

ORIGINAL

STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION

UNION PACIFIC RAILROAD COMPANY, the )  
CITY OF ROCHELLE and the STATE OF )  
ILLINOIS, DEPARTMENT OF TRANSPORTATION )  
)  
Stipulated Agreement regarding improving )  
public safety at the crossings of the )  
Company's tracks with public highways )  
known as Main Street, Washington Street, )  
9<sup>th</sup> Street, 1<sup>st</sup> Avenue and Caron Road, )  
located in the City of Rochelle, Ogle )  
County, Illinois, designated as )  
crossings AAR/DOT 175 199F, Milepost )  
74.80 CNWA, AAR/DOT 175 120A, Milepost )  
74.86 CNWA, AAR/DOT 175 122N, Milepost )  
75.11 CNWA, AAR/DOT 175 123V, Milepost )  
75.42 CNWA and AAR/DOT 176 394E, )  
Milepost 74.23 CNWA, respectively )

T01-0022

RECEIVED  
JUL 16 2008  
Illinois Commerce Commission  
RAIL SAFETY SECTION

TO ALL PARTIES OF RECORD:

PETITION TO AMEND ORDER

NOW COMES the Union Pacific Railroad Company, a Delaware corporation, engaged in interstate commerce by railroad (hereinafter referred to as the "Union Pacific"), by and through its attorney, Mack H. Shumate, Jr., and as such hereby files this Petition seeking an Amended Order from the Illinois Commerce Commission (the "Commission") amending the Commission's original Order ("Order") entered in this matter on April 11, 2001 concerning safety improvements at an at-grade crossing corridor consisting of five (5) at-grade crossings (the "Project") in the City of Rochelle, Illinois (the "City"), performed pursuant to a Stipulated Agreement ("Agreement") entered into by Union Pacific,

DOCKETED

JUL 18 2008

the Commission, the City, and the State of Illinois, Department of Transportation ("IDOT").

The Agreement provides that the following improvements are to be made:

- a) the installation of automatic flashing light signals and gates controlled by constant warning time circuitry at the Washington Street, 9<sup>th</sup> Street, 1<sup>st</sup> Avenue, and Caron Road crossings,
- b) the installation of constant warning time circuitry and new gate arms at the Main Street crossing, and
- c) the installation of new crossing surfaces at the Main Street crossing.

The Agreement also provides that the preliminary estimates of cost to install the constant warning time circuitry and new gates at all of the crossings for the entire Project is to be \$1,222,016.00. This cost was allocated and capped at \$285,000.00 to IDOT utilizing federal funds with the remaining estimated cost for the Project to be borne ninety percent (90%) by the Grade Crossing Protection Fund ("GCPF") and ten percent (10%) by Union Pacific. The GCPF cost was capped at \$843,314.00. The allocations were based on the preliminary estimate of \$285,000.00 + \$937,016.00 = \$1,222,016.00. Ninety percent (90%) of \$937,016.00 is \$843,314.00. In addition, Union Pacific was ordered to bear 100% of the cost of installing the crossing surfaces at Main Street and all future maintenance of all crossing surfaces and signals which make up the Project.

In accordance with the Order, Union Pacific submitted to the Commission Project estimates detailed in Work Orders 32673, 32674, 32675, 32676, and 32677, totaling \$1,222,016.00 which are collectively attached hereto as Exhibit "A" and hereby made a part hereof. The actual costs for labor and material for each of said Work Orders 32673, 32674, 32675, 32676 and 32677 for the Project is attached hereto as Exhibit "B" and is hereby made a part hereof. Due to the reasons set forth below, the final actual overall collective cost of the Project was \$1,403,549.80.

As a general matter, this corridor Project required work in areas encumbered with existing utility installations under the roadways. Working around these utility installations required the Union Pacific's gangs to saw cut the roadway instead of boring which was more labor intensive and adversely impacted estimated labor costs. In addition, part of the work was necessarily performed in the winter months under frozen ground conditions which also adversely impacted estimated labor costs. The crossings had to be DAX'ed, connected together, which consisted of digging from one end of the corridor to the other. In addition, circuit changes were required to accommodate interconnection with the Rochelle Intermodal Facility. To complete the Project on schedule it was necessary from time to time for the Union Pacific signal gangs to work overtime.

