

District One Rail Traffic Evaluation Study

Workshop
February 25, 2009

www.fdotrailtrafficevaluation.com

FDOT Rail Traffic Evaluation



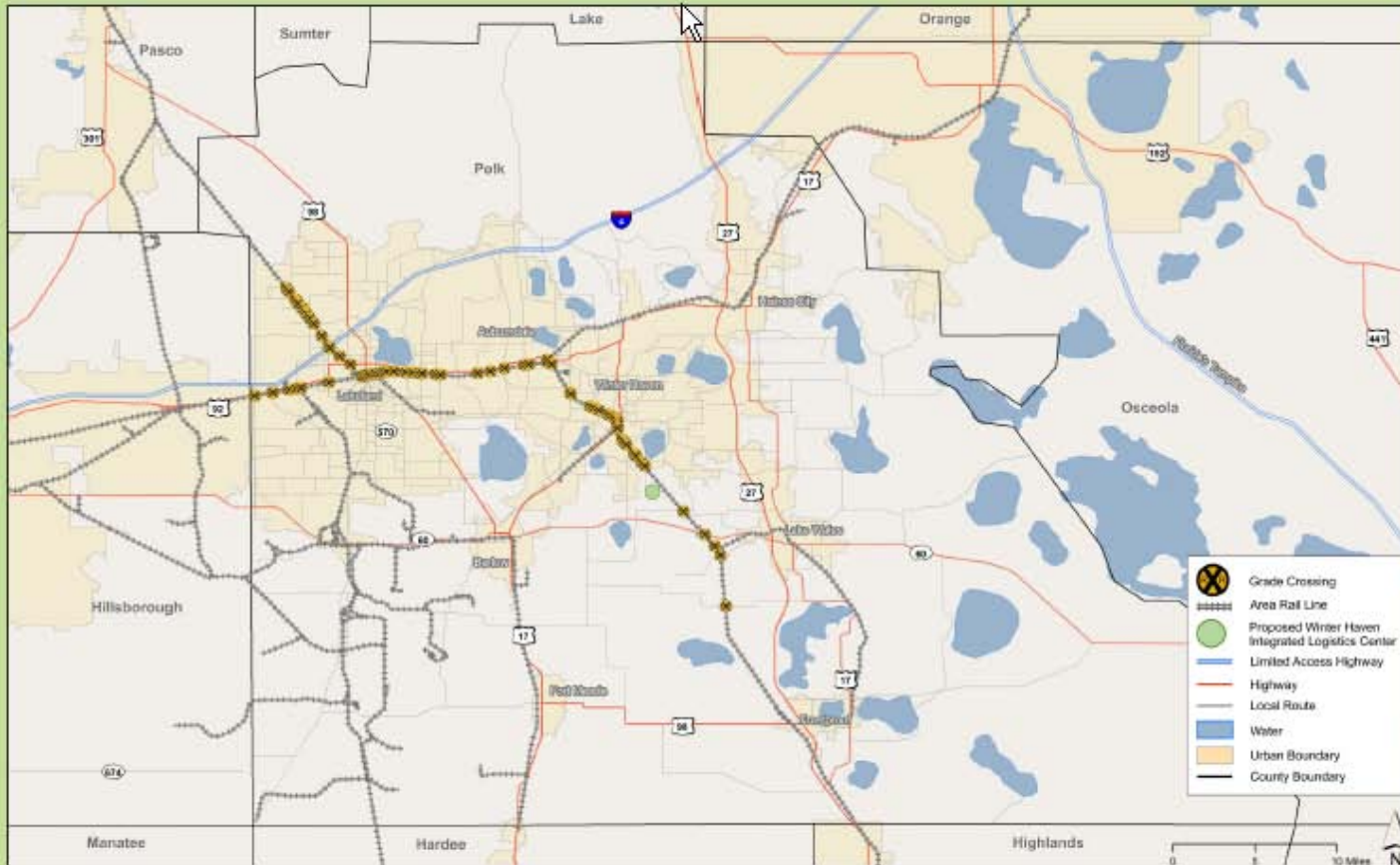
Agenda

- 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
 - 10th 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

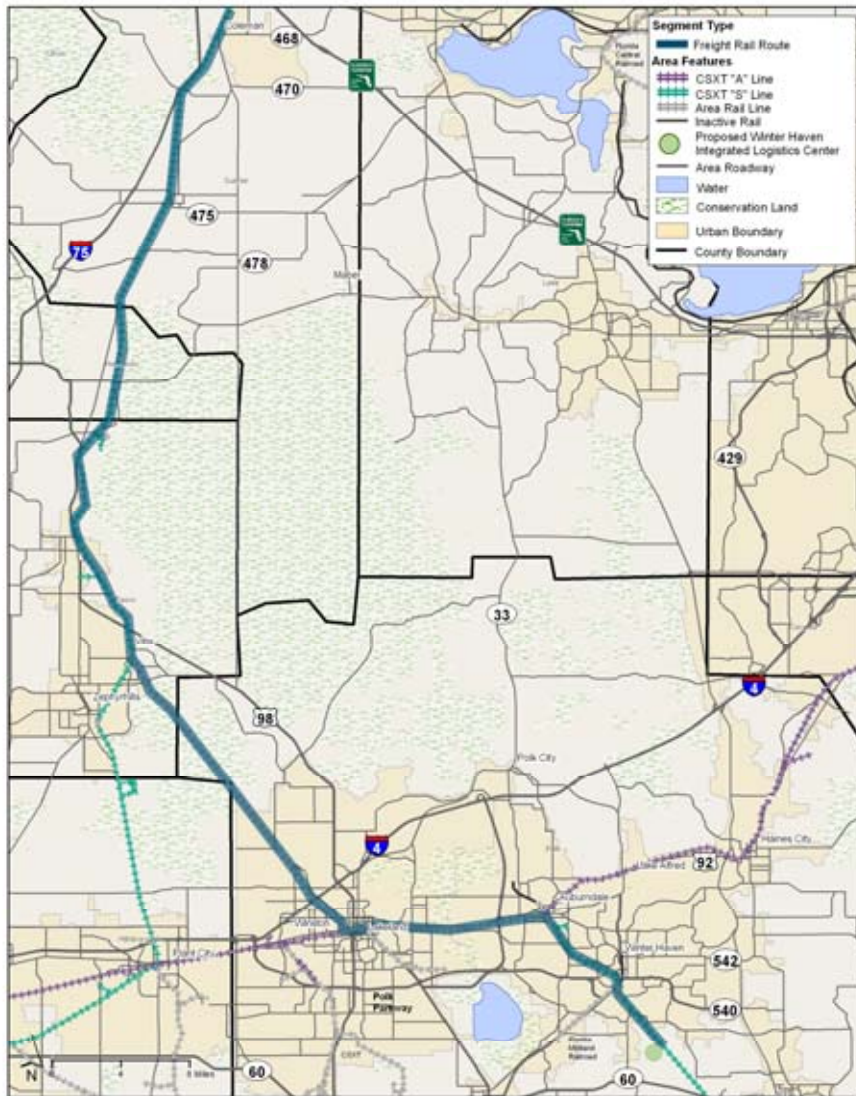
McKean Street (Auburndale)



