

September 30, 2021

**Subject: Notification of Crossing Improvement Adjustment**

Over the past year, Brightline has been advancing the civil and signal designs for the supplemental safety improvements at select Pompano Beach railroad crossings. As a point of reference, the work is part of a larger Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements Program Grant supported with matching dollars from the City of Pompano Beach through a Reimbursement Agreement executed in November 2020.

Seven crossings within the boundaries of the City of Pompano Beach are identified for improvements. The type of crossing improvements planned includes edge markings & striping at all seven crossings, an active message sign at one crossing, centerline delineators at two crossings, and exits gates at two crossings. The adjustment proposed in this notification is specific to the exit gate improvements planned for Copans Road. There are no changes in the exit gates planned for NE 48th Street.

**Copans Road Improvements:**

The original improvements planned for Copans Road included edge markings & striping through the crossing and an exit gate in the NW quadrant of the crossing. As the site investigation and design work progressed, Brightline determined that the existing roadway characteristics along the west side of the railroad tracks at Copans Road and Dixie Highway limit the options for installing an exit gate.

As presently configured, the westbound lanes in the NW quadrant measure out to 50'5" from sidewalk curb to median island curb. With the additional width of the sidewalk and required setbacks, the total distance of that quadrant is more than 60'. There were two options considered for installing an exit gate at this location (please also refer to the attached sketch for Copans Road):

1. Utilizing one exit gate with a longer arm and installing the base in the NW quadrant behind the sidewalk edge. This was determined not feasible because the distance exceeds the manufacturer's maximum exit gate arm length of 32'.
2. Utilizing two exit gates with shorter arms and installing one base in the NW quadrant behind the sidewalk edge and one in the median island. This was determined not feasible because the median is too narrow (10'6") to accommodate a second gate base and has existing obstructions. An entrance gate base and a stanchion for the flasher bridge currently occupy the median.

During the design process, the Brightline team also evaluated two other options in order to be able to install an exit gate at Copans Road. One option was widening the median, which would require eliminating one of the westbound travel lanes. The other option evaluated was lengthening the median island westward, which would require eliminating the northbound right turn lane on Dixie Highway. Both options we have deemed impractical/undesirable because of the vehicular capacity along these

roadways and at this intersection. Although we have determined that an exit gate is not feasible at Copans Road, the planned civil improvements (edge markings & striping) will remain as part of the improvements at this crossing.

