

**ORIGINAL**

STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION  
STIPULATED AGREEMENT NO. 1105

This agreement made and entered into, by and between the State of Illinois acting by and through the Illinois Commerce Commission ("COMMISSION"), The Burlington Northern Santa Fe Railroad Company ("COMPANY"), the Mulberry Grove Township Road District ("ROAD DISTRICT"), and the State of Illinois, Department of Transportation ("DEPARTMENT").

**WITNESSETH:**

WHEREAS, it has come to the attention of the Commission through informal correspondence that inquiry should be made into the matter of improving public safety at the Iron Gate Trail highway-rail grade crossing of the Company's track located near, Smithboro, Bond County Illinois, designated as crossing **AAR/DOT 069 148B, milepost 91.06-Y**; and

WHEREAS, proper investigation has been made of the circumstances surrounding the aforesaid crossing by a representative of the Commission's Transportation Division Railroad Section; and

WHEREAS, the physical aspects, including geometrics of the intersection, train movements, vehicular traffic volume, and sight distances and other pertinent data relating to the crossing have been obtained and shown on Exhibit A, attached to the Agreement; and

WHEREAS, the parties are mutually agreeable to accomplish the proposed improvement upon a determination of the Commission by Order.

NOW, THEREFORE in consideration of the premises and of the mutual covenants and agreements as hereinafter contained the parties pray that the Commission enter an Order according to the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law requiring that a certain improvement as hereinafter stated be made and that the cost for the proposed improvement be divided among the parties according to law and that in the interest of the statewide traveling public the Grade Crossing Protection Fund of the Motor Fuel Tax Law be required to bear a substantial portion of the cost; To Wit the parties agree as follows:

Section 1 The improvement encompassed by this Agreement shall be made in accordance with all applicable State laws, rules, standards, regulations and orders and procedures in general.

Section 2 The parties are of the opinion that the proper improvement in the interest of public safety at the aforesaid crossing should be:

- a) Installation of new automatic flashing light signals and short arm gates controlled by constant warning time circuitry.

Section 3 The Company has prepared a preliminary estimate of cost to accomplish the proposed improvements, which it may be required to perform. Said estimate is attached as Exhibit B. The Company shall upon Order, according to the requirements contained therein, prepare detailed drawings, detailed circuit plans, estimates of cost and any required specifications for the proposed improvement for the approval of the Commission and Department.

Section 4 The Company shall upon Order, according to the requirements contained therein, proceed toward the completion of the proposed improvement, accomplishing the work with its own forces or appropriate contracted services and agrees that an appropriate time for the submission of plans should be (120) days and for the completion of the proposed improvement should be twelve (12) months, from the date of Commission Order subsequent to this Agreement.

Section 5 The parties hereto agree that an equitable division of cost for the proposed improvement should be:

- a. The cost for the improvement listed in Section 2(a) is estimated to be \$160,150. The Grade Crossing Protection Fund should pay 90% of the actual installation cost, not to exceed \$144,135. The Company should pay any remaining installation costs, as well as all future operating and maintenance costs.

Section 6 Special Provisions: The Company shall, at six (6) month intervals from the date of Commission Order subsequent to this Agreement, submit to the Director of Processing and Information, Transportation Bureau of the Commission, a written report stating the progress it has made toward completion of the work herein required. Each progress report shall include the Commission Order number, the Order date, the project completion date as noted in the Order, crossing information (inventory number and railroad milepost), type of improvement, and the name, title, mailing address, phone number, facsimile number, and electronic mailing address of Company employee responsible for management of the project.

All bills for expenditures authorized for reimbursement from the Grade Crossing Protection Fund shall be submitted to the Fiscal Control Unit of the Illinois Department of Transportation's Bureau of Local Roads and Streets, Illinois Department of Transportation, Central Bureau of Local Roads and Streets, Room 205, 2300 South Dirksen Parkway, Springfield, Illinois 62764. The Department shall send a copy of all bills to the Director of Processing and Information, Transportation Division of the Commission. The final bill for expenditures from each party shall be clearly marked "Final Bill". All bills shall be

submitted no later than twenty-four (24) months from the date of Commission Order subsequent to this Agreement. The Department shall, at the end of the 24<sup>th</sup> month from the Commission Order date, de-obligate all residual funds accountable for installation cost for this project.

