

**FLORIDA EAST COAST RAILWAY L.L.C.
AGREEMENT FOR SYNCHRONIZATION
OF GRADE CROSSING AND TRAFFIC CONTROL DEVICES**

THIS AGREEMENT, made and entered this _____ day of _____, 2025, by and between the **Florida East Coast Railway L.L.C.**, a corporation organized and existing under the laws of FLORIDA, with its principal place of business in the city of **Jacksonville**, County of **Duval**, State of **FLORIDA**, hereinafter called the **COMPANY**; and the **CITY of Pompano Beach** a political subdivision of the State of **FLORIDA**, hereinafter called the **CITY**.

WHEREAS, train-activated Railroad Grade Crossing Traffic Control Devices, hereinafter called “crossing devices”, presently exist or shall be installed at the railroad/highway grade crossing on **SR 814 (Atlantic Boulevard)** which crosses at grade the right of way and track(s) of the COMPANY’S Mile Post **333.14 (+0754 feet)** in or near **Pompano Beach**, **Florida**; and

WHEREAS, an existing or proposed highway-to-highway intersection exists adjacent to or in close proximity to the aforementioned grade crossing: and, the **CITY**, in the interest of safety, desire that the crossing devices be synchronized with existing and/or proposed highway traffic signal devices, hereinafter called “highway devices”, so as to assist highway traffic to avoid entrapment on the grade crossing upon the approach of trains, and to provide for improved operational efficiency of the highway system during train passage.

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

1. The **COMPANY**, at the **CITY’S** expense, will furnish a preemption synchronization circuit of the “closed loop fail safe design principle” to a common cable junction box and install other equipment necessary to provide **30** seconds total preemption time, with **0.0** of those seconds to be advanced preemption, as requested by the **CITY** and specified in Exhibit D, and Exhibit E, attached hereto and made a part thereof.
2. The **CITY**, at its sole expense, will install or have installed all cable, circuitry and related equipment, required to operate the highway devices in a coordinated and synchronized manner; will provide the connecting cable from the highway devices to the common cable junction box with sufficient cable to be connected to terminals in the railroads control case and will configure the preemption circuit with its system whereby a failure of the highway devices will not cause an unsafe condition. The **CITY** shall at the **CITY’S** sole expense install the conduit under the track structure, in accordance with COMPANY requirements, for connecting cable from the highway devices. All work to be in accordance with the “Specifications for Installation of Traffic Signal Synchronization Along Florida East Coast Railway right of way” appended hereto as Exhibit C and by this reference made a part hereof.
3. The common cable junction box and inter-connecting cable shall be deemed the property of the **CITY** and shall be maintained by the **CITY**.

4. The **CITY**, at its expense, will construct, operate and maintain the highway devices and agrees to give the **COMPANY** sufficient notice prior to making any changes in the operation thereof which, in any way, might affect the coordination features of the crossing devices. Said highway devices for **SR 814 (Atlantic Boulevard)** shall be mounted on the **CITY'S** cantilever and/or bridge structure as shown on the approved plans appended hereto as Exhibit A and by this reference made a part hereof. In the event said highway devices, and/or coordinating facilities of the **CITY** become inoperative, **CITY** will notify railroad and restore or repair such devices and/or facilities promptly, and use other means including, traffic control personnel or law enforcement personnel to control the flow of traffic at the traffic signal locations at any time the Highway Devices or pre-emption are inoperative so as to clear the highway/railroad grade crossing before the approach of trains.
5. The **COMPANY**, at its expense, will operate and maintain the crossing devices, overhead trusses and cantilevers and likewise agrees to give the **CITY** sufficient advance notice prior to making any changes in the operation thereof which, in any way, would affect the coordination features of the **CITY** maintained **HIGHWAY DEVICES**. In the event said crossing devices and/or coordination facilities of the **COMPANY** become inoperative, **COMPANY** will notify the **CITY** and restore or repair such devices and/or facilities promptly.
6. Attached hereto as Exhibit B, and by this reference made a part hereof, is an estimate of the cost thereof payable to the **COMPANY** by the **CITY** in the amount of **\$ 0.00**.
7. The cost of any adjustment, relocation of cable, circuitry, and related equipment as related to the **CITY'S HIGHWAY DEVICES**, upon written notice from the **COMPANY**, that the relocation is necessary due to railroad operations, including, but not limited to, track relocation, maintenance, or replacement, or because of changes or additions to the **COMPANY'S** train control signals, communication equipment, or expansion use of the **COMPANY's** corridor and property, shall be borne by the **CITY**.
8. The parties agree that the **CITY** shall have and assume sole responsibility and liability for personal injury and property damage, or loss resulting from or related to the presence or the operation and functioning, or the failure thereof, of the **HIGHWAY DEVICES**. The parties agree that the **COMPANY** shall have and assume sole responsibility and liability for personal injury and property damage or loss resulting from the operation and functioning, or failure thereof, of the **RAILROAD DEVICES** that are specified in other paragraphs of this agreement. Neither the **CITY** nor the **COMPANY** shall be responsible or liable for personal injury or property damage or loss where the failure or improper operation of their respective devices are caused solely as a result of the malfunction of the other party's devices.
9. The **CITY** will be responsible for claims and demands arising out of the work undertaken by the **CITY** pursuant to this agreement due to the negligent actions, done or committed by the **CITY**, its contractors, employees, agents, or representatives in connection with the work done on the **HIGHWAY DEVICES**. The **COMPANY** will be responsible for claims and demands arising out of the work undertaken by the **COMPANY** pursuant to this agreement due to the negligent actions, done or committed by the **COMPANY**, its contractors, employees, agents, or representatives in connection with the work done on the **RAILROAD DEVICES**.

10. Either party may make changes to their own equipment in any manner and agree to reimburse the other party for any expenses incurred by the other party as a result of such changes. 72 hours notice shall be given prior to work, which will have an effect on the other party.
11. If for any reason the **RAILROAD DEVICES** are damaged or destroyed by a third party, the **CITY** will be solely responsible for all expenses incurred by **COMPANY** not covered by the insurance or indemnification of the third party, in the repair or replacement, including all materials, equipment, and labor for said repairs or replacement of the **RAILROAD DEVICES**.
12. Upon completion of the work, the **COMPANY** shall, within one hundred eighty (180) days, furnish the **CITY** 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.

