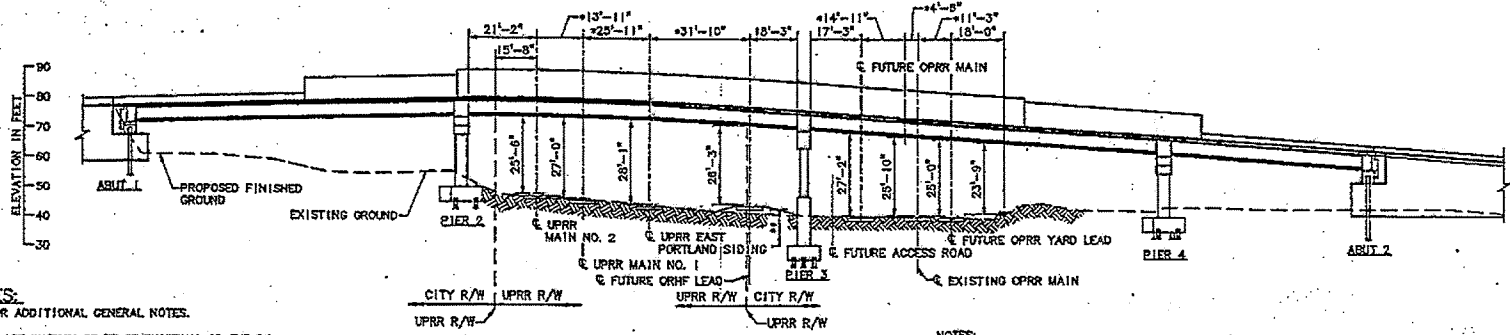
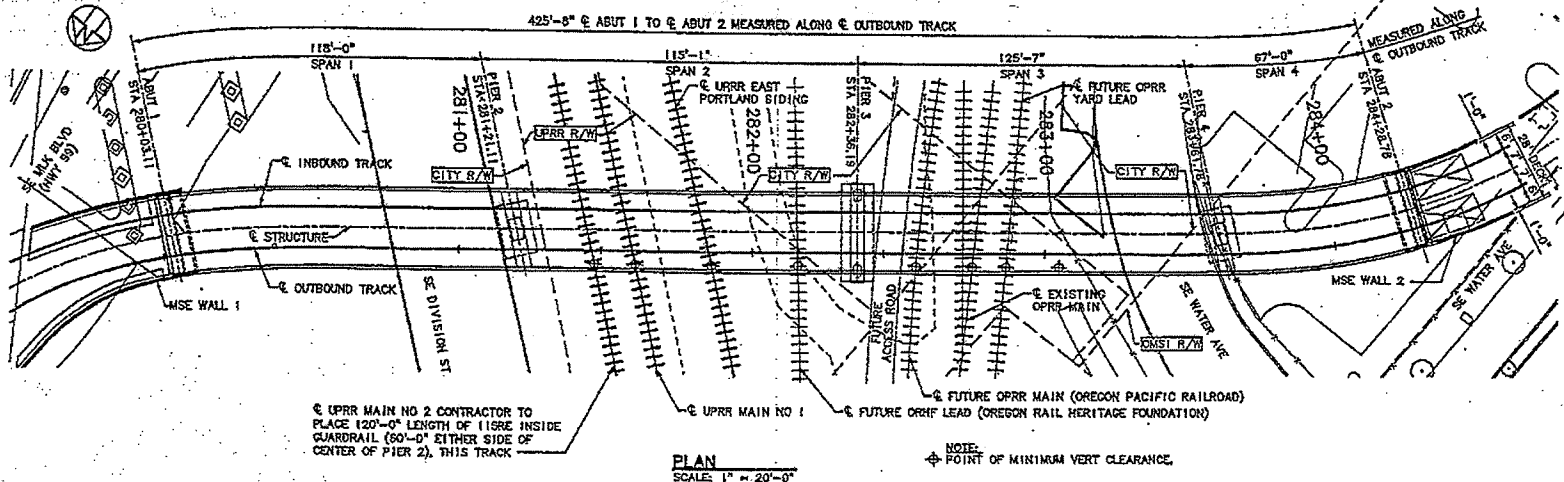
CITY OF PORTLAND
 THE OFFICE OF
TRANSPORTATION
SAK ADAMS
 KELLAN P. KIM, P.E. COORDINATOR
 CITY ENGINEER

STREETCAR LOOP PROJECT
 UPRR/OPRR CROSSING LOCATION
 VICINITY MAP

APP. NO.	
PROJECT NO.	

183695

4/17/11 4:48 PM \\nas11\work\projects\portland_streetcar_loop\project\maps\portland_streetcar_loop_vicinity_map_110811.dwg



- GENERAL NOTES:**
- 1) SEE SHEET 3 FOR ADDITIONAL GENERAL NOTES.
 - 2) PIERS 2 AND 3 ARE WITHIN 25 FT OF EXISTING OR FUTURE TRACKS. PIER 2 WILL BE CONSTRUCTED USING HEAVY CONSTRUCTION (30 FT) IN LIEU OF CRASH WALLS. PIER 3 WILL BE CONSTRUCTED USING CRASH WALLS.
 - 3) FUTURE TRACKS SHOWN FOR INFORMATION ONLY. TOP OF FUTURE OPRR RAIL ELEVATIONS ASSUMED EQUAL TO EXISTING OPRR MAIN TOP OF RAIL ELEVATION, TOP OF FUTURE OPRR LEAD RAIL ELEVATION ASSUMED EQUAL TO EXISTING UPRR PORTLAND EAST SIDING TOP OF RAIL ELEVATION.
 - 4) ALL CLEARANCES ARE ACTUAL MINIMUM CLEARANCES.

- NOTES:**
- DIMENSION MEASURED ALONG & PROPOSED STRUCTURE.
 - 6" MIN BELOW BASE OF RAIL, TYP ALL EXISTING AND FUTURE RAILS WITHIN 25' OF PIER 3 FOOTING.

DEVELOPED ELEVATION
SCALE: 1" = 20'-0"

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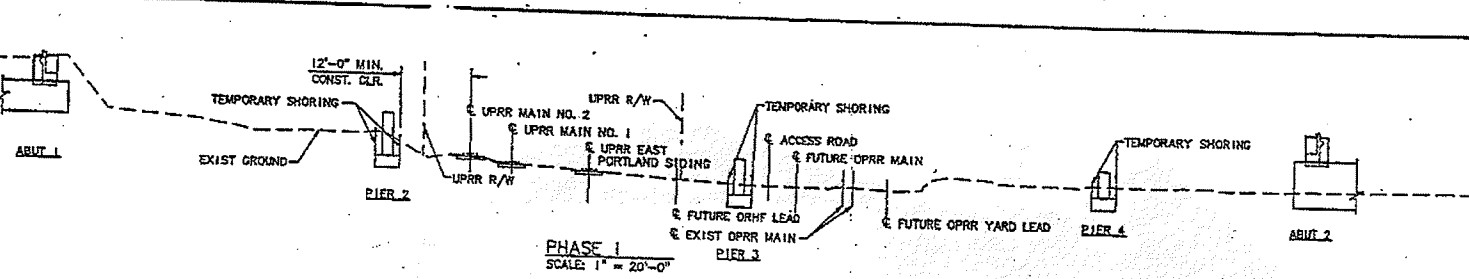
DESIGNED BY AMB		DATE APPROVED		APPROVALS:	CITY OF PORTLAND BUREAU OF TRANSPORTATION					STREETCAR LOOP PROJECT PROPOSED UPRR CROSSING AT MP 788.97 ON THE BROOKLYN SUBDIVISION OF THE PORTLAND DIVISION PLAN AND ELEVATION 2804-00 TO 2844-30	DWG NO.
DRAWN BY RUS		DATE CHECKED									PRINCIPAL ENGINEER
ORDERED BY LFB		APPROVED BY		CITY ENGINEER	DATE	PROJECT NO.				1	
FINAL RR EXHIBIT DWGS		REVISION									

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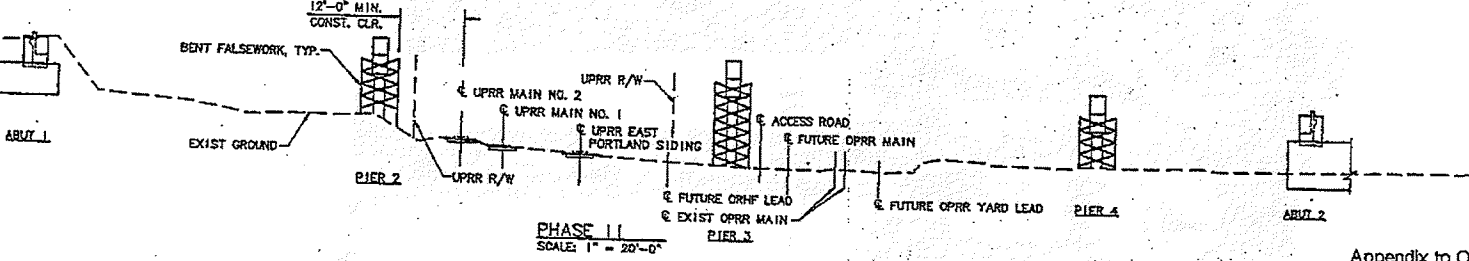
ELEVATION IN FEET
90
80
70
60
50
40
30

ELEVATION IN FEET
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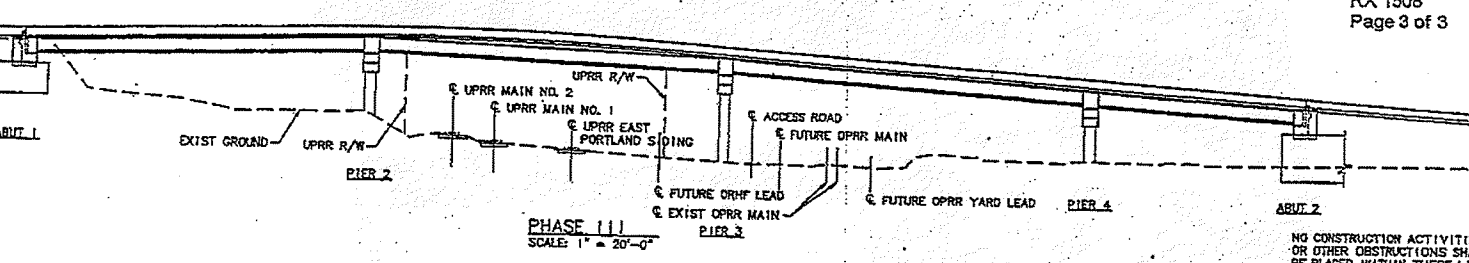
ELEVATION IN FEET
90
80
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60
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40
30



PHASE I
SCALE: 1" = 20'-0"



PHASE II
SCALE: 1" = 20'-0"



PHASE III
SCALE: 1" = 20'-0"

CONSTRUCTION PHASE NOTES:

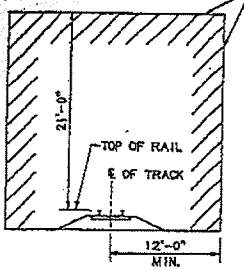
- Phase I:**
- 1.) PIER FOOTINGS AND ABUTMENTS CONSTRUCTED.
 - 2.) TEMPORARY SHORING PLACED AT PIERS 2 & 3 AS NEEDED TO MAINTAIN MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.
- Phase II:**
- 1.) COLLARS AND BENT CAPS CONSTRUCTED.
 - 2.) FALSEWORK PLACED AT PIERS TO MAINTAIN MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.
- Phase III:**
- 1.) GIRDERS PLACED AND SUPERSTRUCTURE COMPLETED. ALL DECK FORMS TO BE SUPPORTED FROM GIRDERS AND NOT TO EXTEND BELOW GIRDER SOFFIT.

Appendix to Order No. 50780
RX 1508
Page 3 of 3

CONSTRUCTION NOTES:

- 1.) ANY SHORING SYSTEM THAT IMPACTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER RAILROAD GUIDELINES FOR TEMPORARY SHORING.
- 2.) ERECTION OVER THE RAILROAD'S TRACK SHALL BE PLANNED SUCH THAT IT ENABLES THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER RAILROAD REQUIREMENTS.
- 3.) THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.
- 4.) THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.
- 5.) THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED ON THE PROJECT SITE.
- 6.) FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD'S COORDINATION REQUIREMENTS AS PART OF THE SPECIFICATIONS OR SPECIAL PROVISIONS OF THE PROJECT.
- 7.) TEMPORARY CONSTRUCTION CLEARANCES, INCLUDING FALSEWORK CLEARANCES, SHALL COMPLY WITH MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.
- 8.) ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSEOUT.

NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTIONS SHALL BE PLACED WITHIN THESE LIMITS



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE
NO SCALE

DESIGNED BY	DATE APPROVED		
DRAWN BY	CITY ENGINEER		
CHECKED BY			
NO.	DATE	DESCRIPTION	APPROVED
		REVISION	



APPROVALS:

PRINCIPAL ENGINEER REC. PROJ. ENGR. NO.

CITY ENGINEER REC. PROJ. ENGR. NO.



RAILROAD
30%
SUBMITTAL
JUNE 2, 2005



STREETCAR LOOP PROJECT
PROPOSED UPRR O'XING NEAR MP 759
ON THE BROOKLYN SUBDIVISION
OF THE PORTLAND DIVISION
CONSTRUCTION PHASE PLAN
574+48 TO 678+78

APP. NO.
-
SHEET NO.

