APPROVED BY THE BOARD OF COUNTY COMMISSIONERS AT THEIR MEETING
JUN 15 1993

COUNTY RESOLUTION
GRADE CROSSING TRAFFIC CONTROL DEVICES AND FUTURE RESPONSIBILITY

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>SECTION</th>
<th>JOB NUMBER</th>
<th>ROAD NAME OR NUMBER</th>
<th>COUNTY NAME</th>
<th>PARCEL &amp; R/W NUMBER</th>
<th>FAP NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>000</td>
<td>6966</td>
<td>Hermit Smith Rd.</td>
<td>Orange</td>
<td>1(SIGW)</td>
<td>RRS-SR-0005(250)</td>
</tr>
</tbody>
</table>

A RESOLUTION AUTHORIZING EXECUTION OF A RAILROAD REIMBURSEMENT AGREEMENT FOR THE INSTALLATION OF GRADE CROSSING TRAFFIC CONTROL DEVICES, AND FUTURE MAINTENANCE AND ADJUSTMENT OF SAID DEVICES: PROVIDING FOR THE EXPENDITURE OF FUNDS AND PROVIDING WHEN THIS RESOLUTION SHALL TAKE EFFECT.

RESOLUTION NO. 93-M-35

ON MOTION OF Commissioner Butler, seconded by Commissioner Staley, the following RESOLUTION was adopted:

WHEREAS, the State of Florida Department of Transportation is constructing, reconstructing or otherwise changing a portion of the Public Road System, between Fudge Road and Orange Avenue, which shall call for the installation and maintenance of railroad grade crossing traffic control devices for railroad grade crossing over or near said highway; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COMMISSION OF Orange COUNTY, FLORIDA;

That Orange County enter into a RAILROAD REIMBURSEMENT AGREEMENT with the State of Florida Department of Transportation and the Florida Central Railroad Company for the installation and maintenance of certain grade crossing traffic control devices designated as Job No. 75000-6966 on Hermit Smith Road which crosses the right of way and tracks of the Company at FDOT/AAR Crossing No. 625249-W located near Plymouth, Florida; and

That the County assume its share of the costs for future maintenance and adjustment of said grade crossing traffic control devices as designated in the RAILROAD REIMBURSEMENT AGREEMENT: and

That the Chairman and Clerk of the Board of County Commissioners be authorized to enter into such agreements with the State of Florida Department of Transportation and the Railroad Company as herein described; and

That this RESOLUTION shall take effect immediately upon adoption.

INTRODUCED AND PASSED by the Board of County Commissioners of Orange County, Florida, in regular session, this 15th day of June 1993.

Bill Doner
Chairman of the Board of County Commissioners

ATTEST:

(SEAL)
RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>SECTION</th>
<th>JOB NUMBER</th>
<th>ROAD NAME OR NUMBER</th>
<th>COUNTY NAME</th>
<th>PARCEL &amp; R/W NUMBER</th>
<th>FAP NUMBER</th>
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</thead>
<tbody>
<tr>
<td>75</td>
<td>000</td>
<td>6966</td>
<td>Hermit Smith Road</td>
<td>Orange</td>
<td>1(SIGW)</td>
<td>RRS-SR-000S (250)</td>
</tr>
</tbody>
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COMPANY NAME: Florida Central Railroad Company, Inc.

A. JOB DESCRIPTION & LOCATION: Install Railroad Grade Crossing Devices at Hermit Smith Road near Plymouth, Florida

B. TYPE OF ROADWAY FACILITY: 2 Lane, Rural

C. FDOT/AAR XING NO.: 625249-W RR MILE POST TIE: 8.97

D. TYPE SIGNALS PROPOSED IV, III CLASS IV DOT INDEX: 17882

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

<table>
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<tr>
<th>CLASS</th>
<th>DESCRIPTION</th>
<th>COST*</th>
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<tbody>
<tr>
<td>I</td>
<td>Flashing Signals - One Track</td>
<td>$1,404.00</td>
</tr>
<tr>
<td>II</td>
<td>Flashing Signals - Multiple Tracks</td>
<td>$1,858.00</td>
</tr>
<tr>
<td>III</td>
<td>Flashing Signals and Gates - One Track</td>
<td>$2,117.00</td>
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<tr>
<td>IV</td>
<td>Flashing Signals and Gates - Multiple Tracks</td>
<td>$2657.00</td>
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*Effective July 1, 1991

AUTHORITY: FLORIDA ADMINISTRATIVE RULE 014.46.002
Responsibility for the Cost of Automatic Highway Grade Crossing Traffic Control Devices

EFFECTIVE DATE: July 1, 1991

GENERAL AUTHORITY: 334.044 F.S.

