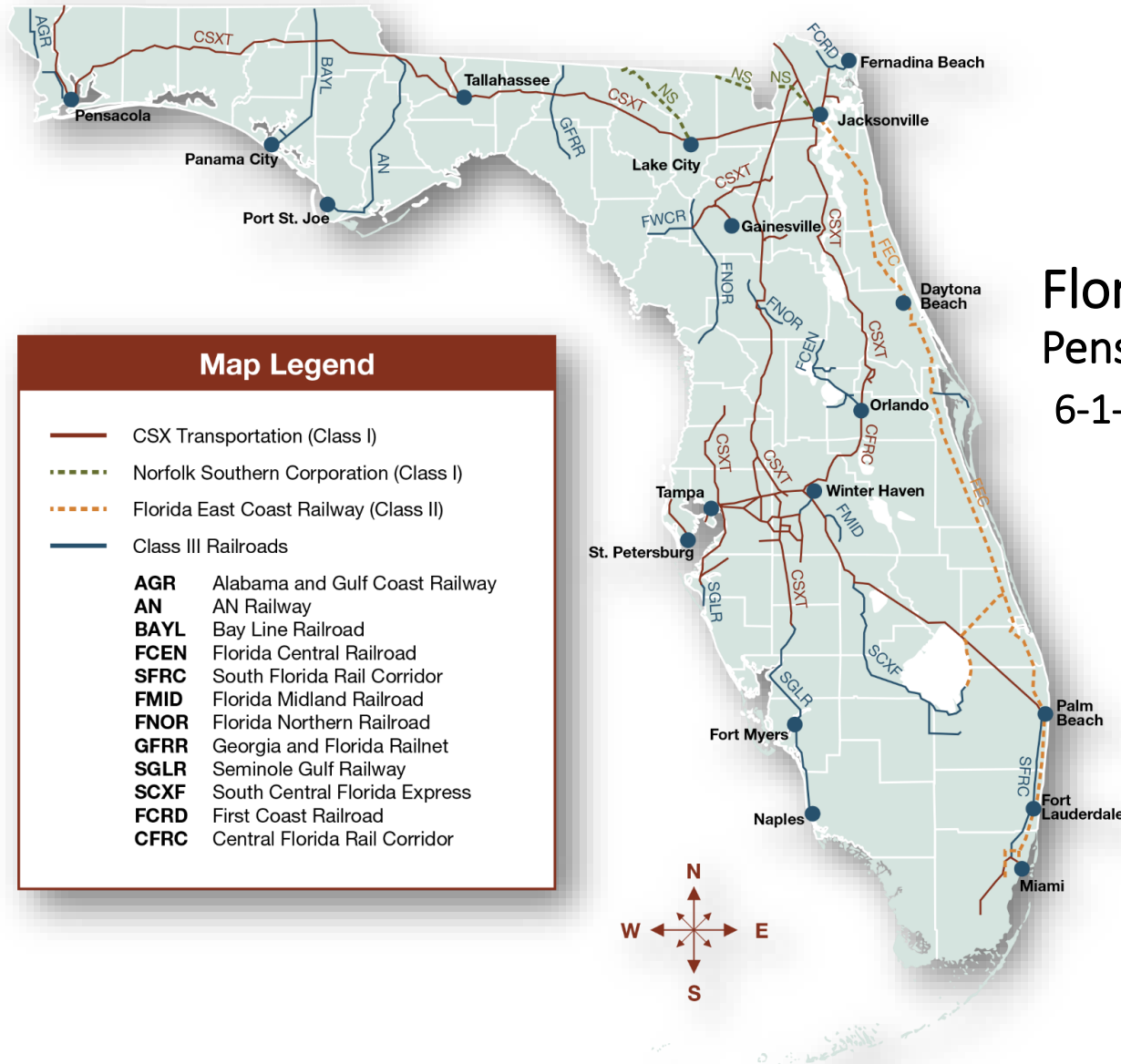


TRANSPORTATION SYMPOSIUM 2019

Workin' With The Railroads

Jim Ganey (District Five) and Rob Stapleton (Central Office)

