

# District One Rail Traffic Evaluation Study

Workshop  
February 25, 2009

[www.fdotrailtrafficevaluation.com](http://www.fdotrailtrafficevaluation.com)

FDOT Rail Traffic Evaluation



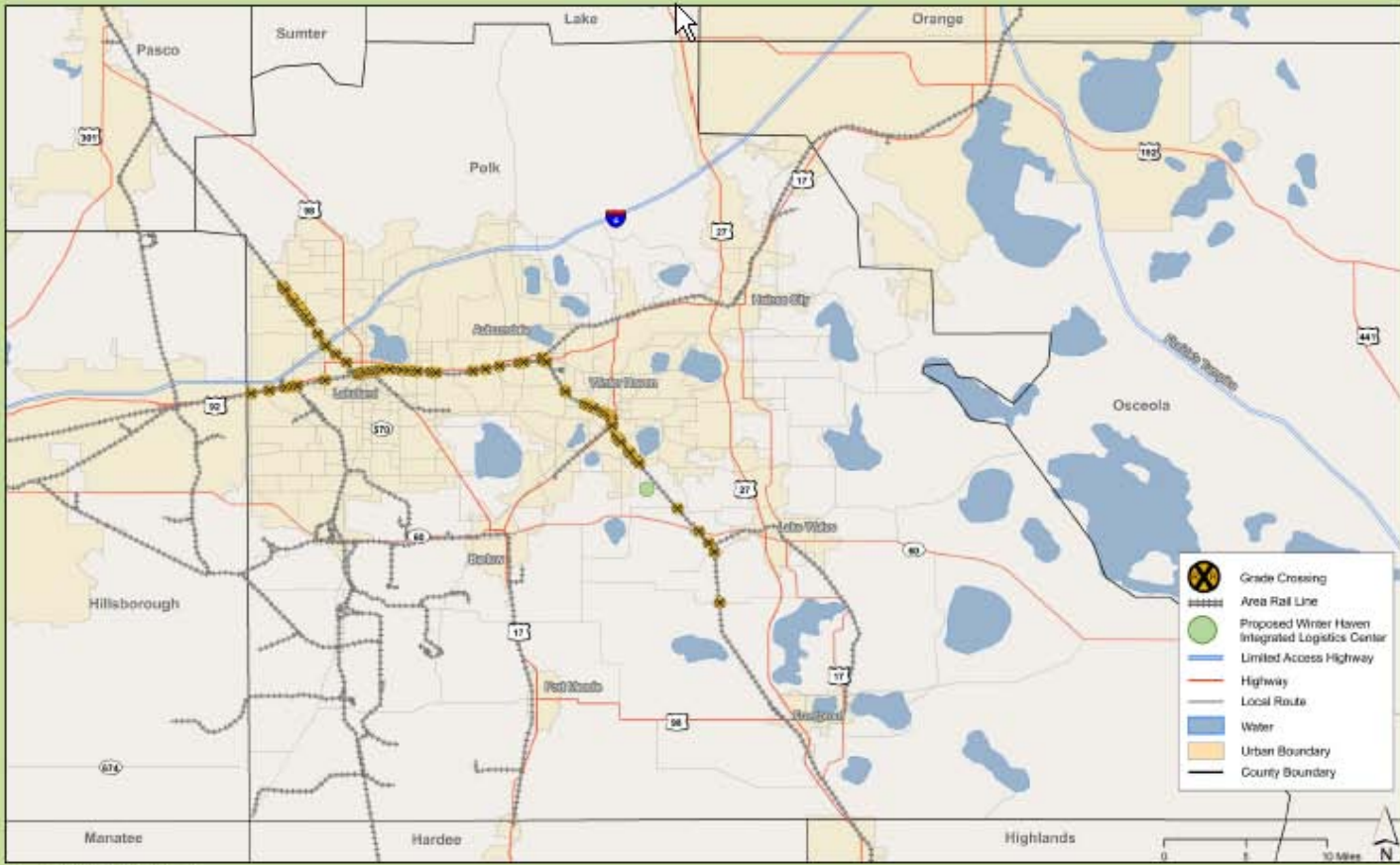
# Agenda

- Introductions
- Review of Study Findings
  1. Identify Impacts / Potential Mitigation
  2. Evaluate Freight Routing
  3. Passenger Rail Feasibility Assessment
- Outreach Activities
- Questions

# Traffic Impacts and Potential Mitigation

# Study Area

## Grade Crossing Overview



Source: FDOT, Polk TPO, ESRI Data



# Findings

- 3 Locations Will Experience Level of Service Changes in 2030
  - 10<sup>th</sup> Street (Lakeland)
    - Level of Service D to F
  - Lake Shipp Drive (Winter Haven)
    - Level of Service D to E
  - McKean Street (Auburndale)
    - Level of Service D to F

# 10th Street ( Lakeland)



- 2030 LOS Change
  - D to F
- Minor Capacity Improvements Recommended

# Lake Shipp Drive ( Winter Haven)



- 2030 LOS Change
  - D to E
- Minor Capacity Improvements Recommended

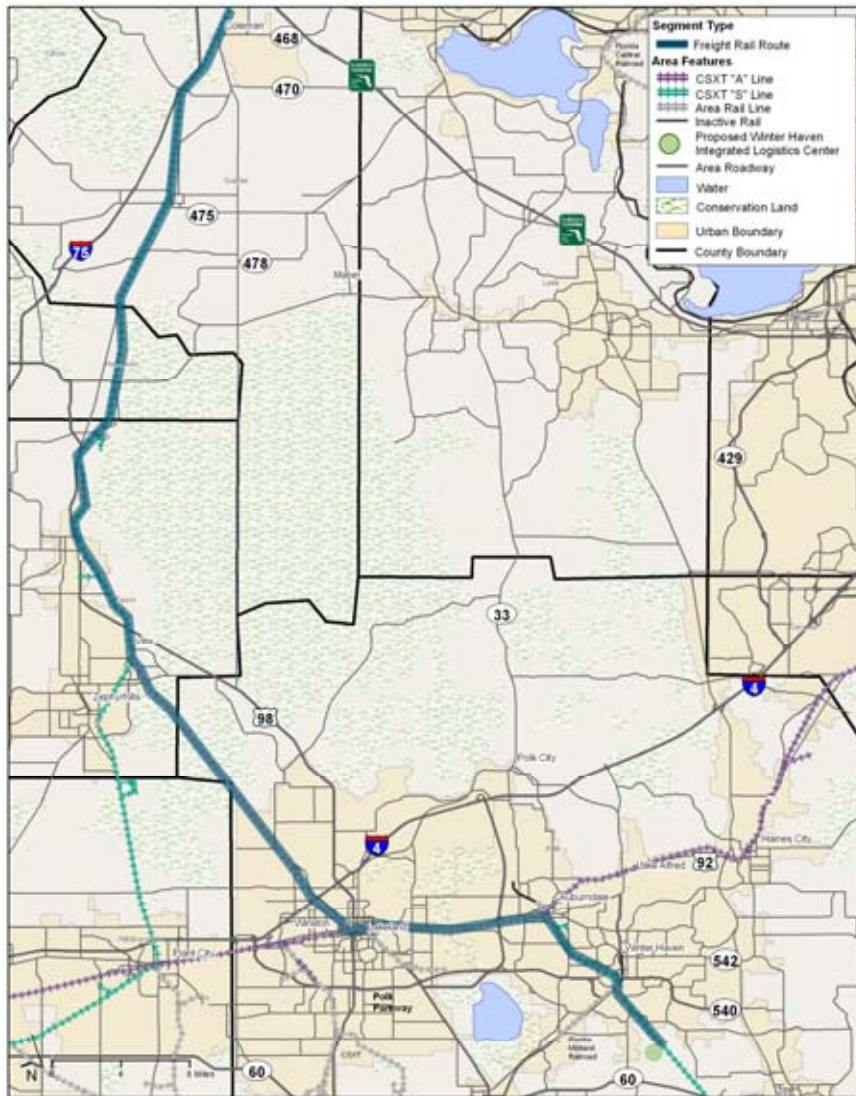
# McKean Street (Auburndale)



- 2030 LOS Change
  - D to F
- Minor Capacity Improvements Recommended
  - S.R. 559 Project Satisfies Need

# Freight Rail Routing

# Current Plan



Source: Bureau of Transportation Statistics National Transportation Atlas Database, FDOT, FDEP, ESRI Data

Freight Rail Routing  
Rail Traffic Evaluation  
November 2008

- Total Mileage - 79
- ROW Needed - 0
- Grade Crossings
  - 107 (Existing)
- Adjacent Developed Areas
  - Lakeland
  - Auburndale
  - Winter Haven
- CSX Quiet Zones – downtown Lakeland
- Operational Improvements - Lakeland