Upon receipt of invoices, prepared in accordance with the provisions of the above-indicated Reimbursement Policy the **CITY** agrees to reimburse the **COMPANY** in the amount of such actual costs.

14. If there is any existing contract between the **COMPANY** and either the **CITY** or a third party, by which this grade crossing is opened or maintained, or by which other crossing devices or highway devices are installed and maintained, then that contract shall remain in full force and effect, except when in conflict with this synchronization agreement.
15. This agreement is of an indefinite, but non-perpetual duration and shall terminate upon the removal of the aforementioned rail-highway grade crossing or upon removal of either the highway devices or crossing devices.
16. In the event any of the parties hereto desire an assignment of this agreement, it shall be said party's responsibility to obtain written acceptance of the assignment by the new party to the agreement, and apply to **COMPANY** for such assignment acceptance.

[The remainder of this page intentionally left blank]

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.

COMPANY: **FLORIDA EAST COAST RAILWAY COMPANY L.L.C.**

BY: _____

TITLE: _____

CITY OF: **POMPANO BEACH**, FLORIDA

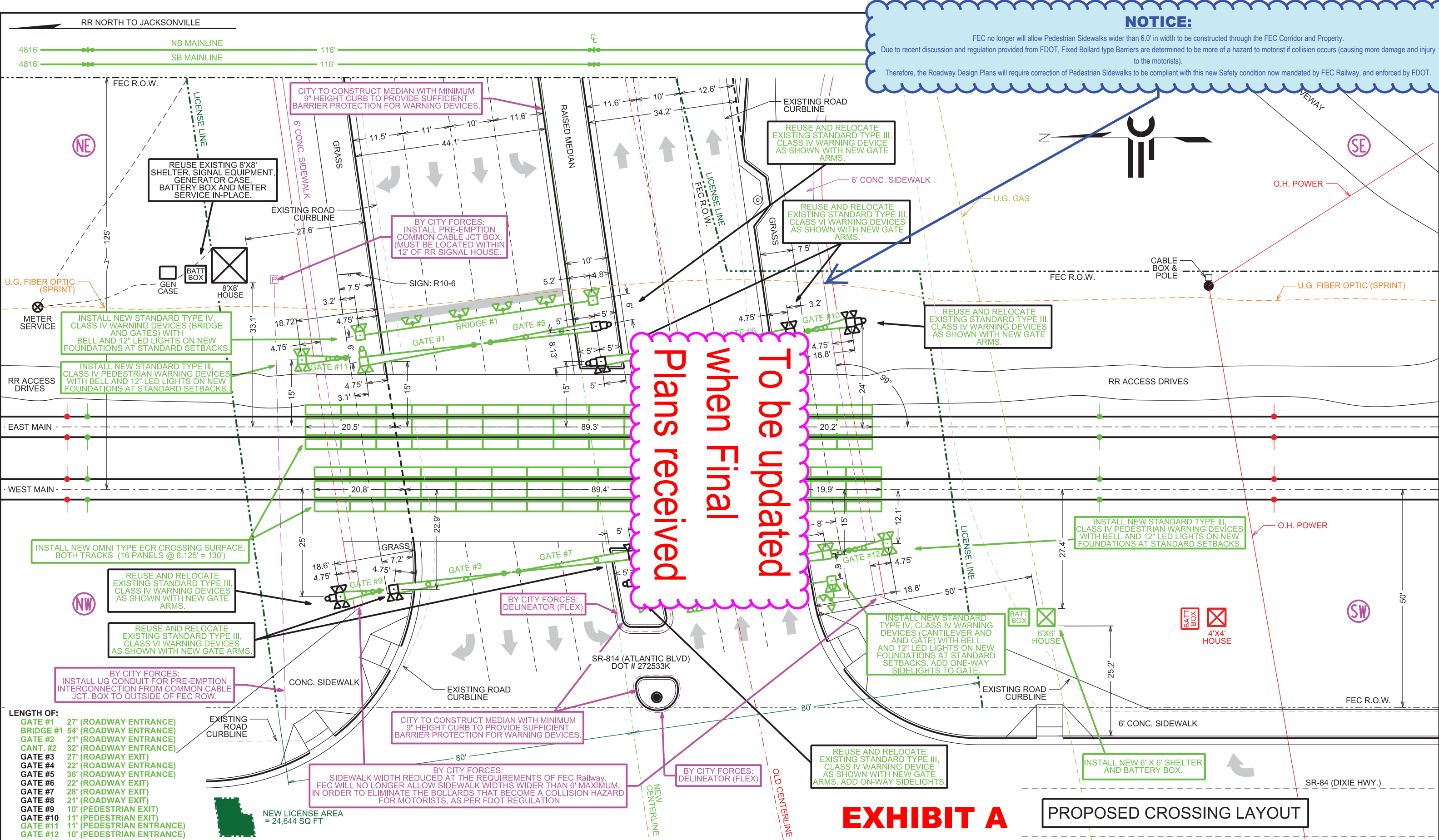
BY: _____

TITLE: _____

Counterparts and Electronic Signatures. This Agreement may be executed in one or more counterparts, each of which will be deemed to be an original copy of this Agreement, and all of which, when taken together, will be deemed to constitute one and the same agreement. The facsimile, email or other electronically delivered signatures of the Parties shall be deemed to constitute original signatures, and facsimile or electronic copies hereof shall be deemed to constitute duplicate originals.

ENCLOSURES:

1. **EXHIBIT A** – FEC Configuration Plan (File: 272533K.H01)
2. **EXHIBIT B** – FEC Estimate of Costs (Est. No. 272533K - 12/12/2022)
3. **EXHIBIT C** – FEC Standard Reference Drawing ES8091.2 (Traffic Signal Synchronization & Railroad Joint-Use Structures)
4. **EXHIBIT D** – City of Pompano Beach Pre-Emption Timing Requirements Letter (Dated 06/16/2022)
5. **EXHIBIT E** – City of Pompano Roadway Traffic Signalization Design Plans (Print Dated 05/05/2022)



NOTICE:

FEC no longer will allow Pedestrian Sidewalks wider than 6.0' in width to be constructed through the FEC Corridor and Property.

Due to recent discussion and regulation provided from FDOT, Fixed Bollard type Barriers are determined to be more of a hazard to motorist if collision occurs (causing more damage and injury to the motorists).