Work Order 32673 authorized the installation of flashing light signals at Main Street, MP 74.80. This Work Order has overrun its authority in labor and material by \$40,186.00. The

labor overran by \$9,592.00 because of the duration of the work and the addition of required materials necessary to complete the Work Order. The Work Order authorized 1,128 hours for 28.2 days. However, the actual labor ended up being, 1,379 hours, including 104 hours of overtime, for 36 days. The material for Work Order 32673 overran by \$30,954.00. The Work Order was estimated on 09/22/00 and approved on 05/22/01 with final signal design being completed on 06/21/01. The estimate was submitted for final approval prior to signal design completion. The material overrun was caused by the adjustment of materials to the Work Order and purchases from Harmon Rail and Industries to meet the final signal design requirements. The total cost for Work Order 32673 is \$243,262.97. The 90% portion to be paid to Union Pacific is \$218,936.67. To date Union Pacific has been paid \$169,709.00. The balance potentially owed to Union Pacific is \$49,227.67.

Work Order 32674 authorized installation of flashing light signals at Washington Street, MP 74.86. This Work Order was estimated at a total cost for labor and materials of \$172,982.00. However, this Work Order was completed at a total cost of \$138,830.43. Union Pacific, in accordance with the Commission's Order, only billed 90% of the actual cost or \$124,947.39. There is no cost overrun for the Washington Street Work Order.

Work Order 32675 authorized installation of a crossing warning system and a remote GCP at 9<sup>th</sup> Street, MP 75.11 and MP 75.22. This Work Order has overrun its authority in labor and material by \$83,482.00. The labor overrun of \$26,169.00 was

caused by the additional work required to install the additional material required for the Work Order which extended the work time. The Work Order estimate authorized 1,488 hours for 37.2 days. However, the actual labor ended up being 2,198 hours, including 285 hours of overtime, for 51 days. The additional material required for this extra work overran the original estimate by \$57,312.00. The estimate was written on 09/22/00 and approved on 05/21/01 with final signal design being completed on 06/28/01. This Work Order was approved using the initial estimate prior to final signal design being completed. The final Work Order required material upgrades to support the final design. The total cost for Work Order 32675 is \$387,150.67. The 90% portion to be paid to Union Pacific is \$348,435.68. To date Union Pacific has been paid \$310,073.18. The balance potentially owed to Union Pacific is \$38,362.50.

Work Order 32676 authorized installation of a crossing warning system and a remote GCP at 1st Street, MP 75.42. The Work Order overran its authority in material by \$3,195.00. However, labor under ran the estimate. The estimate was written on 09/22/00 and approved on 05/21/01 with final signal design being completed on 06/28/01. The cause of the material overrun is the same as the previous Work Orders. Work Order 32676 was approved using the initial estimate prior to final signal design being completed. The final Work Order required material upgrades to support the final design. The total cost for Work Order 32676 is \$275,295.94. The 90% portion to be paid to Union Pacific is

\$247,766.35. To date Union Pacific has been paid \$246,421.25. The balance potentially owed to Union Pacific is \$1,345.10.

For purposes of accounting efficiency and in accordance with the Commission's Order, the billing and accounting for that portion of the Project covered by Work Order 32677 was first processed to utilize 100% of IDOT's funding of \$285,000.00 for the entire Project. The total cost for Work Order 32677 was initially determined to be \$359,009.76. However, it was subsequently determined by Union Pacific that a small quantity of material was incorrectly charged to Work Order 32677 in the amount of \$16,018.54. Therefore, the initial total cost of \$359,009.76 was reduced by said \$16,018.54 for a corrected total cost for Work Order 32677 of \$342,991.22. To date Union Pacific has billed IDOT for Union Pacific's labor and material costs for Work Order 32677. IDOT payments for these bills to date is \$277,163.18. Union Pacific has issued a final bill in the amount of \$7,836.82 to IDOT for the balance of the \$285,000.00 to be paid by IDOT for the entire Project. Therefore, the balance of the adjusted total cost for Work Order 32677 potentially owed to Union Pacific is \$342,991.22 less (the \$277,163.18 paid to date by IDOT) or \$65,828.04. However, payment for this \$65,828.04 is to be split. IDOT owes the first \$7,836.82 to reach its commitment of \$285,000.00 or (\$277,163.18 + 7,836.82) per the Commission's Order. Second, the GCPF potentially owes 90% of \$57,991.22 (\$65,828.04 - \$7,836.82) or \$52,192.10. Therefore, the balances potentially owed to Union Pacific for Work Order

32677 is \$7,836.82 from IDOT plus \$52,192.10 from the GCPF for a total of \$60,028.92.