Public Act 93-0604 (effective November 21, 2003), which amends 18c-7401 (Safety Requirements for Track, Facilities, and Equipment) of the Illinois Commercial Transportation Law, requires installation of temporary STOP signs whenever the Commission authorizes the installation of automatic flashing light signals or automatic flashing light signals and gates at public highway-rail grade crossings. The temporary STOP signs shall remain in place until the luminous flashing signal or crossing gate devices have been installed. The rail carrier is responsible for the cost of the installation and subsequent maintenance of any required temporary STOP signs.

625 ILCS 5/18c-1701 and 1704 require each "person", as defined by Section 18c-1104, to comply with every regulation or order of the Commission. These sections further provide that any person who fails to comply with a Commission regulation or order shall forfeit to the state not more than \$1,000 for each such failure, with each day's continuance of the violation being considered a separate offense. While the Commission expects the parties to comply with this Order in all matters addressed herein and in a timely manner, the Commission advises the parties that any failure to comply may result in the assessment of such sanctions.

Any person making a Request For Extension Of Time up to 30 days to complete a project ordered by the Commission must file a request with the Director of Processing no later than 14 days in advance of the scheduled deadline. An Administrative Law Judge will consider and decide the request.

Any person requesting an extension of time that exceeds 30 days must file a Petition For Supplemental Order with the Director of Processing no later than 21 days in advance of the scheduled deadline. The Commission will decide Petitions For Supplemental Orders.

Requests For Extension Of Time and Petitions For Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time within which the project will be completed. Prior to submitting a Request For Extension Of Time or a Petition For Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the project within the ordered time.

The Commission or its Administrative Law Judge reserves the right to deny Petitions For Supplemental Order and Requests For Extension Of Time, if the reason(s) supporting the request is insufficient or where it appears the person has not made a good faith effort to complete the project within the allotted time. Failure of the Commission or Administrative Law Judge to act on a pleading prior to the deadline means the originally

ordered completion date remains in effect.

This Agreement shall be binding upon the parties hereto, their successors or assigns. Upon execution of this Agreement by all parties, the Commission shall enter an appropriate order, within 60 days accepting or rejecting such stipulation according to the provisions contained herein.

In Witness Whereof, the parties have caused this Agreement to be executed by their duly authorized officers, as of the dates indicated herein.

Executed by the Commission this 11<sup>th</sup> day of **June**, 2004.

  
\_\_\_\_\_  
Michael E. Stead  
Rail Safety Program Administrator

Attest:

  
\_\_\_\_\_  
Henry Humphries  
Railroad Safety Specialist

Illinois Commerce Commission Stipulated Agreement No. 1105 concerning improvements at the Iron Gate Trail highway-rail grade crossing of The Burlington Northern Santa Fe Railroad Company's track, near Smithboro, Bond County, Illinois, designated as crossing (AAR/DOT 069 148B, MP 91.06-Y).

Executed by the Company this 1<sup>ST</sup> day of July 2004.

THE BURLINGTON NORTHERN AND  
SANTA FE RAILWAY COMPANY

By:

APPROVED AS TO FORM (6/26) 04  
  
Burlington Northern Santa Fe Law Department

Attest:

Illinois Commerce Commission Stipulated Agreement No. **1105** concerning improvements at the Iron Gate Trail highway-rail grade crossing of The Burlington Northern Santa Fe Railroad Company's track, near Smithboro, Bond County, Illinois, designated as crossing **(AAR/DOT 069 148B, MP 91.06-Y)**.

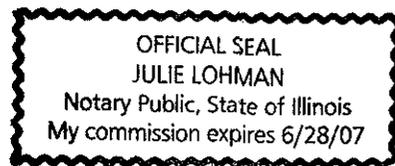
Executed by Mulberry Grove Township Road District this 2<sup>nd</sup> day of August 2004.

MULBERRY GROVE TOWNSHIP  
ROAD DISTRICT

By: Gary Terry

Attest:

Julie Lohman



**RECEIVED**  
AUG 4 2004

Illinois Commerce Commission  
RAIL SAFETY SECTION

Illinois Commerce Commission Stipulated Agreement No. 1105 concerning improvements at the Iron Gate Trail highway-rail grade crossing of The Burlington Northern Santa Fe Railroad Company's track, near Smithboro, Bond County, Illinois, designated as crossing (AAR/DOT 069 148B, MP 91.06-Y).