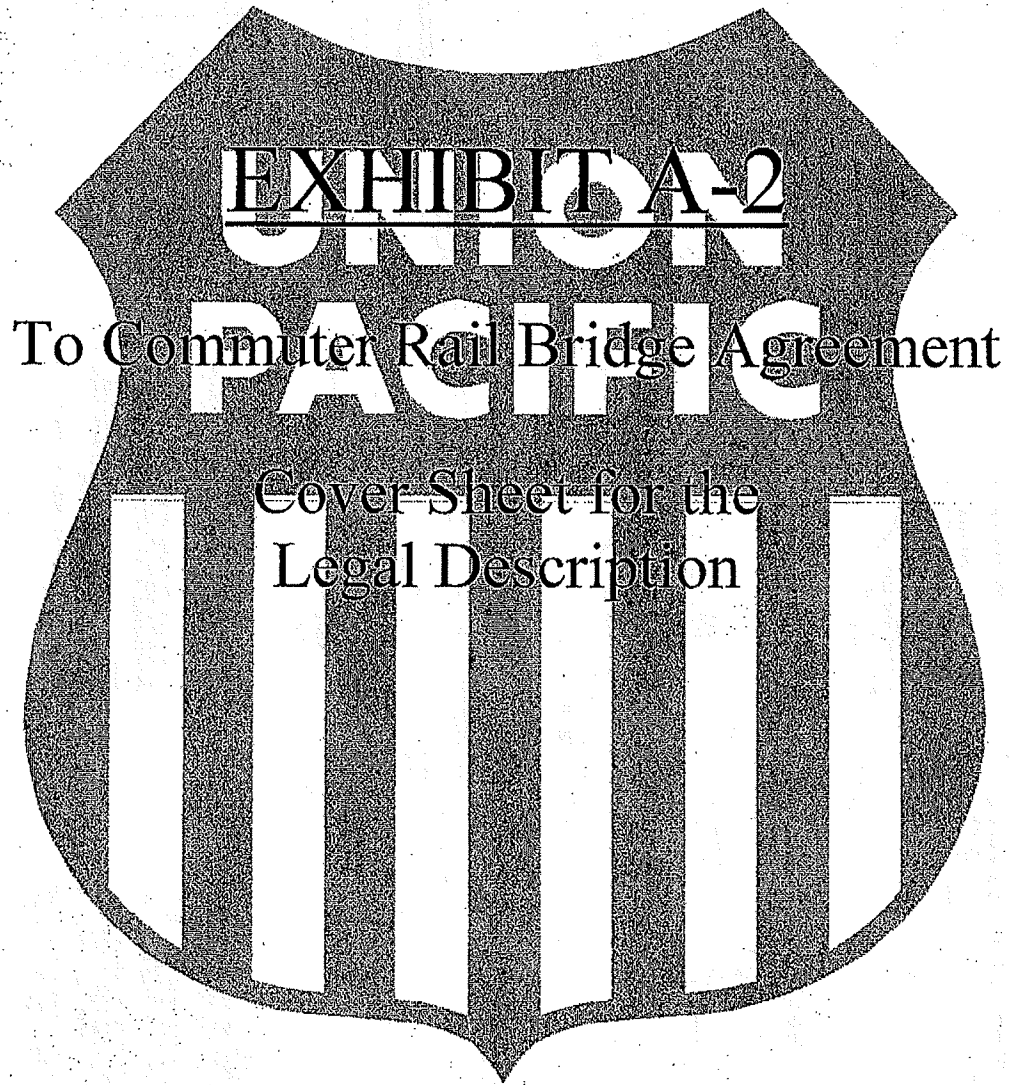


EXHIBIT A-2

UNION

To Commuter Rail Bridge Agreement

PACIFIC

Cover Sheet for the
Legal Description

R/W #
 Southern Pacific RR
 S.E. Lincoln Avenue
 1S1E03DA 3200

EXHIBIT "A"

AERIAL EASEMENT

A parcel of land situated in the Southeast one-quarter of Section 3, Township 1 South, Range 1 East, W.M., City of Portland, Multnomah County, Oregon, and being a portion of that part of Block 46 of the duly recorded plat of Stephens' Addition to East Portland, southwesterly of S.E. Division Street, more particularly described as follows:

Commencing at the southeast corner of Section 3, Township 1 South, Range 1 East, W.M.; thence North 1° 47' 26" East 1151.36 feet to the north right-of-way line of S.E. Lincoln Street; thence along said right-of-way line North 88° 12' 34" West 222.58 feet to the True Point of Beginning, said point being South 88° 12' 34" East 68.84 feet from the southwest corner of said Block 46, Stephens' Addition; thence continuing along said right-of-way line North 88° 12' 34" West 45.69 feet; thence leaving said right-of-way line North 52° 23' 27" East 95.04 feet to the southwesterly right-of-way line of S.E. Division Street and a point on a non-tangent curve; thence along said right-of-way line on the arc of a 1702.61 foot radius curve to the left, the radial center of which bears North 40° 32' 06" East, through a central angle of 00° 21' 52", an arc distance of 10.83 feet (the long chord of which bears South 49° 38' 50" East 10.83 feet); thence South 49° 49' 35" East 18.83 feet; thence leaving said right-of-way line South 52° 23' 27" West 65.98 feet to the True Point of Beginning.

This parcel contains 2,334 square feet, more or less.

The bearings of this description are based on the Oregon Coordinate System of 1983, north zone, 1991 adjustment.

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Patrick N. Smith

OREGON
 JULY 25, 1991
 PATRICK N. SMITH
 2526

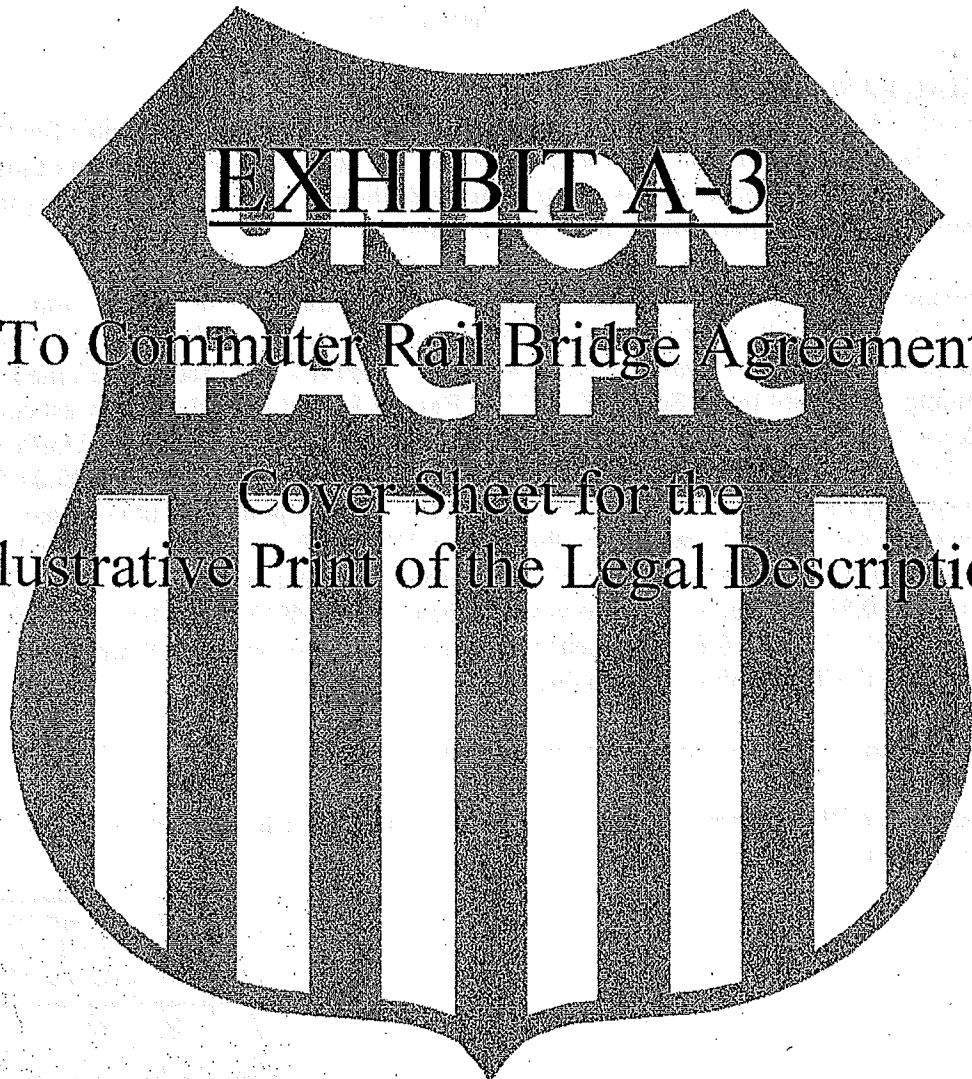
RENEWS: 6/30/10

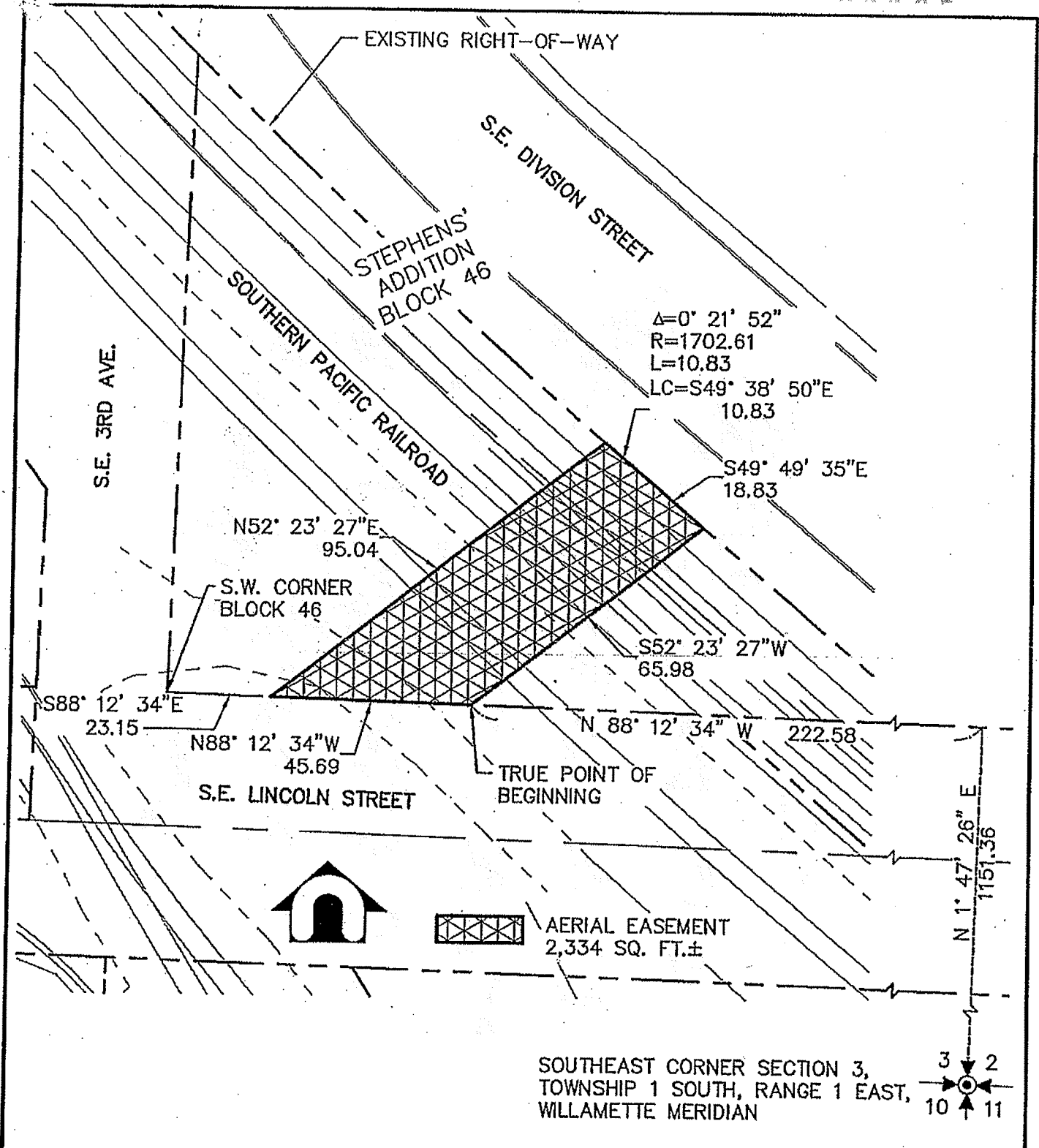
EXHIBIT A-3

To Commuter Rail Bridge Agreement

**UNION
PACIFIC**

Cover Sheet for the
Illustrative Print of the Legal Description

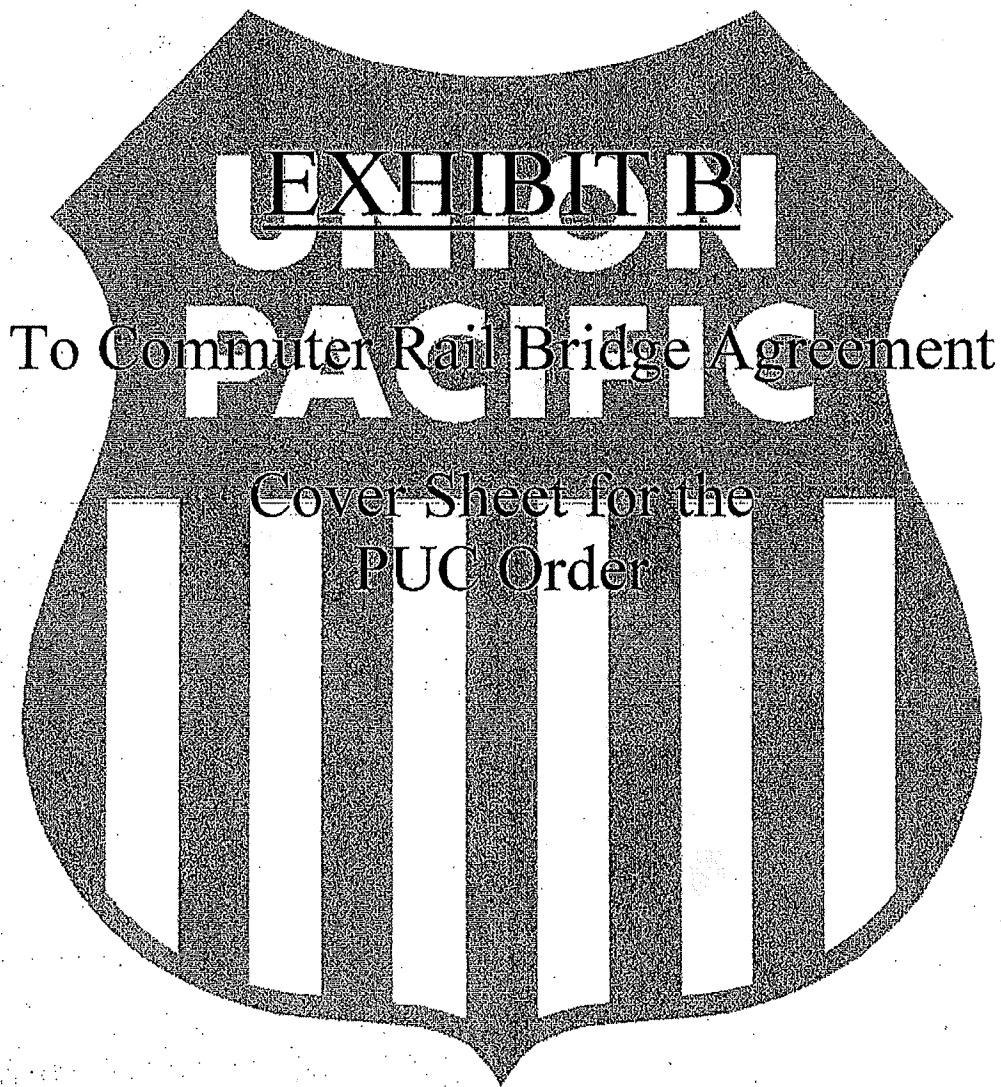




DAVID EVANS AND ASSOCIATES INC.
 2100 Southwest River Parkway
 Portland Oregon 97201
 Phone: 503.223.6663

