

1 Table 5.14 Detailed Projects Needs by Priority

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
												Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness ^b	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way	Inclusion in STIP or TIP
207	High-Speed Rail - Tampa to Orlando	Phase 1: A High-Speed Rail connecting Tampa and Orlando.	New Passenger Rail Service	Passenger	New Service	Hillsborough, Polk, Osceola, and Orange Counties	Near-term (1-5 years)	\$3,525,000	411253-3 \$3.55M in FY2010-2011 including \$1.25M in HSIPR grant money	HSIPR - New Tiger Grant Funds	Very High	High	High	High	High	High	High	Med.	High
143	Baldwin Area Improvements: West Storage, SE Jacksonville Pass, Fouraker Siding and Crossover	CSX corridor improvements in the Baldwin area. Combination of projects 143, 145, 147, and 188. Improvements include: Extend West Storage Lead by 4,000 feet to provide a 12,000 feet lead; Build approximately 4.0 miles of second main at Baldwin, SE Baldwin-SE East Pass, build new 13 East Track in Baldwin Yard, and replace south departure yard turnouts (Jacksonville Terminal SD); Upgrade East Passing Track and extend East Pass Track north approximately 16,000 ft with universal crossover at SP 650.0; Upgrade siding and extend siding to create 5.1 miles second main track with universal crossover at SM 2.5. RH crossover at SM 0.4 and improved connection to SP Line.	CSX Transportation	Freight	Capacity Upgrade	Baldwin/NE Florida	Near-term (1-5 years)	\$67,350	CFFCP	CSX, SIS	Very High	High	High	High	High	High	Low	High	High
149	Highland Crossover Upgrade	Upgrade universal crossover to number 20 universal crossover.	CSX Transportation	Freight	Capacity Upgrade	Highland	Near-term (1-5 years)	\$5,250	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
150	Jacksonville Amtrak Crossovers	Install Universal crossovers at Amtrak Station. Improve reliability of Amtrak operations and mitigate freight/passenger conflicts.	CSX Transportation	Freight	Capacity Upgrade	Jacksonville	Near-term (1-5 years)	\$4,250	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
153	Starke Crossovers	Build new number 20 universal crossover.	CSX Transportation	Freight	Capacity Upgrade	Starke	Near-term (1-5 years)	\$6,950	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
158	Anthony Siding	Build new 11,400-foot clear passing siding.	CSX Transportation	Freight	Capacity Upgrade	Anthony	Near-term (1-5 years)	\$9,750	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
162	Wildwood	Upgrade existing main track and build second main track S 757.9-S 760.0 with number 20 universal.	CSX Transportation	Freight	Capacity Upgrade	Wildwood	Near-term (1-5 years)	\$21,450	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
168	Vitis North and South	Extend Vitis Siding north to AR 832.9, upgrade siding, and add universal crossover AR 835.2. Extend Vitis Siding south to AR 837.8 with RH number 20 universal at AR 836.5 to access Yeoman SD. Combination of projects 168 and 169.	CSX Transportation	Freight	Capacity Upgrade	Vitis	Near-term (1-5 years)	\$19,100	CFFCP	CSX, SIS	Very High	High	High	High	High	High	Low	High	High
171	Richloam Siding	Build 4.2 miles of second main track with number 20 universal crossover at S 783.6.	CSX Transportation	Freight	Capacity Upgrade	Richloam	Near-term (1-5 years)	\$22,150	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
172	Lakeland Junction Siding	Build 9,000 ft siding at Lakeland Junction with crossover.	CSX Transportation	Freight	Capacity Upgrade	Lakeland	Near-term (1-5 years)	\$15,750	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
173	Carter Siding	Extend Carters Siding at north and south to include Park Spur.	CSX Transportation	Freight	Capacity Upgrade	Carters	Near-term (1-5 years)	\$16,500	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
174	Ocala Siding and Crossovers	Build second main through Ocala by connecting and upgrading Singletary and Ocala sidings with universal crossover at S 734.5	CSX Transportation	Freight	Capacity Upgrade	Ocala	Near-term (1-5 years)	\$19,550	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
175	Stanton Spur Power Switch	Install power switch to Stanton Spur (OUC).	CSX Transportation	Freight	Capacity Upgrade	Orlando	Near-term (1-5 years)	\$3,250	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
176	Central/CF Industries	Build northern connection at south entrance to CF Industries to create a wye with power switches.	CSX Transportation	Freight	Capacity Upgrade	Central Florida	Near-term (1-5 years)	\$1,550	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High

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177	McDonald Connection	Extend McDonald Connection with universal crossovers at SX 821.5 and SX 822.6.	CSX Transportation	Freight	Capacity Upgrade	Auburndale	Near-term (1-5 years)	\$17,750	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
178	Crawford Siding	Upgrade and extend siding to 4.4. Miles second main track with universal crossover SM 13.1.	CSX Transportation	Freight	Capacity Upgrade	Crawford	Near-term (1-5 years)	\$14,400	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High
80	Amtrak Service on the FEC Railroad	The State needs to work with Amtrak and FEC to bring passenger rail service back from Jacksonville to Miami. This corridor could lead the way for commuter rail service in Jacksonville and would reconnect Jacksonville to St. Augustine via the FEC line.	Florida East Coast Railway	Passenger	New Service	Jacksonville to Miami	Near-term (1-5 years)	\$143,000	Currently unfunded	HSIPR - New Tiger Grant Funds, Amtrak ARRA Grant	Very High	Med.	High	High	High	Med.	High	Med.	High
104	FDOT Eller Drive Overpass	The project is to design and construct a four-lane bridge Overpass on Eller Drive for unrestricted movement to and from Port Everglades cruise and container terminals to the Interstate 595, as well as the widening, realignment, and construction of service roads parallel to the Overpass. The Overpass will enable the development of at-grade rail crossing access to Southport, providing direct connection to the proposed on-Port Intermodal Container Transfer Facility (ICTF) at Port Everglades.	Port Everglades	Freight	Grade Separation	Port Everglades	Near-term (1-5 years)	\$87,000	403984-1 (ROW) \$66M in 2010-2013	EDO, IRSST, RSTICTF	Very High	High	High	Med.	High	High	High	High	High
113	Dora Canal Bridge	Needed now to continue rail service. This bridge is also contained in the Tavares Freight Village project. It would be completed within 6 months of the grant. This project is located within an economically distressed area, and this project will help preserve the existing industry. This project will also preserve existing ROW/rights for future potential commuter rail.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Tavares	Near-term (1-5 years)	\$1,305	Amending WP to include ASAP	Tiger grants, Transportation Enhancements	Very High	High	High	Med.	High	High	High	High	High
131	Sunrail	Passenger commuter rail operation on State-purchased CSX trackage between Deland, Florida in Volusia County and Poinciana, Florida in Osceola County, a distance of 61 miles. Private Sector has been involved gathering Orlando Chamber of Commerce (Note/Concern: This is for purchasing and constructing 61.5 miles, the cost is \$438 and \$615 million which is equal to approximately \$1.53 billion)	CSX Transportation	Passenger	New Service	Volusia, Seminole, Orange and Osceola Counties	Near-term (1-5 years)	\$615,000	428343-1 (ROW) \$150M in 2011, 412994-4 \$219.42M in FY2010-2012, see also 423446-2, 423446-3, 412994-8, 423446-9, 428500-1	FTA grant, State New Starts, SIS, Growth Management (GM), and other state and local resources as well	Very High	High	High	Med.	High	High	High	High	High
192	New Rolling Stock	10 new passenger rail cars are sought in the next 5-10 years. 10 locomotives are sought in the next 3-10 years. Combination of mid-term elements of projects 192 and 193.	South Florida Rail Corridor	Passenger	Rolling Stock	Miami-Dade to Palm Beach	Mid-term (6-10 years)	\$68,852	236855-1 \$7.74M 2006-2012	ARRA Congestion Grant	Very High	High	High	Med.	High	High	Med.	High	High
193	Replacement and New Locomotives	16 new passenger rail cars and 6 locomotives are sought in 10-25 years. Combination of mid- to long-term elements of projects 192 and 193.	South Florida Rail Corridor	Passenger	Rolling Stock	Miami-Dade to Palm Beach	Mid-to-long (11-20 years)	\$63,316	236855-1 \$7.74M 2006-2012	ARRA Congestion Grant	Very High	High	High	Med.	High	High	Med.	High	High

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68	Florida Central Railroad	Production ready continuous weld of track from Plymouth (Orange County) to Eustis (Lake County), approximately 12 miles. Project numbers 107 and 11 are different alternatives for the same project as 68. Number 68 will be funded in the work program.	Florida Central Railroad	Freight	Track Upgrade	Orange and Lake Counties	Near-term (1-5 years)	\$13,100	418741-2 \$13.8M in 2011 Tentative WP	SIS, TRIP	High	High	Med.	Med.	High	High	Low	High	High
108	Intermodal Rail Spur and Storage Tacks	The project will enable cargo to be moved out of the Port via rail and will provide direct access to the proposed Intermodal Container Transfer Facility (ICTF) and Aggregate Facility at Port Everglades. The project consists of the initial rail spur from the Eller drive Overpass to Southport to serve both the proposed ICTF and the Aggregate Facility. It also includes the storage tracks associated with the Aggregate Facility.	Port Everglades	Freight	Capacity Upgrade	Port Everglades	Near-term (1-5 years)	\$10,500	420358-1 \$1.35M in 2011	ARRA Congestion Grant, EDO, IRSST, RSTICTF	High	High	Med.	Med.	Med.	Low	High	Low	Low
118	Tie and Surface FNOR Newberry	Retain 15 miles of rail service to High Springs. One of the largest employers using plastic needs rail service and is struggling in this economy. If the rail service leaves the plant will shut down permanently and the furloughed employees cannot return. This project is in an economically distressed area.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Newberry-High Springs	Near-term (1-5 years)	\$1,500	Currently unfunded	Tiger grants	High	Med.	Med.	Med.	High	High	High	High	Low
120	Tie and Surface FNOR Ocala	Tie and surface 30 miles of track to maintain a marginal 286,000-pound capacity Without this rehabilitation the competitiveness of the FNOR customers will fall into jeopardy and will be forced regardless of the rates to add more trucks to this growing community.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Ocala	Near-term (1-5 years)	\$3,000	Currently unfunded	Tiger grants	High	Med.	Med.	Med.	High	High	High	High	Low
126	Port of Palm Beach Railroad Switching Project	The project consists of the construction of rail switching track in the Florida East Coast Railroad right-of-way located in Riviera Beach, Florida. The project will improve the railroad switching operation at the Port of Palm Beach District and also reduce the traffic delay impact/emergency response times on Blue Heron Boulevard and 13 th Street in Riviera Beach, Florida. The Port's rail operation personnel will build and place the train south of SR 710 on this proposed switching track within Florida East Coast Railroad's right-of-way and adjacent to the Port's property. Depending on the number of rail cars, the Florida East Coast Railroad should have to hook up only once before proceeding north bound up the east coast of Florida. The vehicular traffic delay impact on Blue Heron Boulevard will be reduced considerably.	Port of Palm Beach	Freight	Capacity Upgrade	Port of Palm Beach/FEC ROW	Near-term (1-5 years)	\$3,700	420349-1 \$45,962 in 2010 Suggested for \$3.7M in first phase of Jobs Bill	New Jobs Bill, SIS	High	High	Med.	Med.	Med.	High	High	Low	Low