FDOT Rail Traffic Evaluation

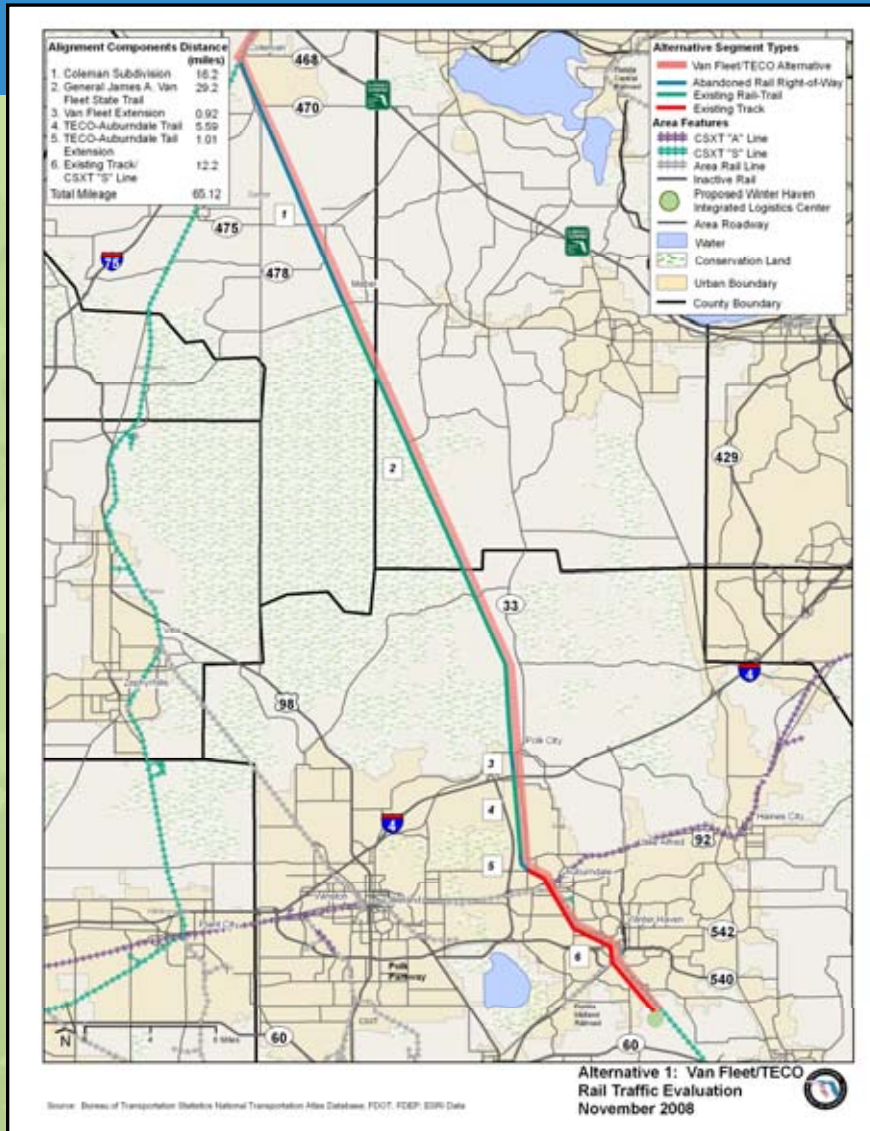
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Florida Department of Transportation

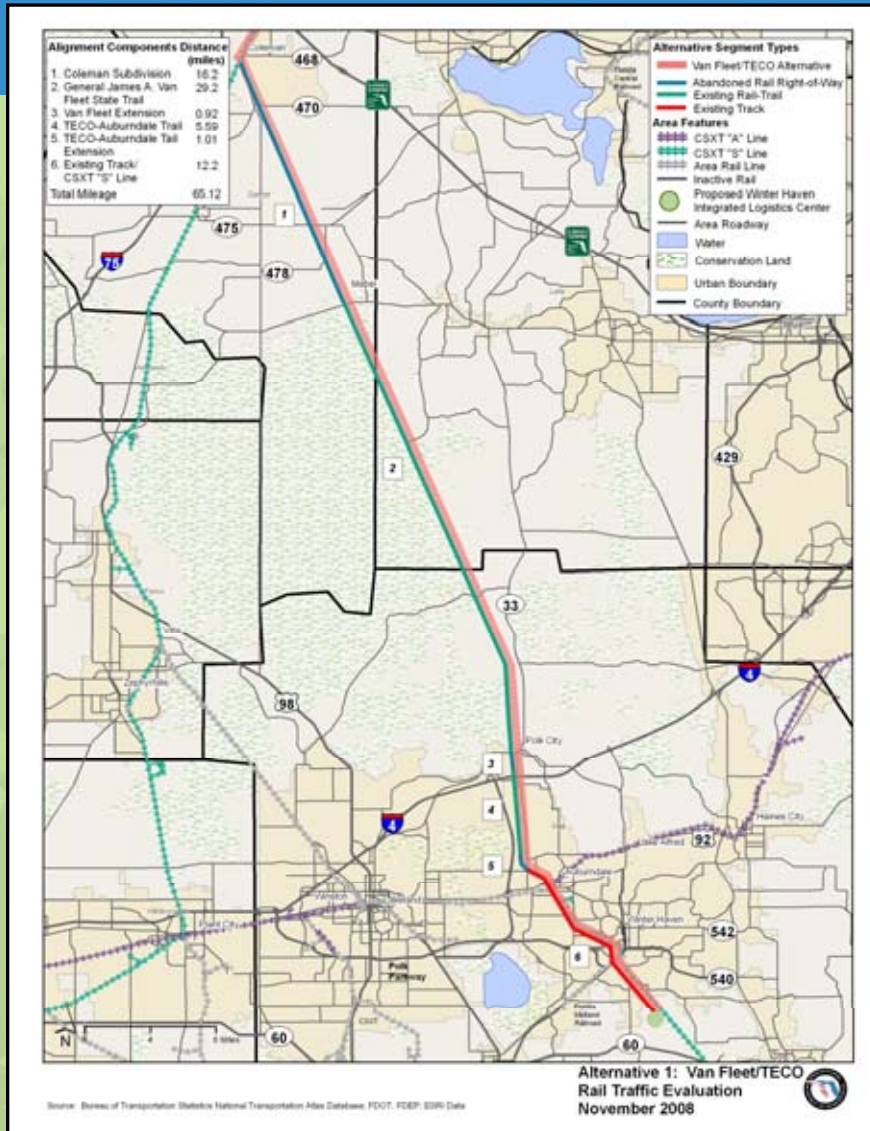
# Alternatives Under Evaluation

# Alternative 1: Van Fleet/TECO



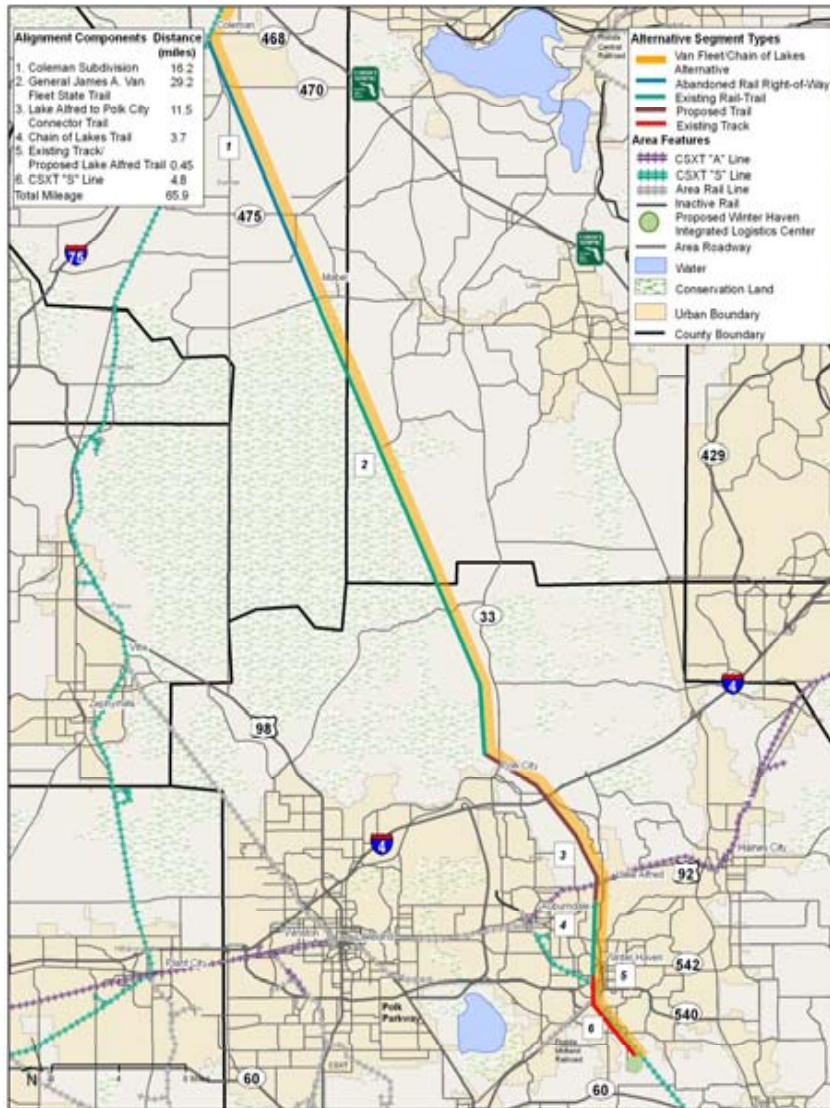
- Total Mileage 65
- Property Acquisition (acres) 893
- Number of Crossings
  - At Grade 36
  - Potential Grade Separation 1
- Capital Costs
  - 2019 **\$811,900,000**
- Railroad Operating Considerations
  - Additional Infrastructure Maintenance
  - “A” Line Crossing / Connection