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

Freight Rail Routing

Current Plan



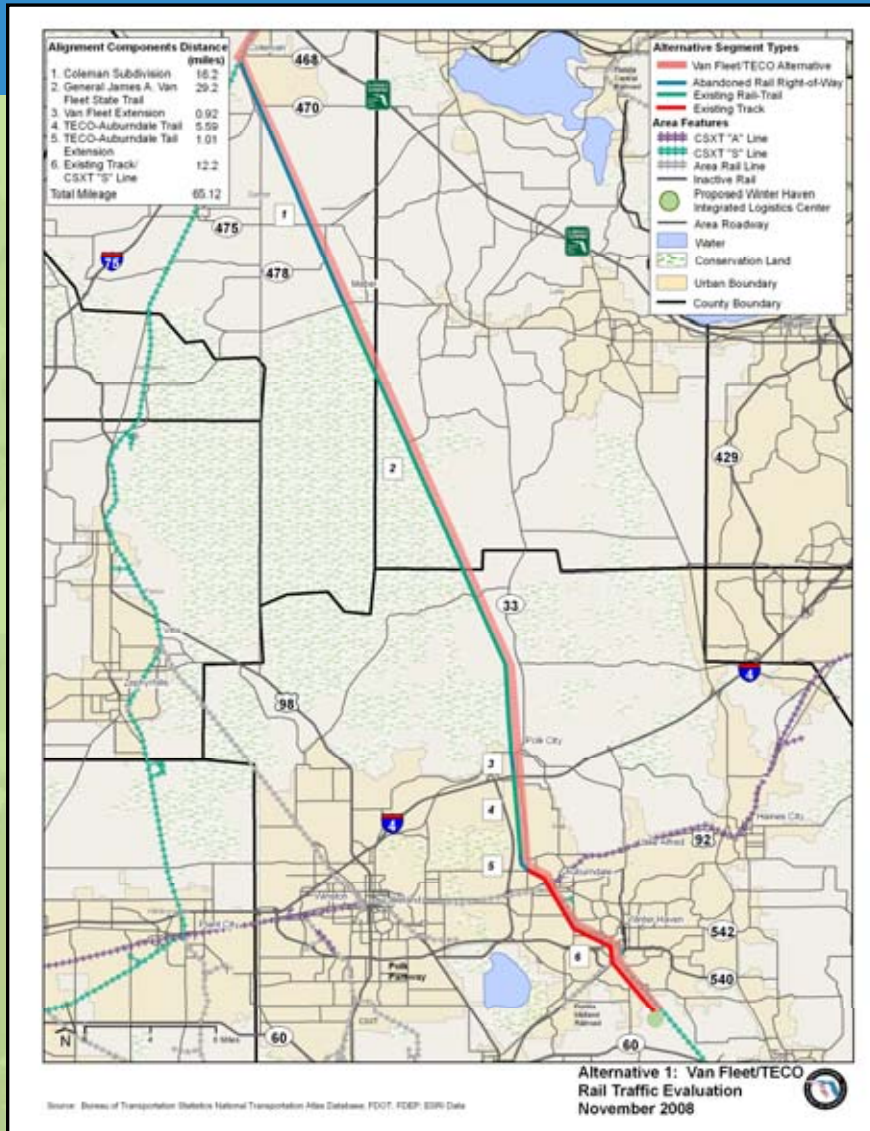
Freight Rail Routing
Rail Traffic Evaluation
November 2008

