

**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 CITY OF RIVERSIDE, a municipal corporation or political subdivision of the State of California ("**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 Railroads operating property, as such crossing area is more particularly described on Exhibit A attached hereto (the "**Crossing Area**") For the purposes of clarity, the term "Railroad's operating property" or variations thereof as used in this Section and throughout this Agreement shall mean the property where the Railroad conducts common carrier freight rail operations and activities related thereto.

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**"). The Railroad, at Agency's expense pursuant to the terms and conditions of this Agreement, shall develop the plans and specifications for the signal improvement work, to include any signal wiring diagram(s), if applicable, for the proposed Project. The final 100% approved plans for the signal improvement work are incorporated herein by reference and such final plans shall become Exhibit B-1.
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. Along with the development of plans and specifications for the signal improvement work, the Railroad, at Agency's expense pursuant to the terms and conditions of this Agreement, shall develop the cost estimate for the signal improvement work for the proposed Project. The Railroad's cost estimate for the signal improvement work, once developed, is incorporated herein by reference and shall become Exhibit D-1.

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. Regardless of the amounts set forth in the Estimate, Agency hereby confirms that it shall be responsible for 100% of all actual costs and expenses for the performance of Railroad's work in connection with the Project. 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 one hundred twenty (120) days after completion of the Project, Railroad will submit (and/or will cause its third party consultant(s) to submit) 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. Railroad shall provide backup documentation of progressive and final bills as requested by Agency. The Agency acknowledges that no Project costs and expenses are to be borne by the Railroad, including without limitation, any cost and expense for work required in accordance with the signal improvement work set forth in Exhibit B-1 and Exhibit D-1.

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 RIVERSIDE, CALIFORNIA

UNION PACIFIC RAILROAD COMPANY,
a Delaware Corporation

Signature

Signature

Printed Name

Kenneth Tom

Printed Name

Title

Manager I, Industry & Public Projects

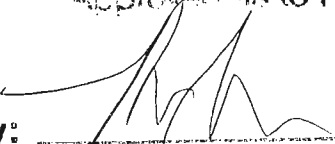
Title

CERTIFIED AS TO FUNDS AVAILABILITY:

BY: 

ASSISTANT CHIEF FINANCIAL OFFICER

Approved as to Form:

By: 

Ruthann M. Salera
Deputy City Attorney

Exhibit A

Description of Crossing Area

Cridge Street At-Grade Public Road Crossing
(DOT No. 026493P)
Mile Post 56.61 – Los Angeles Subdivision
City of Riverside, County of Riverside, State of California

Exhibit B

Scope of Work

Railroad Work:

1. Remove existing warning devices (one gate mechanism)
2. Install two new vehicular gate mechanisms (one entrance gate and one exit gate)
3. Install one pedestrian gate mechanisms