PROJECT	EXHIBIT "B"			SHEET
TITLE	PORTLAND STREETCAR LOOP			
DWG. REF.	PROJECT	SCALE	AMENDMENT NO.	
SvEm08Ursx0041	URSX0041	1" = 30'	0.0	
DRAWN BY	DESIGN BY	APPROVED BY	DATE	
TAS	PNS		7/14/09	

1



ORDER NO. 80780

ENTERED 04/17/2009

ODOT CROSSING NO. C-768.97-A
ODOT CROSSING NO. 46A-000.84-A
U.S. DOT No. 927325L

**BEFORE THE OREGON DEPARTMENT
OF TRANSPORTATION**

RX 150B

In the Matter of the Construction of a New Railroad-
Highway Overcrossing at the Portland Streetcar Loop
Connection between SE Martin Luther King Boulevard
and SE Water Avenue, and the Tracks and Right-of-
Way of UNION PACIFIC RAILROAD COMPANY
(UPRR), a Delaware Corporation, Brooklyn
Subdivision, and OREGON PACIFIC RAILROAD, in
East Portland, Multnomah County, Oregon.

ORDER

On December 10, 2008, City of Portland made application under ORS 824.210 seeking authority to construct a new overcrossing. UPRR and Oregon Pacific Railroad are the affected railroads. Applicant is the public authority in interest.

Rail Division staff has investigated the application. By email dated December 16, 2008, staff served a Proposed Final Order (PFO) and the application for all parties to review and acknowledge their agreement with its terms. No objections to the terms of the PFO were received. All parties in this matter have agreed the proposed overcrossing is required by the public safety, necessity, convenience and general welfare. Therefore, under ORS 824.214, the Department may enter this Order without hearing.

Applicant proposes to construct a new overcrossing structure that will carry streetcar traffic over the railroad tracks as depicted in the Appendix to this Order.

From the foregoing, the Department finds the proposed overcrossing is required by the public safety, necessity, convenience and general welfare. The application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the subject overcrossing is granted. Construction of the overcrossing shall be substantially in progress within three years from the entered date of this Order.

ORDER NO. 50780

2. Applicant (City of Portland) shall:
 - a. Construct the overcrossing structure according to the City of Portland's final construction drawings for the overcrossing to provide a minimum vertical clearance of 24.17 feet, and bear all the costs.
 - b. Maintain all streetcar appurtenances to the overcrossing structure, including damage caused by streetcars, and bear all the costs.
3. UPRR and Oregon Pacific Railroad shall maintain their respective railroad track, railroad drainage and all railroad facilities to the overcrossing structure, and bear all the costs.
4. Each party shall notify the Rail Division of the Department in writing upon completion of its portion of the project.
5. Upon completion, the overcrossing structure shall have vertical and horizontal clearances equal to, or in excess of, the minimum standard clearances of UPRR Company and Oregon Pacific Railroad. While the overcrossing structure is under construction, it may be necessary to impair minimum standard clearances. Authority to maintain such temporary impaired clearances is granted subject to the condition that all temporary impairments of standard railroad clearances shall be coordinated with and approved by UPRR and the Oregon Pacific Railroad not less than 20 days in advance of creating such impairment.

Made, entered, and effective

April 17, 2009Kelly Taylor
Kelly Taylor
Rail Division Administrator

OREGON DEPARTMENT OF TRANSPORTATION

CERTIFICATE OF SERVICE

RX 1508

I, Kathy C. Holmes, Executive Assistant of the Rail Division for the Department of Transportation of the State of Oregon, hereby certify that on the 21st day of April 2008, I served copies of Final Order No. 50780 upon the appropriate parties listed below via certified mail at Salem, Oregon, with postage prepaid and addressed as their addresses appear in the records of the Department of Transportation.


Applicant

Vicky L. Diado
City of Portland, Office of Transportation
1120 SW Fifth Avenue, Suite 800
Portland OR 97204

Parties

John Flynn, Manager
Union Pacific Railroad, Public Projects
5424 SE McLoughlin BLVD
Portland OR 97202

Richard Samuels
Oregon Pacific Railroad
PO Box 22518
Portland OR 97269


Kathy C. Holmes, Executive Assistant
Oregon Department of Transportation
Rail Division

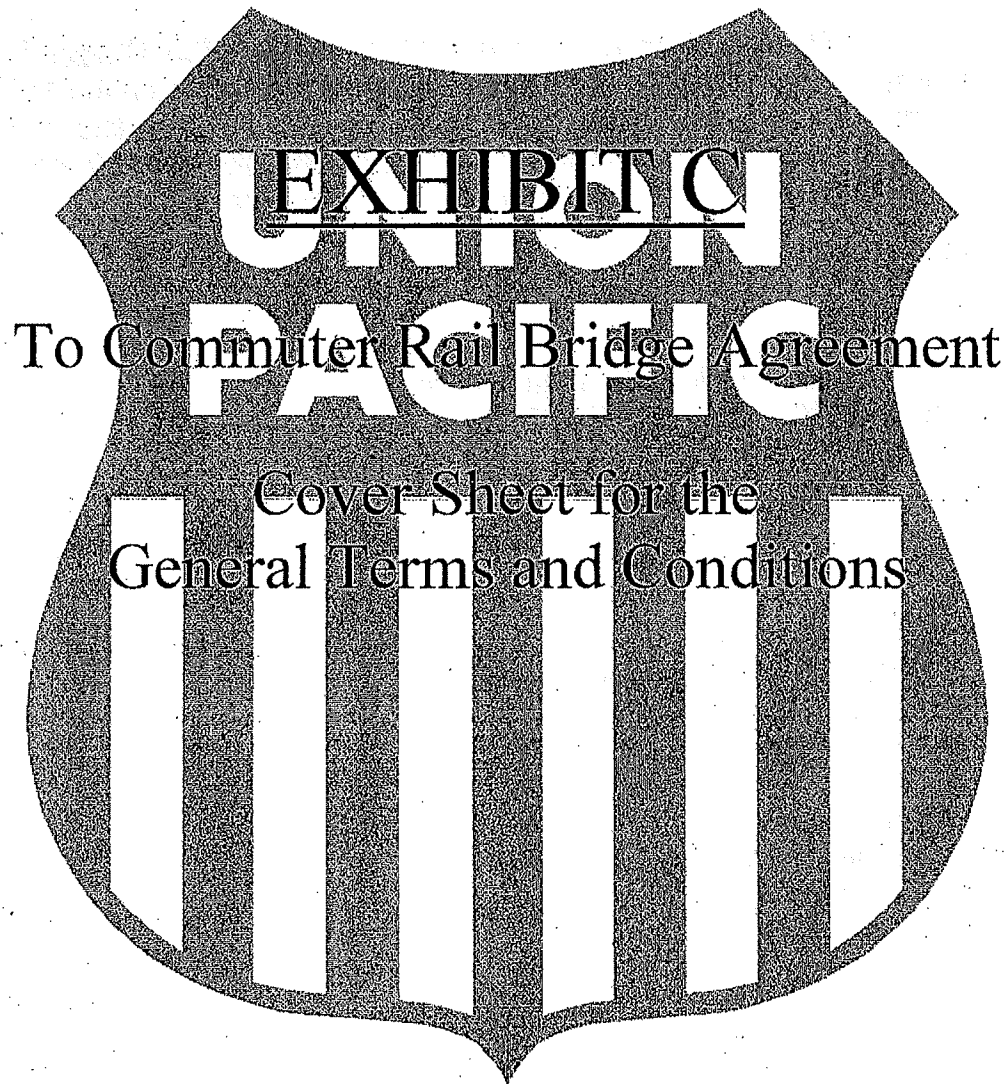


EXHIBIT C

To Commuter Rail Bridge Agreement

UNION
PACIFIC

Cover Sheet for the
General Terms and Conditions

EXHIBIT C

183695

TO COMMUTER RAIL BRIDGE AGREEMENT

GENERAL TERMS & CONTITIONS

SECTION 1 - CONSTRUCTION OF BRIDGE

- A. City, 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, City, at its expense, will furnish all necessary labor, material and equipment, and shall construct and complete the Bridge and all appurtenances thereof. The appurtenances shall include, without limitation, all necessary and proper drainage facilities, guard rails or barriers, and right of way fences between the Bridge and the railroad tracks. Upon completion of the Project, City shall remove from the Railroad's property all temporary structures and false work, and will leave the Railroad Property in a condition satisfactory to the Railroad.
- C. All construction work of City and its Contractor 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 City or its Contractor. City 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 City and/or the Contractor.

SECTION 2 - INJURY AND DAMAGE TO PROPERTY; INDEMNITY

- A. If City or its Contractor, in the performance of any work contemplated by this Agreement or by the failure to do or perform anything for which City 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 City or its Contractor at City's own expense, or by the Railroad at the expense of City, and to the satisfaction of the Railroad's Assistant Vice President Engineering-Design.
- B. City covenants and agrees that, except to the extent that any Loss (as defined below) is finally determined to be caused by the intentional misconduct or gross negligence of Railroad and/or its employees, City, to the extent it may lawfully do so, shall indemnify, defend and hold harmless Railroad from all fines, judgments, awards, claims, demands, liability, losses, damages and expenses, including attorney fees and costs for injury or death to all persons, including Railroad's and City's employees and representatives, and for loss and damage to property belonging to any person including environmental claims (collectively "Loss") arising in any manner from the existence, use, maintenance, repair or renewal of the Bridge and/or City's commuter operations on the Bridge, or in the performance of this Agreement by City or any other person performing any work or service on City's behalf on the Bridge and/or on, above or within the Crossing Area.

SECTION 3 - RAILROAD MAY USE CONTRACTORS TO PERFORM WORK

The Railroad may contract for the performance of any of its work by other than railroad forces and City shall reimburse the Railroad for the amount of the contract.

SECTION 4 - 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 City 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 City shall also include its Contractor; and all references in this Agreement to work of CITY shall include work both within and outside of the Railroad's property.
- B. **Compliance With Laws.** City shall comply with all applicable federal, state and local laws, regulations and enactments affecting the work. City shall use only such methods as are consistent with safety, both as concerns City, City's agents and employees, the officers, agents, employees and property of the Railroad and the public in general. City (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 City 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, City 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. City further agrees in the event of any such action, upon notice thereof provided by the Railroad, to defend such action free of cost, charge, or expense to the Railroad.

C. **No Interference or Delays.** City 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.

D. **Supervision.** City, at its own expense, shall adequately police and supervise all work to be performed by City, 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 City 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 City with any requests or recommendations made by such representatives. If a representative of the Railroad is assigned to the Project, CITY will give due consideration to suggestions and recommendations made by such representative for the safety and protection of the Railroad's property and operations.

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

F. **Removal of Debris.** City 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 City at City's own expense or by the Railroad at the expense of City. City shall not cause, suffer or permit any snow to be plowed or cast upon the Railroad's property during snow removal from the Railroad Property.

G. **Explosives.** City 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.

H. **Excavation.** City 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. City 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. City, at its own expense, shall install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by City 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.

I. **Drainage.** City, at City's own expense, shall provide and maintain suitable facilities for draining the Bridge and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroad. City, at City'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 City, 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. City shall not obstruct or interfere with existing ditches or drainage facilities.

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



K. **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. City 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 City. If it is, City 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 5 - INDEMNITY

City covenants and agrees that, except to the extent that Claims (defined below) are finally determined to be caused by the intentional misconduct or gross negligence of the Railroad and/or its employees, City shall indemnify, defend and hold harmless the Railroad from all fines, judgments, awards, claims, demands, liability, losses, damages and expenses (including attorney fees and costs) ("Claims") for injury or death to all persons, including UPRR's and City's employees and representatives, and for loss and damages to property belonging to any person (including environmental claims) arising in any manner from the existence, use, maintenance, repair or renewal of the Bridge and/or CITY's commuter train operations on the Bridge, or in the performance of this Agreement by City or any other person performing any work or service on City's behalf on or about the Railroad Property. To the extent it may lawfully do so, City waives any and all defenses under workers' compensation and industrial insurance acts and the California Government Code to so indemnify UPRR.