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

- 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

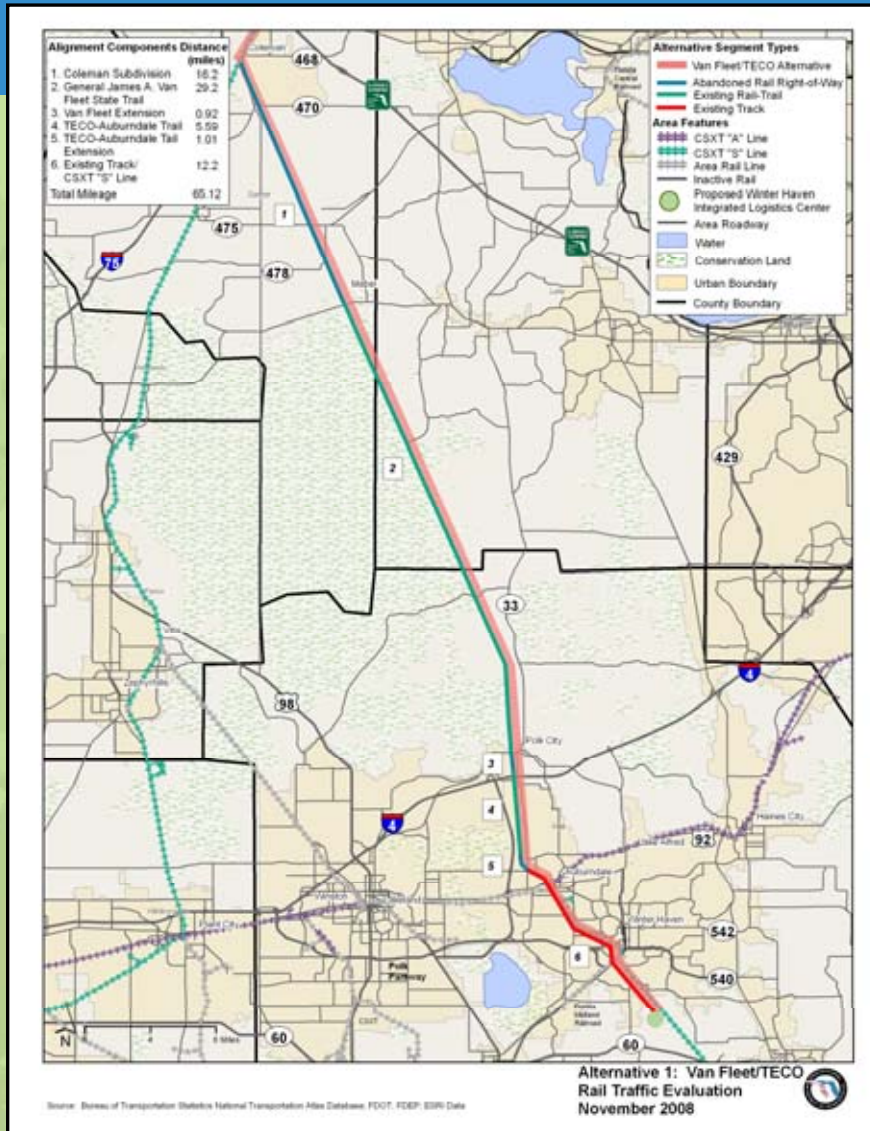
Alternatives Under Evaluation

Alternative 1: Van Fleet/TECO



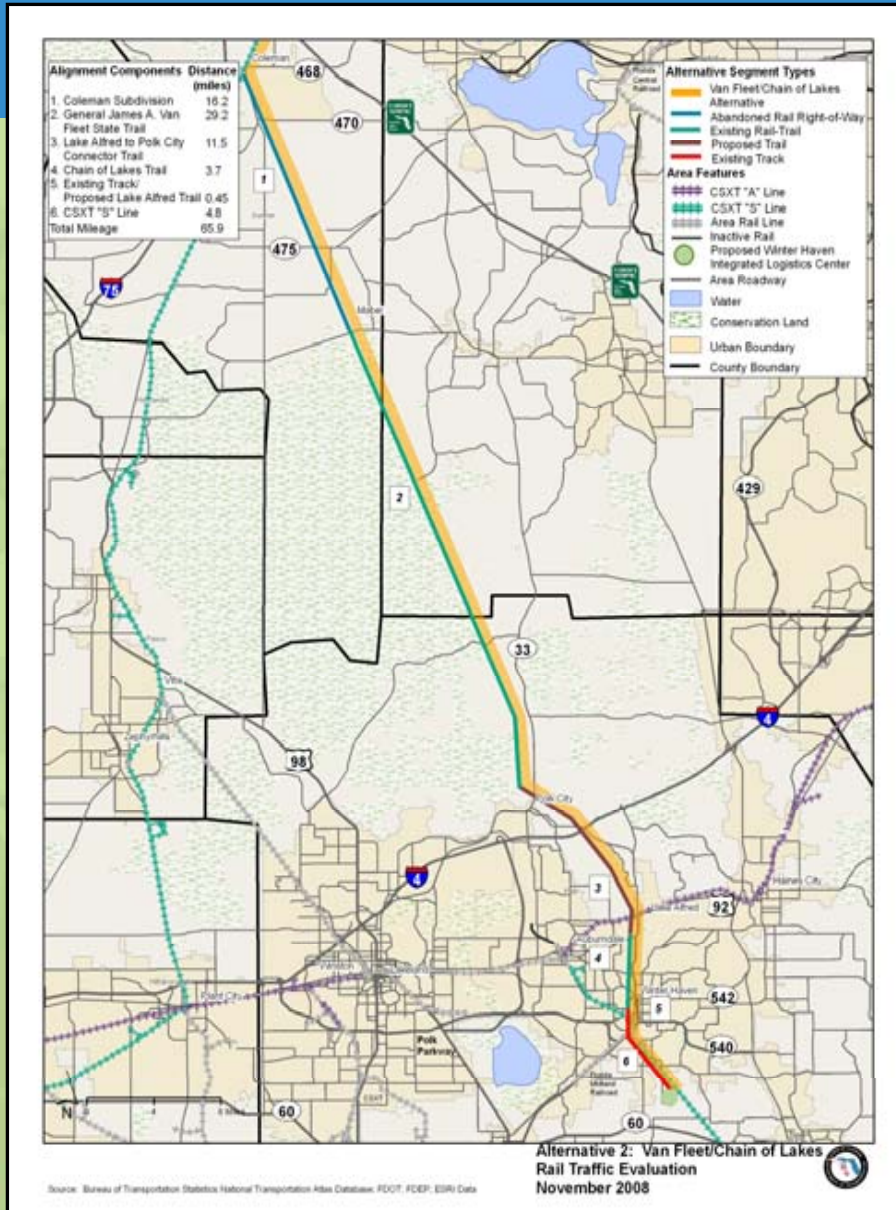
- Total Mileage 65
- Property Acquisition (acres) 893
- Number of Crossings
 - At Grade 36
 - Potential Grade Separation 1
- Capital Costs
 - 2019 **\$811,900,000**
- Railroad Operating Considerations
 - Additional Infrastructure Maintenance
 - “A” Line Crossing / Connection

Alternative 1: Van Fleet/TECO



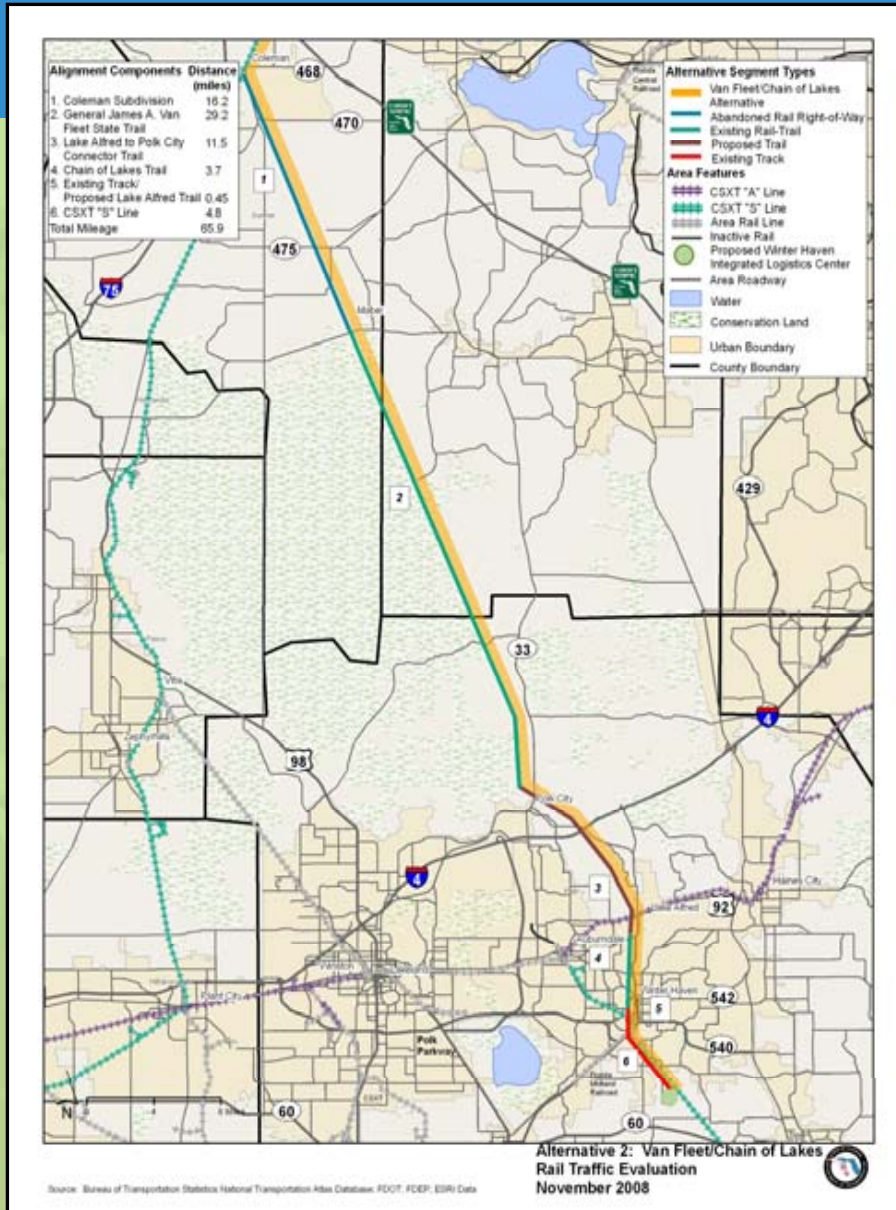
- Community Considerations
 - Trail / Parklands
 - Lake Myrtle Park
 - Auburndale
 - Polk City
- Environmental Considerations
 - Conservation Areas (Green Swamp)
 - Floodplains
 - Wetlands

