

**AUTHORIZATION AND REIMBURSEMENT AGREEMENT
PUBLIC ROAD CROSSING IMPROVEMENTS—SURFACE, SIGNAL AND
SIGNAL INTERCONNECT**

THIS AUTHORIZATION AND REIMBURSEMENT AGREEMENT (this "**Agreement**") is made and entered into as of _____ ("**Effective Date**"), by and between UNION PACIFIC RAILROAD COMPANY, a Delaware corporation ("**Railroad**"), and the CITY OF MESQUITE, TEXAS to be addressed at 1101 East Main Street, Mesquite, TX 75149 ("**Agency**").

RECITALS

In accordance with the terms and conditions of this Agreement, Agency and Railroad desire to improve the existing, at-grade crossing area (the "**Project**") along, over and across Railroad's track and right of way, as such crossing area is more particularly described on Exhibit A attached hereto (the "**Crossing Area**").

AGREEMENT

NOW THEREFORE, the parties hereto agree as follows:

1. Railroad agrees to perform (or cause to be performed) the Project work described on Exhibit B and, to the extent that the Project includes signal improvement work, Exhibit B-1 attached hereto (collectively, the "**Railroad Work**").
2. To the extent that the Project includes (a) the interconnection of Railroad's grade crossing warning devices with Agency's highway traffic control signals and (b) coordinating the operation of such signals (collectively, the "**Signal Interconnect Work**"), such interconnection and coordination work shall be performed pursuant to the terms set forth in Exhibit C.
3. Railroad's estimated cost for the Railroad Work is included, as applicable, on Exhibit D (Surface Work Estimate) and Exhibit D-1 (Signal Work Estimate) attached hereto (collectively, the "**Estimate**") and may include, without limitation, costs of engineering review, construction, inspection, flagging, procurement and delivery of materials, equipment rental, manpower and all direct and indirect overhead labor/construction costs, including Railroad's standard additive rates. Such standard additive rates may be subject to upward or downward adjustment based on industry standards and practices, and the parties acknowledge and agree that any such adjustment to standard additive rates may be made retroactively.

4. Agency has appropriated sufficient funds to complete the Project and shall reimburse Railroad and/or Railroad's third-party consultant(s), as applicable, for actual costs incurred in connection with the Railroad Work, as such costs are more particularly set forth in the Estimate. During the performance of the Railroad Work, Railroad will provide (and/or will cause its third-party consultant(s) to provide) progressive billing to Agency based on actual costs in connection with the Railroad Work. Within Three hundred and sixty-five (365) days after completion of the Project, Railroad will confirm (and/or will cause its third-party consultant(s) to confirm) a final billing to Agency for any balance owed in connection with the Railroad Work. Agency shall pay Railroad (and/or its third-party consultant, as applicable) within thirty (30) days after Agency's receipt of any progressive and final bills submitted for the Railroad Work.

5. If Agency will be performing any Project work, such work is described on Exhibit B attached hereto ("**Agency Work**"). Agency shall perform the Agency Work, if any, at its sole cost, and Railroad consents to Agency (or any contractor or other agent hired by Agency) performing the Agency Work within the Crossing Area, subject to complying with the terms and conditions of this Agreement. Agency shall be responsible for the safe conduct and adequate policing and supervision of the Agency Work, and Agency acknowledges and agrees that the Agency Work shall be performed so as to not obstruct, endanger, interfere with, hinder or delay maintenance or operation of Railroad's track or facilities, any communication or signal lines, installations or any appurtenances thereof or the operations of others lawfully occupying or using Railroad's property or facilities. Railroad's consent shall not be deemed to grant Agency (or any contractor or other agent hired by Agency) any property interest in the Crossing Area or other Railroad property.

6. If Agency hires a contractor or other agent to perform the Agency Work, Agency shall require such contractor or agent to execute Railroad's then current form of Contractor's Right of Entry Agreement ("**CROE Agreement**") and to comply with the requirements set forth therein. If Agency performs the Agency Work, Agency shall comply with the safety standards set forth in the CROE Agreement.

7. No work of any kind shall be performed, and no person, equipment, machinery, tools, materials, vehicles or other items shall be located, operated, placed or stored within twenty-five (25) feet of any track at any time for any reason except as otherwise provided herein. Prior to commencing any Agency Work within the Crossing Area, and if the performance of any Agency Work requires any person or equipment to be within twenty-five (25) feet of any track, Agency shall provide Railroad at least thirty (30) working days advance notice of the performance of such proposed work, and upon Railroad's receipt of such notice, Railroad will determine and inform Agency whether a flagman need to be present or whether Agency needs to implement any special protective or safety measures. In the event that flagging or other special protection or safety measures are required to be performed in connection with the Railroad Work specifically or the Project generally, and regardless if the costs for such measures are included in the Estimate, Agency shall be responsible for such costs incurred in connection therewith in an amount

proportionate to Agency's share of actual costs for the Railroad Work, as such percentage is more particularly set forth in the Estimate. As an example and for purposes of clarification only, if Agency is responsible for one hundred percent (100%) of actual costs for the Railroad Work as set forth in the Estimate, then Agency would be responsible for one hundred percent (100%) of the costs for flagging or any other special protection or safety measures.