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136	Jaxport/Springfield Bypass	Build connection Callahan-Gross and upgrade Kingsland SD to establish new route for port access. (Construct Rail Bypass by reactivating abandoned railroad between Gross and Callahan Florida and upgrade Kingsland Subdivision rail and ties. Restoring the reliability and effectiveness of this rail route will improve the CSXI and CSXT's ability to serve the Port of Jacksonville. This route will educe truck traffic, related emissions, and reduce community impacts associated with the growth of the Jacksonville Port.)	CSX Transportation	Freight	New Line	Jacksonville	Near-term (1-5 years)	\$80,000	CSX committed to fund with Jaxport 50/50	50% funded by CSX, 50% potentially through the New Jobs Bill	High	High	Med.	Med.	Med.	Low	High	Med.	Low
205	Additional Tracks at Miami Intermodal Center	Construction of two additional tracks (with a center platform) would allow for Amtrak service at the MIC and/or passenger rail extensions to the west or south. (Cost estimate includes platforms, canopies, elevators, and escalators.)	South Florida Rail Corridor	Passenger	Capital Improvements	Miami-Dade County	Near-term (1-5 years)	\$28,848	Currently unfunded	ARRA Amtrak Grant, SIS	High	Med.	High	Med.	Med.	Med.	High	Med.	Low
221	Port Lead Rehabilitation	A maintenance and repair project that involves the Port of Miami in District 6.	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT District 6	Near-term (1-5 years)	\$23,591	418211-1 \$23,018 in FY2010	FSTED	High	High	Low	Med.	High	High	Med.	High	High
241	Track and Signal Improvements from Bowden	Install new signal system ready for PTC over 5.4 miles of mainline track from Bowden Yard to the Jacksonville Bridge and upgrade crossovers to powered universal turnouts.	Florida East Coast Railway	Freight	Signal Upgrade	FDOT District 2	Near-term (1-5 years)	\$2,864	Currently unfunded	Railroad Safety Technology Grant	High	Med.	Med.	Med.	High	High	High	High	Low
244	New Dispatch System	To interface with PTC provide a safe working system.	Florida East Coast Railway	Freight	Signal Upgrade	Jacksonville	Near-term (1-5 years)	\$5,362	Currently unfunded	Railroad Safety Technology Grant	High	Med.	Med.	Med.	High	High	High	High	Low
267	Deerfield Beach Tri-Rail Station Improvements	New parking deck along with pedestrian, bus circulation, shelter, and bike improvements. Note: also see project 270, Deerfield Beach Station Pedestrian Overpass, addition of pedestrian overpass for improved passenger access to Northbound and Southbound Tri-Rail platforms and planned parking deck.	South Florida Rail Corridor	Passenger	Station Improvements	Broward County	Near-term (1-5 years)	\$18,447	418305-1 \$1,780,830 in 2009, \$319,074 in 2010	TRIP, SIS	High	High	Med.	Low	High	High	Med.	Med.	High
298	"A/S" Line Amtrak Signal Program	Replacement of antiquated railroad signals (25-30+) years on this Amtrak Line. Most are nearing the Federal Standards of the 30-year mark and are in need of replacement. Also this would take in the S Line from Auburndale east to Lake Alfred, Haines City, and Davenport towards Orlando.	CSX Transportation	Freight	Signal Upgrade	A Line beginning at the Vitis Sub going SE thru Kathleen, Lakeland, Auburndale, Sebring and Okeechobee	Near-term (1-5 years)	\$10,000	Currently unfunded	ARRA Amtrak Grant	High	Med.	Med.	High	Med.	High	Med.	High	Low
314	Citrus Rail Project	Build 5.8 miles of new rail line along with 2.4 miles of yard to service Southern Gardens as a new customer. Along with a cane elevator to transport cane from western side of Clewiston to U.S. Sugar Mill.	South Central Florida Express	Freight	New Line	Clewiston	Near-term (1-5 years)	\$24,500	428370-1 \$18.375M in 2013 Tentative WP	ARRA Congestion Grant	High	High	Med.	Med.	Med.	Low	High	Med.	High

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507	Grade Separation of Northern Southern Railway near Simpson Yard	Implement grade crossing improvements to the NS railway near the Simpson railyard in Duval County.	Norfolk Southern	Freight	Grade Separation	Duval County	Near-term (1-5 years)	\$13,000	Currently unfunded	SIS	High	Med.	High	High	Med.	High	Med.	Low	Low
240	Upgrade and Replace Light Weight Rail	Upgrade rail section to industry norm. Eliminate all 112/115-pound 1940 vintage rail from mainline track. Install 135-pound industry standard carbon continuously welded rail.	Florida East Coast Railway	Freight	Track Upgrade	FDOT Districts 2,4,6	Near-term (1-5 years)	\$18,129	Currently unfunded	TRIP	High	Low	Low	Low	Low	Low	Low	Low	Low
139	Bradley Tack/Siding	Extend current siding one-half-mile, with radio remote control switches; plus two additional radio remote control switches and grading work. (Improve capacity, train velocity, and transportation capabilities of Central Florida network.)	CSX Transportation	Freight	Capacity Upgrade	Bradley	Mid-term (6-10 years)	\$3,500	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
157	Mission Spur (Dyer)	Improve connection between CSXT and FEC at Mission Spur (Miami area).	CSX Transportation	Freight	Capacity Upgrade	Dyer	Mid-term (6-10 years)	\$4,500	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
164	Hialeah/Iris Connection	Build CSXT-FEC connection known as Iris Connection.	CSX Transportation	Freight	Capacity Upgrade	Hialeah	Mid-term (6-10 years)	\$3,750	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
179	Tampa Connection	Tampa connection to A-Line.	CSX Transportation	Freight	Capacity Upgrade	Tampa	Mid-term (6-10 years)	\$10,500	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
180	Welcome/Edison Siding	Build siding with radio remote control switches and install 2 radio remote control switches to eliminate 10 mph speed restriction at Edison.	CSX Transportation	Freight	Capacity Upgrade	Welcome Road	Mid-term (6-10 years)	\$5,500	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
181	South Fort Meade	Extend siding to 8,000 feet.	CSX Transportation	Freight	Capacity Upgrade	Fort Meade	Mid-term (6-10 years)	\$3,750	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
182	Bainbridge Sub	Upgrade track and TCS for MPH (Florida portion only).	CSX Transportation	Freight	Track Upgrade	Tallahassee	Mid-term (6-10 years)	\$26,500	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
183	Agrock Wye	Build power interlocking to include both legs of the wye and diamond.	CSX Transportation	Freight	Capacity Upgrade	Polk County	Mid-term (6-10 years)	\$3,750	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
185	Havana Siding	Build 10,000-foot siding (Bainbridge SD).	CSX Transportation	Freight	Capacity Upgrade	Havana	Mid-term (6-10 years)	\$6,250	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
186	Tallahassee Speed	Increase 20 mph speed to 40 mph.	CSX Transportation	Freight	Capacity Upgrade	Tallahassee	Mid-term (6-10 years)	\$2,750	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
189	Beaver Street Interlocking	Upgrade track and signals on joint CSX/FEC interlocking. (Signal and track upgrades within the CSXT/FEC shared facility at Beaver Street top mitigate conflicts, expedite train movements, and improve fluidity. Project would also benefit Amtrak operations when/if service to/from Miami over the FEC were to commence.)	CSX Transportation	Freight	Capacity Upgrade	Jacksonville	Mid-term (6-10 years)	N/A	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High
243	Install Motion Detectors at Grade Crossings	Install new motion detectors at 3331 grade crossings.	Florida East Coast Railway	Freight	Signal Upgrade	FDOT Districts 2,4,5,6	Mid-term (6-10 years)	\$2,177	Currently unfunded	Railroad Safety Technology Grant	High	Med.	Med.	High	High	High	High	High	Low
335	Shands Lead	Reconstruct Shands Lead: 3.5 miles track.	CSX Transportation	Freight	Track Upgrade	Brooksville, Florida	Mid-term (6-10 years)	\$7,250	FIP	CSX	High	High	Med.	High	Med.	High	Low	Low	High

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125	Rail Storage Tracks for ICTF Facility	The project is to construct a new Intermodal Container Transfer facility (ICTF) yard that will facilitate the transfer of containers between rail and ship at Port Everglades. The project consists of rail storage tracks and marshalling yard adjacent to container storage yards and berths to provide near-dock access to rail from Southport, the main container terminal area of Port Everglades.	Port Everglades	Freight	Capacity Upgrade	Port Everglades	Mid-term (6-10 years)	\$50,000	420358-1 \$1.35M in 2011	TIGER Grants, SIS	High	High	Low	Med.	High	Med.	High	Med.	High
128	SR 27/Intermodal Logistics Center Rail Project	The project consists of the construction of a rail track connecting the Hialeah rail yard to the Intermodal Logistics Center in the vicinity of the south end of Lake Okeechobee. The rail will connect the three southern most east coast deep water ports to the ILC removing truck and rail traffic from the congested east coast corridors to the center of the State. The goal of this project is to move freight off the congested coastal areas.	Port of Palm Beach	Freight	New Line	South Florida	Mid-term (6-10 years)	\$100,000	427031-1 \$850,000 for study in 2010	ARRA Congestion Grant	High	High	Med.	Med.	Med.	Low	High	Low	High
269	Broward Boulevard Fixed Guideway-SR 7 to Downtown	Streetcar/BRT in-street between SR 7 and downtown Fort Lauderdale. Project connects existing N/S transit service in the SR 7 and Tri-Rail corridors and planned express bus service on I-95 to downtown employment center.	South Florida Regional Transportation Authority	Passenger	New Service	Broward County	Mid-term (6-10 years)	\$321,575	Currently unfunded	FTA Urban Circulator (up to \$25M), New Starts, ARRA Congestion Grant	High	Med.	High	Med.	Med.	Med.	High	Low	Med.
271	Broward E/W Fixed Guideway-Phase I and II	New E/W fixed guideway operated in curb lanes of Griffin Road. Phase I connects the South Florida Education Center with the existing Fort Lauderdale-Hollywood Airport Station at Dania Beach Tri-Rail Station. Phase II connects the Fort Lauderdale-Hollywood International Airport with the existing Fort Lauderdale/Hollywood Airport Station at Dania Beach Tri-Rail Station. Combination of project numbers 271 and 272.	South Florida Rail Corridor	Passenger	New Service	Broward County	Mid-term (6-10 years)	\$215,706	Currently unfunded	FTA New Starts, ARRA Congestion Grant	High	Med.	High	Med.	Med.	Med.	High	Low	Med.