Alternative 2: Van Fleet/Chain of Lakes



- 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

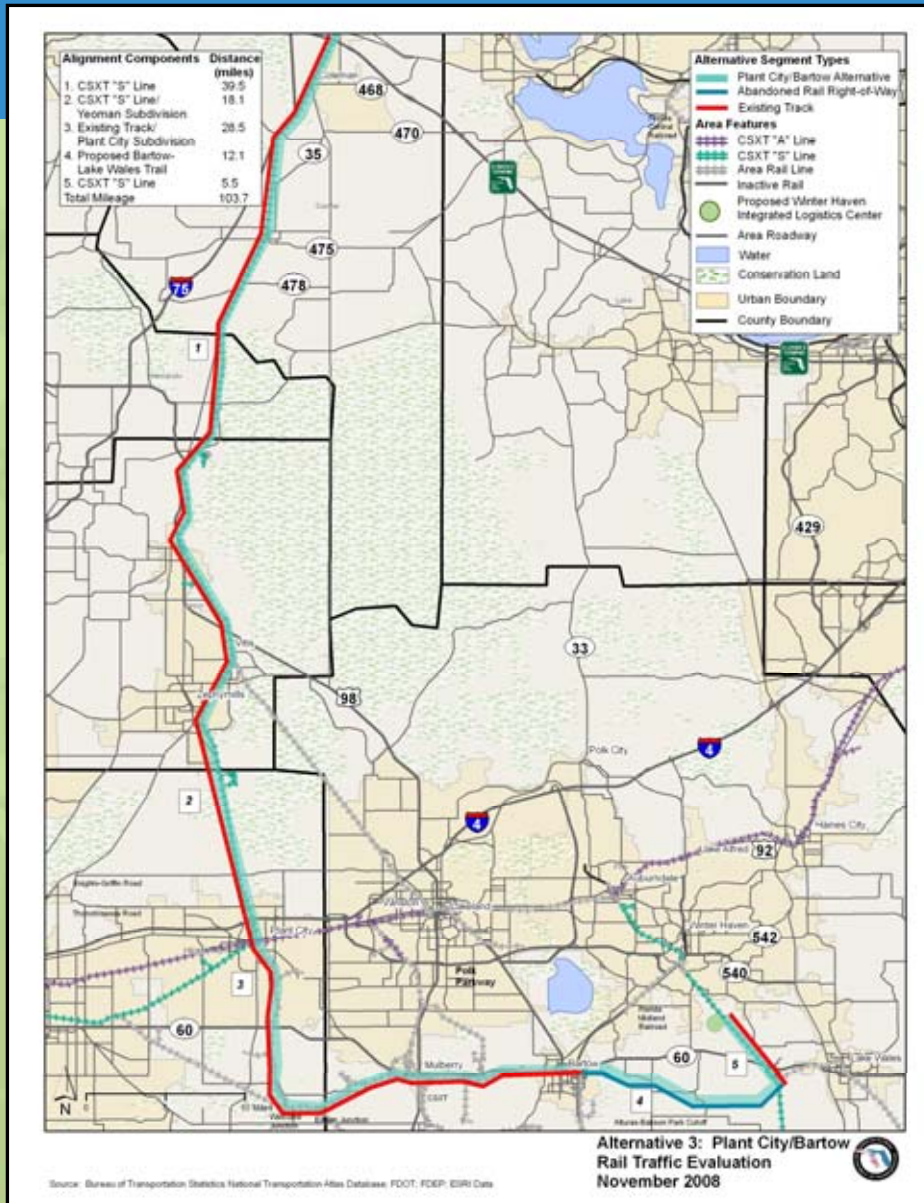
Alternative 2: Van Fleet/Chain of Lakes



- **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)

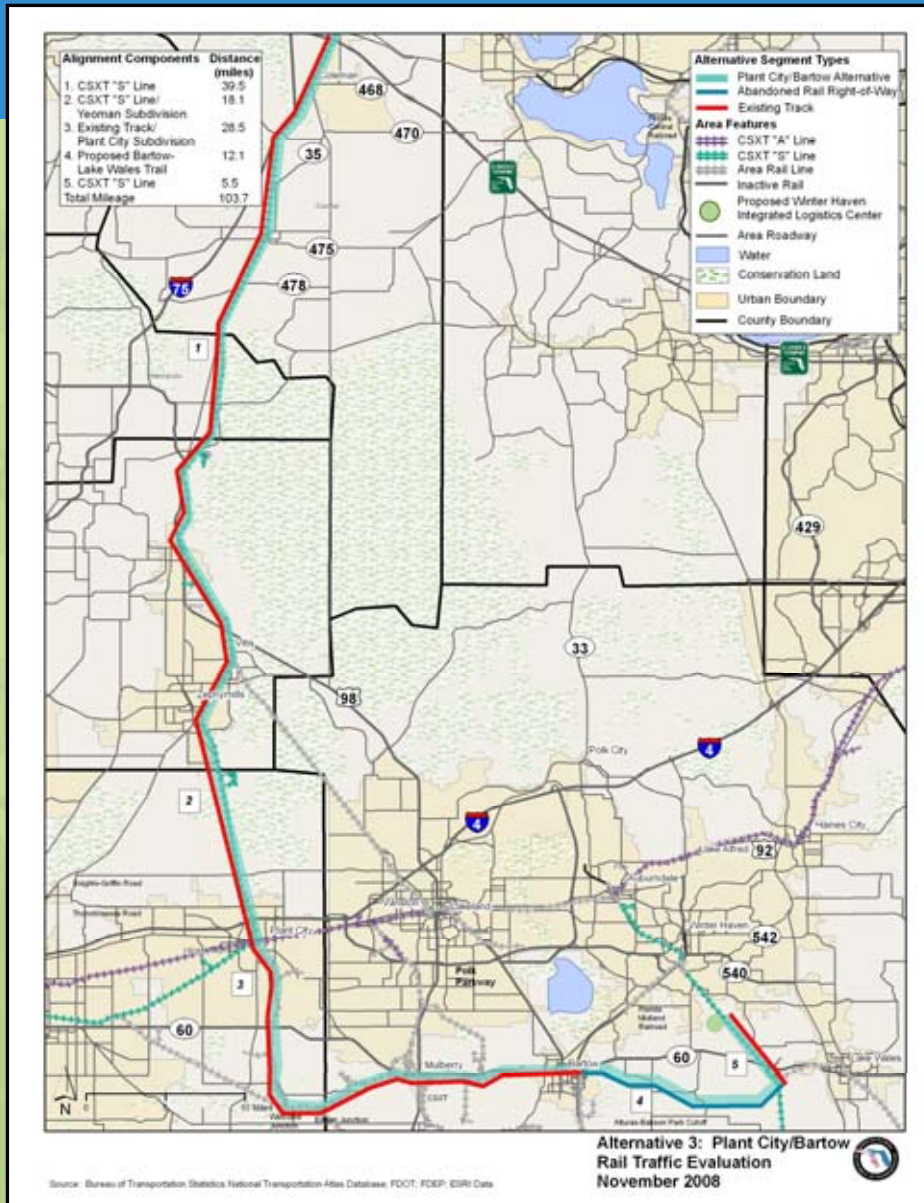
Alternative 3

Plant City / Bartow



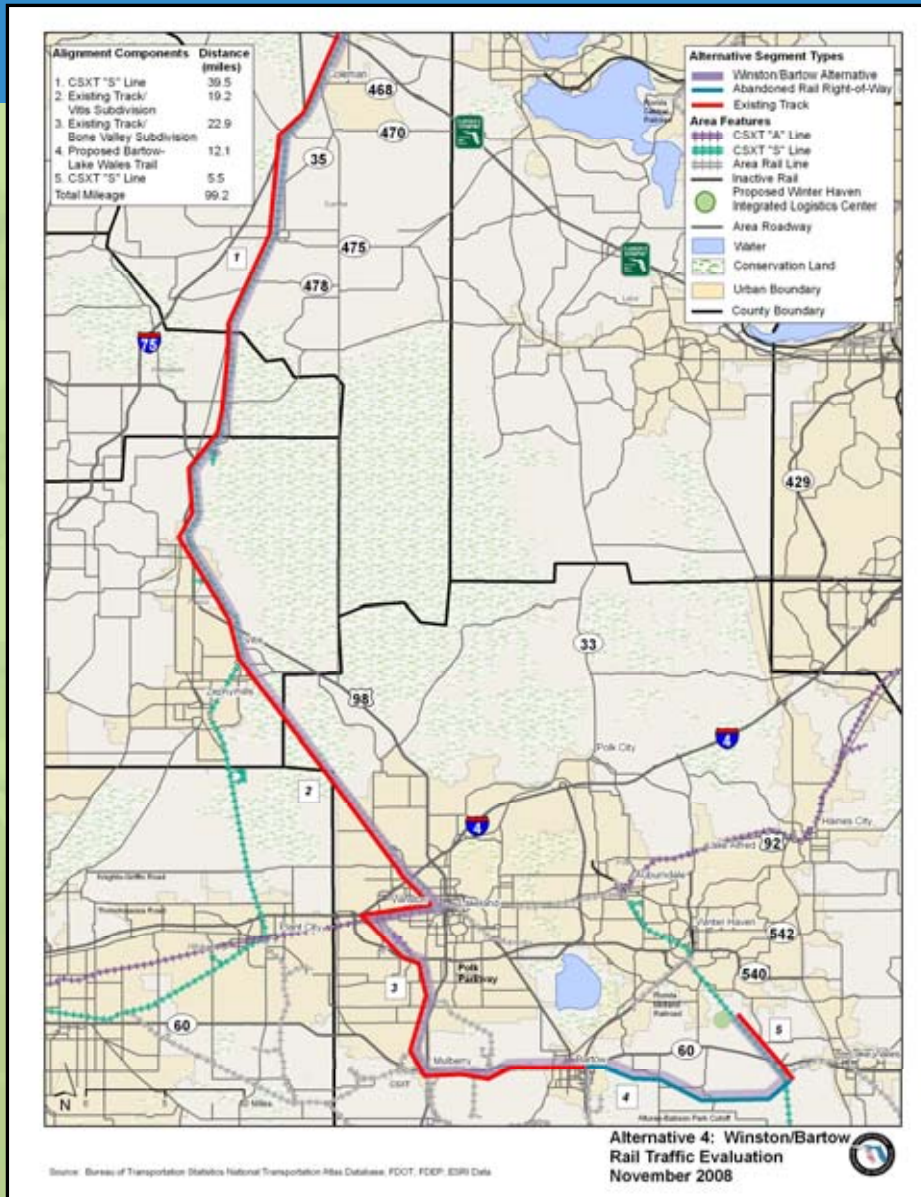
- Total Mileage 104
- Property Acquisition (acres) 321
- Number of Crossings
 - At Grade 69
 - Potential Grade Separations 5
- Capital Costs
 - 2019 **\$1,034,500,000**
- Railroad Operating Considerations
 - Additional Freight Transportation Time
 - Higher Operating Costs
 - Additional Infrastructure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