# Alternative 1: Van Fleet/TECO



- Community Considerations
  - Trail / Parklands
  - Lake Myrtle Park
  - Auburndale
  - Polk City
- Environmental Considerations
  - Conservation Areas (Green Swamp)
  - Floodplains
  - Wetlands

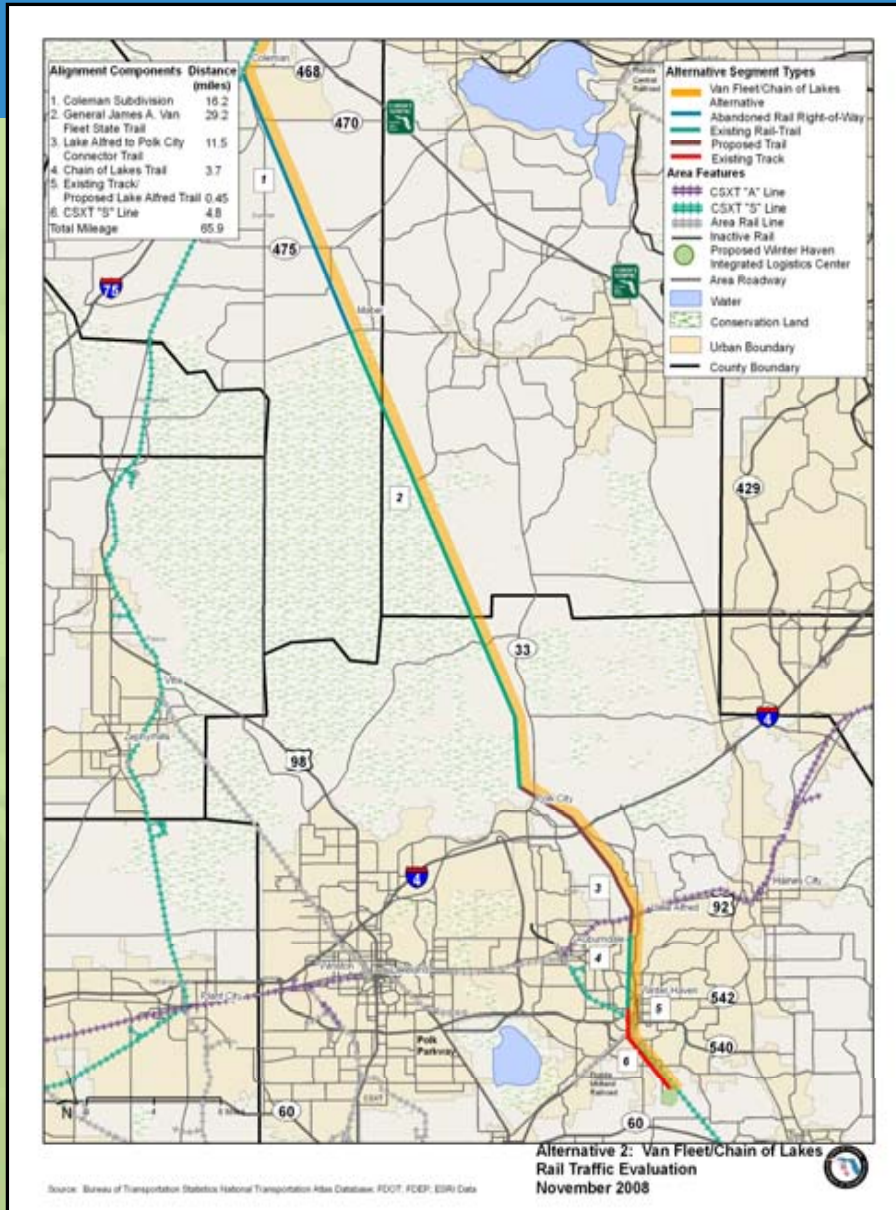
# Alternative 2: Van Fleet/Chain of Lakes



Alternative 2: Van Fleet/Chain of Lakes  
Rail Traffic Evaluation  
November 2008

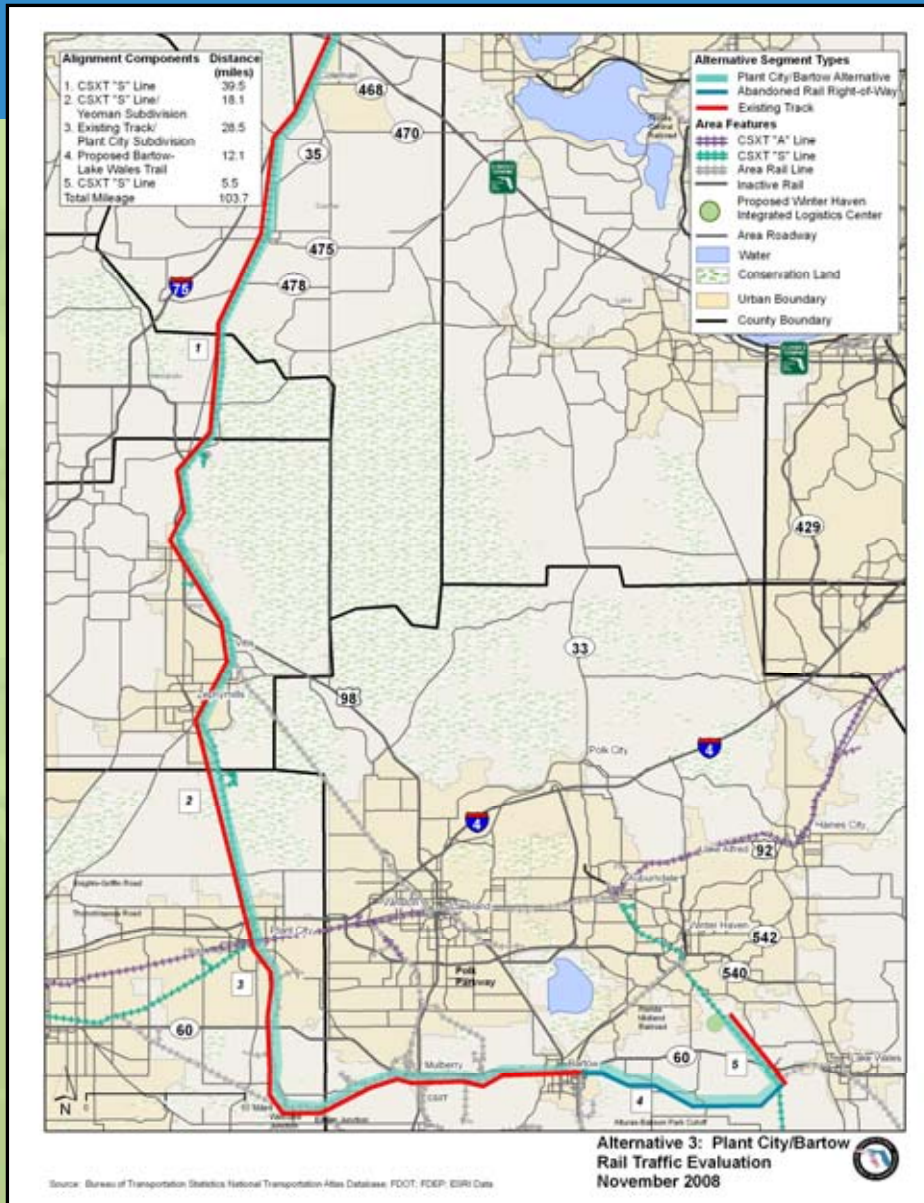
- Total Mileage 66
- Property Acquisition (acres) 740
- Number of Crossings
  - At Grade 61
  - Potential Grade Separations 7
- Capital Costs
  - 2019 **\$1,297,400,000**
- Railroad Operating Considerations
  - Additional Infrastructure Maintenance
  - “A” Line Crossing / Connection