8. 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. Prior to commencing any Agency Work, Agency shall visit up.com/CBUD to complete and submit the required form to determine if fiber optic cable is buried anywhere on Railroad's property to be used in connection with the Agency Work. If fiber optic cable is present, Agency will telephone (or will cause its contractor or agent to coordinate) the telecommunications company(ies) involved, arrange for a cable locator, and make arrangements for relocation or other protection of the fiber optic cable. Agency and/or its contractors or agents, as applicable, shall not commence any Agency Work until the process set forth in this Section has been completed.

9. Railroad shall maintain grade crossing warning devices located within the Crossing Area (if any), and Agency hereby agrees to reimburse Railroad for costs to maintain any such grade crossing warning devices in accordance with the provisions set forth in Exhibit E attached hereto. Agency, at its sole cost, shall maintain any highway traffic control signals at the Crossing Area.

10. Agency, for itself and for its successors and assigns, hereby waives any right of assessment against Railroad, as an adjacent property owner, for any and all improvements made under this Agreement.

11. Neither party shall assign this Agreement without the prior written consent of the other party, which consent shall not be unreasonably withheld, conditioned or delayed.

12. This Agreement sets forth the entire agreement between the parties regarding the Project and the installation and maintenance of the Project improvements within the Crossing Area. To the extent that any terms or provisions of this Agreement regarding the installation and maintenance of such Project improvements are inconsistent with the terms or provisions set forth in any existing agreement affecting the Crossing Area, such terms and provisions shall be deemed superseded by this Agreement to the extent of such inconsistency.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have duly executed this Agreement as of the Effective Date.

CITY OF MESQUITE, TEXAS

UNION PACIFIC RAILROAD COMPANY,
a Delaware Corporation

Signature

Signature

Printed Name

Erik Lewis

Printed Name

Title

Manager I, Industry & Public Projects

Title

Exhibit A

Description of Crossing Area

GALLOWAY AVENUE
PUBLIC AT-GRADE
(DOT No. 794823K)
Mile Post 202.1 – MINEOLA SUBDIVISION
MESQUITE, DALLAS, State of TEXAS

Exhibit B

Scope of Work

Railroad Work:

- UP to perform required traffic signal preemption interconnect bench testing and signal cut-over support for City's/TXDOT's contractor. TXDOT to cover UP railroad labor expense.

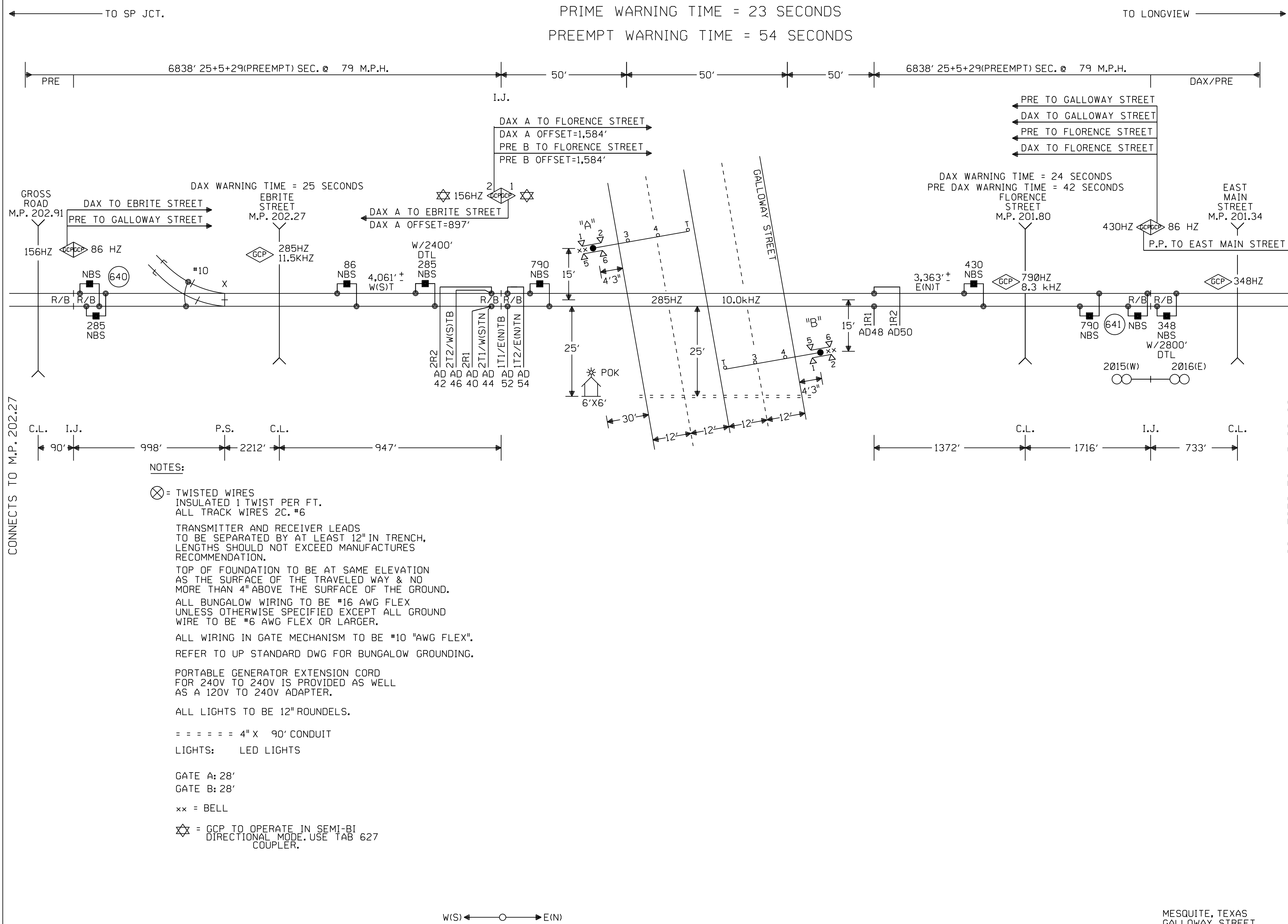
Agency Work:

- City/TXDOT contractor to install new traffic signal infrastructure to include new traffic signal poles, controller cabin, and interconnect conduit and cable to existing Galloway Street grade crossing.

Exhibit B-1

Signal Front Sheet

(See attached)



NOTES:

- ⊗ = TWISTED WIRES
INSULATED 1 TWIST PER FT.
ALL TRACK WIRES 2C.*6
- TRANSMITTER AND RECEIVER LEADS
TO BE SEPARATED BY AT LEAST 12" IN TRENCH,
LENGTHS SHOULD NOT EXCEED MANUFACTURES
RECOMMENDATION.
- TOP OF FOUNDATION TO BE AT SAME ELEVATION
AS THE SURFACE OF THE TRAVELED WAY & NO
MORE THAN 4" ABOVE THE SURFACE OF THE GROUND.
- ALL BUNGALOW WIRING TO BE #16 AWG FLEX
UNLESS OTHERWISE SPECIFIED EXCEPT ALL GROUND
WIRE TO BE #6 AWG FLEX OR LARGER.
- ALL WIRING IN GATE MECHANISM TO BE #10 "AWG FLEX".
- REFER TO UP STANDARD DWG FOR BUNGALOW GROUNDING.
- PORTABLE GENERATOR EXTENSION CORD
FOR 240V TO 240V IS PROVIDED AS WELL
AS A 120V TO 240V ADAPTER.
- ALL LIGHTS TO BE 12" ROUNDELS.
- = = = = = 4" X 90' CONDUIT
- LIGHTS: LED LIGHTS
- GATE A: 28'
- GATE B: 28'
- xx = BELL
- ⊗ = GCP TO OPERATE IN SEMI-BI
DIRECTIONAL MODE. USE TAB 627
COUPLER.

W(S) ← → E(N)

Revised: 04-01-16 UPDATED GROSS RD. MILEPOST PER FIELD AC.	Revised: 01/08/16 UPDATED EAST MAIN ST. APPROACH FREQ.	Revised: 9/24/14 UPGRADE EBRITE ST. M.P. 202.27, WITH NEW GATES, GCP 4000 AND BUNGALOW.	Revised: 05-05-10 INSTALLED FLS/GTS W/SIDELIGHTS & CWT FLORENCE STREET M.P. 201.80	Revised: 05-05-10 INSTALLED FLASHERS W/GATES & CWT GALLOWAY STREET M.P. 202.09	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	DES: SWS	UNION PACIFIC RAILROAD	DATE 09-02-08
					Q. A. LAST LEVEL CHECKED	DO		DIG: SWS		SHEET 1
					LAST LEVEL MOD THIS TYPICAL	DO		CHK: BCH		M.P. 202.09
					LAST LEVEL BY DESIGNER	DO		A.F.E. 88278		S-109
Rec*: 22161 W0*: 17907 IS: 02-24-15 / JWH/WIT /	Rec*: 24441 W0*: 12987 IS: 11-30-15 EJH/ DSB/WIT/XRL/JEM	Rec*: 21066 W0*: 17907 IS: /JJPW /JJB/WIT/JTB	Rec*: 16888 W0*: 88789 IS: 03-30-10 /JTB TCK/WIT/SWS/JJF	Rec*: 16852 W0*: 88278 IS: 03-30-10 /JTB TCK/WIT/SWS/JJF	CHANGED FROM TYPICAL?	Y		ID= 010920209.1X	Office of Sr AVP Engineering - Signal/TCO	Omaha, Nebraska