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277	High-Speed Rail: Orlando to Miami (and Central Florida Monorail)	Phase 2 A High-Speed Rail connecting Orlando and Miami. Project may also include a light rail or elevated light rail (monorail) component. Cost for High-Speed Rail element is \$10 billion. Cost for monorail component is \$200 million. As described under project ID numbers 72 and 73, right-of-way is potentially available for light rail/monorail service depending upon the alignment. The monorail option results in a minimal project "footprint" and offers reasonable travel speeds and project cost and could be compatible with existing Central Florida monorail systems (Disney). The Disney monorail is essentially the same technology currently marketed by Bombardier and is proven reliable. Project funding could be a partnership between Disney and public funds. More than just a "port to port" connection, the line could provide a sustainable, efficient passenger connection between the Space Coast and the entire Orlando metropolitan area, including heavy tourist populations via light rail and/or additional spurs to the downtown area and attraction lodging. Note: Does not include tourism traffic.	New Passenger Rail Service	Passenger	New Service	Orlando to Miami (and MCO to Port Canaveral)	Mid-term (6-10 years)	\$10,200,000	Currently unfunded	HSIPR - New Tiger Grant Funds, SIS, possible public/private partnership funding for monorail component	High	Med.	Med.	High	Med.	Med.	High	Med.	Med.
505	SR 200 (U.S. 301)/Baldwin Crossing	Implement grade crossing improvements at SR 200 (U.S. 301)/Baldwin Crossing 620652-F on the CSX S-line in Duval County.	CSX Transportation	Freight	Grade Separation	Duval County	Mid-term (6-10 years)	\$47,000	Currently unfunded	SIS	High	Med.	High	High	Med.	Low	High	Low	Low

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95	SFECC, New FEC Passenger Rail Service-Phase IV, New FEC Passenger Rail Service-Phase III, New FEC Passenger Rail Service-Phase II, MIC to Dadeland Passenger Rail Service on FEC Spur, New FEC Passenger Tail Service-Phase I, Fort Pierce Town Center Station	Commuter rail between Jupiter and downtown Miami in a shared freight (Florida East Coast Railway) corridor. Approximately 85-100 miles of rail corridor, 60 stations, 200+ grade crossings. Study is in the alternatives analysis phase to define a locally preferred system alternative in Spring 2010. Project is Federalized. Next phase is to develop a Draft EIS for one or more proposed actions in the corridor. Finance plan will be developed and vetted with public and local governments. New passenger rail service on the FEC Corridor, from the Pompano Crossover north to downtown West Palm Beach. New Passenger rail service from Miami-Dade (near 71 st) using FEC into Broward County, terminating at SFRC/Tri-Rail Pompano Station. Provides system interconnection between FEC and SFRC passenger services.10-mile extension of mainline Tri-Rail service to downtown Miami using FEC from 72 nd SFRC/Iris to Government Center. New passenger rail service utilizing the FEC Spur/Ludlam Trail corridor, connecting the Miami Intermodal Center (MIC) to Dadeland North. Extension of Tri-Rail service from West Palm Beach to Jupiter, including construction of a connection between the SFRC and FEC Railway, use of the FEC corridor for approximately 14 miles, and construction of maintenance and layover facility. Passenger Rail Station-Town Center Typology for Fort Pierce Town Center Station.	South Florida Commuter Rail	Passenger	New Service	Miami-Dade, Broward, Palm Beach, From Pompano Beach to West Palm Beach, From Miami-Dade County to Pompano Beach, Miami-Dade County, Palm Beach County, St. Lucie	Mid-to-long (11-20 years)	\$9,468,434	408427-2 \$3M in 2010, \$1.5M annually 2011-2014	HSIPR - New Tiger Grant Funds, SIS	High	High	High	Med.	Med.	Med.	High	Med.	Med.
79	Urban S-Line	Currently, there exists a 5-mile corridor of abandoned rail right-of-way within the heart of Jacksonville. This ROW could be the perfect opportunity to construct a relatively inexpensive rail project serving the core of urban Jacksonville. This possible line would also be connected to the Jacksonville Regional transportation Center as well as the commuter rail network that would eventually connect to the Jacksonville International Airport.	New Passenger Rail Service	Passenger	New Service	Downtown Jacksonville	Near-term (1-5 years)	\$30,000	Currently unfunded	FTA Urban Circulator Grants	Medium-High	Med.	Med.	Med.	Med.	High	High	Med.	Low
114	Silver Star Branch Orlando	Tie surface and switch rebuild. This industrial park serves Frito Lay, Winn Dixie Coke Miller Beer and various other warehouses safety and dependability in these close quarters require good track structure. This project is needed to maintain existing service.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Orlando	Near-term (1-5 years)	\$400	Currently unfunded	Tiger grants	Medium-High	Med.	Med.	Low	High	High	High	High	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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117	Winter Garden Line	Tie and Surface a 10-mile line serving the town of Winter Garden. This is the end of the line but has great potential as it is adjacent to the Turnpike and Orange County Expressway with many acres of industrial land. It also handles orange juice, plastics, and fertilizer. It will also preserve a right-of-way for future passenger use.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Orlando	Near-term (1-5 years)	\$753	Currently unfunded	Tiger grants	Medium-High	Med.	Med.	Low	High	High	High	Low	
132	Blount Island Rail Road Rehabilitation	Comprehensive rail rehabilitation.	Jacksonville Port Authority	Freight	Rehabilitation and Maintenance	Blount Island Marine Terminal	Near-term (1-5 years)	\$9,000	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	High	High	Med.	Low
133	Dames Point Switch Yard	Addition of rail switch yard adjacent to existing CSX-rail facility	Jacksonville Port Authority	Freight	Capacity Upgrade	Dames Point Marine Terminal	Near-term (1-5 years)	\$5,000	Currently unfunded	SIS, FSTED	Medium-High	Med.	Med.	Med.	Med.	Med.	Low	Med.	Low
203	CSX-Tri-Rail Dolphin Extension Phase I	Phase I - Extension of Tri-Rail service 11.2 miles of CSX Corridor west from the Miami Intermodal Center (MIC) along SR 836, ending just west of Florida's Turnpike. Phase I assumes minimal double tracking and basic station amenities.	CSX Transportation	Passenger	New Service	Miami-Dade	Near-term (1-5 years)	\$154,630	Currently unfunded	FTA Urban Circulator, ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	Low	High	Low	Med.
222	Jacksonville Bridge Rehabilitation	Rehabilitate critical bridge. Replace ties on both tracks, make steel repairs, paint the entire steel structure, and replace miter joints. Upgrade existing grade crossings.	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT District 2	Near-term (1-5 years)	\$7,787	Suggested for \$7.48M in first phase of Jobs Bill funding	New Jobs Bill	Medium-High	Med.	Low	High	Med.	Low	High	Med.	Low
224	Hooker Point Rail Expansion	This project provides for additional storage tracks at Hookers Point. The project would extend the rail line to the Intermodal Container Terminal and South Hookers Point and connect the east and west side running tracks at the south end of Hookers Point. There will also be addition of Wye track at Cargill - Construct a south-facing connection from the main running track to the existing southerly side track within the Cargill plant.	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point	Near-term (1-5 years)	\$5,650	Suggested for \$5.65M in first phase of Jobs Bill funding	New Jobs Bill	Medium-High	Med.	Med.	Med.	Med.	Med.	High	Med.	Low
284	Lee Collier Intercity Rail Feasibility Study	The project will consist of studies to evaluate the feasibility of investing in new passenger rail service in SW Florida, with significant reliance upon Amtrak services from Tampa to all the key urban centers in SW Florida including Sarasota, Venice, Punta Gorda, Fort Myers, Bonita Springs and Naples, serving A Desoto, Charlotte, Lee and Collier Counties, in the long term as envisioned in the Florida Inter City Passenger Rail Vision Plan using the SGLR and I 75 right-of-way. In coordination with FDOT, and the relevant MPOs and respective BOCCs in Desoto, Charlotte and Collier Counties the project would include evaluation and purchase the SGLR Right-of-way from Arcadia to Naples.	Seminole Gulf Railway and New Passenger Rail Service on I-75 right-of-way	Passenger	New Service	Lee County, From Tampa to Naples via Fort Myers, SGLR Right-of-Way from Arcadia to Naples, Fort Myers, Punta Gorda, and Lakeland	Near-term (1-5 years)	\$125	Currently unfunded	TRIP	Medium-High	Med.	Med.	Med.	Med.	High	Low	High	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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318	Amtrak Station Improvements	Improvements for ADA-related station structures, platforms, pathways, and state of good repair where needed for Amtrak stations. Combination of projects 318-332, 334.	CSX Transportation	Passenger	Station Improvements	Deerfield Beach, Deland, Delray Beach, Fort Lauderdale, Jacksonville, Kissimmee, Lakeland, Miami, Okeechobee, Orlando, Palatka, Sanford, Sebring, Tampa, West Palm Beach, Winter Park	Near-term (1-5 years)	\$26,582	Currently unfunded	ARRA Amtrak grant	Medium-High	Med.	Low	High	Med.	Med.	High	Med.	Low
69	286 Bridge Upgrade	Upgrade all our bridges to handle 286 traffic. Note: This project is looking to receive eligibility for any funding available. With this upgrade, the potential to attract customers would increase as higher cargo volumes could be moved. This potential new traffic could open the area to economic development.	South Central Florida Express	Freight	Track Upgrade	Sebring to Fort Pierce	Near-term (1-5 years)	\$5,213	Suggested for Jobs Bill funding	New Jobs Bill	Medium-High	Med.	Low	Med.	Med.	Med.	High	Med.	Low
70	Bryant Rail Project	Rehab 21 miles of 85-pound rail to 136-pound CWR rail. Including 17 new number 10 turnouts and 25,000 new main track ties. Note: This project is looking to receive eligibility for any funding available. With this track rehabilitation, the potential to attract customers would increase as higher cargo volumes could be moved. This project will occur in an economically depressed area and the potential new traffic could stimulate economic development in this region. This project is estimated to remove 375 trucks a day from the Mining facility.	South Central Florida Express	Freight	Capacity Upgrade	Pahokee	Near-term (1-5 years)	\$13,554	Currently unfunded	ARRA Congestion grant, SIS	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low
76	Cane Block Project	Rehab 17 miles of 85-pound rail to 136-pound CWR rail. Including 4 new number 10 turnouts and 10,000 new main track ties. Note: This project is looking to receive eligibility for any funding available. With this track rehabilitation, the potential to attract customers would increase as higher cargo volumes could be moved. This project will occur in an economically depressed area and the potential new traffic could stimulate economic development in this region.	South Central Florida Express	Freight	Track Upgrade	South Bay	Near-term (1-5 years)	\$12,000	Currently unfunded	TRIP	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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121	Frostproof Tie and Surface	Tie and surface 12.5 miles of a marginal line suffering from the local economy which was thriving on the housing market Lowes Lumber distribution and Ferguson plumbing located at the end of the line because there was railroad service there. That generated many jobs in the rural community that could not be replaced. Accordingly the railroad helps the business stay there and the residents employed.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Lake Wales to Frostproof	Near-term (1-5 years)	\$1,255	Currently unfunded	Tiger grants	Medium-High	Med.	Low	Low	High	High	High	High	Low
127	South Florida Rail Corridor Asbestos Abatement	Asbestos abatement on rail infrastructure along the South Florida Rail Corridor (SFRC).	South Florida Rail Corridor	Passenger	Rehabilitation and Maintenance	Southeast Florida	Near-term (1-5 years)	\$250	Currently unfunded	State Primary Funds (DS) or Funds for Public Transportation Office Projects (DL)	Medium-High	Med.	Low	Med.	Med.	Low	Low	High	Low
238	Repair Bolt/Fastening System	Accelerate replacement of failing bolt and clip system and install elastic fasteners on 193 track miles.	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT Districts 2,4,5,6	Near-term (1-5 years)	\$19,110	Currently unfunded	TRIP, local	Medium-High	Low	Low	High	Med.	High	Low	High	Low
276	Bascule Bridge/Rail Connection	Engineer, design, permit and construct the rehabilitation tasks on the railroad bascule bridge between Biscayne Bay Boulevard and Port Boulevard to national standards to bring fully functional and efficient rail operations back to the Port of Miami, and construct approximately 1 mile of rail, associated rail switches, as well as two 2,500-foot on port loading tracks. Studies and inspections have identified weakened infrastructure that require attention prior to the railroad bascule bridge becoming fully operational. Revitalization of the bascule bridge and the addition of new on port loading tracks will provide efficient cargo-handling capacity at the Port of Miami and decrease overall transportation costs. (Part 2) Upgrade and restore a 6-mile branch off of FEC mainline that originally carried freight to and from the port and passengers to downtown Miami.	Port of Miami	Freight	Rehabilitation and Maintenance	Railroad Bridge Between Biscayne Bay and Port Boulevards, Miami-Dade County	Near-term (1-5 years)	\$36,900	Currently unfunded	SIS, Tiger grants, Transportation Enhancements	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
												Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness ^b	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way	Inclusion in STIP or TIP
288	Lee County Intermodal Transfer Terminal	Design and construct an intermodal transfer terminal that will facilitate centralized rail car-truck trans-loading, including both trailer on flat car/container on flat car (TOFC/COFC) and noncontainerized "team track" operations. An intermodal terminal will boost the local economy. The site is located close to the intersection of Hanson Street and Veronica Shoemaker Parkway. Alternative locations are also available which would require site acquisition and development costs, and may require environmental assessments. If we are unsuccessful in applying for TIGER grant, we will apply for state intermodal funds and future FRA discretionary grant programs in the new transportation authorization legislation.	Seminole Gulf Railway	Freight	Capacity Upgrade	Lee County	Near-term (1-5 years)	\$3,000	Currently unfunded	TIGER Grants, FRA discretionary grants, SIS	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low
306	Taylor County Rail Extension	The Perry rail extension includes approximately 25 miles of new track to be built and roughly 16 miles of existing GFRR (Georgia and Florida Railway) track to be upgraded. In 2008, the Strategic Aggregates Task Force convened as part of an act of the Florida Legislature and the group made one unanimous recommendation to the Governor; "provide rail service in Perry." Also, as noted in FDOT's Strategic Aggregate Study, Taylor County is one of only 6 defined regions in the State containing hard aggregate reserves. Upon construction of the rail extension, Perry industry would immediately have economically feasible access to over half of Florida's aggregate market. Florida Governor Charlie Crist's designation of Taylor County as one of Florida's Rural Areas of Critical Economic Concern (RACEC) frames the challenges facing Taylor County as it competes in today's ever changing economic landscape. The rail extension would bring significant economic opportunity to the region.	Georgia and Florida Railway	Freight	New Line	Taylor and Madison	Near-term (1-5 years)	\$52,000	Currently unfunded	TRIP	Medium-High	Low	High	Med.	Low	Low	Low	Med.	Low
311	Pompano Beach Tri-Rail Station Improvements	Reconstruct station to relocate east platform south to match west platform. Upgrade entire station to provide improved facilities such as new canopies and pedestrian features.	South Florida Rail Corridor	Passenger	New Service	Broward County	Near-term (1-5 years)	\$7,523	Currently unfunded	TRIP, SIS	Medium-High	Med.	Med.	Low	Med.	Med.	Med.	Low	Low
98	St. Petersburg-Wesley Chapel	Bruce B. Downs from Wesley Chapel to USF, CSX corridor area (near Nebraska Avenue) from USF to Tampa CBD, I-275 from Tampa to Westshore, Howard Frankland, Gateway, St. Petersburg CBD.	CSX Transportation	Passenger	New Service	Pinellas, Hillsborough, and Pasco Counties	Mid-term (6-10 years)	\$4,261,649	Currently unfunded	FTA grant, State New Starts, ARRA Congestion Money	Medium-High	Med.	Med.	Med.	Med.	High	Low	Low	

