

5.2 FINANCIAL STRATEGY

During the Preliminary Engineering phase, the project will strive for a balance between the initial investments in Capital Improvements that will provide safe, reliable operations at service start-up, with a maintenance program that will allow the service to operate without disruptions due to infrastructure. Key considerations will be the level of train activity on the corridor and the windows of opportunity for maintenance activity. A more detailed description of the Financial Strategy is located in Appendix D.

5.3 PRESENT VALUE

Based on the field inspection of the corridor and the condition of the track structure, the estimated present value for the 61 miles of track structure (rail, ties, ballast, culverts, at-grade crossings and other track materials) is approximately \$89 million in 2005 dollars. The present value estimate does not include costs for bridges, signals, systems and right-of-way acquisition.

5.4 PRE-ACQUISITION INSPECTION

Prior to the acquisition of the right-of-way, it is recommended that an additional inspection be conducted to ensure that the corridor is consistent with the findings and conditions identified in this report and to identify any changes to the track infrastructure that may have occurred since this report. The following steps are recommended prior to FDOT acquiring the right-of-way from CSXT:

- FDOT to arrange for a Track Geometry Measurement System/Gage Restraint Measurement System car and an Internal Rail Defect Detector (Sperry) car to travel the corridor prior to taking possession of the corridor to provide further details on:
 - Track geometry under full service loading
 - Complete details of rail wear
 - Track gauge strength and crosstie condition
 - Presence of internal rail defects not detectable by other means
- FDOT to conduct a final hi-rail trip and spot visual inspection to confirm CSXT has performed programmed upgrades identified in this report i.e. tie program and rail program.
- Obtain all possible engineering and inspection records that CSXT has not provided to that point including, but not limited to, rail failure, rail testing, track geometry records for the last five years, and traffic records for the last 30 years.