Therefore, the Roadway Design Plans will require correction of Pedestrian Sidewalks to be compliant with this new Safety condition now mandated by FEC Railway, and enforced by FDOT.

Plans received when Final To be updated

- LENGTH OF:
- GATE #1 27' (ROADWAY ENTRANCE)
 - BRIDGE #1 54' (ROADWAY ENTRANCE)
 - GATE #2 21' (ROADWAY ENTRANCE)
 - CANT. #2 32' (ROADWAY ENTRANCE)
 - GATE #3 27' (ROADWAY EXIT)
 - GATE #4 22' (ROADWAY ENTRANCE)
 - GATE #5 36' (ROADWAY ENTRANCE)
 - GATE #6 22' (ROADWAY EXIT)
 - GATE #7 28' (ROADWAY EXIT)
 - GATE #8 21' (ROADWAY EXIT)
 - GATE #9 10' (PEDESTRIAN EXIT)
 - GATE #10 11' (PEDESTRIAN EXIT)
 - GATE #11 11' (PEDESTRIAN ENTRANCE)
 - GATE #12 10' (PEDESTRIAN ENTRANCE)

LEGEND

- OVERHEAD POWER
- UNDERGROUND POWER
- OVERHEAD COMM.
- UNDERGROUND COMM.
- UNDERGROUND GAS
- UNDERGROUND WATER LINE
- UNDERGROUND SANITARY SEWER
- UNDERGROUND STORM SEWER
- TO BE REMOVED
- NEW WORK BY RAILROAD
- NEW WORK BY ROADWAY

REVISIONS

DR:	XRL/JWR
DES:	XRL/JWR
CHK:	XRL/TJF
APPR:	
DATE:	03-31-2021

Florida East Coast RAILWAY

OFFICE OF THE CHIEF ENGINEER DESIGN & CONSTRUCTION

GRADE CROSSING IMPROVEMENTS

POMPANO BEACH, (BROWARD), FL

SR-814 (ATLANTIC BLVD)

DOT# 272533K

MP. 333.14 (+0754')

FILE

272533K.H01

DRAWING NO.

272533K.H0x.DGN

SH. 1 OF 6



Estimate No.: 272533K - 12/12/2022

Florida East Coast Railway (FEC)

POMPANO BEACH, (Broward), FL
SR 814 (Atlantic Boulevard)

DOT# : 272533K
RR MP.: 333.14 (+754')

RAILROAD # : 2290272
XORAIL# : 112015

Summary

CROSSING WARNING SYSTEM		\$0.00
(Includes all design, requisition, labor, materials, shop wiring, and installation)		
DESIGN - Circuit Design of Crossing Warning System	\$0.00	
SHOP WIRING - Material Requisition and Assembly	\$0.00	
CONSTRUCTION - Field Installation of Warning Devices	\$0.00	
BUZZ / FIELD TESTING - Pre-Construction Buzz Testing / Field Cut-Over Testing	\$0.00	
PTC - SUBDIV GIS - Subdiv Updates for Asset Changes required	\$0.00	
PTC - LIEE - Lab Interface End-to-End Testing of Subdiv Changes	\$0.00	
PTC - TMDS - Train Management Dispatching System Database and Screen Template Updates	\$0.00	
PTC - FIBER - Fiber Hot-Cut System, with Jct Box and House Lateral Connection	\$0.00	
PTC - DISP - Dispatch Center Screen Changes/Updates	\$0.00	
CROSSING SURFACE/RESURFACE		\$0.00
(Includes all design, requisition, labor, materials, and installation)		
Rail-Highway X-ing Rehabilitation & Realignment		
TRACK GRADE AND REHABILITATION		\$0.00
(Includes all design, requisition, labor, materials, and installation)		
Track Surfacing (500' Each Direction from Crossing Surface Panel)		
RAILROAD ENGINEERING		\$0.00
(Includes RAILROAD Labor for Reviewing Engineering Authorizations, Field Inspections and Administrative Labor)		
PRELIMINARY ENGINEERING (Phase 1)		\$0.00
(Includes CONTRACT Labor for all Engineering, Agency Coordination, and Project Management)		
AGREEMENTS & APPROVALS (Phase 2)		\$0.00
(Includes CONTRACT Labor for all Engineering, Agency Coordination, and Project Management)		
CONSTRUCTION ENGINEERING (Phase 3)		\$0.00
(Includes CONTRACT Labor for all Engineering, Agency Coordination, and Project Management)		
CONSTRUCTION ENGINEERING INSPECTION (CEI)		\$0.00
(Estimated Construction Engineering Inspection cost based on 60 days @ \$1500 per day)		
AC POWER SERVICE		\$0.00
(Includes all Power Service Charges not included in other costs)		
OTHER (Description Required)		\$0.00
ESTIMATED RR FLAGGER	60 Days @ \$1200 per day	\$72,000.00
SUBTOTAL		\$0.00
(15%) CONTINGENCY		\$0.00
TOTAL ESTIMATE COST	(USD)	\$0.00
TOTAL BALANCE REMAINING:		\$0.00

DATE: 12/12/2022
(valid for 90 Days)

RESPONSIBLE PARTY:

Name: City of Pompano Beach, FL
Number: City# 19355 (KH# 44203011)
Contact: H. Danovich - CIP and Innov. District Dir.