# Alternative 2: Van Fleet/Chain of Lakes



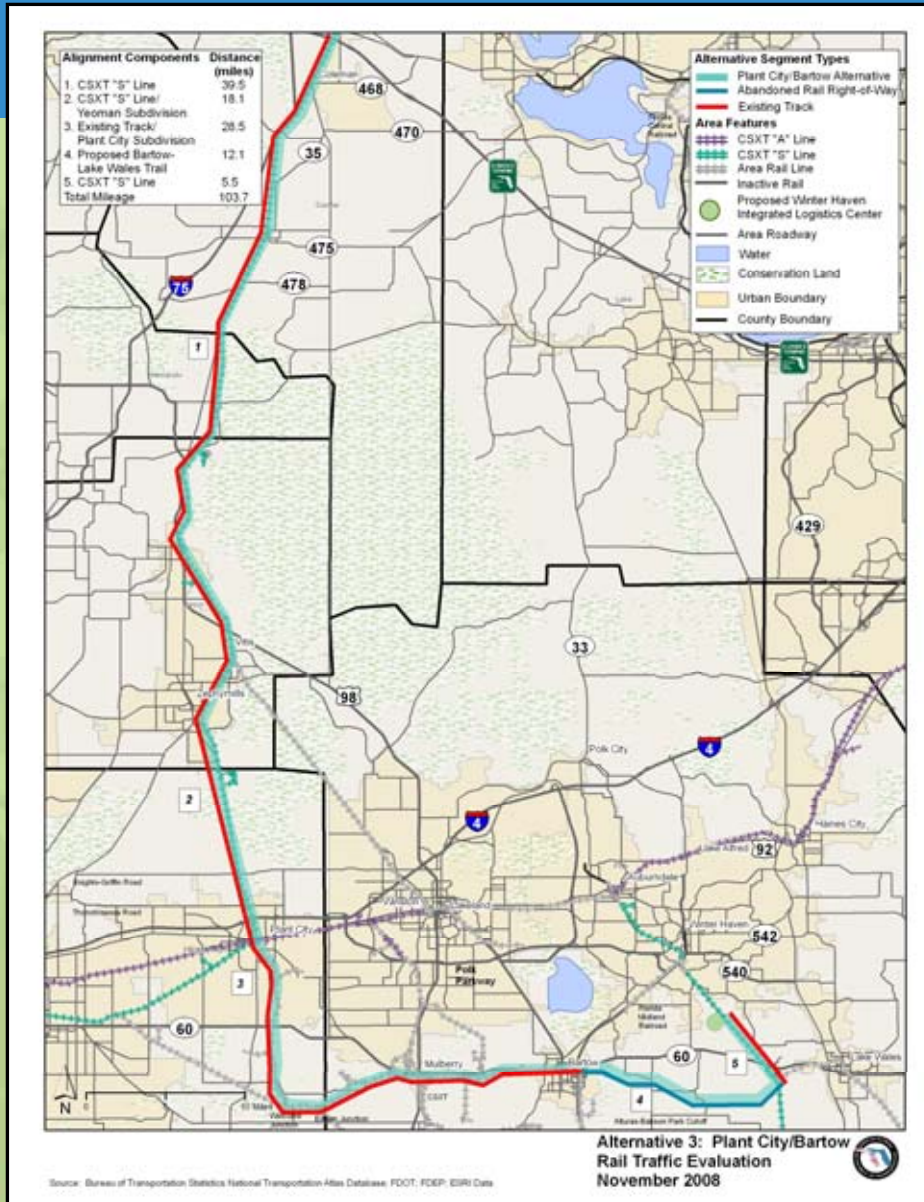
- **Community Considerations**
  - Trail / Parklands
  - Polk City
  - Winter Haven
  - Lake Alfred
- **Environmental Considerations**
  - Conservation Areas (Green Swamp)
  - Floodplains
  - Wetlands
- **Other**
  - New Grade Separated Crossing (I-4)

# Alternative 3 Plant City / Bartow



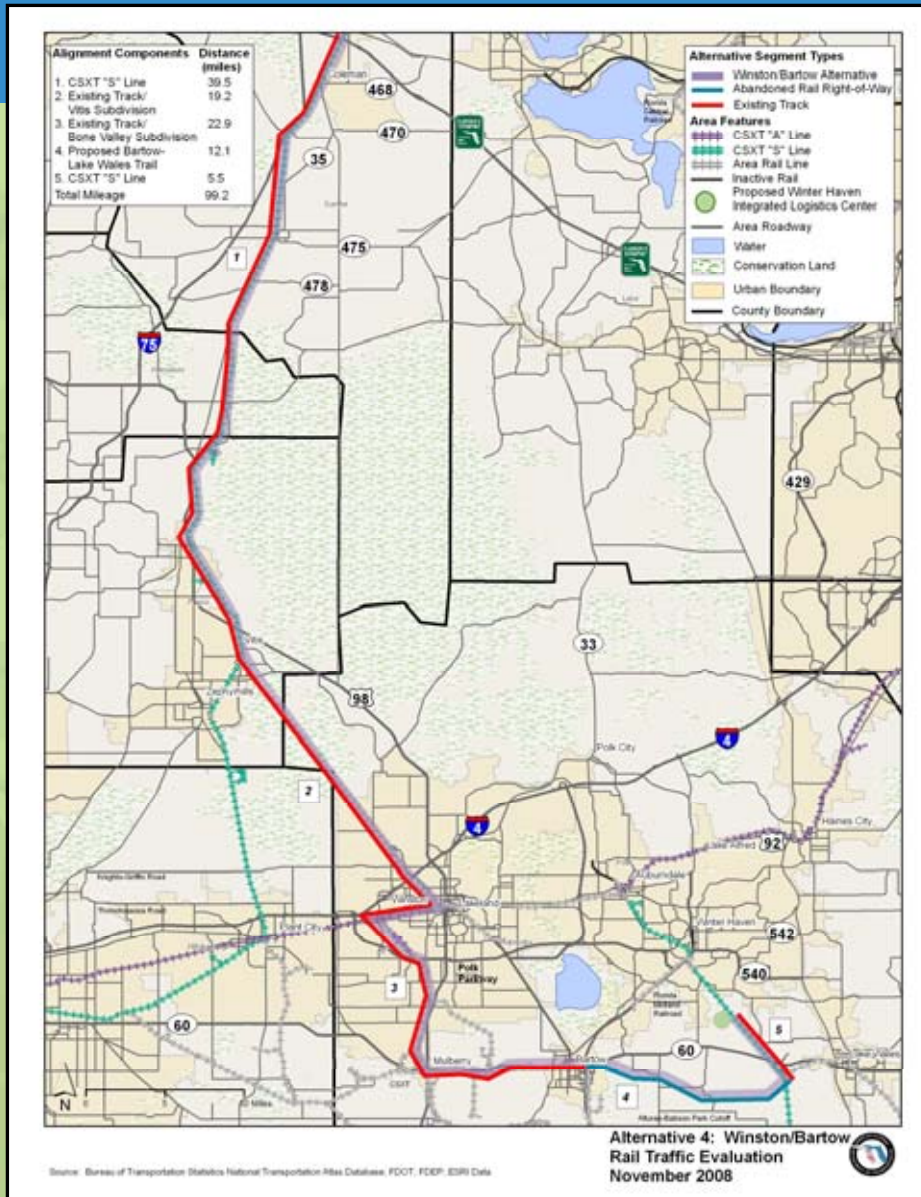
- Total Mileage 104
- Property Acquisition (acres) 321
- Number of Crossings
  - At Grade 69
  - Potential Grade Separations 5
- Capital Costs
  - 2019 **\$1,034,500,000**
- Railroad Operating Considerations
  - Additional Freight Transportation Time
  - Higher Operating Costs
  - Additional Infrastructure Maintenance
  - Local Train Switching (Phosphate Trains)