SPECIFIC LAW IMPLEMENTED: 335.141 F.S.
INSTALLATION ESTIMATE
GRADE CROSSING TRAFFIC CONTROL DEVICES

TO: FLORIDA DEPT. OF TRANSPORTATION FOR: TYPE III & IV CLASS IV SIGNALS
DOT PROJECT NO. 75000-69 NEW INSTALLATION, MODIFICATION
LOCATION: NEAR PLYMOUTH, COUNTY ORANGE, STATE: FLORIDA
ROAD JURISDICTION: ORANGE CO. ROAD NAME: HERMIT SMITH ROAD
FDO/AAR CROSSING NUMBER: 625249-W RR M.P.: 8.97

I. Preliminary Engineering: Company Forces, XX Contract $2,000.00

II. Construction Supervision: Company Forces, XX Contract $1,750.00

III. Material:

Highway Grade Crossing Signal Assembly $ 
Control Equipment $ 
Field Material $ 
Material Transportation $ 
Material Handling $ 
Material Sales Tax $ 
Total Material $65,250.00

IV. Equipment:

Company Owned $ 
Rental (GMAC Rates) $ 
Total Equipment $2,250.00

V. Labor:

Direct Labor $ 
Holidays, Vacation, and Pension $ 
Payroll Taxes $ 
Insurance $ 
Meals and Lodging $ 
Total Labor $18,500.00

SUB-TOTAL $89,750.00

VI. Miscellaneous Items:

Railroad Administrative $2,500.00
ONE LANE CANTILEVER $10,000.00

VII. Total Estimated Cost (Date 8/8/91) (By B.J. Biscan ) $102,250.00

VIII. Submitted By: Florida Central RR Company

FDOT-6/17
## CHARACTER OF PROPOSED WORK:

Statewide Rail—Highway Crossing Program

### PHASE OF WORK

<table>
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<tr>
<th>Phase of Work</th>
<th>APPROVAL NUMBER</th>
<th>AUTHORIZATION</th>
<th>EFFECTIVE DATE</th>
<th>APPROX. LENGTH (MILES)</th>
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<td>HIGHWAY PLANNING AND RESEARCH(HPR)</td>
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<td></td>
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<tr>
<td>PRELIMINARY ENGINEERING (For Rail)</td>
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<td></td>
<td></td>
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<tr>
<td>RIGHT OF WAY ACQUISITION</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>CONSTRUCTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTILITIES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OTHER(Specify)</td>
<td></td>
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The Project Agreement for the above—referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1992 is hereby modified as follows:

### FORMER AMOUNT (DOLLARS)

<table>
<thead>
<tr>
<th>APPR. CODE</th>
<th>TOTAL PROJECT COSTS</th>
<th>FEDERAL AID ELIGIBLE COSTS</th>
<th>FEDERAL FUNDS</th>
<th>STATE FUNDS</th>
<th>OTHER FUNDS</th>
<th>FEDERAL AID PERCENT</th>
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<tr>
<td>138</td>
<td>$1,105,457</td>
<td>$1,105,457</td>
<td>$994,911</td>
<td>$100,546</td>
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<td>90%</td>
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<tr>
<td>33N</td>
<td>$1,132,543</td>
<td>$1,132,543</td>
<td>$927,892</td>
<td>$204,851</td>
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<td>81.93%</td>
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<td>TOTAL</td>
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<td>$2,238,000</td>
<td>$1,922,803</td>
<td>$305,197</td>
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### REVISED AMOUNT (DOLLARS)

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<th>FEDERAL AID ELIGIBLE COSTS</th>
<th>FEDERAL FUNDS</th>
<th>STATE FUNDS</th>
<th>OTHER FUNDS</th>
<th>FEDERAL AID PERCENT</th>
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<tbody>
<tr>
<td>138</td>
<td>$1,105,457</td>
<td>$1,105,457</td>
<td>$994,911</td>
<td>$100,546</td>
<td></td>
<td>90%</td>
</tr>
<tr>
<td>33N</td>
<td>$1,132,543</td>
<td>$1,132,543</td>
<td>$1,019,258</td>
<td>$113,255</td>
<td></td>
<td>90%</td>
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<tr>
<td>TOTAL</td>
<td>$2,238,000</td>
<td>$2,238,000</td>
<td>$2,014,199</td>
<td>$213,801</td>
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### REMARKS:

- In 105 Plan: Yes  N/A  Page No.  No  No  Amendment being processed.