MESQUITE, TEXAS
GALLOWAY STREET
MINEOLA SUBDIVISION
D.O.T.*794 823K

Exhibit C

Signal Interconnect Work Terms

1. Plans. Agency, at its expense, shall prepare, or cause to be prepared by others, the detailed plans and specifications for the Signal Interconnect Work and submit such plans and specifications to Railroad's Assistant Vice President Engineering-Design, or his authorized representative, for prior review and approval. The plans and specifications shall include, as applicable, traffic signal timing and wiring diagram for the traffic controller unit, the installation method for any work that involves boring under the track, and specifications for underground wireline facilities crossing Railroad tracks and right-of-way. Agency agrees to provide the traffic signal timing and wiring diagram for the traffic controller unit to Railroad at least two (2) months prior to the traffic signal controller bench testing and/or four (4) months prior to the proposed cutover with Railroad. The final one hundred percent (100%) completed plans for the Signal Interconnect Work that are approved in writing by Railroad's Assistant Vice President Engineering-Design, or his authorized representative, are hereinafter referred to collectively as the "**Plans**" and specifically include the signal design schematic marked Exhibit C-1 (the "**Designs**") and the under-track boring drawing marked Exhibit C-2 (the "**Standard Drawing**"), with both exhibits being attached hereto. No changes in the Plans shall be made unless Railroad has consented to such changes in writing. Railroad's review and approval of the Plans will in no way relieve Agency (or any contractor or other agent hired by Agency) from its responsibilities, obligations and/or liabilities under this Agreement, and will be given with the understanding that Railroad makes no representations or warranty as to the validity, accuracy, legal compliance or completeness of the Plans and that any reliance by Agency (or any contractor or other agent hired by Agency) on the Plans is at the risk of Agency (or any contractor or other agent hired by Agency).

2. Condition Precedent to Performance of Agency Work. Prior to commencement of the portion of the Agency Work related to the Signal Interconnect Work by Agency (or any contractor or other agent hired by Agency) in the Crossing Area, Agency shall, or shall require its contractor or agent to, (a) obtain Railroad approval of the Plans in accordance with Section 1 of this Exhibit C, including the installation method for underground wireline facilities and/or any work that involves boring under the track, and (b) notify Railroad pursuant to the terms and conditions of this Agreement.

3. Signal Failure/ Interference. Each of Railroad (with respect to its grade crossing warning devices) and Agency (with respect to its highway traffic control signals) shall take all suitable precautions to prevent any interference (by induction, leakage of electricity or otherwise) with the operation of the other party's signals or communication lines, or those of its tenants; and if, at any time, the operation or maintenance of its signals results in any electrostatic effects, the party whose signals are causing the interference shall, at its expense, immediately take such action as may be necessary to eliminate such interference. Except as set forth in this Section, Agency shall not be liable to Railroad on account of any failure of Railroad's warning devices to operate properly, nor shall Railroad have or be entitled to maintain any action against Agency arising from any failure from Railroad's warning devices to operate properly. Similarly, Railroad shall not be liable to

Agency on account of any failure of Agency's traffic signal to operate properly, nor shall Agency have or be entitled to maintain any action against Railroad arising from any failure of Agency's traffic signal to operate properly.

Exhibit C-1

Designs

(see attached)



LEGEND

- TYPICAL SPAN WIRE COMBINATION
SIGNAL WITH WOOD POLES,
LUMINAIRES, DOWN GUYS, AND
SIGNAGE
- TRAFFIC SIGNAL CONTROLLER
CABINET, AND CONCRETE PAD
- EXISTING GROUND BOX
- SIGNAL HEAD NUMBER
- SIGN LABEL
- EXISTING ELECTRICAL
SERVICE
- T-# TIMBER POLE NUMBER
- OPTICOM DETECTOR
- PTZ CAMERA

EXISTING SIGNS

R10-9T
PROTECTED
LEFT ON
GREEN ARROW

R9-3

R6-1R

R6-2R R6-2L R6-1L

R3-5L

S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S13 S14 S15 S16 S17 S18 S19 S20 S21

