City of Wauchula

Inland Port Feasibility Study

Prepared for: The City of Wauchula

Prepared by: Kimley-Horn

FEBRUARY 2026

Contents

1.0 Executive Summary

The City of Wauchula received a grant from Florida Commerce to fund a study to evaluate the potential development of a future inland port. This Inland Port Feasibility Study summarizes the results of the due diligence that was performed in collaboration with City staff, Pinpoint Results and The Development Group.

Study Objective: The objective of the study was to determine the viability of developing an inland port, identify potential properties along the CSX railroad corridor in Hardee County, and provide possible next steps for the City to consider for future industrial development plans.

As part of the study, a preliminary economic analysis was conducted to evaluate current commodity flows and competing inland ports within the state. The initial business case, as identified in the grant application, assumed the inland port would handle international cargo from Port Tampa Bay and/or Seaport Manatee and connect these ports by existing rail to a new inland port development in the City of Wauchula. The CSX mainline is over five miles west of the western municipal boundary of the City of Wauchula as shown on the Vicinity Map on Figure 1 below. Therefore, the study area was expanded to include possible sites in Hardee County near the CSX railroad Brewster Subdivision mainline. The existing Hardee County Commerce Center was also considered as a potential catalyst for the inland port, but it is approximately 6.5 miles from rail.

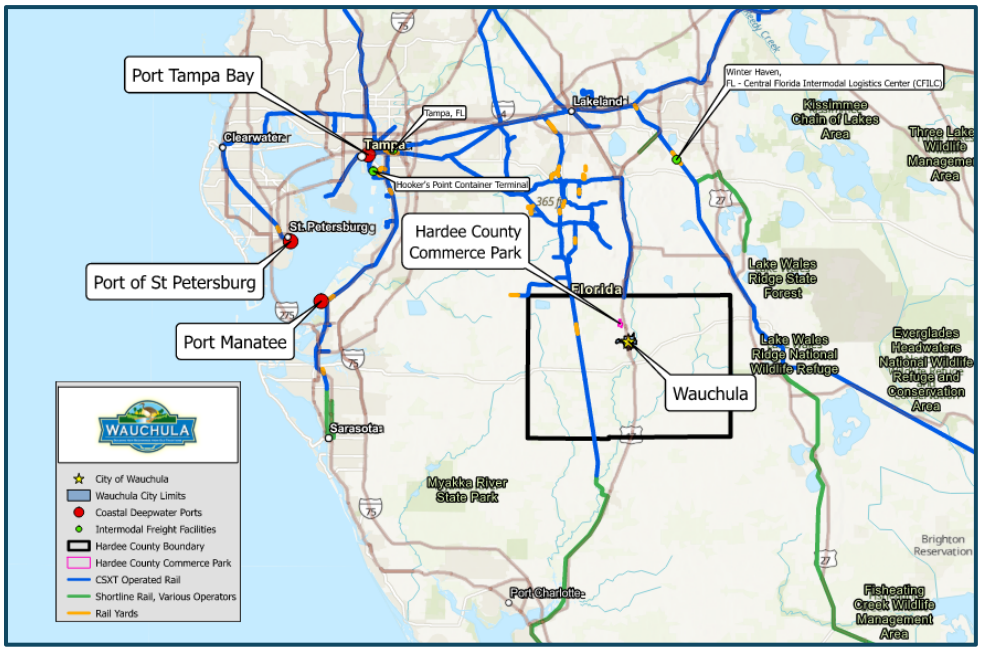


Figure 1-1: Vicinity Map

The study included the evaluation of potential sites for an intermodal inland port. Intermodal inland ports handle international cargo and serve as extensions of a container terminal, operated by a port, railroad, or private terminal operator. Intermodal inland ports require sufficient property

for a rail yard, container storage yard, truck gates and adequate land to make the connections to rail and roadways. A search criterion was developed for the intermodal inland port sites and sites were determined using GIS mapping. Six (6) intermodal sites were identified. These sites were evaluated based on their proximity to the CSX mainline, land use and zoning compatibility, infrastructure access, and environmental constraints. This was a desktop exercise only and no coordination with the property owners was performed. These potential sites were then narrowed down to two recommended locations, and concept plans were developed for these possible sites. The concept plans included intermodal tracks, loading areas, gate facilities, and adjacent industrial warehouses that could be developed on the property. During the data collection and due diligence phase of the project it was determined that a new intermodal inland port in Hardee County would not be viable due to the proximity of CSX's Central Florida Intermodal Logistics Center (ILC) intermodal facility in Winter Haven, Florida as well as the existing rail infrastructure and lack of intermodal rail volume moving on the Brewster Subdivision through Hardee County. This was based on discussions with representatives from CSX Transportation. Therefore, the evaluation pivoted to identify properties for a rail-centric inland port that would ha

