



POST ST. & MCDUFF AVENUE CSX RAIL CROSSINGS

FUNDING OPPORTUNITY NUMBER: DTOS59-23-RA-RAISE

CFDA NUMBER: 20.933

NATIONAL INFRASTRUCTURE INVESTMENTS

PROJECT READINESS

FEBRUARY 27, 2023

SUBMITTED TO



U.S. Department of Transportation
Office of the Secretary

Demonstrated Project Readiness

Environmental Risk Review

The Project Development and Environmental (PD&E) process will begin in October 2023. This project does not include right of way acquisition and is largely a resurfacing project within the existing roadway footprint.

Detailed Project Schedule

To achieve project implementation, FDOT has developed a schedule to deploy the necessary resources and begin construction in 2025. A more detailed milestone schedule is presented in the [Detailed Project Schedule \(Attachment M\)](#). The project is scheduled for completion in December 2025, well in advance of the deadline to expend awarded funds.

TABLE 1 – PROJECT SCHEDULE

DESIGN:	COMPLETE
Project Development and Environment (PD&E)	Begins October 2023
Community Engagement Meetings	Fall 2023
Final Design, Work Plan, and Budget	June 2024
Right of Way Acquisition	N/A
Construction	March 2025-December 2025

Required Approvals

Environmental Permits and Reviews

A. NEPA

- The project team anticipates the project National Environmental Policy Act (NEPA) action will be a categorical exclusion, as it will not have significant adverse effects on the human environment and therefore will not require an environmental assessment nor an environmental impact statement. This project does not include right of way acquisition and is largely a resurfacing project within the existing roadway footprint. This project is reasonably expected to begin construction in a timely manner consistent with all applicable local, State, and Federal requirements.
- This project does not include right of way acquisition and is largely a resurfacing project within the existing roadway footprint. The project team anticipates the project will be classed as a categorical exclusion, as it will not have significant adverse effects on the human environment and therefore will not require an environmental assessment nor an environmental impact statement.

B. Information on reviews, approvals, and permits by other agencies

- All permit applications will be submitted by November 2023. For more information, please see the Detailed Project Schedule in Appendix M.

C. Environmental studies or other documents

- No environmental studies have been completed. The Project Development and Environmental (PD&E) process will begin in October 2023. This project does not include

right of way acquisition and is largely a resurfacing project within the existing roadway footprint.

D. Description Discussions with the appropriate DOT operating administration field or headquarters office

- The Federal Rail Administration (FRA) and FDOT have had site visits as recent as March 8, 2022. The site visit included representatives from FDOT as well as five staff members of the FRA. During site visit, the team reviewed physical features of the rail crossing at Post Street and McDuff Avenue and made recommendations on improvements that would enhance safety for all road users, motorists, and vulnerable road users alike. **While onsite during this review, the roundabout concept was supported by FRA, noting the design’s ability to eliminate vehicles queuing on the tracks, which is a major cause of train versus vehicle collisions at this location.**
- The following represents the FRA team’s recommendations:

TABLE 2 - DOT OBSERVATIONS

DOT #	OBSERVATIONS	RECOMMENDATIONS
621216V	Skewed crossing - queue space <20' Vehicles making a left-turn observed queuing without adequate clearance from the tracks.	FDOT recommends a round-about to alleviate the issue of vehicles stopping on the tracks. CSX recommended a study to eliminate the ability of northbound traffic on McDuff Avenue to turn left onto Post Avenue (westbound).

- As described in the NEPA section above, the project team anticipates receiving a Categorical Exclusion upon review by NEPA. FDOT will have future discussions with NEPA and other reviewing agencies to ensure full compliance as design is completed and submittals are made to the required approvers.

E. Right-of-Way Acquisition

- No right-of-way acquisition is needed for this project. It will be delivered via resurfacing.