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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208	Short-Distance Rail Investments - Downtown Tampa to USF and Airport	Short-distance rail projects involving 12.9 miles of track connecting Downtown Tampa to USF and 8.3 miles of track connecting Downtown Tampa to Airport (terminating north of Airport at Hillsborough Avenue). Combination of project numbers 208 and 210.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	Mid-term (6-10 years)	\$1,646,690	Currently unfunded	FTA, State New Starts, ARRA Congestion Money	Medium-High	Med.	Med.	Med.	Med.	Med.	Med.	Low	Low
229	Port Redwing Rail Improvements	Add drop-off and pick-up tracks near CSX mainline, and add run-around track on the CSX mainline. Construct a connecting track from the CSX mainline to the Port Redwing site.	Tampa Port Authority	Freight	Capacity Upgrade	Big Bend/Port Redwing Terminals and Port Redwing Terminal to CSX mainline	Mid-term (6-10 years)	\$5,800	Suggested for \$5.8M in Jobs Bill funding	New Jobs Bill	Medium-High	Med.	Med.	Med.	Med.	High	High	Low	Low
119	Roadway Crossing Signal Upgrade	This Line is used for freight and passenger (Amtrak) and has a high potential for commuter and intercity. Upgrade/replace antiquated highway railroad crossing signals that are 35 plus years old. Train traffic is expected to increase. This is a direct route between Tampa and the CSX ILC.	CSX Transportation	Freight	Signal Upgrade	A-Line from Tampa to Plant City	Mid-term (6-10 years)	\$1,500	Currently unfunded	ARRA Amtrak Grant	Medium-High	Med.	Low	Low	High	High	High	High	Low
122	Railroad Crossing Signal Upgrade	This Line is currently used for freight but has a potential for commuter and intercity. Train traffic is expected to increase due to moving trains off of the A-Line. This is the main route to the CSX ILC. Upgrade/replace antiquated highway railroad crossing signals that are 35 plus years old.	CSX Transportation	Freight	Signal Upgrade	S-Line from Vitis Junction north to Lacochee	Mid-term (6-10 years)	\$1,000	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Low	Low	High	High	High	High	Low
194	Increase Tri-Rail Headways to 15 Minutes Peak	Capital SFRC improvements including new sidings, interlockings, and signal enhancements to increase corridor capacity, which allow additional trains at reduced headways.	South Florida Rail Corridor	Passenger	Capital Improvements	Miami-Dade, Broward, and Palm Beach Counties	Mid-term (6-10 years)	\$93,754	some SFRC capital improvements are included in WP	ARRA Congestion Grant, TRIP	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low
201	Southern SFRC Mainline Double Track	Construct new double track and new bridge across the Miami River. Project limits from north of MIC to south of Hialeah Market Station.	South Florida Rail Corridor	Passenger	Capital Improvements	Miami-Dade County	Mid-term (6-10 years)	\$32,891	Currently unfunded	ARRA Congestion Grant, SIS	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low
242	Install Signal Control Point Upgrades	Install new signal system (CTC) ready for PTC from Bowden Yard to Hialeah.	Florida East Coast Railway	Freight	Signal Upgrade	FDOT Districts 2,4,5,6	Mid-term (6-10 years)	\$17,688	Currently unfunded	Railroad Safety Technology Grant	Medium-High	Med.	Low	Low	High	High	High	High	Low
260	New Tri-Rail Layover Facility in Northern Palm Beach	Tri-Rail Layover Facility and Light Maintenance in Northern Palm Beach County to serve expanded service and longer train needs. Improves efficient operation and on-time performance.	South Florida Rail Corridor	Passenger	Capital Improvements	Palm Beach County	Mid-term (6-10 years)	\$7,211	Currently unfunded	FTA Urban Circulator/Intermodal grant, SIS	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low
264	Kendall Area Diesel LRT/BRT Hybrid	Transitway in the median of Kendall Drive for both BRT and Diesel LRT vehicles, terminating at Dadeland North. BRT extends west on Kendall Drive, DLRT service proceeds SW on the CSX corridor.	South Florida Rail Corridor	Passenger	New Service	Miami-Dade County	Mid-term (6-10 years)	\$473,099	Phase I is in WP 422529-1	FTA New Starts	Medium-High	Med.	Med.	Low	Med.	Low	Med.	Med.	Med.

