

PALM BEACH COUNTY  
BOARD OF COUNTY COMMISSIONERS  
AGENDA ITEM SUMMARY

=====
Meeting Date: February 3, 2015 {X} Consent { } Regular
{ } Public Hearing { } Workshop
Department:
Submitted By: Engineering and Public Works
Submitted For: Roadway Production Division
=====

I. EXECUTIVE BRIEF

Motion and Title: Staff recommends motion to approve: a Railroad Reimbursement Agreement (Agreement) with CSX Transportation Inc, (CSXT) and the State of Florida Department of Transportation (FDOT) for the reconstruction of West Camino Real railroad crossing.

SUMMARY: The FDOT owns the railroad corridor property and, in collaboration with CSXT, manages and maintains the railroad line. Approval of the Agreement with CSXT and the FDOT for the reconstruction of West Camino Real railroad crossing will allow for CSXT to remove and rebuild both existing crossing surfaces at West Camino Real. Palm Beach County will directly pay CSXT an estimated construction cost of \$352,359. The construction is necessary to improve the roadway pavement to provide a smoother ride over the tracks for vehicles traveling on West Camino Real. The combined estimated total cost to undertake the reconstruction at the crossing, including staff time, paving/stripping and a contingency, is \$497,359.

District 4 (MRE)

Background and Justification: Palm Beach County (County) has received complaints of a rough ride over the CSXT crossing on West Camino Real just west of I-95. The County requested that CSXT/FDOT repair the existing crossing to provide for a smoother ride. The County holds the license agreement for this crossing and by agreement is required to fund all activities associated with the crossing. CSXT has prepared the necessary construction plans and the repair work requires reconstruction of the railroad tracks at West Camino Real. The estimated cost to reconstruct the railroad tracks is \$352,359. The County is required to place asphalt on West Camino Real outside of the limits of the tracks and will be responsible for the maintenance of traffic.

Attachments:

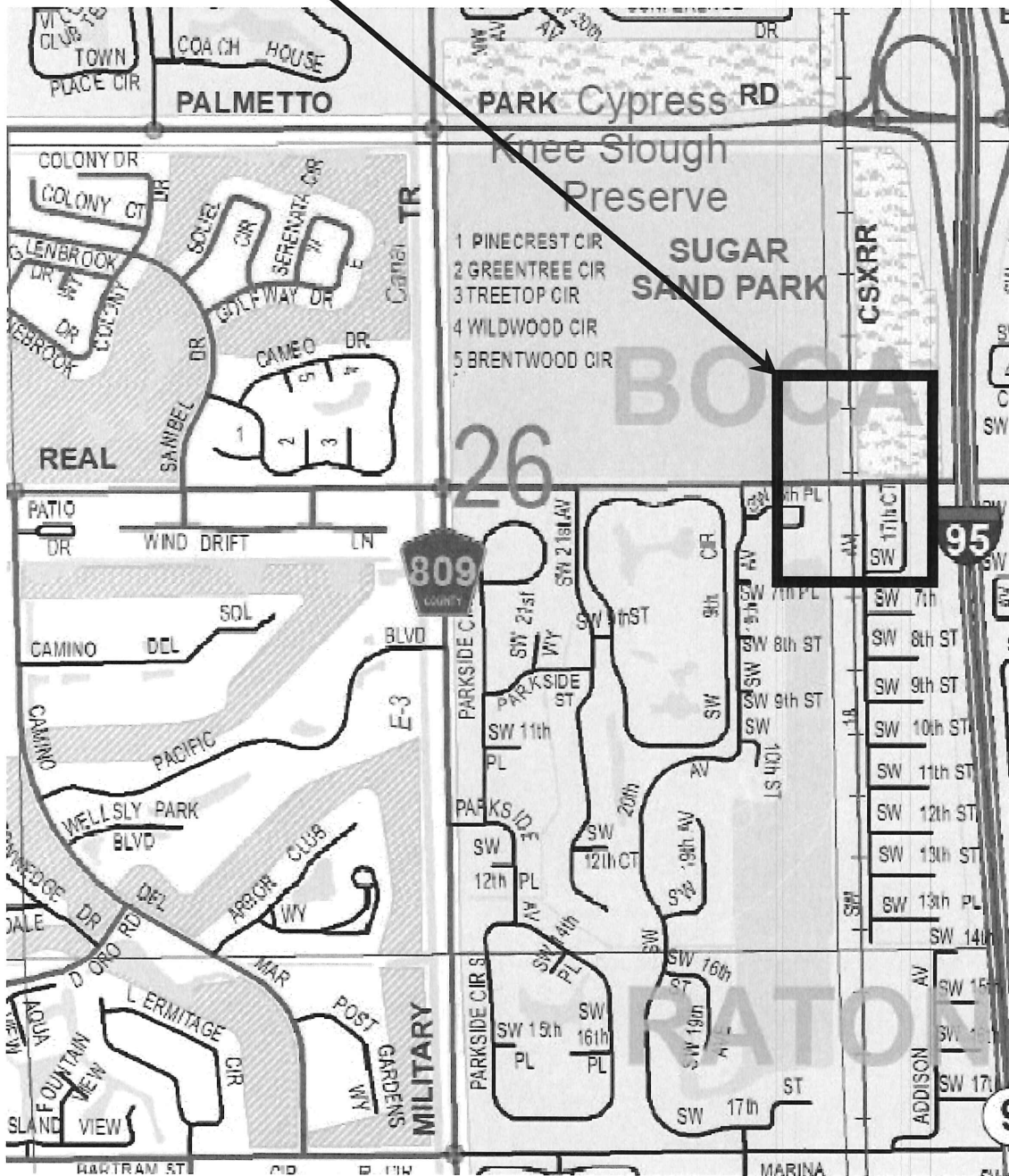
- 1. Location Map
- 2. Reimbursement Agreement with Exhibit "A" (4)

Recommended by: [Signature] 7485 Division Director Date 1/21/15 [Signature]

Approved By: [Signature] County Engineer Date 1/22/15



# WEST CAMINO REAL @ CSX RAILROAD CROSSING



## LOCATION SKETCH

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
RAILROAD REIMBURSEMENT AGREEMENT  
GRADE CROSSING AND CROSSING TRAFFIC CONTROL DEVICES  
COUNTY OF PALM BEACH  
SOUTH FLORIDA RAIL CORRIDOR - ONLY**

| Financial Project I.D. | Road Name or Number     | County Name       | Parcel & R/W Number    | FAP Number |
|------------------------|-------------------------|-------------------|------------------------|------------|
|                        | <b>West Camino Real</b> | <b>Palm Beach</b> | <b>2 (X &amp; S R)</b> |            |

**THIS AGREEMENT**, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by and between the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, hereinafter called the **DEPARTMENT**, and **CSX TRANSPORTATION, INC.**, a corporation of Virginia, with its place of business in the City of Jacksonville, County of Duval, **STATE OF FLORIDA**, and authorized to do business in the State of Florida, hereinafter called **CSXT**. and the **COUNTY OF PALM BEACH**, a political subdivision of the State of Florida, hereinafter called the **COUNTY**.

WITNESSETH:

WHEREAS, the **COUNTY** is constructing, reconstructing or otherwise changing a portion of the Public Road system, designated as Job No. **CSX OP# 1754**, on **WEST CAMINO REAL**, which crosses at grade the **South Florida Rail Corridor (SFRC)** and **CSXT** Property at Railroad MP: **SX 996.42** FDOT/AAR Crossing Number **628166-T**, at or near **BOCA RATON, FLORIDA**, as shown on Plan Sheet No. **1 of 1**, attached hereto as a part hereof; and

WHEREAS, the **DEPARTMENT** and **CSXT** entered into a Contract for Installment Sale and Purchase for the **South Florida Rail Corridor (SFRC)**, as more fully defined in the Phase A Agreement (as hereinafter defined), on May 11, 1988 (the "Contract"), at which time the **DEPARTMENT** became the owner of said property and **CSXT** retained an exclusive perpetual easement (the "CSXT Easement") for Rail Freight Operations within the SFRC; and

WHEREAS, the **DEPARTMENT** and **CSXT** entered into a Phase A Operating and Management Agreement (OMAPA) Pertaining to the line of railroad between West Palm Beach and Miami, Florida and related properties on May 11, 1988 (the "Phase A Agreement"), pursuant to which **CSXT** will manage and maintain the SFRC property on behalf of the **DEPARTMENT** until the South Florida Operating and Management Agreement (SFOMA) Commencement Date, as hereinafter defined; and

WHEREAS, the **DEPARTMENT** and **CSXT** entered into an Amended South Florida Operating and Management Agreement on January 25, 2013, as may be further amended ("SFOMA"), which provides for termination of the Phase A Agreement and transition of management, operation, and maintenance of the SFRC from **CSXT** to the **DEPARTMENT** upon the date determined pursuant to subsection 1(c) of SFOMA (the "SFOMA Commencement Date"); and

NOW, THEREFORE, in consideration of the mutual undertakings as herein set forth, the parties hereto agree as follows:

1. The **COUNTY** shall be responsible for the cost to maintain the said Road at grade, and necessary approaches thereof, across the **DEPARTMENT'S** right-of-way, over its tracks and through the Railroad Easement retained by **CSXT** at the hereinabove-referenced location.
2. If the **COUNTY** so requests, **CSXT** shall provide, furnish or have furnished, all necessary material required for, and will construct at **COUNTY'S** expense a Standard Railroad Crossing Type **CONCRETE** in accordance with the **DEPARTMENT'S** Standard Index No. 560 by reference made a part hereof, as well as automatic railroad grade crossing traffic control devices at said location in accordance with (1) the attached detailed statement of the work, plans, and specifications; (2) the **DEPARTMENT'S** Plans and Standard Index Number 17882, and (3) FHPM 1-4-3 and FHPM 6-6-2-1, or Rule 14-46.002. F.A.C. all of which by reference are made a part hereof. The **COUNTY** shall be responsible for the costs of Maintenance of Traffic during the construction period.