The Florida Department of Transportation has exempted itself from FHWA project review and oversight on the Federal—aid project per Secretary Walters' March 4, 1992 letter to Mr. J. R. Skinner in accordance with revised 23 U.S.C. 100(b)(2).

This modification is made for the following reasons:

- To increase federal participation to 90% based on Director, Office of Fiscal Services memorandum dated June 30, 1992 entitled "Federal Shares established by Title 23 U.S.C. and the ISTEA of 1991

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of JUL 28 1992.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

R.K. GRESSER
FINANCIAL MANAGER

(Charles T. Macleod)

Federal Aid Programs Manager

(PR 1240/2A)
FLORIDA DEPARTMENT OF TRANSPORTATION
RAIL-HIGHWAY GRADE CROSSING
DATA SHEET

CROSSING NO.: 025929-W
PRIORITY NO.: 0671
COUNTY: ORANGE
CITY: APOLKA
ROW: HERMISTHON RD

CLASSIFICATION/LOCATION: DATE LAST UPDATED: 901003
R.R. CO.: FLA CENTRAL
R.R. BRANCH: ST 830
STATION: PLYMOUTH
R.R. MILEPOST: 0200.03

RAIL OPERATIONS: DATE LAST UPDATED: 890414
TRAIN MOVEMENTS: 02 PER DA
MAXIMUM TRAIN SPEED: 020
EFFECTIVE: 831115
NO. OF MAIN TRACKS: 1
OTHER TRACKS: 01

WARNING DEVICES: DATE LAST UPDATED: 880712
EXISTING PROTECTION: X-BUCK
TYPE OF TRAIN DETECTION: UNKNOWN
PREEMPTION: U
ADVANCE WARNING: N

PHYSICAL DATA: DATE LAST UPDATED: 850520
R.R. CROSSING ANGLE: 90 DEGREES
NO. OF THRU LANES: 02
OTHER LANES: 0
HIGHWAY SPEED: 025
DIST. TO INTERSECT.: 00090
ACTUAL STOPPING SIGHT DIST.(FT): 090
MIN. CLEAR QUAD. SIGHT DIST.(FT): 072
PARALLEL RD.: OTHER RD T OR + W/IN 200 FT.
CROSSING CONDITION: GOOD
APPROACH CONDITION: ROUGH TRANSITION OR CROSSING
MAINTAINING AGENCY: COUNTY

DEPARTMENT DATA: DATE LAST UPDATED: 910621
TRAFFIC VOL.(ADT): 001425 AS OF 880609
SCHOOL BUS COUNT: 008 AS OF 1991
PERCENT TRUCKS: 1.20
HAZARDOUS MATERIALS: U

SAFETY DATA: DATE LAST UPDATED: 910701
PRED. ACCID./YEAR: 000.056
SAFETY INDEX: 54.34
RECOMMENDED WARNING DEVICE: L & G
ESTIMATED COST: 0006.0 THOUSAND

DESCRIPTION OF SITE/INSTALLATION CONFLICTS: THE RAILROAD IS TO FURNISH A LETTER TO VERIFY THE POSSIBILITY OF RAIL CAR STORAGE ON SIDING & PROJECTED DATE AS TO WHEN THE RAILROAD WILL BEGIN TO SERVICE NEWLY PURCHASED CRUSHED STONE PLANT AT END OF SIDING. 8'-3" CANTILEVER REQUIRED IN S.E. QUADRANT DUE TO TREES.

REVIEW TEAM RECOMMENDATION: INSTALL TYPE III, CLASS IV SIGNALS DUE TO SECOND TRACK WHICH WOULD ALLOW A PARKED RAIL CAR TO OBSCURE THE MOVEMENT OF A TRAIN APPROACHING THE X-ING. D.O.T. TO INSTALL 2 W/O-2 SIGNS ON US 441. COUNTY TO TRIM BUSHES IN S.E. QUADRANT & W/O-1 SIGN SOUTH OF X-ING.

REVIEW TEAM PERSONNEL:
D.O.T. RAIL F. WICHOWSKI
D.O.T. SAFETY B. McKNIGHT
B. LINKOVICH TOB GORMY
N. Norris

FLORA LOCAL
ORANGE CO.- STEVE WILMARTH

11/16/91
W.P.A. NO. 51 24223
"OPC" AS OF 800712
90/06/09

"OPC" AS OF 800609
90/06/09

"OPC" AS OF 800712
90/06/09

"OPC" AS OF 800520
90/06/09
INSTALL TYPE III-IV, CLASS IV SIGNALS

EXISTING: X- BUCKS

NOT TO SCALE

FLORIDA DEPARTMENT OF TRANSPORTATION

RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT

CROSSING NO. 625249-W COMPANY F.C. R/R

TYPE III, IV CLASS IV

DRAWN BY R.W.W. DATE 8-7-91
FIGURE 1
Gate Length Requirements
See Note 6, Sheet 3