1 Table 5.14 Detailed Projects Needs by Priority (continued)

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299	Florida Midland- Rail Track Improvements	This track is a freight line and travels at approximately 10-20 mph to deliver goods to Frostproof. Increase of train speed (which has been the Florida Midlands goal) would require track rehabilitation.	Florida Midland Railroad	Freight	Rehabilitation and Maintenance	Lake Wales to Frostproof	Mid-term (6-10 years)	\$15,000	Currently unfunded	Tiger grants	Medium-High	Med.	Med.	Low	Med.	High	High	Med.	Low
300	Florida Midland- Railroad Crossing Signal Upgrade	With the increase of freight delivery these rail corridors are in need of replacement/upgrade of railroad signals which are fast approaching the (25-30+) years old Federal limitations.	CSX Transportation	Freight	Signal Upgrade	Rail corridor from Bartow Airbase, Winter Haven, Lake Wales, and Frostproof	Mid-term (6-10 years)	\$7,500	Currently unfunded	Railroad Safety Technology Grant	Medium-High	Med.	Low	Low	High	High	High	High	Low
500	SE 144 th Street (Mullins Grade)/Starke Crossing	Implement grade crossing improvements at SE 144 th Street (Mullins Grade)/Starke Crossing 627514-R on the CSX S-line in Bradford County.	CSX Transportation	Freight	Grade Separation	Bradford County	Mid-term (6-10 years)	\$20,000	Currently unfunded	SIS	Medium-High	Med.	High	High	Med.	Med.	Med.	Low	Low
503	SR 15 (Reid Street)/Palatka Crossing	Implement grade crossing improvements at SR 15 (Reid Street)/Palatka Crossing 620968-R on the CSX A-line and Amtrak line in Putnam County.	CSX Transportation	Freight	Grade Separation	Putnam County	Mid-term (6-10 years)	\$45,000	Currently unfunded	SIS	Medium-High	Low	Low	High	Med.	Low	High	Low	Low
501	CR 28 (Wells Road)/Orange Park Crossing	Implement grade crossing improvements at CR 28 (Wells Road)/Orange Park Crossing 620901-J on the CSX A-line and Amtrak line in Clay County.	CSX Transportation	Freight	Grade Separation	Clay County	Mid-to-long (11-20 years)	\$50,000	Currently unfunded	SIS	Medium-High	Low	Low	High	Med.	Low	High	Low	Low
502	SR 224 (Kingsley Avenue)/Orange Park Crossing	Implement grade crossing improvements at SR 224 (Kingsley Avenue)/Orange Park Crossing 620903-X on the CSX A-line and Amtrak line in Clay County.	CSX Transportation	Freight	Grade Separation	Clay County	Mid-to-long (11-20 years)	\$50,000	Currently unfunded	SIS	Medium-High	Low	Low	High	Med.	Low	High	Low	Low
504	SR 200 (A1A)/Yulee Crossing	Implement grade crossing improvements at SR 200 (A1A)/Yulee Crossing 620822-X on the CSX U.S. 17 N main line in Nassau County.	CSX Transportation	Freight	Grade Separation	Nassau County	Mid-to-long (11-20 years)	\$60,000	Currently unfunded	SIS	Medium-High	Low	Low	High	Med.	Low	High	Low	Low
78	Jacksonville Commuter Rail	The Jacksonville Transportation Authority has just completed a Feasibility Study for commuter rail in northeast Florida. The study identified three main lines. One line (north corridor) runs from Downtown Jacksonville north to Yulee in Nassau County. The second line round from Downtown Jacksonville to St. Augustine in St. Johns County. The third line runs from Downtown Jacksonville to Green Cove Springs in Clay County. The total three corridor system is 91 miles. Capital costs were estimated at \$622 million, not including any ROW costs. The long term plans call for extensions to Baker, Putnam, and Flagler counties. Projects 71 and 283 are duplicates/alternatives for 78.	New Passenger Rail Service	Passenger	New Service	NE Florida Region	Mid-to-long (11-20 years)	\$622,000	Currently unfunded	TRIP, FTA New Starts	Medium-High	Med.	Med.	Med.	Med.	High	Med.	Low	