Executed by the Department this 11<sup>th</sup> day of August 2004.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

By: V. A. Modeman  
Director of Highways

**ILLINOIS COMMERCE COMMISSION  
STIPULATED AGREEMENT  
CROSSING DATA FORM**

**GENERAL INFORMATION:** See Location Sketch

|                             |  |
|-----------------------------|--|
| <b>RAILROAD</b>             | BNSF   |
| <b>USDOT#, MILEPOST</b>     | 069 148B, 91.06-Y                                  |
| <b>STREET, CITY, COUNTY</b> | Iron Gate Trail (TR117) (N) Smithboro, Bond County |
| <b>JURISDICTION (RDWY)</b>  | Mulberry Grove Township                            |
| <b>LOCATION</b>             | Rural, Commercial/Residential                      |
| <b>STREET SURFACE</b>       | 18'-Oil/Chip, Fair Condition                       |

**CROSSING DATA:** Also see Location Sketch for roadway profile and track centers

| <b>TRACK<br/>(W-E or N-S)</b> | <b>SURFACE TYPE</b> | <b>SURFACE WIDTH</b> | <b>SURFACE<br/>CONDITION</b> |
|-------------------------------|---------------------|----------------------|------------------------------|
| (N-S) Main                    | FDT                 | 32'                  | Good                         |
|                               |                     |                      |                              |

**ROADWAY DATA:** See Location Sketch

|                            |   |
|----------------------------|---|
| <b>INTERSECTING ROADS:</b> | None  |
| <b>TRAFFIC CONTROL</b>     | None  |
| <b>ADT &amp; SPEED</b>     | 125 Vehicles Per Day @ 55 MPH (unposted)                  |
| <b>TRAFFIC TYPE</b>        | Passenger, School Buses, Hazardous Materials, Other (All) |
| <b>ADVANCE WARNING</b>     | Yes   |
| <b>PAVEMENT MARKING</b>    | No  |

**RAILROAD DATA:** See Location Sketch

|                          |                                       |
|--------------------------|---------------------------------------|
| <b>FREIGHT TRAFFIC</b>   | 15 Per day @ 49 MPH, Day & Night? Yes |
| <b>PASSENGER TRAFFIC</b> | 00 per day @ xxx MPH                  |
| <b>WARNING DEVICES</b>   | Crossbucks                            |

**NOTES:**

**VISIBILITY STUDY:** See Location Sketch

|  |       |                       |
|--|-------|-----------------------|
| <b>Train Speed</b>   | 49    | <b>MPH</b>            |
| <b>Roadway Speed</b>   | 55    | <b>MPH (Unposted)</b> |
| <b>Required Stopping Sight Distance (SSD)</b>                    |       |                       |
| <b>Along Roadway</b>   | 573   | <b>FEET</b>           |
| <b>Along Tracks</b>  | 586   | <b>FEET</b>           |
| <b>Required Clearing Sight Distance (CSD)<br/>(Along Tracks)</b> | 1,200 | <b>FEET</b>           |

Distances calculated per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2001, Fourth Edition.

| <b>QUADRANT</b> | <b>CSD<br/>(FT)</b> | <b>OBSTRUCTION</b> | <b>SSD<br/>(FT)</b> | <b>OBSTRUCTION</b>  |
|-----------------|---------------------|--------------------|---------------------|---------------------|
| <b>NE</b>       | Ok                  |                    | 50'                 | Brush               |
| <b>NW</b>       | Ok                  |                    | 300'                | Brush               |
| <b>SE</b>       | Ok                  |                    | 50'                 | Brush/house/trailer |
| <b>SW</b>       | Ok                  |                    | 300'                | Brush               |

**APPROACH GRADES:** See Location Sketch

| <b>DIRECTION: EAST</b>   |                           |                      | <b>DIRECTION: WEST</b>   |                           |                      |
|--------------------------|---------------------------|----------------------|--------------------------|---------------------------|----------------------|
| <b>DISTANCE<br/>(FT)</b> | <b>ELEVATION<br/>(FT)</b> | <b>GRADE<br/>(%)</b> | <b>DISTANCE<br/>(FT)</b> | <b>ELEVATION<br/>(FT)</b> | <b>GRADE<br/>(%)</b> |
| 25                       | .1                        | .4                   | 25                       | .1                        | .4                   |
| 50                       | 1.3                       | 5.2                  | 50                       | .9                        | 3.6                  |