A rail-centric inland port handles domestic rail cars, our carloads, versus international cars and includes distribution and manufacturing warehouses or facilities that have access to rail but may also be served by trucks. Carloads carry bulk commodities (coal, grain, chemicals) directly to industrial sites, while intermodal moves containerized, high-value consumer goods (retail, automotive) in trailers/containers via specialized, faster trains, and often require trucking for the final mile. Carloads are generally cheaper for bulk, while intermodal is faster and more versatile. A similar approach was taken to identify potential sites for the rail-centric inland port, which allowed more sites to be added due to a new search criterion and less rail frontage being required. Seventeen (17) rail-centric sites were identified and evaluated further. These sites were ranked, the top two sites were identified, and concept plans were developed for these two sites. It should be noted that this planning work was a preliminary desktop evaluation only. Additional due diligence, site evaluation, and collaboration with the property owners will be necessary prior to advancing any of the recommended projects. Permitting requirements and estimated costs were determined to develop the intermodal and rail-centric sites and a summary is included in this report. While the intermodal inland port was not viable, a rail-centric inland port has potential. Attracting the right tenant and users will be critical. In addition to purchasing property and building the necessary infrastructure, a successful rail-centric inland port will require a strategic plan to attract businesses that will invest in building their infrastructure and operating their businesses within the rail-centric inland port and utilizing the CSX mainline.

This report summarizes the due diligence gathered during the study and presents options for the city to consider in the future. Next steps may include approaching the property owners, discussing access connections with CSX, attracting new businesses and manufacturing to the sites, and seeking additional grant opportunities to advance the development of a rail-centric inland port.

Since all sites identified are in Hardee County, it is assumed that the County would take the lead on future due diligence and planning efforts, if the project advances. However, if a key anchor tenant locates on the rail-centric inland port, it is likely supporting industries could locate in the city.

2.0 Scope of the Study

The following section summarizes the scope of the study which included the following tasks:

1. **Project Management** – This task provided project management support during the completion of the inland port feasibility study including preparing for and attending kickoff and progress meetings, managing subconsultants, providing updates for grant reporting, and coordination with the Client and stakeholders.
2. **Data Collection and Review** – This task included obtaining and reviewing existing data that was relevant to the inland port feasibility study. This data may include:
    - GIS data showing property owned by the City, County and or planned for industrial development
    - Previously prepared master plans for industrial parks or transportation corridors by the City, County or the Florida Department of Transportation (FDOT)
    - Economic studies or data that the City or County had that was beneficial to the study.
3. **Economic Business Case** - The City of Wauchula is located approximately fifty to seventy highway miles to the east and southeast of Seaport Manatee and Port Tampa Bay, in a relatively rural area. There is existing rail infrastructure within Hardee County, near the City of Wauchula, connecting it to the CSX network. While it may be physically possible to run intermodal freight from the ports in Tampa and Manatee to Wauchula, during the scope preparation, it was not clear if such an operation would be commercially feasible. The objective of this task was to analyze current market conditions and determine the likelihood that an inland port in Wauchula would be viable as a standalone business, or if a subsidy would be needed. The key elements of the analysis and recommendations were structured as follows:
    - Review current flows between the ports of Tampa, Manatee, and Wauchula as well other nearby locations competing with Wauchula.
    - Identify locations that would compete with Wauchula for inbound/outbound or import/export freight flowing through the ports of Tampa or Manatee.
    - Identify locations that would be served by distribution centers based in Wauchula.
    - Search for current occupiers of industrial real estate located in or close to Wauchula that use the ports in Tampa or Manatee.
    - Provide a comparison of estimated drayage and intermodal costs and identify potential breakeven levels. Estimate potential subsidies needed to put the operation into start-up mode.
    - Develop potential ramp-up scenarios.