Work Order 32677 authorized installation of a warning system at Caron Road, MP 74.23, which has overrun its authority in labor and materials by \$74,384.00. The Work Order estimate provided for 1,678.4 hours for 41.96 days for the Union Pacific signal gangs to complete this portion of the Project. However, the actual labor ended up being 2,975.5 hours, including 222 hours of overtime, for 80 days which created a labor overrun of \$49,199.00. The additional labor was required to meet the final design requirements. This Work Order was approved using the initial estimate prior to final signal design being completed.

The final Work Order required material upgrades to support the final design. The initial Work Order was estimated on 09/20/00 and revised on 07/11/01. Final signal design was completed on 06/28/01 with the Work Order being approved on 07/24/01. The cost for the material overran the estimate by \$25,185.00 (less the \$16,018.54 which was incorrectly charged to this Work Order) = \$9,166.46) due to the addition of materials required to meet the final design after the Work Order was approved. This resulted in a variance from estimate to actual of \$58,365.22 (\$49,199.00 + \$9,166.46). See last page of Exhibit "C". 90% of \$58,365.22 (\$52,528.70) plus the remaining IDOT balance of \$7,836.82 equals \$60,365.52.

In that the original estimates for each of the Work Orders for the Project were merely preliminary as agreed to by the

parties in the Stipulated Agreement, (see, Section 3 of Stipulated Agreement and the first paragraph of the Subject Order) and in that the additional material and labor was required to satisfy the final signal designs as approved by both IDOT and the Staff of the Commission in order to satisfy the crossing safety improvements so ordered, Union Pacific is of the opinion that such cost overruns should be shared by the parties to the Stipulated Agreement in the same proportions as outlined therein.

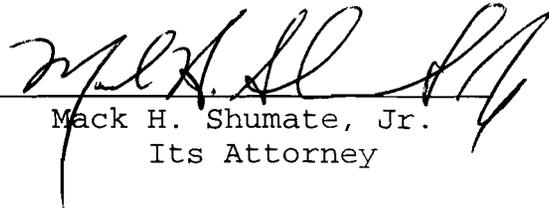
As detailed on Exhibit "C" which is attached hereto and hereby made a part hereof, Union Pacific is potentially owed \$49,227.67 for Work Order 32673, \$0.00 for Work Order 32674, \$38,362.50 for Work Order 32675, \$1,345.10 for Work Order 32676 and \$60,028.92 for Work Order 32677. This totals to \$148,964.00. While the total cost overrun appears to be \$1,403,547.80 - \$1,222,016.00 = \$181,533.80. A correction for invalid material for Work Order 32677 requires an immediate reduction of \$16,018.54 for a gross cost overrun of \$165,515.26. Ninety percent (90%) of \$165,515.26 = \$148,964.00. This \$148,964.00 is the additional total amount Union Pacific seeks to have reimbursed by IDOT and/or the GCPF for the subject corridor Project.

As verified herein by John Venice, Manager of Special Projects for the Union Pacific, this Petition to Amend Order is respectfully submitted by the Union Pacific to document required additional labor and material required to fulfill the Commission's original Order in T01-0022.

The Union Pacific respectfully requests, without hearing, that the Commission amend and supplement its original Order in this matter to reflect the actual expended amounts as detailed on the attached Exhibit "B", as adjusted, in this Petition to Amend Order.

Respectfully submitted,

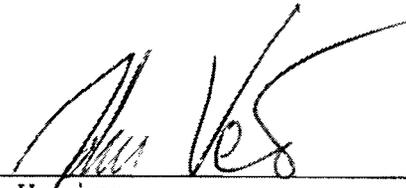
UNION PACIFIC RAILROAD COMPANY

By:   
Mack H. Shumate, Jr.  
Its Attorney

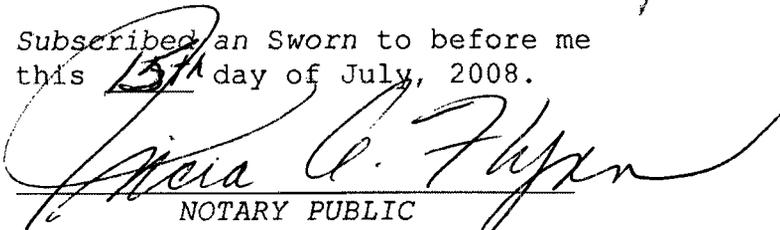
Mack H. Shumate, Jr.  
Attorney for Union Pacific Railroad Company  
Union Pacific Railroad Company  
101 North Wacker Drive, Room 1920  
Chicago, IL 60606  
312/777-2055  
312/777-2065 (Fax)

**VERIFICATION**

John Venice, being first duly sworn on oath, deposes and states that he is the Manager of Special Projects in the Engineering Department for Union Pacific Railroad Company; that he has read the foregoing Petition to Amend Order and that the facts contained therein are true and correct to the best of his knowledge, information and belief.