ORDER OF MAGNITUDE (OOM) ESTIMATE ONLY

(See Page 2 for all provisions, exclusions, and notes included and made a part of this Estimate)

Estimate No.: 272533K - 12/12/2022

Florida East Coast Railway
(FEC)
POMPANO BEACH, (Broward), FL
SR 814 (Atlantic Boulevard)
DOT# : 272533K
RR MP.: 333.14 (+754')
RAILROAD # : 2290272
XORAIL# : 112015

RESPONSIBLE PARTY:

Name: **City of Pompano Beach, FL**
Number: **City# 19355 (KH# 44203011)**
Contact: **H. Danovich - CIP and Innov. District Dir.**

PROVISIONS / EXCLUSIONS / NOTES INCLUDED AS PART OF THIS ESTIMATE:

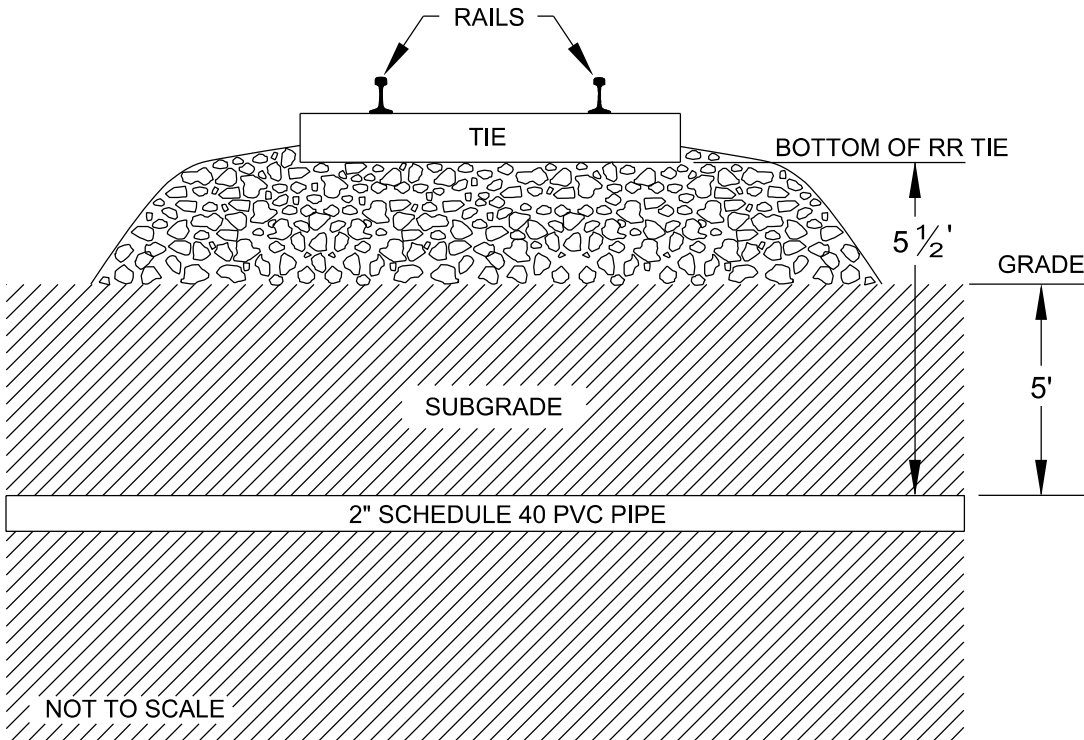
1. This Estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower, resource availability, and other factors known as of the date prepared. The actual cost for Railroad work may differ based upon the agency's requirements, their contractor's work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work. If an extended time elapses from the date of this Estimate, the Railroad will reserve the right to update the estimate to current price values, and require agency's approval before any work by Railroad will commence.
2. This Estimate DOES NOT include Railroad Watchmen flagging cost unless specifically included in line itemization. Due to the unknown duration or schedule of the Roadway Contractor, this cost is NOT Included and must be considered and will be the responsibility of the Funding/Responsible Agency. Any cost for Road flagger itemized above are estimated costs ONLY, and will be billed as actual cost incurred for reimbursement.
3. This Estimate DOES NOT include Permit processing and permit fees, which is to be funded and performed, as applicable or required, by the Responsible Party named.
4. This Estimate DOES NOT include Survey and/or As BUILT's, which is to be funded and performed, as applicable or required, by the Responsible Party named.
5. This Estimate DOES NOT include Maintenance of Traffic (MOT), which is to be funded and performed, as applicable or required, by the Responsible Party named.
6. This Estimate DOES NOT include Mitigation required for existing or natural hazards, which is to be funded and performed, as applicable or required, by the Responsible Party named.
7. This Estimate DOES NOT include Pavement Marking, Striping, or Signage, which is to be funded and performed, as applicable or required, by the Responsible Party named.
8. This Estimate DOES NOT include 8" compacted #57 stone as roadway subgrade required as a result of demolition or construction within the FEC Property, which is to be funded and performed, as applicable or required, by the Responsible Party named.
9. This Estimate DOES NOT include Access PCC Roadway Pavement, Curbing, or Sidewalk construction required as a result of demolition or construction within the FEC Property, which is to be funded and performed, as applicable or required, by the Responsible Party named.

ORDER OF MAGNITUDE (OOM) ESTIMATE ONLY

(See Page 1 for all descriptions and details of estimated cost for work by FEC Railway)