100W MAIN ST 100E

100 DAVIS ST 100E

100 S. GALLOWAY AVE 200

S GALLOWAY AVE 100N

ONE WAY

ONE WAY

ONE WAY

ONLY

- NOTES:
- THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING THE EXISTING TRAFFIC SIGNAL HARDWARE, PAVEMENT MARKINGS, SIGNING, RIGHT-OF-WAY, AND THE TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. BEFORE CONSTRUCTION, CONTRACTOR TO MAKE DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES TO AVOID DAMAGE THERETO.
 - THE ENGINEER DOES NOT CONFIRM OR VALIDATE THE EXISTING ITEMS SHOWN.
 - CONTRACTOR SHALL MAINTAIN THE EXISTING SIGNAL INSTALLATION AND OPERATIONS AT THIS INTERSECTION UNTIL THE PROPOSED SIGNAL IS OPERATIONAL.
 - CONTRACTOR SHALL REMOVE AND SALVAGE ALL EXISTING TRAFFIC SIGNAL EQUIPMENT AFTER PROPOSED SIGNAL EQUIPMENT IS OPERATIONAL. THE EXISTING GROUND BOXES SHALL BE REMOVED AND BACKFILLED WITH SIMILAR MATERIAL TO AN EQUIVALENT CONDITION UNLESS IT IS IDENTIFIED IN THE PLANS TO REMAIN. THE EXISTING FOUNDATIONS SHALL BE REMOVED, AND THE SIGNAL POLE FOUNDATIONS SHALL BE REMOVED TO A MINIMUM OF 2' BELOW EXISTING SURFACE AND BACKFILLED WITH SIMILAR MATERIAL TO AN EQUIVALENT CONDITION AS IN THE SURROUNDING AREA. SEE GENERAL NOTES AND SPECIFICATIONS FOR MORE INFORMATION.
 - ELIMINATE EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH PROPOSED MARKINGS. ELIMINATE EXISTING PAVEMENT MARKINGS WITHIN THE INTERSECTION. REFER TO PAVEMENT MARKING SHEET FOR ADDITIONAL INFORMATION.
 - EXISTING SIGNS S1-S20 SHALL BE REMOVED WITH TRAFFIC SIGNAL EQUIPMENT.
 - CURB RAMP AND SIDEWALK REMOVALS SHALL BE SUBSIDIARY TO THE INSTALLATION OF NEW CURB RAMP OR CONCRETE SIDEWALK (SEE ITEM 531 QTY'S AND PROPOSED PEDESTRIAN RAMP AND SIDEWALK LAYOUT).
 - PRIOR TO REMOVING ANY GROUND BOXES, CONTRACTOR TO VERIFY THE GROUND BOX ONLY SERVES TRAFFIC RELATED ITEMS.

REMOVE EXISTING TRAFFIC
SIGNAL POLE, CONC (FND) (1 CY),
AND SPAN WIRE (SUB TO ITEM 680)

REMOVE EXISTING TRAFFIC
SIGNAL POLE, CONC (FND) (1 CY),
AND SPAN WIRE (SUB TO ITEM 680)

REMOVE EXISTING TRAFFIC
SIGNAL POLE, CONC (FND) (1 CY),
AND SPAN WIRE (SUB TO ITEM 680)

ELIM EXT PAV MRK &
MRKS (TYP) (SEE NOTE 5)

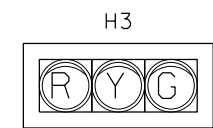
RELOCATE EXISTING ETHERNET SWITCH
AND FIBER OPTIC CABINET TO
PROPOSED CABINET (SUB TO ITEM 680)

REMOVE EXISTING
GROUND BOX

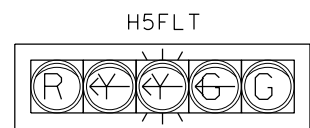
REMOVE EXISTING TRAFFIC
SIGNAL POLE, CONC (FND) (1 CY),
AND SPAN WIRE (SUB TO ITEM 680)

REMOVE EXISTING TRAFFIC SIGNAL
CONTROLLER CABINET (SUB TO ITEM 680)

EXISTING SIGNALS



SH 4, 5, 7,
8, 12, 13, 14,
16, 17, 21



SH 11, 20

COUNTDOWN
PEDESTRIAN
SIGNAL HEAD



SH 1, 2, 3, 6,
9, 10, 15, 18,
19, 22, 23, 24

REMOVAL SUMMARY

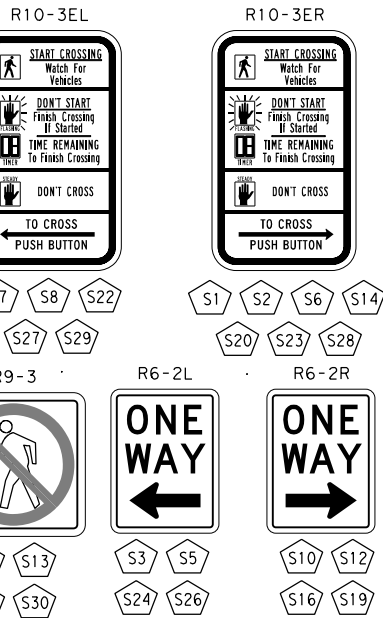
ITEM	CODE	DESCRIPTION	UNIT	QUANTITY
624	7013	REMOVE GROUND BOX	EA	
677	7001	ELIM EXT PM & MRKS (4")	LF	
677	7004	ELIM EXT PM & MRKS (8")	LF	
677	7006	ELIM EXT PM & MRKS (12")	LF	
677	7008	ELIM EXT PM & MRKS (24")	LF	
677	7009	ELIM EXT PM & MRKS (ARROW)	EA	
677	7015	ELIM EXT PM & MRKS (WORD)	EA	
680	7004	REMOVING TRAFFIC SIGNALS	EA	

NOTES:

1. THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING THE TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. BEFORE CONSTRUCTION, CONTRACTOR TO MAKE DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES TO AVOID DAMAGE THERETO.
2. CONTRACTOR TO CONTACT CITY OF MESQUITE ENGINEERING DEPARTMENT AT (972-216-6955) AND TxDOT TRAFFIC SIGNAL OFFICE AT (214-320-6682) 48 HOURS IN ADVANCE TO COORDINATE WORK.
3. THE LOCATION OF THE PROPOSED SIGNAL POLES, SIGNAL HEADS, VIVDS DETECTORS, CONDUIT, GROUND BOXES, AND CONDUCTORS ARE DIAGRAMMATIC ONLY AND MAY BE SHIFTED BY THE ENGINEER TO ACCOMMODATE FIELD CONDITIONS.
4. CONTRACTOR SHALL COORDINATE WITH ONCOR CONCERNING TRAFFIC SIGNAL ELECTRICAL SERVICE. CONTACT ONCOR (TBD) REGARDING POINT OF DELIVERY AND DISTRIBUTION TO ELECTRICAL PEDESTAL SERVICE. REFER TO GENERAL NOTES FOR ADDITIONAL INFORMATION.
5. INSTALL BASE MOUNTED CONTROLLER CABINET (TS2-TY2 CABINET) AND FOUNDATION.
6. VIVDS DETECTION ZONES TO BE PROGRAMMED BY THE CITY OF MESQUITE. CONTACT RAKHSHANDA MAHAR AT 972-216-6996 WITH 1 WEEK NOTICE TO SCHEDULE PROGRAMMING AND SIGNAL ACTIVATION.
7. CONTRACTOR SHALL COORDINATE THE TRAFFIC SIGNAL POLE FOUNDATION WORK WITH THE CURB RAMP AND SIDEWALK INSTALLATION. IF CURB RAMPS ARE CONSTRUCTED FIRST, CONTRACTOR SHALL NOTIFY THE CITY AND ENGINEER SO A FIELD MEETING CAN BE SCHEDULED TO DETERMINE IF FOUNDATIONS NEED TO BE SHIFTED TO BE ADJACENT TO THE LANDING AREAS. IF SIGNAL POLE FOUNDATIONS ARE INSTALLED FIRST, THE CURB RAMPS AND SIDEWALKS SHALL BE MODIFIED SO THAT THE CURB RAMP LANDING AREAS ARE ADJACENT TO THE PUSH BUTTONS AND THE SIDE REACH TO THE PUSH BUTTONS ARE 10" OR LESS.
8. PROPOSED APS UNITS SHALL BE PLACED ADJACENT TO A LEVEL LANDING AREA (2% MAX IN ANY DIRECTION). IF THE DISTANCE FROM THE PUSH BUTTON TO THE EDGE OF ACCESSIBLE PATH EXCEEDS 10", THE CONTRACTOR SHALL FURNISH AND INSTALL A PUSH BUTTON EXTENDER TO MAKE THE REACH 10" OR LESS. MEASUREMENT AND PAYMENT SHALL BE CONSIDERED SUBSIDIARY TO THE INSTALLATION OF THE TRAFFIC SIGNAL EQUIPMENT.
9. IF SIGNAL POLES CANNOT BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, THE CONTRACTOR SHALL CONTACT THE CITY AND ENGINEER TO MEET ON SITE TO DISCUSS NEW LOCATIONS.

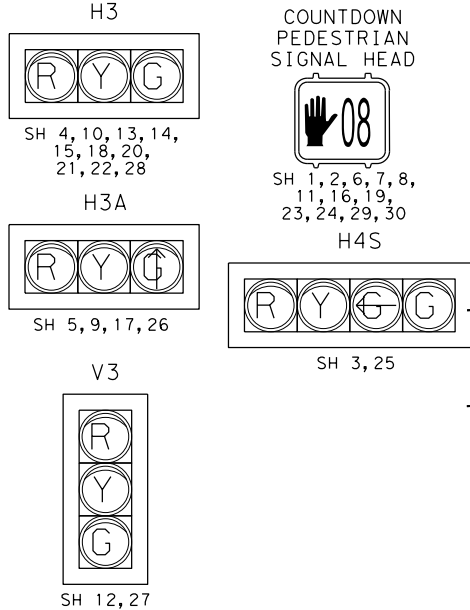
NOTES CONTINUED ON NEXT SHEET.