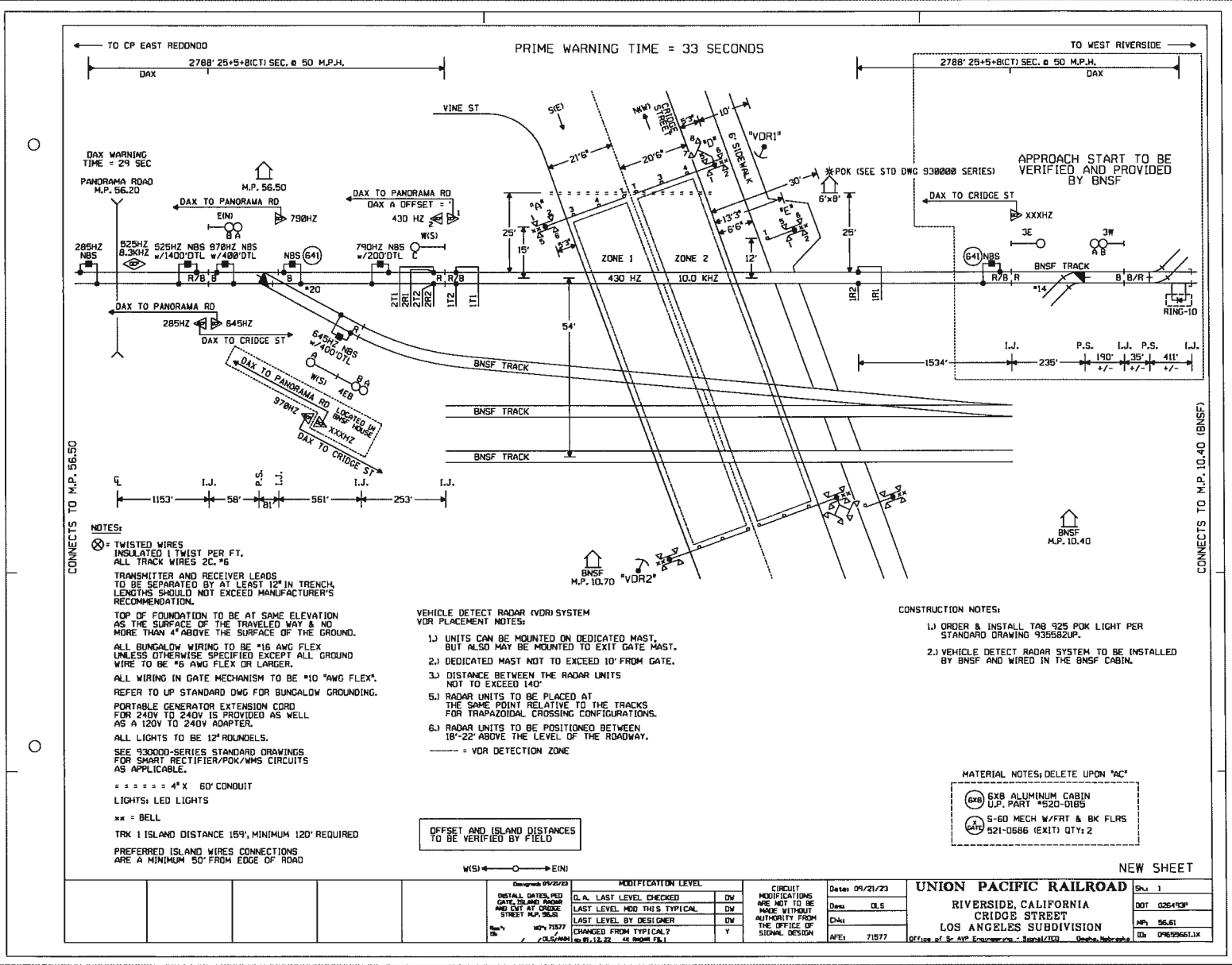
Agency Work:

1. Install new ADA compliant sidewalk on the north side of the crossing
2. Install new variable depth AC pavement and new roadway striping

Exhibit B-1

Signal Front Sheet

(see attached)



PRIME WARNING TIME = 33 SECONDS

APPROACH START TO BE VERIFIED AND PROVIDED BY BNSF

DAX WARNING TIME = 29 SEC

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 MANUFACTURER'S 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 #5 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" ROUNDLENS.
- SEE 930000-SERIES STANDARD DRAWINGS FOR SMART RECTIFIER/POK/WMS CIRCUITS AS APPLICABLE.
- ==== 4" X 60' CONDUIT
- LIGHTS: LED LIGHTS
- ** = BELL
- TRK 1 ISLAND DISTANCE 159', MINIMUM 120' REQUIRED
- PREFERRED ISLAND WIRES CONNECTIONS ARE A MINIMUM 50' FROM EDGE OF ROAD

