Project Initiation Presentation

To improve regional freight and highway mobility while enhancing safety and minimizing impacts to urban areas and the environment

Alternatives Map

2

Initial Study Conclusions

Common Issues for All Relocation Alternatives

- **Freight continues to operate through urban areas**
  - *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 to serve the ILC**
  - *Lakeland area track sidings*
  - *Numerous rail signal upgrades*
  - *Pollard Road construction to the ILC*

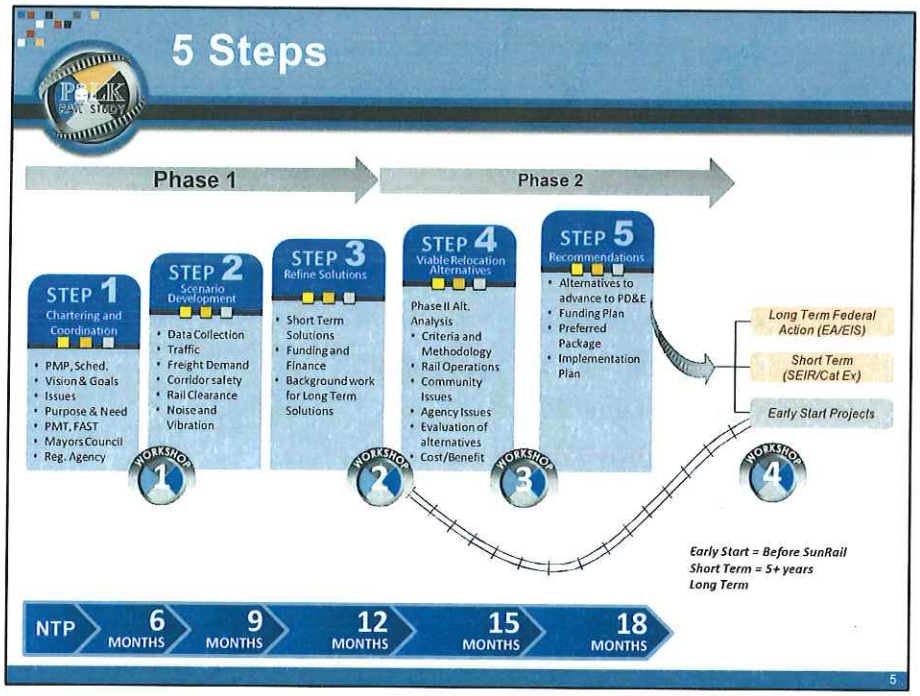
3

Initial Study Conclusions

Common Issues for All Relocation Alternatives

- **Potentially shifts impacts to other communities**
- **Significant infrastructure costs**
- **Property acquisition required**
- **Increases operations and maintenance costs**
- **Significant environmental challenges**

4


5 Steps
Phase 1
Phase 2
STEP 1
Chartering and Coordination
• PMP, Sched.
• Vision & Goals
• Issues
• Purpose & Need
• PMT, FAST
• Mayors Council
• Reg. Agency
STEP 2
Scenario Development
• Data Collection
• Traffic
• Freight Demand
• Corridor safety
• Rail Clearance
• Noise and Vibration
STEP 3
Refine Solutions
• Short Term Solutions
• Funding and Finance
• Background work for Long Term Solutions
STEP 4
Viable Relocation Alternatives
Phase II Alt. Analysis
• Criteria and Methodology
• Rail Operations
• Community Issues
• Agency Issues
• Evaluation of alternatives
• Cost/Benefit
STEP 5
Recommendations
• Alternatives to advance to PD&E
• Funding Plan
• Preferred Package
• Implementation Plan
Long Term Federal Action (EA/EIS)
Short Term (SEIR/Cat Ex)
Early Start Projects
WORKSHOP 1
WORKSHOP 2
WORKSHOP 3
WORKSHOP 4
Early Start = Before SunRail
Short Term = 5+ years
Long Term
NTP
6 MONTHS
9 MONTHS
12 MONTHS
15 MONTHS
18 MONTHS
5