# Alternative 3 Plant City / Bartow



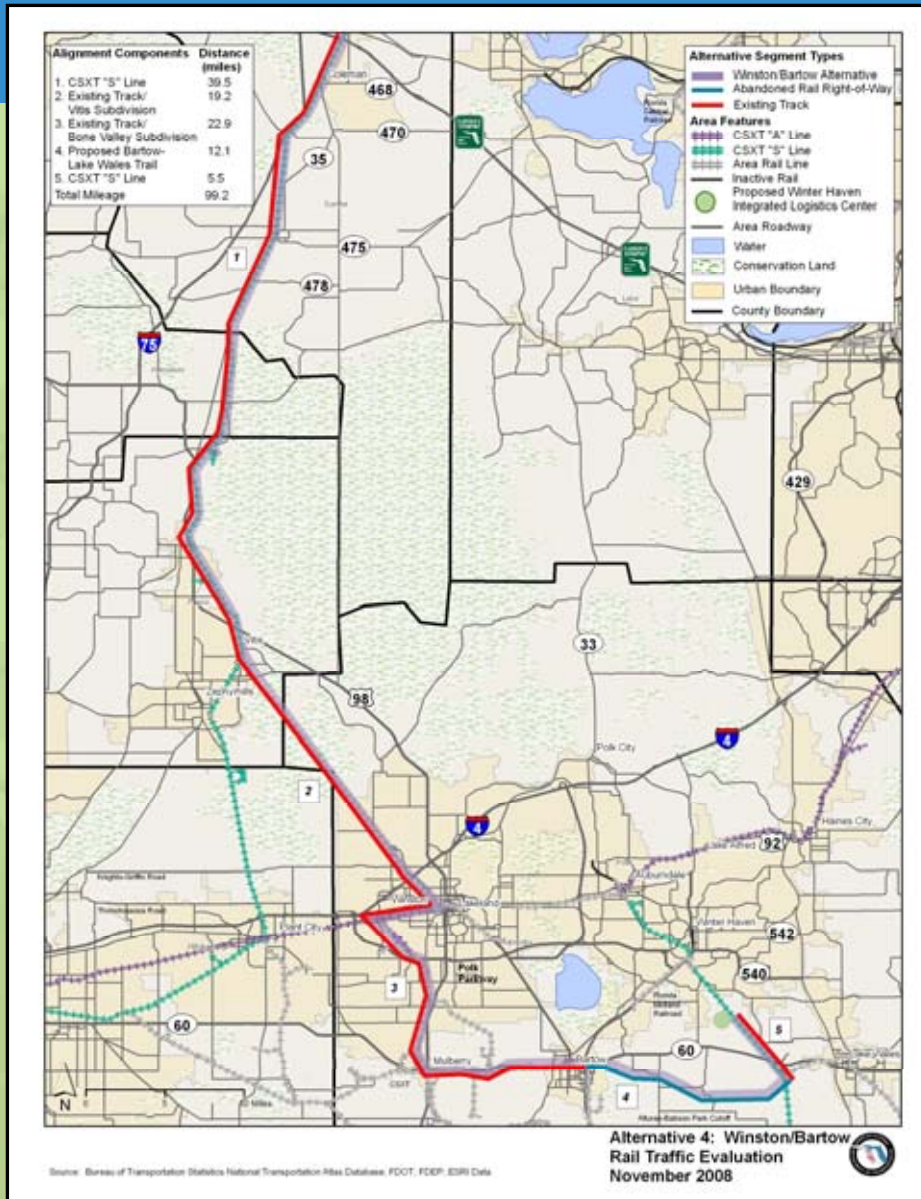
- **Community Considerations**
  - Plant City
  - Mulberry
  - Bartow
- **Environmental Considerations**
  - Peace River Crossing
  - Floodplains
  - Wetlands

# Alternative 4: Winston/Bartow



- Total Mileage 99
- Property Acquisition (acres) 285
- Number of Crossings
  - At Grade 51
  - Potential Grade Separations 5
- Capital Costs
  - 2019 **\$971,300,000**
- Railroad Operating Considerations
  - Additional Freight Transportation Time
  - Higher Operating Costs
  - Additional Infrastructure Maintenance
  - Local Train Switching (Phosphate Trains)
  - Winston Freight Yard

# Alternative 4: Winston/Bartow



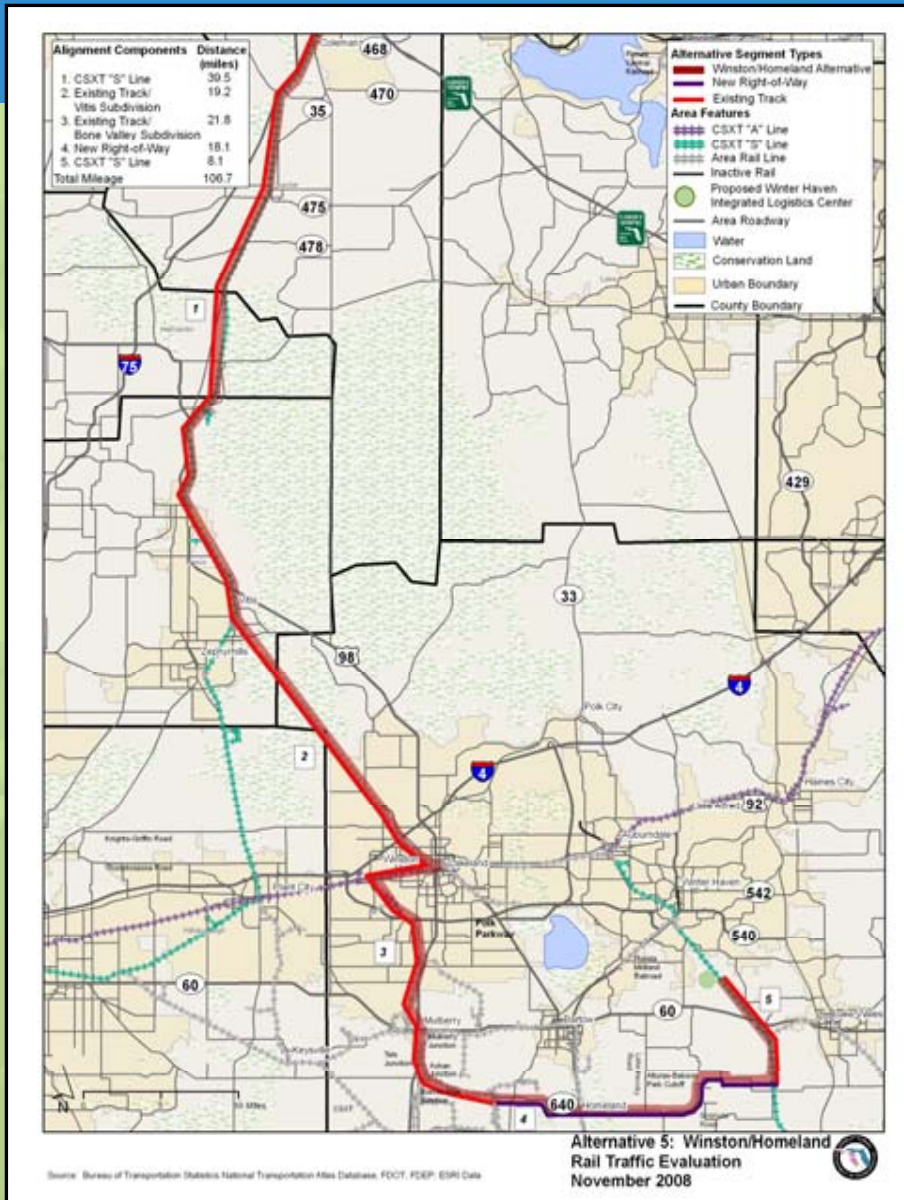
- **Community Considerations**
  - Mulberry
  - Bartow
- **Environmental Considerations**
  - Peace River Crossing
  - Floodplains
  - Wetlands

# Alternative 5: Winston / Homeland



- Total Mileage 107
- Property Acquisition (acres) 352
- Number of Crossings
  - At Grade 41
  - Potential Grade Separations 4
- Capital Costs
  - 2019 **\$988,200,000**
- Railroad Operating Considerations
  - Additional Freight Transportation Time
  - Higher Operating Costs
  - Additional Infrastructure Maintenance
  - Local Train Switching (Phosphate Trains)
  - Winston Freight Yard

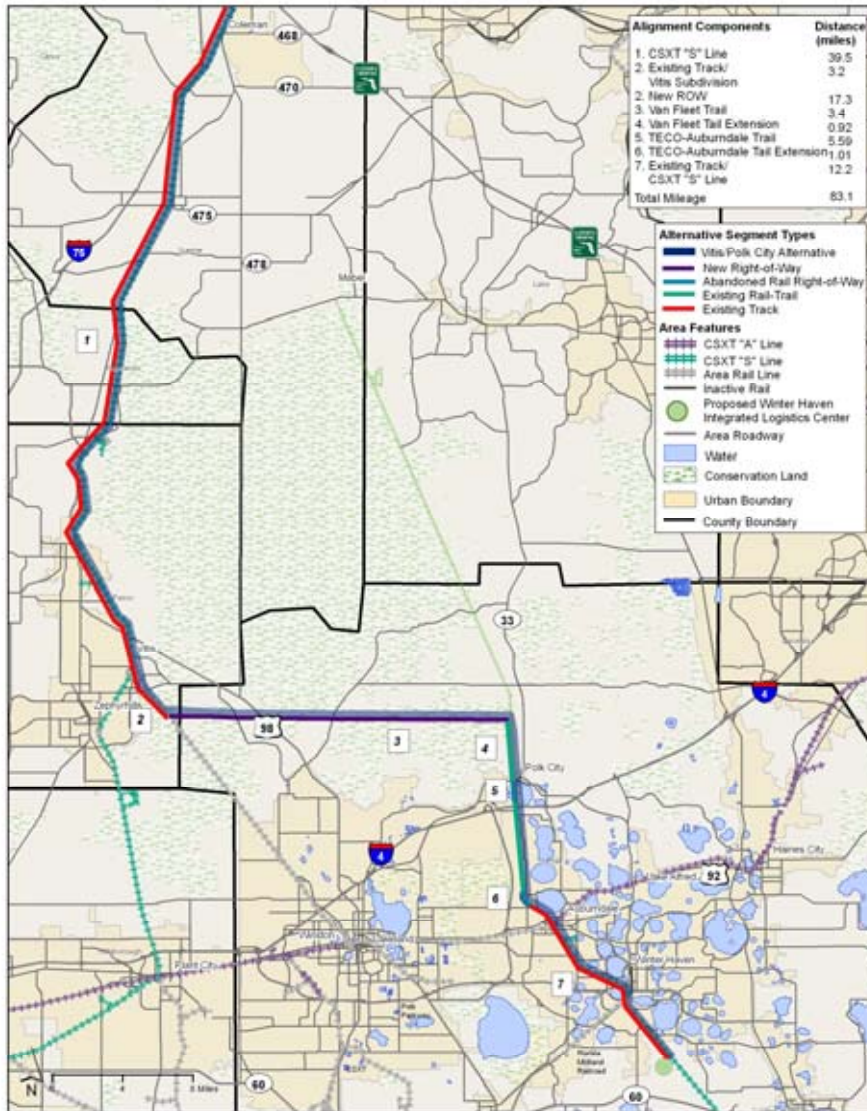
# Alternative 5: Winston / Homeland



- Community Considerations
  - Mulberry
  - Homeland
  - Alturas
- Environmental Considerations
  - Peace River Crossing
  - Floodplains
  - Wetlands

