

## Agreement Regarding Cost of Constructing and Maintaining Railroad Drainage Structure Over Lower Mission Creek

1. This Agreement is intended to memorialize the agreement between Union Pacific Railroad Company (hereinafter "Union Pacific") and Santa Barbara County Flood Control District (hereinafter "County") regarding the cost of constructing and maintaining a railroad drainage structure over the Lower Mission Creek near M.P. 367.10 on the Santa Barbara Subdivision, City of Santa Barbara, California (hereinafter "Structure"). The Structure will be located a short distance south of an existing railroad bridge at MP 367.29 and span a new channel on the Lower Mission Creek that the Flood Control District intends to construct. The preliminary plans for the Structure are attached hereto as Exhibit "A".
2. Union Pacific will construct the Structure, including the removal and replacement of track, at the County's cost. The County will reimburse Union Pacific for its actual construction costs, including but not limited to materials, equipment, and labor. Union Pacific estimates that constructing the Structure will cost approximately \$1,169,262.00, as reflected on the written estimate attached hereto as Exhibit "B". Removing and replacing the track will cost approximately \$95,414.00, as reflected on the written estimate attached hereto as Exhibit "C". The costs set forth in Exhibit "B" and Exhibit "C" are estimates only; actual costs may be different.
3. The County will reimburse Union Pacific for the actual costs of maintaining the Structure. Union Pacific estimates that maintaining the Structure will cost approximately \$10,000.00 per year. This amount is an estimate only; actual costs may be different. Union Pacific will send the County an annual bill for the maintenance costs.
4. Notwithstanding any other provision of this Agreement, the County shall have sole responsibility for keeping the openings and interior of the Structure free of debris and other potential obstructions to the flow of water. By entering this Agreement, Union Pacific does not assume any of the responsibilities that the County may have for providing flood control services.
5. The parties agree to be bound by the terms of the Indemnification and Insurance Provisions attached hereto as Exhibit "D" and made a part hereof by this reference.
6. This Agreement is separate from and in addition to the letter agreement regarding the cost of the engineering design for the Structure.
7. The parties do not anticipate that it will be necessary for County personnel or contractors to enter Union Pacific's right of way or other property during the course of construction and maintenance of the Structure. In the event that such an occasion arises,

however, the County will obtain a written right-of-entry from Union Pacific before entering the railroad's property.

The parties have executed this Agreement on the date set forth opposite their signatures.


Dated: \_\_\_\_\_

**UNION PACIFIC RAILROAD  
COMPANY**

By:

\_\_\_\_\_  
John Hovanec, Assistant Vice  
President Engineering

APPROVED AS TO FORM:

By:   
\_\_\_\_\_  
David Pickett, General Attorney,  
Union Pacific Railroad

Dated: \_\_\_\_\_

**COUNTY OF SANTA BARBARA  
FLOOD CONTROL DISTRICT**

By:

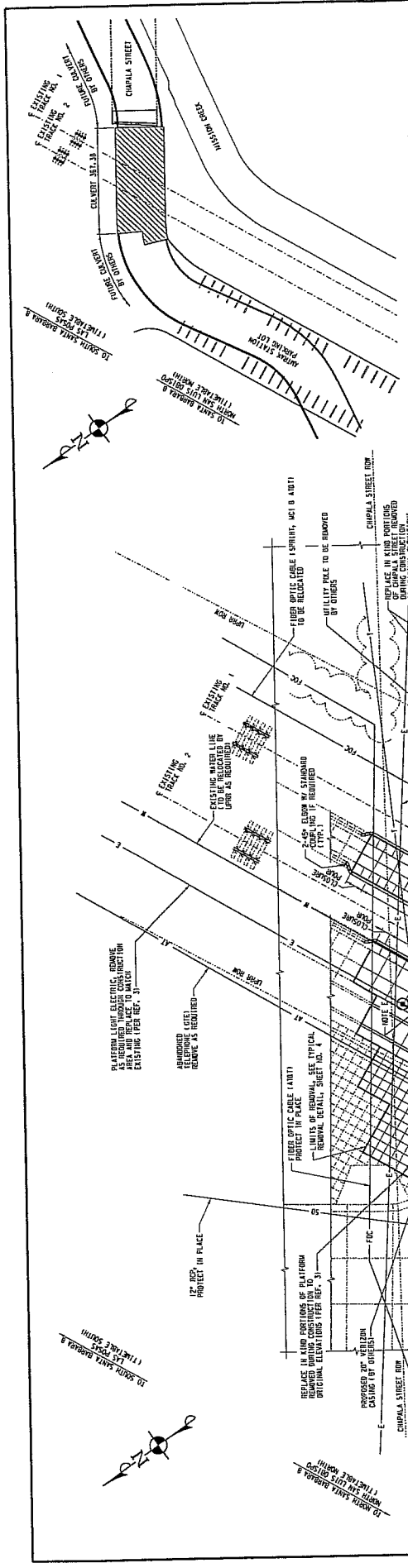
\_\_\_\_\_

Title:

\_\_\_\_\_



FAST A



LOCATION PLAN  
SCALE: 1"=10'

SITE LAYOUT CONSTRUCTION NOTES

- A. Retain existing portions of utility lines removed during construction. Relocate 1'.
- B. Existing parking lot slopes salvaged and reinstated at original location (per Ref. 3).
- C. Existing platform light salvaged and reinstated at original location.
- D. Proposed cast-in-place concrete light zone footing (per detail, Sheet No. 5).
- E. Cast high walls footing (per Ref. 3, Sheet 10) and replace salvaged platform light at original location.
- F. Historic wall embedded in platform to be removed and protected during construction and reinstated (per Ref. 3, Sheet 15).
- G. Precast concrete platform P1-1, below. Edge of precast platform to match edge of existing platform.
- H. Precast concrete platform P1-2, below. Edge of precast platform to match edge of existing platform.
- I. Topped construction joint (per Ref. 3, Sheet 5).
- J. Topped concrete.
- K. Existing wood berms to be salvaged and reinstated (per Ref. 3, Sheet 16).

NOTES:  
1. ALL SURFACE FEATURES REPLACED SHALL MATCH ORIGINAL CONDITION OF THE SITE AS RESTORED TO ITS ORIGINAL CONDITION OR BETTER.  
2. WHERE PORTIONS OF PAVEMENT ARE REPLACED, RECONSTRUCT RUMPS, JOINTS, CURBS, GUTTERS, STRIPINGS AND SURFACE FINISHES.

Approved for  
UNION PACIFIC RAILROAD CO.  
FOR EXAMINATION  
BY  
JEFFREY W. ELLIOTT  
DATE: 02-15-08

**HDR** HDR Engineering, Inc.  
**UNION PACIFIC RAILROAD**  
Office of AEP Engineering Design  
161-39 SANTA BARBARA, CA  
SANTA BARBARA, CA  
2 - 18" x 6" CBC  
SITE LAYOUT  
DATE: 02-15-08  
SHEET NO. 2 of 11  
PROJECT NO. 117962

SITE LAYOUT  
SCALE: 1"=10'