PROPOSED SIGNS

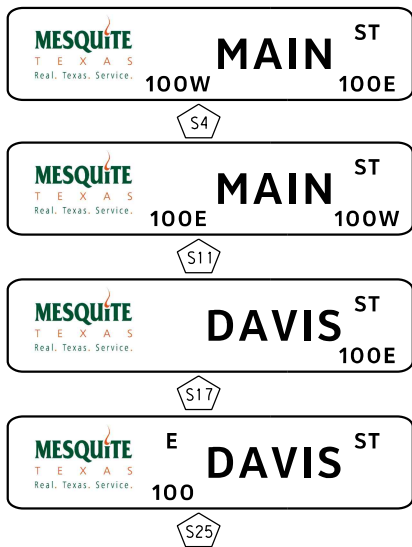


CRITICAL UTILITY LOCATE
CONTRACTOR TO USE CAUTION
WHEN DRILLING

PROPOSED SIGNALS

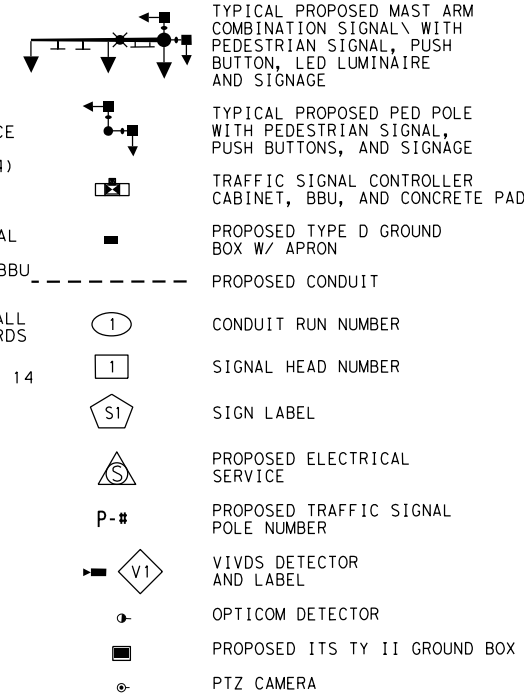


PROPOSED SIGNS



0 20 40
ORIGINALLY PLOTTED SCALE:
SCALE: 1" = 40'

LEGEND



DOCUMENT IS FOR INTERIM
REVIEW AND NOT INTENDED
FOR CONSTRUCTION BIDDING,
OR PERMIT PURPOSES.

ABIGAIL AXELSON, P.E.
146056
TEXAS SERIAL NO.
8/30/2024
DATE

Kimley»Horn
F-928

2600 N. Central Expressway
Suite 400
Richardson, Texas 75080
Tel. No. (214) 617-0535

MESQUITE
TEXAS
Real. Texas. Service.

Texas Department of Transportation
© 2024

TRAFFIC SAFETY IMPROVEMENTS
PROPOSED CONDITIONS

GALLOWAY AVENUE AT
SH 352

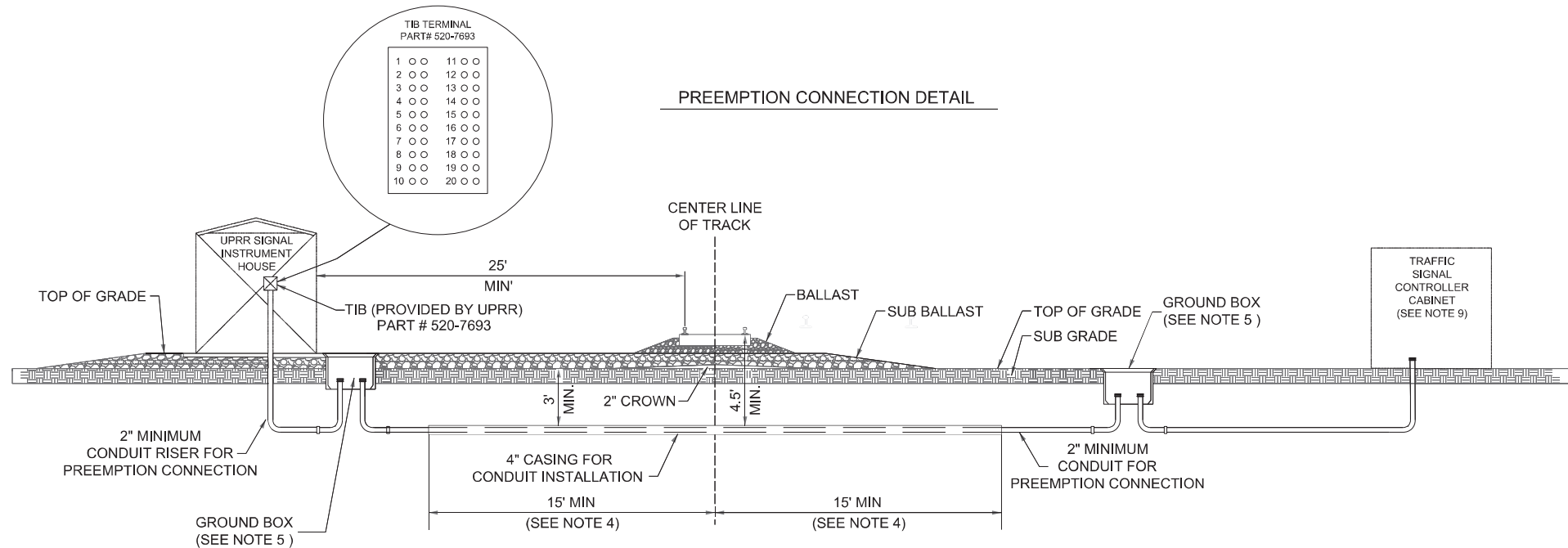
DESIGN	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
ASA	6	(SEE TITLE SHEET)	CS
GRAPHICS	STATE	DISTRICT	COUNTY
RYM	TEXAS	DAL	DALLAS
CHECK	CONTROL	SECTION	JOB
MB	0430	01	066, ETC.
CHECK			
HMF			