# New Alternatives Under Evaluation Based Upon Public Input

# Alternative 6: Vitis / Polk City (New)

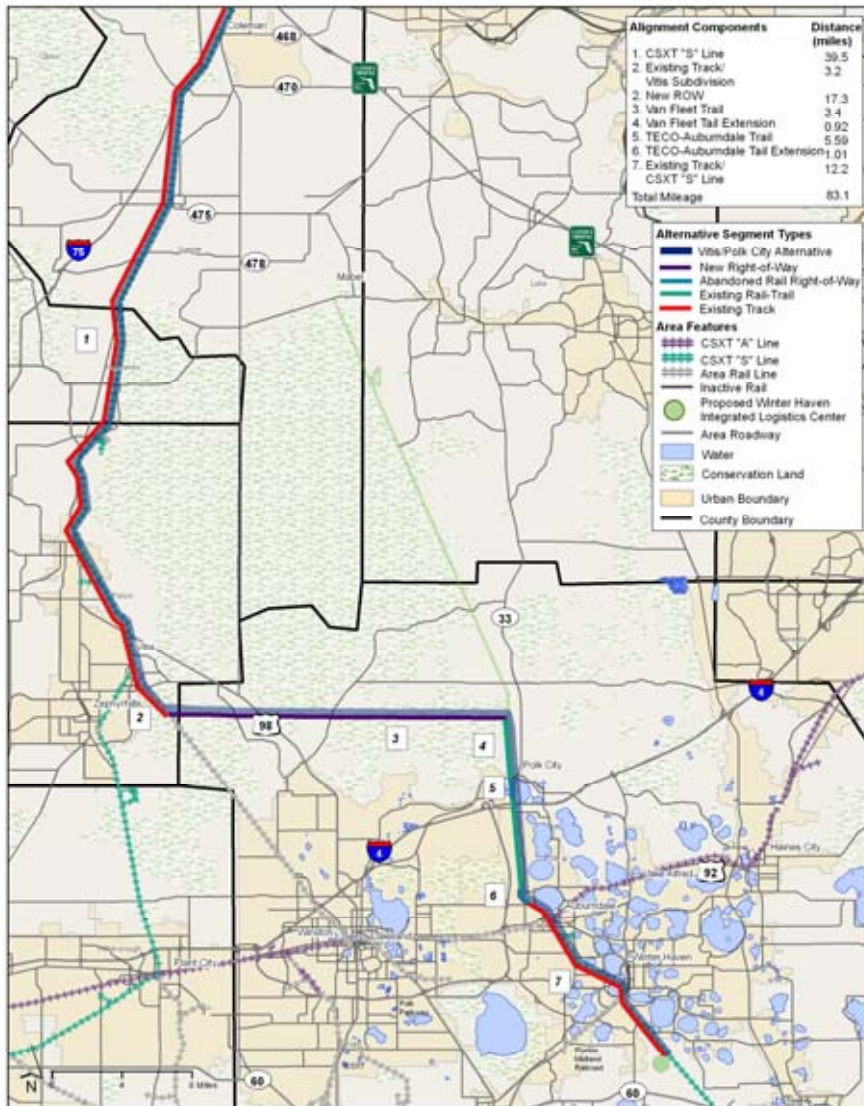


- Total Mileage 83
- Property Acquisition (acres) 339
- Number of Crossings
  - At Grade 34
  - Potential Grade Separation 1
- Capital Costs
  - 2019 **\$638,700,000**
- Railroad Operating Considerations
  - Additional Infrastructure Maintenance
  - “A” Line Crossing / Connection

Source: Bureau of Transportation Statistics National Transportation Atlas Database; FDOT, FODL, FCEP; ESRI Data



# Alternative 6: Vitis / Polk City (New)



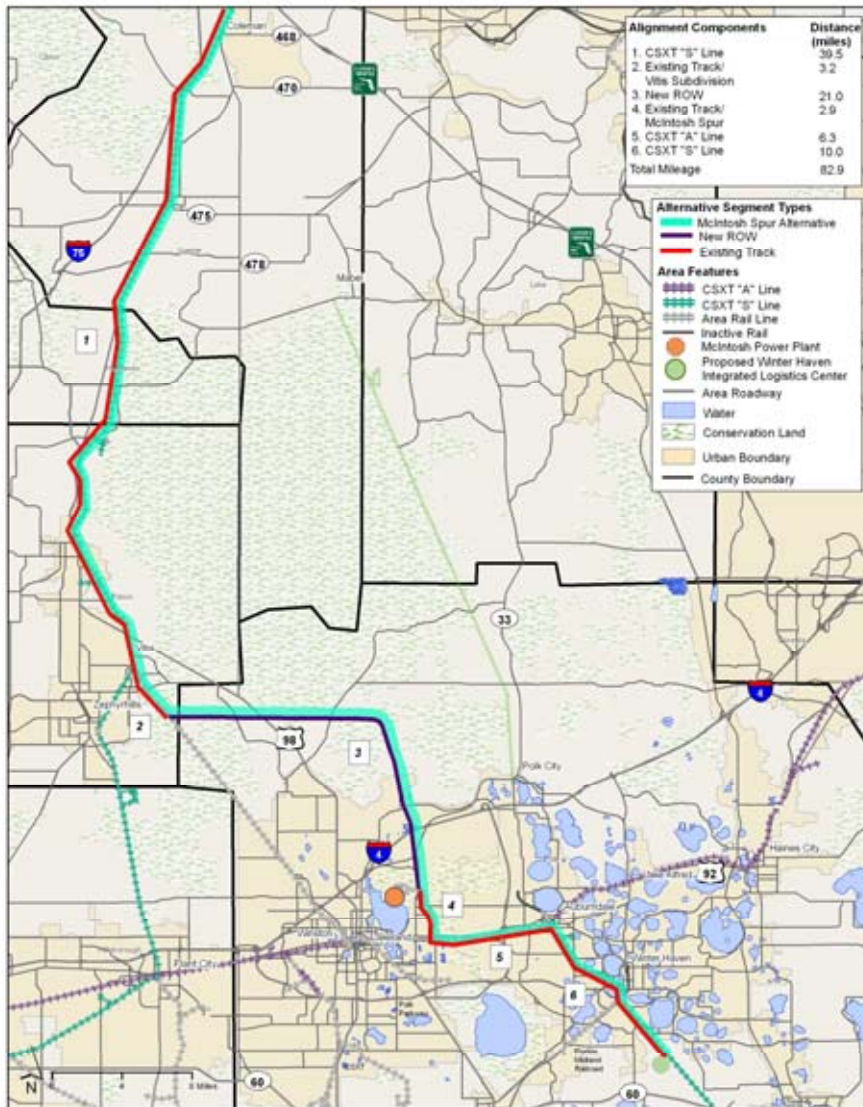
## Community Considerations

- Trail / Parklands
- Lake Myrtle Park
- Auburndale
- Polk City

## Environmental Considerations

- Conservation Areas (Green Swamp)
- Floodplains
- Wetlands

# Alternative 7: McIntosh Spur (New)



- Total Mileage 83
- Property Acquisition (acres) 272
- Number of Crossings
  - At Grade 27
  - Potential Grade Separations 3
- Capital Costs
  - 2019 **\$752,600,000**
- Railroad Operating Considerations
  - Additional Infrastructure Maintenance
  - "A" Line Crossing / Connection
  - Local Train Switching (Power Plant)