SECTION 6 - 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 7 - 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 City for a period of three (3) years following the date of Railroad's last billing sent to City.

SECTION 8 - REMEDIES FOR BREACH OR NONUSE

If City 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 Bridge 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 City will reimburse the Railroad for the expenses thereof.

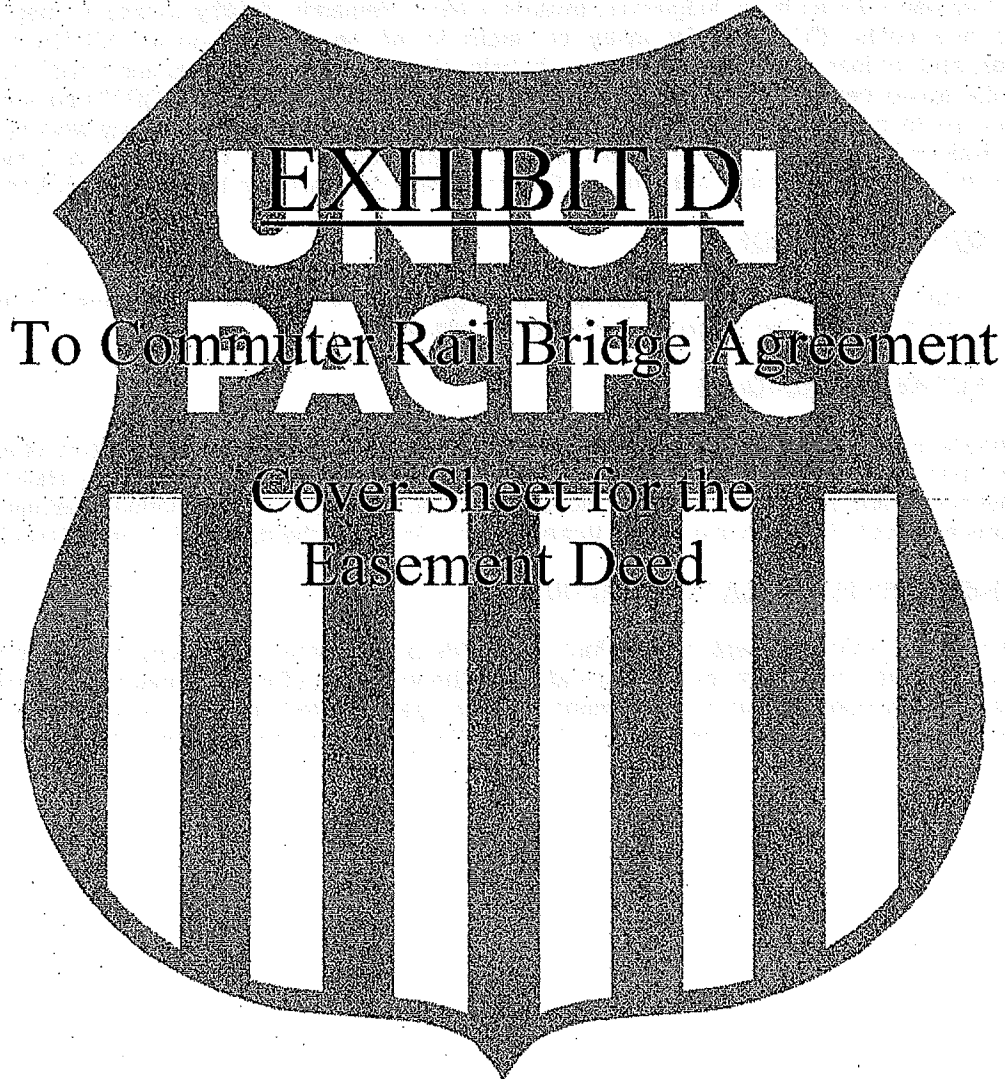


EXHIBIT D

To Commuter Rail Bridge Agreement

**UNION
PACIFIC**

Cover Sheet for the
Easement Deed

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

SPACE ABOVE FOR RECORDER'S USE ONLY

UPRR Folder Number: _____

FLYOVER EASEMENT AGREEMENT

PORTLAND STREET CAR OVERPASS RAILROAD MILE POST 768.96 – BROOKLYN SUBDIVISION PORTLAND, MULTNOMAH COUNTY, OREGON

THIS EASEMENT AGREEMENT ("**Easement Agreement**") is made and entered into this _____ day of _____, 20____, by and between **UNION PACIFIC RAILROAD COMPANY**, a Delaware corporation ("**Grantor**") and the **CITY OF PORTLAND**, an Oregon municipal corporation ("**Grantee**"). For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee hereby agree as follows:

A. Grantor hereby grants to Grantee an easement (the "**Aerial Easement**") to construct, reconstruct, maintain, repair, replace and use a grade separated bridge structure for the sole purpose of passenger rail transit (the "**Bridge**") above the real property located in Portland, Multnomah County, Oregon, as such real property is more particularly described in **Exhibit A**, attached hereto and hereby made a part hereof (the "**Real Property**"). The location of the Aerial Easement above the Real Property is described and delineated below (the "**Aerial Easement Property**").

B. The Aerial Easement Property shall include (i) an exclusive Aerial Easement within the area expressly limited vertically (a) above a plane parallel with and _____ feet ____ inches (_____) above the top of the rail of the highest of Grantor's trackage facilities located on the Real Property and (b) below a plane parallel with and _____ (_____) feet above the top of rail of the highest of Grantor's trackage facilities located on the Real Property, and (ii) a non-exclusive Aerial Easement within the area that is at or above a plane parallel with and _____ (_____) feet above the top of the rail of the highest of Grantor's trackage facilities located on the Real Property.

C. Grantor and Grantee have executed a separate Commuter Rail Bridge Agreement dated

_____, 20____ and identified in the records of Grantor as its Real Estate Folder No. 2593-97 (the "Construction Agreement") covering the design, construction, use, maintenance and repair of the Bridge.

D. This Easement Agreement is expressly subject to the terms, conditions, limitations and covenants contained in **Exhibit B**, attached hereto and hereby made a part hereof. Grantee, by its acceptance of this Easement Agreement, agrees for itself, its successors and assigns, to observe each and all of the terms, conditions, limitations and covenants in this Easement Agreement, including, without limitation, those contained in **Exhibit B**.

E. This Easement Agreement may be executed in two (2) counterparts, each of which, when so executed, shall be deemed to be an original. Such counterparts shall together constitute and be one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Easement Agreement as of the day and year first above written.

ATTEST:

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

By _____
MICHAEL E. HEENAN
Assistant Secretary

By _____
JAMES P. GADE
Director Contracts

(SEAL)

ATTEST:

CITY OF PORTLAND

By _____
Printed Name: _____
City Clerk

By _____
Printed Name: _____
Title: _____

STATE OF NEBRASKA)
)
COUNTY OF DOUGLAS)

On this _____ day of _____, 20____, before me, Paul G. Farrell, a Notary Public in and for said County and State, personally appeared James P. Gade and Michael E. Heenan, who are the Director Contracts and the Assistant Secretary, respectively, of UNION PACIFIC RAILROAD COMPANY, a Delaware corporation, personally known to me (or proved to me on the basis of satisfactory evidence) to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same in their authorized capacities, and that by their signatures on the instrument the persons, or the entity upon behalf of which the persons acted, executed the instrument.

WITNESS my hand and official seal.

My Commission expires:

↑ (Affix Seal Here) ↑

Paul G. Farrell
Notary Public in and for said State

My Commission Expires: January 29, 2014

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

On this _____ day of _____, 20____, before me, a Notary Public in and for said County and State, personally appeared _____ who is the _____ of the CITY OF PORTLAND, personally known to me (or proved to me on the basis of satisfactory evidence) to the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

My Commission expires:

Notary Public

(SEAL)

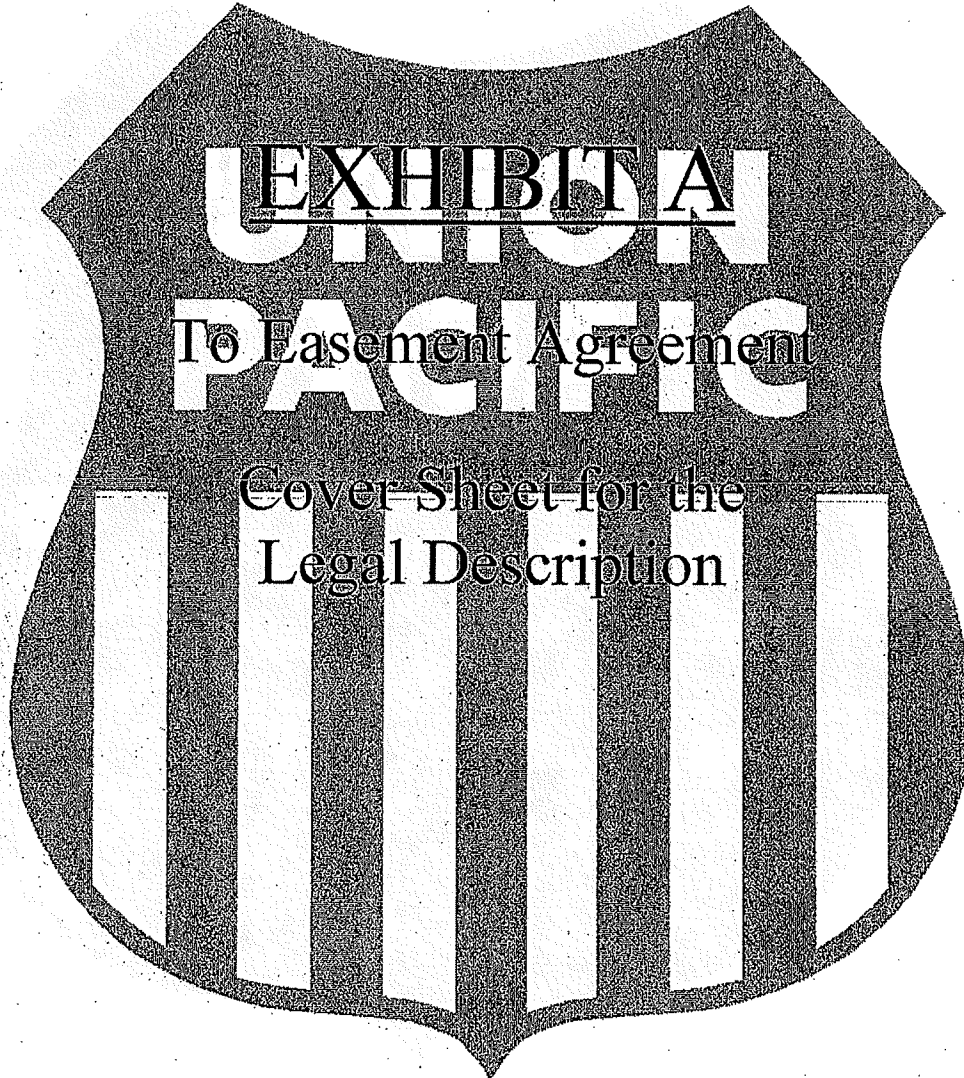


EXHIBIT A

To Easement Agreement

PACIFIC

Cover Sheet for the
Legal Description



EXHIBIT B

To Easement Agreement
PACIFIC

Cover Sheet for the
Additional Terms and Conditions



183695

March 4, 2010

UPRR Folder No.: 2593-97

To the Contractor:

Before Union Pacific Railroad Company can permit you to perform work on its property for the constructing the new Portland Street Car Overpass grade separation crossing, it will be necessary for you to complete and execute two originals of the enclosed Contractor's Right of Entry Agreement. Please:

1. Fill in the complete legal name of the contractor in the space provided on Page 1 of the Contractor's Right of Entry Agreement. If a corporation, give the state of incorporation. If a partnership, give the names of all partners.
2. Fill in the date construction will begin and be completed in Article 5, Paragraph A.
3. Fill in the name of the contractor in the space provided in the signature block at the end of the Contractor's Right of Entry Agreement. If the contractor is a corporation, the person signing on its behalf must be an elected corporate officer.
4. Execute and return all copies of the Contractor's Right of Entry Agreement together with your Certificate of Insurance as required in Exhibit B, in the attached, self-addressed envelope.
5. Include a check made payable to the Union Pacific Railroad Company in the amount of **\$500.00**. If you require formal billing, you may consider this letter as a formal bill. In compliance with the Internal Revenue Services' new policy regarding their Form 1099, I certify that 94-6001323 is the Railroad Company's correct Federal Taxpayer Identification Number and that Union Pacific Railroad Company is doing business as a corporation.

Under Exhibit B of the enclosed Contractor's Right of Entry Agreement, you are required to procure Railroad Protective Liability Insurance (RPLI) for the duration of this project. As a service to you, Union Pacific is making this coverage available to you. If you decide that acquiring this coverage from the Railroad is of benefit to you, please contact Mr. Mike McGrade of Marsh USA @ 800-729-7001, e-mail: william.j.smith@marsh.com.

This agreement will not be accepted by the Railroad Company until you have returned all of the following to the undersigned at Union Pacific Railroad Company:

1. Executed, unaltered duplicate original counterparts of the Contractor's Right of Entry Agreement;
2. Your check in the amount of \$500.00 to pay the required balance due of the required Contractor's Right of Entry fee. (The Folder Number and the name "Paul G. Farrell" should be written on the check to insure proper credit). If you require formal billing, you may consider this letter as a formal bill;
3. Copies of all of your up-to-date General Liability, Auto Liability & Workman's Compensation Insurance Certificates (*yours and all contractors*'), naming Union Pacific Railroad Company as additional insured;



4. Copy of your **up-to-date** Railroad Protective Liability Insurance Certificate (*yours and all contractors*'), naming Union Pacific Railroad Company as additional insured.