Upon completion of the crossing, **CSXT** shall be responsible for the maintenance of said crossing in accordance with the Phase A Agreement until the SFOMA Commencement Date. Upon the SFOMA Commencement Date, the crossing shall be maintained by the **DEPARTMENT** or its contractor. The **COUNTY** shall be responsible for the maintenance of the highway roadbed and surface outside the railway ties and the crossing surface. All costs required to maintain the crossing in good working condition, as well as any subsequent modifications to the crossing, as may be requested by the **COUNTY**, shall be the sole financial responsibility of the **COUNTY**. However, it is expressly understood and agreed that if said area is not being maintained in accordance with the Department's roadway standards by the **COUNTY**, then the **DEPARTMENT** or **CSXT** shall provide the **COUNTY** with written notice of such improper maintenance and the **COUNTY** shall have thirty (30) days from the receipt of said notice to properly maintain the area, or the **DEPARTMENT** or **CSXT**, at their option, shall perform such maintenance work and bill the **COUNTY** directly for costs thus incurred that are the responsibility of the **COUNTY**. It is further expressly understood and agreed that if the opinion of the **DEPARTMENT** or **CSXT** an emergency repair becomes necessary, the **COUNTY** shall be promptly notified of such emergency. If the **COUNTY** is unable to perform or cause to be performed the emergency repairs, then the **DEPARTMENT** or **CSXT**, at their option, shall perform such maintenance work and bill the **COUNTY**, directly for costs thus incurred that are the responsibility of the **COUNTY**.

3. The **DEPARTMENT** at its discretion may arrange for the synchronization of the railroad crossing devices with existing or proposed highway traffic control devices at **WEST CAMINO REAL**, and attendant installation of **Type IV, Class VI (3 OR 4 QUADRANT FLASHING SIGNALS WITH CANTILEVER AND GATES - MULTIPLE TRACKS)**. None of the parties shall disconnect sequence without prior notice to the other. Each party shall maintain it's interconnect cable.

The parties agree that the cost for the operation and maintenance of the grade crossing traffic control devices shall be borne by the **COUNTY** as enumerated by the Schedule of Annual Cost of Automatic Highway Grade Crossing Traffic Control Devices attached hereto and by this reference made a part hereof and subject to future revision. After said signals have been installed and found to be in satisfactory working order by the parties hereto, the same shall be immediately put into service, operated and maintained by **CSXT** pursuant to the Phase A Agreement, until the SFOMA Commencement Date.

Upon the SFOMA Commencement Date, the signals shall be operated and maintained by the **DEPARTMENT** or its contractor. The **DEPARTMENT** shall operate said signals at said grade crossing until it is agreed between the parties hereto that the signals are no longer necessary, or until the said crossing is abandoned; or legal requirements occur which shall cease operation of signals thereat. **CSXT** and the **DEPARTMENT** agree that any future relocation or adjustment of said signals shall be performed by **CSXT** until SFOMA Commencement Date and the **DEPARTMENT** or its contractor thereafter; but at the expense of the party initiating such relocation. Upon relocation, the maintenance responsibilities shall be in accordance with the provisions of this Agreement. It is further agreed that the cost of maintaining any additional or replacement signal equipment at the same location will be performed as provided above.

4. All work contemplated at this crossing shall at all times be subject to the approval of the **DEPARTMENT** and Chief Engineer or his representative. **CSXT'S** Division Engineer and/or Superintendent shall receive at least seventy-two (72) hours notice prior to the performance of any work within the limits of the railroad right-of-way.
5. Unless otherwise agreed upon herein, the **COUNTY** agrees to ensure that the advance warning signs and railroad crossing pavement marking will conform to the Department of Transportation Manual on Uniform Traffic Control Devices within thirty (30) days of notification that the railroad signal improvements have been completed and that such signs and pavement markings will be continually maintained at an acceptable level.
6. The **COUNTY** will reimburse **CSXT** or the **DEPARTMENT** for the cost of watchmen or flagging service when the **COUNTY'S** contractor is performing work that requires movement of equipment, employees or trucks across the tracks of the **DEPARTMENT**, or when at times **CSXT** and/or the **DEPARTMENT** agree that such a service is necessary.
7. All contractors working in the **SFRC** are required to have Railroad Protective Public Liability and Railroad Protective Property Damage Liability insurance in a combined amount of \$5,000,000.00, for all personal injuries, death or property damage, per occurrence arising during the policy period. The maximum dollar amounts of coverage to be reimbursed by Federal funds, with respect to bodily injury, death or property damage is limited to a combined amount of \$10,000,000.00 per occurrence unless approval for larger amounts by the FHWA Division Administrator is made a part of this Agreement.

Contractor will furnish **CSXT** and the **DEPARTMENT** a Certificate of Insurance showing that the contractor carries liability insurance (applicable to the job in question) in the amount of \$5,000,000.00 for all personal injuries, death or property damage, per occurrence arising during the policy period. Such insurance is to conform with the requirements of 23 C.F.R., Subchapter G, Part 646, Subpart A, and any supplements thereto or revisions thereof.

8. The **COUNTY** will bear the cost of relocation of any utility (wire or pipe) due to **COUNTY** requested improvements to the roadway right-of-way, that has compensable interest on the right-of-way occasioned by the construction of said crossing and occupancy of the **DEPARTMENT'S** property, unless the original agreement creating the occupation of such utility requires the Utility to relocate said line.

9. **CSXT** hereby agrees to install and/or adjust the necessary parts of its facilities in accordance with the provisions set forth in the:

**DEPARTMENT** Procedure 725-080-002 Appendix D.4 and Rule 14-46.002 "Responsibility for the Cost of Railroad-Highway Crossing", Florida Administrative Code and/or the Federal Highway Administration's Federal Aid-Highway Policy Guide, 23 C.F.R. Subchapter B, Part 140, Subpart 1; and 23 C.F.R. Subchapter G, Part 646, Subpart B. and any supplements thereto or revisions thereof, which, by reference hereto, are made a part hereof. **CSXT** further agrees to do all such work with its own forces or by a contractor paid under a contract held by **CSXT** under the supervision and approval of the **DEPARTMENT**, and the Federal Highway Administration, when applicable.

10. Attached hereto, and by reference made a part hereof as defined in Exhibit "A", are plans and specifications of the work to be performed by **CSXT** pursuant to the terms hereof, and an estimate of the cost thereof in the amount of \$352,359.00. All work performed by **CSXT** pursuant hereto, shall be performed according to these plans and specifications as approved by the **DEPARTMENT**.
11. All labor, services, materials, and equipment furnished by **CSXT** in carrying out work to be performed, shall be billed by **CSXT** directly to the **COUNTY**. Separate records as to costs of contract bid terms and force account items performed for **CSXT** shall be furnished by **CSXT** to the **COUNTY**.
12. **CSXT** has determined that the method to be used in developing future relocation or installation cost shall be actual and related indirect costs accumulated in accordance with a work order accounting procedure prescribed by the applicable Federal or State regulatory body.
13. If the **DEPARTMENT** and **CSXT** concur that an upgrading and/or betterment of the crossing beyond that contemplated in this Agreement is desirable, then any cost associated with such upgrading or betterment shall be paid from the maintenance account provided for in the Phase A Agreement. If the **COUNTY** wishes to upgrade and/or better the crossing, such upgrade or betterment shall be paid for by the **COUNTY**.
14. Upon completion of the crossing improvements, all billing for future maintenance and modifications, which are the responsibility of the **COUNTY**, will be as follows: **CSXT** shall, within one hundred eighty (180) days, furnish the **COUNTY** with two (2) copies of its final and complete billing of all costs incurred in connection with the work performed hereunder, such statement to follow as closely as possible the order of items contained in the estimate attached hereto. The totals for labor, overhead, travel expense, transportation, equipment, material and supplies, handling costs and other services shall be shown in such a manner as will permit ready comparison with the approved plans and estimates.

