

Date: April 21, 2015

To: Honorable Chairman Jean Monestime  
and Members, Board of County Commissioners

Agenda Item No. 8(L)(3)

From: Carlos A. Gimenez  
Mayor



Subject: Resolution Authorizing the Execution of a Stipulation of Parties Between Miami-Dade County and the Florida Department of Transportation for the Opening of a New NW 28 Street Highway-Rail Grade Crossing in the vicinity of NW 37 Avenue

Resolution No. R-313-15

**Recommendation**

It is recommended that the Board of County Commissioners (Board) approve the attached Resolution authorizing the execution of a Stipulation of Parties between Miami-Dade County and the Florida Department of Transportation (FDOT) for the opening of a new NW 28 Street highway-rail grade crossing in the vicinity of NW 37 Avenue.

**Scope**

This Agreement is for one (1) crossing located within Commissioner Bruno A. Barreiro's District 5 and Commissioner Rebeca Sosa's District 6.

**Fiscal Impact/Funding Source**

There is no fiscal impact to the County with this item. However, a subsequent item requiring that the County pay for all road maintenance for NW 28 Street and 50 percent of the crossing signal's yearly maintenance will be presented for Board approval. The estimated annual maintenance cost for the new segment of NW 28 Street road is \$4,100.00. The estimated annual maintenance cost for the crossing to the County is \$4,221.00.

**Track Record/Monitor**

The implementing agency is the Miami-Dade County Public Works and Waste Management Department (PWWM) and the Project Manager responsible for monitoring this project is Mr. Octavio Marin, P.E.

**Background**

The design requirements for the construction of the Miami Intermodal Center (MIC) require the extension of NW 28 Street in the vicinity of NW 37 Avenue and the opening of a new railroad crossing. In order to comply with Florida Administrative Code Rule 14-57.012, FDOT has initiated an application to open this new crossing and provided the attached Stipulation of Parties for the County's execution.

The proposed crossing will provide access to the local area during the times that NW 25 Street is blocked to vehicular traffic by longer trains while servicing the MIC Station. Therefore, the new segment of NW 28 Street is being built as an access road for those times when trains are blocking NW 25 Street.

Honorable Chairman Jean Monestime  
and Members, Board of County Commissioners  
Page 2

FDOT will construct and pay for all the necessary improvements. The County will be responsible for road maintenance costs and 50 percent of the crossing signal maintenance costs once construction is complete and accepted by the County. A subsequent construction agreement indicating the maintenance responsibilities will be prepared by FDOT and will be presented for Board approval.



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Alina T. Hudak  
Deputy Mayor

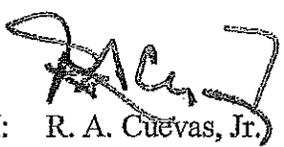


# MEMORANDUM

(Revised)

**TO:** Honorable Chairman Jean Monestime  
and Members, Board of County Commissioners

**DATE:** April 21, 2015

**FROM:**   
R. A. Cuevas, Jr.  
County Attorney

**SUBJECT:** Agenda Item No. 8(L)(3)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's \_\_\_\_, 3/5's \_\_\_\_, unanimous \_\_\_\_ ) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No. 8(L)(3)  
4-21-15

RESOLUTION NO. R-313-15

RESOLUTION APPROVING STIPULATION OF PARTIES BETWEEN MIAMI-DADE COUNTY AND THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION FOR THE OPENING OF A NEW NW 28 STREET HIGHWAY-RAIL GRADE CROSSING IN THE VICINITY OF NW 37 AVENUE; AND AUTHORIZING COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EXECUTE SAME AND EXERCISE ALL PROVISIONS CONTAINED THEREIN

**WHEREAS**, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA**, that this Board approves the Stipulation of Parties between Miami-Dade County and the State of Florida Department of Transportation for the opening of a new NW 28 Street highway-rail grade crossing in the vicinity of NW 37 Avenue in substantially the form attached hereto and incorporated herein, and authorizes the County Mayor or the County Mayor's designee to execute same on behalf of Miami-Dade County and to exercise all provisions contained therein.

The foregoing resolution was offered by Commissioner **Audrey M. Edmonson** who moved its adoption. The motion was seconded by Commissioner **Sally A. Heyman** and upon being put to a vote, the vote was as follows:

	Jean Monestime, Chairman	<b>aye</b>
	Esteban L. Bovo, Jr., Vice Chairman	<b>absent</b>
Bruno A. Barreiro	<b>aye</b>	Daniella Levine Cava
Jose "Pepe" Diaz	<b>aye</b>	Audrey M. Edmonson
Sally A. Heyman	<b>aye</b>	Barbara J. Jordan
Dennis C. Moss	<b>aye</b>	Rebeca Sosa
Sen. Javier D. Souto	<b>absent</b>	Xavier L. Suarez
Juan C. Zapata	<b>absent</b>	

The Chairperson thereupon declared the resolution duly passed and adopted this 21<sup>st</sup> day of April, 2015. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK



By: **Christopher Agrippa**  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.