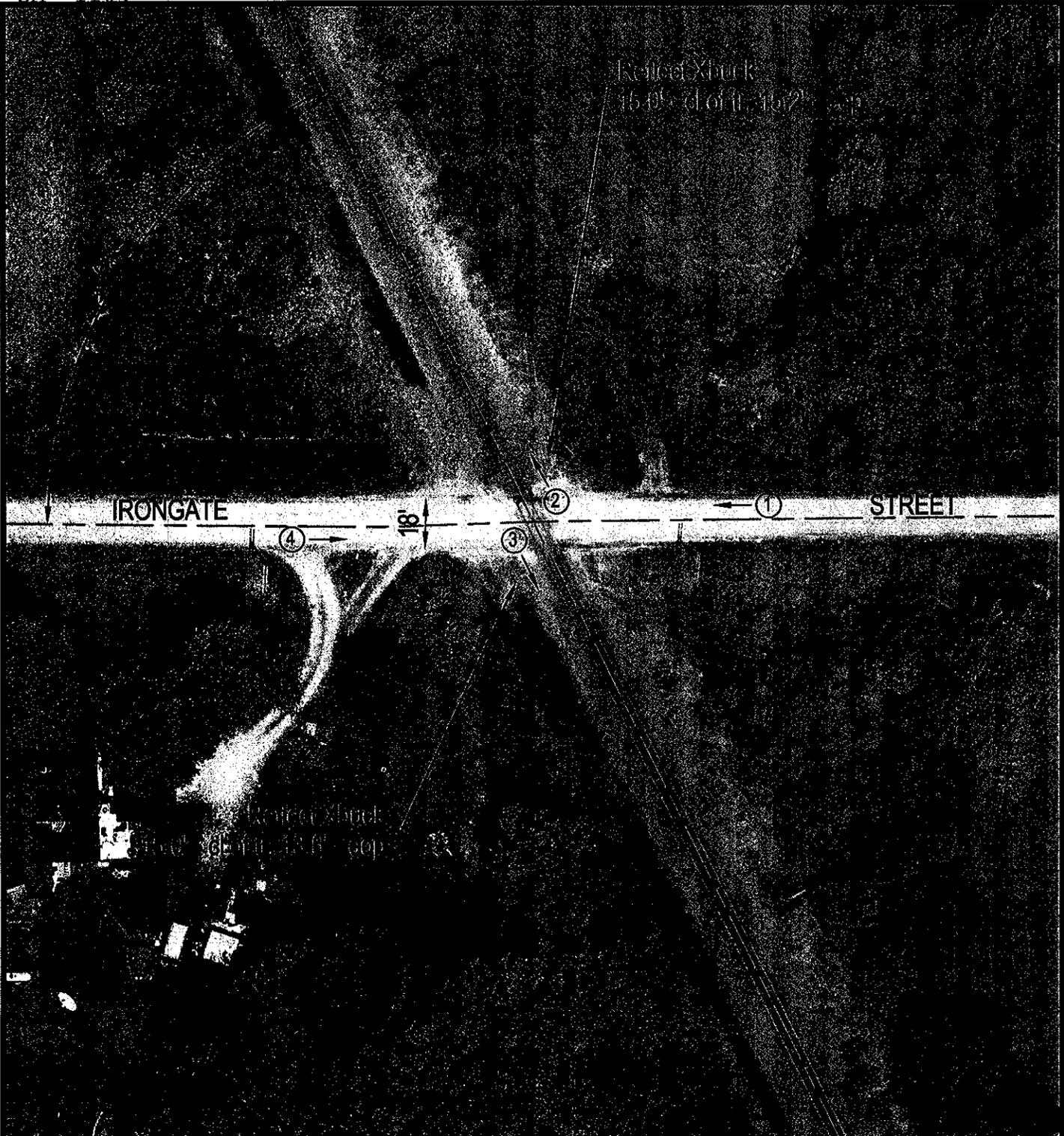
Distance measured from outermost rail.

**COMMENTS:**

Brush/trees on private property.

See page three for a Location Sketch (Aerial Photo) of the crossing.

For expediency, staff recommends the Grade Crossing Protection Fund (GCPF) and the Burlington Northern Santa Fe Railway Company (BNSF) each pay a portion of Mulberry Grove Township Road District's portion of the cost to install new automatic warning devices. Staff recommends the GCPF pay 90% of the installation costs with the BNSF paying all remaining installation costs, as well as all future operating and maintenance costs.

