

**Canaveral Port Authority's Response to the
Surface Transportation Board's June 25, 2015
Follow-Up Shapefile Questions
Finance Docket No. 35852
July 9, 2015**

STB Follow-Up Shapefile Question No. 1. *The SR-528 CAD files provided to STB on June 10, 2015, do not appear to depict the proposed rail line extending to the interior of the Port property. The Shapefiles for Option A and Option B provided by CPA on October 17, 2014 depict the rail line extending farther south into the Port property and terminating near the intersection of Grouper and Dolphin roads. Please confirm that the SR-528 alignments would continue to the same terminating point and describe the route they would follow to that location. If the SR-528 alignments would follow a new route to the interior of the Port, please provide updated CAD files that reflect this. Additionally, please explain the planned use of the feature labeled in the June 10, 2015 file as "rail laydown area." Referenced features are labeled in the image below.*

Response to STB Follow-Up Shapefile Question No. 1. At this point in time, the configuration of the rail infrastructure inside the North Cargo Area is in its early formative stages. All rail infrastructure depicted within the North Cargo Area (i.e., south of SR 401) is purely notional. CPA will be in a position to determine the internal rail infrastructure within the North Cargo Area at such time as the ultimate locations and leaseholds of individual terminal operators, their rail needs, nature of their cargoes, projected volumes, and their intended and most efficient means of transloading intermodal cargoes is known. In short, the rail infrastructure layout will be analyzed and designed to maximize cargo handling efficiency and effective use of rail connectivity.

CPA's contractor, TranSystems, prepares Shapefiles for the Port. To the extent the Shapefiles provided reflect specific alignments within the North Cargo Area, they were prepared with the knowledge that North Cargo Area alignments are indefinite and subject to change for the reasons described above. To avoid confusion, the Port can provide Shapefiles without rail infrastructure within the North Cargo Area if that would be helpful.

STB Follow-Up Shapefile Question No. 2. *Based on the SR-528 CAD files provided to STB on June 10, 2015, the SR-528 North Shoulder alignment (shown as purple below) and SR-528 Median alignment (shown as blue below) follow slightly different paths around SR-401 and, in some places, appear to extend into the Banana River (see image below). However the alignment sheets provided to STB on May 22, 2015 indicate that both alignments would follow the path (i.e., overlap) of the SR-528 Median alignment in this location (shown as blue below). Please provide refined CAD files that reflect the precise location of both the SR-528 North Shoulder and SR-528 Median alignments.*

Response to STB Follow-Up Shapefile Question No. 2. There should be no difference in the SR-528 North Shoulder and SR-528 Median rail alignments from the intersection of SR 401 and SR 528 to its entrance into the North Cargo Area. The aerial plan, attached to this response, is correct and would be used by both the north shoulder and median alignments on SR 528. CPA has also included updated CAD files as part of this response.

**CPA Response to STB
Follow-Up Shapefile Questions**

A phased erosion mitigation project, which is fully funded by and under the oversight of the Florida Department of Transportation (FDOT), currently is underway. The purpose of this project is to re-stabilize the bank, which has been eroding over time, seriously threatening the stability of SR 401. The alignment as depicted in the attached aerial and CAD files is shown in areas that CPA anticipates will be re-stabilized as part of FDOT's erosion mitigation project.