Alternative 3 Plant City / Bartow



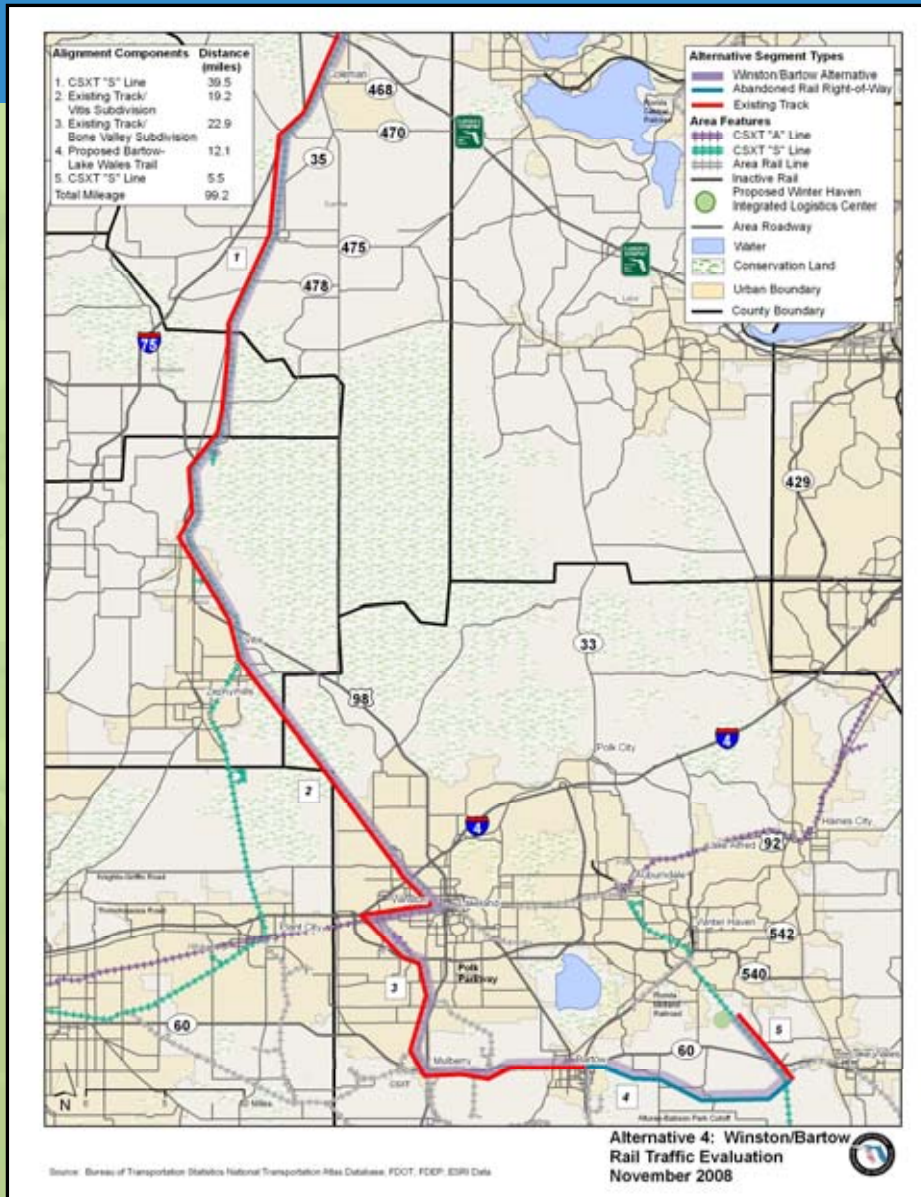
- **Community Considerations**
 - Plant City
 - Mulberry
 - Bartow
- **Environmental Considerations**
 - Peace River Crossing
 - Floodplains
 - Wetlands

Alternative 4: Winston/Bartow



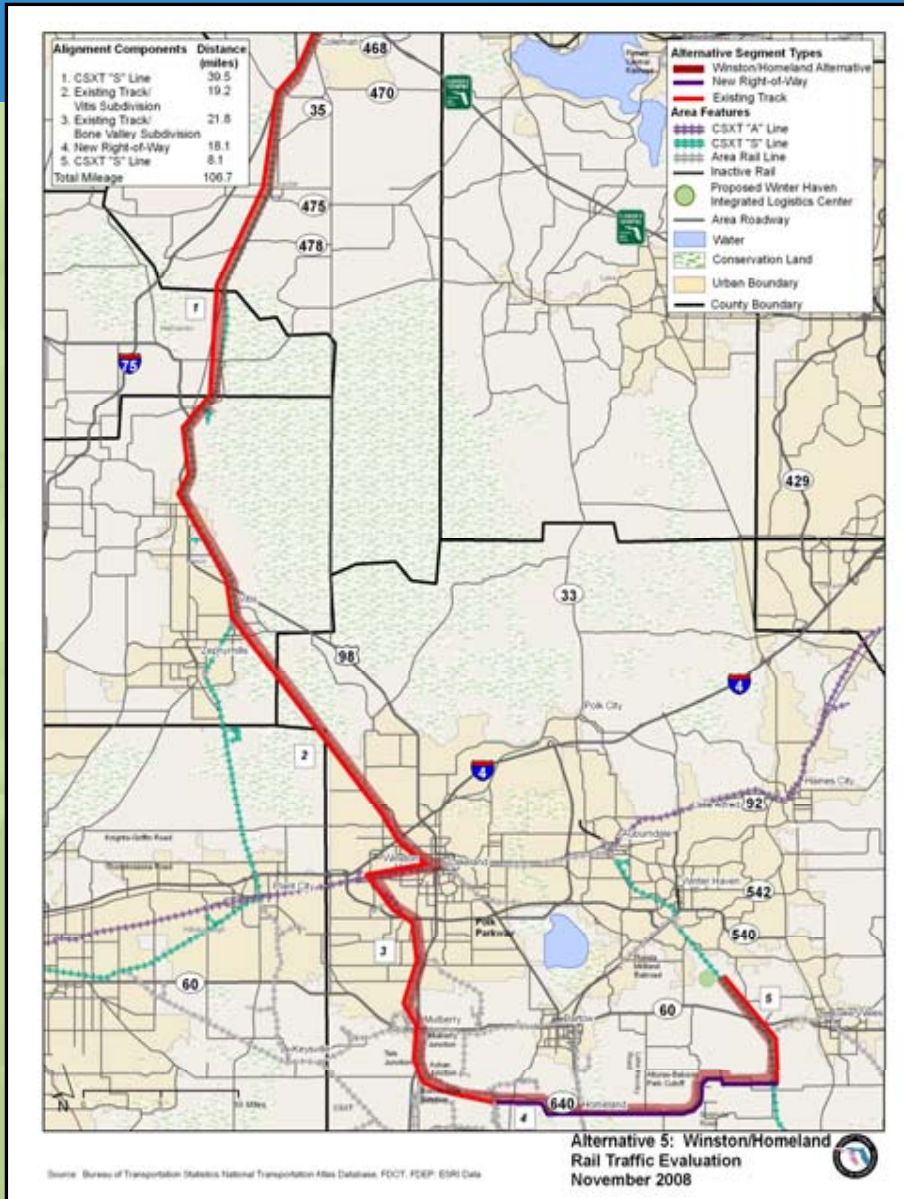
- Total Mileage 99
- Property Acquisition (acres) 285
- Number of Crossings
 - At Grade 51
 - Potential Grade Separations 5
- Capital Costs
 - 2019 **\$971,300,000**
- Railroad Operating Considerations
 - Additional Freight Transportation Time
 - Higher Operating Costs
 - Additional Infrastructure Maintenance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