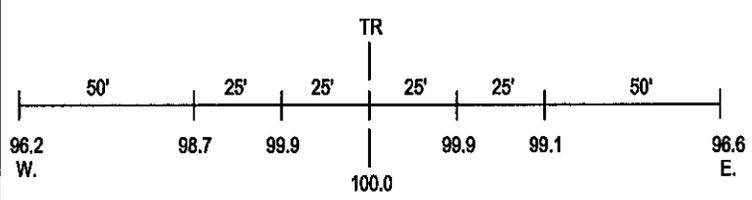


Keitcet Xbuok  
 15.0' d of 11.452' sp

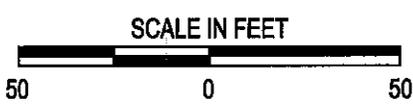
IRONGATE

STREET

Keitcet Xbuok  
 15.0' d of 11.452' sp



ROAD PROFILE



③ Photo Location

|                      |                                 |
|----------------------|---------------------------------|
| Crossing #:          | 069148B                         |
| Location:            | Bond Co., City of Smithboro (N) |
| Lat/Long:            | 38°55'26" / 89°21'40"           |
| Railroad:            | BNSF                            |
| Street:              | Irongate Trail                  |
| Railroad Milepost:   | 91.06                           |
| Crossing Protection: | Signs                           |

\*\*\*\*\* NOTE \*\*\*\* NOTE \*\*\*\*\* FOR INTERNAL USE ONLY \*\*\*\*\* NOTE \*\*\*\* NOTE \*\*\*\*\*

|                    |                      |                 |                 |                    |          |
|--------------------|----------------------|-----------------|-----------------|--------------------|----------|
| LOCATION :         | SMITHBORO            | LINE SEGMENT :  | 13              | AFE NUMBER :       |          |
| PLANITEM NUMBER :  | PSI069148B           | MILEPOST :      | 0091.08         | RFA NUMBER :       |          |
| PROPERTY OF :      | BNSF RAILWAY COMPANY | DIVISION :      | CH              | CPAR NUMBER :      |          |
| OPERATED BY :      | BNSF RAILWAY COMPANY | SUBDIVISION :   | BEARDSTOWN      | BUDGET YEAR :      | 2004     |
| JOINT FACILITY :   | STATE OF ILLINOIS    | TRACK TYPE :    | 1               | BUDGET CLASS :     | 10       |
| % BILLABLE (+/-) : | 090.00               | TAX STATE :     | IL COUNTY: BOND | REPORTING OFFICE : | 456      |
| REQUESTER ID :     | XXXX -               | MATL DATE :     |                 | SPONSOR :          | VP ENGIN |
| PROJECT TYPE :     | PIP                  | LOCATION CODE : | 381067          | DEPT CODE :        | MOWGH    |
| DOT NUMBER :       | 069148B              |                 |                 | DERAILMENT CODE :  |          |

PURPOSE, JUSTIFICATION AND DESCRIPTION

INSTALL CONSTANT WARNING AND FLASHERS WITH GATES AT TOWNSHIP ROAD IN SMITHBORO, IL.  
CHICAGO DIV., BEARDSTOWN SUBDIV., L/S 0013, M.P. 91.08, DOT # 069148B

THE MATERIAL LIST BELOW REFLECTS TYPICAL REPRESENTIVE PACKAGES USED FOR ESTIMATING PURPOSE ONLY.

THEY CAN BE EXPECTED TO CHANGE AFTER THE ENGINEERING PROCESS. DETAILED AND ACCURATE MATERIAL LISTS WILL BE FURNISHED WHEN ENGINEERING IS COMPLETED.

CONTINUING CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.

THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD.

\*\*\*\*\* SIGNAL WORK ONLY \*\*\*\*\*

THE STATE OF ILLINOIS IS FUNDING THIS PROJECT APPROXIMATELY 90%. THE BNSF RAILROAD IS FUNDING APPROXIMATELY 10%.

MAINTAIN PROPRIETARY CONFIDENTIALITY.

\*\*\*\*\* NOTE \*\*\*\* NOTE \*\*\*\*\* FOR INTERNAL USE ONLY \*\*\*\*\* NOTE \*\*\*\* NOTE \*\*\*\*\*

|                | CASH CAPITAL | NONCASH CAPITAL | OPERATING EXP | REMOVAL COST | BILLABLE | TOTALS  |
|----------------|--------------|-----------------|---------------|--------------|----------|---------|
| LABOR COSTS    | 5,273        | 0               | 0             | 0            | 47,454   | 52,727  |
| MATERIAL COSTS | 7,514        | 0               | 0             | 0            | 67,626   | 75,140  |
| OTHER COSTS    | 3,229        | 0               | 0             | 0            | 29,054   | 32,283  |
| TOTALS         | 16,016       | 0               | 0             | 0            | 144,134  | 160,150 |