FILE	
ES8091.2	
REVISIONS	
01-11-2021	XRL/TJF

SPECIFICATIONS FOR THE INSTALLATION OF TRAFFIC SIGNAL SYNCHRONIZATION
ALONG FLORIDA EAST COAST RAILWAY RIGHT OF WAY



- NOTES:
1. NO WORK WILL BE PERMITTED ON RAILROAD RIGHT-OF-WAY WITHOUT A FLAGMAN.
 2. ALL TRAFFIC SIGNAL SYNCHRONIZATION INTERCONNECTION CABLE MUST BE ENCASED IN CONDUIT. THE CONDUIT IS TO BE A SCHEDULE 40 POLYVINYL CHLORIDE (PVC) OR EQUIVALENT.
 3. THE CONDUIT WILL BE INSTALLED BY JACK AND BORE, OR DIRECTIONAL BORE UNDER THE TRACK STRUCTURE AT A MINIMUM DEPTH OF FIVE AND ONE HALF (5 1/2) FEET BELOW BOTTOM OF TIE. IN ADDITION, A MINIMUM DEPTH OF FIVE (5) FEET BELOW GRADE WILL BE MAINTAINED FOR THE DURATION OF THE CONDUIT RUN WHILE ON THE RIGHT OF WAY.
 4. THE CONDUIT WILL END IN AN AT GRADE INTERCONNECTING PULL BOX, PROVIDED BY THE INSTALLING AGENCY OR DESIGNATED REPRESENTATIVE, AND SITUATED NOT GREATER THAN FIVE (5) FEET FROM THE RAILROAD'S INSTRUMENT CASE, WHERE THE INTERCONNECTION WILL BE OBTAINED.
 5. THE INTERCONNECTION CIRCUITRY MUST BE SUCH THAT ANY BREAK IN THE CIRCUIT WILL CAUSE THE TRAFFIC SIGNAL TO ENTER THE PREEMPTION MODE.
 - A. ALL NEW INSTALLATIONS WILL UTILIZE A DUAL BREAK CIRCUIT DESIGN CONSISTING OF 1 SET OF NORMALLY CLOSED DRY CONTACTS IN LINE WITH THE SIGNAL CONTROL HOT OR POSITIVE LEG AND 1 SET OF NORMALLY CLOSE DRY CONTACTS IN LINE WITH THE SIGNAL CONTROL RETURN OR NEGATIVE LEG.
 - B. IN EXISTING LOCATIONS WHERE A SINGLE BREAK CIRCUIT IS UTILIZED, THE CONTROL SIGNAL BEING SENT TO THE RAILROAD'S INSTRUMENT CASE MUST BE AT A POTENTIAL OTHER THAN NEUTRAL OR GROUND.
 6. THE RAILROAD WILL PROVIDE AND MAINTAIN ONE OR TWO SETS OF NORMALLY CLOSED DRY CONTACTS AS REQUIRED BY APPROVED CIRCUIT DESIGN. THEY WILL ALSO PROVIDE AND MAINTAIN THE CABLE AND CONDUIT BETWEEN THE PULL BOX AND THE RAILROAD GRADE CROSSING INSTRUMENT CASE.
 7. THE PREEMPTION TIME REQUIRED FROM THE RAILROAD WILL BE DETERMINED BY THE ENTITY/AGENCY RESPONSIBLE FOR THE SYNCHRONIZED TRAFFIC SIGNALS AND WILL BE INCLUDED IN ANY SYNCHRONIZATION AGREEMENT WITH THE RAILROAD.
 8. ANY DEVIATION OR MODIFICATIONS TO THESE SPECIFICATIONS MUST BE APPROVED, IN ADVANCE, BY THE FEC CHIEF ENGINEER, SIGNAL AND COMMUNICATIONS.

RAILROAD JOINT-USE STRUCTURES
(RAILROAD CANTILEVER OR TRUSS W/ROADWAY TRAFFIC SIGNALS MOUNTED EXTERNALLY)



- NOTES:
1. NO WORK WILL BE PERMITTED ON RAILROAD RIGHT-OF-WAY WITHOUT A FLAGMAN.
 2. THE CANTILEVER STRUCTURE WILL BE OWNED AND MAINTAINED BY THE RAILROAD AUTHORITY.
 3. ALL CONDUIT, BRACKETS, CABLE, ETC, REQUIRED FOR THE TRAFFIC SIGNAL MOUNTING ON THE RAILROAD CANTILEVER WILL BE EXTERNAL OF THE RAILROAD CANTILEVER, AND CAN ONLY BE "CLAMP-ON" TYPE BRACKETS.
 4. THE TRAFFIC SIGNAL SYSTEM AND APPARATUS WILL BE INDEPENDENT AND ISOLATED FROM ALL RAILROAD EQUIPMENT WIRING AND APARATUS.
 5. PLACEMENT OF HIGHWAY TRAFFIC SIGNALS TO BE INSTALLED ON THE RAILROAD CANTILEVERS IS AN ACCEPTABLE SOLUTION TO THE TRAFFIC SITUATION AS LONG AS THE FOLLOWING ARE OBSERVED AND PERFORMED BY THE DEPARTMENT OR CITY.
 - A. EXTERIOR CONDUITS MUST BE USED FOR ELECTRICAL CIRCUITS TO LAMPS.
 - B. NO HOLES WILL BE MADE IN RAILROAD CANTILEVERS FOR THE MOUNTING OF LAMPS, BRACKETS OR CONDUITS. STAINLESS STEEL BUCKLES, BANDING, BRACKETS AND HARDWARE MUST BE USED TO ATTACH TRAFFIC LAMPS AND CONDUIT TO THE RAILROAD CANTILEVER SIGNAL.
 - C. NO PLATED, COATED OR GALVANIZED BOLTS OR FASTENINGS WILL BE PERMITTED.
 - D. TRAFFIC LIGHT AND MOUNTING ASSEMBLY CANNOT WEIGH MORE THAN FIFTY POUNDS.
 - E. THE ALIGNMENT OF THE TRAFFIC SIGNALS HORIZONTALLY SHOULD ALTERNATE BETWEEN THE FIXED RAILROAD FLASHING LIGHTS.
 - F. THE ALIGNMENT OF THE TRAFFIC SIGNALS APPARATUS AND MOUNTING HARDWARE SHALL PROVIDE A MINIMUM OF 17' VERTICAL CLEARANCE FROM THE ROADWAY.

EXHIBIT C



To: FEC Railway

From: John Sfiropoulos, City Engineer

Date: June 16, 2022

Subject: RE: MUN-City of Pompano Beach- SR 814 (Atlantic Boulevard) DOT #272533K

RR MP: 333.14 (+754')- FEC# 2290272 XRL# 112015 Agency #044203011

This project is located at the intersection of Atlantic Boulevard and Dixie Highway in the City of Pompano Beach. The City of Pompano Beach acquired the traffic signal at this location from FDOT in 2016. The City of Pompano Beach is considered the Roadway Authority.