Public Outreach Opportunities
Freight and Stakeholders Taskforce (FAST)
– Comprised of government staff and project stakeholders
– Meet regularly
– Develop and refine short term and long term projects
Mayors Council
– Comprised of study area Mayors
– Predominantly meet via webinar
– Identify community concerns
– Project champions
Environmental Advisory Group (EAG)
– Consists of regulatory agencies
– Discuss environmental issues along corridors
– Feed information to FAST and Mayors Council
8/22
6

Short Term Solutions

- **We currently have several concepts under development**
  - *Quiet Zones*
  - *Noise abatement*
  - *Geometric track improvements*
  - *Grade separations*
  - *ITS improvements*
  - *Rail signal preemptions*

7

Quiet Zones

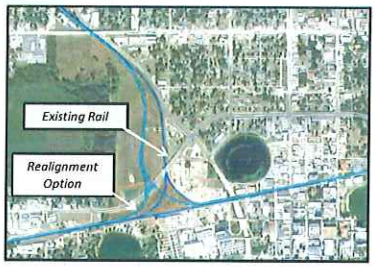
Quiet zones

- **CSX supports their use**
- **Grade crossings may need to be closed**
- **FRA program**

8

Geometric Track Improvements

- CSX land ownership
- Increase speed
- Less "gate down" time
- Air quality improvements
- Rail Office JRPA
- $5M +/- construction cost



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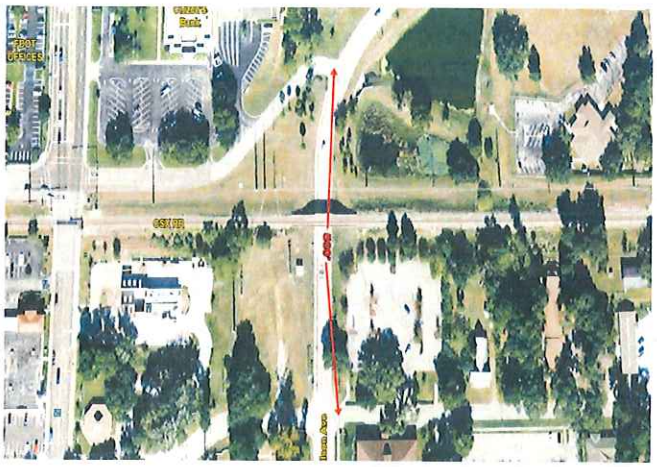
Grade Separations



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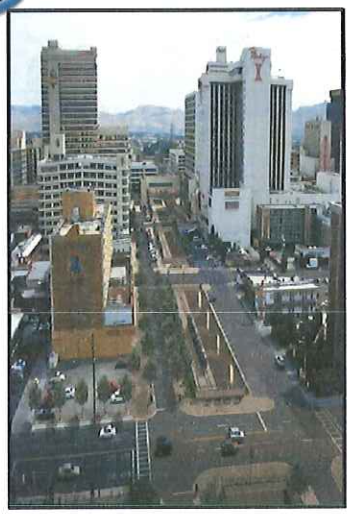
Bicycle/Pedestrian Accommodations

11

Trenching



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ITS Solutions

- **ITS**
  - *AVL – Automatic vehicle location*
  - *VMS – Variable message signs*
  - *Railroad crossing monitoring*
- **Pre and post signal coordination**
- **Sidings**

13

Summary

- Looking at short and long term solutions
- Project will involve extensive public outreach
- Need your input and participation throughout
  - Contact information for FAST and Mayors Council designees and alternates
  - Technical aspects and community issues
  - Funding and finance opportunities for short term projects

14

Thank You

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E-mail: gwen.pipkin@dot.state.fl.us

2012 Polk Rail Study Kicks Off

The Florida Department of Transportation (FDOT) has initiated the ***Polk Rail Study*** to identify the best solutions for regional freight movement through Polk County while minimizing community and environmental impacts. The Polk Rail Study will evaluate potential improvements such as rail relocation options, other rail and signal improvements, as well as roadway, pedestrian/and bicycle improvements. Any proposed changes affecting freight rail operations are subject to CSX and Federal Railroad Administration (FRA) review and concurrence.