Materials shall be itemized where they represent major components of cost in the relocation following the pattern set out in the approved estimate as closely as possible. Salvage credits from recovered and replaced permanent and recovered temporary materials shall be reported in said bills in relative position with the charge for the replacement or the original charge for temporary use.

15. The final billing shall show the description and site of the Project, the date on which the first work was performed, or, if preliminary engineering or right-of-way items are involved, the date on which the earliest item of billed expense was incurred; the date on which the last work was performed or the last item of billed expense was incurred; and the location where the records and accounts billed can be audited. Adequate reference shall be made in the billing to where the records and accounts billed can be audited. Adequate reference shall be made in the billing to **CSXT'S** records, accounts and other relevant documents. All cost records and accounts shall be subject to audit by a representative of the **COUNTY**. Upon receipt of invoices, prepared in accordance with the provisions of the above-indicated Reimbursement Policy, the **COUNTY** agrees to reimburse **CSXT** in the amount of such actual costs approved by the **COUNTY** auditor.

Payment shall be made only after receipt and approval of goods and services unless the State Comptroller under Section 215.422 (14), Florida Statutes, authorizes advance payments.

16. In accordance with Section 287.058, Florida Statutes, the following provisions are in this Agreement: If this Contract involves units of deliverables, then such units must be received and accepted in writing by the Contract Manager prior to payments. Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and postaudit thereof.

17. In accordance with Section 215.422 Florida Statutes, the following provisions are in this Agreement: Contractors providing goods and services to the **DEPARTMENT** should be aware of the following time frames. Upon receipt, the **DEPARTMENT** has five (5) working days to inspect and approve the goods and services, unless the Agreement specifies otherwise. The **DEPARTMENT** has twenty (20) working days to deliver a request for payment (voucher) to the Department of Banking and Finance. The twenty (20) days are measured from the latter of the date the invoice is received, or the date the goods or services are received, inspected, and approved.

If a payment is not available within forty (40) days, a separate interest penalty at a rate as established pursuant to Section 215.422(3)(b), Florida Statutes, will be due and payable in addition to the invoice amount, to the Contractor, interest penalties of less than one (1) dollar will not be enforced unless the Contractor requests payment. Invoices, which have to be returned to a Contractor because of Contractor preparation errors, will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the **DEPARTMENT**.

A Vendor Ombudsman has been established within the Department of Banking and Finance. The duties of the individual include acting as an advocate for contractors/vendors who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 413-5516.

18. Records of costs incurred under terms of this Agreement for future projects shall be maintained and made available upon request to the **COUNTY** and the **DEPARTMENT** at all times during the period of this Agreement and for three years after final payment is made. Copies of these documents and records shall be furnished to the **COUNTY** and the **DEPARTMENT** upon request.



Records of costs incurred includes the Contractor's general accounting records and the project records, together with supporting documents and records of the Contractor's general accounting records and the project records, together with supporting documents and records, of the Contractor and all subcontractors performing work on the project, and all other records of the Contractor and subcontractor considered necessary by the **COUNTY** and the **DEPARTMENT** for a proper audit of costs.

19. In the event this contract is for services in excess of TWENTY-FIVE THOUSAND DOLLARS (\$25,000.00) and a term of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes are hereby incorporated;

The **DEPARTMENT** during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditures of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The **DEPARTMENT** shall require a statement from the Comptroller of the **DEPARTMENT** that such funds are available prior to the entering into any such contract or other binding commitment of funds.

Nothing herein contained shall prevent the making of contracts for periods, exceeding one year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the **DEPARTMENT** which are for an amount in excess of TWENTY-FIVE THOUSAND DOLLARS (\$25,000.00) and which have a term for a period of more than one year.

20. In accordance with Section 287.133(2)(a), Florida Statutes, the following provisions are included in this Agreement:

A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in s.287.017 for CATEGORY TWO for a period of 36 months following the date of being placed on the convicted vendor list.

21. In accordance with Section 287.134 (2)(a), Florida Statutes, the following provisions are included in this agreement:

An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity.

22. In accordance with Section 287.0582, Florida Statutes, the following provision is included in this Agreement:

The **DEPARTMENT'S** obligation to pay under this section is contingent upon an annual appropriation by the Florida Legislature.

23. The **DEPARTMENT** reserves the right to unilaterally cancel this Agreement for refusal by the contractor or **CSXT** to allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received in conjunction with this Agreement.
24. Should the use of said crossing be abandoned due to removal of the roadway then all rights hereby to the **COUNTY** shall thereupon cease and terminate and the **COUNTY** will, at its sole cost and in a manner satisfactory to the **DEPARTMENT** remove said crossing and restore the **DEPARTMENT'S** property to the condition previously found, provided that the **DEPARTMENT** may, at its option, remove the said crossing and restore its property, and the **COUNTY** will, in such event, upon bill rendered, pay to the **DEPARTMENT** the entire cost incurred by it in such removal and restoration, provided such costs are accrued as specified in Paragraph 9.
- ~~25. **CSXT** covenants and agrees that it will indemnify and hold harmless the **COUNTY** and the **DEPARTMENT** and all of the **COUNTY'S** and the **DEPARTMENT'S** officers, agents, and employees from any claim, loss, damage, cost charge, or expense arising out of any action, neglect, omission, or delay by **CSXT** during the performance of the contract, whether direct or indirect, and whether to any person or property to which the **DEPARTMENT** or said parties may be subject, except that neither **CSXT** nor any of its subcontractors will be liable under this section for damages arising out of injury or damage to persons or property directly caused or resulting from sole negligence of the **COUNTY** or the **DEPARTMENT**, or any of its officers, agents, or employees.~~
26. **CSXT** shall:
- a. Utilize the U. S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by **CSXT** during the term of the contract; and
  - b. Include an express requirement in any subcontract that subcontractors performing work or providing services pursuant to the state contract utilize the U. S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.
27. Any notices, consents and approvals required or permitted by this Agreement shall be in writing and shall be deemed delivered by hand, sent by recognized overnight courier (such as Federal Express) or mailed by certified or registered mail, return receipt requested, in a postage-prepaid envelope, and addressed as follows:

If to the Department: Florida Department of Transportation  
3400 West Commercial Boulevard  
Ft. Lauderdale, FL 33309  
Att: Rail Coordinator  
(954) 777-4401

If to CSXT: CSX Transportation, Inc.  
500 Water Street J-301  
Jacksonville, FL 32202  
Attn: Director Project Management Public Projects

If to the COUNTY: Palm Beach County Engineering Department  
Tanya N. McConnell, P.E. Palm Beach County

Deputy County Engineer  
P.O. Box 21229, West Palm Beach, FL 33416  
tmccconnell@pbcgov.org  
(561) 684-4010

28. Upon execution this maintenance agreement shall supersede all provisions, relating to said crossing, contained in any previous maintenance agreement and shall become the permanent maintenance agreement of record.

29. Provision twenty-five (25) was deleted by all parties prior to the agreement execution.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers, the day and year first written above.

PALM BEACH COUNTY, a Political  
Subdivision of the State of Florida Board of  
County Commissioners

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_  
Mayor

By: \_\_\_\_\_  
Title: Director of Transportation Development

ATTEST:  
SHARON R. BOCK  
CLERK & COMPTROLLER

Legal Review

By: \_\_\_\_\_  
Attorney - DOT Date

By: \_\_\_\_\_  
Clerk

Approved to Funds Available

By: \_\_\_\_\_  
Comptroller - FDOT Date

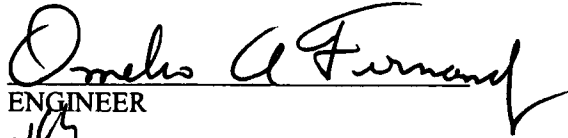
APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY

\_\_\_\_\_  
COUNTY ATTORNEY  
(Seal)

CSX TRANSPORTATION INC.  
By: \_\_\_\_\_

Title: \_\_\_\_\_

APPROVED AS TERMS  
AND CONDITIONS

  
ENGINEER  
NP

**WORK DESCRIPTION  
GRADE CROSSING  
NEW OR RECONSTRUCTION**

| FINANCIAL PROJECT NO. | ROAD NAME OR NUMBER | COUNTY NAME | PARCEL & RW NUMBER | FAP NUMBER |
|-----------------------|---------------------|-------------|--------------------|------------|
| N/A                   | West Camino Real    | PALM BEACH  | 2 (X & S R)        |            |

RAILROAD COMPANY

|                    |
|--------------------|
| CSX Transportation |
|--------------------|

- A. JOB DESCRIPTION & LOCATION: X-ing reconstruction / Concrete Full Depth Surface
- B. TYPE OF ROADWAY FACILITY: 4 Thru Lanes - Urban Major Collector
- C. FDOT/AAR XING NO.: 628166-L RR MILE POST TIE: SX 996.42
- D. TYPE CROSSING PROPOSED: Type C - Modified DOT INDEX: 560
- E. STATUS AND PROPOSAL:

1. EXISTING CROSSING (See Agreement dated 09/11/1998 )
- a.  To be improved as permanent public road crossing.
  - b.  To be (used-improved) for temporary (haul-detour) operation, Pit No. \_\_\_\_\_
  - c.  To be relocated (See above for new location) Existing crossing will:
    - (1)  remain in place for local use.
    - (2)  be abandoned and removed by (State-Railroad) forces.
  - d.  To be eliminated - Remarks \_\_\_\_\_

2. NEW CROSSING
- a.  To be constructed as permanent public road crossing.
  - b.  To be constructed for temporary (haul-detour) operation, Pit No. \_\_\_\_\_
  - c.  Relocated from elsewhere (See 1.c. above, Re: Existing Crossing).
  - d.  Requires Public Hearing (State Statute 335.141 & 120.57)

- F. VERTICAL ALIGNMENT:
- 1.  Meeting elevation of existing rails.
  - 2.  Track adjustments necessary. Rails to be (raised-lowered) 0 feet.