- VEHICLE DETECT RADAR (VDR) SYSTEM VDR PLACEMENT NOTES:**
- 1.) UNITS CAN BE MOUNTED ON DEDICATED MAST, BUT ALSO MAY BE MOUNTED TO EXIT GATE MAST.
 - 2.) DEDICATED MAST NOT TO EXCEED 10' FROM GATE.
 - 3.) DISTANCE BETWEEN THE RADAR UNITS NOT TO EXCEED 140'
 - 5.) RADAR UNITS TO BE PLACED AT THE SAME POINT RELATIVE TO THE TRACKS FOR TRAPEZOIDAL CROSSING CONFIGURATIONS.
 - 6.) RADAR UNITS TO BE POSITIONED BETWEEN 18'-22' ABOVE THE LEVEL OF THE ROADWAY.
- = VDR DETECTION ZONE

- CONSTRUCTION NOTES:**
- 1.) ORDER & INSTALL TAB 925 POK LIGHT PER STANDARD DRAWING 935582UP.
 - 2.) VEHICLE DETECT RADAR SYSTEM TO BE INSTALLED BY BNSF AND WIRED IN THE BNSF CABIN.

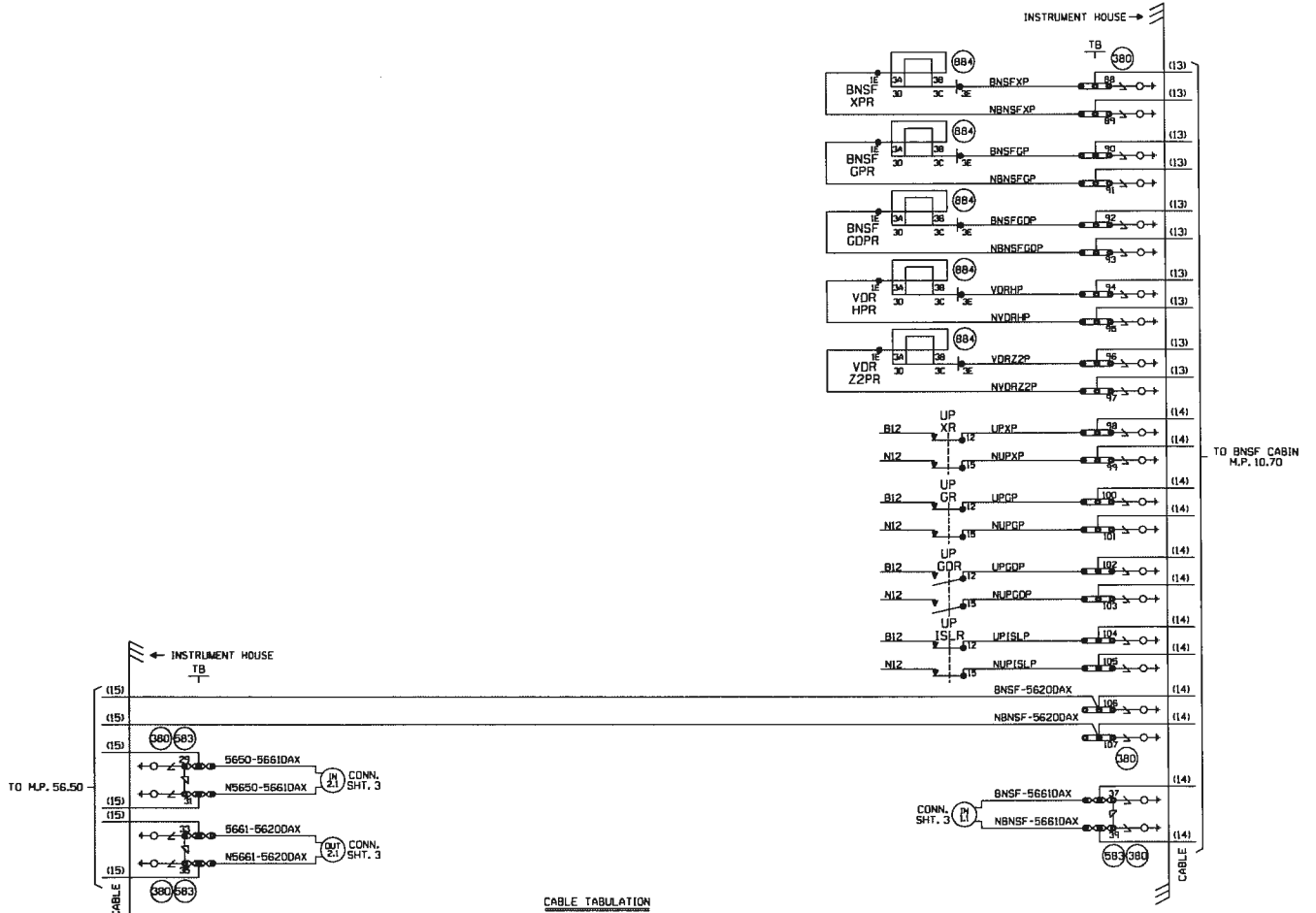
MATERIAL NOTES; DELETE UPON "AC"