  
\_\_\_\_\_  
John Venice

Subscribed and Sworn to before me  
this 13<sup>th</sup> day of July, 2008.

  
\_\_\_\_\_  
NOTARY PUBLIC



STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION

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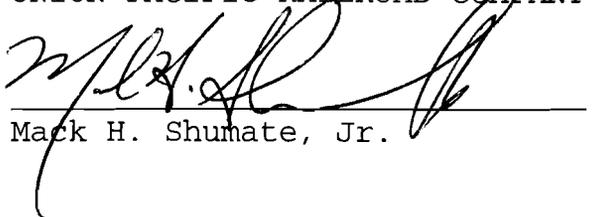
TO ALL PARTIES OF RECORD:

Notice is hereby given that the attached Petition for an Amended Order has been filed in the above entitled matter before the Illinois Commerce Commission in Springfield, Illinois at the offices of the Commission as follows: David Lazarides, Director of Processing, 527 East Capitol Avenue, Springfield, Illinois 62701, by sending the same to the Commission at the aforementioned address this 15<sup>th</sup> day of July, 2008 via United Parcel Service Overnight by placing the same in the UPS drop box at 101 North Wacker Drive, Chicago, Illinois at or about 5:00 p.m. on said date.

In addition, copies of the aforementioned Petition for Amended Order were mailed to those parties on the Service List attached hereto.

Dated this: 15<sup>th</sup> day of July, 2008.

UNION PACIFIC RAILROAD COMPANY

  
Mack H. Shumate, Jr.

Mack H. Shumate, Jr.  
Attorney for  
Union Pacific Railroad Company  
101 North Wacker Drive, Suite 1920  
Chicago, Illinois 60606  
312/777-2055

55  
MS

**CERTIFICATE OF SERVICE**

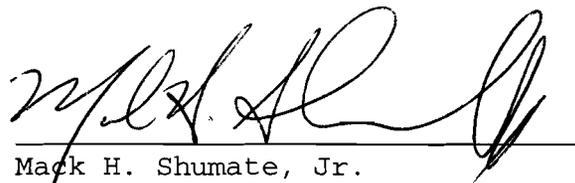
The undersigned certifies that on July 15, 2008, a copy of the foregoing instrument was served upon the following parties by depositing said instrument in the U.S. Mail, with postage thereon fully prepaid, at 101 North Wacker Drive, Chicago, Illinois, addressed as follows:

Dean Jackson  
Chief Judge  
Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, IL 62794-9280

Brian Vercruysse  
Senior Railroad Safety Specialist  
Illinois Commerce Commission  
160 North LaSalle Street  
Room #C-800  
Chicago, IL 60601

JAMES SLIFER  
Director of Highways  
Department of Transportation  
2300 South Dirksen Parkway  
Springfield, IL 62764

JOSEPH H. SALITROS  
City Manager  
City of Rochelle  
420 North 6<sup>th</sup> Street  
P.O. Box A  
Rochelle, IL 61068



Mack H. Shumate, Jr.

# **Exhibit A**

## **Work Order Estimates**

**32673**

**32674**

**32675**

**32676**

**32677**

W O 3 2 6 7 3

DATE: 2000-09-22

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

DESCRIPTION OF WORK:

INSTALL HIGHWAY CROSSING WARNING SYSTEM AT MAIN STREET IN ROCHELLE IL.  
MP. 74.80 ON THE GENEVA SUBDIVISION.  
SIGNAL PROJECT MANAGER: R.L. JAMES  
8433-5682