- G. CROSSING PROTECTION: (Signal Sheet attached:  Yes  No.)

- H. DRAINAGE ITEMS: (Drainage Sheet attached:  Yes  No.)

- I. COMMUNICATION AND/OR POWER LINE ADJUSTMENTS
- 1.  By Others ( COUNTY or Contractor \_\_\_\_\_ Company.)
  - 2.  N/A By Railroad Company.

- J. AUTHORITY REQUESTED: (Draft attached:  Yes  No.)
- 1.  Agreement (Third Party Participating PALM BEACH COUNTY )
  - 2.  Supplemental Agreement No. \_\_\_\_\_
  - 3.  Crossing Permit. \_\_\_\_\_
  - 4.  Estimate for Change Order No. \_\_\_\_\_
  - 5.  Letter of Authority. \_\_\_\_\_
  - 6.  Letter of Confirmation (No Cost to Department).

- K. OTHER REMARKS: Negotiations to be completed by \_\_\_\_\_  
Reconstruct #1 and #2 main tracks. Remove existing surface and replace with full depth concrete surface.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES**  
**ANNUAL MAINTENANCE COSTS**

725-080-41  
RAIL  
OGC - 03/12

| FINANCIAL PROJECT NO. | ROAD NAME OR NUMBER | COUNTY NAME | PARCEL & R/W NUMBER | FAP NUMBER |
|-----------------------|---------------------|-------------|---------------------|------------|
| N/A                   | West Camino Real    | PALM BEACH  | 2 (X & S R)         |            |

COMPANY NAME: CSX Transportation, INC / South Florida Rail Corridor

A. FDOT/AAR XING NO.: 628166-T RR MILE POST TIE: SX 995.97

B. TYPE SIGNALS PROPOSED IV CLASS VI DOT INDEX: 17882

**SCHEDULE OF ANNUAL COST OF AUTOMATIC  
HIGHWAY GRADE CROSSING TRAFFIC CONTROL DEVICES**

Annual Maintenance Cost Exclusive of Installation

| <u>CLASS</u> | <u>DESCRIPTION</u>   | <u>COST*</u> |
|--------------|--|--------------|
| I            | Flashing Signals - One Track                                 | \$2,256.00   |
| II           | Flashing Signals - Multiple Tracks                           | \$2,985.00   |
| III          | Flashing Signals and Gates - One Track                       | \$3,402.00   |
| IV           | Flashing Signals and Gates - Multiple Tracks                 | \$4,272.00   |
| V            | 3 or 4 Quadrant Flashing Signals and Gates - One Track       | \$6,726.00   |
| VI           | 3 or 4 Quadrant Flashing Signals and Gates - Multiple Tracks | \$8,442.00   |

AUTHORITY: FLORIDA ADMINISTRATIVE RULE 14-57.011  
Public Railroad-Highway Grade Crossing Costs

EFFECTIVE DATE: July 22, 1982

GENERAL AUTHORITY: 334.044, F.S.

SPECIFIC LAW IMPLEMENTED: 335.141, F.S.

\*This schedule will become effective July 1, 2011 and will be reviewed every 5 years and revised as appropriate based on the Consumer Price Index for all Urban Consumers published by the U.S. Department of Labor.

**CSX TRANSPORTATION, INC.  
FORCE ACCOUNT ESTIMATE**

ACCT. CODE : 709 - FL1754

**ESTIMATE SUBJECT TO REVISION AFTER:** 4/26/2015 **DOT NO.:** 628166T  
**CITY:** Boca Raton **COUNTY:** Palm Beach County **STATE:** FL  
**DESCRIPTION:** W Camino Real Road - remove existing grade crossing surface (both tracks) and rebuild crossing surface with concrete panels.  
**DIVISION:** Jacksonville **SUB-DIV:** Miami **MILE POST:** SX-996.41  
**AGENCY PROJECT NUMBER:** \_\_\_\_\_

**PRELIMINARY ENGINEERING:**

|  |             |
|--|-------------|
| 212 Contracted & Administrative Engineering Services | \$ -        |
| <b>Subtotal</b>                                      | <b>\$ -</b> |

**CONSTRUCTION ENGINEERING/INSPECTION:**

|  |                  |
|--|------------------|
| 212 Contracted & Administrative Engineering Services | \$ 13,957        |
| <b>Subtotal</b>                                      | <b>\$ 13,957</b> |

**FLAGGING SERVICE: (Contract Labor)**

|  |                 |
|--|-----------------|
| 070 Labor (Conductor-Flagman)                    | \$ -            |
| 050 Labor (Foreman/Inspector)                    | \$ 1,960        |
| 070 Additive 113.98% (Transportation Department) | \$ -            |
| 050 Additive 118.39% (Engineering Department)    | \$ 2,320        |
| 230 Per Diem (Engineering Department)            | \$ 375          |
| 230 Expenses                                     | \$ -            |
| <b>Subtotal</b>                                  | <b>\$ 4,655</b> |

**SIGNAL & COMMUNICATIONS WORK:**

\$ -

**TRACK WORK:**

\$ 301,714

**PROJECT SUBTOTAL**

\$ 320,326

900 **CONTINGENCIES:** 10.00%

\$ 32,033

**GRAND TOTAL \*\*\*\*\***

**\$ 352,359**

**DIVISION OF COST:**

|          |         |
|----------|---------|
| Agency   | 100.00% |
| Railroad |         |

\$ 352,359

**TOTAL \*\*\*\*\***

**\$ 352,359**

**NOTE: Estimate is based on FULL CROSSING CLOSURE during work by Railroad Forces.**

This estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower and resource availability, and other factors known as of the date prepared. The actual cost for CSXT work may differ based upon the agency's requirements, their contractor's work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work

Office of Assistant Chief Engineer Public Projects--Jacksonville, Florida

Estimated prepared by:

C. Johnson HDR

Approved by: **KEM**

CSXT Public Project Group

DATE: 10/28/2014

REVISED:

DATE: **11/14/14**

**CSX TRANSPORTATION, INC.  
FORCE ACCOUNT ESTIMATE**

ACCT. CODE : 709 - FL1754  
Pub EB - FL EB3 (FL)

**ESTIMATE SUBJECT TO REVISION AFTER:** 4/26/2015 **DOT NO.:** 628166T  
**CITY:** Boca Raton **COUNTY:** Palm Beach County **STATE:** FL  
**DESCRIPTION:** W Camino Real Road - remove existing grade crossing surface (both tracks) and rebuild crossing surface with concrete panels.  
**DIVISION:** Jacksonville **SUB-DIV:** Miami **MILEPOST:** SX-996.41  
**DRAWING NO.:** 628166T **DRAWING DATE:** 1/15/2013  
**AGENCY PROJECT NUMBER:** \_\_\_\_\_

**PRELIMINARY ENGINEERING:**

|     |  |  |    |   |
|-----|--|--|----|---|
| 212 | Contracted & Administrative Engineering Services |  | \$ | - |
|     | <b>Subtotal</b>                                  |  | \$ | - |

**CONSTRUCTION ENGINEERING/INSPECTION:**

|     |  |  |    |        |
|-----|--|--|----|--------|
| 212 | Contracted & Administrative Engineering Services |  | \$ | 13,957 |
|     | <b>Subtotal</b>                                  |  | \$ | 13,957 |

**FLAGGING SERVICE: (Contract Labor)**

|     |                           |         |                             |           |        |          |
|-----|---------------------------|---------|-----------------------------|-----------|--------|----------|
| 70  | Labor (Conductor-Flagman) | 0       | Days @                      | \$ -      | \$     | -        |
| 50  | Labor (Foreman/Inspector) | 5       | Days @                      | \$ 392.00 | \$     | 1,960    |
| 70  | Additive                  | 113.98% | (Transportation Department) |           | \$     | -        |
| 50  | Additive                  | 118.39% | (Engineering Department)    |           | \$     | 2,320    |
| 230 | Expenses                  |         | (Engineering Department)    | 5         | Days @ | \$ 75.00 |
| 230 | Expenses                  |         | (Transportation Department) | 0         | Days @ | \$ -     |
|     | <b>Subtotal</b>           |         |                             |           | \$     | 4,655    |