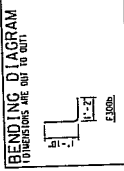




FKM A

### REINFORCING SCHEDULE

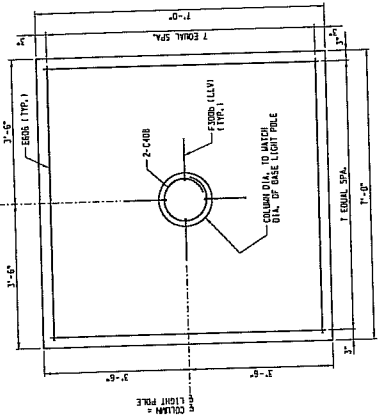
| NO. | TYPE | SECTION | SIZE    | LENGTH | SHAPE |
|-----|------|---------|---------|--------|-------|
| 1   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 2   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 3   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 4   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 5   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 6   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 7   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 8   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 9   | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 10  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 11  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 12  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 13  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 14  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 15  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 16  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 17  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 18  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 19  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 20  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 21  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 22  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 23  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 24  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 25  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 26  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 27  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 28  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 29  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 30  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 31  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 32  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 33  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 34  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 35  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 36  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 37  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 38  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 40  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 42  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 43  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 44  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 49  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 50  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 51  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 52  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 53  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 54  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 56  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 58  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 59  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 60  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 61  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 62  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 63  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 64  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 65  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 66  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 67  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 68  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 69  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 70  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 71  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 72  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 73  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 74  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 75  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 76  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 77  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 78  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 79  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 80  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 81  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 82  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 83  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 85  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 88  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 89  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 93  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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| 97  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
| 98  | BAR  | 1-4     | 4" x 4" | 4'-3"  | —     |
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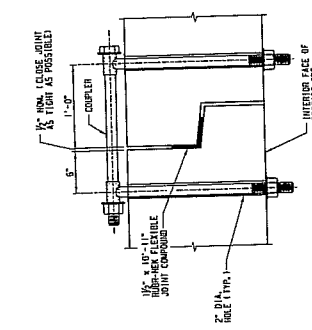
NOTE: DIMENSIONS FOR ALL BAR SIZE & LENGTH ARE REPRESENTED BY THE LETTERS AND FIGURES. DIMENSIONS ARE GIVEN IN FEET AND INCHES. THE LAST TWO DIGITS ARE INCHES.

### CONCRETE QUANTITIES

PER FOOTING & 2-3' COL. CD.



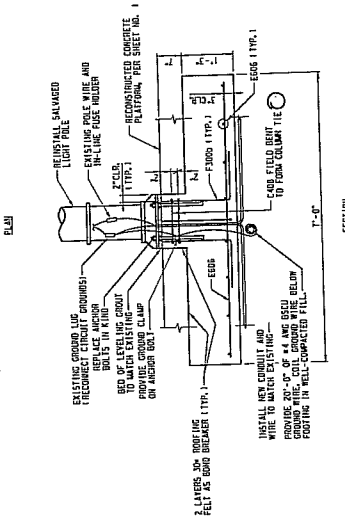
TYPICAL INNER SIDEWALL CONNECTION DETAIL



TYPICAL JOINT DETAIL

INSTALLATION OF COUPLER AT SUBMERALS

- INSTALL 1/2" DIA. ROD WITH PIPE END ON THE INSIDE OF THE PRECAST CONCRETE SECTION PRIOR TO PLACEMENT.
- INSTALL 1/2" DIA. 2" x 1" CONNECTOR BOLT ON THE INSIDE OF THE PRECAST CONCRETE AFTER PLACEMENT.



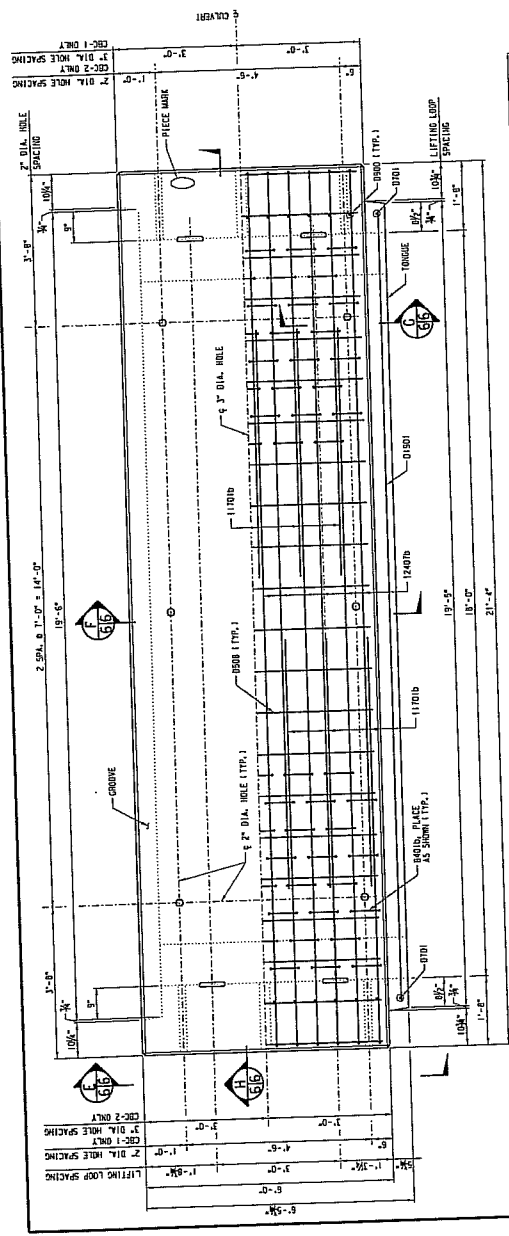
LIGHT POLE FOOTING AND INSTALLATION DETAIL

NOTES:  
1. FOR CAST-IN-PLACE CONCRETE NOTES, SEE SHEET NO. 3.  
2. L.V. = LONGER VERTICAL SPA. = SPACES

HDR Engineering, Inc.  
UNION PACIFIC RAILROAD  
Office of AVP Engineering Design  
CALIFORNIA 381.38 SANTA BARBARA, CA  
2 - 18" x 6" CBC  
DETAILS (SHEET 2 OF 2)  
DATE: 05-13-08  
SHEET NO. 5 OF 11  
C.E. NUMBER 117982

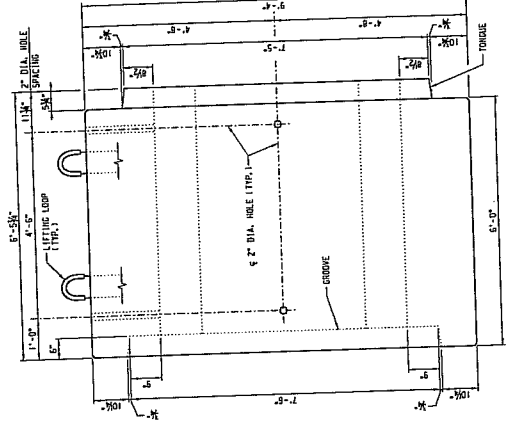
Prepared by: *Raymond J. Myers*  
Checked by: *John W. Felt*  
Union Pacific Railroad Co.  
Engineering Department  
1000 Main Street  
Berkeley, CA 94704  
DATE: 05-13-08

PLAN A



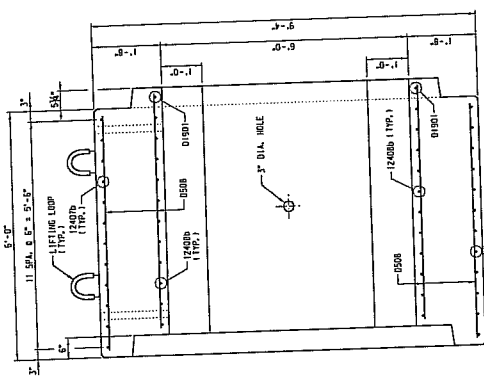
NOTES:  
 1. 1240B BARS ARE SHOWN FOR CLARITY.  
 2. SPACING MARKS ARE SHOWN FOR PRECAST CONCRETE BOX CULVERT EXCEPT FOR SIDE WALL HOLE LOCATIONS.

