



Florida Department of Transportation

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GOVERNOR

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Tallahassee, FL 32399-0450

STEPHANIE KOPELOUSOS
SECRETARY

April 9, 2008

Ms. Pat Steed
Executive Director
Central Florida Regional Planning Council
555 East Church Street
Bartow, FL 33830-3931

RE: CSX / Evansville Western Railway Rail Termini Facility DRI 1st Sufficiency March 2008

Dear Ms. Steed:

The Florida Department of Transportation, District One, has reviewed the Evansville Western Railway, Inc – Rail Termini Facility DRI 1st Sufficiency dated March 2008 and offers the following comments:

1) Please provide the existing turning movement counts and geometries used for intersection analysis at SR 60 and Rifle Range Road and at SR 60 and Pollard Road.

1st Sufficiency Comment 1: No further Comment.

2) Please provide the storage length calculation, for any Eastbound right and Westbound left turn lanes at the intersection of SR 60 and Pollard Road. The analysis should be based on the FDOT Plans Preparation Manual. If the vehicle queue in these lanes exceeds the length of the turn lane and backs into the adjacent through lane, the results of the analysis are not valid. A queue analysis needs to be provided to confirm that this blockage does not occur, or to identify the improvements needed to accommodate the queued vehicles. The queue analysis should take into account the impact of the trucks at the intersection.

1st Sufficiency Comment 2: We have reviewed the queue analysis data presented in response to Comment #8 made by Kimley Horn and Associates for the Central Florida Regional Planning Council. FDOT requires queue length be calculated based on the FDOT Plans Preparation Manual (PPM) procedures. If the vehicle queue in these lanes exceeds the length of the turn lane and backs into the adjacent through lane, the results of the analysis are not valid. A queue analysis needs to be provided based on PPM to confirm that this blockage does not occur, or to identify the improvements needed to accommodate the queued vehicles. The queue analysis should take into account the impact of the trucks at the intersection.

3) Although the interchange of SR 60 and US 27 is not contained within a significantly impacted facility, this interchange has regional importance and safety concerns for the Department, based on

the importance of this intersection please provide analysis denoting the impacts the project will have on the interchange.

1st Sufficiency Comment 3: *Based on the project distribution shown in Figure 21.D.1 25% of employee & 56% of truck traffic proceeds through the interchange of SR 60 and US 27. Therefore, please provide analysis of the SR 60 & US 27 interchange to establish the operating conditions of the interchange as a result of the project traffic.*

4) Although the intersections of SR 60 and US 98 (at Broadway) and S R 60 and US 98 (at the Bartow Wal-Mart) are not contained within a significantly impacted facility, this intersections have regional importance and safety concerns for the Department. Based on the importance of this intersection please provide analysis denoting the impacts the project will have on these two interchange.

1st Sufficiency Comment 4: *Based on the project distribution shown in Figure 21.D.1 it appears that roughly 33% of employee & 43% of truck traffic proceeds toward US 98. Therefore, please provide analysis of SR 60 & US 98(at Broadway) and SR 60 & US 98 (at the Bartow Wal-Mart) intersections to establish the operating conditions of the intersections as a result of the project traffic.*

If you have any questions please free to contact me at (863) 519-2395 or bob.crawley@dot.state.fl.us.

Sincerely,



Bob Crawley
Growth Management Coordinator
FDOT District One