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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83	CSX Corridor: Clearwater-Gateway, Largo-St. Petersburg CBD	CSX corridor with following legs: from Clearwater CBD to Ulmerton area, along Ulmerton area from CSX to Gateway; and from Largo (South of Ulmerton) to St. Petersburg CBD. Major activity centers including major employment centers are proposed to be connected by this service. Combination of projects 83 and 84. Duplicated by projects 312, 129, 294 and 309.	CSX Transportation	Passenger	New Service	Northern and Central Pinellas County	Mid-to-long (11-20 years)	\$1,260,241	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	Med.	Low	Low	
100	U.S. 41/50 th Street, NGCN: 624368C	Build bridge over railroad tracks. U.S. 41 is a major north/south route with a high percentage of truck traffic. Railroad has 3 tracks, 2 tracks are used for switching operations. Mainline track carries Amtrak. This line has a high potential for commuter rail and/or Inter City Rail service.	CSX Transportation	Freight	Grade Separation	U.S. 41/50 th Street south of I-4, Tampa	Mid-to-long (11-20 years)	\$90,000	Alternate project suggestion for first phase of Jobs Bill funding	ARRA Congestion Grant, New Jobs Bill or Amtrak Grants	Medium-High	Med.	Med.	Med.	Med.	Low	High	Low	Low
130	SFRC Rail/Arterial Grade Separations	Grade separation improvements at several crossings along the South Florida Rail Corridor (SFRC) between Broward Boulevard and the Palm Beach County Line.	South Florida Rail Corridor	Passenger	Grade Separation	Broward Boulevard to Palm Beach County Line	Mid-to-long (11-20 years)	\$240,000	Currently unfunded	SIS, State Primary Funds (DS), or Public Transportation Office Funds	Medium-High	Med.	Med.	Med.	Med.	Low	High	Low	Low
204	CSX-Tri-Rail Dolphin Extension Phase II	Extension of Tri-Rail service 11.2 miles of CSX Corridor west from the Miami Intermodal Center (MIC) along SR 836, ending just west of Florida's Turnpike, Phase II provides upgraded stations and additional double tracking necessary to implement reduced headways.	CSX Transportation	Passenger	New Service	Miami-Dade	Mid-to-long (11-20 years)	\$501,369	Currently unfunded	FTA New Starts, ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	Low	High	Low	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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287	Seminole Gulf Infrastructure Improvements - Phase I and Phase 2	The Phase 1 project will renew sections of the SGLR railroad Bridge that spans the Caloosahatchee River. The project will replace fully depreciated sections and make structural improvements; replace fully depreciated pilings and other structural members, paint main drawbridge span. The project will also upgrade SGLR track structure between Colonial Boulevard and Hanson Street and between Cranford Street and Lee County line, a total distance of 14 miles. Improvements to this section includes installing new 115-pound rail, long life crossties and related tie plates, track fastening systems and installing new ballast. The project also includes rehabilitating SGLR track structure between Alico Road and Colonial Boulevard, a distance of 8 miles. Improvements to this section includes installing 100-pound rail that will be removed to install 115-pound mentioned previously, installing long life crossties and related tie plates, associated materials and ballast. Phase 2 is a project to continue upgrading and expanding the rail infrastructure in Lee County by appropriate investments in track maintenance and capacity upgrades, track and crossing signals and railroad crossings in addition to building additional tracks to connect the railroad to key markets in Manatee, Glades, Hendry, Charlotte, Collier and Lee. Furthermore this project will look into investing in new rail technology such as double-stacking, rail cars, etc., and expanding rail capacity through double tracking, passing sidings etc., which could be needed in response to the proposed Winter Haven Intermodal Logistics Center. Proposed improvements will facilitate in the future investment of a permanent Amtrak services connecting Tampa and Bradenton to all the urban centers in SW Florida including Sarasota, Venice, Punta Gorda, Fort Myers, Bonita Springs and Naples as described in the Florida Inter City Passenger Rail "Vision Plan" running at a speed of 125 mph.	Seminole Gulf Railway	Freight	Track Upgrade	Lee County	Mid-to-long (11-20 years)	\$57,300	Suggested \$7.3M for repairs to Caloosahatchee Br and Alico-Colonial in Jobs Bill funding	SIS, TRIP	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low
295	I-Drive to OIA Light Rail	Light Rail serving Orange County Convention Center/International Drive to Orlando International Airport with extensions to Medical City, Innovation Way and University of Central Florida.	New Passenger Rail Service	Passenger	New Service	Int'l Drive to MCO (Orange County)	Mid-to-long (11-20 years)	\$2,000,000	Currently unfunded	FTA Grant, State, New Starts, SIS	Medium-High	Med.	Low	Med.	Med.	Low	High	Low	Low
85	Clearwater/North Pinellas to Westshore and TIA	CSX corridor from Clearwater, through North Pinellas, north of Old Tampa Bay to CSX corridor near Anderson and Linebaugh ("T" Junction), south through Tampa International Airport to I-275 near Westshore Boulevard.	Tampa international Airport	Passenger	New Service	Pinellas and Hillsborough Counties	More than 20 years	\$1,736,199	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	Med.	Med.	Low	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
												Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness ^b	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way	Inclusion in STIP or TIP
86	Linebaugh/Busch-North Tampa Corridor East/West	CSX corridor parallel to Busch Boulevard from Anderson/Linebaugh "T" Junction to north-south CSX Corridor near Nebraska. Involving 7.5 miles of track along Busch Boulevard and Linebaugh Avenue going west from Airport to Oldsmar and 5.0 miles of track going east, from Airport Spur to Downtown-USF Rail Line.	CSX Transportation	Passenger	New Service	Hillsborough County	More than 20 years	\$788,050	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	Med.	High	Low	Low
88	Tampa-South Tampa	CSX corridor near Cross-town Expressway, from Tampa CBD to Gandy Boulevard includes 5.0 miles of track connecting Downtown Tampa to South Tampa.	CSX Transportation	Passenger	New Service	Hillsborough County	More than 20 years	\$404,970	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	Med.	Med.	Low	Low
91	Lakeland-Tampa	CSX corridor near SR 574/U.S. 92 from Lakeland CBD to Tampa CBD involving 22.5 miles of track connecting Lakeland to Tampa and Plant City.	CSX Transportation	Passenger	New Service	Polk and Hillsborough Counties	More than 20 years	\$930,429	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	Med.	Med.	Low	Low
101	SR 60/Adamo Drive, NGCN: 624820X	Build bridge over railroad. SR 60 is a major east/west route. High traffic volume between Brandon and Tampa. Traffic volume will continue to increase. Railroad has 30 plus train movements per day. High potential for commuter trains.	CSX Transportation	Freight	Grade Separation	SR 60/Adamo Drive, east of U.S. 41, Tampa	More than 20 years	\$99,630	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Med.	Med.	Med.	Low	High	Low	Low
315	Pinellas Hillsborough Connector	The planned project will connect Pinellas County to Hillsborough county via I-275 and light rail is proposed to be operated. This would be a major connector between the two counties.	New Passenger Rail Service	Passenger	New Service	Gateway to Tampa	More than 20 years	\$401,130	Currently unfunded	New Starts, TRIP	Medium-High	Med.	Med.	Med.	Med.	Med.	High	Low	Low
316	Clearwater Oldsmar Connector	The proposed light rail will connect Clearwater CBD to Oldsmar via Safety Harbor. The alignment is planned on existing CSX rail corridor. This project will connect employment centers to residential centers.	CSX Transportation	Passenger	New Service	Clearwater, Safety Harbor, and Oldsmar	More than 20 years	\$880,610	Currently unfunded	New Starts, TRIP	Medium-High	Med.	Med.	Med.	Med.	Med.	High	Low	Low
89	CSX Corridor: Sarasota-Bradenton, Bradenton-Tampa, Tampa-Brooksville	CSX corridor near U.S. 41 with the following legs: from Bradenton near 15 th Street E to Sarasota CBD, from Bradenton CBD to Tampa CBD (including 25.7 miles of track connecting to Sun City Center), and Tampa CBD to Brooksville CBD (including 15 miles connecting to Land O Lakes). Combination of projects 89, 90, and 92. Bradenton to Tampa leg is duplicated by project 233.	CSX Transportation	Passenger	New Service	Manatee, Hillsborough, Hernando, Pasco, and Sarasota Counties	More than 20 years	\$3,740,548	Currently unfunded	ARRA Congestion Grant	Medium-High	Med.	Med.	Low	Med.	Low	High	Low	Low
506	SR 104 (Busch Drive)/Jacksonville Crossing	Implement grade crossing improvements at SR 104 (Busch Drive)/Jacksonville Crossing 620834-S on the CSX U.S. 17 N line in Duval County.	CSX Transportation	Freight	Grade Separation	Duval County	More than 20 years	\$80,000	Currently unfunded	SIS	Medium-High	Low	Low	High	Med.	Low	High	Low	Low
134	Talleyrand Track Addition	Add storage track capacity.	Jacksonville Port Authority	Freight	Capacity Upgrade	Talleyrand Marine Terminal	Near-term (1-5 years)	\$2,000	Currently unfunded	SIS, FSTED	Medium	Med.	Low	Med.	Low	Low	Low	Low	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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237	Upgrade Medley Lead/ Doubletracking	Build second mainline on 4.8-mile segment at southern end of rail servicing key rock mining customers. Install CTC (ready for PTC), improve motion detectors at grade crossing. Construct one new double-track bridge with universal crossover switches. (Pending approval for state funding) Second phase of improvements in the Medley area. Rehabilitate and implement double tracking along the FEC Medley Lead. The work to be performed includes extension of culverts, earthwork (includes clearing, filling and grading), construct and surface 25344 feet of 141-pound track, rehabilitate 9 grade crossings (includes surface and signal), and relocate fiber optic cable.	Florida East Coast Railway	Freight	Capacity Upgrade	FDOT District 6, Medley area from RR MP 0.00 to MP 4.8 at NW 121 Way	Near-term (1-5 years)	\$32,868	Currently unfunded	SIS	Medium	Med.	Low	Med.	Low	Low	Low	Low	Low
239	Mainline Bridge Fastening System	Rehabilitate 3 bridges at mile posts 12.99, 36.64, and 126.06. Engineering and permitting completed 1 year in advance of work.	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT Districts 2,5	Near-term (1-5 years)	\$9,090	Currently unfunded	TRIP, local	Medium	Low	Low	Med.	Med.	High	Low	High	Low
246	Florida Upgrade-Bridges	Rebuild bridge No. (number 890.0, number 893.7 and number 394.1-672 feet total) at 4M. Repairs to 21 timber Bridges at \$725,000. Upgrade the timber bridges on this route for 286 at a cost of \$1.2M.	Alabama and Gulf Coast Railway	Freight	Rehabilitation and Maintenance	Escambia County	Near-term (1-5 years)	\$6,327	Currently unfunded	TRIP, local	Medium	Low	Med.	Med.	Low	Low	Low	Med.	Low
248	New Tri-Rail Station Near Broward/Miami-Dade	New Tri-Rail station and parking facilities in the vicinity of Ives Dairy Road and Hallandale Beach Road.	South Florida Rail Corridor	Passenger	Station Improvements	Miami-Dade and Broward Counties	Near-term (1-5 years)	\$16,421	Currently unfunded	TRIP, FTA Urban Circulator Grant	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low
249	Delray Beach Tri-Rail Station Improvements	New parking deck with about 385 spaces, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Near-term (1-5 years)	\$7,150	Currently unfunded	TRIP, SIS	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low
251	Boynton Beach Tri-Rail Station Improvements	Surface parking lot expansion on existing SFRTA ROW, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Near-term (1-5 years)	\$4,404	Currently unfunded	TRIP, SIS	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low
253	New Tri-Rail Station at Palm Beach International	New Tri-Rail station, to be located in the vicinity of Southern Boulevard or Belvedere Road. Depending on station location, the facility may also include parking facilities to serve commuters from the western communities.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Near-term (1-5 years)	\$16,421	Currently unfunded	TRIP, FTA Urban Circulator Grant	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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257	New Tri-Rail Station in Boca Raton	New Tri-Rail station near Glades Road, serving the Boca Town Center Mall area. Shuttle bus, pedestrian, and limited parking facilities would be included.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Near-term (1-5 years)	\$16,421	Currently unfunded	TRIP, FTA Urban Circulator Grant, SIS	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low
262	Golden Glades Intermodal Center Improvements	Provide new 1,000 space parking deck, new intermodal center with bus bays and facilities, new pedestrian bridge from intermodal center to Tri-Rail and improved circulation. Includes project 266, Addition of pedestrian overpass to connect Golden Glades Intermodal Center to business park west of CSX tracks.	South Florida Rail Corridor	Passenger	Station Improvements	Miami-Dade County	Near-term (1-5 years)	\$39,423	Currently unfunded	TRIP, SIS	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low
263	Opalocka Tri-Rail Station Improvements	Surface parking lot expansion along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Miami-Dade County	Near-term (1-5 years)	\$2,502	Currently unfunded	TRIP	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low
268	Hollywood Tri-Rail Station Improvements	New parking deck along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Broward County	Near-term (1-5 years)	\$18,233	Currently unfunded	TRIP, SIS	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low
307	Passenger Railway in Southwest Florida	Rehabilitate Passenger Rail for 95 miles along the CSX line from Old 41 on the Collier -Lee Co. border to Ona, Hardee Co. connecting with CSX line, currently used for freight to Lakeland. This CSX line, proposed for rehab/upgrade to passenger service, passes thru; Bonita Springs, Fort Myers, Punta Gorda, Arcadia, to Lakeland This line should act as a connector with another proposed project reconnecting passenger service between Collier Co. and Tampa, connecting in Punta Gorda with new 8-mile track from Fort Ogden to North Port [locate depot at mile marker 172 on I-75] thru to, Sarasota, picking up TBARTA rail in Sarasota to Tampa. The project between Collier and Hardee Co. is estimated at \$70 million. The project between Fort Ogden and Sarasota is estimated at \$46 million. All costs include construction of rail, depots, and bridges. All land is rail-banked except for 30-foot ROW of three-quarter-mile for purchase somewhere near mile markers 200-203 on I-75. Land purchase not included in estimate.	CSX Transportation	Passenger	New Service	Collier to Hardee Counties, Collier to Sarasota Counties	Near-term (1-5 years)	\$116,000	Currently unfunded	SIS, TRIP, FTA New Starts	Medium	Med.	Low	Med.	Low	Low	Med.	Low	Low
93	SR 50 Ridge Manor, NGCN: 625307P	Build bridge over railroad. SR 50 is a major east/west route that crosses the State. Railroad has 24 plus train movements per day. During emergency on I-4 this route acts as reliever for traffic going from I-75 to Orlando area.	CSX Transportation	Freight	Grade Separation	SR 50, just east of 301, Hernando County	Mid-term (6-10 years)	\$22,221	Currently unfunded	ARRA Congestion Grant	Medium	Med.	Low	Low	Med.	Low	High	Low	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
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106	U.S. 41/Rockport, NGCN: 624802A	Build bridge over railroad track. U.S. 41 is a major north/south route with a high percentage of truck traffic. Crossing is at the edge of a major rail yard with high amount of switching operations. Because of the all the switching operations and the location of the switches (just west of the roadway) the traffic is impacted by most of their operations. Frequently during peak periods this results in a 2-mile traffic backup.	CSX Transportation	Freight	Grade Separation	U.S. 41, south of SR 676, Palm River	Mid-term (6-10 years)	\$48,240	Alternate project suggestion for first phase of Jobs Bill funding	ARRA Congestion Grant, New Jobs Bill, SIS	Medium	Med.	Low	Low	Med.	Med.	High	Low	Low
135	Blount Island-North JAXPORT Switchyard	An addition of a switchyard to improve traffic (container, automobile, heavy-lift, etc.) to and from Blount Island.	Jacksonville Port Authority	Freight	Capacity Upgrade	Approx. 1 mile north of BIMT	Mid-term (6-10 years)	\$10,000	Currently unfunded	SIS, FSTED	Medium	Med.	Low	Med.	Low	Low	Low	Low	Low
220	Pineda Turnout	Relocate North Pineda turnout north to MP 178.8 and construct two additional miles of track.	Florida East Coast Railway	Freight	Capacity Upgrade	FDOT District 5	Mid-term (6-10 years)	\$5,043	Currently unfunded	TRIP	Medium	Low	Med.	Low	Med.	High	Low	Low	Low
235	Bowden Intermodal Improvements	Relocate the ingress/egress point for the Bowden Yard approximately 420 feet to the north of the existing point along U.S. 1 near Gordon Street. The new configuration should maximize the ease of circulation and cargo transfers and reduce the potential for truck-train accidents. A reconfigured circulation pattern will keep trucks on the north and west boundaries of the yard and off of U.S. 1. Move crossovers and extend the lead track so that traffic in the main yard does not get congested. Project will expand the capacity of the Bowden Intermodal Facility and improve the connectivity of the FEC with CSX and NS. The project will improve throughput capacity and reduce the number of trucks that backup onto Phillips Highway. Combination of projects 217 and 235.	Florida East Coast Railway	Freight	Capacity Upgrade	Bowden Yard, Jacksonville	Mid-term (6-10 years)	\$3,484	Currently unfunded	ARRA Congestion Grant	Medium	Med.	Low	Low	Med.	Low	High	Low	Low
236	Relocation Hialeah Yard to Medley	Relocating the Hialeah Yard to the Medley "area."	Florida East Coast Railway	Freight	Capacity Upgrade	District 6	Mid-term (6-10 years)	\$294,800	Suggested \$24M for a first phase in Jobs Bill	New Jobs Bill	Medium	Med.	Low	Low	Med.	Low	High	Low	Low
254	Lake Worth Tri-Rail Station Improvements	Surface parking lot expansion along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Mid-term (6-10 years)	\$2,885	Currently unfunded	TRIP, SIS	Medium	Med.	Low	Low	Med.	Low	Med.	Med.	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria						
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73	FEC to Port Canaveral	An extension/expansion of an existing rail line spur that currently terminates approximately 6 miles north of Port Canaveral. The proposed extension/expansion connects to the main FEC line on the mainland via existing spurs and a rail bridge that serve both Kennedy Space Center and the USAF CCAFS. The project has been proposed in the past and the USAF was not in support due to security concerns. That was before 9/11 and the post 9/11 seaport security environment is much more secure and it would not be difficult to secure a rail corridor between Port Canaveral and the FEC mainline via KSC and the CCAFS. This situation is similar to the California situation with rail lines running through Vandenberg Air Force Station, except the rail utilization at CCAFS would NOT include passengers. Note: Anticipated impacts are likely to change dependent on the cargo volume, there is a potential for higher volume.	Port Canaveral	Freight	New Line	Cape Canaveral Air Force Station	Mid-to-long (11-20 years)	\$50,000	Currently unfunded	Tiger grants, TRIP	Medium	Med.	Low	Med.	Low	Med.	Low	Low
124	South Florida U.S. 27 Rail Link	Feasibility study for this study completed. Given the inability of key experts to eliminate alternatives or select the best alternative based on the analyses completed to date, a more microscopic evaluation of feasibility is recommended. A more technically detailed evaluation should be undertaken to determine the feasibility of a rail corridor along U.S. 27 based on the key considerations identified as part of Phase 1. Subsequent feasibility analysis should include an evaluation of the following: 1) current and future freight and passenger service demand; 2) Impacts upon the roadway network due to the new rail corridor; 3) Right-of-way needs; 4) Community, social, physical, and natural impacts; 5) Environmental impacts and compliance with CERP; 6) Order of magnitude costs, including construction, maintenance, and operating costs; and 7) Funding options.	New Freight Rail Service	Freight	New Line	NW Miami-Dade to South Bay	Mid-to-long (11-20 years)	\$400,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	Med.	Med.	Low	High	Low
280	SR 60, W Lake Wales	Due to increased rail traffic flowing to the A/S Line and the increased roadway traffic volume anticipated from the Winter Haven ILC to an already high-volume roadway, a Highway Overpass will need to be assessed.	CSX Transportation	Freight	Grade Separation	SR 60, W of Lake Wales	Mid-to-long (11-20 years)	\$55,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	Med.	Med.	Low	High	Low
297	SR 60, W of Mulberry	Based on existing roadway traffic volume and current rail traffic volume, both of which are expected to increase in the future, this location will meet the requirements of an overpass instead of at-grade crossing.	CSX Transportation	Freight	Grade Separation	Crossing number 624525 located at the Nichols Rail Switching Yard	Mid-to-long (11-20 years)	\$40,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	Med.	Med.	Low	High	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
												Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness ^b	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way	Inclusion in STIP or TIP
94	SR 60/Brandon Boulevard, NGCN: 624551H	Build bridge over railroad tracks. SR 60 is major east/west corridor. Traffic volumes will continue to increase. Railroad has 12 to 18 trains per day. Project would require frontage roads for local use.	CSX Transportation	Freight	Grade Separation	SR 60, west of Dover Road, Brandon,	More than 20 years	\$93,870	Currently unfunded	ARRA Congestion Grant	Medium	Med.	Low	Low	Med.	Low	High	Low	Low
99	SR 60/Hopewell, NGCN: 624572H	Build bridge over railroad tracks. SR 60 is a major east/west corridor. Traffic volumes will continue to increase. Train traffic is expected to increase as well.	CSX Transportation	Freight	Grade Separation	SR 60, east of SR 39, Plant City	More than 20 years	\$34,530	Currently unfunded	ARRA Congestion Grant	Medium	Med.	Low	Low	Med.	Low	High	Low	Low
111	Faulkenburg Road, NGCN: 624359D	Faulkenburg Road is a County Road with connections to SR 60 and SR 574. Faulkenburg Road has a high percentage of truck traffic. Park Road crosses the CSX A-Line. This line is a high-speed for Amtrak. This line has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX Transportation	Freight	Grade Separation	Faulkenburg Road at CR 574, Mango	More than 20 years	\$90,000	Currently unfunded	ARRA Congestion Grant or Amtrak Grants	Medium	Med.	Low	Low	Med.	Med.	High	Low	Low
115	Faulkenburg Road, NGCN: 624462R	Faulkenburg Road is a County Road with connections to SR 60 and SR 574. Faulkenburg Road has a high percentage of truck traffic. Park Road crosses the CSX S-Line. This line 30 plus trains per day. This line has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX Transportation	Freight	Grade Separation	Faulkenburg Road, just north of SR 60, Brandon	More than 20 years	\$90,000	Currently unfunded	ARRA Congestion Grant	Medium	Med.	Low	Low	Med.	Low	High	Low	Low
209	Short-Distance Rail – USF to Wesley Chapel	A short-distance rail project involving 13.5 miles of track connecting USF to Wesley Chapel.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$687,800	Currently unfunded	FTA and State New Starts	Medium	Med.	Low	Med.	Low	Low	Med.	Low	Low
211	Short-Distance Rail –Airport to Carrollwood	A short-distance rail project involving 3.4 miles of track connecting the Airport to Carrollwood (from Hillsborough Avenue to Linebaugh Avenue).	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$233,920	Currently unfunded	FTA and State New Starts	Medium	Med.	Low	Med.	Low	Low	Med.	Low	Low
216	Short-Distance Rail – Downtown Tampa to Brandon	A short-distance rail project involving 9.2 miles of track connecting Downtown Tampa to Brandon.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$612,620	Currently unfunded	FTA and State New Starts	Medium	Med.	Low	Med.	Low	Low	Med.	Low	Low
218	Double Track Gifford to Indrio	A line upgrade and extension project that involves double track from Gifford to Indrio.	Florida East Coast Railway	Freight	Capacity Upgrade	FDOT District 4	More than 20 years	\$39,790	Currently unfunded	ARRA Congestion Grant	Medium	Med.	Low	Low	Med.	Low	High	Low	Low
265	CSX/Tri-Rail – Hialeah Yard Improvements	Various yard improvements including additional track, support equipment, and maintenance facilities for FDOT, Amtrak, and CSX and SFRTA.	CSX Transportation and South Florida Rail Corridor	Passenger	Capital Improvements	Miami-Dade County	More than 20 years	N/A	Currently unfunded	TRIP	Medium	Low	Med.	Low	Med.	Low	High	Low	Low
296	NW Corridor (Orange Blossom Trail)	Passenger commuter rail operation on Florida Central Railroad trackage between Orlando CBD and Eustis, Florida (Lake County).	Florida Central Railroad	Passenger	New Service	Orange and Lake Counties	More than 20 years	\$150,000	Currently unfunded	ARRA Congestion Grant or New Jobs Bill	Medium	Med.	Low	Low	Med.	Low	High	Low	Low
75	Green Locomotives	Replace two 1950 generation locomotives used for interchange every day with CSX through the metropolitan area of Orlando with two Genset Green Locomotives. Will assist metro Orlando by retaining environmental compliance.	Florida Central Railroad	Freight	Rolling Stock	Orlando Area	Near-term (1-5 years)	\$2,500	Currently unfunded	CMAQ	Low-Medium	Low	Low	Low	Med.	High	Med.	High	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria						
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245	Florida Upgrade	Rehabilitate 43.5 miles of Main Line in Florida and Rehabilitate 4 yard tracks in Pensacola, Florida.	Alabama and Gulf Coast Railway	Freight	Rehabilitation and Maintenance	Escambia	Mid-term (6-10 years)	N/A	Currently unfunded	TRIP, local	Low-Medium	Med.	Low	Low	Low	Low	Med.	Low
255	Boca Raton Tri-Rail Station Improvements	New parking deck with over 500 spaces, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Mid-term (6-10 years)	\$11,523	Currently unfunded	TRIP, SIS	Low-Medium	Med.	Low	Low	Low	Low	Med.	Low
256	Mangonia Park Tri-Rail Station Improvements	Expanded parking along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Mid-term (6-10 years)	\$21,635	Currently unfunded	TRIP, SIS	Low-Medium	Med.	Low	Low	Low	Low	Med.	Low
259	Boca Raton Intermodal Center	Construction of a new intermodal facility, at either the existing Tri-Rail station or proposed new Boca Raton station near Glades Road.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Mid-term (6-10 years)	\$16,587	Currently unfunded	FTA Urban Circulator grant, SIS	Low-Medium	Med.	Low	Low	Low	Low	Med.	Low
289	Rail Intermodal Yard	A rail intermodal yard in the vicinity of SW Florida International Airport and off Alico Road to help deliver jet fuel by rail. The project may include the delivery of jet fuel to the airport fuel farm from the proposed Rail Intermodal Yard by pipeline. Project includes site development, environmental assessment, design, and construction. Part of the funds can also be tapped from the state intermodal grant program.	Southwest Florida International Airport	Freight	Capacity Upgrade	Off Alico Road in Lee County	Mid-term (6-10 years)	\$8,000	Currently unfunded	State Intermodal Grant Program	Low-Medium	Med.	Low	Low	Low	Low	Low	Low
109	SR 676/Causeway Boulevard, NGCN: 624815B	Build bridge over railroad. SR 676 is a major east/west route with a high percentage of truck traffic. This is a truck route leaving the Port of Tampa. Traffic volumes will continue to increase. Rail traffic is 30 plus per day and is expected to increase.	CSX Transportation	Freight	Grade Separation	SR 676, just east of U.S. 41, Palm River	Mid-to-long (11-20 years)	\$37,520	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med.	Low	High	Low
110	Park Road, NGCN: 6243139	Park Road is a County Road with connections to U.S. 92 and Interstate 4. Park Road will be one-half of the bypass around Plant City and has a high percentage of truck traffic. Park Road crosses the CSX A-Line. This line has a 79mph for Amtrak. This portion of the Line is a backup route to the CSX ILC and has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX Transportation	Freight	Grade Separation	Park Road, at U.S. 92, Plant City	Mid-to-long (11-20 years)	\$90,360	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med.	Low	High	Low
258	West Palm Beach Tri-Rail Station Improvements	New parking deck.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach	Mid-to-long (11-20 years)	\$9,070	Currently unfunded	TRIP, SIS	Low-Medium	Med.	Low	Low	Low	Low	Med.	Low
279	Kathleen Road - Railroad Overpass	Future potential for use of median corridor on I-4 to accommodate High-speed passenger service, would impact CSX RR Bridge at Kathleen (number 622867), which has some constraint issues.	CSX Transportation	Freight	Capacity Upgrade	Overpass located E of Bella Vista Street (number 622867)	Mid-to-long (11-20 years)	\$60,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med.	Low	High	Low