PLAN - PRECAST CONCRETE BOX CULVERT CBC-1 AND CBC-2  
 SCALE: 1/4" = 1'-0"



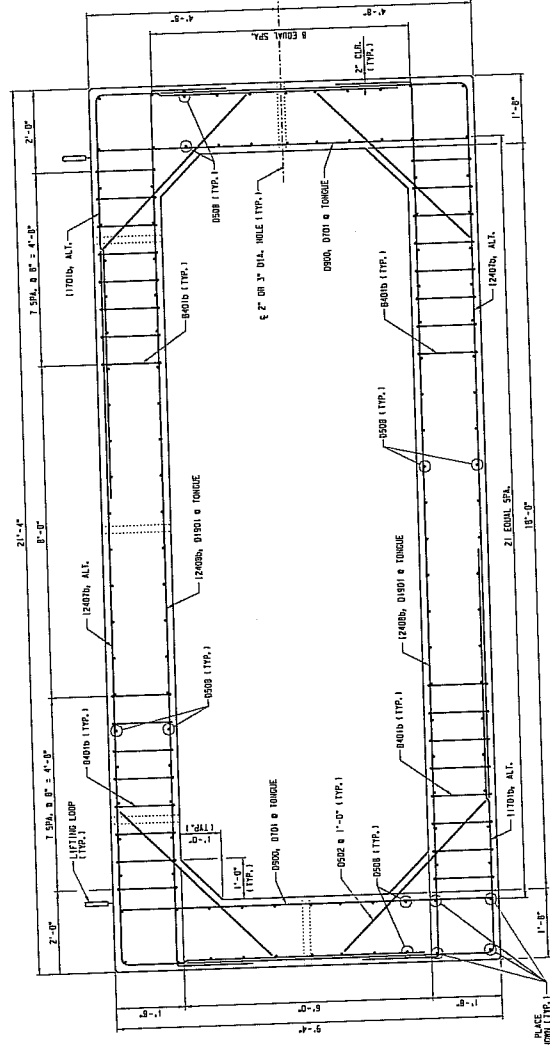
SECTION E  
 SCALE: 3/4" = 1'-0"

NOTES:  
 HOLES FOR CBC-1 SIGNAL



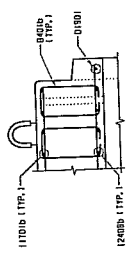
SECTION F  
 SCALE: 3/4" = 1'-0"

NOTES:  
 HOLES FOR CBC-1 SIGNAL



SECTION H  
 SCALE: 3/4" = 1'-0"

NOTES:  
 HOLES FOR CBC-1 SIGNAL



SECTION G  
 SCALE: 3/4" = 1'-0"

|          |      |           |
|----------|------|-----------|
| DESIGNER | DATE | REVISIONS |
|          |      |           |
|          |      |           |
|          |      |           |
|          |      |           |

**UNION PACIFIC RAILROAD**  
 Office of AVP Engineering Design  
 3500 WEST 35TH AVENUE, SUITE 300  
 DENVER, COLORADO 80202

**UNION PACIFIC ENGINEERING, INC.**  
 1000 WEST 10TH AVENUE, SUITE 100  
 DENVER, COLORADO 80202

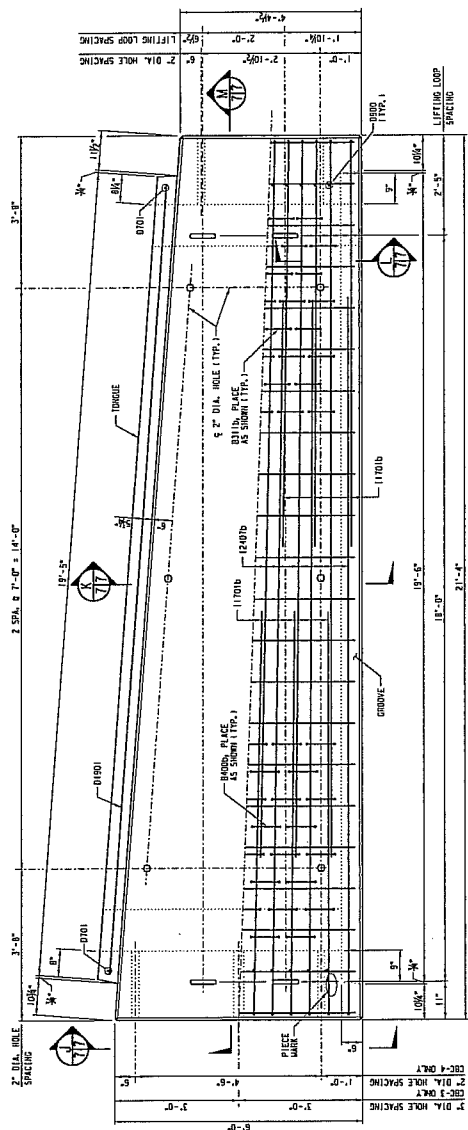
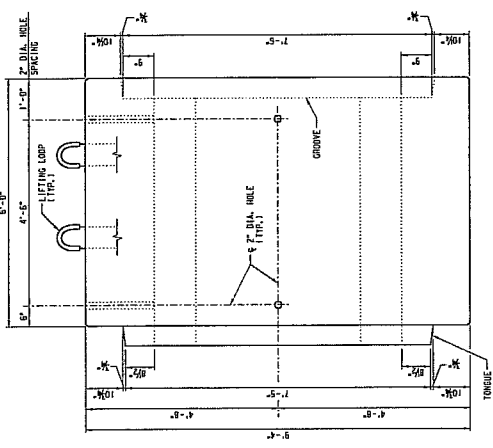
PROJECT: PRECAST CONCRETE BOX CULVERT CBC-1  
 SHEET NO.: 6 OF 11  
 DATE: 11/19/82

APPROVED FOR CONSTRUCTION BY:  
 UNION PACIFIC ENGINEERING, INC.  
 DENVER, COLORADO  
 DATE: 11/19/82

NOTES:  
 1. PRECAST CONCRETE BOX CULVERT  
 2. SPACING MARKS ARE SHOWN FOR PRECAST CONCRETE BOX CULVERT EXCEPT FOR SIDE WALL HOLE LOCATIONS.



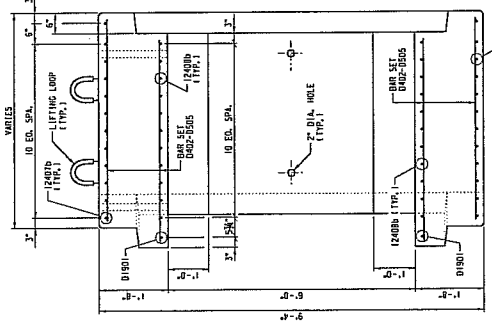
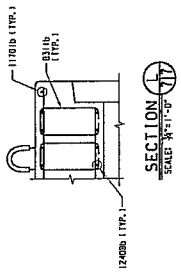
Station A



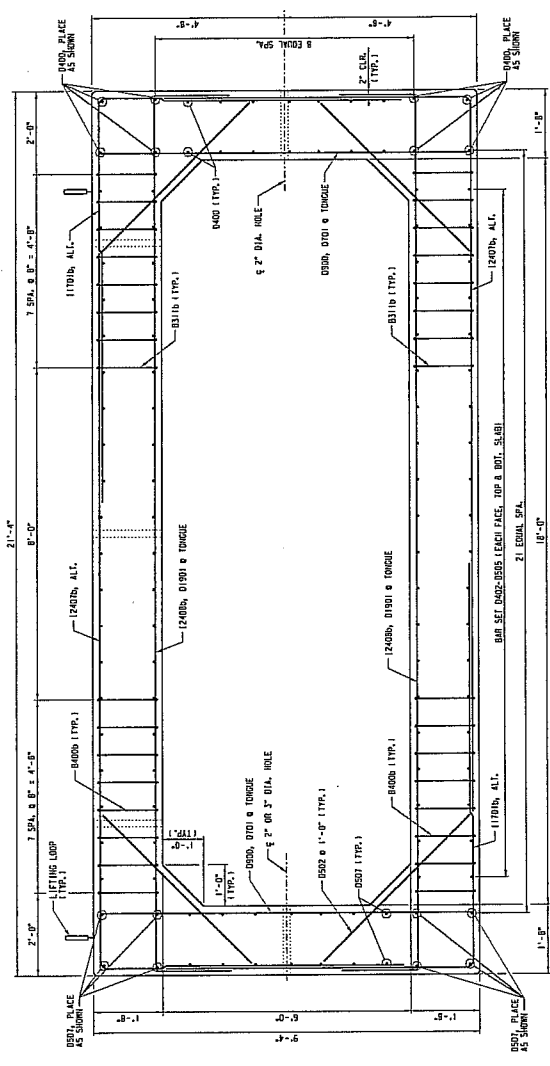
PLAN - PRECAST CONCRETE BOX CULVERT CBC-3 AND CBC-4  
SCALE: 3/8"=1'-0"