Rail in Florida



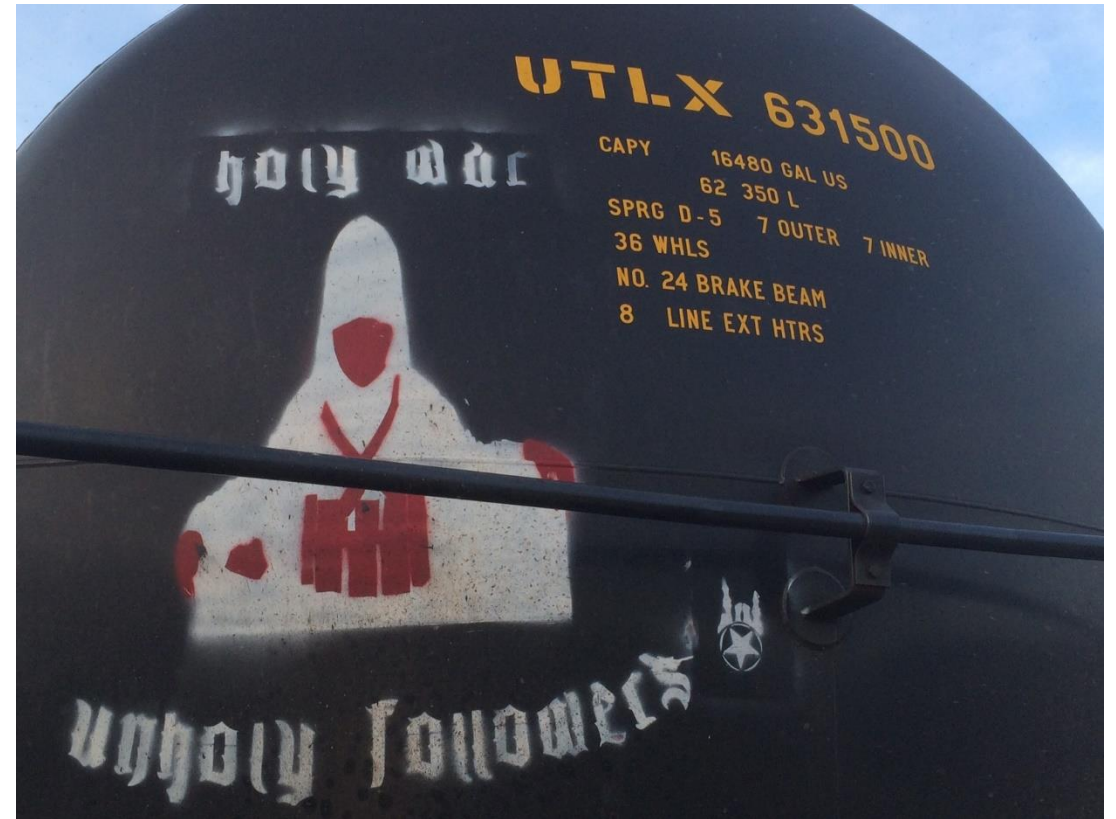
Florida Gulf & Atlantic (FGA)
Pensacola to Jacksonville
6-1-2019



Operation Lifesaver Presents:
In the Interest of Safety

Tanker Threat

Trains are easy targets with thousands of unsecured track miles



Derail Threat

Al Qaeda published an entire magazine on how to derail trains in Europe and America.

Not considered a “martyrdom op” and “can be repeated.”

Source: Business Insider

Alexandra Ma Aug. 16, 2017, 9:42 AM



The cover of Al Qaeda's "Inspire" magazine. Inspire magazine via Jihadology

- Al Qaeda magazine contains an 18-page guide on how to build a tool that could derail trains.

Project Management – Early Coordination

Coordination with the Railroad and local government is required for any project that includes construction, reconstruction or closing of a highway-rail grade crossing in accordance with:

1. Section 337.11, Florida Statutes
2. Chapter 14-57, Florida Administrative Code

Note: Railroads companies can stop or greatly delay a project. Good communication and partnership is key.