**RETURN ALL OF THESE REQUIRED ITEMS TOGETHER IN ONE ENVELOPE.
DO NOT MAIL ANY ITEM SEPARATELY.**

If you have any questions concerning this agreement, please contact me as noted below. Have a safe day!

Paul G. Farrell

Senior Manager Contracts

Phone: (402) 544-8620

e-mail: pgfarrell@up.com



UPRR Folder No.: 2593-97

UPRR Audit No.: _____

CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

THIS AGREEMENT is made and entered into as of the _____ day of _____, 200____, by and between **UNION PACIFIC RAILROAD COMPANY**, a Delaware corporation ("Railroad"); and

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

RECITALS:

Contractor has been hired by the *City of Portland* ("City") to perform work relating to the construction of the new Portland Street Car Overpass grade separation crossing (the "work"), with all or a portion of such work to be performed on property of Railroad in the vicinity of the Railroad's Mile Post 768.96 on the Railroad's Brooklyn Subdivision in Portland, Multnomah County, Oregon, as such location is in the general location shown on the Railroad Location Print marked **Exhibit A**, and as specified on the Detailed Prints collectively marked **Exhibit A-1**, each attached hereto and hereby made a part hereof, which work is the subject of a contract dated _____ between the Railroad and the City. (Date of Contract)

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

AGREEMENT:

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

ARTICLE 1 - DEFINITION OF CONTRACTOR.

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

ARTICLE 2 - RIGHT GRANTED; PURPOSE.

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



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

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

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

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

- A. Contractor shall bear any and all costs and expenses associated with any work performed by Contractor, or any costs or expenses incurred by Railroad relating to this Agreement.
- B. Contractor shall coordinate all of its work with the following Railroad representative or his or her duly authorized representative (the "Railroad Representative"):

*Antonio Buelna
Manager Track Maintenance
Union Pacific Railroad Company
1035 Bethel Drive
Eugene, OR 97402
Phone: 541-341-5521
Fax: 402-997-3677
Cell: 541-981-3683*

- 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 - 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
(Expiration Date)
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.



183695

ARTICLE 6 - CERTIFICATE OF INSURANCE.

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

*Union Pacific Railroad Company
Real Estate Department
1400 Douglas Street, MS 1690
Omaha, NE 68179-1690
UPRR Folder No.: 2593-97*

ARTICLE 7 - 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 8 - ADMINISTRATIVE FEE.

Upon the execution and delivery of this Agreement, Contractor shall pay to Railroad **FIVE HUNDRED DOLLARS (\$500.00)** as reimbursement for clerical, administrative and handling expenses in connection with the processing of this Agreement.

ARTICLE 9 - CROSSINGS.

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

ARTICLE 10 - EXPLOSIVES.

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



183695

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

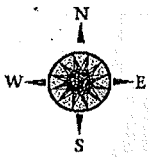
UNION PACIFIC RAILROAD COMPANY
(Federal Tax ID #94-6001323)

By: _____
PAUL G. FARRELL
Senior Manager Contracts

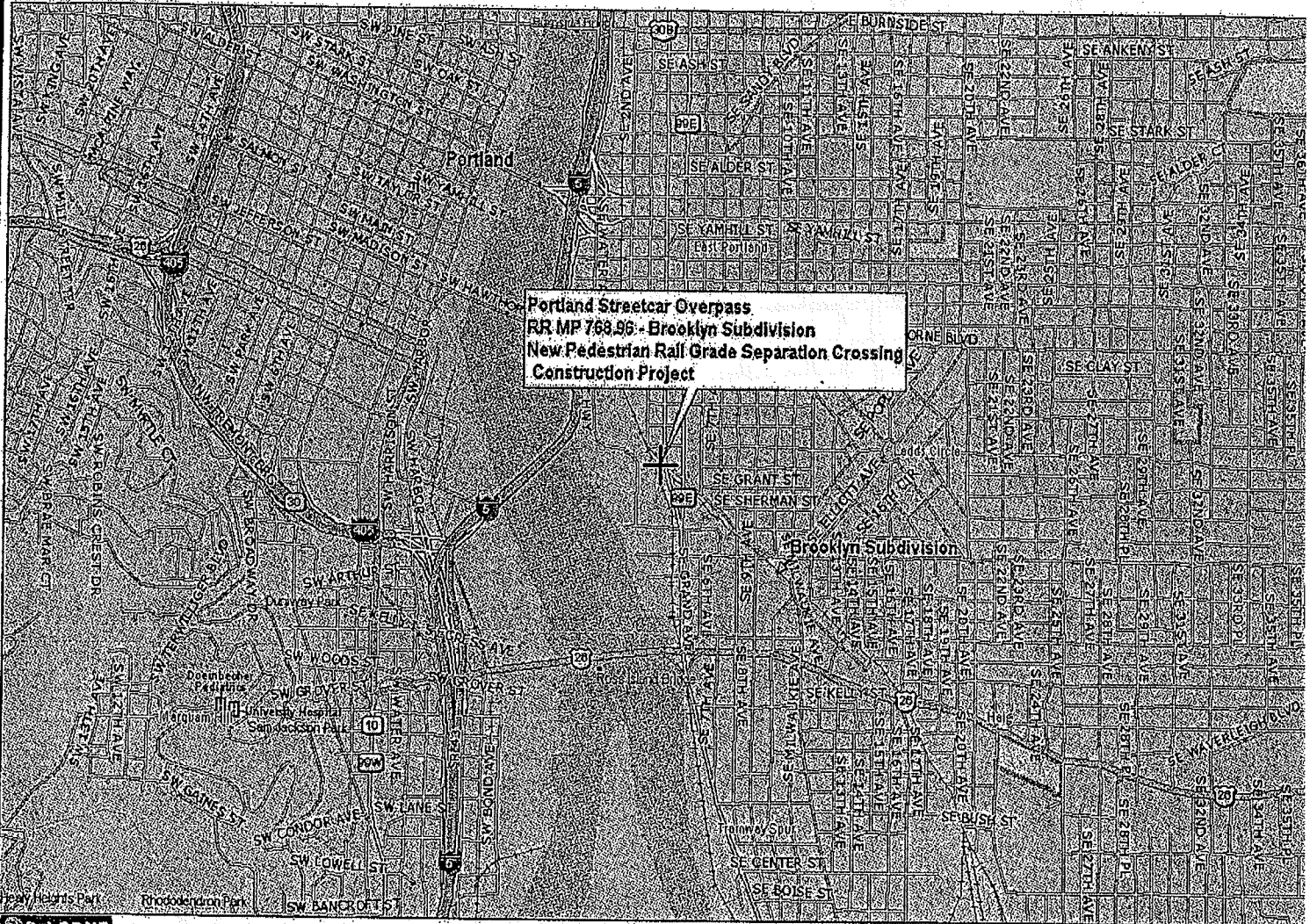
(Name of Contractor)

By: _____

Title: _____

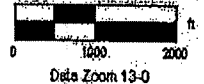


RAILROAD LOCATION PRINT ACCOMPANYING A CONTRACTOR'S RIGHT OF ENTRY AGREEMENT



DELORME

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www.delorme.com



RAILROAD WORK TO BE PERFORMED:

1. Engineering Design Review, Inspection & Flagging.

EXHIBIT "A"
UNION PACIFIC RAILROAD COMPANY

BROOKLYN SUBDIVISION
MILE POST 768.96
GPS: N 45° 30.4793', W 122° 39.7234'
PORTLAND, MULTNOMAH CO., OR.

To accompany a Contractor's Right of Entry Agreement with

(Name of Contractor)

covering a new light rail overpass construction project.

Folder No. 2593-97

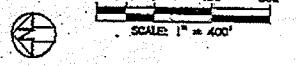
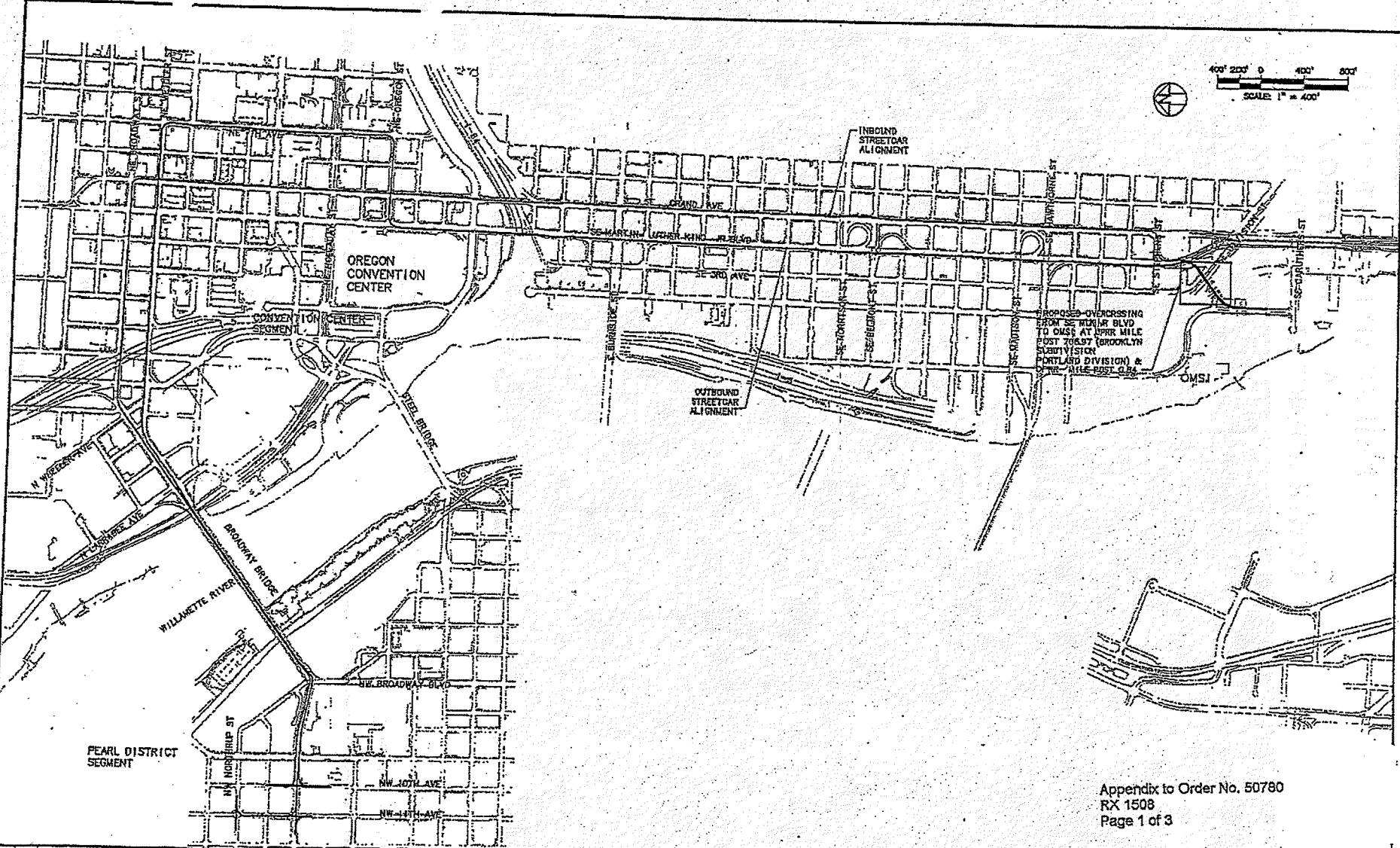
Date: February 17, 2010

WARNING



IN ALL OCCASIONS, U.P. COMMUNICATIONS DEPARTMENT MUST BE CONTACTED IN ADVANCE
OF ANY WORK TO DETERMINE EXISTENCE AND LOCATION OF FIBER OPTIC CABLE.
PHONE: 1-(800) 336-9193

10/15/10
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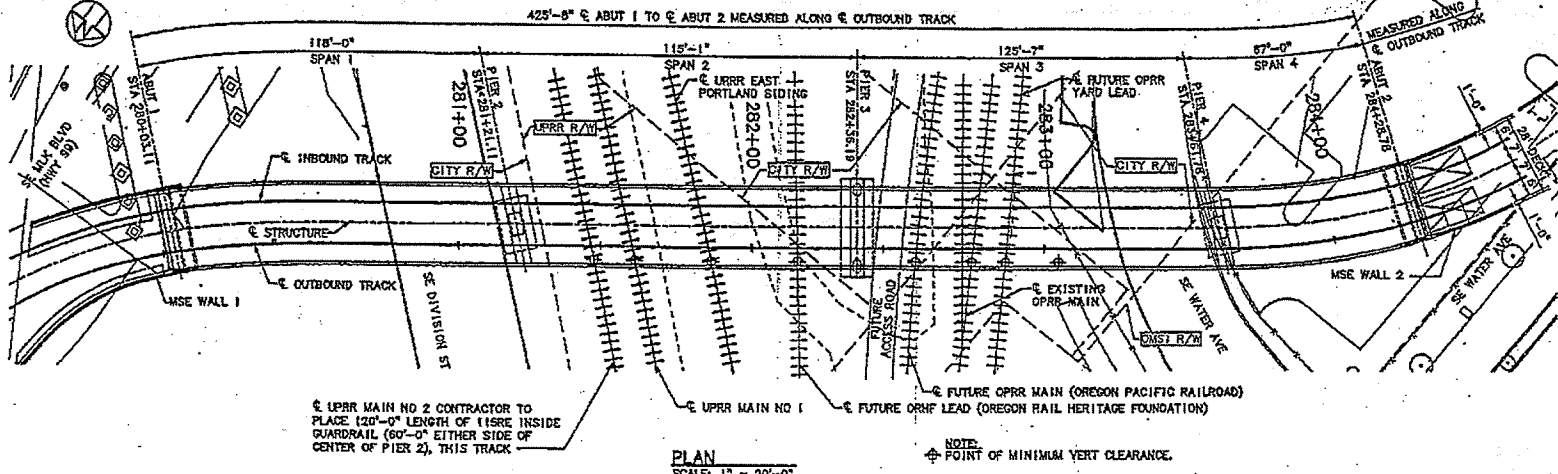
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Appendix to Order No. 50780
RX 1508
Page 1 of 3