*CABK*  
*for*

Hugo Benitez

**STIPULATION OF PARTIES FOR THE OPENING OF  
NEW N.W. 28<sup>TH</sup> STREET HIGHWAY-RAIL GRADE CROSSING,  
MIAMI DADE COUNTY, FLORIDA**

Miami Dade County, FL (COUNTY) and Florida Department of Transportation (DEPARTMENT) agree to the following conditions:

1. Design requirements for the construction of the Miami Intermodal Center will require the opening of the New NW 28<sup>th</sup> Street highway-rail grade crossing, Miami Dade County, Florida. An application to open the crossing has been filed pursuant to Rule 14-57.012, Florida Administrative Code (FAC), attached as EXHIBIT "A."

2. The application is for a permit to open a highway-rail grade crossing with the construction of an undivided, minor arterial roadway. The roadway consists of one west-bound, through lane and two east-bound lanes, which serve as dedicated left and right turn lanes (EXHIBIT "B"). New NW 28<sup>th</sup> Street will serve as a run around road for those times when trains are blocking NW 25<sup>th</sup> Street.

3. The proposed location of the crossing is within the DEPARTMENT right-of-way at South Florida Rail Corridor mile post SX 1037.10, Miami Dade County, FL, as set forth on the map attached as EXHIBIT "C."

4. The rail corridor at the said location has two tracks and operates up to fifty passenger and commuter trains per day.

5. The DEPARTMENT, at the DEPARTMENT's expense, will provide all materials necessary and construct a concrete panel railroad crossing surface in accordance with the DEPARTMENT's Standard Index No. 560 attached as Exhibit "D."

6. Upon completion of the crossing, the DEPARTMENT, at the DEPARTMENT's expense, will be responsible for the maintenance of the crossing until such time as the New NW 28<sup>th</sup> Street is dedicated to the COUNTY. Upon acceptance of the New NW 28<sup>th</sup> Street, the

COUNTY, at the COUNTY's expense, will be responsible for the maintenance of the road and all road components (including asphalt, base, and subgrade) four and a half (4.5) feet before the first track's surface edge and four and a half (4.5) feet after the second track's surface edge. The DEPARTMENT at the DEPARTMENT'S expense will be responsible for the maintenance of the crossing surface and all components of the track structure within four and a half (4.5) feet before the first track's surface edge to four and a half (4.5) feet after the second track's surface edge including the area between the two (2) tracks.

7. The DEPARTMENT, at the DEPARTMENT's expense will provide, furnish or have furnished, all necessary materials and install at the new highway rail grade crossing, automatic railroad grade crossing warning devices, Type III, Class VI (Flashing Signals and Gates) in accordance with the DEPARTMENT's Standard Index No. 17882 attached as EXHIBIT "E."

8. The DEPARTMENT, at the DEPARTMENT's expense, will be responsible for the maintenance of the automatic railroad grade crossing warning devices, until such time as the New NW 28<sup>th</sup> Street is dedicated to the COUNTY. Upon acceptance of the subject roadway, the COUNTY and DEPARTMENT will each assume responsibility for 50% of the annual maintenance costs of the automatic railroad grade crossing warning devices, as specified on the DEPARTMENT's Form 725-090-41, attached as EXHIBIT "F."

9. The DEPARTMENT, at the DEPARTMENT's expense, will be responsible for the construction of the highway roadbed, pavement structure, pavement surface, shoulders, drainage, sidewalks, pavement striping, advance pavement markings, erosion control, tree cutting, mowing, and illuminated advance warning signs.

10. Upon acceptance of the subject roadway, and with the exception of the area indicated in ITEM 6, the COUNTY, at the COUNTY's expense, will be responsible for the maintenance of the highway roadbed, the pavement structure, pavement surface, shoulders, drainage, sidewalks, pavement striping, advance pavement markings, erosion

control, tree cutting, mowing, and illuminated advance warning signs.

11. All work will be consistent with current Manual of Uniform Traffic Control Devices, incorporated by reference in Rule 14-15.010, FAC, American Association of State Highway and Transportation Officials Policy, and Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways, incorporated by reference in Rule 14-15.002, FAC.

12. This Stipulation of Parties has been executed by all parties having an interest in this matter. All parties waive hearing rights provided by Chapter 120, Florida Statutes, for the opening of the New NW 28th Street highway-rail grade crossing with this Stipulation of Parties.

13. The terms of this Stipulation of Parties may not be changed, waived, discharged or terminated orally, but only by an instrument or instruments in writing, signed by all parties.

14. This Stipulation of Parties is governed by, and shall be interpreted, and construed in accordance with the laws of the State of Florida.

15. Any failure of any party to insist upon the strict performance of any terms or provisions of this Stipulation of Parties is not deemed to be a waiver of the terms of this agreement.

16. As authorized by Section 335.141, Florida Statutes, and Rule Chapter 14-57, FAC, the DEPARTMENT permits the opening of the New NW 28th Street highway-rail grade crossing as evidenced by the execution of this Stipulation of Parties and provided all conditions of this Stipulation are met and completed within 36 months of the execution of this agreement.