- NOTES:
1. REINFORCING BARS ARE SHOWN PER U.S. STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL AND CONCRETE REINFORCING BARS.
  2. PRECAST CONCRETE SHALL BE CAST IN PLACE AND SHALL BE CURABLE EXCEPT FOR SIDE WALL HOLES LOCATIONS.

SECTION J  
SCALE: 3/8"=1'-0"



SECTION K  
SCALE: 3/8"=1'-0"



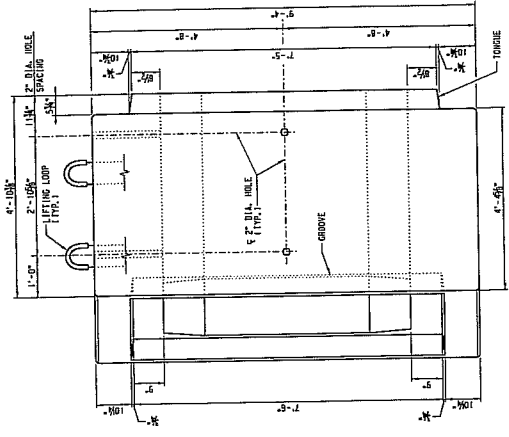
SECTION M  
SCALE: 3/8"=1'-0"

- NOTES:
1. PRECAST CONCRETE NOTES AND MATERIAL SCHEDULES, SEE SHEET NO. 10.
  2. ALT. = ALTERNATE
  3. DIA. = DIAMETER
  4. SPA. = SPACING

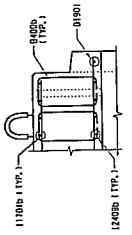
UNION PACIFIC RAILROAD  
Office of AEP Engineering Design  
CULVERT 367.18 SANTA BARBARA, CALIF.  
PROJECT NO. 2 - 18" x 6' CBC  
SHEET NO. 7 OF 11  
DATE: 11/1982

APPROVED FOR THE RAILROAD CO. BY  
UNION PACIFIC ENGINEERING, INC.  
TAMMUN, NEV  
DATE: 11/1982

Sheet A



SECTION N  
SCALE: 1/4" = 1'-0"



SECTION O  
SCALE: 1/4" = 1'-0"

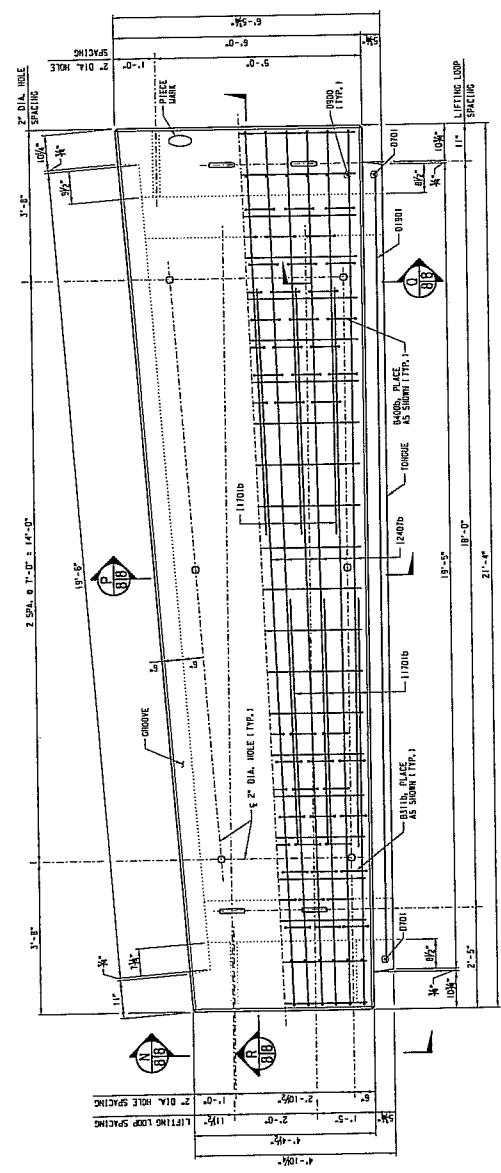
UNLESS INDICATED OTHERWISE, ALL REINFORCEMENT SHALL BE AS SHOWN IN THIS SHEET.  
1. ALL REINFORCEMENT SHALL BE AS SHOWN IN THIS SHEET.  
2. ALL REINFORCEMENT SHALL BE AS SHOWN IN THIS SHEET.

|     |      |             |
|-----|------|-------------|
| NO. | DATE | DESCRIPTION |
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |

**HR** HOR ENGINEERING, INC.  
**UNION PACIFIC RAILROAD**  
 Office of AEP Engineering Design  
 5474 S. BIRDAVA, SUITE 200  
 SALT LAKE CITY, UT 84143

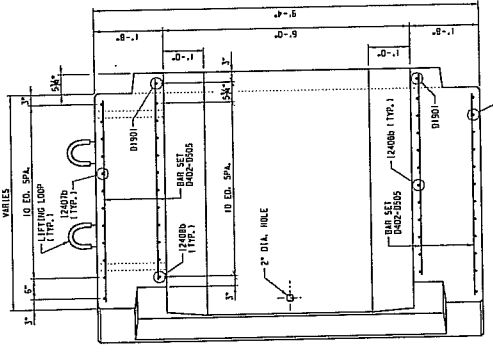
2 - 18" x 6' CBC

|             |      |       |
|-------------|------|-------|
| PROJECT NO. | DATE | SCALE |
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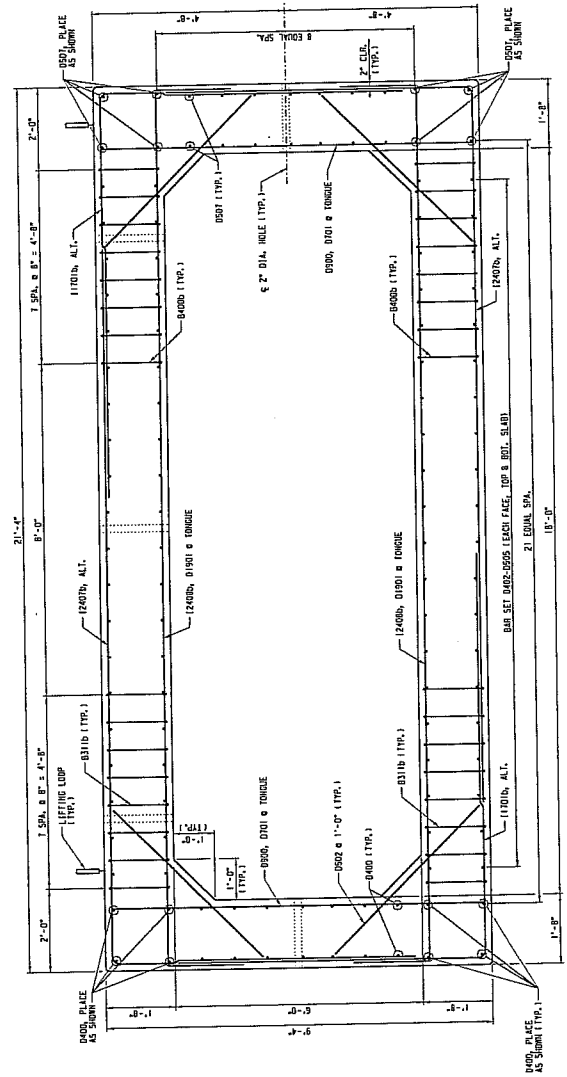
PLAN - PRECAST CONCRETE BOX CULVERT CBC-5  
SCALE: 1/4" = 1'-0"

REINFORCEMENT BARS NOT SHOWN FOR CLARITY, SPACING MATCHES 12400B BARS.