**COMMUNICATIONS WORK:**

|  |                              |  |    |   |
|--|------------------------------|--|----|---|
|  | Temporary (Details Attached) |  | \$ | - |
|  | Permanent (Details Attached) |  | \$ | - |
|  | <b>Subtotal</b>              |  | \$ | - |

**TRACK: LABOR**

|     |                            |         |         |          |    |         |
|-----|----------------------------|---------|---------|----------|----|---------|
| 50  | Construct Track Panel      | 320     | MAN-HRS | \$ 42.00 | \$ | 13,440  |
| 50  | Remove Existing Crossing   | 250     | MAN-HRS | \$ 42.00 | \$ | 10,500  |
| 50  | Install Track Panel        | 320     | MAN-HRS | \$ 42.00 | \$ | 13,440  |
| 50  | Install Cross Ties         | 48      | MAN-HRS | \$ 42.00 | \$ | 2,016   |
| 50  | Install OTM                | 84      | MAN-HRS | \$ 42.00 | \$ | 3,528   |
| 50  | Install Field Welds        | 64      | MAN-HRS | \$ 42.00 | \$ | 2,688   |
| 50  | Install Geo-Textile Fabric | 0       | MAN-HRS | \$ -     | \$ | -       |
| 50  | Install Sub-Drains         | 0       | MAN-HRS | \$ -     | \$ | -       |
| 50  | Install Ballast            | 80      | MAN-HRS | \$ 42.00 | \$ | 3,360   |
| 50  | Line and Surface           | 140     | MAN-HRS | \$ 42.00 | \$ | 5,880   |
| 50  | Install Crossing Materials | 160     | MAN-HRS | \$ 42.00 | \$ | 6,720   |
| 50  | Flash Butt Welds           | 40      | MAN-HRS | \$ 42.00 | \$ | 1,680   |
| 50  | _____                      | 0       | MAN-HRS | \$ -     | \$ | -       |
| 50  | _____                      | 0       | MAN-HRS | \$ -     | \$ | -       |
| 50  | _____                      | 0       | MAN-HRS | \$ -     | \$ | -       |
| 50  | Clean-Up                   | 0       | MAN-HRS | \$ -     | \$ | -       |
| 50  | Additive                   | 118.39% |         |          | \$ | 74,884  |
| 230 | Per Diem                   | 151     | MAN-DAY | \$ 90.00 | \$ | 13,590  |
|     | <b>Subtotal</b>            |         |         |          | \$ | 151,726 |



**CSX TRANSPORTATION, INC.  
FORCE ACCOUNT ESTIMATE**

ACCT. CODE : 709 - FL1754  
Pub EB - FL EB3 (FL)

| <b><u>TRACK: MATERIAL</u></b> |  |       |     |             |                   |
|-------------------------------|--|-------|-----|-------------|-------------------|
| 220                           | Cross Ties, Main Line  | 0     | EA  | \$ -        | \$ -              |
| 220                           | <del>Cross tie - pre-plated</del> <b>Not to be used for Public Projects</b>                      | 0     | EA  | \$ -        | \$ -              |
| 220                           | Cross-tie - Borate   | 0     | EA  | \$ -        | \$ -              |
| 220                           | Crossties, 10' Length  | 150   | EA  | \$ 55.00    | \$ 8,250          |
| 220                           | Tie plates   | 300   | EA  | \$ 10.51    | \$ 3,153          |
| 220                           | Rail, 136RE, New   | 480   | LF  | \$ 21.00    | \$ 10,080         |
| 220                           | Misc. OTM  | 1     | LOT | \$ 2,200.00 | \$ 2,200          |
| 220                           |  | 0     | EA  | \$ -        | \$ -              |
| 210                           | Geo-Textile Fabric   | 0     | RL  | \$ -        | \$ -              |
| 210                           | Sub-Drains   | 0     | LF  | \$ -        | \$ -              |
| 220                           | Ballast - Trucked in   | 400   | NT  | \$ 45.00    | \$ 18,000         |
| 220                           | Field Welds, 136RE   | 8     | EA  | \$ 100.00   | \$ 800            |
| 220                           | Joint Bars, 136RE  | 8     | PR  | \$ 150.00   | \$ 1,200          |
|                               |  | 0     |     | \$ -        | \$ -              |
|                               |  | 0     |     | \$ -        | \$ -              |
| 210                           | Concrete Full Width  | 162.5 | TF  | \$ 250.00   | \$ 40,625         |
| 210                           | End Ramps  | 2     | SET | \$ 658.88   | \$ 1,318          |
| 210                           | Install Package (Sling bits nails)   | 2     | EA  | \$ 311.30   | \$ 623            |
| 210                           | Timber/Asphalt Crossing (CSX Standard)   | 0     | TF  | \$ -        | \$ -              |
| 210                           | Bituminous Material  | 0     | NT  | \$ -        | \$ -              |
| 210                           | Sales Tax on Material  |       |     | 0.00%       | \$ -              |
| 210                           | Material Handling  |       |     | 5.00%       | \$ 4,312          |
| 210                           | Freight  | 0     | LS  | \$ -        | \$ -              |
|                               | <b>Subtotal</b>  |       |     |             | <b>\$ 90,561</b>  |
| <b><u>CONTRACT:</u></b>       |  |       |     |             |                   |
| 215                           | Asphalt Paving (In Place)  | 0     | NT  | \$ -        | \$ -              |
| 241                           | Disposal of Waste Materials  | 1     | TF  | \$ 2,000.00 | \$ 2,000          |
| 215                           | Maintenance of Traffic   | 0     | DAY | \$ -        | \$ -              |
|                               | <b>Subtotal</b>  |       |     |             | <b>\$ 2,000</b>   |
| 241                           | <b><u>EQUIPMENT RENTAL:</u></b> CSX vehicle and equipment rental included in overhead percentage |       |     |             |                   |
|                               | <b>Subtotal</b> Use for extraordinary rental or unique Service Contract                          |       |     |             | <b>\$ 54,252</b>  |
| 50                            | <b><u>WORK TRAIN:</u></b>  | 2     | DAY | \$ 2,100.00 | \$ 4,200          |
|                               | <b>Subtotal</b>  |       |     |             | <b>\$ 4,200</b>   |
| <b><u>SALVAGE:</u></b>        |  |       |     |             |                   |
| 228                           | Rail   | 10    | NT  | \$ 65.00    | \$ (650)          |
| 228                           | OTM  | 5     | NT  | \$ 75.00    | \$ (375)          |
|                               | <b>Subtotal</b>  |       |     |             | <b>\$ (1,025)</b> |
| <b><u>SIGNAL WORK:</u></b>    |  |       |     |             |                   |
| 210                           | Material - Field & Consumables   |       |     |             | \$ -              |
| 210                           | Material - Sales Tax   |       |     |             | \$ -              |
| 220                           | Material - Shop  |       |     |             | \$ -              |
| 60                            | Construction Labor   |       |     |             | \$ -              |
| 65                            | Shop Labor   |       |     |             | \$ -              |
| 230                           | Per Diem   |       |     |             | \$ -              |
| 200                           | RR Engineering, Preliminary  |       |     |             | \$ -              |
| 200                           | RR Engineering, Construction   |       |     |             | \$ -              |
| 60                            | Additives to Construction Labor  |       |     |             | \$ -              |
| 65                            | Additives to Shop Labor  |       |     |             | \$ -              |

**CSX TRANSPORTATION, INC.  
FORCE ACCOUNT ESTIMATE**

ACCT. CODE : 709 - FL1754  
Pub EB - FL EB3 (FL)

|     |                          |  |    |   |
|-----|--------------------------|--|----|---|
| 200 | Additives to Engineering |  | \$ | - |
| 241 | Equipment Expense        |  | \$ | - |
| 241 | Waste Management         |  | \$ | - |
| 212 | Contract Engineering     |  | \$ | - |
| 211 | Freight                  |  | \$ | - |
| 216 | AC Power Service         |  | \$ | - |
| 228 | Salvage                  |  | \$ | - |
| 900 | Other                    |  | \$ | - |
|     | <b>Subtotal</b>          |  | \$ | - |

**PROJECT SUBTOTAL:** \$ 320,326

900 **CONTINGENCIES:** 10.00% \$ 32,033

**GRAND TOTAL \*\*\*\*\*** \$ 352,359

**DIVISION OF COST:**

|                    |                |    |                |
|--------------------|----------------|----|----------------|
| Agency             | <u>100.00%</u> | \$ | 352,359        |
| Railroad           | <u>0.00%</u>   | \$ | -              |
| <b>TOTAL *****</b> |                | \$ | <b>352,359</b> |

**NOTE: Estimate is based on FULL CROSSING CLOSURE during work by Railroad Forces.**

This estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower and resource availability, and other factors known as of the date prepared. The actual cost for CSXT work may differ based upon the agency's requirements, their contractor's work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work