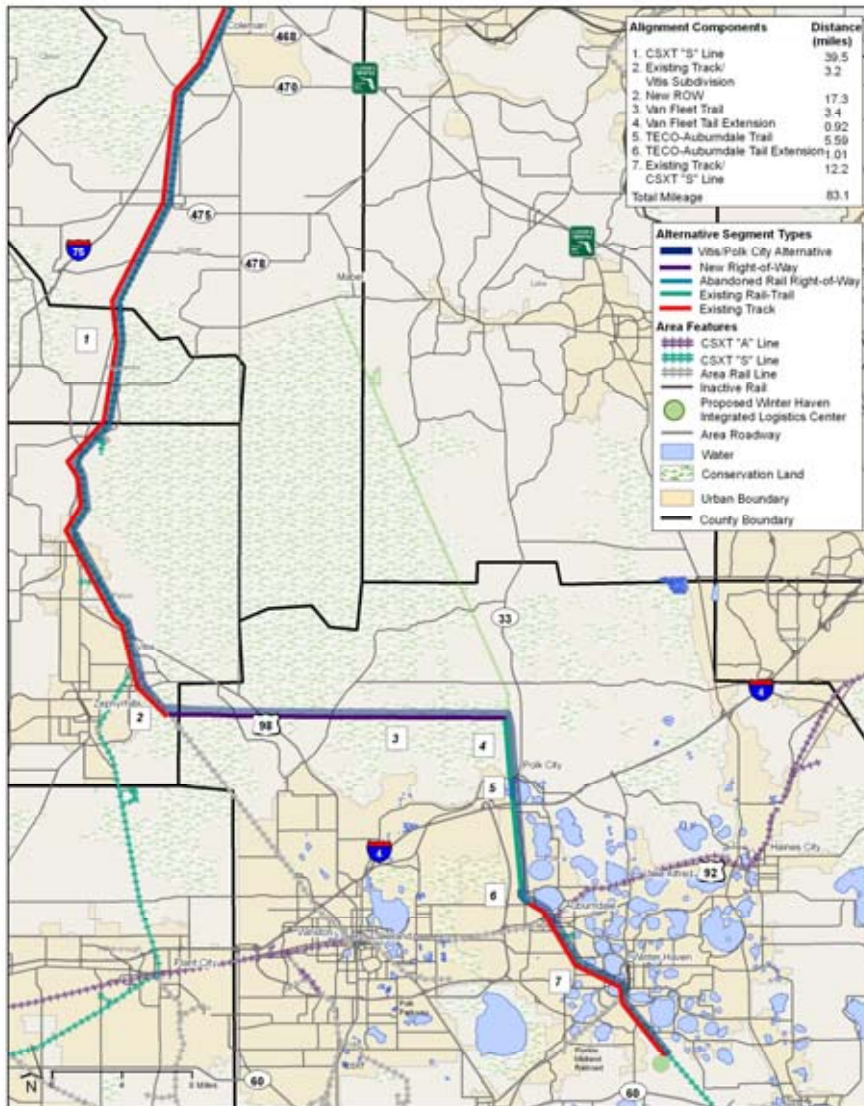
- Total Mileage 83
- Property Acquisition (acres) 339
- Number of Crossings
 - At Grade 34
 - Potential Grade Separation 1
- Capital Costs
 - 2019 **\$638,700,000**
- Railroad Operating Considerations
 - Additional Infrastructure Maintenance
 - “A” Line Crossing / Connection

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

Alternative 6: Vitis/Polk City
FDOT District One
Rail Traffic Evaluation Study



Alternative 6: Vitis / Polk City (New)



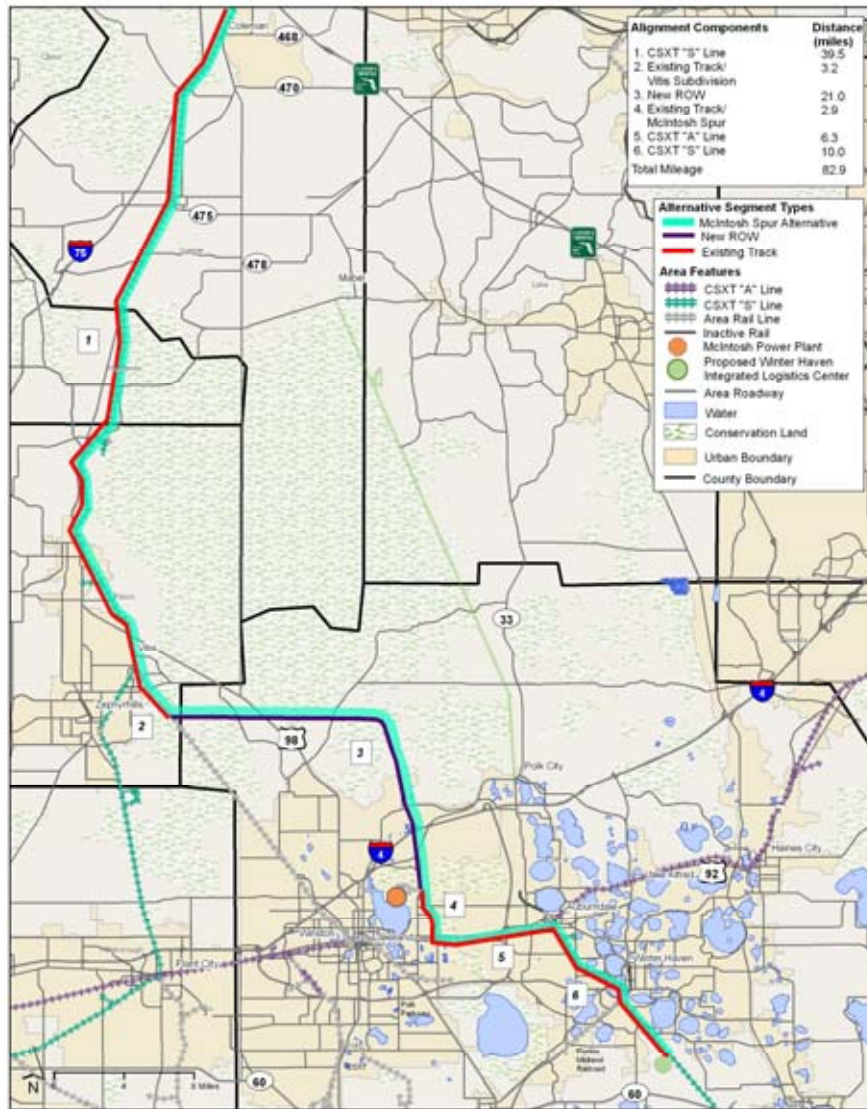
Community Considerations

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

Environmental Considerations

- Conservation Areas (Green Swamp)
- Floodplains
- Wetlands

Alternative 7: McIntosh Spur (New)