SECTION P  
SCALE: 1/4" = 1'-0"

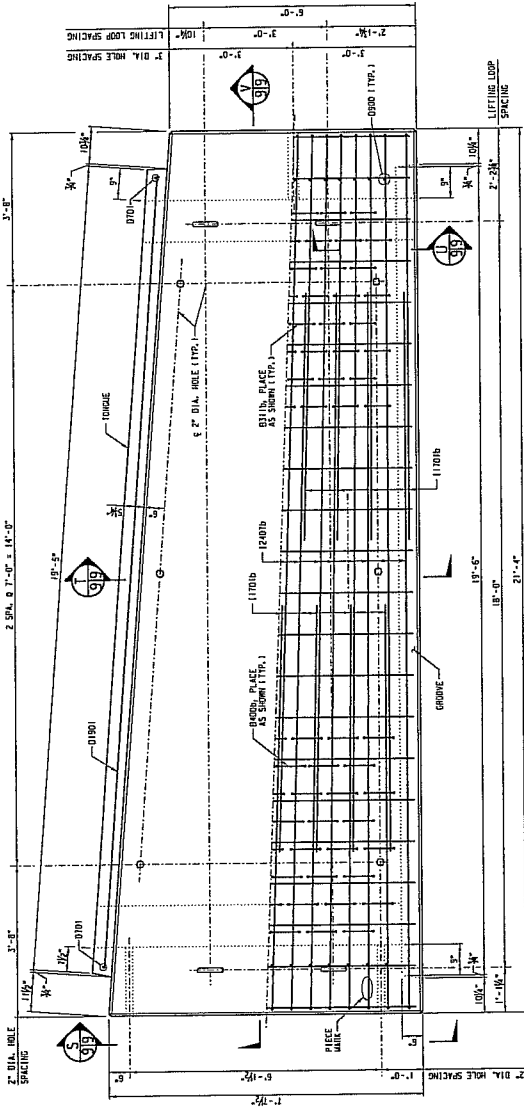
APPROVED FOR  
 UNION PACIFIC RAILROAD CO.  
 HOR ENGINEERING, INC.  
 (SALT LAKE CITY, UT)  
 DATE: 10/11/1982



SECTION R  
SCALE: 1/4" = 1'-0"

REINFORCEMENT BARS NOT SHOWN FOR CLARITY, SPACING MATCHES 12400B BARS.

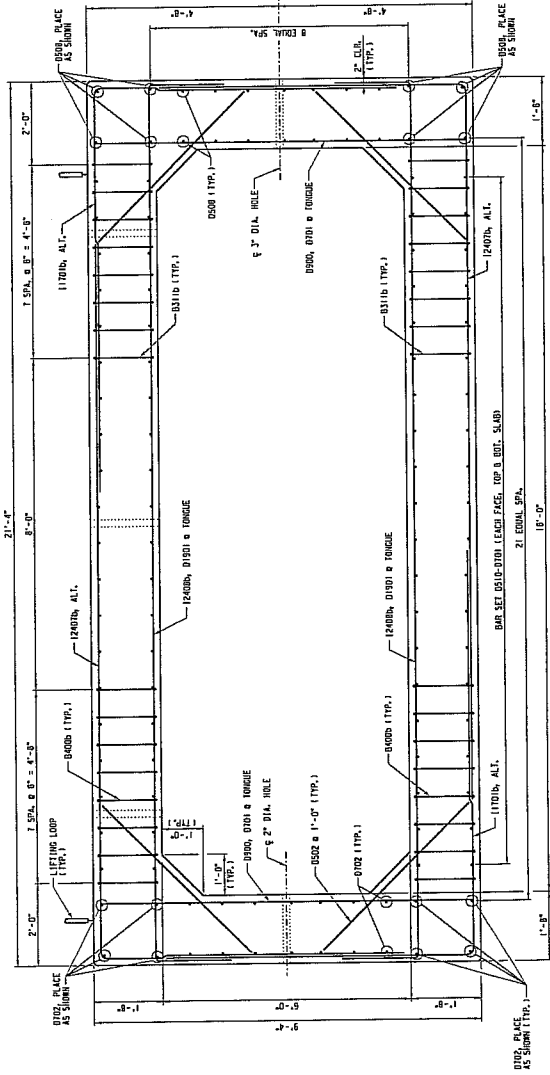
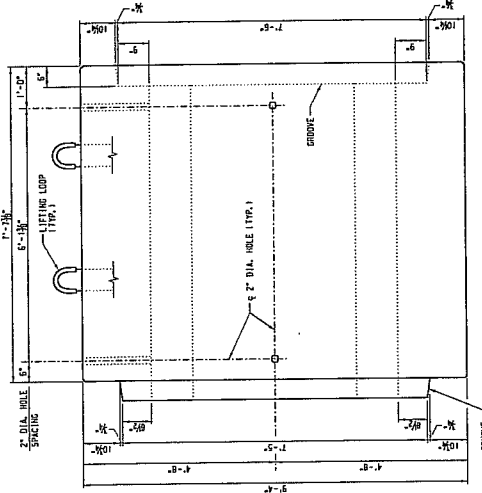
*Station A*



**PLAN - PRECAST CONCRETE BOX CULVERT CBC-6**  
 SCALE:  $\frac{1}{8}'' = 1'-0''$

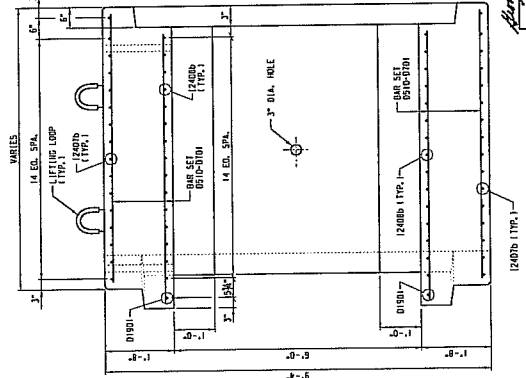
NOTE: #200 BARS NOT SHOWN FOR CLARITY, SPACING MATCHES #200S BARS.

**SECTION A-A**  
 SCALE:  $\frac{1}{4}'' = 1'-0''$



**SECTION A-A**  
 SCALE:  $\frac{1}{4}'' = 1'-0''$

NOTE: #200 BARS NOT SHOWN FOR CLARITY, SPACING MATCHES #200S BARS.



**SECTION B-B**  
 SCALE:  $\frac{1}{4}'' = 1'-0''$

NOTES:  
 1. PRECAST CONCRETE NOTES AND MATERIAL SCHEDULES, SEE SHEET NO. 10.  
 2. ALL: ALTERNATE DETAILED BOTTOM SPA. SPACES

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |

**HR**  
 HOR Engineering, Inc.

**UNION PACIFIC RAILROAD**

Office of APP Engineering Design  
 SAHA DURHAM, SOB.  
 SAHA DURHAM, CO.