**(THIS CONCLUDES THE BODY OF THIS STIPULATION OF PARTIES)**

**COUNTY – MIAMI-DADE**

By: \_\_\_\_\_  
(Authorized Signature)

Printed Name: \_\_\_\_\_

Attest: \_\_\_\_\_

Date: \_\_\_\_\_

**STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION**

**SOUTH FLORIDA RAIL CORRIDOR – DISTRICT 4**

By: \_\_\_\_\_  
(Authorized Signature)

Printed Name: \_\_\_\_\_

Attest: \_\_\_\_\_

Date: \_\_\_\_\_

**CENTRAL OFFICE**

By: \_\_\_\_\_  
Rail Operations and Programs Administrator

Date: \_\_\_\_\_

**LEGAL REVIEW:**

By: \_\_\_\_\_  
Attorney, FDOT

Date: \_\_\_\_\_

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**RAILROAD GRADE CROSSING APPLICATION**

EXHIBIT "A"

ROAD NAME OR NUMBER	COUNTY/CITY NAME
NW 28 <sup>th</sup> Street	Miami-Dade

**A. IDENTIFICATION**

Submitted By:

Applicant: Florida Department of Transportation

Office: District 6 - Miami Intermodal Center

Telephone: (305) 470-5137

Address: 1000 NW 111<sup>th</sup> Avenue, Room 6114  
Miami, Florida 33172

Application For:

- Closing** a public highway-rail grade crossing by:
  - roadway removal
  - rail removal
- Opening** a public highway-rail grade crossing by:
  - new rail line construction
  - new roadway construction
  - conversion of private to public highway-rail grade crossing

**B. CROSSING LOCATION**

FDOT/AAR Crossing Number: \_\_\_\_\_

Jurisdiction for Street or Roadway by Authority of:  City  County  State

Local Popular Name of Street or Roadway: New NW 28<sup>th</sup> Street

Railroad Company: South Florida Rail Corridor

Railroad Mile Post: SX 1037.10

Submitted for the Applicant by: L. Carl Filer, Jr., P.E., Dist. Program Mgmt. Engineer DATE: 1/3/2014  
 Name and Title

Application FDOT Review by: Janice Bordelon DATE: 1/7/2014  
 Central Rail Office

**REFERENCES:**

- (Specific Legal Authority) 334.044 F.S.
- (Law Implemented) 335.141 F.S.
- (Administrative Rule) 14-57.012 F.A.C.

**OPENING APPLICATION QUESTIONNAIRE****Design plans, maps, aerials, and supporting documentation must be provided with the application.**

If all parties, Applicant, Railroad, and Department, fail to agree to the rail crossing opening through a Stipulation of Parties, the Applicant must establish the crossing meets the criteria found in Rule 14-57.012, Florida Administrative Code. This questionnaire will assist the Department in evaluating the criteria and is not intended to be an exclusive list of factors. If the information is not available or unknown, please mark N/A.

**Florida Administrative Code criteria:****A) Safety**

- a-1. How will the proposed crossing affect safety to drivers, pedestrians, cyclists, and rail personnel? The proposed crossing will provide access to the local area during those times that NW 25<sup>th</sup> Street is blocked by longer trains for up to 20-30 minutes 4 times a day.
- a-2. Has grade separation been considered in planning the crossing? No If not, why? Cost, impacts to local businesses and encroachment into glidepath for Miami International Airport.
- a-3. What crossings will be submitted for closure to offset the safety impacts of a new crossing opening? None
- a-4. What safety measures are designed for the proposed crossing? four quadrant gates will be provided and R/R pre-emption due to close proximity of NW 37<sup>th</sup> Avenue.
- a-5. What is the distance from the proposed crossing to the nearest intersection? Identify the street. NW 37<sup>th</sup> Street is 140' east of the crossing.
- a-6. Are there plans for any structures to be built near the crossing intersection? No
- a-7. Identify all major traffic generators (i.e., businesses, shopping malls, recreational areas, special events, etc.) in this area. Specify type, location, and distance to proposed crossing. Rental Car Center is located approximately 1000' from crossing. MIA is located approximately 1/2 mile from crossing.
- a-8. Provide a traffic operations and safety analysis, with traffic issues evaluated for the railroad crossing, train traffic movements, and railroad preemption. This analysis should include all proposed developments in the immediate vicinity and the increase in traffic predicted from the developments. Traffic report provided.

**B) Necessity for rail and vehicle traffic**

- b-1. Why is the crossing necessary? New NW 28<sup>th</sup> Street is being built as a run around road for those times when longer trains are blocking NW 25<sup>th</sup> Street. Dynamic signage will be provided on NW 25<sup>th</sup> Street indicating train blocking NW 25<sup>th</sup> Street seek alternate route NW 28<sup>th</sup> Street.
- b-2. Provide excerpts from the Comprehensive Plan or any other transportation plans relative to the proposed crossing. None
- b-3. Provide description of land use on each side of the rail crossing. Industrial
- b-4. Provide predicted Annual Average Daily Traffic (AADT) at the crossing. 8,000
- b-5. Provide level of service at the crossing. Anticipated level of service "C", see traffic study
- b-6. Provide anticipated AADT and level of service in 5 years. 12,000 in 2025
- b-7. Provide predicted percentage of truck traffic and anticipated truck traffic 5 years out. 2.3%
- b-8. Will trucks carry hazardous materials? No If so, approximately how many trips per day or week? N/A
- b-9. Will school buses use the crossing? None. If so, how many school buses will use the crossing per day or week?
- b-10. Will emergency rescue vehicles use the crossing? If so, approximately how many trips per day or week? Possible, but number would be low.
- b-11. What is the predicted number of pedestrians and bike riders that will use the proposed crossing? What is the predicted number of users 5 years out? No bikes or pedestrians anticipated / no sidewalks of bike lanes provided.
- b-12. Please provide any corridor studies or other preliminary traffic engineering studies that pertain to this crossing. Traffic study provided