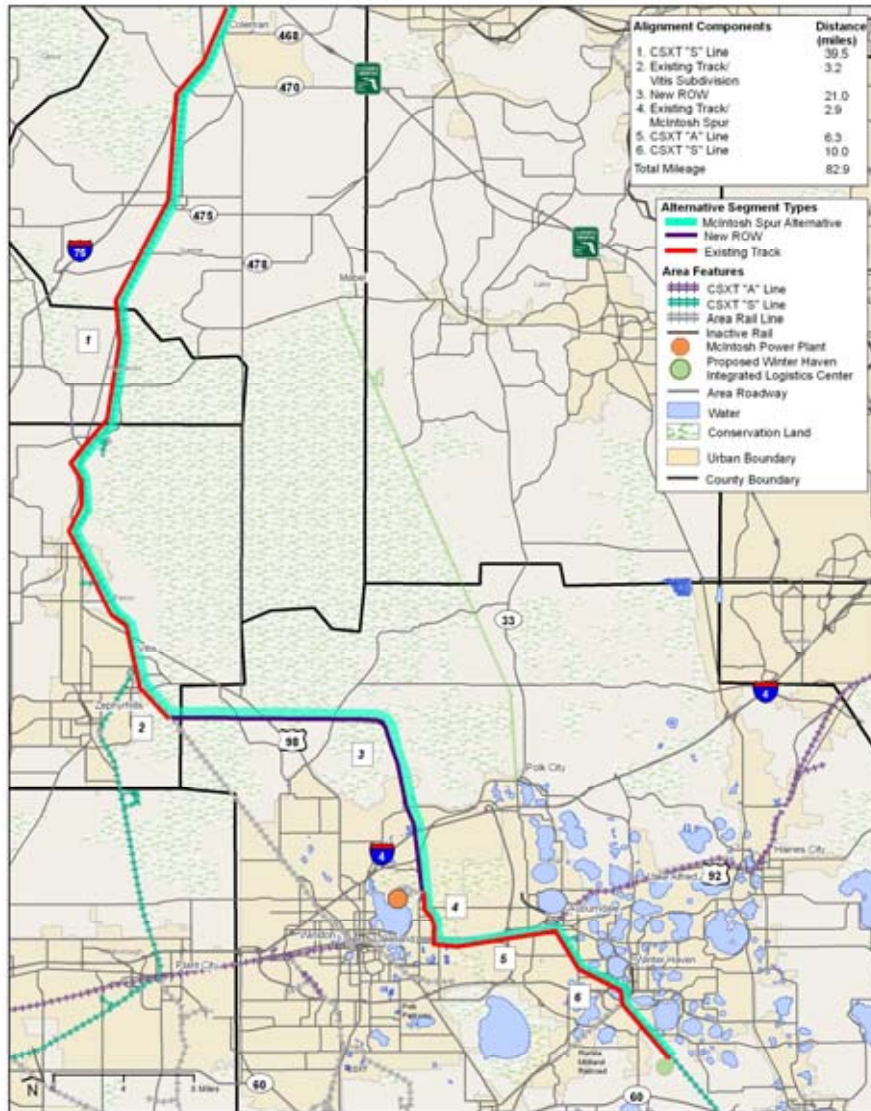
Alternative 7: McIntosh Spur
FDOT District One
Rail Traffic Evaluation Study

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

- 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 (New)



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

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

- 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

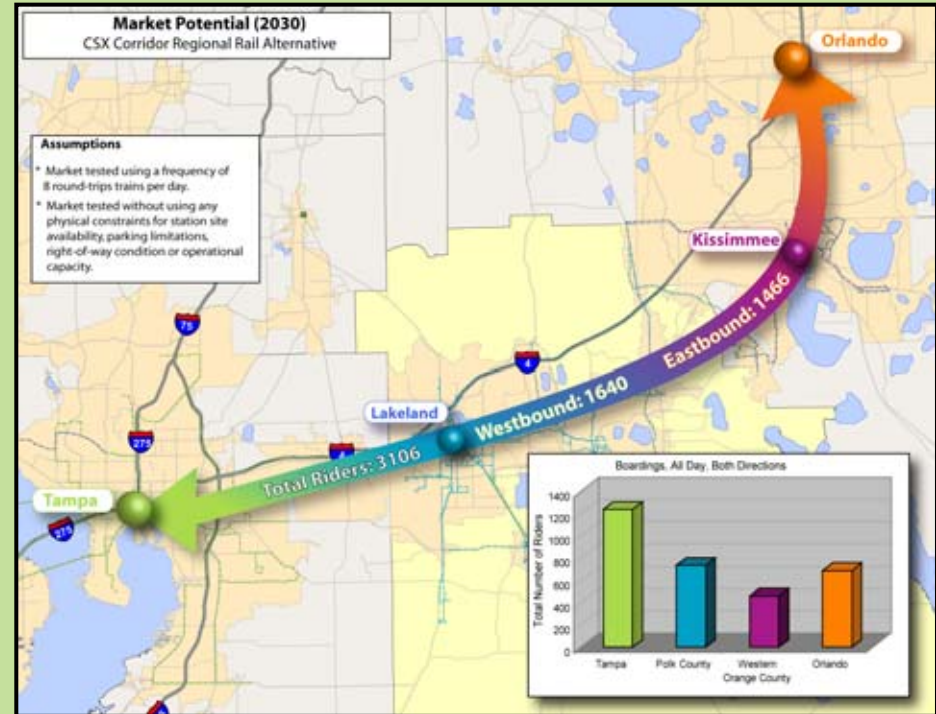
Passenger Rail Feasibility

Passenger Rail Alternatives Tested (2030)