PID: 32874      AWO: 32673      MP, SUBDIV: 74.80, GENEVA  
SERVICE UNIT: 02      CITY: MAIN      STATE: IL

DESCRIPTION	QTY	UNIT	LABOR	MATERIAL	RECOLL	UPRR	TOTAL
<b>ENGINEERING WORK</b>							
ENGINEERING			4416		3974	442	4416
LABOR ADDITIVE			6016		5415	601	6016
RECOLL-INSPE			2237		2013	224	2237
SIG-HWY XNG			1478		1330	148	1478
<b>TOTAL ENGINEERING</b>			<b>14147</b>		<b>12732</b>	<b>1415</b>	<b>14147</b>
<b>SIGNAL WORK</b>							
BILL PREP			900		810	90	900
CONTRACT				9078	8170	908	9078
EQUIPMENT RENTAL				2500	2250	250	2500
FOREIGN LINE FREIGHT				1815	1633	182	1815
LABOR ADDITIVE			16677		15009	1668	16677
ATL STORE EXPENSE				4539	4085	454	4539
PERSONAL EXPENSES				12445	11200	1245	12445
SALES TAX				5673	5105	568	5673
SIGNAL			22536	90782	101986	11332	113318
TRANSPORTATION CHARGES				2400	2160	240	2400
SALVAGE EQUIPMENT				4192	3772	420	4192
<b>TOTAL SIGNAL</b>			<b>40113</b>	<b>133424</b>	<b>156180</b>	<b>17357</b>	<b>173537</b>
<b>TRACK &amp; SURFACE WORK</b>							
FIELD WELD			95		86	9	95
LABOR ADDITIVE			2373		2235	138	2373
ATL STORE EXPENSE				181	163	18	181
TM			2870	3258	5516	612	6128
SALES TAX				145	131	14	145
SIG-HWY XNG			1500		1350	150	1500
ELD				392	352	40	392
<b>TOTAL TRACK &amp; SURFACE</b>			<b>6838</b>	<b>3976</b>	<b>9833</b>	<b>981</b>	<b>10814</b>
LABOR/MATERIAL EXPENSE			61098	137400			
RECOLLECTIBLE/UPRR EXPENSE					178745	19753	
<b>ESTIMATED PROJECT COST</b>							<b>198498</b>
EXISTING REUSEABLE MATERIAL CREDIT					0		
SALVAGE NONUSEABLE MATERIAL CREDIT					0		
<b>RECOLLECTIBLE LESS CREDITS</b>							

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

WORK ORDER AUTHORIZATION-D L OF ESTIMATED EXPENDITURES

EST START: 01-01-01  
 EST COMP: 12-31-01

PROJ NO: 32874  
 A.W.O. NO: 32673  
 W.O. NO:  
 B.I. NO: 99EN10  
 STATE: IL  
 VAL SEC: 1103A

RAILROAD: UPRR CO.  
 LOCATION: ROCHELLE IL MAIN ST GENEVA SUB  
 DEPARTMENT: ENGINEERING SERVICES

----- STOCK MATERIAL PLAN -----

ITEM NUMBER	ITEM DESCRIPTION	UNIT COST	QTY	UM	DIRECT MATL \$
02040360	BATTERY, GNB, 45A9 OR 50A07	116.57	6	EA	699
02040420	BATTERY, GNB, 75A9 OR 50A13	181.43	6	EA	1089
02040660	BATTERY, GNB, 75A23 OR 50A27	321.22	7	EA	2249
09011240	CABLE TIE, NYLON 1 1/8" MAX. DIA	0.06	200	EA	12
09011980	CABLE TIE, NYLON 3 1/2" MAX. DIA	0.22	20	EA	4
09014950	CIRCUIT BREAKER, 120/240V 20A AC	23.16	1	EA	23
09042860	POWER OFF LIGHT ASSY.	29.25	1	EA	29
09054300	RELAY, TAB 869 KRP11DN12V. SW.HTR.	10.68	1	EA	11
09054360	RELAY, GEN.PURPOSE 120V. TAB 856	11.18	1	EA	11
09057650	SOCKET, P-B 27E122 TAB 836A & 856	2.68	2	EA	5
09065700	TAPE, ELECTRICAL PLASTIC	2.41	2	RL	5
09066900	TERMINAL, SPADE, #10-12 WIRE, #8 STUD	0.34	10	EA	3
09137100	TERM.LUG 3/16 CABLE-1/4 POST 2412	0.83	50	EA	42
09215100	33466 TERMINAL, RING TONGUE AMP	0.23	24	EA	6
09260350	TERMINAL, #16-14 #8 SPADE	0.07	20	EA	1
09261570	321527-1 TERMINAL, TEST	1.11	10	EA	11
09401140	ADAPTER, 4 INCH CARLON PLASTIC	2.25	2	EA	5
09409820	BUSHING, 4" PLASTIC, INSULATING	0.75	2	EA	2
09412460	CONDUIT, 3/8 INCH FLEX STEEL SEALT	0.44	1	LF	0
09424920	CONDUIT, 4", PVC, TYPE 40	1.34	100	LF	134
09433970	CONNECTOR, 3/8 INCH STRAIGHT BOX S	0.96	2	EA	2
09467930	LOCKNUT, 4 INCH, GALVANIZED	4.09	2	EA	8
09615550	LAMP, INCANDESCENT, 10V.25W.	5.20	7	EA	36
09844170	GROUND ROD, 5/8 INCH X 8 FEET	5.75	9	EA	52
09846750	GRND.ROD CONN. 4WAY ONESHOT.	4.93	9	EA	44
09908640	WIRE, #6 AWG.1 COND.COPPER,SOLID	0.11	225	LF	25
09912200	WIRE #6 AWG 2 COND 500'ROLL SHIELD	1.23	250	LF	308
09912350	WIRE #6 AWG 2 COND 1000 LF.SHIELD	1.19	1000	LF	1190
09915610	WIRE #6 AWG 1 COND COPPER, STRAN	0.37	250	LF	93
09930550	WIRE #10 AWG 1 COND COPPER, STRAN	0.14	1000	LF	140
09932310	WIRE #10 AWG 1 COND COPPER, TWIST	0.32	170	LF	54
09946070	WIRE #14, 7 COND 1000'ROLL SHIELDE	1.07	2500	LF	2675
09946100	WIRE #14, 7 COND 500' ROLL SHIELDE	1.06	250	LF	265
09960090	WIRE #16 AWG 1 COND COPPER, STRAN	0.08	250	LF	20
09960230	TOGGLE, SPRING WING 3/8	0.48	3	EA	1
09952450	SHEET METAL SCREW, #12 X 3/4"	2.00	2	BX	4
09953150	SHEET METAL SCREW #12 X 1"	2.96	1	BX	3
09961400	PADLOCK, SIGNAL, WITHOUT KEY, AMERIC	12.02	6	EA	72
09933210	CARTON, 39 1/8"L X 23 1/4"W X 17	3.30	1	EA	3
09933230	CARTON, 47 3/8"L X 39 1/2"W X 18"	7.07	1	EA	7
09941880	PALLET, 48 X 40 INCH 2/WAY	7.95	2	EA	16
09940010	PLASTER OF PARIS, DENTAL GRADE	0.81	25	LB	20