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria						
												Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness ^b	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way
282	Rail Corridor Preservation	This rail corridor is currently being under utilized by the current rail company and has been in negotiations for sell with Sarasota County. An agreement could not be reached by both parties on the estimated value of this property and has now been dropped. This corridor has the potential for future transportation usage (rail passenger, transit, etc).	CSX Transportation	Freight	Right-of-way	From SR 72, Sarasota to Manatee County line	Mid-to-long (11-20 years)	\$30,000	Currently unfunded	Transportation Enhancements	Low-Medium	Low	Low	Med.	Low	Low	Low	Low
234	Long-Distance Rail - Rail Maintenance Facilities	This project involves construction of rail maintenance facilities. Project cost is not final as ROW cost has not been determined.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$130,000	Currently unfunded	TRIP	Low-Medium	Low	Low	Med.	Low	Low	Low	Low
305	Short-Distance Rail - Rail Maintenance Facilities	This project involves construction of rail maintenance facilities. Project cost is not final as ROW cost has not been determined.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$260,000	Currently unfunded	TRIP	Low-Medium	Low	Low	Med.	Low	Low	Low	Low
508	Recker Highway (SR 655) Crossing	Implement grade crossing improvements at Recker Highway (SR 655) Crossing 623082F.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
509	Magnolia Avenue Crossing	Implement grade crossing improvements at Magnolia Avenue Crossing 625388S.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
510	Magnolia Avenue Crossing	Implement grade crossing improvements at Magnolia Avenue Crossing 625389Y.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
511	Busch Drive (SR 104) Crossing	Implement grade crossing improvements at Busch Drive (SR 104) Crossing 620834S.	TBD	Freight	Grade Separation	District 2	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
512	Wells Road Crossing	Implement grade crossing improvements at Wells Road Crossing 620901J.	TBD	Freight	Grade Separation	District 2	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
513	Kingsley Avenue (SR 224) Crossing	Implement grade crossing improvements at Kingsley Avenue (SR 224) Crossing 620903X.	TBD	Freight	Grade Separation	District 2	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
514	S Walnut Street (SR 200) Crossing	Implement grade crossing improvements at S Walnut Street (SR 200) Crossing 627460M.	TBD	Freight	Grade Separation	District 2	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
515	Nine Mile Road (SR 10) Crossing	Implement grade crossing improvements at Nine Mile Road (SR 10) Crossing 339696K.	TBD	Freight	Grade Separation	District 3	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
516	S Main Street (SR 85) Crossing	Implement grade crossing improvements at S Main Street (SR 85) Crossing 339800C.	TBD	Freight	Grade Separation	District 3	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
517	Indiantown Road (SR 706) Crossing	Implement grade crossing improvements at Indiantown Road (SR 706) Crossing 272377B.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
518	Northlake Boulevard (CR 809) Crossing	Implement grade crossing improvements at Northlake Boulevard (CR 809) Crossing 272386A.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
519	Belvedere Road Crossing	Implement grade crossing improvements at Belvedere Road Crossing 272437H.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
520	Woolbright Road Crossing	Implement grade crossing improvements at Woolbright Road Crossing 272484R.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
521	Linton Boulevard Crossing	Implement grade crossing improvements at Linton Boulevard Crossing 272497S.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
522	Yamato Road (SR 794) Crossing	Implement grade crossing improvements at Yamato Road (SR 794) Crossing 272500X.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
												Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness ^b	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way	Inclusion in STIP or TIP
523	Palmetto Park (SR 811) Crossing	Implement grade crossing improvements at Palmetto Park (SR 811) Crossing 272509J.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
524	Hillsboro Boulevard (SR 810) Crossing	Implement grade crossing improvements at Hillsboro Boulevard (SR 810) Crossing 272512S.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
525	Sample Road (SR 834) Crossing	Implement grade crossing improvements at Sample Road (SR 834) Crossing 272517B.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
526	Atlantic Boulevard (SR 814) Crossing	Implement grade crossing improvements at Atlantic Boulevard (SR 814) Crossing 272533K.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
527	Commercial Boulevard (SR 870) Crossing	Implement grade crossing improvements at Commercial Boulevard (SR 870) Crossing 272537M.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
528	Oakland Park Boulevard (SR 816) Crossing	Implement grade crossing improvements at Oakland Park Boulevard (SR 816) Crossing 272544X.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
529	Sunrise Boulevard (SR 838) Crossing	Implement grade crossing improvements at Sunrise Boulevard (SR 838) Crossing 272549G.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
530	W Broward Boulevard (SR 842) Crossing	Implement grade crossing improvements at W Broward Boulevard (SR 842) Crossing 272556S.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
531	SW 24 th Street/SR 84 (SR 84) Crossing	Implement grade crossing improvements at SW 24 th Street/SR 84 (SR 84) Crossing 272567E.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
532	Miramar Parkway (SR 858) Crossing	Implement grade crossing improvements at Miramar Parkway (SR 858) Crossing 272592M.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
533	Glades Road (SR 808) Crossing	Implement grade crossing improvements at Glades Road (SR 808) Crossing 272910W.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
534	McNab Road Crossing	Implement grade crossing improvements at McNab Road Crossing 621437X.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
535	NW 33 rd Street Crossing	Implement grade crossing improvements at NW 33 rd Street Crossing 621538J.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
536	North Lake Boulevard (CR 809A) Crossing	Implement grade crossing improvements at North Lake Boulevard (CR 809A) Crossing 628096F.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
537	Palm Beach Lake Boulevard Crossing	Implement grade crossing improvements at Palm Beach Lake Boulevard Crossing 628118D.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
538	Okeechobee Boulevard (SR 704) Crossing	Implement grade crossing improvements at Okeechobee Boulevard (SR 704) Crossing 628126V.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
539	Belvedere Road Crossing	Implement grade crossing improvements at Belvedere Road Crossing 628135U.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
540	Forest Hill Boulevard (SR 882) Crossing	Implement grade crossing improvements at Forest Hill Boulevard (SR 882) Crossing 628139W.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
541	Atlantic Avenue (SR 806) Crossing	Implement grade crossing improvements at Atlantic Avenue (SR 806) Crossing 628155F.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
542	Linton Boulevard (SR 782) Crossing	Implement grade crossing improvements at Linton Boulevard (SR 782) Crossing 628160C.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
543	SE Yamato Road (SR 794) Crossing	Implement grade crossing improvements at SE Yamato Road (SR 794) Crossing 628163X.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