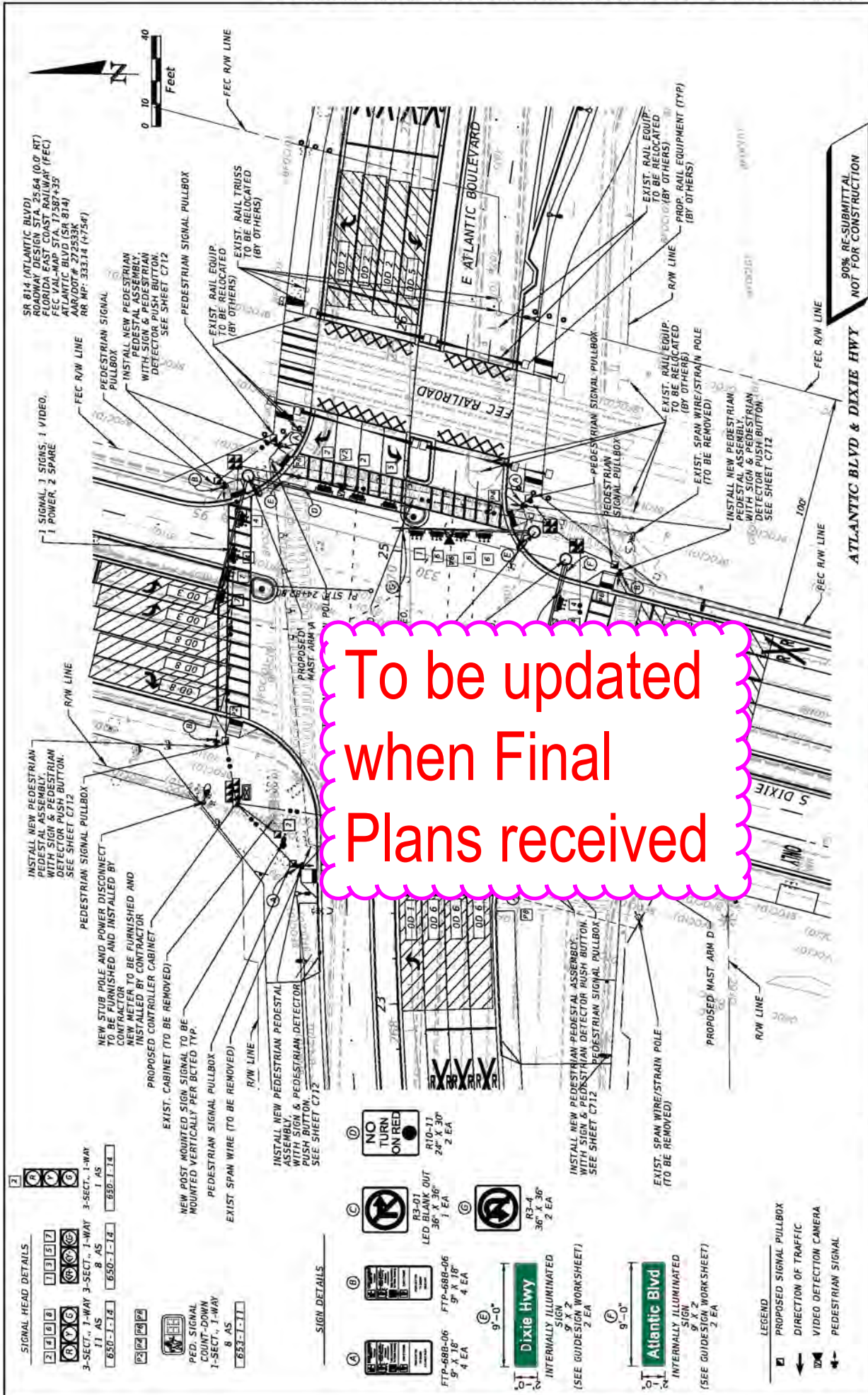
The existing signal timing parameters were previously implemented by the Broward County Traffic Engineering Division. Pre-Emption interconnection exists and no Traffic Signalization pre-emption timing changes are proposed per our Engineering Design Consultant, Kimley-Horn, and this statement was confirmed by the Broward County Traffic Engineer.

Roadway Authority Representative: John Sfiropoulos, City Engineer

Roadway Authority Representative Signature:

Date: June 16, 2022

EXHIBIT D

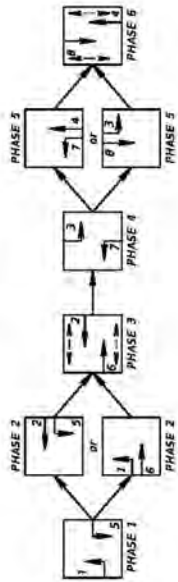
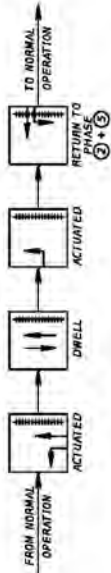


S.G.P. 10

RAILROAD PREEMPTION PLAN

FEC NOTES

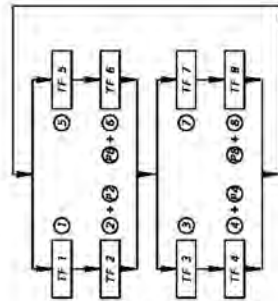
SR 814 (ATLANTIC BLVD)
ROADWAY DESIGN STA. 2564 (0.0' RT)
FLORIDA EAST COAST RAILWAY (FEC)
FEC VAL-MAP STA. 17587+35
ATLANTIC BLVD (SR 814)
AAR(007# 272533K
RR MP: 333.14 (4754')



CONTROLLER TIMINGS										
TIMING FUNCTION	1	2	3	4	5	6	7	8		
MOVEMENT NUMBER	5	12	5	6	5	12	5	6		
MINIMUM GREEN	1.5	3	1.5	2.5	1.5	3	1.5	2.5		
EXTENSION	1.5	3	1.5	2.5	1.5	3	1.5	2.5		
MAXIMUM GREEN 1	15	40	15	30	15	40	15	30		
MAXIMUM GREEN 2										
YELLOW CLEARANCE	5	5	4	5	5	4	5	5		
ALL RED	2	2	2	2	2	2	2	2		
PEDESTRIAN WALK	7	5	5	7	5	5	7	5		
PED. CLEARANCE	34	34	34	34	34	34	34	34		
RECALL										

CAMERA NO.	ASSIGN TO MOVEMENT #	ZONE NO.
V2	2.5	00-2, 00-5
V4	4.7	00-4, 00-7
V6	6.1	00-6, 00-1
V8	8.3	00-8, 00-3

RING DIAGRAM



LUMINAIRE NOTES

1. THE STRIP LIGHTS TO BE PLACED INSIDE THE CABLES.
2. THE STRIP LIGHTS TO BE PLACED INSIDE THE CABLES.
3. CONDUCT PLACED INSIDE THE CABLES.
4. PROVIDE
5. THE ELE LOAD CEN LIGHT TO

NOTES

1. POSTED SPEED LIMITS ARE AS FOLLOWS:
-DIXIE HIGHWAY SOUTHBOUND IS 35 MPH
-ATLANTIC BLVD IS 35 MPH
2. VIDEO DETECTION ZONES SHALL BE APPROX. 60' LONG PER LANE, AND INCLUDE 10' BEYOND THE STOP BAR.
3. FLASH OPERATION SHOULD BE YELLOW FOR EB/WB AND RED FOR ALL OTHER MOVEMENTS.
4. INSTALLATION SHALL FOLLOW BROWARD COUNTY TRAFFIC ENGINEERING STANDARDS FOR PEDESTRIAN SIGNAL AND DETECTION INSTALLATION DETAILS.