- (BXB) 6XB ALUMINUM CABIN U.P. PART #520-0165
- (LIT) 5-60 MECH W/FRT & BK FLRS 521-0586 (EXT1) QT1+2

OFFSET AND ISLAND DISTANCES TO BE VERIFIED BY FIELD

W(S) ← ○ → E(N)

Date: 09/21/23 Draw: DLS Check: [] AFEL: 71577		UNION PACIFIC RAILROAD RIVERSIDE, CALIFORNIA CRIDGE STREET LOS ANGELES SUBDIVISION <small>Office of Signal Engineering - Signal/EDD, Omaha, Nebraska</small>		Sheet: 1 DOT: 025493P MP: 56.61 ID: 09625661.1X
Design: 09/26/23 Detail: DATED, PLOTTED, GATE, SIGNAL, PAGES AND CUT AT CRIDGE STREET M.P. 56.61 Rev: 1 No: 71577 Date: 09/26/23		MODIFICATION LEVEL G. A. LAST LEVEL CHECKED DW LAST LEVEL MOD THIS TYPICAL DW LAST LEVEL BY DESIGNER DW CHANGED FROM TYPICAL? Y		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN



CABLE TABULATION
 CABLE *13 19C *14 U.C.B.T. HOUSE TO BNSF CABIN M.P. 10.70
 CABLE *14 19C *14 U.C.B.T. HOUSE TO BNSF CABIN M.P. 10.70
 CABLE *15 7C *14 U.C.B.T. HOUSE TO M.P. 56.50

Design: 09/21/23 INITIAL GATES, PDS GATE ISLAND ROAD AND CUT AT CROSS STREET M.P. 66.61	CREDIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 09/21/23	UNION PACIFIC RAILROAD RIVERSIDE, CALIFORNIA CRIDGE STREET LOS ANGELES SUBDIVISION	Sh: 1A
		Draw: OLS		DOT: 026493P
Rev: 71577 09/21/23	AFE: 71577	Office of Signal Design - Signal/TCO	MP: 56.61 ID: 09650661DAX	

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.