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RAILROAD: UPRR CO.  
 LOCATION: ROCHELLE IL MAIN ST GENEVA SUB  
 DEPARTMENT: ENGINEERING SERVICES

59340220 SIGN, HIGHWAY CROSSING	50.00	2 EA	100
52000920 SURGE PROTECTOR SP19-2A TAB 586	68.53	1 EA	69
52001370 SURGE PROTECTOR SP20-2A TAB 585	70.12	1 EA	70
52016830 WIRE DUCT, 2X3	9.00	15 EA	135
52016940 WIRE DUCT, 3X3	10.33	1 EA	10
52017510 WIRE DUCT COVER 2"X6'	2.11	15 EA	32
52017620 WIRE DUCT COVER 3"X6'	2.98	1 EA	3
52019530 ENCLOSURE,SHUNT,POLE MOUNTED.24X2	245.01	2 EA	490
52019560 EQUALIZER, H.D. TAB 583	9.22	11 EA	101
52019600 EXTERNAL ANALOG MODULE. FOR CRTU.	90.00	1 EA	90
52021550 FOUNDATION,4',STEEL,FOR FLSHR/GAT	227.96	2 EA	456
52025090 GROUNDING PLATE -	61.92	1 EA	62
52026150 HOUSE, SIGNAL 8 X 10 X 9 FEET 1	6739.53	1 EA	6740
52027350 CLIP BOARD - FOR SIGN'L PRINTS	6.45	1 EA	6
52027430 STEP BOX	12.70	1 EA	13
52028420 LIGHTNING ARRESTOR,CLR-COMM TAB 3	7.01	22 EA	154
52029780 LIGHTNING ARR,HD TAB 582 W/O BASE	9.91	4 EA	40
52030010 LIGHTNING ARRESTOR CONN.STRIP	4.15	2 EA	8
52036280 PLATE ACCESS,CEILING PTHW#20374	20.70	1 EA	21
52039210 RECTIFIER,20EC,12V.TAB575	349.59	2 EA	699
52039390 RECTIFIER, 40EC, 12V. TAB577	501.71	1 EA	502
52040400 RESISTOR, ADJ.0.63 OHM TAB91	24.86	4 EA	99
52040460 RESISTER, ADJ. 5 OHM, TAB 90	12.76	1 EA	13
52042650 POST, MOUNTING, FOR SHUNT HOUSING	8.91	4 EA	36
52045700 SURGE SUPPRESSOR, PRIMARY,#2377-4	9.56	1 EA	10
52069100 TERMINAL, #6 WIRE - RING TYPE	0.85	20 EA	17
52070010 TERMINAL,#12-10 WIRE,RING TONGUE	0.08	300 EA	24
52071600 TERMINAL,#20-16 WIRE,RING TONGUE	0.06	150 EA	9
52072280 TERMINAL BLOCK, SIGNAL 2 POST BAK	2.25	46 EA	104
52072510 TERMINAL BLOCK,SIGNAL 3 POST TEST	6.29	3 EA	19
52072740 TERMINAL BLOCK, SIGNAL 12 POST 6	8.60	4 EA	34
52074550 TEST LINK, INSULATED ASSEMBLY TAB	0.67	24 EA	16
52074680 TRACK CIRCUIT,ELECTRO LOCK 4 BRAA	4876.52	1 EA	4877
52074700 TRK.CIRCUIT,RPTR.100 HZ. "RRNNQ"	4074.84	1 EA	4075
52079550 WIRE TAG, PLASTIC - WHITE	0.12	100 EA	12
52079560 MARKING PEN(FOR WHITE TAG)	1.94	1 EA	2
52092250 CRTU. W/MICROBURST TRANSCEIVER.	1655.00	1 EA	1655
5209370 GATE ARM, ADJ.16-32'	235.74	2 EA	471
5222140 HIGH WIND BRACKET 5"OR 4"	63.99	2 EA	128
5236470 SHEAR PIN, SK-1000-1	5.50	2 EA	11
5203400 DETECTOR, LIGHT OUT, LOD-1	469.18	1 EA	469
5205800 GCP111 NO ISLAND #81KB-80110-0B00	15157.96	2 EA	30316
5232000 COUPLER,BI.DIR.62664-285HZ TAB627	681.04	4 EA	2724
5240000 IPI MODULE-GCP3000D2 #80211	1078.02	4 EA	4312
5246000 RESISTOR,47,000 (47K) OHM .5 WATT	0.20	4 EA	1
5258590 NBS, TAB 641, 62775-1543	394.01	2 EA	788
5263600 SURGE ARRESTOR,METER LOOP.	23.89	1 EA	24
5263690 SURGE PANEL - TAB 619	135.99	2 EA	272