ENGINEERING SERVICES - KANSAS CITY  
ESTIMATE REF. NUMBER : PSI069148B - 1--2S  
COSTING DATE : 06/09/2004

PRINTED ON : 06/09/2004  
ESTIMATED BY : CONTRACTOR  
PRINTED BY : CONTRACTOR

| ACCT                | CST | RSN | PPE  | DESCRIPTION                        | QTY/ST | OT U/M | CASH    | NONCASH | OPER | REMOVAL |
|---------------------|-----|-----|------|------------------------------------|--------|--------|---------|---------|------|---------|
| 8                   |     | 400 | 9911 | SIGNAL FIELD LABOR - CAP           | 672.00 | 0.0 MH | 14,306  |         |      |         |
| * LABOR SUBTOTAL    |     |     |      |                                    |        |        | 14,306  | 0       | 0    | 0       |
| 1120                | 313 | 400 | 9911 | BATTERY                            | 1.0    | LS N   | 4,336   |         |      |         |
| 1120                | 313 | 400 | 9911 | BUNGALOW 6X6                       | 1.0    | EA N   | 5,450   |         |      |         |
| 1120                | 313 | 400 | 9911 | BUNGALOW MATERIAL                  | 1.0    | LS N   | 5,117   |         |      |         |
| 1120                | 313 | 400 | 9911 | CABLE                              | 1.0    | LS N   | 1,751   |         |      |         |
| 1120                | 313 | 400 | 9911 | CABLE, 3C#2                        | 1700.0 | FT N   | 4,743   |         |      |         |
| 1120                | 313 | 400 | 9911 | CHARGERS                           | 1.0    | LS N   | 899     |         |      |         |
| 1120                | 313 | 400 | 9911 | CONSTANT WARNING                   | 1.0    | EA N   | 13,015  |         |      |         |
| 1120                | 313 | 400 | 9911 | COUPLER, TJC-1A                    | 6.0    | EA N   | 3,600   |         |      |         |
| 1120                | 313 | 400 | 9911 | FIELD MATERIAL                     | 1.0    | LS N   | 3,354   |         |      |         |
| 1120                | 313 | 400 | 9911 | FOUNDATION                         | 2.0    | EA N   | 870     |         |      |         |
| 1120                | 313 | 400 | 9911 | GATE KEEPER                        | 2.0    | EA N   | 3,550   |         |      |         |
| 1120                | 313 | 400 | 9911 | GATE MECH. MODEL 95                | 2.0    | EA N   | 10,062  |         |      |         |
| 1120                | 313 | 400 | 9911 | LAMP RESISTOR                      | 1.0    | EA N   | 735     |         |      |         |
| 1120                | 313 | 400 | 9911 | LED LIGHT ADJUSTMENT               | 8.0    | EA N   | 2,032   |         |      |         |
| 1120                | 313 | 400 | 9911 | LED LIGHT GATE KIT                 | 2.0    | EA N   | 732     |         |      |         |
| 1120                | 313 | 400 | 9911 | LIGHT OUT DETECTOR                 | 1.0    | EA N   | 658     |         |      |         |
| 1120                | 313 | 400 | 9911 | MISC MATERIAL                      | 1.0    | LS N   | 2,500   |         |      |         |
| 1120                | 313 | 400 | 9911 | RECORDER                           | 1.0    | EA N   | 2,145   |         |      |         |
| 1120                | 313 | 400 | 9911 | RTU-6, CELLULAR MONITOR            | 1.0    | EA N   | 2,060   |         |      |         |
| 1120                | 313 | 400 | 9911 | SHUNT, NBS                         | 2.0    | EA N   | 598     |         |      |         |
| * MATERIAL SUBTOTAL |     |     |      |                                    |        |        | 68,207  | 0       | 0    | 0       |
| 1120                | 367 | 400 | 9911 | CONTRACT ENGR.                     | 1.0    | EA N   | 6,000   |         |      |         |
| 1120                | 790 | 400 | 9911 | FILL DIRT                          | 200.0  | CY N   | 5,000   |         |      |         |
| 1120                | 790 | 400 | 9911 | SURFACE ROCK                       | 40.0   | CY N   | 1,000   |         |      |         |
| * OTHER SUBTOTAL    |     |     |      |                                    |        |        | 12,000  | 0       | 0    | 0       |
| * ADDITIVES         |     |     |      |                                    |        |        |         |         |      |         |
|                     |     |     |      | PAYROLL ASSOCIATED COSTS           |        |        | 11,540  |         |      |         |
|                     |     |     |      | EQUIPMENT EXPENSES                 |        |        | 3,592   |         |      |         |
|                     |     |     |      | DA LABOR OVERHEADS                 |        |        | 12,872  |         |      |         |
|                     |     |     |      | INSURANCE EXPENSES                 |        |        | 2,256   |         |      |         |
|                     |     |     |      | USE TAX                            |        |        | 4,468   |         |      |         |
|                     |     |     |      | OFFLINE TRANSPORTATION             |        |        | 849     |         |      |         |
| * GANG TOTAL        |     |     |      |                                    |        |        | 130,090 | 0       | 0    | 0       |
| 8                   |     | 400 | 9911 | SIGNAL SHOP LABOR - CAP            | 64.00  | 0.0 MH | 1,412   |         |      |         |
| * LABOR SUBTOTAL    |     |     |      |                                    |        |        | 1,412   | 0       | 0    | 0       |
| * ADDITIVES         |     |     |      |                                    |        |        |         |         |      |         |
|                     |     |     |      | PAYROLL ASSOCIATED COSTS           |        |        | 1,139   |         |      |         |
|                     |     |     |      | EQUIPMENT EXPENSES                 |        |        | 354     |         |      |         |
|                     |     |     |      | DA LABOR OVERHEADS                 |        |        | 1,270   |         |      |         |
|                     |     |     |      | INSURANCE EXPENSES                 |        |        | 222     |         |      |         |
| * GANG TOTAL        |     |     |      |                                    |        |        | 4,397   | 0       | 0    | 0       |
| 8                   |     | 411 |      | ELECTRICAL LABOR F/POWER TRANS SYS | 54.00  | 0.0 MH | 1,209   |         |      |         |
| * LABOR SUBTOTAL    |     |     |      |                                    |        |        | 1,209   | 0       | 0    | 0       |
| 1120                | 319 | 410 |      | MATERIAL FOR ELECTRICAL            | 1.0    | EA N   | 1,500   |         |      |         |
| * MATERIAL SUBTOTAL |     |     |      |                                    |        |        | 1,500   | 0       | 0    | 0       |
| 1120                | 410 | 400 | 9911 | AC POWER SERVICE                   | 1.0    | EA     | 5,000   |         |      |         |
| * OTHER SUBTOTAL    |     |     |      |                                    |        |        | 5,000   | 0       | 0    | 0       |
| * ADDITIVES         |     |     |      |                                    |        |        |         |         |      |         |
|                     |     |     |      | PAYROLL ASSOCIATED COSTS           |        |        | 975     |         |      |         |
|                     |     |     |      | EQUIPMENT EXPENSES                 |        |        | 303     |         |      |         |
|                     |     |     |      | DA LABOR OVERHEADS                 |        |        | 1,087   |         |      |         |
|                     |     |     |      | INSURANCE EXPENSES                 |        |        | 190     |         |      |         |
|                     |     |     |      | USE TAX                            |        |        | 98      |         |      |         |
|                     |     |     |      | OFFLINE TRANSPORTATION             |        |        | 18      |         |      |         |