Office of Assistant Chief Engineer Public Projects--Jacksonville, Florida

Estimated prepared by: C. Johnson HDR

DATE: 10/28/2014

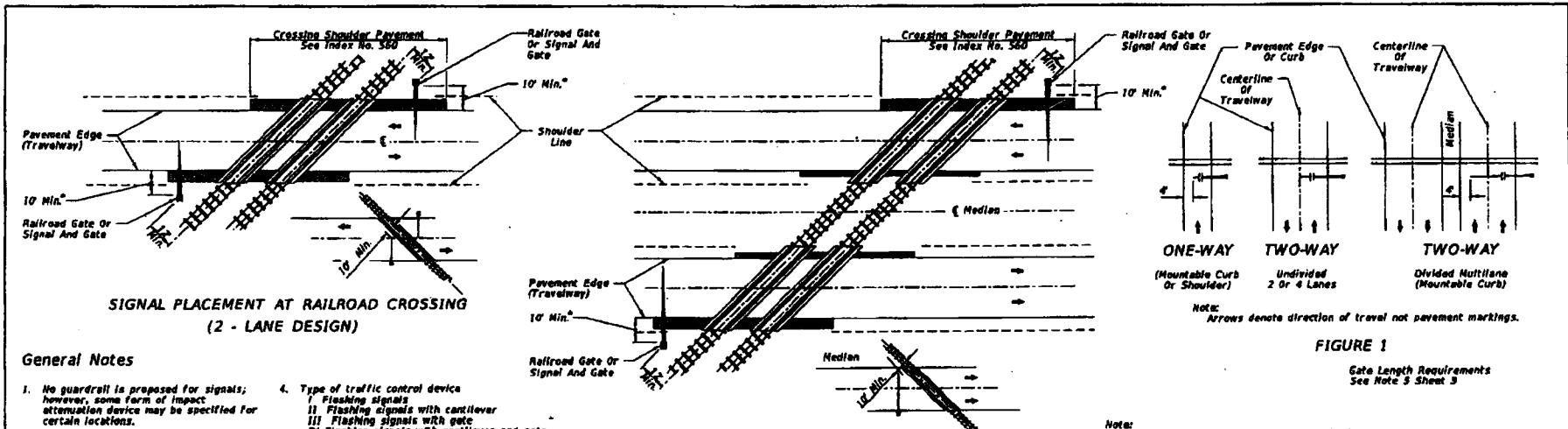
REVISED:

Approved by: **KEM**

DATE: 11/14/14

CSXT Public Project Group

Form Revised 11-21-2013



**SIGNAL PLACEMENT AT RAILROAD CROSSING  
(2 - LANE DESIGN)**

**SIGNAL PLACEMENT AT RAILROAD CROSSING  
(4 - LANE DESIGN)**

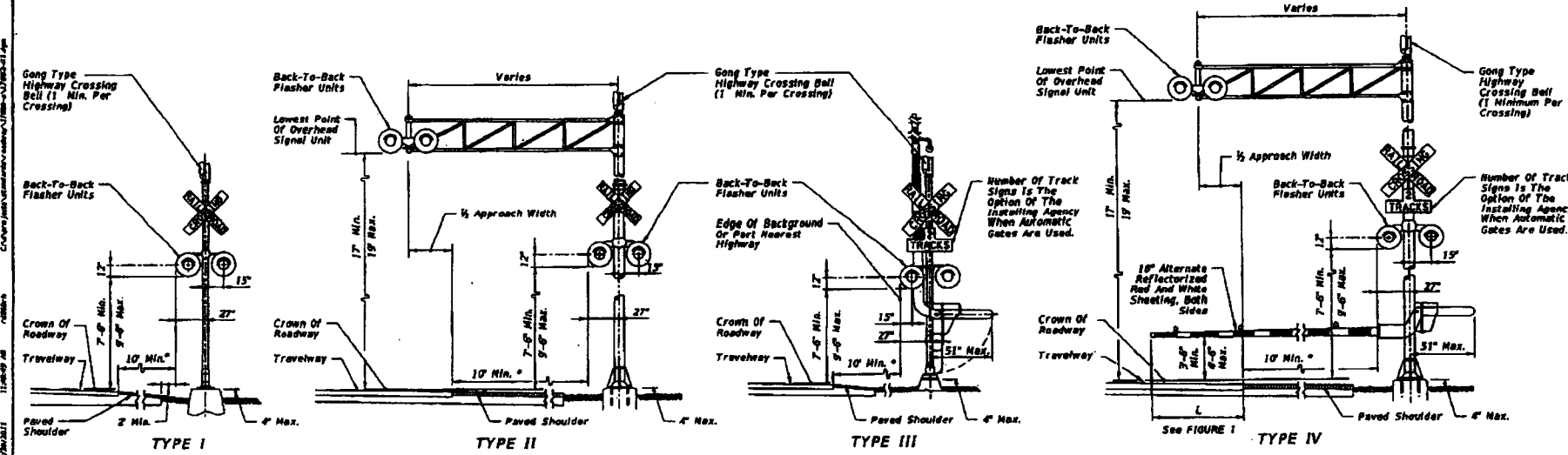
**FIGURE 1  
Gate Length Requirements  
See Note 3 Sheet 3**

**General Notes**

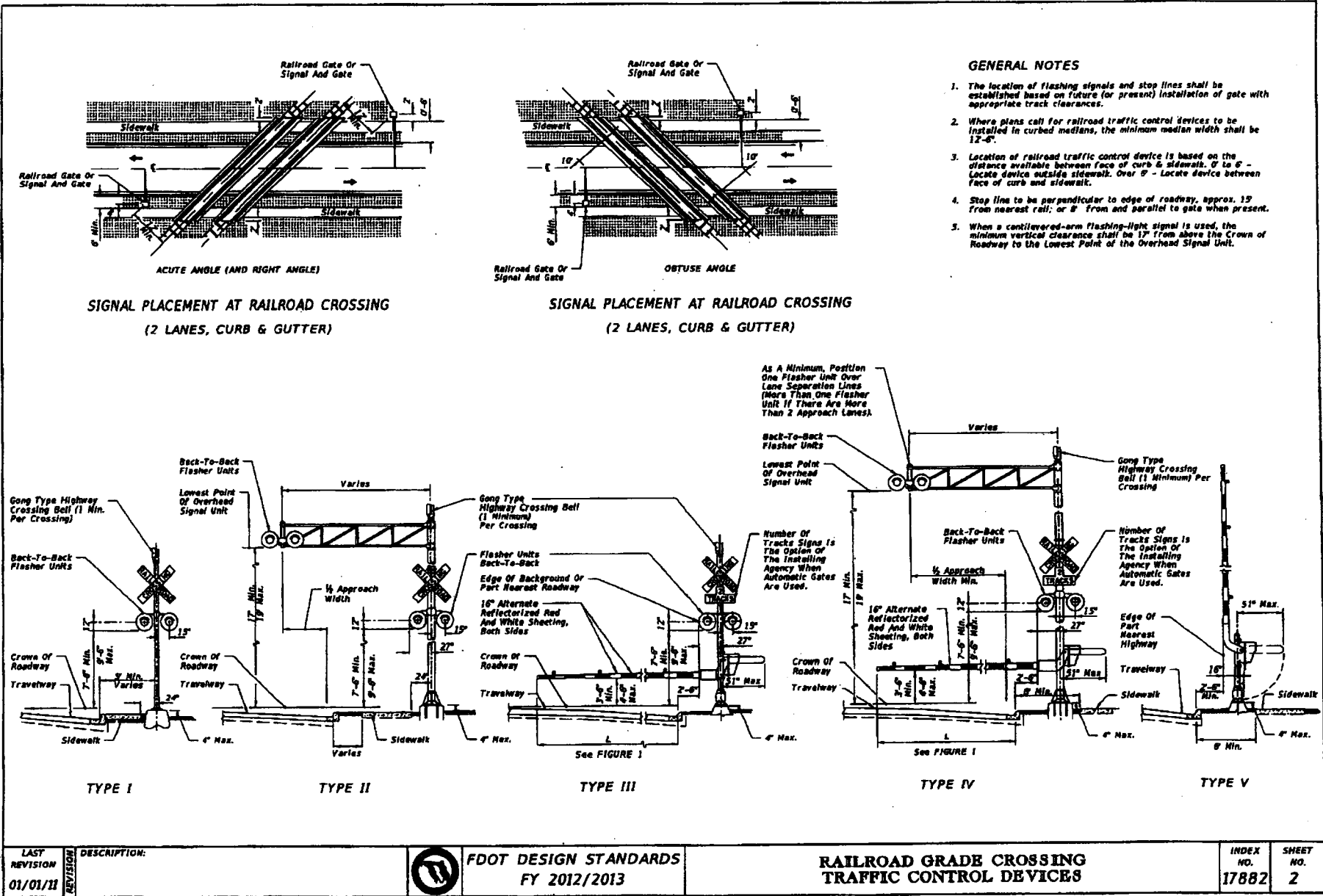
- No guardrail is proposed for signals; however, some form of impact attenuation device may be specified for certain locations.
- Advance flasher to be installed when and if called for in plans or specifications.
- Top of foundation shall be no higher than 4" above finished shoulder grade.
- Type of traffic control device
  - Flashing signals
  - Flashing signals with cantilever
  - Flashing signals with gate
  - Flashing signals with cantilever and gate
  - Y Gate
- Class of traffic control devices
  - Flashing signals-one track
  - Flashing signals-multiple tracks
  - Flashing signals and gates-one track
  - Flashing signals and gates-multiple tracks

Note: Two separate foundations may be required (one for signals, one for gate), depending on type of equipment used.