## WORK ORDER AUTHORIZATION - ILLINOIS OF ESTIMATED EXPENDITURES

EST START: 01-01-01

EST COMP: 12-31-01

PROJ NO: 32874

A.W.O. NO: 32673

W.O. NO:

B.I. NO: 99EN10

STATE: IL

VAL SEC: 1103A

RAILROAD: UPRR CO.

LOCATION: ROCHELLE IL MAIN ST GENEVA SUB

DEPARTMENT: ENGINEERING SERVICES

52264040 SURGE PANEL - TAB 618	203.97	2 EA	408
52267000 TRANSCEIVER MODULE-#80012-GCP	1560.00	4 EA	6240
52276050 CROSSING ANALYZER, HCA-1	1711.22	1 EA	1711
52278800 DAX MODULE #80016-GCP 3000D2	1085.00	6 EA	6510
52726820 RELAY, FLASHER TAB 887	343.90	1 EA	344
52728800 RELAY, BILC. TAB 911 A62-310	298.91	1 EA	299
52745830 RELAY, NEUTRAL, B1 TAB 884 & 884A	235.02	5 EA	1175
52752390 RELAY, BISR. 3 SEC. TAB 893	425.99	1 EA	426
52773760 RELAY BRACKET, HOLDS 14 B1 RELAYS	219.21	1 EA	219
52776370 RELAY PLUGBOARD, GRS B1, TAB 900	33.20	8 EA	266
52777970 FLAG TERMINAL, FOR GRS, 14-10	0.89	100 EA	89
52778110 FLAG TERMINAL, FOR GRS, 20-16	1.01	100 EA	101
52779280 RELAY TEST TERM, GRS B1 TAB 770 & 864	6.90	8 EA	55
52842220 DIODE JEDEC NUMBER 1N4004	0.03	1 EA	0
52959000 POWER TAP MATERIAL	2000.00	1 EA	2000
53311490 EXTRACTOR FOR "B" TERMINALS P3-308	9.89	1 EA	10
53311510 TEST NUT WRENCH. GRS #P3-320	16.59	1 EA	17
53648010 INSULATING CAP & SHIELD ASSY.	2.07	10 EA	21
53903460 EPD 120/240TDFL SURGE PROTECTOR	341.02	1 EA	341
53954800 180429-000 BOOTLEG KIT	85.39	10 EA	854
55016480 RAIL ANCHOR 6" BASE HD CHANNELLOC	0.89	960 EA	854
55266010 FIELD WELD KIT, 136# PREM. ORGOTH	49.00	8 EA	392
55322140 136# INS JT PLUG HH LH ANGCUT 15-	598.97	2 EA	1198
55322170 136# INS JT PLUG HH RH ANGCUT 15-	603.30	2 EA	1207