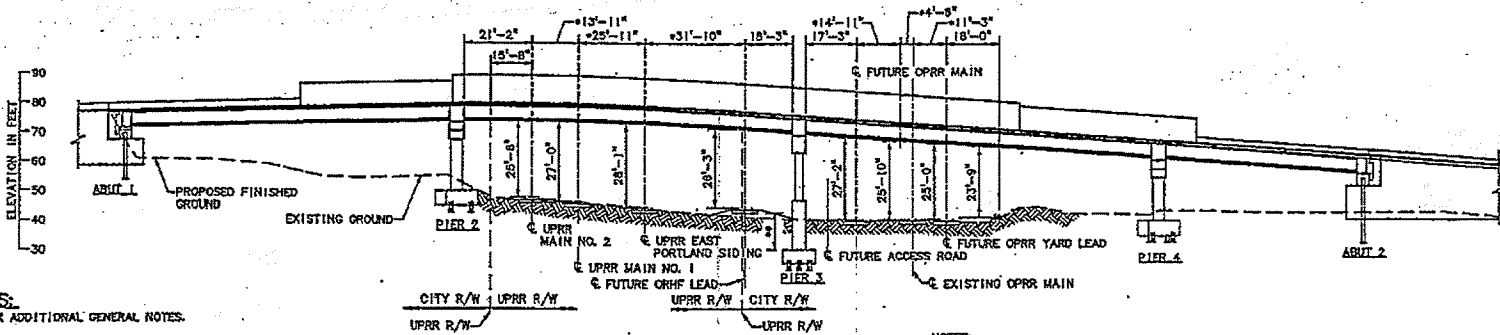
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CHECKED BY APRIL		APRIL				MUNICIPAL ENGINEER R. J. [unclear]	CITY ENGINEER R. J. [unclear]					CITY ENGINEER R. J. [unclear]
REVISION												

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PLAN
SCALE: 1" = 20'-0"

NOTE:
⊕ POINT OF MINIMUM VERT CLEARANCE.



DEVELOPED ELEVATION
SCALE: 1" = 20'-0"

NOTES:
• DIMENSION MEASURED ALONG & PROPOSED STRUCTURE.
• 6" MIN BELOW BASE OF RAIL, TYP ALL EXISTING AND FUTURE RAILS WITHIN 25' OF PIER 3 FOOTING.

GENERAL NOTES:

- 1) SEE SHEET 3 FOR ADDITIONAL GENERAL NOTES.
- 2) PIERS 2 AND 3 ARE WITHIN 25 FT OF EXISTING OR FUTURE TRACKS. PIER 2 WILL BE CONSTRUCTED USING HEAVY CONSTRUCTION (>50 FT) IN LIEU OF CRASH WALLS. PIER 3 WILL BE CONSTRUCTED USING CRASH WALLS.
- 3) FUTURE TRACKS SHOWN FOR INFORMATION ONLY. TOP OF FUTURE OPRR RAIL ELEVATIONS ASSUMED EQUAL TO EXISTING OPRR MAIN TOP OF RAIL ELEVATION. TOP OF FUTURE ORHF LEAD RAIL ELEVATION ASSUMED EQUAL TO EXISTING UPRR PORTLAND EAST SIDING TOP OF RAIL ELEVATION.
- 4) ALL CLEARANCES ARE ACTUAL MINIMUM CLEARANCES.

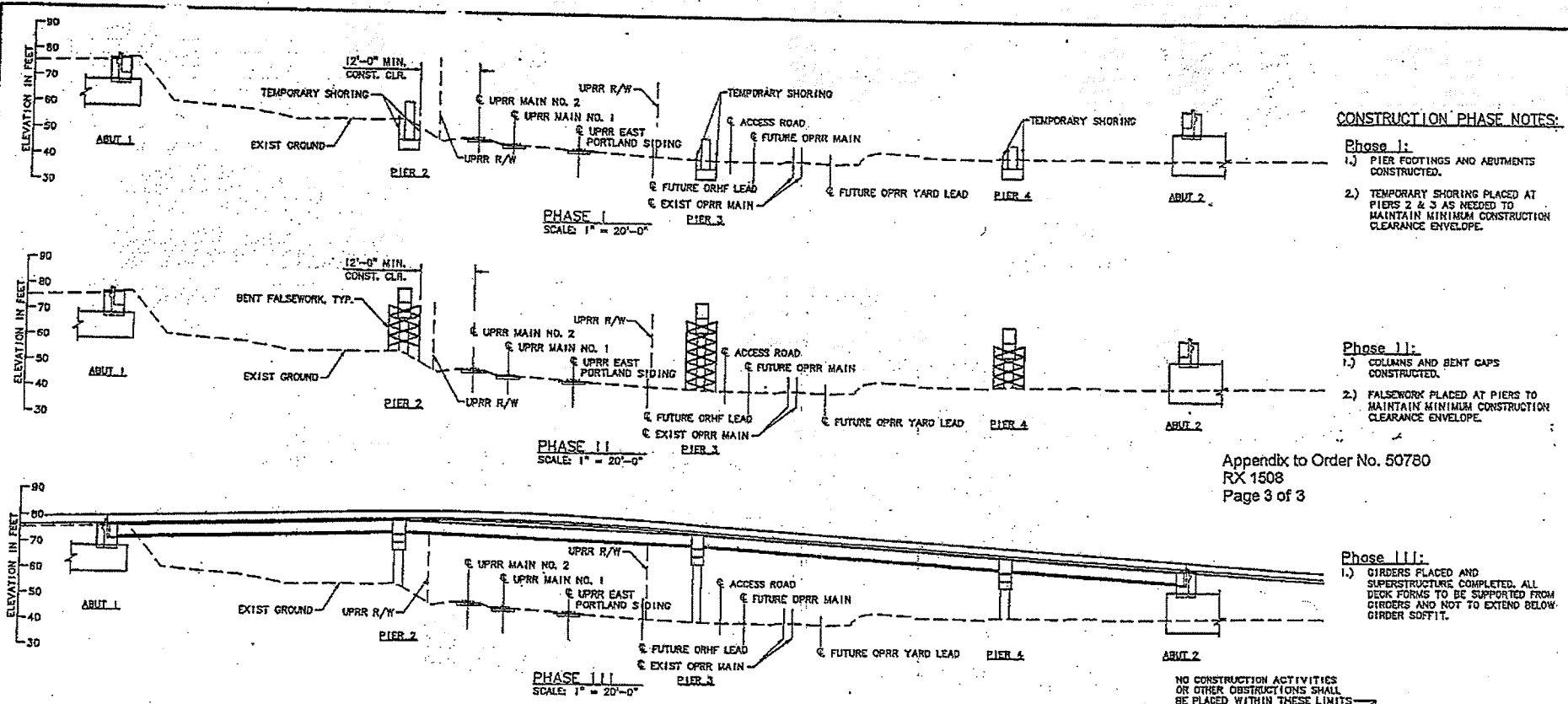
DESIGNED BY: AMB CHECKED BY: RJS REVISION: 1/15 APPROVED BY: [Signature]		DATE APPROVED: [Blank] DIV. CHIEF: [Blank]		APPROVALS: MUNICIPAL ENGINEER: [Blank] CITY ENGINEER: [Blank]		SAKI ADAMS BRYAN TOWNSEND, P.E. MOTOR CITY ENGINEER						STREETCAR LOOP PROJECT PROPOSED UPRR SIDING AT MP 788.97 ON THE BROOKLYN SUBDIVISION OF THE PORTLAND DIVISION PLAN AND ELEVATION 280+00 TO 284+30		DTD NO. RR1 SHEET NO. 1
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Exhibit
Detailed Pr

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CONSTRUCTION PHASE NOTES:

- Phase I:**
- 1.) PIER FOOTINGS AND ABUTMENTS CONSTRUCTED.
 - 2.) TEMPORARY SHORING PLACED AT PIERS 2 & 3 AS NEEDED TO MAINTAIN MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.

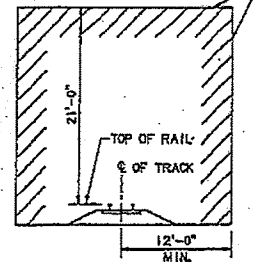
- Phase II:**
- 1.) COLUMNS AND BENT CAPS CONSTRUCTED.
 - 2.) FALSEWORK PLACED AT PIERS TO MAINTAIN MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.

- Phase III:**
- 1.) GIRDERS PLACED AND SUPERSTRUCTURE COMPLETED. ALL DECK FORMS TO BE SUPPORTED FROM GIRDERS AND NOT TO EXTEND BELOW GIRDER SOFFIT.

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 RX 1508
 Page 3 of 3

CONSTRUCTION NOTES:

- 1.) ANY SHORING SYSTEM THAT IMPACTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER RAILROAD GUIDELINES FOR TEMPORARY SHORING.
- 2.) ERECTION OVER THE RAILROAD'S TRACK SHALL BE PLANNED SUCH THAT IT ENABLES THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER RAILROAD REQUIREMENTS.
- 3.) THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.
- 4.) THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.
- 5.) THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED ON THE PROJECT SITE.
- 6.) FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD'S COORDINATION REQUIREMENTS AS PART OF THE SPECIFICATIONS OR SPECIAL PROVISIONS OF THE PROJECT.
- 7.) TEMPORARY CONSTRUCTION CLEARANCES, INCLUDING FALSEWORK CLEARANCES, SHALL COMPLY WITH MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.
- 8.) ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSEOUT.



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE
 NO SCALE

DESIGNED BY		DATE APPROVED			APPROVALS:						STREETCAR LOOP PROJECT PROPOSED UPRR O'XING NEAR MP 76B ON THE BROOKLYN SUBDIVISION OF THE PORTLAND DIVISION CONSTRUCTION PHASE PLAN 674+48 TO 678+78	DWG NO. - SHEET NO.	
DRAWN BY		DATE ORIGINATED			PRINCIPAL ENGINEER								RLS, PERM, OPRR, NO.
CHECKED BY					CITY ENGINEER								
NO.	DATE	DESCRIPTION		APPR.									
		REVISION											

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EXHIBIT B

183695

TO CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

GENERAL TERMS AND CONDITIONS

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 ten (10) 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 ten (10)-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 ten (10) 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 (including those in favor of licensees and lessees of Railroad's property, and others) and the right of Railroad to renew and extend the same, and is made without covenant of title or for quiet enjoyment.

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

- A. Contractor shall conduct its operations so as not to interfere with the continuous and uninterrupted use and operation of the railroad tracks and property of Railroad, including without limitation, the operations of Railroad's lessees, licensees or others, unless specifically authorized in advance by the Railroad Representative. Nothing shall be done or permitted to be done by Contractor at any time that would in any manner impair the safety of such operations. When not in use, Contractor's machinery

and materials shall be kept at least fifty (50) feet from the centerline of Railroad's nearest track, and there shall be no vehicular crossings of Railroad's tracks except at existing open public crossings.

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

Section 4. LIENS.

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

Section 5. PROTECTION OF FIBER OPTIC CABLE SYSTEMS.

- A. Fiber optic cable systems may be buried on Railroad's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. Contractor shall telephone Railroad during normal business hours (7:00 a.m. to 9:00 p.m. Central Time, Monday through Friday, except holidays) at 1-800-336-9193 (also a 24-hour, 7-day number for emergency calls) to determine if fiber optic cable is buried anywhere on Railroad's property to be used by Contractor. If it is, Contractor will telephone the telecommunications company(ies) involved, make arrangements for a cable locator and, if applicable, for relocation or other protection of the fiber optic cable. Contractor shall not commence any work until all such protection or relocation (if applicable) has been accomplished.
- B. In addition to other indemnity provisions in this Agreement, Contractor shall indemnify, defend and hold Railroad harmless from and against all costs, liability and expense whatsoever (including, without limitation, attorneys' fees, court costs and expenses) arising out of any act or omission of Contractor, its agents and/or employees, that causes or contributes to (1) any damage to or destruction of any telecommunications system on Railroad's property, and/or (2) any injury to or death of any person employed by or on behalf of any telecommunications company, and/or its contractor, agents and/or employees, on Railroad's property. Contractor shall not have or seek recourse against Railroad for any claim or cause of action for alleged loss of profits or revenue or loss of service or other consequential damage to a telecommunication company using Railroad's property or a customer or user of services of the fiber optic cable on Railroad's property.

Section 6. PERMITS - COMPLIANCE WITH LAWS.

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

Section 7. SAFETY.

- A. Safety of personnel, property, rail operations and the public is of paramount importance in the prosecution of the work performed by Contractor. Contractor shall be responsible for initiating, maintaining and supervising all safety, operations and programs in connection with the work. Contractor shall at a minimum comply with Railroad's safety standards listed in Exhibit D, hereto attached, to ensure uniformity with the safety standards followed by Railroad's own forces. As a part of Contractor's safety responsibilities, Contractor shall notify Railroad if Contractor determines that any of Railroad's safety standards are contrary to good safety practices. Contractor shall furnish copies of Exhibit D to each of its employees before they enter the job site.
- B. Without limitation of the provisions of paragraph A above, Contractor shall keep the job site free from safety and health hazards and ensure that its employees are competent and adequately trained in all safety and health aspects of the job.
- C. Contractor shall have proper first aid supplies available on the job site so that prompt first aid services may be provided to any person injured on the job site. Contractor shall promptly notify Railroad of any U.S. Occupational Safety and Health Administration reportable injuries. Contractor shall have a nondelegable duty to control its employees while they are on the job site or any other property of Railroad, and to be certain they do not use, be under the influence of, or have in their possession any alcoholic beverage, drug or other substance that may inhibit the safe performance of any work.
- D. If and when requested by Railroad, Contractor shall deliver to Railroad a copy of Contractor's safety plan for conducting the work (the "Safety Plan"). Railroad shall have the right, but not the obligation, to require Contractor to correct any deficiencies in the Safety Plan. The terms of this Agreement shall control if there are any inconsistencies between this Agreement and the Safety Plan.