2 - 18" x 5' CBC

APPROVED FOR

| PROJECT NO. | DATE | CHECKED BY | DESIGNED BY |
|-------------|------|------------|-------------|
|             |      |            |             |
|             |      |            |             |
|             |      |            |             |

UNION PACIFIC RAILROAD  
 SHEET NO. CBC-6  
 OF 11  
 SCALE: AS SHOWN

**EXHIBIT A**

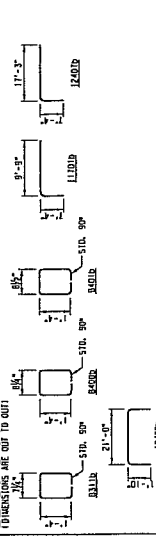
**REINFORCING SCHEDULE**

| REP'D PER BOX CONCRETE | MARK  | SIZE | LENGTH | SHAPE     |
|------------------------|-------|------|--------|-----------|
| CCC-1                  | CCC-1 | #10  | 20'-0" | [Diagram] |
| CCC-2                  | CCC-2 | #10  | 11'-0" | [Diagram] |
| CCC-3                  | CCC-3 | #10  | 11'-0" | [Diagram] |
| CCC-4                  | CCC-4 | #10  | 11'-0" | [Diagram] |
| CCC-5                  | CCC-5 | #10  | 11'-0" | [Diagram] |
| CCC-6                  | CCC-6 | #10  | 11'-0" | [Diagram] |

**SET LIST**

| REP'D PER BOX CONCRETE | MARK  | MAX. LENGTH (INCH) | MAX. WIDTH (INCH) | MAX. HEIGHT (INCH) | NO. OF SETS |
|------------------------|-------|--------------------|-------------------|--------------------|-------------|
| CCC-1                  | CCC-1 | 80'-0"             | 12'-0"            | 4'-0"              | 20          |
| CCC-2                  | CCC-2 | 45'-0"             | 11'-0"            | 3'-0"              | 20          |
| CCC-3                  | CCC-3 | 45'-0"             | 11'-0"            | 3'-0"              | 20          |
| CCC-4                  | CCC-4 | 45'-0"             | 11'-0"            | 3'-0"              | 20          |
| CCC-5                  | CCC-5 | 45'-0"             | 11'-0"            | 3'-0"              | 20          |
| CCC-6                  | CCC-6 | 45'-0"             | 11'-0"            | 3'-0"              | 20          |

**BENDING DIAGRAM**  
DIMENSIONS ARE OUT TO OUT



EST. WT. OF REINFORCING STEEL PER CCC-1 = 6,010 LB.  
EST. WT. OF REINFORCING STEEL PER CCC-2 = 4,800 LB.  
EST. WT. OF REINFORCING STEEL PER CCC-3 = 4,800 LB.  
EST. WT. OF REINFORCING STEEL PER CCC-4 = 4,800 LB.  
EST. WT. OF REINFORCING STEEL PER CCC-5 = 4,800 LB.  
EST. WT. OF REINFORCING STEEL PER CCC-6 = 4,800 LB.

**MATERIAL SCHEDULE**

| REP'D PER BOX CONCRETE | MARK  | DESCRIPTION                                     | UNIT     |
|------------------------|-------|---|----------|
| CCC-1                  | CCC-1 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-2                  | CCC-2 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-3                  | CCC-3 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-4                  | CCC-4 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-5                  | CCC-5 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-6                  | CCC-6 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |

**EST. LIFTING WT. OF PRECAST CONCRETE**

| REP'D PER BOX CONCRETE | MARK  | DESCRIPTION                                     | UNIT     |
|------------------------|-------|---|----------|
| CCC-1                  | CCC-1 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-2                  | CCC-2 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-3                  | CCC-3 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-4                  | CCC-4 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-5                  | CCC-5 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |
| CCC-6                  | CCC-6 | CONCRETE PER PRECAST CONCRETE NOTES, THIS SHEET | CUM. YD. |

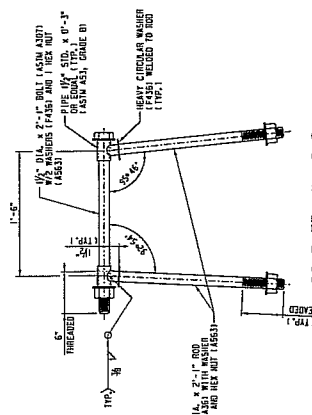
**PRECAST CONCRETE NOTES FOR BOX GULVERTS**

1. All materials referenced, placement and workmanship shall be in accordance with Chapter 5 of the current edition of the IRBM Manual for Highway Engineering.
2. Concrete strength: 6000 lb. per square inch at 28 days.
3. A 1/2" mesh wire fabric shall be used for all concrete work.
4. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
5. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
6. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
7. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
8. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
9. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
10. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
11. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
12. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
13. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
14. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.
15. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location. All reinforcement shall be placed and tied in the proper location.

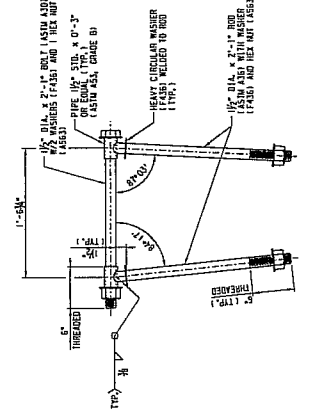
**REINFORCING STEEL**

1. All reinforcement shall be as shown.
2. All reinforcement shall be as shown.
3. All reinforcement shall be as shown.

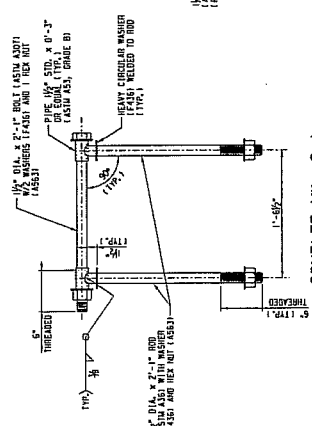
**LIFTING LOOP DETAIL**



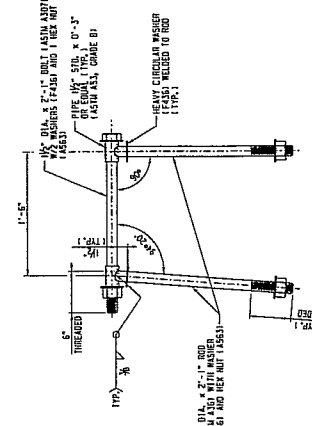
**COUPLER MK. C-2**  
SCALE: 1/4"=1'-0"  
EACH COMPONENT NOT SHOWN MECHANICALLY ZINC COATED



**COUPLER MK. C-3**  
SCALE: 1/4"=1'-0"  
EACH COMPONENT NOT SHOWN MECHANICALLY ZINC COATED



**COUPLER MK. C-4**  
SCALE: 1/4"=1'-0"  
EACH COMPONENT NOT SHOWN MECHANICALLY ZINC COATED



**COUPLER MK. C-5**  
SCALE: 1/4"=1'-0"  
EACH COMPONENT NOT SHOWN MECHANICALLY ZINC COATED

**REVISIONS**

| NO. | DATE    | DESCRIPTION        |
|-----|---------|--------------------|
| 1   | 1/15/68 | ISSUED FOR BIDDING |
| 2   | 2/15/68 | REVISIONS AS NOTED |