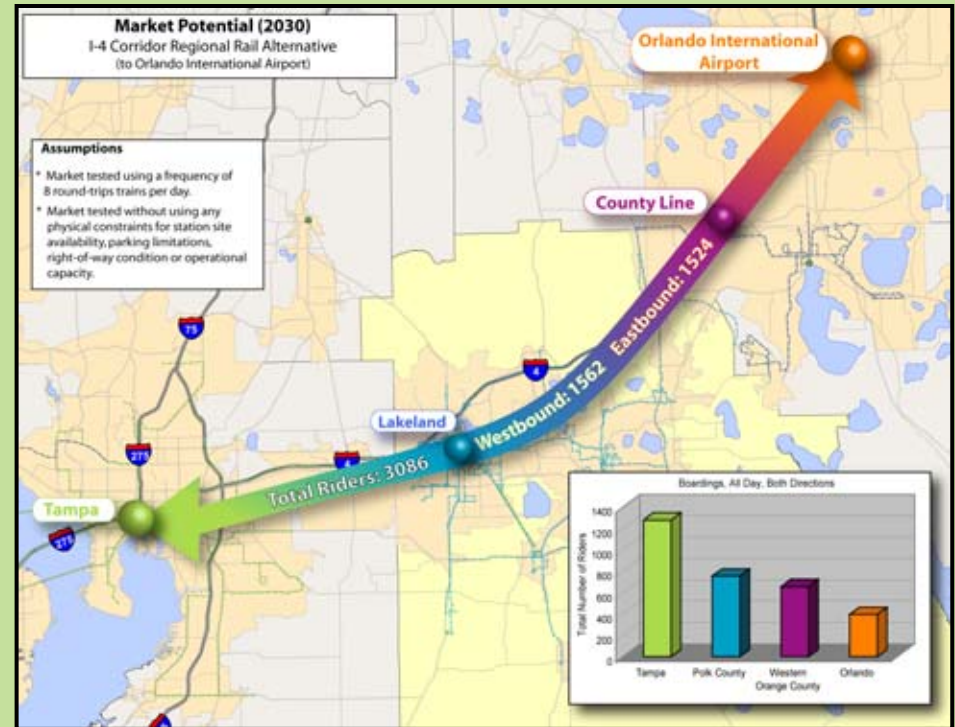
CSX Corridor Regional Rail Alternative

- 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



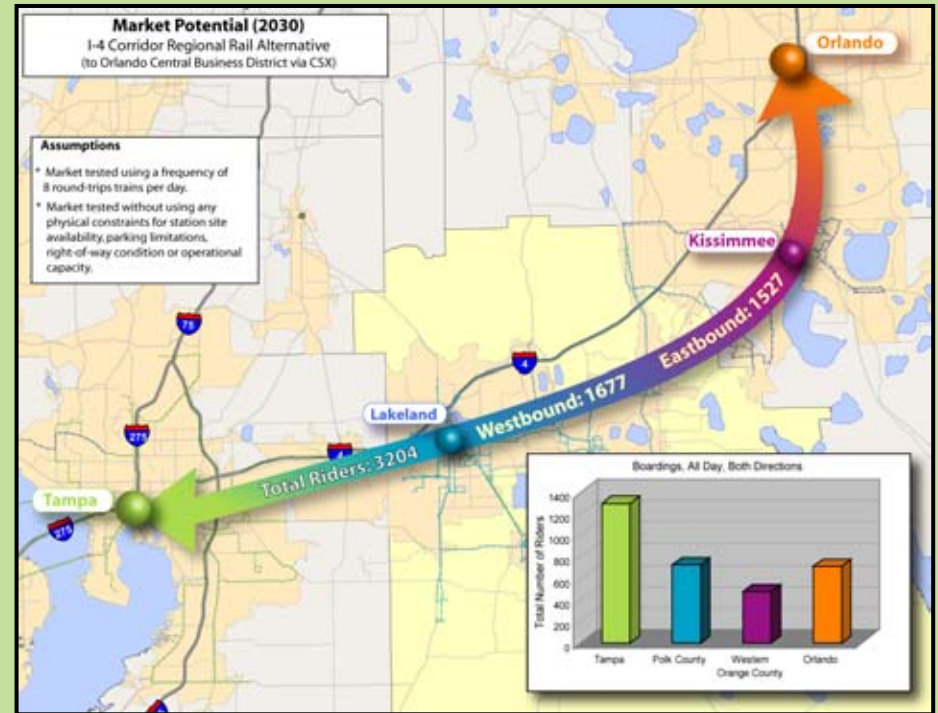
I-4 Airport Regional Rail Alternative (to Orlando Central Business District via CSX)

- 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

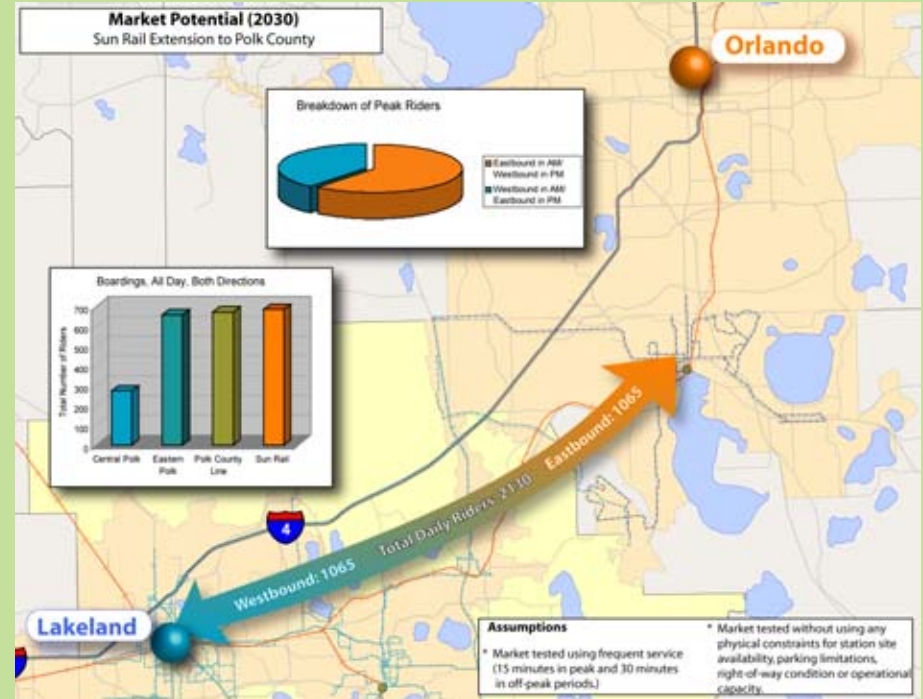


SunRail Extension to Polk County

- Total Mileage
 - Lakeland – Orlando 61

- Travel Times (minutes)
 - Lakeland – Orlando 77

- Projected Ridership (2030) 2130

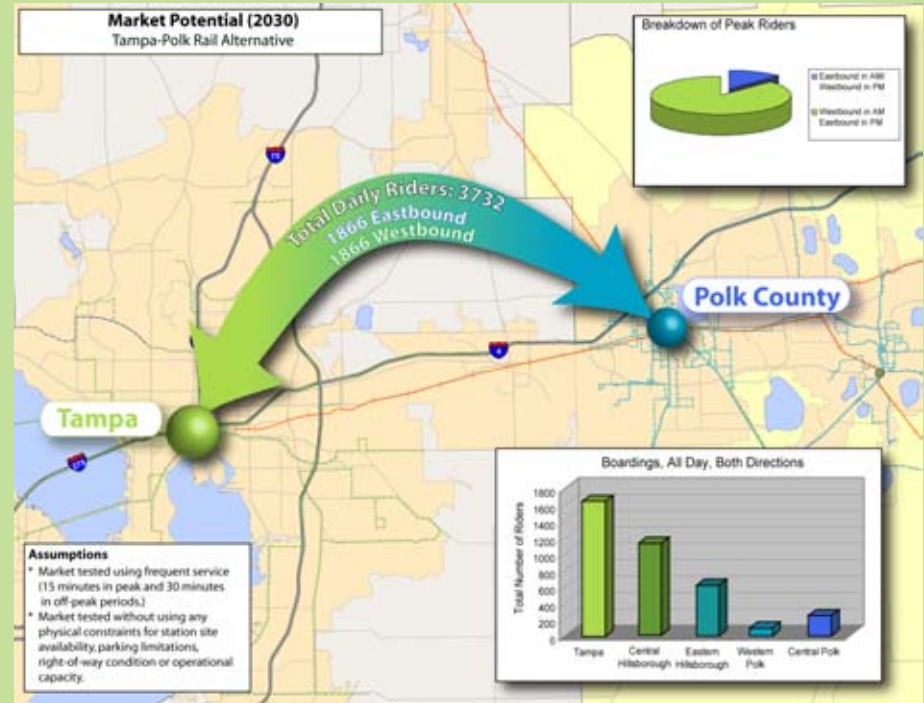


Tampa-Polk Alternative

- 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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