TOTAL

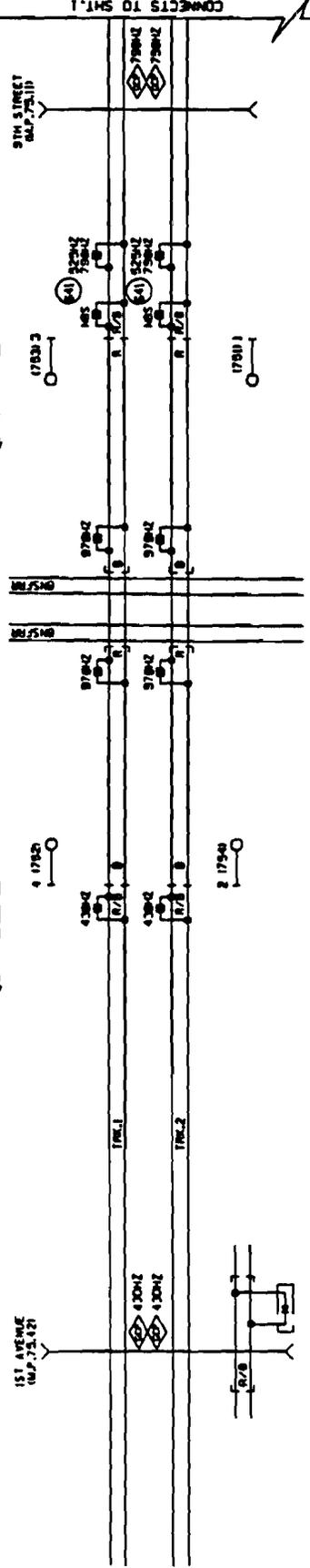
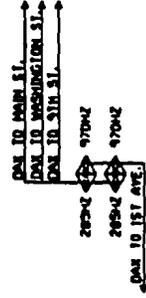
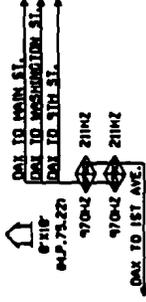
94,435



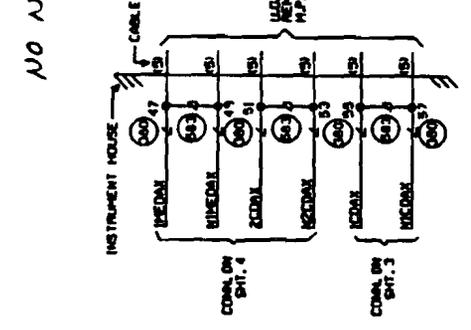
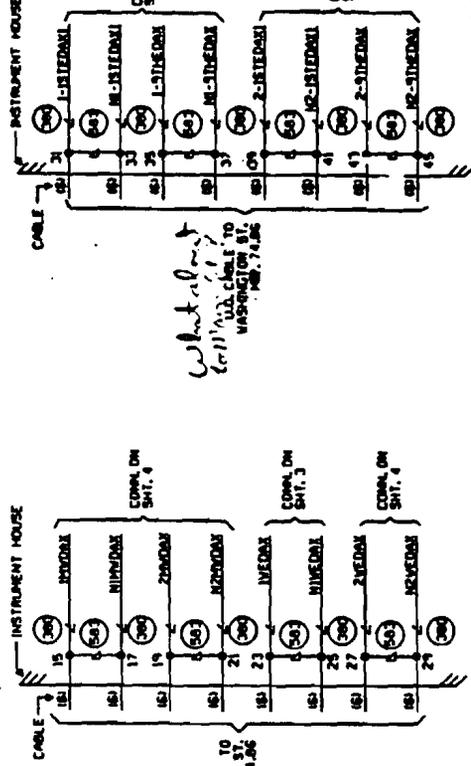
TO CHICAGO

2817 25-1511 SPAN SEC. 8 TO M.P. 4

TO CLINTON



NO NOTES



CABLE ISOLATION  
 CABLE NO. 5 7C, NO. 14 U.O.B.T.  
 CABLE NO. 8 17C, NO. 14 U.O.B.T.

NEW SHEET

UNION PACIFIC RAILROAD  
 CHICAGO, ILLINOIS TO  
 CLINTON, IOWA  
 C.T.C. CIRCUITS

DATE 8-21-00  
 SHEET NO. 2817 25-1511  
 GEN 74,80

DESIGNED BY  
 CHECKED BY  
 APPROVED BY

OFFICE OF CHIEF ENGR.

GEN