**C) Alternate Routes**

- c-1. Are there access roads available to property owners if the crossing is not there? Yes, NW 25<sup>th</sup> Street is available, but the road is impacted by Amtrak trains longer trains upto 4 times a day with a 20-30 minute duration.
- c-2. Name routes currently used or intended for use if the crossing is not approved? NW 25<sup>th</sup> Street
- c-3. Are there traffic signals on these routes? Yes, see plans
- c-4. How does the proposed crossing, if built, affect the AADT at nearby public crossings? Provide estimated traffic count changes, if any. See traffic study provided.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**RAILROAD GRADE CROSSING APPLICATION**

EXHIBIT "A"

**D) Effect on rail operations and expenses**

- d-1. Provide current number and type of rail tracks. Two tracks for passenger rail
- d-2. Are there rail sidings or switches in the location of the proposed crossing? Station located south of NW 25<sup>th</sup> Street
- d-3. Is there a nearby rail yard? No If so, what is the distance of the yard to the proposed crossing.
- d-4. Provide the current number of daily train movements (number of switching or thru trains; number of passenger or freight trains). No rail service being operated, anticipate 50 Tri-Rail trains and 2 Amtrak trains per day
- d-5. Provide the approximate times during the day and evening that the crossing will be blocked. Longer Amtrak trains will block NW 25<sup>th</sup> Street in the morning and in the evening.
- d-6. Provide the approximate length of time (i.e., minutes) that the crossing is blocked. 20-30 minutes
- d-7. Provide minimum and maximum train speeds at the proposed crossing. slow to 25 MPH
- d-8. What is the anticipated expansion of tracks and/or train movements? None
- d-9. What is the distance from the proposed crossing to adjacent public crossings? (Identify adjacent crossings by road name and crossing number.) 800'; 628478B
- d-10. What are the estimated costs of the crossing installation and annual maintenance? Grade crossing estimated at \$150,000 and railroad signals estimated at \$500,000. Who will be responsible for the costs of installation and maintenance? FDOT will pay for installation and maintenance.

**E) Closure of one or more public crossings to offset opening a new crossing**

- e-1. Provide the names and crossing numbers of any crossing closure candidates that may offset the opening of the proposed crossing. None

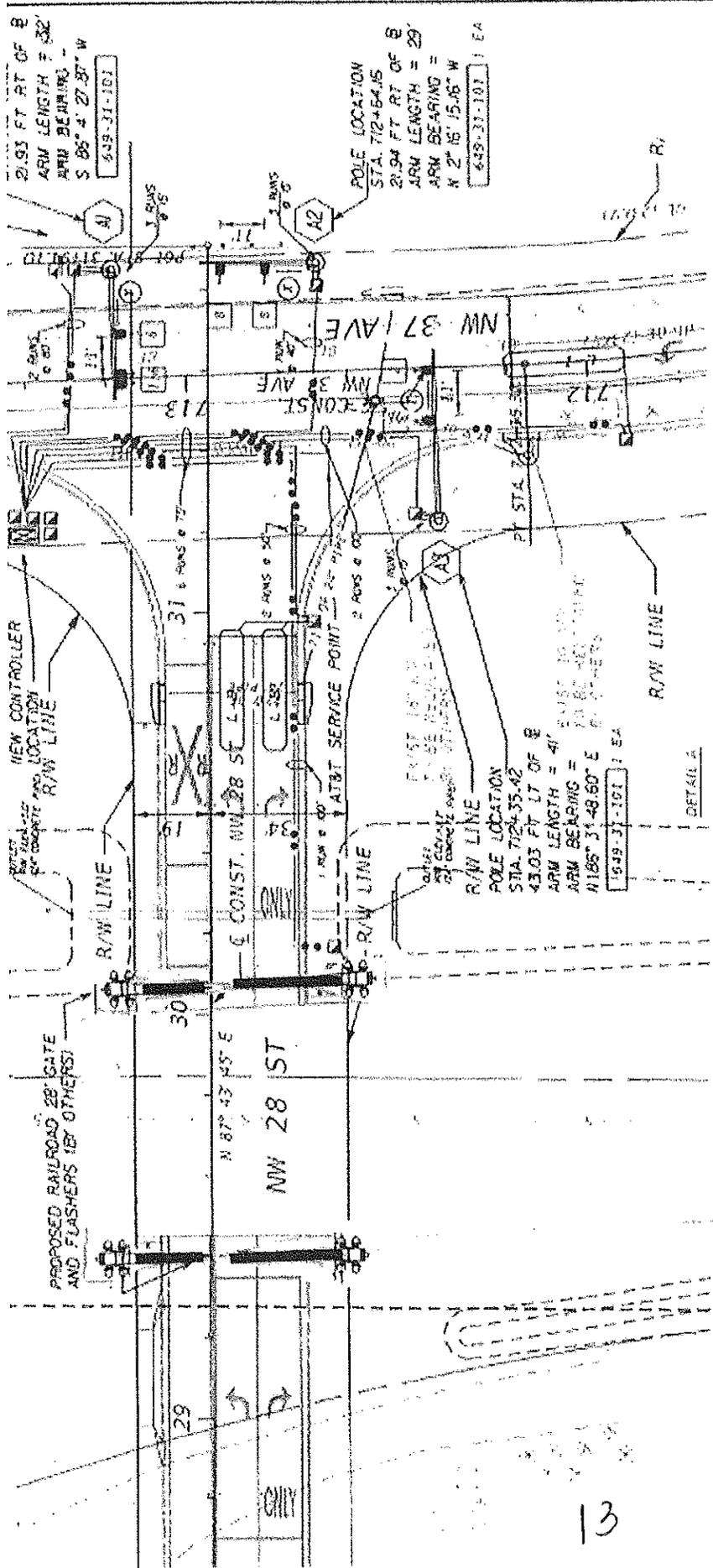
**F) Design of the grade crossing and road approaches**