F. Public Engagement

- FDOT is committed to identifying stakeholders and providing multiple opportunities to be involved in the transportation delivery process, regardless of the phase of the project. FDOT’s community engagement approach is flexible and is updated as the project progresses and will be scaled to match the complexity of the project. FDOT requires all public meetings, hearings, and workshops to be hybrid, using both face-to-face and interactive/virtual components to reach more people and to provide a larger input radius.

State/Local Approvals

The project is currently programmed in FDOT’s State Transportation Improvement Program (STIP) [#2094432], FDOT’s Freight Mobility and Trade Plan, and the North Florida Transportation Planning Organization’s (NFTPO) Transportation Improvement Program (TIP) [#2094432].

Federal transportation requirements affecting State and Local Planning

The project is currently programmed in FDOT's State Transportation Improvement Program (STIP) [#2094432], FDOT's Freight Mobility and Trade Plan, and the North Florida Transportation Planning Organization's (NFTPO) Transportation Improvement Program (TIP) [#2094432].

Further, the project aligns with numerous objectives, goals, or implementation actions defined in FDOT's Florida Transportation Plan, Rail System Plan, and Highway-Rail Grade Crossing Safety Action Plan, as well as NFTPO's Long Range Transportation Plan.

Consistency with State Planning Guidance Documents:

FDOT's [Florida Transportation Plan](#) (FTP) envisions transportation systems that enhance Florida's communities; transportation choices that improve accessibility and equity; connected, efficient, and reliable mobility for people and freight; and safety and security for residents, visitors and businesses, among other goals. The Post Street and McDuff Avenue CSX Rail Crossings project aligns with these goals by improving the mobility of vulnerable road users and enhancing access to transportation choices that will allow the surrounding low-income community to access jobs, education, health care, and other services safely. Redesigning the intersection will allow for a contextually sensitive and safer design that supports rather than divides the surrounding community. The project further aligns with FDOT's Vision Zero strategy, an implementation action listed in the FTP, calling for zero fatalities through a Safe System Approach to transportation planning.

FDOT's [Rail System Plan](#) (RSP), similar to the FTP, prioritizes safety and security, efficient and reliable mobility, quality places, as well as the environment and conserving energy as four of their goals. The project aligns with these goals. According to the RSP, death and injury incidents in Florida related to rail lines have been increasing since 2008. This project will enhance safety for all roadway users, reducing death and injury incidents occurring in Jacksonville, where such events are already highly concentrated. The RSP includes programming for Highway-Rail Crossing Improvements in both the short-term and long-term Rail Investment Programs.

FDOT is also in the process of updating their [Highway-Rail Grade Crossing Safety Action Plan](#) (SAP), which prioritizes safety challenges of driver and pedestrian behavior as well as traffic queuing on tracks. The SAP establishes goals to reduce hazards based on driver/pedestrian behavior, reducing redundant crossings, reducing the number of vehicles stopping on the tracks or in the foul zone, and eliminate incorrect turns onto tracks. By transforming the intersection to a roundabout configuration, queuing on the tracks will be reduced or eliminated as traffic will be able to maintain a continuous flow, travel lane conflicts will be reduced, and vulnerable roads users will experience increased visibility within the new design.

The project also aligns with many objectives of the North Florida TPO's [Long Range Transportation Plan](#) (LRTP), including but not limited to enhancing access to jobs, services, and retail for all; enhancing transit accessibility; enhancing bicycle and pedestrian quality of service; reducing emissions from automobiles; reducing crashes for all modes; optimizing the quality of travel; improving the accessibility of mode choices; optimizing the use of the transportation system.

Assessment of Project Risks and Mitigation Strategies

This project is largely a resurfacing project within the site’s existing footprint. Florida’s State Transportation Improvement Program (STIP) has approved the resurfacing of the PMO intersection. FDOT is confident the intersection improvements will increase safety, connectivity, innovation, and more for the surrounding community. Though project risks are minimal, FDOT has built extra time for construction and/or delays into the project schedule. FDOT is also committed to identifying stakeholders and providing opportunities to be involved in the transportation delivery process, to minimize delays or risks to project completion.