Florida's Rail-Highway At-Grade Crossing Opening-Closure Program – Central Office

The Florida Department of Transportation has regulatory authority over ***all public railroad*** highway grade crossings in the state, including the authority to issue permits which ***shall be required prior*** to opening and closing of such crossings.

Florida Statute 335.141



Process to Open or Close a Railroad Highway At-Grade Crossing – Central Office

- An application is submitted to FDOT
- FDOT reviews the application and seeks input from all stakeholders
- If agreed upon, FDOT will draft a Stipulation of Parties
- If the parties do not agree, FDOT will issue a Notice of Intent to permit or deny the opening
- The stakeholders have 21 days to challenge
- If challenged, the petition is referred to the Division of Administrative Hearings
- An Administrative Law judge conducts a hearing and issues a Recommended Order
- A Final Order is then executed by the FDOT Secretary

Overpass (Grade Separation) vs At-Grade Crossing

- Traffic Volume
 - Florida Administrative Code 14-57.012(2)(a)8. states “When the estimated highway traffic is 30,000 vehicles or more a day across main line tracks, an engineering and benefit-cost analysis must be performed by the applicant to determine if a grade separation is warranted”.
- Safety
- Cost
- Traffic Speed
- Blocked Crossings
- Benefit Cost Analysis



Rail-Highway at-Grade Crossing Safety Improvement Program

- 23 USC 130 (Section 130 Safety Funds)
 - Authorizes the Rail-Highway At-Grade Crossing Safety Improvement Program to use federal funds for the construction cost of projects that eliminates hazards of railway-highway crossings.
- Implementation:
 - Identification of hazardous public rail-highway grade crossing locations;
 - Enhancing safety through installing or upgrading public rail-highway at-grade crossing warning devices, circuitry, and/or surfaces;
 - Conducting corridor reviews to identify roadway and signalization improvements needs to eliminate hazards, ie...LED light upgrades and Yield Signs;
 - Identifying redundant and unnecessary public rail-highway at-grade crossings for potential roadway closure; and by evaluating and reporting on the effectiveness of safety improvement projects.

FY 2019 Section 130 Projects

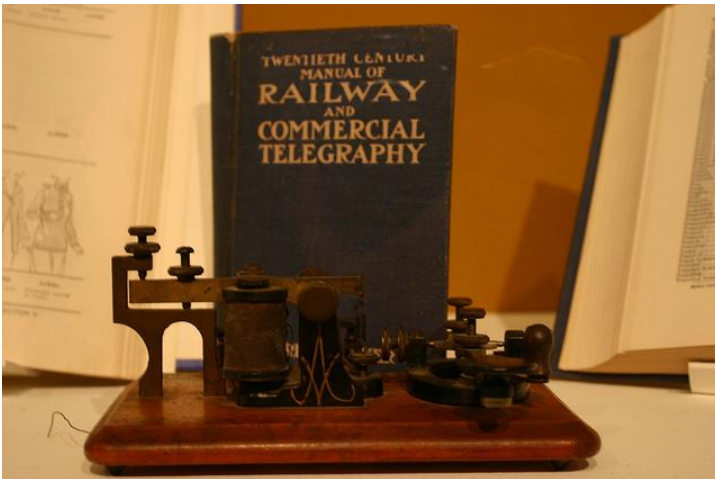
- The Rail-Highway Crossings Program (Section 130) provides funds for the elimination of hazards at rail-highway crossings.
- Completed diagnostic reviews of high priority projects, typically between 10-20 per District.
- Selected 45 projects for FY 2019 funding for a total of \$9.8 million:
 - D1: 9
 - D2: 9
 - D3: 4
 - D4: 5
 - D5: 11
 - D6: 2
 - D7: 5



Early Coordination



- Railroad owns the property - we need permission to be on their Right-of-Way
- Trespassing
 - Crossing anywhere but at road crossing
 - Working within Railroad Right of Way
 - Survey/Geotech work
 - Construction
 - Roadway Worker Training is required
 - Flagging



Early Coordination

- Coordinate with District Rail Office for all projects located on, above, below, or adjacent to railroad R/W
 - Adjacent - the area outside of the railroad's right-of-way that is within 15 feet, plus the height of the tallest piece of contractor equipment.