- f-1. Submit design plans, inclusive of location of sidewalks, bike lanes, and traffic control devices, including pavement markings, signs, and highway traffic signals. Preliminary plans are attached.
- f-2. What future changes are proposed (ex: phase one is a 2-lane roadway, left turn lane to be added in phase two)? None
- f-3. What is the vehicular design speed at the proposed crossing? 35 MPH
- f-4. How many thru or turn lanes? Two Divided or undivided? Undivided

**G) Presence of multiple tracks and their effect upon railroad and highway operations**

- g-1. Please confirm the number of tracks at the location and identify each track. Two
- g-2. How many train movements occur on each track and the types of trains that run on each track (passenger, thru freight or switching freight, and the number of cars)? No rail service being operated, anticipate 50 Tri-Rail trains and 2 Amtrak trains per day

EXHIBIT "B"

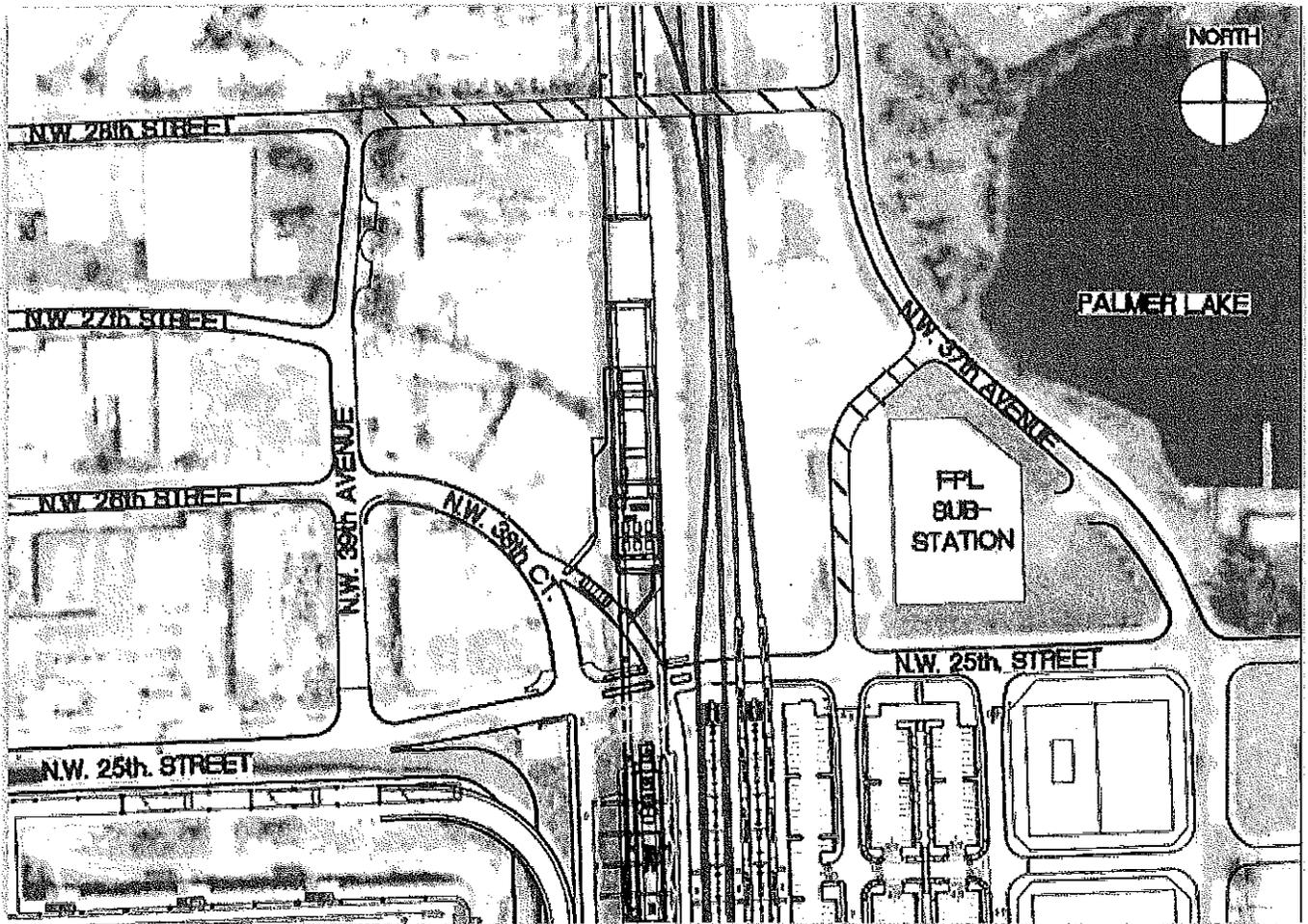


YES: LOOP ASSEMBLY:

FT 680-2-101 3 AS

EA

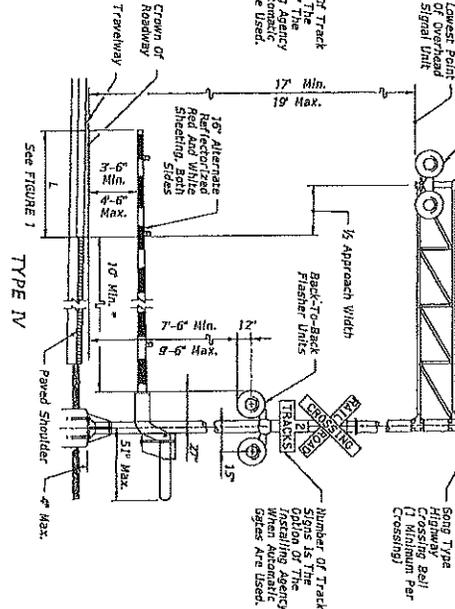
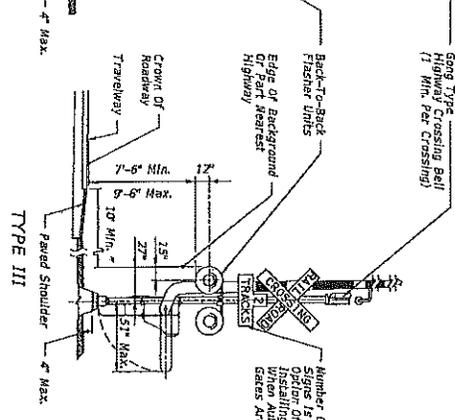
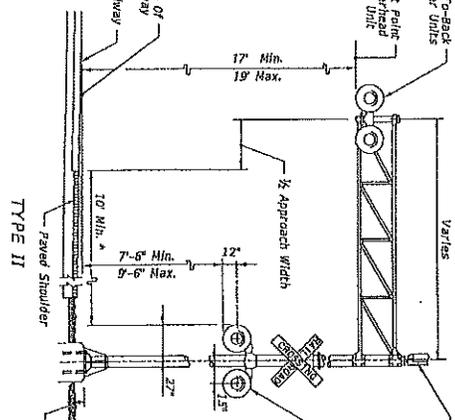
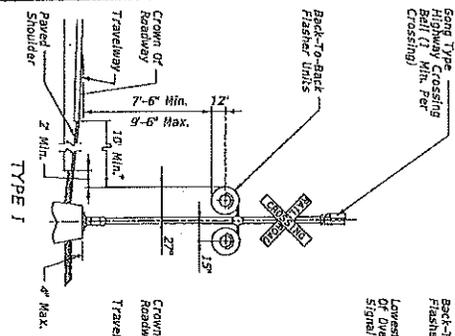
EXHIBIT "C"



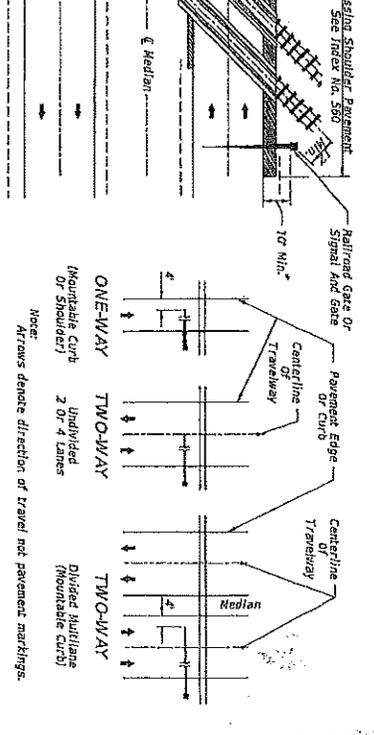
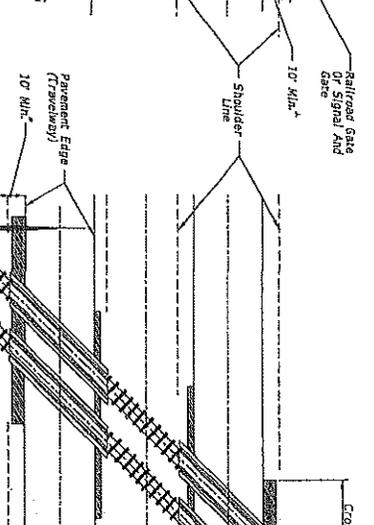
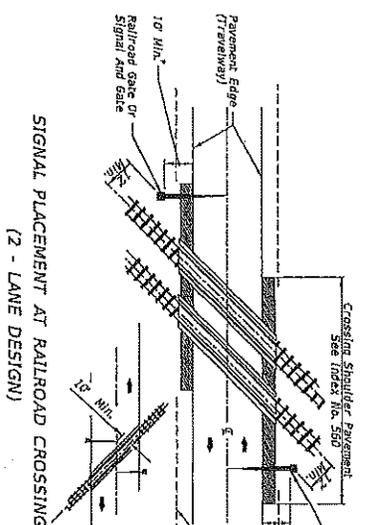


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LAST REVISION	DESCRIPTION:	INDEX NO.	SHEET NO.
01/01/11	REVISION	17882	1
FDOT DESIGN STANDARDS FY 2012/2013		RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES	



- General Notes**
- No guardrail is proposed for signals; if a guardrail is desired, the location of the 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 with centerline V gate
    - Flashing signals with cantilever and gate V 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



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

**Notes:**  
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 set back not less than 8' from the edge of the near traffic lane.