The purpose and need guiding the Polk Rail Study are:

- Improve regional freight and highway mobility and connectivity
- Enhance rail safety and operations through Polk County
- Minimize existing and future freight rail impacts to urban areas and the environment

The Polk Rail Study will be conducted in three phases:

Phase 1 Identification of Alternatives: Alternatives to be considered include both potential short-term and long-term solutions. Phase 1 will determine which alternatives are not viable and should be eliminated from further evaluation.

- **Short- term** involve concepts that, due to lower complexity and cost, may be implemented in a quicker timeframe than the long-term alternatives. Many potential short-term alternatives identified would maintain their usefulness with any long-term alternative solution. Short-term concepts currently under consideration are summarized in the table below.

- **Long-term** solutions may involve the relocation or trenching of the rail line. Long-term alternatives are expected to take many years to implement due to the complexity and cost of the project. Ten relocation alternatives will be evaluated.

Phase 2 Viable Alternatives Analysis: FDOT will begin a more detailed analysis on the viable long-term and short-term alternatives. Viable short-term solutions may be advanced for funding and implementation. Viable long-term solutions will be evaluated for funding opportunities in the future.

Phase 3 Project Development and Environment (PD&E) Study: A PD&E Study may be initiated for compliance with the National Environmental Policy Act (NEPA). The objective of a PD&E study is to obtain FRA approval for a preferred alternative. Obtaining these approvals will allow federal funding to be applied to future phases of a project, including design, right-of-way acquisition and construction. A PD&E study may be initiated for some of the long term solutions that progress through the Phase 2 evaluation.

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POLK RAIL STUDY
PD&E

ALTERNATIVE

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- No Build Routing

Area Features

- Active Rail Line
- Inactive Rail Line
- Abandoned/Removed Rail Line
- Conservation Land
- Urban Boundary
- County Boundary

N

Miles
0 1 2 4

COLEMAN
WILDWOOD
LEESBURG
LAKE HARRIS
BUSHNELL
SUMTER
CENTER HILL
MASCOTTE
WEBSTER
GROVELAND
LAKE APOPKA
LAKE MINNEOLA
HERNANDO
LAKE
ORANGE
WITHLACOOCHEE STATE FOREST
LAKE LOUISA
DADE CITY
GREEN SWAMP
BAY LAKE
PASCO
OSCEOLA
COLT CREEK STATE PARK
ZEPHYRHILLS
POLK
POLK CITY
DAVENPORT
LAKE ALFRED
AUBURNDALE
HAINES CITY
HILLSBOROUGH RIVER STATE PARK
LAKE ANNA
LAKE PARKER
LAKE HAMILTON
WINTER HAVEN
DUNDEE
LAKELAND
EAGLE LAKE
LAKE ELOISE
LAKE HANCOCK
MULBERRY
LAKE WALES
BARTOW
FORT MEADE
HILLSBOROUGH
ALAFIA RIVER STATE PARK

CR 468
CR 470
CR 48
CR 474
CR 580
CROOM RD
KNIGHTS-GRIFFEN ROAD
THONOTOSASSA RD
CHANCEY RD
EWELL ROAD
LITHIA-PINECREST RD
GREEN POND ROAD
DEAN STILL ROAD
POLK PARKWAY
COUNTYLINE RD
BROOKE RD

CSX S-line
CSX SZ-line
CSX SV-line
CSX/AMTRAK A-line

INTEGRATED LOGISTICS CENTER

301 44 75 50 33 27 52 35 54 4 92 60 570 17 37

Contact Us

We encourage you to participate in the Polk Rail Study. If you would like to be added to our project mailing list, schedule a meeting, or if you have any comments or questions about the project, please contact FDOT District One Project Manager, Ms. Gwen Pipkin:

Gwen.Pipkin@dot.state.fl.us.

Attention: Ms. Gwen G. Pipkin
Subject: Polk Rail Study, FPID 430103-1-22-01
Florida Department of Transportation
P.O. Box 1249
Bartow, FL 33831

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POLK RAIL STUDY