1 Table 5.14 Detailed Projects Needs by Priority (continued)

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria						
												Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness ^b	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way
544	Palmetto Park (CR 798) Crossing	Implement grade crossing improvements at Palmetto Park (CR 798) Crossing 628165L.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
545	Hillsboro Boulevard (SR 810) Crossing	Implement grade crossing improvements at Hillsboro Boulevard (SR 810) Crossing 628167A.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
546	NW 36 th Street/Sample Road (SR 834) Crossing	Implement grade crossing improvements at NW 36 th Street/Sample Road (SR 834) Crossing 628168G.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
547	Copans Road Crossing	Implement grade crossing improvements at Copans Road Crossing 628169N.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
548	Atlantic Boulevard (SR 814) Crossing	Implement grade crossing improvements at Atlantic Boulevard (SR 814) Crossing 628177F.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
549	NW 62 nd /Cypress C Crossing	Implement grade crossing improvements at NW 62 nd /Cypress C Crossing 628183J.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
550	Commercial Boulevard (SR 870) Crossing	Implement grade crossing improvements at Commercial Boulevard (SR 870) Crossing 628186E.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
551	Oakland Park Boulevard (SR 816) Crossing	Implement grade crossing improvements at Oakland Park Boulevard (SR 816) Crossing 628191B.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
552	New Griffin Road (SR 818) Crossing	Implement grade crossing improvements at New Griffin Road (SR 818) Crossing 628272B.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
553	Stirling Road (SR 848) Crossing	Implement grade crossing improvements at Stirling Road (SR 848) Crossing 628274P.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
554	Hollywood Boulevard (SR 820) Crossing	Implement grade crossing improvements at Hollywood Boulevard (SR 820) Crossing 628281A.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
555	Pembroke Road (SR 824) Crossing	Implement grade crossing improvements at Pembroke Road (SR 824) Crossing 628282G.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
556	Hallandale Beach (SR 858) Crossing	Implement grade crossing improvements at Hallandale Beach (SR 858) Crossing 628290Y.	TBD	Freight	Grade Separation	District 4	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
557	West Granada Avenue (SR 40) Crossing	Implement grade crossing improvements at West Granada Avenue (SR 40) Crossing 272865E.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
558	West Lake Mary B. (CR 4220) Crossing	Implement grade crossing improvements at West Lake Mary B. (CR 4220) Crossing 622065L.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
559	SR 434 (SR 434) Crossing	Implement grade crossing improvements at SR 434 (SR 434) Crossing 622073D.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
560	SR 436/Altamonte (SR 436) Crossing	Implement grade crossing improvements at SR 436/Altamonte (SR 436) Crossing 622080N.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
561	East Maitland Avenue (CR 427) Crossing	Implement grade crossing improvements at East Maitland Avenue (CR 427) Crossing 622145E.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
562	West Lyman Avenue Crossing	Implement grade crossing improvements at West Lyman Avenue Crossing 622162V.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
563	South Orlando Avenue (SR 15) Crossing	Implement grade crossing improvements at South Orlando Avenue (SR 15) Crossing 622169T.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
564	West Colonial Drive (SR 50) Crossing	Implement grade crossing improvements at West Colonial Drive (SR 50) Crossing 622181A.	TBD	Freight	Grade Separation	District 5	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
565	NE 203 th Street Crossing	Implement grade crossing improvements at NE 203 th Street Crossing 272596P.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

1 **Table 5.14 Detailed Projects Needs by Priority (continued)**

ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Final Prioritization Criteria							
												Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness ^b	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way	Inclusion in STIP or TIP
566	Miami Gardens Drive (SR 860) Crossing	Implement grade crossing improvements at Miami Gardens Drive (SR 860) Crossing 272598D.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
567	NE 163 rd Street (SR 826) Crossing	Implement grade crossing improvements at NE 163 rd Street (SR 826) Crossing 272604E.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
568	NE 125 th Street (SR 922) Crossing	Implement grade crossing improvements at NE 125 th Street (SR 922) Crossing 272612W.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
569	NW 27 th Avenue (SR 9) Crossing	Implement grade crossing improvements at NW 27 th Avenue (SR 9) Crossing 272717K.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
570	E 8 th Avenue (SR 953) Crossing	Implement grade crossing improvements at E 8 th Avenue (SR 953) Crossing 272736P.	TBD	Freight	Grade Separation	District 6	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
571	Palm Avenue Crossing	Implement grade crossing improvements at Palm Avenue Crossing 272742T.	TBD	Freight	Grade Separation	District 6	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
572	Okeechobee Road (SR 25) Crossing	Implement grade crossing improvements at Okeechobee Road (SR 25) Crossing 272752Y.	TBD	Freight	Grade Separation	District 6	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
573	NW 72 nd Avenue Crossing	Implement grade crossing improvements at NW 72 nd Avenue Crossing 272756B.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
574	NW 72 nd Avenue Crossing	Implement grade crossing improvements at NW 72 nd Avenue Crossing 272757H.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
575	NW 22 nd Avenue Crossing	Implement grade crossing improvements at NW 22 nd Avenue Crossing 628320N.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
576	NW 27 th Avenue (SR 817) Crossing	Implement grade crossing improvements at NW 27 th Avenue (SR 817) Crossing 628321V.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
577	CR 54 (CR 54) Crossing	Implement grade crossing improvements at CR 54 (CR 54) Crossing 622845L.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
578	CR 54 (CR 54) Crossing	Implement grade crossing improvements at CR 54 (CR 54) Crossing 622851P.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
579	Alexander Street (CR 39A) Crossing	Implement grade crossing improvements at Alexander Street (CR 39A) Crossing 624326R.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
580	Parsons Avenue Crossing	Implement grade crossing improvements at Parsons Avenue Crossing 624456M.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
581	SR 599/50 th Street (SR 599) Crossing	Implement grade crossing improvements at SR 599/50 th Street (SR 599) Crossing 624466T.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
582	SR 60/Valrico (SR 60) Crossing	Implement grade crossing improvements at SR 60/Valrico (SR 60) Crossing 624551H.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
583	SR 45/U.S. 41 (SR 45) Crossing	Implement grade crossing improvements at SR 45/U.S. 41 (SR 45) Crossing 624802A.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
584	Frank Adamo Drive SR (SR 60) Crossing	Implement grade crossing improvements at Frank Adamo Drive SR (SR 60) Crossing 624820X.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
585	Hillsborough Avenue (SR 600) Crossing	Implement grade crossing improvements at Hillsborough Avenue (SR 600) Crossing 626902L.	TBD	Freight	Grade Separation	District 7	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

2 Source: Cambridge Systematics.

3 Projects in **bold** are partially or fully funded as of May 2010.

4 ^a Overall project priority is based on the average of Funding, Coordination, State/Regional Significance, and Shovel Readiness.

5 ^b Shovel Readiness is based on the average of Environmental review status, project in TIP/STIP, Design complete, ROW acquired, and eligibility for Federal Grants.