Example Project of Good Coordination

- Avatar/Intercession City (South of Kissimmee)
 1. FDOT proposes to widen SR-600/US 17/92 from 2 lanes to 4 lanes and add a 40' wide median
 2. Avatar is a railroad spur that services a Gatorade plant
 3. To accommodate the widened road, we will install (2) cantilever flashing light and gate combination units, a pedestrian gate for the proposed sidewalk, (2) median gates, Constant Warning Time, a remote control radio, a cabinet, cable, conduit, power, a tub crossing surface, plus reimburse Avatar for preliminary engineering and flagging.
 4. We will execute a pipe line and a wire line agreement.
 5. We will also design the MOT detour while the road is closed to install the new crossing surface.
 6. Estimated Phase 57 costs = \$1,035,000

Project Management – Pre-Con Meetings

Coordination with the Railroad and local government is required for any project that includes construction, reconstruction or closing of a highway-rail grade crossing in accordance with:

1. Section 337.11, Florida Statutes
2. Chapter 14-57, Florida Administrative Code

Preemption

- Preemption - When traffic signal and railroad crossings are in close proximity, Preemption requires the railroad and traffic signal control equipment be interconnected.
 - Required when:
 - Traffic signal is within 200 feet of a highway railroad at grade crossing
 - Highway traffic queues have the potential for extending across a railroad at grade crossing
 - Traffic backed up from a nearby downstream railroad at grade crossing can interfere with the signalized highway intersection
 - A study to determine the need for preemption is required for a traffic signal within 500 feet of a highway railroad at grade crossing

Quiet Zones

- Quiet Zones – public highway-railroad at grade crossings at which locomotive horns are not routinely sounded
 - Quiet Zones are established by local authorities with approval from FRA
 - Identified by sign at crossing
 - If project involves a quiet zone, coordination will be required through DRC with local authority and FRA
 - Crossing need to be upgraded with equivalent Safety Measures

Maintenance of Traffic (MOT)

1. Although most railroad project road closures are short term, considerations must include turning radius for tractor trailers to navigate proposed turns
2. Employ off duty law enforcement in each approach of the railroad construction zone to bring awareness and protect workers from drivers navigating around barricades
3. Preferably, the MOT design will utilize traffic signalized intersections (where turns are needed)
4. Invite personnel from City, County, Emergency Services, school and City bus dispatchers, FDOT inspectors and the railroad company to an onsite pre-construction meeting
5. Prepare a Press Release for distribution to all media outlets through the Public Information Office
6. Advise merchants in the immediate area of the railroad construction zone of the upcoming construction and detour

Construction

- Coordination
 - Preconstruction Meeting
 - District Rail Office
 - Railroad liability insurance
 - Project Schedule
 - Flaggers
 - Preemption
 - Quiet Zone
- Maintenance of Traffic
- Railroad companies can stop a project!



Railroad Reimbursement Agreements

1. Change Orders
2. Grade crossing surface
3. Grade crossing Traffic Control Devices
4. L.E.D. upgrade
5. Grade separation
6. Annual Signal Maintenance Schedule
7. City or County Resolution
8. Synchronization/Preemption
9. Termination
10. Pipe Line
11. Wire Line
12. Constant Warning Time
13. Flagger
14. Preliminary engineering
15. Easements (with CSX only....for now)

Central Office Contacts

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District Rail Coordinators

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- District 2 – Kelli Phillips 386-961-7868
- District 3 - Ray Corbitt 850-330-1502
- District 4 – Maurice Borrows 954-777-4379
- District 5 – Jim Ganey 386-943-5331
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