VD DENOTES VIDEO DETECTION CAMERA, CCTV DEVICES CCTV CAMERA

TOP-NOTES

ID	SHEET NO.	LOCATION BY STATION	FOUNDATION ELEVATION	TOP OF FOUNDATION ELEVATION	ARM NO.	CROWN ELEVATION	SIGNAL PLATES V/H	BACK PLATES V/H	SHIELD
A	C703	25+28.49 / 66.09 RT	14.0'	13.0'	1	13.0'	H	Y	Y
B	C703	25+09.16 / 56.09 RT	13.5'	13.5'	1	13.5'	H	Y	Y
C	C703	24+99.08 / 74.89 RT	13.0'	12.5'	1	12.5'	H	Y	Y
D	C703	23+72.39 / 86.84 RT	11.5'	11.5'	1	11.5'	H	Y	Y

Note: All luminaires to be mounted 4.5 degrees from the curb, towards the intersection

90% RE-SUBMITTAL
NOT FOR CONSTRUCTION

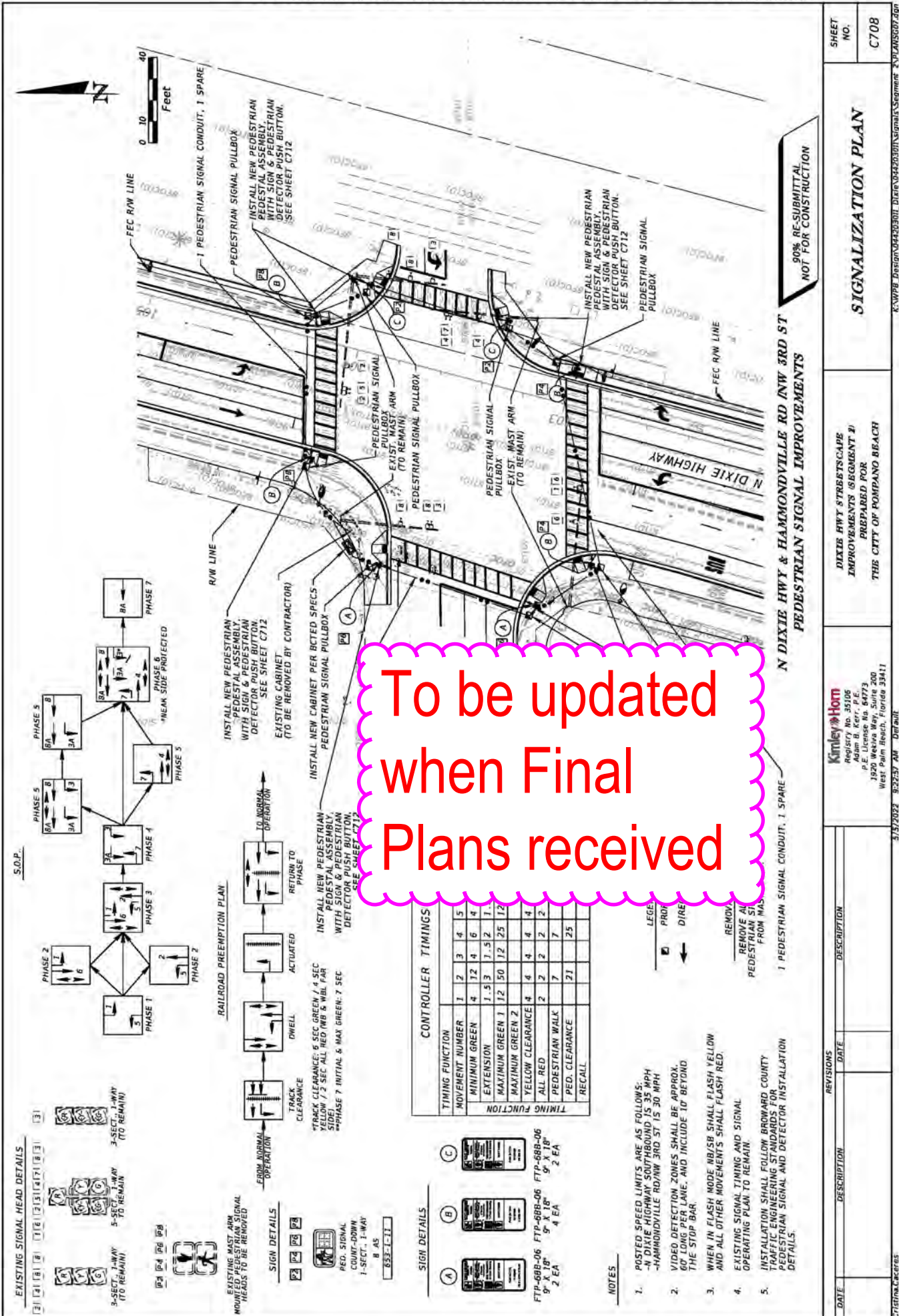
DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION

SHEET NO.	C704
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SIGNALIZATION PLANS