Technical Capacity

Experience and Oversight

This project will be delivered conventionally through a resurfacing project. A contractor will be procured in December 2024. Contract oversight and control, including change orders will be managed by FDOT.

FDOT’s key personnel have the demonstrated experience to lead and perform the technical efforts required for this project. District Two of FDOT will coordinate with the FRA for the successful implementation of the project. District Two personnel have extensive experience managing multiple construction, railroad operations and infrastructure improvement projects while working closely with the federal government. FDOT’s most recent relevant experience includes successful awards for the following:

- FDOT/SFRTA Onsite Signal Safety Improvements (CARSI)
- Florida East Coast Corridor Trespassing and Intrusion Mitigation Project (RAISE)
- Two FFGAs under the FTA’s New Starts Capital Investment Grant (CIG) Program,
- Positive Train Control Systems Grant for CFRC’s PTC Completion Project (CRISI)
- Florida’s Strategies for Reducing Railroad Trespassing (SRRT) (CRISI)
- CFRC/SunRail Phase 2 South Capacity Improvements Project (CRISI)

As noted above, FDOT has the capacity and technical proficiency to execute this project successfully within the proposed timeframe and budget. FDOT has extensive experience with risk management and is prepared to mitigate cost overruns.

The Statement of Work and Detailed Project Schedule (Appendix M) lay out a detailed timeline to achieve specific, measurable outcomes. FDOT will coordinate with the FRA to ensure that federal reporting on the project’s progress is handled appropriately.

Reporting

FDOT, with assistance from the Project Management Team, will be responsible for reporting to the FRA based on the project’s performance in achieving the goals and objectives using performance measures mutually agreed upon by FRA to assess progress.

FDOT and the Project Management Team will coordinate with the FRA to ensure transparent and timely reporting and open communication with all parties. FDOT will ensure conformance to Federal requirements for project progress reporting.

Project Partners

FDOT shall perform all tasks required for the project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Federal Agencies – FRA and FHWA
- Duval County
- City of Jacksonville
- JTA
- CSX, Amtrak, NS
- Permitting agencies

As a result of this project, there is private sector participation with the support of the tenant railroads. CSX is a private sector railroad. Amtrak is a federally chartered corporation. Private sector local industries, such as the Orlando Utilities Commission, which relies on CSX to bring in their coal trains, is also a benefited user.

All construction-related work is proposed to be carried out by third-party contractors and will conform with the Federal requirements. Construction, engineering, and inspection services including project management are proposed to be administered by private engineering consulting firms. There are opportunities for the creation of construction-related jobs, which contributes to the economic vitality of the region. The Florida Department of Transportation will maintain the project post-completion.

Project Management

FDOT will prepare a Detailed Project Management Plan (PMP). The PMP will describe, in detail, the activities and steps necessary to complete all steps in the SOW. The PMP will also include information about the project management approach (including team organization, team decision-making, roles and responsibilities, and interaction with FRA), as well as address quality assurance and quality control procedures. In addition, the PMP will include the Project Schedule and a detailed Project Budget. FDOT is responsible for facilitating the coordination of all activities necessary for successful implementation of the project. Upon award of the project, FDOT will monitor and evaluate the project’s progress through regular meetings scheduled throughout the period of performance. This includes:

- Participating in a project kickoff meeting with the FRA,
- Completing the necessary steps to hire a qualified contractor to perform required Project Work,
- Holding regularly scheduled project update meetings with the FRA,
- Inspecting and approving work as it is completed,
- Reviewing and approving invoices as appropriate for completed work,
- Performing project close-out audit to ensure contractual compliance and issuing close-out report,
- Submitting to the FRA all required project deliverables and documentation on-time in accordance with the schedule, including periodic receipts and invoices; and
- Complying with all FRA project reporting requirements, including, but not limited to:
 - Status of project by task breakdown and percent complete
 - Changes and reason for change in project’s scope, schedule and/or budget
 - Description of unanticipated problems and any resolution since the immediately preceding progress report
 - Summary of work scheduled for the next progress period
 - Updated project schedule