Alternative 7: McIntosh Spur  
FDOT District One  
Rail Traffic Evaluation Study

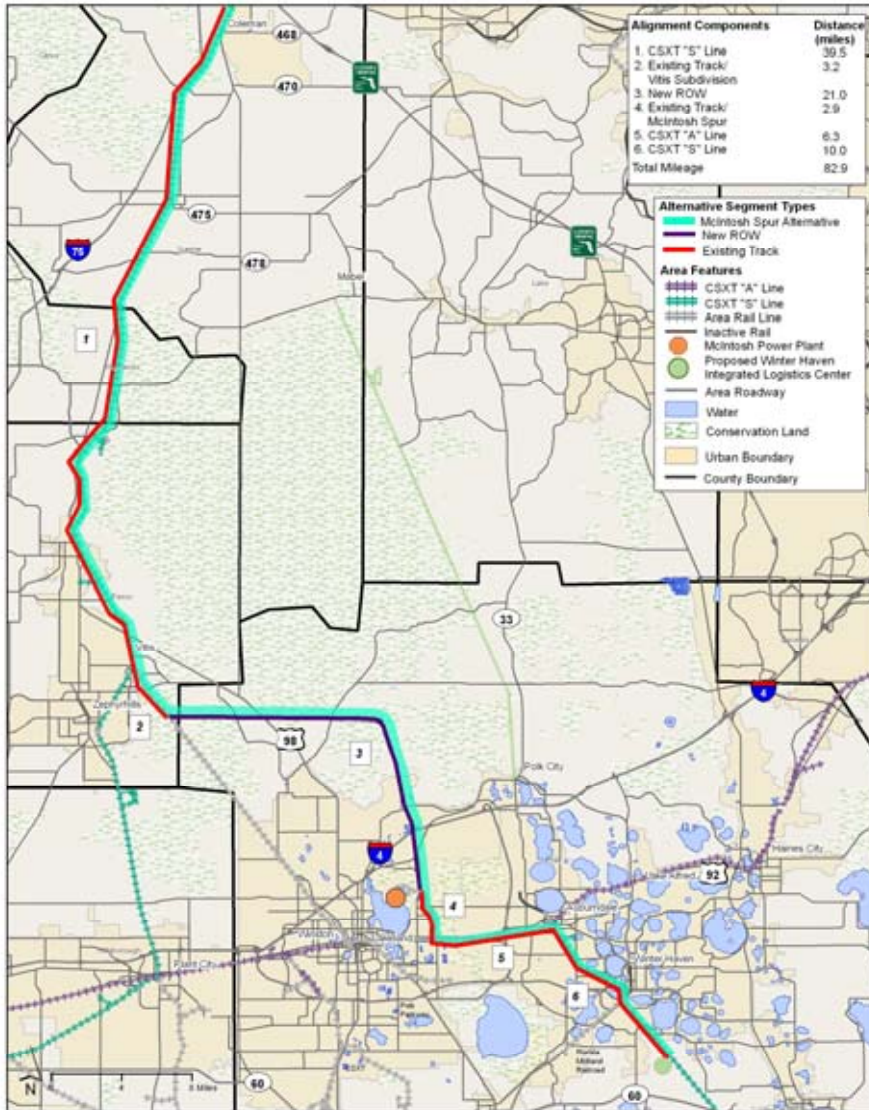


Source: Bureau of Transportation Statistics National Transportation Atlas Database; FDOT; FGDL; RDEP; ESRI Data

FDOT Rail Traffic Evaluation



# Alternative 7: McIntosh Spur (New)



Source: Bureau of Transportation Statistics National Transportation Atlas Database; FDOT; FGDL; FDEP; ESRI Data

Alternative 7: McIntosh Spur  
FDOT District One  
Rail Traffic Evaluation Study

- Community Considerations
  - Polk City
  - Lakeland
- Environmental Considerations
  - Conservation Areas (Green Swamp)
  - Floodplains
  - Wetlands
- Other
  - New Grade Separated Crossing (I-4)

# Alternative 8: Winston/Bartow Airport (New)



Alternative 8  
FDOT District One  
Rail Traffic Evaluation Study

Source: Bureau of Transportation Statistics National Transportation Atlas Database; FDOT; FDEP; ESRI Data

- Total Mileage 96
- Property Acquisition (acres) 228
- Number of Crossings
  - At Grade 27
  - Potential Grade Separations 3
- Capital Costs
  - 2019 **\$970,700,000**
- Railroad Operating Considerations
  - Increased Freight Transportation Time
  - Additional Infrastructure Maintenance
  - Local Train Switching (Phosphate trains)



# Alternative 8: Winston/Bartow Airport New



Source: Bureau of Transportation Statistics National Transportation Atlas Database; FDOT, FDEP, ESRI Data

Alternative 8  
FDOT District One  
Rail Traffic Evaluation Study

- Community Considerations
  - Mulberry
  - Bartow
- Environmental Considerations
  - Floodplains
  - Wetlands

# Common Issues – All Relocation Alternatives

- Freight Continues to Operate Through Downtown Lakeland
  - Local trains continue to operate on the “A” and “S” Lines
  - Through trains would divert to an alternate route
- CSX Would Have to Agree to Move Operations to Any New Route
- Infrastructure Improvements Still Required on “S” Line
  - Lakeland track siding
  - Majority of improvements are north of Coleman
- Shifts Impacts to Other Communities
- Significant Infrastructure Costs
- Property Acquisition Required
- Increases Operations and Maintenance Costs
- Significant Environmental Challenges

# Next Steps

- Prepare Final Report
  - Summary
  - Technical Reports and Supporting Data
- Distribute Report
  - Community Leaders
  - County Officials
  - Legislative Representatives
  - Project Web Site

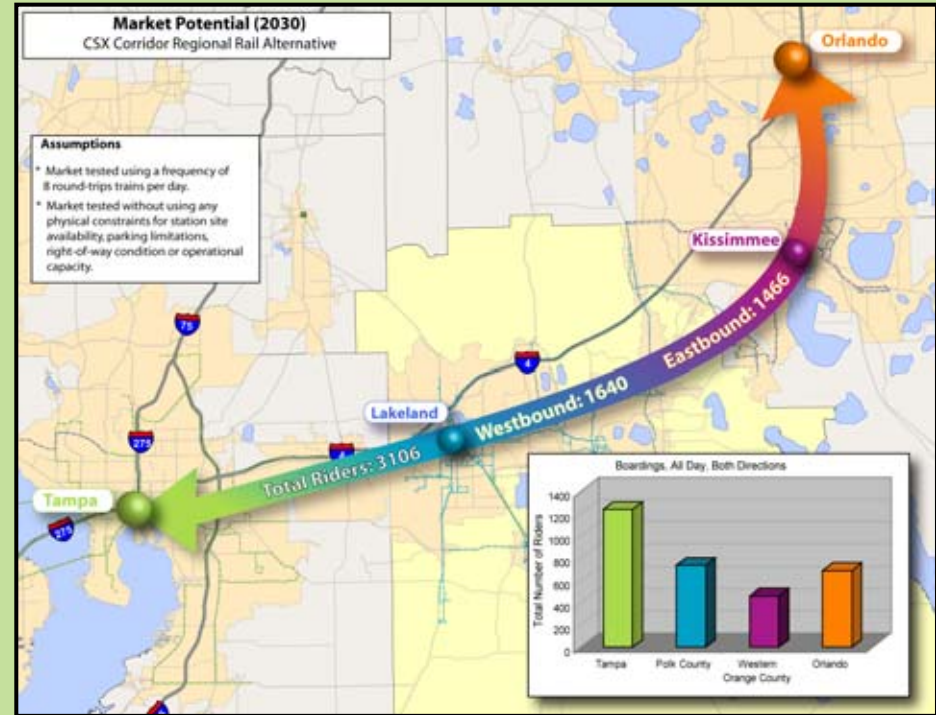
# Passenger Rail Feasibility

# Passenger Rail Alternatives Tested (2030)



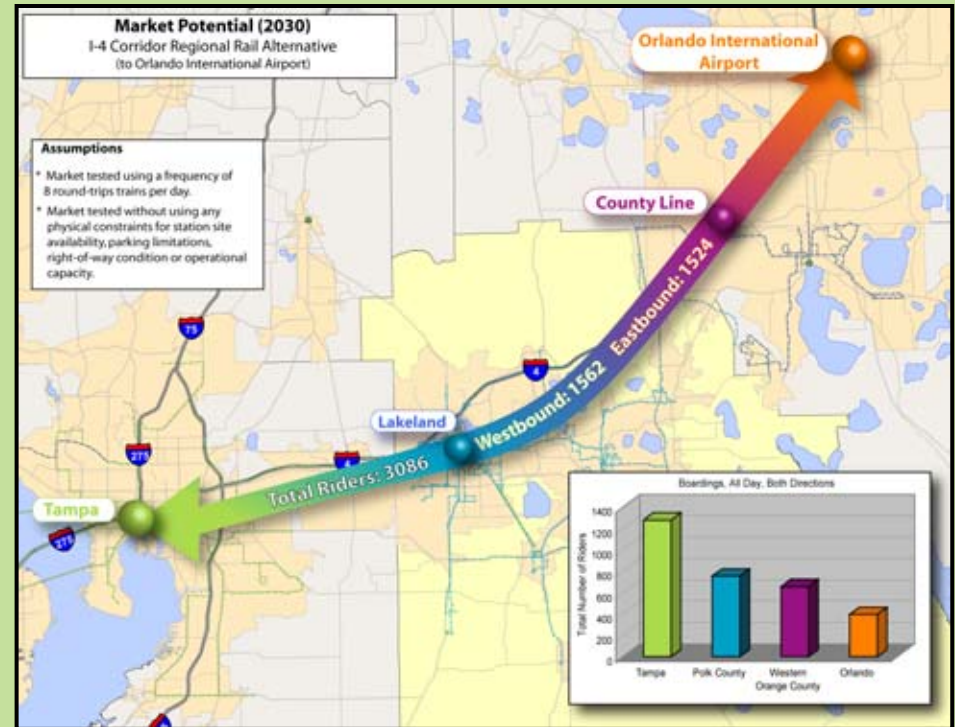
# CSX Corridor Regional Rail Alternative