| ACCT                     | CST | RSN | PPE | DESCRIPTION                          | QTY/ST | OT U/M | CASH    | NONCASH | OPER | REMOVAL |
|--------------------------|-----|-----|-----|--------------------------------------|--------|--------|---------|---------|------|---------|
| * GANG TOTAL             |     |     |     | ELECGANG-1M ~ ELECTRICAL GANG, 1 MAN |        |        | 10,380  | 0       | 0    | 0       |
| PROJECT SUBTOTAL         |     |     |     |                                      |        |        | 144,867 | 0       | 0    | 0       |
| CONTINGENCIES            |     |     |     |                                      |        |        | 14,486  | 0       | 0    | 0       |
| BILL PREPARATION FEE     |     |     |     |                                      |        |        | 797     | 0       | 0    | 0       |
| PROJECT GROSS COST       |     |     |     |                                      |        |        | 160,150 | 0       | 0    | 0       |
| LESS COST PAID BY OTHERS |     |     |     |                                      |        |        | 144,134 | 0       | 0    | 0       |
| PROJECT NET COST         |     |     |     |                                      |        |        | 16,016  | 0       | 0    | 0       |



|                        |        |      |        |         |
|------------------------|--------|------|--------|---------|
| CONTRACT ENGR.         | 1.00   | EA N | 6,000  |         |
| FILL DIRT              | 200.00 | CY N | 5,000  |         |
| SURFACE ROCK           | 40.00  | CY N | 1,000  |         |
|                        |        |      | -----  | -----   |
| TOTAL OTHER ITEMS COST |        |      | 17,000 | 17,000  |
|                        |        |      | -----  | -----   |
| PROJECT SUBTOTAL       |        |      |        | 144,867 |
| CONTINGENCIES          |        |      |        | 14,486  |
| BILL PREPARATION FEE   |        |      |        | 797     |
|                        |        |      | -----  | -----   |
| GROSS PROJECT COST     |        |      |        | 160,150 |
| LESS COST PAID BY BNSF |        |      |        | 16,016  |
|                        |        |      | -----  | -----   |
| TOTAL BILLABLE COST    |        |      |        | 144,134 |
|                        |        |      | =====  |         |

