

# Volusia Transit Connector Study



## Final Existing Conditions Report

April 2015



## 4.0 RAILROAD CHARACTERISTICS

### 4.1 Rail Operations

There are rail operations in place through both DeLand and Daytona Beach that will have impact on any new rail service that might be developed. CSX Transportation (CSXT) from Jacksonville connects with Central Florida Rail Corridor's (CFRC) SunRail operation at DeLand. CSXT has an industrial spur track from the mainline west of DeLand east into the center of the city. CSXT has one customer lead north of the SunRail/Amtrak passenger station.

The Florida East Coast Railway's (FEC) mainline from Jacksonville to Miami runs through Daytona Beach to Miami along U.S. Highway 1, two blocks from the Halifax River.

Both corridors are active. The CSX/SunRail line through DeLand has both freight and passenger trains. CSX has an industrial spur. The FEC carries all freight. The existing railroads are shown in Figure 4-1. Current train service is approximated below:

CSXT/SunRail through DeLand (14 trains daily)

- New York – South Florida Amtrak Intercity trains (two southbound, two northbound)
- Amtrak AutoTrains (one southbound, one northbound)
- Orlando Power Coal train (one southbound)
- Orlando empty hopper train (one northbound)
- Northbound rock train
- Southbound empty rock train
- Northbound Merchandise train
- Southbound Merchandise train
- Local freight service (north, then southbound)

CSXT DeLand Spur (three trains per week)

- Local freight service three times per week

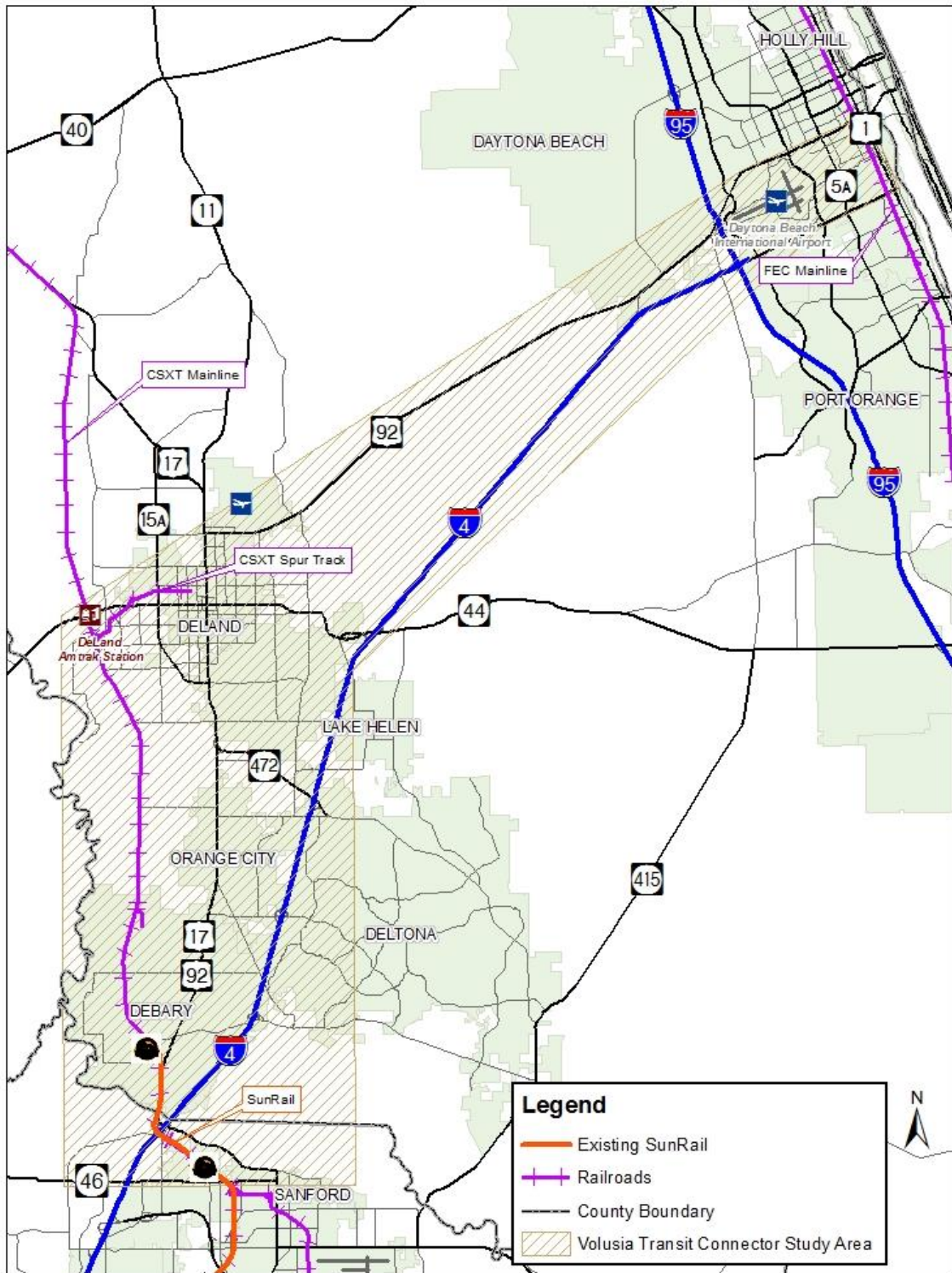
FEC Mainline (14+ trains daily)

- Seven Southbound freight trains
- Seven Northbound freight trains
- Local freight service

SunRail (currently operating to DeBary and will be extended to DeLand in early 2016)

- Seventeen Southbound commuter trains
- Seventeen Northbound commuter trains

Figure 4-1. Existing Railroads



## 4.2 Rail Infrastructure

Current infrastructure through both Deland and Daytona Beach is as follows:

### DeLand

- CSXT
  - Single track with sidings
  - 79 mph passenger
  - 60 mph freight
  - 15 mph Deland spur
  - Centralized Traffic Control dispatching
  - Limited number of crossings at grade on mainline
  - Approximately twelve crossings at grade on DeLand Spur
- SunRail
  - Single track south from DeLand, alternating single/double track southward from DeBary
  - 79 mph passenger
  - 60 mph freight
  - Centralized Traffic Control dispatching

### Daytona Beach

- FEC
  - Single track with sidings
  - 60 mph freight
  - Centralized Traffic Control dispatching
  - Several local industries

## 4.3 Planned Upgrades

SunRail has in place a Phase II development plan to extend commuter service north to DeLand. This extension is planned for early 2016, but is subject to change. CSXT has no known upgrades planned for its line segment into DeLand from Jacksonville. FEC has no known upgrades planned for its line segment through Daytona Beach.



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