26

Exhibit C-2

Standard Drawing

(see attached)



NOTES:

1. LOCAL AGENCY IS TO PROVIDE ALL LABOR, MATERIAL, EQUIPMENT, AND SUPERVISION FOR THE INSTALLATION OF ALL CONDUIT, CASING, AND CABLE FOR PREEMPTION INTERCONNECT FROM TRAFFIC SIGNAL CABINET TO THE TRAFFIC INTERCONNECTION BOX (TIB) ON THE SIDE OF UPRR SIGNAL HOUSE. ONCE INSTALLED UPRR CONSTRUCTION MUST REVIEW THE INSTALLATION.
2. PREEMPTION CABLE SHALL BE CONTINUOUS FROM TRAFFIC SIGNAL INTERFACE TO TIB, (NO SPLICES)
3. CONDUIT SHALL BE SUITABLE FOR DIRECT BURIAL AND A MINIMUM OF 3' BELOW NATURAL GRADE OR 4.5' BELOW BASE OF RAIL, WHICHEVER IS GREATER.
4. MINIMUM CASING REQUIREMENTS ARE 4" SDR 13.5 HDPE. BETWEEN DEPTHS OF 4.5' TO 15', 4" STEEL CASING IS PREFERRED. CASING SHALL EXTEND 15' FROM CENTER OF TRACK.
5. GROUND BOXES AND THEIR LOCATIONS WILL BE DETERMINED ON SITE SPECIFIC NEEDS, BUT THE PREFERRED MATERIAL IS A TIER 22 SPLIT LID ENCLOSURE PLACED A MIN. OF 10' FROM THE SIGNAL INSTRUMENT HOUSE ON THE SIDE OF THE HOUSE THAT CONTAINS THE TIB BOX.
6. GROUNDING TESTS MUST BE TAKEN PRIOR TO WORK AND AFTER WORK IS COMPLETED.
7. UPRR PERSONNEL OR DESIGNATED FLAGGER MUST BE PRESENT PRIOR TO AND DURING ANY WORK ON UPRR RIGHT-OF-WAY WITHIN 25' OF THE TRACK.
8. DURING CUTOVER, UPRR SIGNAL AND AGENCY TRAFFIC STAFF MUST BE PRESENT FOR TERMINATION AND TESTING.
9. WHEN THE UPRR SIGNAL HOUSE AND LOCAL AGENCY TRAFFIC CONTROLLER ARE LOCATED ON THE SAME SIDE OF TRACKS, CONDUIT AND PULL BOX REQUIREMENTS FOR THE INTERFACE SHALL REMAIN THE SAME.

STANDARD DRAWING



UNDER-TRACK BORING FOR
TRAFFIC INTERCONNECT OR
TRAFFIC PREEMPTION WIRING

REV. DATE

04-08-24

FILE OWNER: UPRR

DATE: 06-08-15

REV. NO.: 3

DWG NO: 926115UP

926115UP

Exhibit D

Surface Work Estimate

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Exhibit D-1

Signal Work Estimate

(See Attached)

EXHIBIT D-1

ESTIMATE OF FORCE ACCOUNT WORK BY THE UNION PACIFIC RAILROAD COMPANY

DESCRIPTION OF WORK: Engineering and other related services for work to be performed within railroad right of way. This includes project and construction management during construction activities in railroad right of way. All necessary railroad services will be billed at actual cost.

DATE:

9/15/2025

LOCATION: SH 352/Main at Galloway
Mesquite, TX
DOT: 794823K

SUBDIVISION

Mineola MP 202.10

STATE:

Texas

DESCRIPTION	LABOR	MATERIAL	UP %0	Agency % 100	TOTAL
ENGINEERING					
Project Management/Admin Fee	\$ 2,500	\$ -	\$ -	\$ 2,500.00	\$ 2,500
Construction Submittals	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Management	\$ -	\$ -	\$ -	\$ -	\$ -
Digital Observation (*If Required*)	\$ 150/day	\$250/day			
TOTAL PROJECT:	\$ 2,500	\$ -	\$ -	\$ 2,500.00	\$2,500

TOTAL ESTIMATED COST:

\$2,500

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

****Digital Observation (*If Required*) = This will be assessed when determined to be required by UPRR****

Flagging is NOT included in this estimate. Agency's are instructed to follow Union Pacific's Third Party Flagging Policy.

Please utilize the following link to Union Pacific's Third Party Flagging Policy:

https://www.up.com/real_estate/third-party-flagging/index.htm

Exhibit E

Reimbursement for Grade Crossing Warning Device Maintenance Costs

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