



Port Canaveral Rail Extension Response to Questions
Johnson, Jay C.

E1 - 20673

to:

David.Navecky@stb.dot.gov

10/17/2014 10:00 AM

Cc:

"Jim Dubea (jdubea@portcanaveral.com)", "Floyd, Kathryn K.", "Rick Ferrin (frferrin@transystems.com)"

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1 Attachment



10-17 Response to OEA Questions.pdf

Dave,

I'm attaching the Canaveral Port Authority's responses to your questions regarding the rail extension. Please let us know if you have any follow-up.

Rick Ferrin will be sending the requested GIS files and engineering plans (which are large files) in a separate email.

Regards,

Jay

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Canaveral Port Authority Responses to Questions from OEA

1. Would continuous welded rail be used for the proposed new rail line construction?

Answer: Yes.

2. Would concrete ties be used on the proposed new rail line?

Answer: Yes.

3. Please provide the right-of-way width for the proposed new rail construction.

Answer: Up to 100 feet.

4. Please complete the following table to aid our understanding of the number of trains per week.

Answer: See table below.

5. Please provide the average train speed.

Answer: The Canaveral Port Authority (CPA) currently anticipates that the average train speed will be approximately 10 mph.

6. Would the proposed trains operate during the day or at night?

Answer: Operating schedules have not been determined, and will be affected by numerous factors. For example, fluctuations in cargo throughput, arrival and departure schedules, and demand and supply issues can all affect operating schedules.

7. Please provide GIS files for the alignments developed by the Port and submitted to STB on August 8, 2014. GIS files that would be most suitable for our use include shapefiles, geodatabases, or Google Earth files (KMZ or KML files).

Answer: Alignment file of the currently "preferred" route will be sent to OEA separately by TranSystems.

8. Please provide a current status of the barge project. What is the relationship, if any, between the barge project and the proposed rail extension project? If the rail extension project is constructed, would the barge project move forward?

Answer: The barge-rail project is a separate project, unrelated to the Port Canaveral Rail Extension. The barge-rail project was to be designed with funding provided by a TIGER grant, but CPA did not receive a grant award. As a result, CPA is not currently planning to pursue final design and permitting of the barge-rail project.

9. Please provide the conceptual engineering design for the proposed rail line, including the proposed Banana River Bridge.

Answer: Engineering plans and preliminary design will be sent to you separately by TranSystems.

10. Table for Question 4:

Proposed Train Activity	Current Tenants	Gulftainer	Other
Trains traveling from Port (north) per week			
Number Loaded	110 (hopper and box)	40 Double Stack	
Number Unloaded	60 (hopper)	10 Double Stack	
Typical Consist Per Train*	170 hopper & box cars	50 Double Stack	
Trains traveling to Port (south) per week			
Number Loaded	60 (hopper)	10 Double stack	
Number Unloaded	110 (hopper/box)	40 Double Stack	
Typical Consist Per Train*	170 hopper & box cars	50 Double Stack	
Number of trains per week if rail is not constructed	0	0	0

*Typical number of box and hopper cars per train

As shown above, CPA estimates that its current tenants would ship a weekly total of 170 round-trip hopper and box cars for bulk and break bulk cargoes. In addition, CPA estimates that its agreement with Gulftainer will lead to a weekly total of 50 round trip double-stack cars for 40-foot containers within 2.5 years. This volume of rail cars would likely be broken into three or four trains per week.

While there is presently no traffic from other sources, CPA is continuing to pursue agreements that could result in additional rail traffic. CPA will inform OEA if and when such agreements result in reasonably foreseeable additional traffic.