APPROVED FOR CONTRACTOR:  
**UNION PACIFIC RAILROAD CO.**

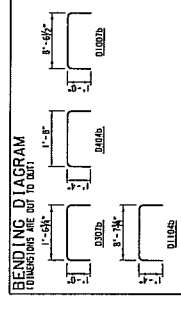
APPROVED FOR ENGINEER:  
**UNION PACIFIC RAILROAD CO.**

DATE: **10 OF 11** | **117982**

SCALE: AS SHOWN

Station A

| RE INFORCING SCHEDULE   |       |      |        |
|---|-------|------|--------|
| REQ'D PER PLATFORM  | MARK  | SIZE | LENGTH |
| PP-1  | PP-2  |      |        |
| 2   | OD10B | #5   | 3'-0"  |
| 3   | OD10B | #5   | 7'-0"  |
| 3   | OD10B | #5   | 7'-0"  |
| -   | OD10B | #5   | 11'-0" |
| -   | OD10B | #5   | 11'-0" |
| EST. WT. OF REINFORCING STEEL PER PP-1 = 14.1 LB.<br>EST. WT. OF REINFORCING STEEL PER PP-2 = 210 LB. |       |      |        |



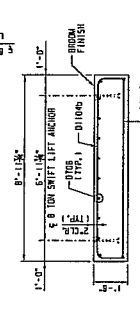
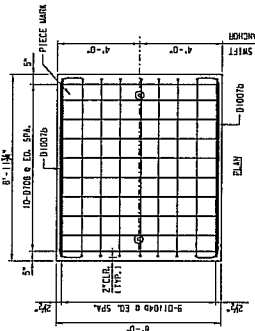
**NOTES:**  
BAR DESIGNATIONS CONSIST OF BAR SIZE & LENGTH ARE REPRESENTED BY THE LETTERS IN THROUGH LETTERS. THE FIRST LETTER INDICATES THE BAR LENGTH AND THE LAST TWO DIGITS ARE INCHES.

| MATERIAL SCHEDULE  |      |   |      |
|--------------------|------|---|------|
| REQ'D PER PLATFORM | UNIT | DESCRIPTION   | NOTE |
| PP-1               | 4.5  | 4000 PSI CONCRETE (PER PRECAST CONCRETE NOTES, THIS SHEET)  |      |
| 1                  | 1    | OD - REINFORCING STEEL (PER NOTES AND SCHEDULE, THIS SHEET) |      |
| 1                  | 2    | OD - 8' FOR SHUTTLE LIFT ANCHOR                             |      |

| EST. LIFTING WT. OF PRECAST CONCRETE |  |
|--------------------------------------|--|
| PLATFORM PP-1 = 4,000 LB. (3.0 TON)  |  |
| PLATFORM PP-2 = 11,900 LB. (5.5 TON) |  |

| NO. | DATE | REVISIONS |
|-----|------|-----------|
| 1   |      |           |
| 2   |      |           |
| 3   |      |           |
| 4   |      |           |

**HRR** HRR ENGINEERING, INC.  
**UNION PACIFIC RAILROAD**  
 Office of A/P Engineering Design  
 1000 WEST 18th STREET, SUITE 200, DENVER, COLORADO 80202  
 2 - 10' x 6' CIRC  
**PRECAST CONCRETE PLATFORM DETAILS**  
 SHEET NO. C.E. NUMBER  
 11 of 11  
 11982



**PRECAST CONCRETE PLATFORM PP-2**  
SCALE: 1/8" = 1'-0"

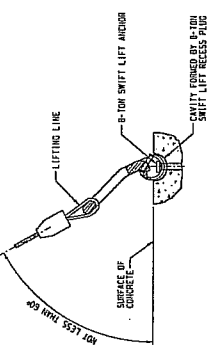
**PRECAST CONCRETE PLATFORM PP-1**  
SCALE: 3/8" = 1'-0"

**PRECISE CONCRETE NOTES FOR PLATFORMS**

- All concrete materials, placement and vibration shall be in accordance with Chapter 8 of the current AIAA Manual for Railway Engineering.
- Compressive strength - 4000 psi, per source used at 28 days.
- Exposed surfaces shall be formed in a manner that will produce a smooth and uniform concrete without raking or plastering. Top surface to have a smooth finish, free of oil, dirt or foreign matter.
- Concrete shall be prepared such that the water-cement ratio by weight does not exceed 0.45. Tests of each batch of concrete shall be made at 24 hours per batch, per ACI 308.
- Event shall be either Type I or Type III Portland Cement.
- Aggregates shall be graded in accordance with ASTM C33.
- Concrete aggregate shall be size no. 57.
- Fine aggregate shall be natural sand.
- Air content shall be between 5% and 7% by volume.
- Admixture shall not be used without approval by the Railroad.
- Curing shall be accomplished by wet curing or the application of a Type 2 membrane.
- The fabricator shall stencil the fabricator's name, date of fabrication, structure number and piece mark at location shown on the drawings.
- Production procedures for the manufacture of precast members shall be in accordance with Division VI, Section 6.4.5 of the Precast Concrete Institute's Manual, 11B-77 for quality control. (Informed for location of lifting devices shall be 11B-77).
- Members for platform shall be cast in the same manner as the precast concrete members by the Railroad's plant prior to shipment, at the Railroad's discretion.

**REINFORCING STEEL**  
 1. Reinforcing steel shall be deformed, new billet bars per current ASTM A615 Specifications 1 and to meet 60 requirements.  
 2. Fabrication of reinforcing steel shall be per Chapter 7 of the CSI Manual of Standard Practices. Dimensions of bending details are not to cut of bar.  
 3. Bending details shall be as shown in drawings and shall be checked against the current AIAA Manual for Railway Engineering requirements.

- MISCELLANEOUS STEEL**
- Steel plate shall conform to ASTM A5 or A109 Gr. 36 Specifications unless noted otherwise.
  - Studs shall be 4015, 4017 or 4020 cold drawn steel which conform to ASTM A109 Specification.
  - Where galvanizing is not indicated, material shall be plain.
  - LIFTING DEVICES AND ANCHORS:  
 1. SHFT Lift anchors and recess plugs shall be identified as P-56L.  
 2. SHFT Lift lifting eyes shall be identified as P-55L.  
 3. Alternate lifting device of equivalent strength may be used, subject to approval by the fabricator. It is responsible for ensuring that the lifting devices as installed provide a safety factor of 4 on the working load.



**LIFTING DETAIL**  
SCALE: 1/8" = 1'-0"

**NOTES:**  
 1. SHUTTLE LIFT ANCHOR PLUGS, ANCHORS AND LIFTING EYES ARE AVAILABLE FROM DAYTON SUPERIOR CORP., 721 RICHMOND ST., WILMINGTON, OHIO 45392, TELEPHONE (513) 867-0711. THE BILLS OF MATERIAL LIST ARE TO BE USED AS INDICATED.

*Boyer G. Meyer*  
 APPROVED FOR  
 UNION PACIFIC RAILROAD CO.  
 HRR ENGINEERING, INC.  
 1000 WEST 18th STREET, SUITE 200, DENVER, COLORADO 80202  
 DATE: 11 of 11 11982

DATE: 2008-05-12

EXHIBIT B

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

THIS ESTIMATE GOOD FOR 6 MONTHS EXPIRATION DATE IS :2008-11-10

DESCRIPTION OF WORK:

MP 367.38 SANTA BARBARA SUB AT SANTA BARBARA, CALIFORNIA  
CONSTRUCT TWO 18' X 6' CONCRETE BOX CULVERTS UNDER BOTH TRACKS PER  
REQUEST OF COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS FLOOD  
CONTROL DISTRICT. PROJECT INCLUDES REPLACEMENT OF CONCRETE PASSENGER  
PLATFORMS ON BOTH SIDES OF TRACK NO. 2.