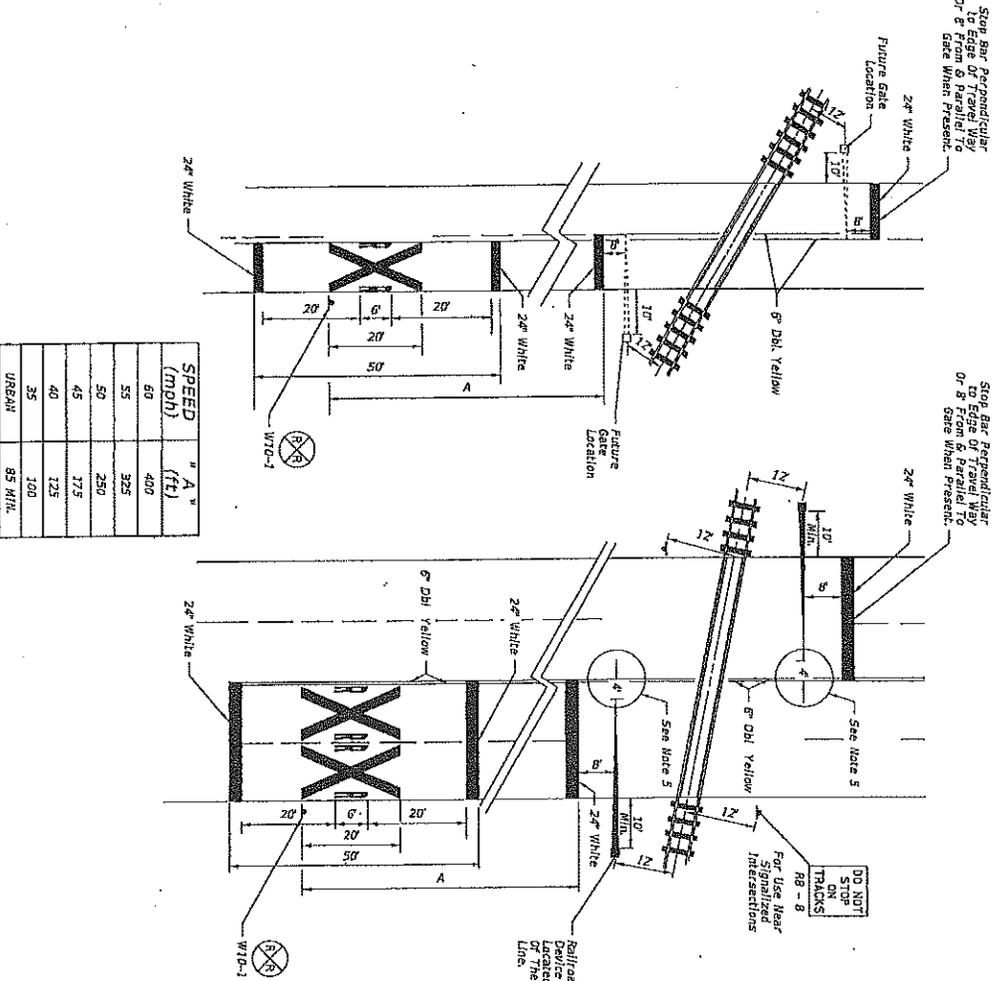


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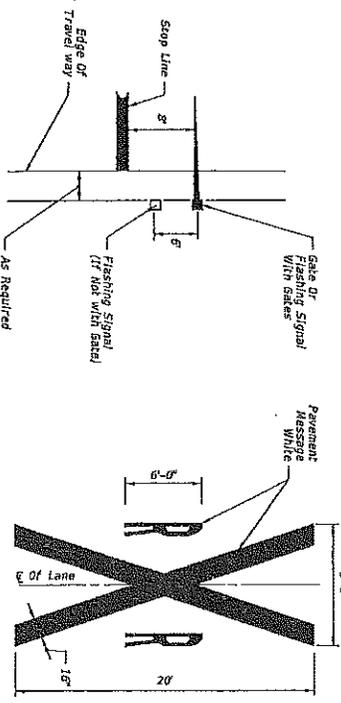
RAILROAD CROSSING AT  
TWO (2)-LANE ROADWAY