- This scope was modified as due diligence was performed and/or feedback from CSX was obtained that revised the recommended economics scope of work.

4. **Site Alternatives Analysis (Intermodal Concept**) - Using publicly available information and information provided by the city, a site alternatives analysis was prepared for the inland port for an intermodal concept. The first step was to develop a site assessment criterion for intermodal sites that includes the minimum track frontage of the property, size of the property and proximity to existing roadway infrastructure. Using the site assessment criteria and GIS base mapping, up to five (5) sites were identified and evaluated for an intermodal inland port. As part of this task, exhibits summarizing the characteristics of the sites including zoning and land use, roadway infrastructure, railroad infrastructure, utility infrastructure and environmental features were developed and evaluated. A summary matrix was prepared that assesses the potential intermodal sites and ranks the sites. Preliminary concept plans were then developed for the highest two (2) ranked intermodal sites as well as the preparation of Preliminary Opinion of Probable Construction Cost (OPCC) to estimate the total cost associated with site preparation, rail improvements, paving, roadway and utility improvements.
5. **Site Alternatives Analysis (Rail Centric Concept)** – Using publicly available information and information provided by the city, a site alternatives analysis was prepared for the inland port for a rail-centric concept. A site assessment criterion for rail-centric sites was developed that identifies the minimum track frontage of the property, size of the property and proximity to existing roadway infrastructure. Using the site assessment criteria and GIS base mapping, up to five (5) sites were identified and evaluated for rail-centric concepts. As part of this task, exhibits summarizing the characteristics of the sites including zoning and land use, roadway infrastructure, railroad infrastructure, utility infrastructure and environmental features were developed and evaluated. A summary matrix was prepared that assesses the potential rail-centric sites and ranks the sites. Preliminary concept plans were then developed for the highest two (2) ranked rail-centric sites as well as the preparation of OPCC to estimate the total cost associated with site preparation, rail improvements, paving, roadway and utility improvements.
6. **Stakeholder Outreach** - Using the information developed in previous tasks and in coordination with the city, outreach was provided to stakeholders in the project. This included coordination with staff from Port Tampa Bay, SeaPort Manatee, CSX Transportation, City, County, and a preliminary conversation with The Mosaic Company as well as additional stakeholders during the preparation of the study.
7. **Feasibility Report** – The work performed as part of the project has been summarized in this Feasibility Report that includes the findings of the previous tasks. The Feasibility Report includes a summary of the project, due diligence performed, recommendations, previous studies, permits required, estimated preliminary costs and possible next steps for the City to advance the project.

3.0 Defining an Inland Port

An inland port is a strategically located logistics and intermodal facility located away from traditional coastal seaports, designed to facilitate the efficient movement of goods between maritime terminals and inland markets. An inland port is typically owned, controlled and operated by a marine port, private terminal operator, or a railroad. In the context of a rail-served inland port, the facility is directly connected to a seaport by a Class I railroad that enables the transfer of containerized cargo from rail to truck and vice versa.