PID: 61471 AWO: MP,SUBDIV: 367.38, SANTBARBAR  
SERVICE UNIT: 20 CITY: SANTA BARBARA STATE: CA

| DESCRIPTION                        | QTY | UNIT | LABOR   | MATERIAL | RECOLL  | UPRR | TOTAL   |
|------------------------------------|-----|------|---------|----------|---------|------|---------|
| ENGINEERING WORK                   |     |      |         |          |         |      |         |
| BRIDGE                             |     |      | 19247   |          | 19247   |      | 19247   |
| CONTRACT                           |     |      |         | 90000    | 90000   |      | 90000   |
| ENGINEERING                        |     |      | 10000   |          | 10000   |      | 10000   |
| LABOR ADDITIVE 236%                |     |      | 30768   |          | 30768   |      | 30768   |
| OFFICE ADDITIVE 157.28%            |     |      | 15728   |          | 15728   |      | 15728   |
| -----                              |     |      |         |          |         |      |         |
| TOTAL ENGINEERING                  |     |      | 75743   | 90000    | 165743  |      | 165743  |
| SIGNAL WORK                        |     |      |         |          |         |      |         |
| FNCE-R/W,SND                       |     |      | 518     |          | 518     |      | 518     |
| LABOR ADDITIVE 236%                |     |      | 825     |          | 825     |      | 825     |
| MATL STORE EXPENSE                 |     |      |         | 1        | 1       |      | 1       |
| SALES TAX                          |     |      |         | 1        | 1       |      | 1       |
| SIGNS                              |     |      |         | 39       | 39      |      | 39      |
| -----                              |     |      |         |          |         |      |         |
| TOTAL SIGNAL                       |     |      | 1343    | 41       | 1384    |      | 1384    |
| TRACK & SURFACE WORK               |     |      |         |          |         |      |         |
| CLARUS ORDER MATL                  |     |      |         | 7500     | 7500    |      | 7500    |
| CONTRACT - EXCAVATION              |     |      | 375001  |          | 375001  |      | 375001  |
| CULVERT                            |     |      | 551545  |          | 551545  |      | 551545  |
| MATL STORE EXPENSE                 |     |      | 17428   |          | 17428   |      | 17428   |
| PLATFORMS                          |     |      | 27500   |          | 27500   |      | 27500   |
| SALES TAX                          |     |      |         | 23161    | 23161   |      | 23161   |
| -----                              |     |      |         |          |         |      |         |
| TOTAL TRACK & SURFACE              |     |      | 1002135 | 1002135  |         |      | 1002135 |
| -----                              |     |      |         |          |         |      |         |
| LABOR/MATERIAL EXPENSE             |     |      | 77086   | 1092176  |         |      |         |
| RECOLLECTIBLE/UPRR EXPENSE         |     |      |         |          | 1169262 | 0    |         |
| ESTIMATED PROJECT COST             |     |      |         |          |         |      | 1169262 |
| EXISTING REUSEABLE MATERIAL CREDIT |     |      |         |          | 0       |      |         |
| SALVAGE NONUSEABLE MATERIAL CREDIT |     |      |         |          | 0       |      |         |
| -----                              |     |      |         |          |         |      |         |
| RECOLLECTIBLE LESS CREDITS         |     |      |         |          |         |      |         |

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, UPRR WILL BILL FOR ACTUAL CONSTRUCTION COSTS AT THE CURRENT EFFECTIVE RATE.

AN INCREASE OR DECREASE IN THE COST OR QUANTITY OF MATERIAL OR LABOR REQUIRED,  
UPRR WILL BILL FOR ACTUAL CONSTRUCTION COSTS AT THE CURRENT EFFECTIVE RATE.

EXHIBIT B

DATE: 2008-03-07

*Exhibit C*

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

THIS ESTIMATE GOOD FOR 6 MONTHS EXPIRATION DATE IS :2008-09-05

DESCRIPTION OF WORK:

SANTA BARBARA, CA. / SANTA BARBARA FLOOD CONTROL DISTRICT / SANTA BARBARA-  
SUB. MP 367.10 RECOLLECTABLE PROJECT - BS709

U.P. FORCES TO:

PID: 61408 AWO: MP, SUBDIV: 367.10, SANTBARBAR  
SERVICE UNIT: 20 CITY: SANTAN BARBARA STATE: CA

| DESCRIPTION                        | QTY    | UNIT | LABOR        | MATERIAL     | RECOLL       | UPRR | TOTAL        |
|------------------------------------|--------|------|--------------|--------------|--------------|------|--------------|
| ENGINEERING WORK                   |        |      |              |              |              |      |              |
| ENGINEERING                        |        |      | 710          |              | 710          |      | 710          |
| LABOR ADDITIVE 236%                |        |      | 6279         |              | 6279         |      | 6279         |
| PERSONAL EXPENSES                  |        |      |              | 1500         | 1500         |      | 1500         |
| TRACK                              |        |      | 1950         |              | 1950         |      | 1950         |
| <b>TOTAL ENGINEERING</b>           |        |      | <b>8939</b>  | <b>1500</b>  | <b>10439</b> |      | <b>10439</b> |
| SIGNAL WORK                        |        |      |              |              |              |      |              |
| SALES TAX                          |        |      |              | 5            | 5            |      | 5            |
| SIGNAL                             |        |      | 489          | 137          | 626          |      | 626          |
| <b>TOTAL SIGNAL</b>                |        |      | <b>489</b>   | <b>142</b>   | <b>631</b>   |      | <b>631</b>   |
| TRACK & SURFACE WORK               |        |      |              |              |              |      |              |
| BALAST                             | 4.00   | CL   | 249          | 3009         | 3258         |      | 3258         |
| ENVIRONMENTAL                      |        |      |              | 1            | 1            |      | 1            |
| EQUIPMENT CONTRACT                 | 1.00   |      |              | 10000        | 10000        |      | 10000        |
| FIELD WELD                         |        |      |              | 376          | 376          |      | 376          |
| LABOR ADDITIVE 188.36%             |        |      | 29881        |              | 29881        |      | 29881        |
| MATL STORE EXPENSE                 |        |      |              | 151          | 151          |      | 151          |
| OTM                                |        |      |              | 578          | 578          |      | 578          |
| PERSONAL EXPENSES                  |        |      |              | 750          | 750          |      | 750          |
| PILOT CONDUCTOR                    |        |      | 576          |              | 576          |      | 576          |
| SALES TAX                          |        |      |              | 555          | 555          |      | 555          |
| SECURITY CONTRACT                  | 1.00   |      |              | 1500         | 1500         |      | 1500         |
| TRACK-CONST                        |        |      | 18504        |              | 18504        |      | 18504        |
| TRK-SURF, LIN                      |        |      | 575          |              | 575          |      | 575          |
| TRUCKING CONTRACT                  | 1.00   |      |              | 5500         | 5500         |      | 5500         |
| WELD                               |        |      |              | 508          | 508          |      | 508          |
| WORK TRAIN                         |        |      | 630          |              | 630          |      | 630          |
| WT/CS ADDITIVE 188%                |        |      | 1187         |              | 1187         |      | 1187         |
| XTIE                               | 150.00 | EA   |              | 9814         | 9814         |      | 9814         |
| <b>TOTAL TRACK &amp; SURFACE</b>   |        |      | <b>51978</b> | <b>32366</b> | <b>84344</b> |      | <b>84344</b> |
| LABOR/MATERIAL EXPENSE             |        |      | 61406        | 34008        |              |      |              |
| RECOLLECTIBLE/UPRR EXPENSE         |        |      |              |              | 95414        | 0    |              |
| <b>ESTIMATED PROJECT COST</b>      |        |      |              |              |              |      | <b>95414</b> |
| EXISTING REUSEABLE MATERIAL CREDIT |        |      |              |              | 0            |      |              |
| SALVAGE NONUSEABLE MATERIAL CREDIT |        |      |              |              | 0            |      |              |
| RECOLLECTIBLE LESS CREDITS         |        |      |              |              |              |      |              |

THE ABOVE FIGURES ARE ESTIMATES ONLY AND SUBJECT TO FLUCTUATION. IN THE EVENT OF