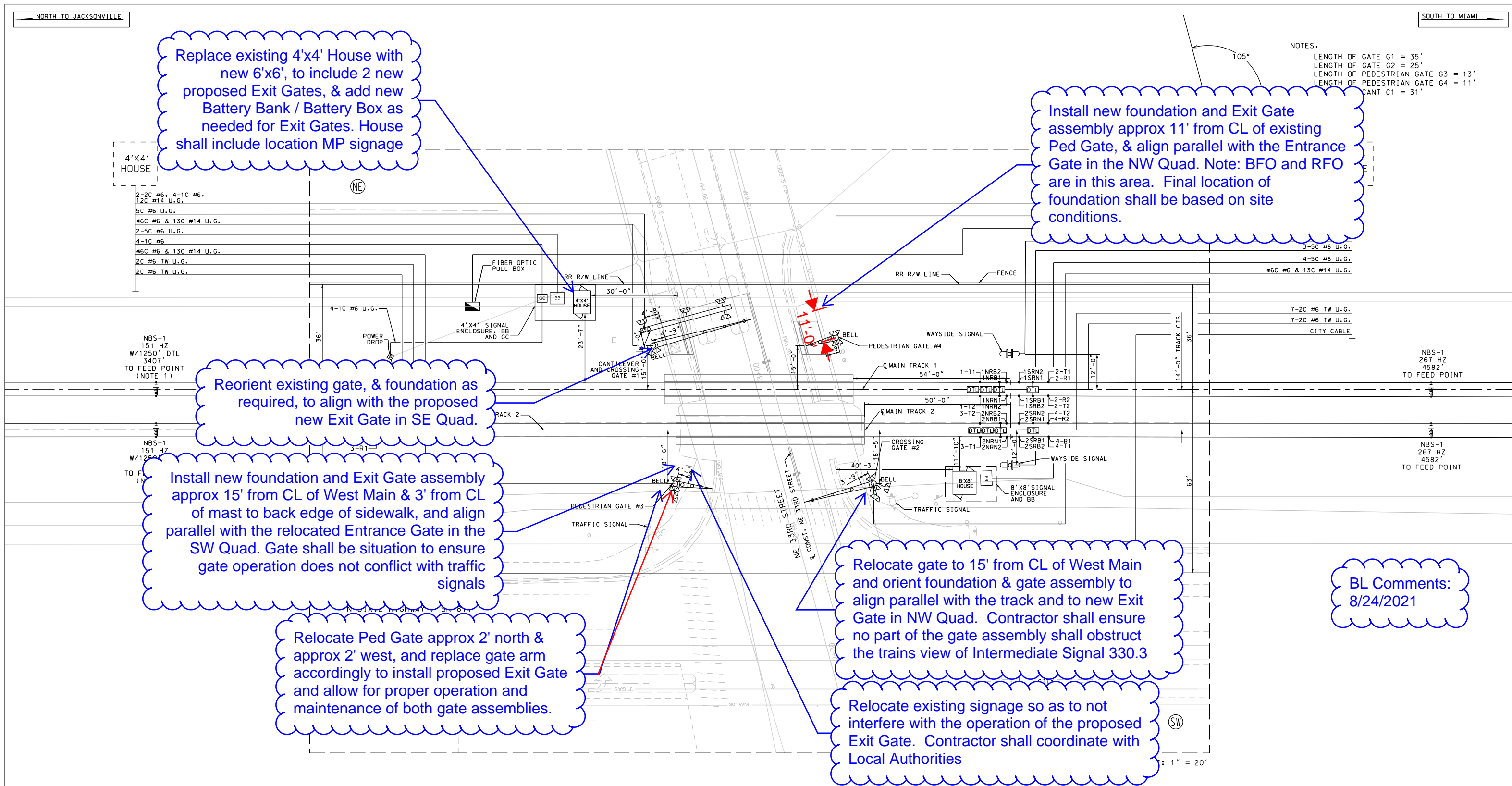
**NE 33rd St Improvements:**

In an effort to install an exit gate at another location, Brightline reviewed the other five crossings planned for improvements as part of this project but did not originally include exit gates. It was determined that NE 33rd St is a feasible location where exit gates can be installed. With some minor modifications, the existing layout can accommodate a single exit gate in the NW quadrant and a single exit gate in the SE quadrant. A new railroad signal bungalow will be required to be installed to replace the existing house that is in the NE quadrant, which is too small to incorporate the necessary cables and equipment. This work would be done in conjunction with the civil improvements (edge markings & striping) planned for this crossing. Please refer to the attached sketch for NE 33rd St.

**Costs:** There will be no cost increase for switching the exit gate location from Copans Road to NE 33<sup>rd</sup> Street.

**Schedule:** With the City of Pampano's approval to move forward with the improvements at NE 33<sup>rd</sup> St, Brightline will finalize the design and submit it to FECR and FRA for approval. Construction is expected to start in early 2022.





Replace existing 4'x4' House with new 6'x6', to include 2 new proposed Exit Gates, & add new Battery Bank / Battery Box as needed for Exit Gates. House shall include location MP signage

Install new foundation and Exit Gate assembly approx 11' from CL of existing Ped Gate, & align parallel with the Entrance Gate in the NW Quad. Note: BFO and RFO are in this area. Final location of foundation shall be based on site conditions.

Reorient existing gate, & foundation as required, to align with the proposed new Exit Gate in SE Quad.

Install new foundation and Exit Gate assembly approx 15' from CL of West Main & 3' from CL of mast to back edge of sidewalk, and align parallel with the relocated Entrance Gate in the SW Quad. Gate shall be situation to ensure gate operation does not conflict with traffic signals

Relocate Ped Gate approx 2' north & approx 2' west, and replace gate arm accordingly to install proposed Exit Gate and allow for proper operation and maintenance of both gate assemblies.

Relocate gate to 15' from CL of West Main and orient foundation & gate assembly to align parallel with the track and to new Exit Gate in NW Quad. Contractor shall ensure no part of the gate assembly shall obstruct the trains view of Intermediate Signal 330.3

Relocate existing signage so as to not interfere with the operation of the proposed Exit Gate. Contractor shall coordinate with Local Authorities

BL Comments:  
8/24/2021

NOTES:  
1. NBS/DTL LOCATED AT PRIVATE CROSSING M.P. 329.65.  
\* COMPOSITE CABLE

The operation of any circuits and equipment shown herein must be checked by point to point breakdown and complete operational testing of the system (or sections of the system) into which they are connected.

SPECIFIED EQUIPMENT OR APPROVED EQUAL				8'X8' & 4'X4' AUX HOUSE	
	REVISIONS	DR:	ATIS/SAT		FILE
	ATIS-09/29/20-ATIS	DES:	ATIS/AB		272518H.DGN
		CHK:	ATIS/SFB		DRAWING NO.
		APPR:			272518H
				DATE:	01-29-16
				SH. 1 OF 29	