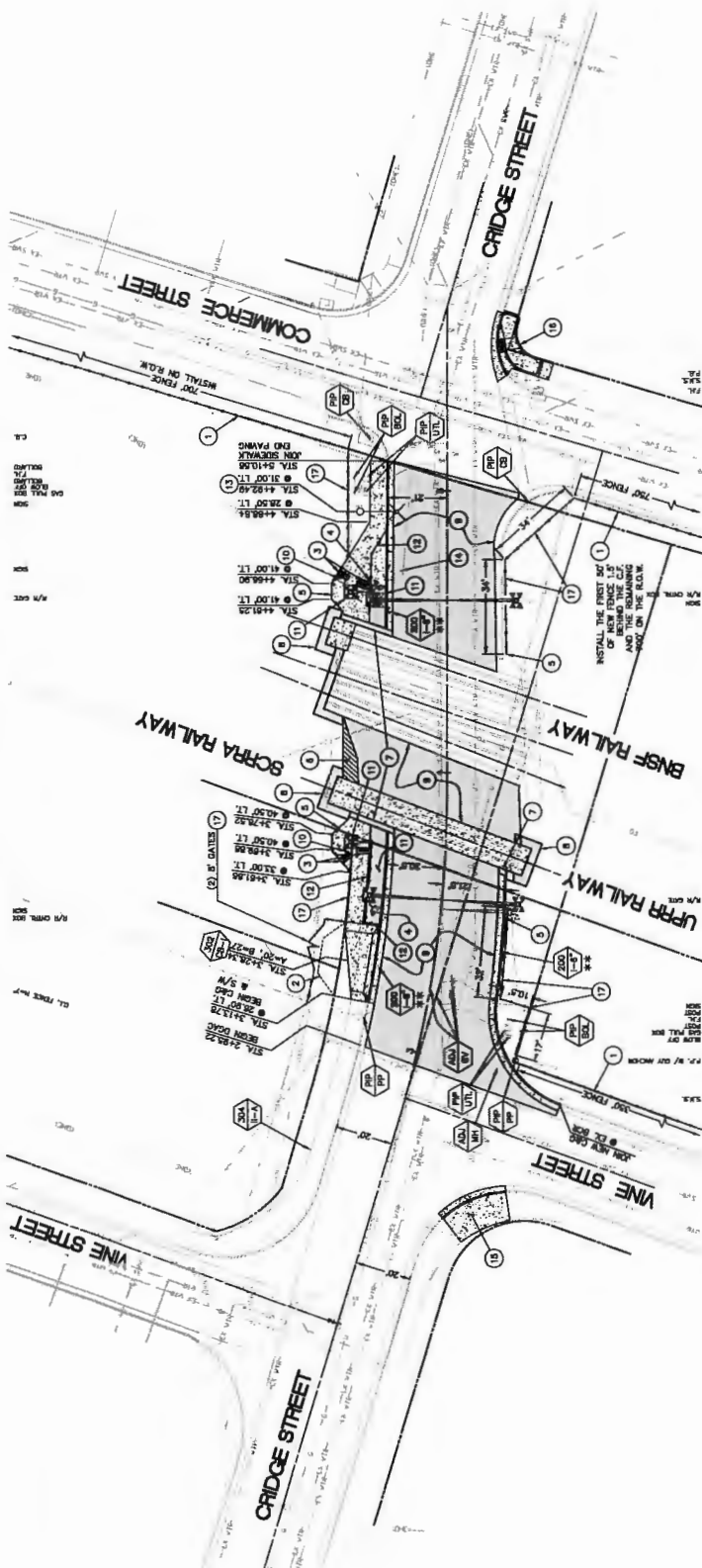
3. Signal Failure/ Interference. Each of Railroad (with respect to its grade crossing warning devices) and Agency (with respect to its highway traffic control signals) shall take all suitable precautions to prevent any interference (by induction, leakage of electricity or otherwise) with the operation 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

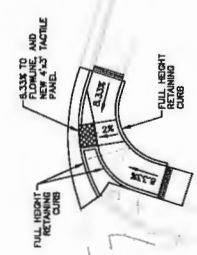
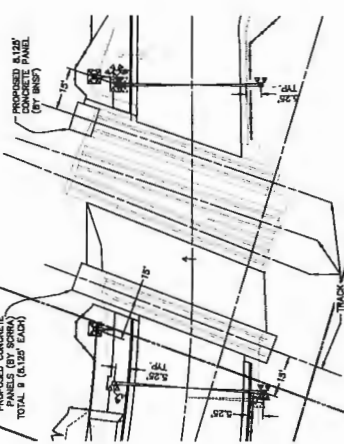
Designs