\* When 10' is deemed impracticable the control device can be located as close as 2' from the edge of a paved shoulder but not less than 8' from the edge of the near traffic lane.

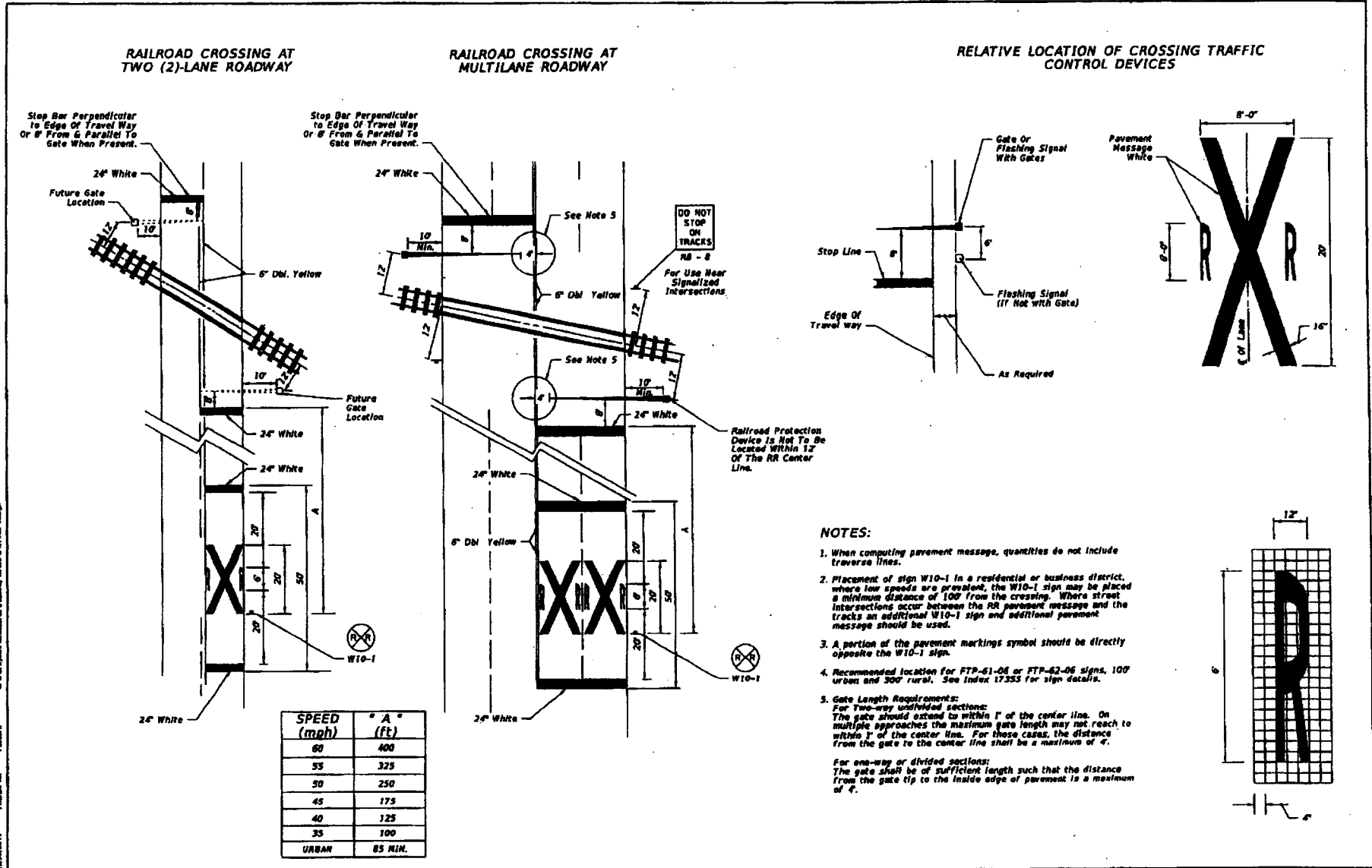


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| LAST REVISION<br>01/01/11 | DESCRIPTION:<br>REVISION |  | <b>FDOT DESIGN STANDARDS<br/>FY 2012/2013</b> | <b>RAILROAD GRADE CROSSING<br/>TRAFFIC CONTROL DEVICES</b> | INDEX NO.<br>17882 | SHEET NO.<br>1 |
|                           |                          |  |   |  |                    |                |



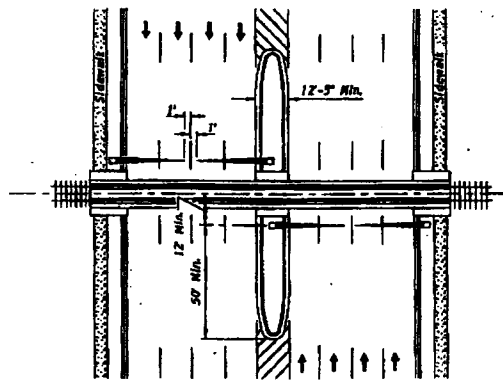
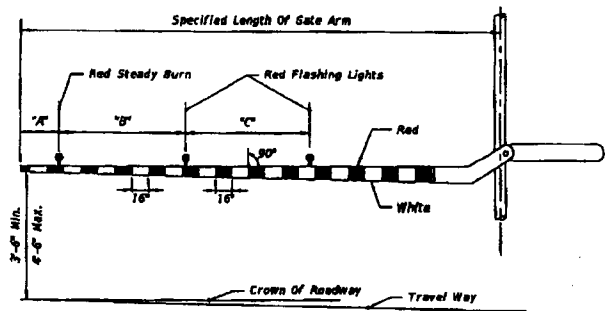
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| LAST REVISION | REVISION | DESCRIPTION: | <b>FDOT DESIGN STANDARDS</b><br>FY 2012/2013 | <b>RAILROAD GRADE CROSSING</b><br><b>TRAFFIC CONTROL DEVICES</b> | INDEX NO. | SHEET NO. |
|               | 01/01/11 |              |  |  | 17882     | 2         |

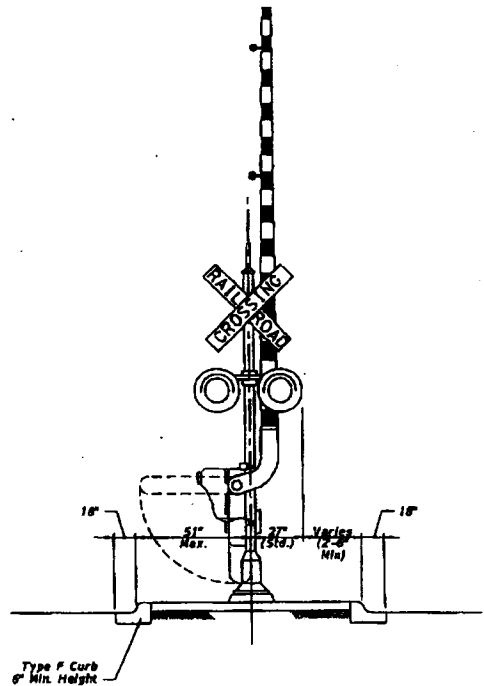


| <table border="1"> <thead> <tr> <th>LAST REVISION</th> <th>REVISION</th> <th>DESCRIPTION:</th> </tr> </thead> <tbody> <tr> <td>07/01/10</td> <td></td> <td></td> </tr> </tbody> </table> | LAST REVISION | REVISION     | DESCRIPTION: | 07/01/10 |  |  | <b>FDOT DESIGN STANDARDS</b><br>FY 2012/2013 | <b>RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES</b> | <table border="1"> <tr> <td>INDEX NO.</td> <td>SHEET NO.</td> </tr> <tr> <td>17882</td> <td>3</td> </tr> </table> | INDEX NO. | SHEET NO. | 17882 | 3 |
|--|---------------|--------------|--------------|----------|--|--|--|--|---|-----------|-----------|-------|---|
| LAST REVISION  | REVISION      | DESCRIPTION: |              |          |  |  |  |  |   |           |           |       |   |
| 07/01/10   |               |              |              |          |  |  |  |  |   |           |           |       |   |
| INDEX NO.  | SHEET NO.     |              |              |          |  |  |  |  |   |           |           |       |   |
| 17882  | 3             |              |              |          |  |  |  |  |   |           |           |       |   |

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PLAN



MEDIAN SECTION AT SIGNAL GATES

RAILROAD GATE ARM LIGHT SPACING

| Specified Length Of Gate Arm | Dimension "A" | Dimension "B" | Dimension "C" |
|------------------------------|---------------|---------------|---------------|
| 14 Ft.                       | 6"            | 36"           | 5"            |
| 15 Ft.                       | 10"           | 36"           | 5"            |
| 16-17 Ft.                    | 24"           | 36"           | 5"            |
| 18-19 Ft.                    | 28"           | 41"           | 5"            |
| 20-23 Ft.                    | 28"           | 4             | 5"            |
| 24-28 Ft.                    | 28"           | 5             | 5"            |
| 29-31 Ft.                    | 30"           | 6             | 6             |
| 32-34 Ft.                    | 30"           | 7             | 7             |
| 35-37 Ft.                    | 30"           | 9             | 9             |
| 38 And Over                  | 30"           | 10            | 10            |

NOTE:  
For additional information use the "Manual On Uniform Traffic Control Devices", Part 8; The "Traffic Control Handbook", Part VIII; and AASHTO "A Policy On Geometric Design Of Streets And Highways".