RAILROAD CROSSING AT  
MULTILANE ROADWAY

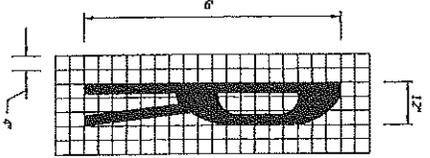
RELATIVE LOCATION OF CROSSING TRAFFIC  
CONTROL DEVICES



SPEED (mph)	"A"	"A"
60	400	
55	325	
50	250	
45	175	
40	125	
35	100	
URBAN	85 W/L	



- NOTES:**
- When computing pavement message quantities do not include traverse lines.
  - Placement of sign W10-1 in a residential or business district, where low speeds are prevalent, the W10-1 sign may be placed a minimum distance of 100' from the crossing. Where street intersections occur beyond the 100' sign placement, message and the message should be used.
  - A portion of the pavement markings symbol should be directly opposite the W10-1 sign.
  - Recommended location for FP-61-06 or FP-62-06 signs, 100' urban and 300' rural. See Index 17355 for sign details.
  - Gate Length Requirements:  
For Two-way undivided sections:  
The gate should extend to within 1' of the center line. On which side of the center line the gate is placed, the distance to the gate from the center line shall be a maximum of 4'.  
For one-way or divided sections:  
The gate shall extend a length such that the distance from the gate tip to the inside edge of pavement is a maximum of 4'.



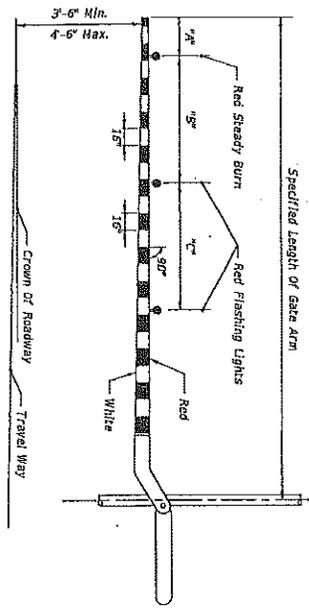
LAST REVISION	DESCRIPTION	INDEX NO.	SHEET NO.
07/01/10		17882	3



FDOT DESIGN STANDARDS  
FY 2012/2013

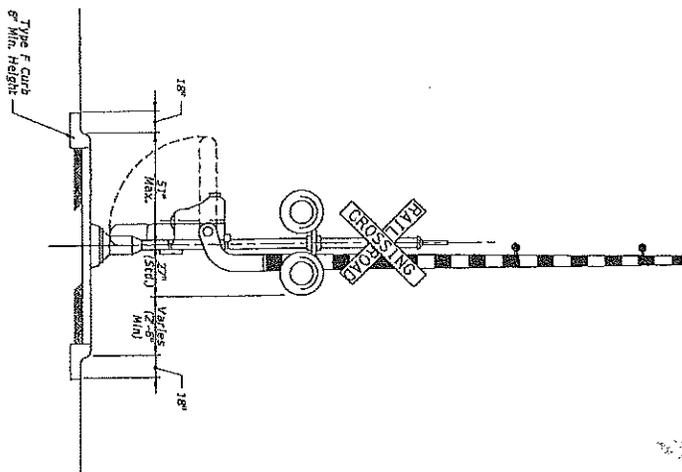
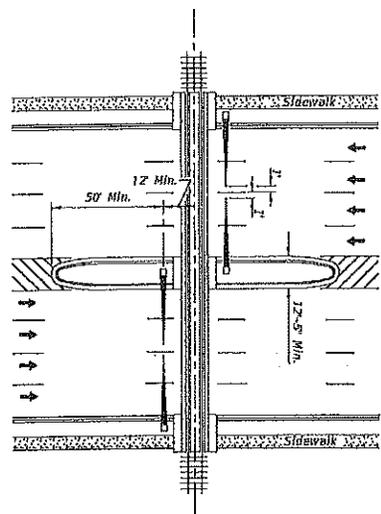
RAILROAD GRADE CROSSING  
TRAFFIC CONTROL DEVICES

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**RAILROAD GATE ARM LIGHT SPACING**

Specified Length Of Gate Arm	Dimension "A"	Dimension "B"	Dimension "C"
14 Ft.	6"	36"	3"
15 Ft.	18"	36"	5"
16-17 Ft.	24"	36"	5"
18-19 Ft.	28"	47"	5"
20-23 Ft.	28"	41"	5"
24-28 Ft.	28"	41"	5"
29-31 Ft.	36"	51"	6"
32-34 Ft.	36"	51"	7"
35-37 Ft.	36"	51"	9"
38 Arms Over	36"	18"	10"



NOTE:  
For additional information see the "Manual On Uniform Traffic Control Devices", Part 6: The "Traffic Control Handbook", Part VIII: and ASHTO 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 01/01/12	DESCRIPTION:  <div style="text-align: center;"> </div> FDOT DESIGN STANDARDS FY 2012/2013	INDEX NO. 17882
RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES		SHEET NO. 4

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

EXHIBIT "F"  
 728-090-41  
 RAIL  
 OGC - 03/12

FINANCIAL PROJECT NO.	ROAD NAME OR NUMBER	COUNTY NAME	PARCEL & R/W NUMBER	FAP NUMBER

COMPANY NAME: \_\_\_\_\_

A. FDOT/AAR XING NO.: \_\_\_\_\_ RR MILE POST TIE: \_\_\_\_\_

B. TYPE SIGNALS PROPOSED \_\_\_\_\_ CLASS \_\_\_\_\_ DOT INDEX: \_\_\_\_\_

**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.