DIXIE HWY STREETSCAPE
IMPROVEMENTS (SEGMENT 2)
PREPARED FOR
THE CITY OF POMPANO BEACH

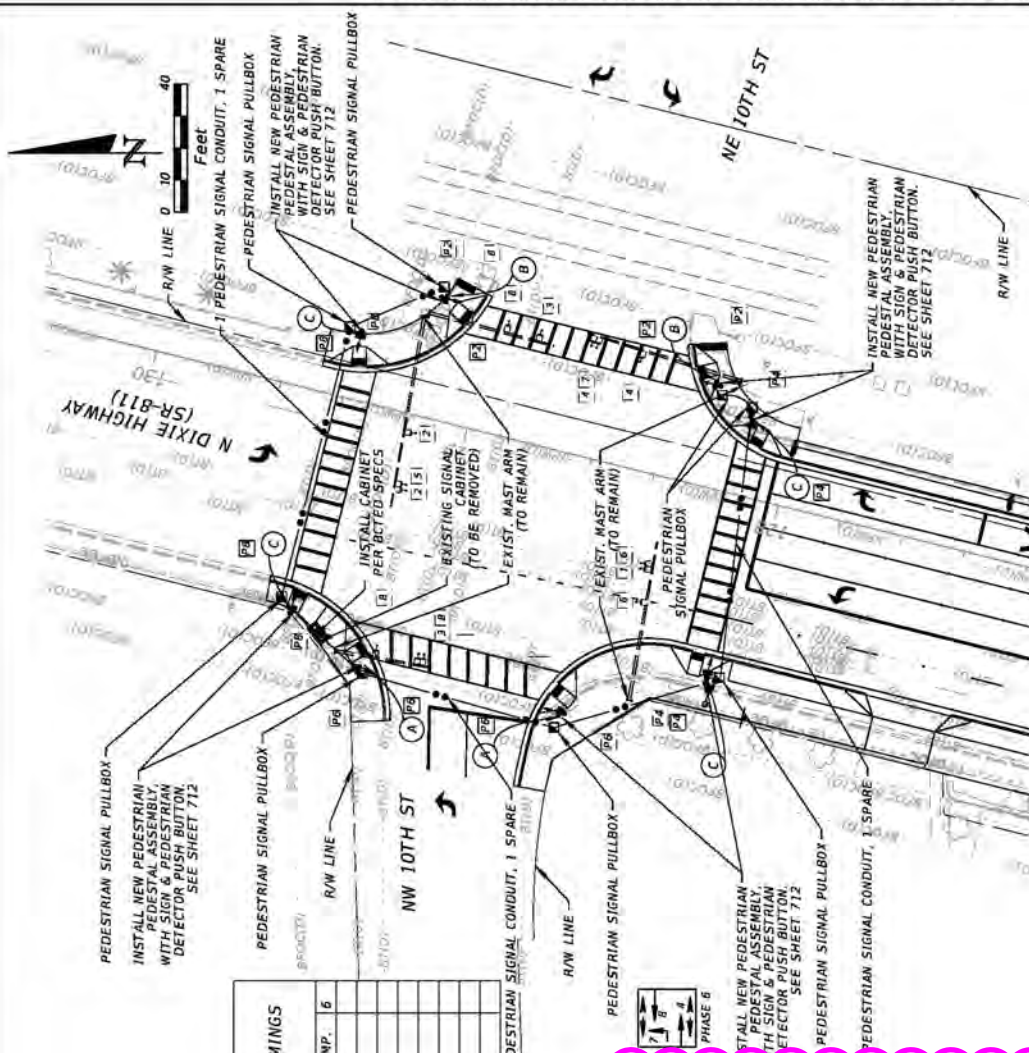
Kimley-Horn
Registry No. 35106
Adam B. Kerr, P.E.
P.E. License No. 64773
10250 W. Highway 300
West Palm Beach, Florida 33411
5/15/2022 9:22:47 AM Default





SHEET NO.	C709
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EXHIBIT E



N. DIXIE HWY & NW 10TH ST
PEDESTRIAN SIGNAL IMPROVEMENTS

90% RE-SUBMITTAL
NOT FOR CONSTRUCTION

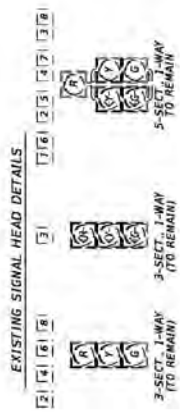
SIGNALIZATION PLAN	SHEET NO.
	C710

**DIXIE HWY STREETSCAPE
IMPROVEMENTS (SEGMENT 2)
PREPARED FOR
THE CITY OF POMPANO BEACH**

Kimley-Horn
 Registry No. 35106
 Adam B. Kerr, P.E.
 P.E. License No. 64773
 1920 Wekiva Way, Suite 210
 West Palm Beach, Florida 33411

DATE	TIME	AM	PM	FAULT
5/5/2022	9:23:05	AM		DM fault

CONTROLLER TIMINGS										PRE-EMPTION TIMINGS	
TIMING FUNCTION		1	2	3	4	5	6	7	8		
TIMING FUNCTION	MOVEMENT NUMBER	4	12	5	6	4	12	4	6		
	MINIMUM GREEN									MIN. GRN. BEFORE PRE-EMP.	6
	EXTENSION	1.5	3	1.5	2	1.5	3	1.5	2	YELLOW CLR.	
	MAXIMUM GREEN 1	12	50	12	25	12	50	12	25	ALL RED CLR.	
	MAXIMUM GREEN 2									TRACK CLR. GREEN	
	YELLOW CLEARANCE	4	4	4	4	4	4	4	4	YELLOW CLR.	
	ALL RED	2	2	2	2	2	2	2	2	ALL RED CLR.	
	PEDESTRIAN WALK	7	7	7	7	7	7	7	7	MIN. DWELL	
PED. CLEARANCE	15	15	18	15	15	15	15	18		YELLOW CLR.	
RECALL										ALL RED CLR.	



- | | | |
|--------------------------------|--------------------------------|---|
| FTP-68R-06
9' x 18"
2 EA | FTP-68B-06
9' x 18"
4 EA | <p>NOTES</p> <p>1. POSTED SPEED LIMITS ARE AS FOLLOWS:
- NW 10TH HWY IS 35 MPH
- NW DIXIE ST IS 35 MPH</p> <p>2. VIDEO DETECTION ZONES SHALL BE APPROX.
60' LONG PER LANE, AND INCLUDE 10' BEYOND
THE STOP BAR.</p> <p>3. WHEN IN FLASH MODE NB/SB SHALL FLASH YELLOW
AND ALL OTHER MOVEMENTS SHALL FLASH RED.</p> <p>4. EXISTING SIGNAL TIMING & SIGNAL OPERATING
PLAN TO REMAIN.</p> <p>5. CONTRACTOR TO PATCH EXISTING HOLES IN
CONCRETE POLES WHERE SIGNAL EQUIPMENT
IS BEING REMOVED.</p> <p>6. INSTALLATION SHALL FOLLOW BROWARD COUNTY
TRAFFIC ENGINEERING STANDARDS FOR
PEDESTRIAN SIGNAL AND DETECTOR INSTALLATION</p> |
|--------------------------------|--------------------------------|---|

To be updated
when Final
Plans received

[illegible]