- Total Mileage
  - Tampa – Orlando 92
  - Lakeland – Tampa 31
  - Lakeland – Orlando 61
- Travel Times (minutes)
  - Tampa – Orlando 90
  - Lakeland – Tampa 29
  - Lakeland – Orlando 61
- Projected Ridership (2030) 3106



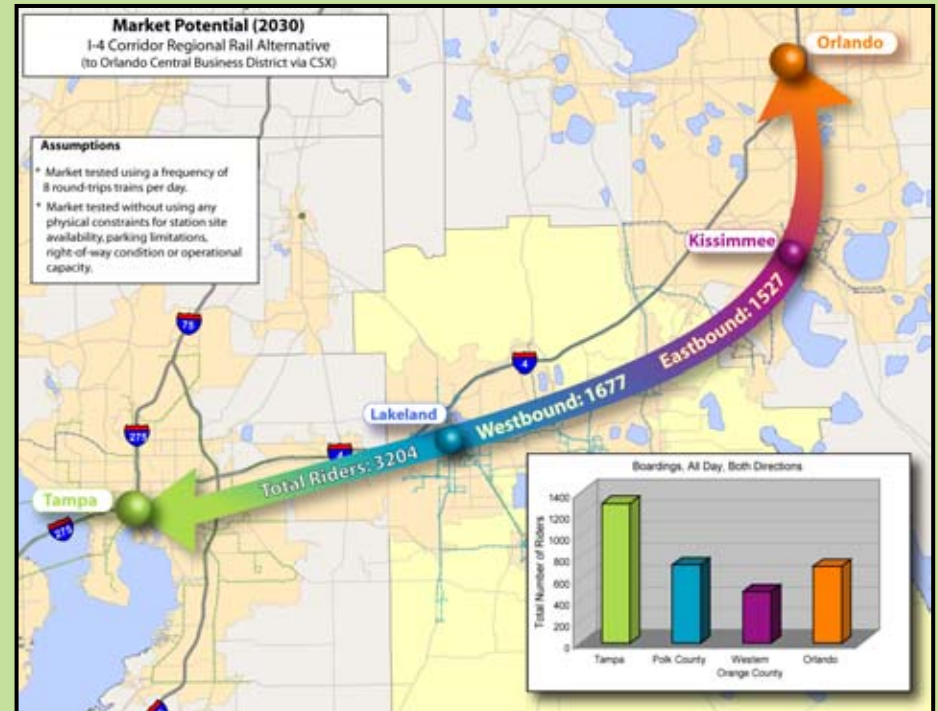
# I-4 Airport Regional Rail Alternative (to Orlando Central Business District via CSX)

- Total Mileage
  - Tampa – Orlando 86
  - Lakeland – Tampa 26
  - Lakeland – Orlando 50
- Travel Times (minutes)
  - Tampa – Orlando 76
  - Lakeland – Tampa 26
  - Lakeland – Orlando 50
- Projected Ridership (2030) 3086



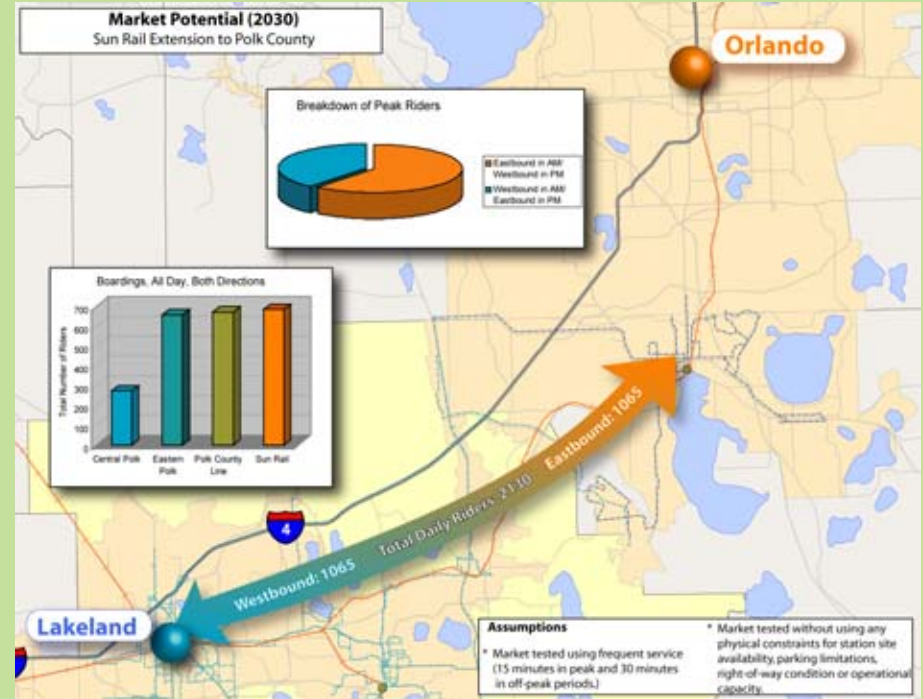
# I-4 Corridor Regional Rail Alternative (to Orlando Airport)

- Total Mileage
  - Tampa – Orlando 93
  - Lakeland – Tampa 32
  - Lakeland – Orlando 61
- Travel Times (minutes)
  - Tampa – Orlando 84
  - Lakeland – Tampa 26
  - Lakeland – Orlando 58
- Projected Ridership (2030) 3204



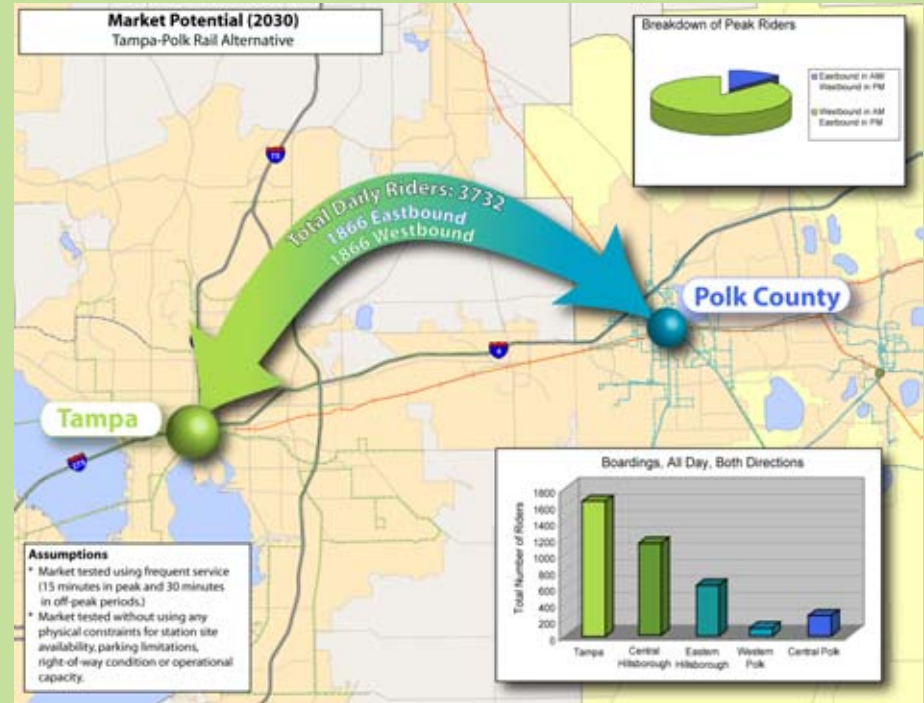
# SunRail Extension to Polk County

- Total Mileage
  - Lakeland – Orlando 61
  
- Travel Times (minutes)
  - Lakeland – Orlando 77
  
- Projected Ridership (2030) 2130



# Tampa-Polk Alternative

- Total Mileage
  - Lakeland – Tampa 31
  
- Travel Times (minutes)
  - Lakeland – Tampa 41
  
- Projected Ridership (2030) 3732



# Next Steps

- Market Analysis Complete
- USDOT (FTA or FRA) Alternatives Analysis
  - Identify Preferred Corridor and Mode
    - Refine Ridership Projections
    - Identify Costs
      - Capital
      - Annual Operations and Maintenance
      - Establish Funding Strategy
    - Determine Financial Partners
  - Requires Regional Partnering

# Outreach

# Outreach Activities

- Meetings Held
  - 4 Public Workshops
  - Polk TPO (4)
  - Polk TAC (4)
  - Polk CAC (4)
  - Local Briefings (34)
- Active Stakeholders (434)
- Comments Received (116)
- Written Communications
- Project Web Site



# Contact The Team

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