(see attached)



- LEGEND:**
- NEW AC PAVEMENT
 - NEW FULL DEPTH AC PAVEMENT
 - NEW PCC CONCRETE
 - EXISTING BARRIERS EQUIPMENT TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED
 - PROPOSED WARNING DEVICE (BY OTHERS)
 - PROPOSED PEDESTRIAN WARNING DEVICE AND GATE (BY OTHERS)
 - PROPOSED CAST-IN PLACE TACTILE PANEL. (SEE NOTE 3)
 - PROPOSED CHAIN LINK FENCE (SEE NOTE 1)
 - PROPOSED METAL HAND RAILING (SEE NOTE 12)

****NOTE:**
 THE GATE SHALL BE FULL HEIGHT UP TO 10' FROM THE CENTERLINE OF THE CROSSING AND SHALL BE FULL HEIGHT WITHIN THE 10' AND SHALL HAVE ZERO HEIGHT AT 10' FROM CENTERLINE OF NEAREST TRACK.



CROSSING ID:
 MILEPOST # 10.70
 USDOT # 026943P
 CPUC # 002B-10.70/
 003.56.60

CROSSING IMPROVEMENTS	PROJECT NO. 003.56.60
STREET IMPROVEMENTS	DATE: 08/10/10
AT CHOICE STREET	FILE NAME: R437-02.DWG
UPRR/BNSF RAILWAY CROSSINGS	

CITY OF RIVERSIDE CALIFORNIA	APPROVED BY:
DEPARTMENT OF PUBLIC WORKS	CITY ENGINEER
CONSTRUCTION MANAGER	DATE:
DATE:	

ENGINEER IN CHARGE	DATE:
RESPONSIBLE CHARGE	
FARSHAD A. WAGHARIA	
P.E. IN STATE SINCE 05-30-24	

DATE:	



Under the Sign of the State of California	DATE:
State Seal	
Scale: 1" = 20'	

Exhibit C-2

Standard Drawing

Intentionally Deleted.

Exhibit D

Surface Work Estimate

Intentionally Deleted.

Exhibit D-1

Signal Work Estimate

(see attached)

Material And Force Account Estimate

Estimate Creation Date: 01/25/2024 Number: 147188 Version: 1

Estimate Good Until 01/25/25

Location: LOS ANGELES SUB, SIMN, 49.84-52.63

Buy America: Yes

Description of Work: RIVERSIDE, CA. CRIDGE STREET, MP.56.61, DOT# 026493P, WO# 71577, PID# 130269 100% RECOLLECTABLE

COMMENTS	Description	QTY	UOM	Unit Cost	LABOR	MATERIAL	TOTAL
SIGNAL							
	Xing - 1 Trk CWE w/Gates	1	EA	131,584.00	41,200	90,384	131,584
	Xing - Pedestrian Gates (pair)	0.5	EA	57,283.00	11,197	17,445	28,642
	Xing - Track Card (Main and Stand-by) New Cable	1	EA	12,889.00	6,000	6,889	12,889
	Xing - Sidelight	1	EA	907.00	0	907	907
	Xing - Dax Cable 1000'	0.5	EA	6,440.00	2,000	1,220	3,220
Flaggers	Xing - Misc.	1	LS	12,001.00	12,000	1	12,001
	Gang Day - 5 Man	2	EA	7,500.00	15,000	0	15,000
	Xing - Engineering Design	1	LS	17,886.00	17,886	0	17,886
	Xing - Boring	1	LS	30,000.00	0	30,000	30,000
	Xing - Fill/Rock/Gravel	1	LS	3,800.00	0	3,800	3,800
Federal with overhead 202.32% plus 10% contingency	Xing - Labor Additive	1	LS	234,311.00	234,311	0	234,311
Sub-Total =					339,594	150,646	490,240

Totals = 339,594 150,646 490,240

Grand Total = \$490,240

This is a preliminary estimate, intended to provide a ballpark cost to determine whether a proposed project warrants further study. This estimate is not to be used for budget authority. Quantities and costs are estimated using readily available information and experience with similar projects. Site conditions and changes in project scope and design may result in significant cost variance.