General Notes
1. No barrier is provided for signboards; however, some form of center line protection device may be specified for certain situations.
2. Arrows shall be painted on the street when and where indicated.
3. Top of transition shall be no greater than 5 above finished shoulder grade.
4. Types of traffic control devices:
   a. Flashing signals
   b. Flashing signals with guardrail
   c. Flashing signals with guardrail
   d. Flashing signals with guardrail
5. Types of signal posts:
   a. Flashing signals - one track
   b. Flashing signals - multiple tracks
   c. Flashing signals and gates - one track
   d. Flashing signals and gates - multiple tracks

RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Sheet 3 of 4

1/8/82
RAILROAD CROSSING AT
TWO (2) - LANE ROADWAY

RAILROAD CROSSING AT
MULTI-LANE ROADWAY

RELATIVE LOCATION OF CROSSING TRAFFIC
CONTROL DEVICES

NOTES:

1. When computing pavement message, quantities do not include
transverse slips.

2. Placement of sign BD-1 in a residential or business district, where
the speeds are governed, the BD-1 sign may be placed a minimum distance
of 50 feet from the crossing. Where a visual interaction occurs between
the R and pavement message and the R/I intersection, additional BD-1 signs
and additional pavement message should be used.

3. Recommended location for sign FTP-36, 60 ft., Urban & 300 ft., Rural
in vicinity of the crossing.

4. A portion of the pavement markings system should directly oppose
the BD-1 sign.

5. Recommended location for FTP-38 A or B signs, 600 ft. urban and
300 ft. rural. See Index 2383 for sign details.

6. Gate Length Requirements

For two-way undivided sections:
The gate should extend to within 1 of the center line. On multi-lane approaches
the maximum gate length may not reach to within 1 of the center line.
For these cases, the distance from the gate to the center line should be a
maximum of 1 ft.

For one-way or divided sections:
The gate should be of sufficient length such that the distance from
the gate lip to the inside edge of pavement is a maximum of 1 ft.

<table>
<thead>
<tr>
<th>SPEED</th>
<th>A</th>
<th>1 ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>200</td>
<td>10</td>
</tr>
<tr>
<td>30</td>
<td>390</td>
<td>90</td>
</tr>
<tr>
<td>40</td>
<td>390</td>
<td>90</td>
</tr>
<tr>
<td>50</td>
<td>400</td>
<td>100</td>
</tr>
<tr>
<td>60</td>
<td>400</td>
<td>100</td>
</tr>
<tr>
<td>URBAN</td>
<td>50</td>
<td>50</td>
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</tbody>
</table>

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
Traffic Design

RAILROAD Grade CROSSING TRAFFIC CONTROL DEVICES

Prepared by

Approved by

Drawn by

Checked by

Drawn on 12/1/83

Scale 1 of 4

1762
### Railroad Gate Arm Light Spacing

<table>
<thead>
<tr>
<th>Specified Length of Gate Arm</th>
<th>Diameter &quot;D&quot;</th>
<th>Dimension &quot;T&quot;</th>
<th>Dimension &quot;L&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Ft.</td>
<td>6</td>
<td>30</td>
<td>12</td>
</tr>
<tr>
<td>12 Ft.</td>
<td>12</td>
<td>60</td>
<td>12</td>
</tr>
<tr>
<td>18 Ft.</td>
<td>18</td>
<td>90</td>
<td>12</td>
</tr>
<tr>
<td>24 - 33 Ft.</td>
<td>24 - 33</td>
<td>120 - 195</td>
<td>12</td>
</tr>
<tr>
<td>40 - 49 Ft.</td>
<td>40 - 49</td>
<td>150 - 240</td>
<td>12</td>
</tr>
<tr>
<td>56 - 65 Ft.</td>
<td>56 - 65</td>
<td>180 - 270</td>
<td>12</td>
</tr>
<tr>
<td>81 And Over</td>
<td>81 And Over</td>
<td>210 - 300</td>
<td>12</td>
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</table>

**Note:**
- For additional information, see the "Manual On Uniform Traffic Control Devices for Streets and Highways," 1968.
- (For Multi-Lane Urban Sections - 45 mph or less)

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### Median Section At Signal Gates

**PLAN**

**MEDIAN SIGNAL GATES FOR MULTI-LANE UNDIVIDED URBAN SECTIONS**

*Four or more driving lanes in one direction, 45 mph or less.*