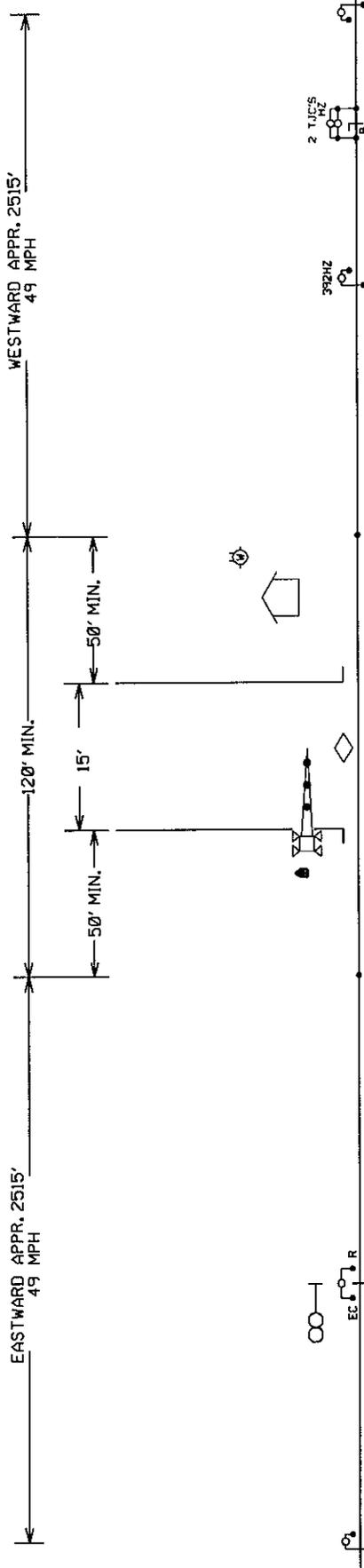
The Burlington Northern & Santa Fe Railway Company

TO PADUCAH

TO WEST BUSHNELL

EASTWARD APPR. 2515'  
49 MPH

WESTWARD APPR. 2515'  
49 MPH



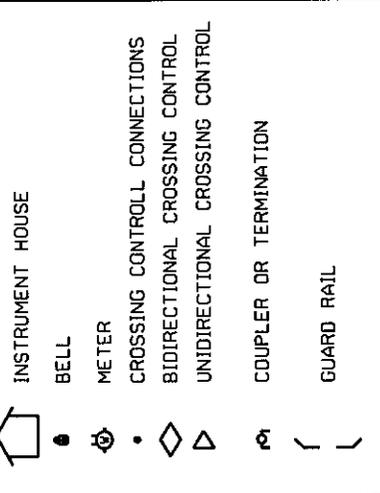
INSTALL: GATES & FLASHERS  
CONTROL DEVICES: CONSTANT WARNING

**BOLD - IN**

~~XXXX~~ - OUT

SALVAGE: NONE

TOWNSHIP ROAD  
DOT # 069 148 B



- INSTRUMENT HOUSE
- BELL
- METER
- CROSSING CONTROL CONNECTIONS
- BIDIRECTIONAL CROSSING CONTROL
- UNIDIRECTIONAL CROSSING CONTROL
- COUPLER OR TERMINATION
- GUARD RAIL

Warning device placement:  
Clearance to C.L. Track = Min. 12', Max. 20'  
Edge of Road to C.L. Foundation:  
Min. 4'1" with curb,  
Min. 8'1" without curb,  
Max. 12'  
House Clearance: 25' Min. to C.L. of Track  
Front Lights: 30' Min. to Edge of Road  
Back and Side Lights: LED  
Cantilever Jury Mast: LED

**BNSF RAILWAY CO.**  
SMITHBORO, IL.  
TOWNSHIP ROAD  
LS: 0013  
M.P. 91.08  
DOT # 069 148 B  
CHICAGO DIVISION  
BEARDSTOWN SUBDIVISION  
KANSAS CITY  
NO SCALE  
DATE: 06/09/04  
FILE: 0013091\_08.dgn  
MCR/SMO