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:

2/13/2024

LOCATION:

Riverside

DOT: 026493P

SUBDIVISION

Los Angeles

STATE:

CA

DESCRIPTION	LABOR	MATERIAL	UP %0	Agency % 100	TOTAL
ENGINEERING					
Project Management	\$ 12,500	\$ -	\$ -	\$ 12,500.00	\$ 12,500
Construction Management	\$ 12,500	\$ -	\$ -	\$ 12,500.00	\$ 12,500
Final Inspection	\$ 5,000	\$ -	\$ -	\$ 5,000.00	\$ 5,000
TOTAL PROJECT:	\$ 30,000	\$ -	\$ -	\$ 30,000.00	\$30,000

TOTAL ESTIMATED COST:

\$30,000

**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.**

Flagging may be performed by a third-party contractor. Any flagging performed by a third-party contractor will be billed at said third-party contractor rate not included in the above estimate. Alternatively, the Agency may enter into a separate agreement with third-party contractor and will be responsible for all actual costs incurred.

Exhibit E

Reimbursement for Grade Crossing Warning Device Maintenance Costs

Agency agrees to reimburse Railroad for one hundred percent (100%) of the cost for future maintenance of the additional grade crossing warning equipment to be installed in connection with the Project located within the Crossing Area on or before the date that is thirty (30) days after Agency's receipt of any invoices from Railroad.

**AREMA UNIT STATEMENT OF RAILROAD HIGHWAY GRADE CROSSING SIGNALS
ESTIMATED MAINTENANCE COSTS**



BUILDING AMERICA®

**FOR PID # 130269
BY THE UNION PACIFIC RAILROAD**

STREET	<u>CRIDGE</u>
TOWN	<u>RIVERSIDE</u>
MILEPOST	<u>56.61</u>
SUBDIVISION	<u>LOS ANGELES</u>
AAR/DOT NO.	<u>026493P</u>
WORK ORDER#	<u>71577</u>

DESCRIPTION	VALUE	QUANTITY	UNITS
NON-CODED TRK. CIRCUIT (Standalone AFTAC or Ring 10)	2	0	0
SUPERIMPOSED CIRCUIT(AFTAC) / DETECTION LOOP	2	0	0
HIGHWAY GRADE CROSSING SIGNAL (FRONT LIGHTS)	2	3	6
ADDITIONAL PAIR OF LIGHTS (OTHER THAN FRONT LIGHTS)	1	3	3
GATE MECHANISM, AUTOMATIC WITH ARM UP TO 26 FT	8	2	16
GATE MECHANISM, AUTOMATIC WITH ARM OVER 26 FT	10	0	0
GCP/HXP (constant warning device, per track circuit)	15	2	30
EXIT GATE MANAGEMENT SYSTEM RACK*	10	0	0
MOVEMENT DETECTOR (PMD)	6	0	0
MOVEMENT DETECTOR (STANDBY UNIT)	3	0	0
RADIO DATA LINK, PER UNIT	1	0	0
PREEMPTION CIRCUIT	2	0	0
DATA RECORDER	1	0	0
REMOTE MONITORING DEVICE (SEAR, ETC)*	2	1	2
BONDED RAIL JOINTS (per mile, each rail, single bonded)	1	0	0
BATTERY AND CHARGER (per set)	1	2	2
TOTAL UNIT COUNT			59
PAVEMENT RESTORATION COSTS			(Actual)
	Annual Maintenance Cost at \$278.25/Unit		\$16,417

*UP supplied Unit Value