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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 ("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 Railroad 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 Railroad.
- 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

183695

TO CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

CONTRACTOR'S INSURANCE REQUIREMENTS

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

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

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

- Contractual Liability Railroads ISO form CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Railroad Company Property" as the Designated Job Site, and
- 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 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. A binder stating the policy is in place must be submitted to Railroad before the work may be commenced and until the original policy is forwarded to 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 written on ISO form Pollution Liability Coverage Form Designated Sites CG 00 39 12 04 (or a substitute form providing equivalent liability coverage), 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

183695

TO CONTRACTOR'S RIGHT OF ENTRY AGREEMENT

MINIMUM SAFETY REQUIREMENTS

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

I. Clothing

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

Specifically, Contractor's employees must wear:

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

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

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

II. Personal Protective Equipment

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

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

III. On Track Safety

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

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

IV. Equipment

A. It is the responsibility of Contractor to ensure that all equipment is in a safe condition to operate. If, in the opinion of the Railroad Representative, any of Contractor's equipment is unsafe for use, Contractor shall remove such equipment from Railroad's



property. In addition, Contractor must ensure that the operators of all equipment are properly trained and competent in the safe operation of the equipment. In addition, operators must be:

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

- B. All self-propelled equipment must be equipped with a first-aid kit, fire extinguisher, and audible back-up warning device.
- C. Unless otherwise authorized by the Railroad Representative, all equipment must be parked a minimum of twenty-five (25) feet from any track. Before leaving any equipment unattended, the operator must stop the engine and properly secure the equipment against movement.
- D. Cranes must be equipped with three orange cones that will be used to mark the working area of the crane and the minimum clearances to overhead powerlines.

V. General Safety Requirements

- A. Contractor shall ensure that all waste is properly disposed of in accordance with applicable federal and state regulations.
- B. Contractor shall ensure that all employees participate in and comply with a job briefing conducted by the Railroad Representative, if applicable. During this briefing, the Railroad Representative will specify safe work procedures, (including On-Track Safety) and the potential hazards of the job. If any employee has any questions or concerns about the work, the employee must voice them during the job briefing. Additional job briefings will be conducted during the work as conditions, work procedures, or personnel change.
- C. All track work performed by Contractor meets the minimum safety requirements established by the Federal Railroad Administration's Track Safety Standards 49CFR213.
- D. All employees comply with the following safety procedures when working around any railroad track:
 - (i) Always be on the alert for moving equipment. Employees must always expect movement on any track, at any time, in either direction.
 - (ii) Do not step or walk on the top of the rail, frog, switches, guard rails, or other track components.
 - (iii) In passing around the ends of standing cars, engines, roadway machines or work equipment, leave at least 20 feet between yourself and the end of the equipment. Do not go between pieces of equipment if the opening is less than one car length (50 feet).
 - (iv) Avoid walking or standing on a track unless so authorized by the employee in charge.
 - (v) Before stepping over or crossing tracks, look in both directions first.
 - (vi) Do not sit on, lie under, or cross between cars except as required in the performance of your duties and only when track and equipment have been protected against movement.
- E. All employees must comply with all federal and state regulations concerning workplace safety.

The Union Pacific shield logo is a large, dark shield with a white border. It features the words "UNION PACIFIC" in large, white, serif capital letters across the top. Below the shield, there are five vertical white stripes of varying widths, resembling the stripes on the American flag.

EXHIBIT G
UNION
To Commuter Rail Bridge Agreement
PACIFIC

Cover Sheet for the
Railroad's Engineering Review & Flagging
Estimate



EXHIBIT G

TO COMMUTER RAIL BRIDGE AGREEMENT

RAILROAD ENGINEERING DESIGN REVIEW, INSPECTION & FLAGGING ESTIMATE

DESCRIPTION OF WORK:

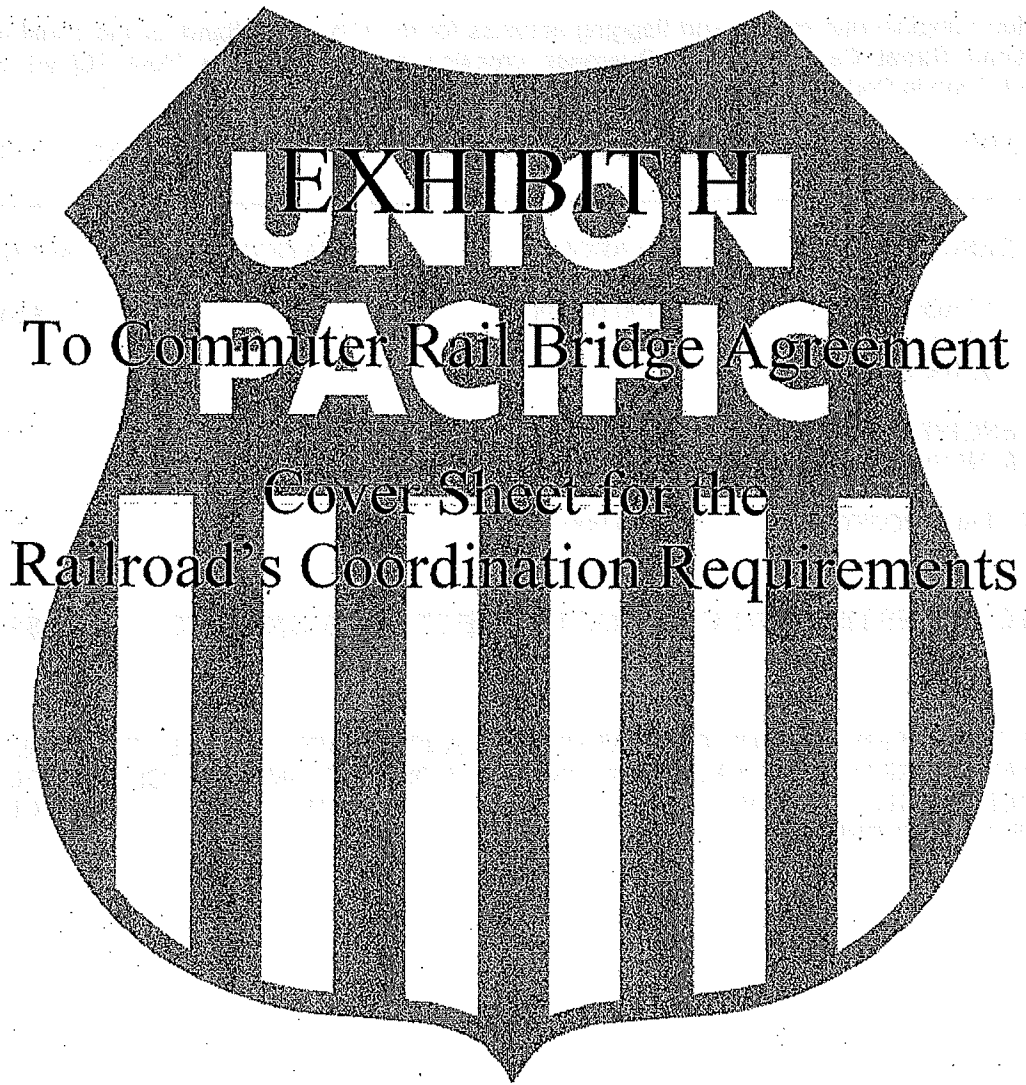
Perform engineering review and flagging services for the City of Portland for the construction of the new Portland Street Car Light Rail Overpass crossing at Railroad Mile Post 768.96 on the Brooklyn Subdivision in Portland, Multnomah County, Oregon.

LOCATION: Portland, Multnomah County, Oregon

DATE: December 3, 2009

DESCRIPTION	LABOR	MATERIAL	AUTHORITY TOTAL
FLAGGING (at \$1,000/day) X 100 days	\$100,000.00		\$100,000.00.00
ENGINEERING & INSPECTION	\$10,000.00		\$10,000.00
TOTAL PROJECT	\$110,000.00		\$110,000.00
TOTAL ESTIMATED COST OF PROJECT LESS CREDITS			\$110,000.00

THE ABOVE FIGURES ARE ESTIMATES ONLY AND SUBJECT TO FLUCTUATION. IN THE EVENT OF AN INCREASE OR DECREASE IN THE COST OF AMOUNT OF MATERIAL OR LABOR REQUIRED, THE AUTHORITY WILL BE BILLED FOR ACTUAL COST AT THE CURRENT RATES EFFECTIVE THEREOF.



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EXHIBIT H
TO COMMUTER RAIL BRIDGE AGREEMENT
RAILROAD'S COORDINATION REQUIREMENTS

1.01 DEFINITIONS

Agreement: Agreement that has been signed, or will be signed, between Railroad and Agency covering the construction and maintenance of the Project.

Agency: City of Portland

AREMA: American Railway Engineering and Maintenance-of-way Association

Contractor: The contractor or contractors hired by the Agency to perform any project work on any portion of 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.

MUTCD: Manual on Uniform Traffic Control Devices

Project: Agency's Project covering the construction of a commuter rail bridge over Railroad

Railroad: Union Pacific Railroad Company

Railroad Project Representative: Railroad's Manager of Industry and Public Projects for this Project (see Section 1.03)

UPRR Railroad Operations: Train operations performed by Union Pacific Railroad Company

Requirements: The Railroad Coordination Requirements set forth in this Exhibit.

1.02 DESCRIPTION

This Project includes construction work within Railroad's right-of-way. These Requirements describe coordination with the Railroad when work by the Contractor will be performed upon, over or under the Railroad right-of-way or may impact current or future Railroad operations. The Contractor will coordinate with the Railroad while performing the work outlined in this Agreement and shall afford the same cooperation with the Railroad as it does with the Agency. All submittals and work shall be completed in compliance with these Requirements, Railroad guidelines and requirements, AREMA recommendations and/or as directed by the Railroad Local Representative and/or the Railroad MTM Representative.

1.03 UPRR CONTACTS

The Railroad Project Representative for this project is:

*Terrel Anderson
 Manager Industry & Public Projects
 Union Pacific Railroad Company
 10031 Foothill Boulevard
 Roseville, CA 95678
 Phone: 916-789-5134
 Fax: 916-789-6333
 Cell: 916-390-6393*

For Railroad flagging services and track work, contact the following Railroad MTM Representative:

*Mario Ortegon
 Manager Track Maintenance
 Union Pacific Railroad Company
 5424 SE McLoughlin Blvd
 Portland, OR 97202
 Phone: 503-249-2323
 Fax: 503-249-2530
 Cell: 503-347-4046*

1.04 PLANS / SPECIFICATIONS

The plans and specifications for this Project, affecting the Railroad, are subject to the written approval by the Railroad. Changes in the plans made after the execution of the Agreement and/or the awarding of the Project to the Contractor are subject to the prior review and written approval of the Agency and the Railroad. No construction work shall commence until final stamped plans and/or changes to final stamped plans have been reviewed and approved by the Railroad in writing. The Railroad's review and approval of the Agency's and/or Contractor's plans in no way relieves the Agency and Contractor from their responsibilities, obligations and/or liabilities under this Agreement, Agency's agreement with the Contractor for the Project and/or in the separate Contractor's Right of Entry Agreement referenced in Section 1.08. Railroad's approval will be given with the understanding that the Railroad makes no representations or warranty as to the validity, accuracy, legal compliance or completeness of Agency's and/or Contractor's plans and that any reliance by the Agency or the Contractor with respect to such plans is at the risk of the Agency and the Contractor.

1.05 UTILITIES AND FIBER OPTICS

A. All installations shall be constructed in accordance with current AREMA recommendations and Railroad specifications and requirements. Railroad general guidelines and the required application forms for utility installations can be found on the Railroad website at <http://www.uprr.com/reus/pipeline/install.shtml>.

B. It shall be the responsibility of the Contractor, at its expense, to make arrangements directly with utility companies involving the protection, encasement, reinforcement, relocation, replacement, removing or abandonment in place of non-railroad facilities affected by the Project. Railroad has no obligation to supply additional Railroad property for non-railroad facilities affected by this Project, nor does the Railroad have any obligation to permit non railroad facilities to be abandoned in place or relocated on Railroad's property. Any facility and/or utility that crosses Railroad right of way must be covered under an agreement with the Railroad including, without limitation, any relocations of an existing facility and/or utility.

C. Any longitudinal fiber optic lines on Railroad right of way shall be treated as Railroad facilities. Project design may need to be altered to accommodate such facilities.

D. Any fiber optic relocations or protections that are required due to this Project will be at the Agency's expense.

1.06 GENERAL

A. It is essential that the proposed construction shall be performed without interference to Railroad operations and in compliance with all applicable Railroad and Federal Railroad Administration rules and regulations. The Railroad shall be reimbursed by the Contractor or Agency for train delay costs and lost revenue claims due to any delays or interruption of train operations resulting from the Contractor's construction or other activities.

B. Track protection is required for all work equipment (including rubber tired equipment) operating within 25 feet from nearest rail. All work shall be designed and executed outside the temporary construction clearance envelope defined in Section 1.12.

C. The Contractor is also advised that new facilities within the Project may be scheduled to be built by the Railroad and that certain Contractor's activities cannot proceed until that work is complete. The Contractor shall be aware of the limits of responsibilities, allow sufficient time in the schedule for that work to be accomplished and shall coordinate its efforts with the Railroad.