MEDIAN SIGNAL GATES FOR  
MULTILANE UNDIVIDED URBAN SECTIONS  
(THREE OR MORE DRIVING LANES IN ONE DIRECTION, 45 MPH OR LESS)

|                           |                          |                                       |  |                    |                |
|---------------------------|--------------------------|---------------------------------------|--|--------------------|----------------|
| LAST REVISION<br>01/01/12 | DESCRIPTION:<br>REVISION | FDOT DESIGN STANDARDS<br>FY 2012/2013 | RAILROAD GRADE CROSSING<br>TRAFFIC CONTROL DEVICES | INDEX NO.<br>17882 | SHEET NO.<br>4 |
|---------------------------|--------------------------|---------------------------------------|--|--------------------|----------------|

| CROSSING SURFACES |                |
|-------------------|----------------|
| Type              | Definition     |
| C                 | Concrete       |
| R                 | Rubber         |
| RA                | Rubber/Asphalt |
| TA                | Timber/Asphalt |

| STOP ZONE FOR RUBBER CROSSING |                                  |
|-------------------------------|----------------------------------|
| Design Speed (mph)            | Zone Length (Distance From Stop) |
| 45 Or Less                    | 250'                             |
| 50 - 55                       | 350'                             |
| 60 - 65                       | 500'                             |
| 70                            | 600'                             |

**Notes:**

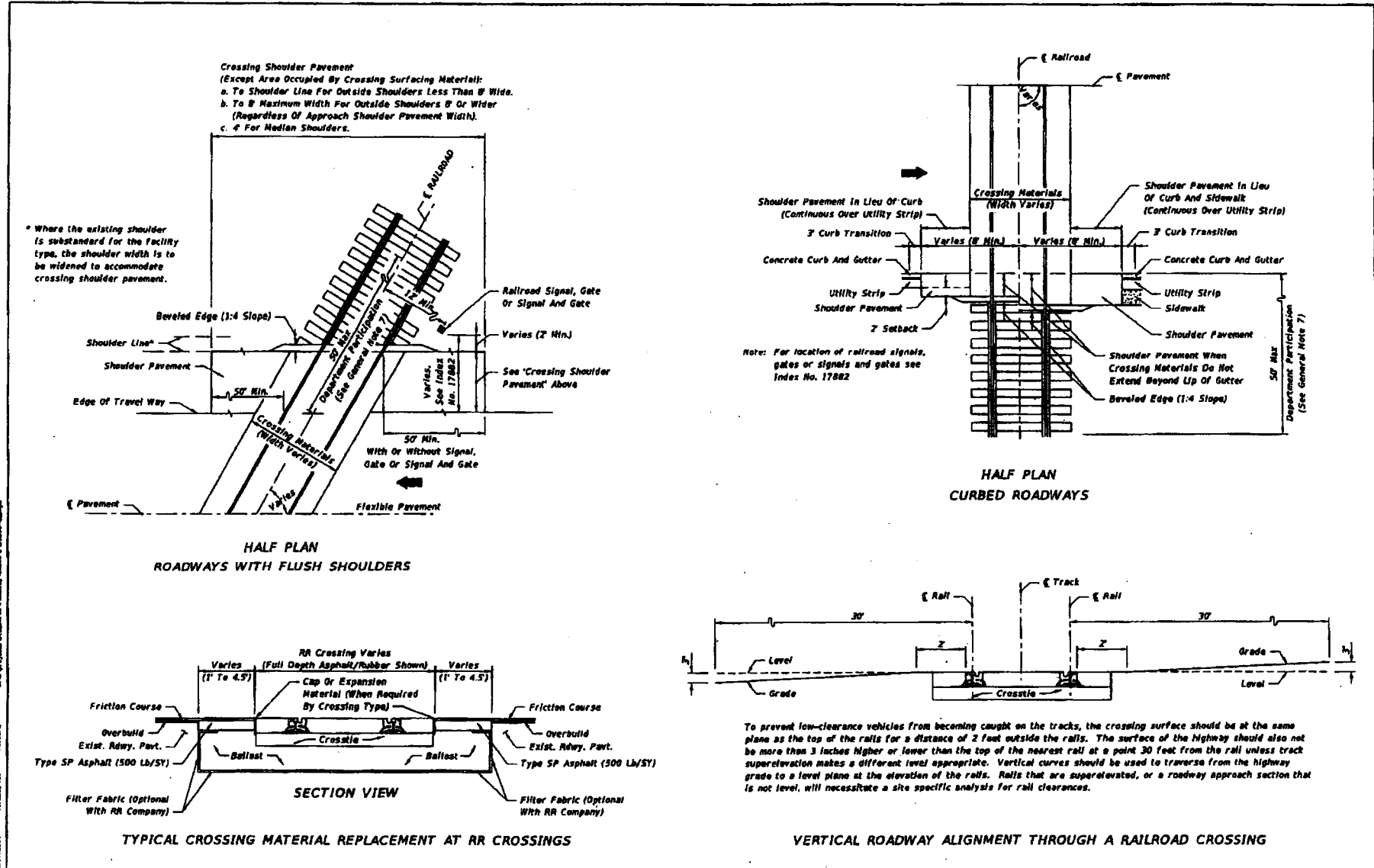
1. Type R Crossings are NOT to be used for multiple track crossings within zones for an existing or scheduled future vehicular stop. Zone lengths are charted above.
2. Single track Type R Crossings within the zones on the chart may be used unless engineering or safety considerations dictate otherwise.

**GENERAL NOTES**

1. The Railroad Company will furnish and install all track bed (ballast), crossties, rails, crossing surface panels and accessory components. All pavement material, including that through the crossing, will be furnished and installed by the Department or its Contractor, unless negotiated otherwise.
2. When a railroad grade crossing is located within the limits of a highway construction project, a transition pavement will be maintained at the approaches of the crossing to reduce vehicular impacts to the crossing. The transition pavement will be maintained as appropriate to protect the crossing from low clearance vehicles and vehicular impacts until the construction project is completed and the final highway surface is constructed.
3. The Central Rail Office will maintain a list of currently used Railroad Crossing Products and will periodically distribute the current list to the District Offices as the list is updated.
4. The Railroad Company shall submit engineering drawings for the proposed crossing surface type to the Construction Project Engineer and/or the District Rail Office for concurrence along with the List of Railroad Crossing Products. The approved engineering drawings of the crossing surface type shall be made a part of the installation agreement.
5. Sidewalks shall be constructed through the crossing between approach sidewalks of the crossing. Sidewalks shall be constructed with appropriate material to allow unobstructed travel through the crossing in accordance with ADA requirements.
6. All asphalt shall be installed in accordance with Index No. 514 and Section 300 of the Standard Specifications.
7. The Department will participate in crossing work, that requires adjustments to rail outside of the crossing, no more than 50 feet from the edge of the travel way.

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|                           |              |   |                    |                  |                |
|---------------------------|--------------|---|--------------------|------------------|----------------|
| LAST REVISION<br>01/01/10 | DESCRIPTION: |  FDOT DESIGN STANDARDS<br>FY 2012/2013 | RAILROAD CROSSINGS | INDEX NO.<br>560 | SHEET NO.<br>1 |
|---------------------------|--------------|---|--------------------|------------------|----------------|



|                           |                          |  |                           |                  |                |
|---------------------------|--------------------------|--|---------------------------|------------------|----------------|
| LAST REVISION<br>01/01/10 | DESCRIPTION:<br>REVISION | <b>FDOT DESIGN STANDARDS</b><br>FY 2012/2013 | <b>RAILROAD CROSSINGS</b> | INDEX NO.<br>560 | SHEET NO.<br>2 |
|---------------------------|--------------------------|--|---------------------------|------------------|----------------|