1.07 RAILROAD OPERATIONS

A. The Contractor shall be advised that trains and/or equipment should be expected on any track, at any time, and in either direction. The Contractor shall communicate with the Railroad MTM Representative to improve the Contractor's understanding of Railroad traffic volume and operation at the Project site. The Contractor's bid shall be structured assuming intermittent track windows as defined in Section 1.07 C

B. All Railroad tracks within and adjacent to the Project site are to be assumed as active and rail traffic over these facilities shall be maintained throughout the Project. Activities may include both through moves and switching moves to local customers. Railroad traffic and operations can occur continuously throughout the day and night on these

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tracks and shall be maintained at all times as defined herein. The Contractor shall coordinate and schedule the work so that construction activities do not interfere with Railroad's operations.

- C. Work windows for this Project shall be coordinated with the Agency or Contractor and the Railroad Project Representative and the Railroad MTM Representative. Types of work windows include Conditional Work Windows and Absolute Work Windows, as defined below:

1. **Conditional Work Window:** A period of time in which Railroad's operations have priority over construction activities. When construction activities may occur on and adjacent to the railroad tracks within 25 feet of the nearest track, a Railroad flag person will be required. At the direction of the flag person, upon approach of a train and when trains are present on the tracks, the tracks must be cleared (i.e., no construction equipment, materials or personnel within 25 feet from the nearest active track or as directed by the Railroad MTM Representative). Conditional Work Windows are available for the project subject to Railroad's local operating unit review and approval.

2. **Absolute Work Window:** A period of time in which construction activities are given priority over Railroad's operations. During this time the designated Railroad track(s) will be inactive for train movements and may be fouled by the Contractor. Before the end of an Absolute Work Window, all Railroad tracks and signals must be completely operational for normal train operations. Also, all Railroad, Public Utilities Commission and Federal Railroad Administration requirements, codes and regulations for operational tracks must be complied with. Should the operating tracks and/or signals be affected, the Railroad will perform inspections of the work prior to placing the affected track back into service. Railroad flag persons will be required for construction activities requiring an Absolute Work Window. **Absolute Work Windows will generally not be granted. Any request will require a detailed written explanation for Railroad review and approval.**

1.08 RIGHT OF ENTRY, ADVANCE NOTICE AND WORK STOPPAGES

- A. Prior to beginning any work within the Railroad right-of-way, the Contractor shall enter into an agreement with the Railroad in the form of the Contractor's Right of Entry Agreement, attached as Exhibit F, or latest version thereof provided by the Railroad. There is a fee for processing of the agreement which shall be borne by the Contractor. The right of entry agreement shall specify working time frames, flagging, inspection and insurance requirements and any other items specified by the Railroad.
- B. The Contractor shall give advance notice to the Railroad as required in the Contractor's Right of Entry Agreement before commencing work in connection with construction upon or over Railroad's right-of-way and shall observe the Railroad rules and regulations with respect thereto.
- C. All work upon the Railroad right-of-way shall be done at such times and in such a manner as not to interfere with or endanger the operations of the Railroad. Whenever work may affect the operations or safety of trains, the method of doing such work shall first be submitted to the Railroad MTM Representative for approval, but such approval shall not relieve the Contractor from liability. Any work to be performed by the Contractor, which requires flagging service or inspection service, shall be deferred until the flagging protection required by the Railroad is available at the job site. See Section 1.21 for railroad flagging requirements.
- D. The Contractor shall make requests in writing to both the Railroad Project Representative and the Railroad MTM Representative for both Absolute and Conditional Work Windows, at least two weeks in advance of any work. The written request must include:
1. Description of work to be done.
 2. The days and hours that work will be performed.
 3. The exact location of the work and proximity to the tracks.
 4. The type of window and amount of time requested.
 5. The designated contact person for the Contractor.

The Contractor shall provide a written confirmation notice to the Railroad MTM Representative at least fifteen (15) days prior to commencing work in connection with the approved work windows when work will be performed within 25 feet of any track center line. All work shall be performed in accordance with previously approved work plans.

- E. Should a condition arise from, or in connection with, the work which requires immediate and unusual actions to be made to protect operations and property of the Railroad, the Contractor shall undertake such actions. If, in the

judgment of the Railroad MTM Representative, such actions are insufficient, the Railroad MTM Representative may require or provide such actions as deemed necessary. In any event, such actions shall be at the Contractor's expense and without cost to the Railroad. The Railroad or Agency have the right to order the Contractor to temporarily cease operations in the event of an emergency or if, in the opinion of the Railroad MTM Representative, the Contractor's operations may inhibit the Railroads operations. In the event such an order is given, the Contractor shall immediately notify the Agency of the order.

1.09 INSURANCE

The Contractor shall not begin work within the Railroad's right-of-way until the Railroad has been furnished the insurance policies, binders, certificates and endorsements required by the Contractor's Right-of-Entry Agreement, and the Railroad Project Representative has advised the Agency that such insurance is in accordance with such Agreement. The required insurance shall be kept in full force and effect during the performance of work and thereafter until the Contractor removes all tools, equipment, and material from Railroad property and cleans the premises in a manner reasonably satisfactory to the Railroad.

1.10 RAILROAD SAFETY ORIENTATION

All personnel employed by the Agency, Contractor and all subcontractors must complete the Railroad's course "Orientation for Contractor's Safety" and be registered prior to working on Railroad property. This orientation is available at www.contractororientation.com. This course is required to be completed annually. The preceding training does not apply for longitudinal fiber optic installations.

1.11 COOPERATION

The Railroad shall cooperate with the Contractor in the scheduling of Project work with the understanding that Railroad's train operations at the job site shall have priority over the Contractor's activities.

1.12 CONSTRUCTION CLEARANCES

The Contractor shall abide by the twenty-one (21) foot temporary vertical construction clearance defined in section 4.4.1.1 and twelve (12) foot temporary horizontal construction clearance defined in section 4.4.1.2 of BNSF and UPRR Guidelines for Railroad Grade Separation Projects. It shall be the Contractor's responsibility to obtain such guidelines from the Agency or Railroad.

Reduced temporary construction clearances, which are less than construction clearances defined above, will require special review and approval by the Railroad.

Any proposed variance on the specified minimum clearances due to the Contractor's operations shall be submitted to the Railroad Project Representative through the Agency at least thirty (30) days in advance of the work. No work shall be undertaken until the variance is approved in writing by the Railroad Project Representative.

1.13 SUBMITTALS

- A. Construction submittals and Requests for Information (RFI) shall be submitted per Section 3.5 of BNSF and UPRR Guidelines for Railroad Grade Separation Projects.
- B. The minimum review times, as indicated in tables 3-1 and 3-2 of Section 3.5 of the BNSF and UPRR Guidelines for Railroad Grade Separation Projects, should be anticipated for review of all submittals. Guidelines for Railroad Grade Separation Projects, should be anticipated for review of all submittals. The details of the construction affecting the Railroad tracks and property, not already included in the contract plans, shall be submitted by the Agency to the Railroad Project Representative for the Railroad's review and written approval before such construction is undertaken. The Railroad shall not be liable to Agency, Contractor, and or any other person or entity if the Railroad's review exceeds a four-week review time.
- C. As Built Submittals shall be submitted per Section 3.6 of BNSF and UPRR Guidelines for Railroad Grade Separation Projects.

1.14 MAINTENANCE OF PROPER DRAINAGE AND DAMAGE TO RAILROAD FACILITIES 183695

A. The Contractor, at its expense, shall be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from the Contractor's operations and to repair and restore any Railroad property, tracks and facilities of Railroad and/or its tenants.

B. The Contractor must submit a proposed method of erosion control and have the method reviewed and approved by the Railroad prior to beginning any grading on the project site. Erosion control methods must comply with all applicable local, state and federal regulations.

1.15 SITE INSPECTIONS BY RAILROAD PROJECT REPRESENTATIVE, RAILROAD MTM REPRESENTATIVE OR RAILROAD'S CONTRACTOR

A. In addition to the office reviews of construction submittals, site observations will be performed by the Railroad Project Representative, Railroad MTM Representative or Railroad's Contractor at significant points during construction per Section 4.11 of BNSF and UPRR Guidelines for Railroad Grade Separation Projects.

B. Site inspections are not limited to the milestone events listed in the guidelines. Site visits to check the progress of work may be performed at any time throughout the construction process as deemed necessary by the Railroad.

C. A detailed construction schedule, including the proposed temporary horizontal and vertical clearances and construction sequence for all work to be performed, shall be provided by the Contractor to the Agency for submittal to the Railroad's Project Representative for review and approval prior to commencement of work. This schedule shall also include the anticipated dates on which the above listed events will occur. This schedule shall be updated for all critical listed events as necessary but at least monthly so that site visits may be scheduled.

1.16 RAILROAD REPRESENTATIVES

A. Railroad representatives, conductors, flag persons or watch persons will be provided by the Railroad at the expense of the Agency or Contractor (as stated elsewhere in these bid documents) to protect Railroad facilities, property and movements of its trains and engines. In general, the Railroad will furnish such personnel or other protective services as follows:

1. When any part of any equipment or object, such as erection or construction activities, is standing or being operated within 25 feet, measured horizontally from centerline, of any track on which trains may operate.
2. For any excavation below the elevation of track subgrade when, in the opinion of the Railroad MTM Representative, the track or other Railroad facilities may be subject to settlement or movement.
3. During any clearing, grubbing, excavation or grading in proximity to Railroad facilities which, in the opinion of the Railroad MTM Representative, may affect Railroad facilities or inhibit operations.
4. During any Contractor's operations when, in the opinion of the Railroad MTM Representative, the Railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines or pipe lines, may be endangered.

B. The Contractor shall arrange with the Railroad Local Representative to provide the adequate number of flag persons to accomplish the work.

1.17 WALKWAYS REQUIRED

Parallel to the outer side of each exterior track of multiple operated track and on each side of single operated track, an unobstructed continuous space suitable for trainman's use in walking along trains, extending in width not less than twelve feet (12') perpendicular from centerline of track, shall be maintained. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during working hours must be covered, guarded and/or protected as soon as practical. Walkways with railings shall be constructed by the Contractor over open excavation areas when in close proximity of track, and railings shall not be closer than 9' perpendicular from the center line of tangent track or 9' - 6" horizontal from curved track.

1.18 COMMUNICATIONS AND SIGNAL LINES

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If required, the Railroad, at Agency's expense, will rearrange its communications and signal lines, grade crossing warning devices, train signals, tracks and facilities that are in use and maintained by Railroad forces in connection with its operation. This work by the Railroad will be done by its own forces or by contractors under a continuing contract and may or may not be a part of the work under this contract.

1.19 TRAFFIC CONTROL

The Contractor's operations which control traffic across or around Railroad facilities shall be coordinated with and approved by the Railroad MTM Representative and shall be in compliance with the MUTCD.

1.20 CONSTRUCTION EXCAVATIONS; CALL BEFORE YOU DIG NUMBER

A. The Contractor shall be required to take special precautions and care in connection with excavating and shoring. Excavations for construction of footings, piers, columns, walls or other facilities that require shoring shall comply with requirements of OSHA, AREMA and Railroad "Guidelines for Temporary Shoring".

B. In addition to calling the "811" number and/or the local "one call center", the Contractor shall call the Railroad's "Call Before Your Dig" number at least 48 hours prior to commencing work at 1-800-336-9193 during normal business hours (6:30 a.m. to 8:00 p.m. Central Standard Time, Monday through Friday, except holidays - also a 24 hour, 7 day a week number for emergency calls) to determine location of fiber optics. If a telecommunications system is buried anywhere on or near Railroad property, the Contractor will co-ordinate with the Railroad and the Telecommunication Company(ies) to arrange for relocation or other protection of the system prior to beginning any work on or near Railroad property. The determination of whether fiber optics will be affected by the Project shall be made during the initial design phase of the Project.

C. The Railroad does not allow temporary at grade crossings unless absolutely necessary and there is no alternative route available to contractor to access the project site. Alternative plans should be considered to avoid crossing Railroad tracks at grade.

1.21 RAILROAD FLAGGING

Performance of any work by the Contractor in which person(s) or equipment will be within twenty-five (25) feet of any track, or that any object or equipment extension (such as, but not limited to, a crane boom) will reach within twenty-five (25) feet of any track, require railroad flagging services or other protective measures. The Contractor shall give an advance notice to the Railroad as required in the Contractor's Right of Entry Agreement before commencing any such work, allowing the Railroad to determine the need for flagging or other protective measures which ensure the safety of Railroad's operations, employees and equipment. Contractor shall comply with all other requirements regarding flagging services covered by the Contractor's Right of Entry Agreement. Any costs associated with failure to abide by these requirements will be borne by the Contractor.

The estimated pay rate for each flag person is \$1,000.00 per day for a(n) 8-hour work day with time and one-half for overtime, Saturdays, Sundays; double time and one-half for holidays. Flagging rates are set by the Railroad and are subject to change due to, but not limited to, travel time, setup plus, per diem and rest time (if work is required at night).

1.22 CLEANING OF RIGHT-OF-WAY

The Contractor shall, upon completion of the work to be performed within the right-of-way and/or properties of the Railroad and adjacent to its tracks, wire lines and other facilities, promptly remove from the Railroad right-of-way all Contractor's tools, implements and other materials whether brought upon the right-of-way by the Contractor or any subcontractors employee or agent of Contractor or of any subcontractor, and leave the right-of-way in a clean and presentable condition to the satisfaction of the Railroad.

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1.23 CONTRACTOR'S RESPONSIBILITY OF SUPERVISION

The Contractor, at its expense, shall adequately supervise all work to be performed by the Contractor. Such responsibility shall not be lessened or otherwise affected by Railroad's approval of plans and specifications, or by the presence at the work site of the Railroad Project Representative, Railroad MTM Representative or any other Railroad representative or Railroad contractor providing inspection services, or by the compliance by the Contractor with any requests or recommendations made by such representatives. The Contractor will give due consideration to suggestions and recommendations made by such representatives for the safety and protection of the Railroad's property and operations.

1.24 USE OF EXPLOSIVES AT PROJECT SITE PROHIBITED

The Contractor's use of explosives at the Project site is expressly prohibited unless authorized in advance in writing by the Railroad Project Representative.