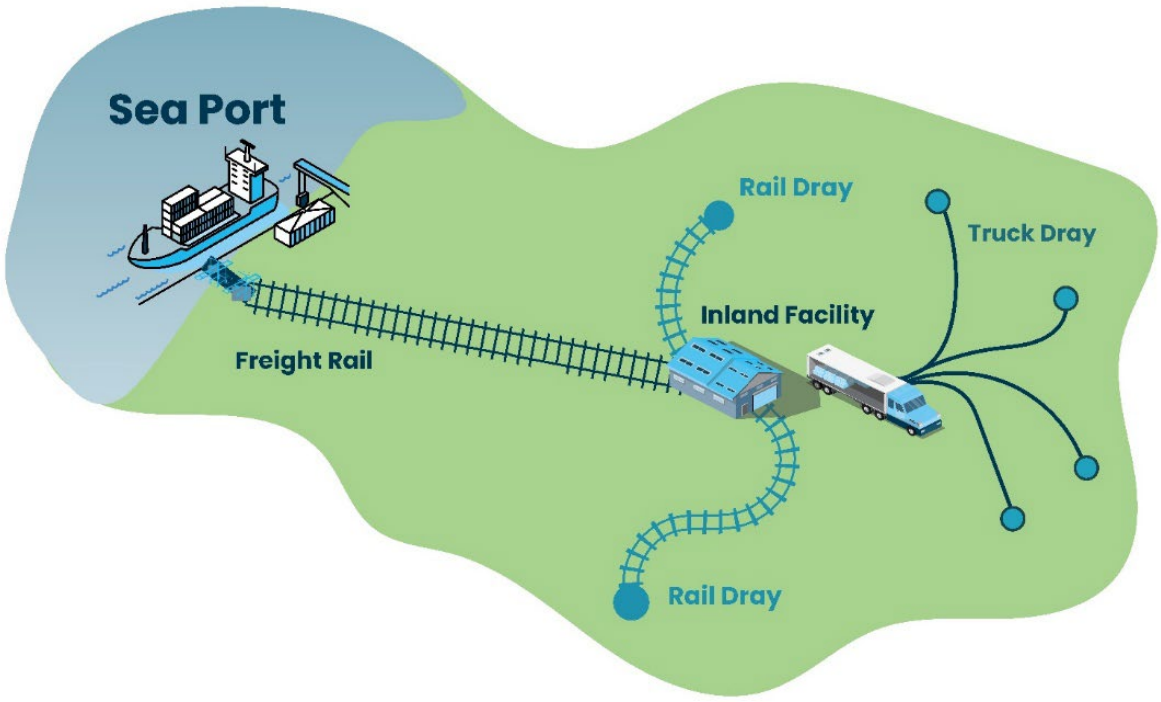


Figure 3-1: Inland Port Schematic

An inland port includes a railyard with arrival and departure tracks, working and storage tracks as well as specialized lifting equipment to move containers from truck chassis onto railcars. The railcars used for this purpose are specialized for intermodal transport, with the type of equipment varying depending on whether the business is international or domestic and the volume of business handled. Every intermodal rail move involves handling containers at both ends of the journey (at the marine terminal and at the inland port). At the marine terminal, containers are moved from ships to storage yards and then are loaded onto railcars, sometimes involving a short-haul move by a terminal truck (or jockey truck) from the container yard to the rail yard where it is loaded onto a railcar at the port. Once the cargo is transported inland by rail, a local truck is needed to move the container from the inland port to its destination or the end customer. This movement by local truck is known as a dray, either from the inland port to the destination or from the origin point to the inland port. Containers may be left on their chassis awaiting the next train or lifted off and stored on

the ground for later placement onto the train, depending on logistical needs. If stored on the ground, storage yard or container yard space will be required adjacent to the rail tracks. The working tracks within the rail yard are where the equipment loads or unloads the containers from the rail cars. The type of equipment can vary based on the volume of the rail yard and may include top lifts/top picks, reach stackers or higher volume equipment such as rubber-tired gantry (RTG) cranes or rail mounted gantry cranes. Trains would arrive into the intermodal yard on arrival tracks, be broken into shorter cuts of trains and placed on the working tracks where the equipment removes the containers. Adjacent to the working tracks, inland ports often have storage tracks for rail cars, depending on the annual volume handled at the facility. Once the containers are removed or replaced on the trains, a departure train is assembled on the departure track.

Rail transport is generally cheaper for long-haul distances and poses a reduced environmental impact due to fewer trucks on the road. The distance to the inland port, costs associated with the additional moves, and the volume of cargo handled must all align to justify the inland port investment. Intermodal inland ports provide shippers with the advantage of direct service from truckers while still utilizing rail for the long-haul portion of the cargo's journey. Inland ports measure their capacity by the number of lifts they can handle per year, with each lift adding to the cost as it involves additional physical handling of the cargo.

If the volumes are there and the cost of the additional moves are justified, inland ports could enable regional economic development by attracting warehousing, distribution centers and manufacturing. The primary market-driven factors for a feasible inland port include a haul length exceeding 200 to 250 miles, a minimum annual volume of 20,000 container lifts, proximity to an interstate highway, and sufficient freight demand. The ideal site configuration features approximately 9,000 to 10,000 feet of rail frontage to accommodate track geometry and rail yard, along with a site size of roughly 100 acres. This acreage would allow industrial development to be built adjacent to the rail yard and container storage and together they serve as an inland port. An ideal property for an inland port must be directly adjacent to the railroad mainline to ensure efficient rail access and operations.

The Kimley-Horn team collaborated with representatives from CSXT to present the idea of an inland port in Hardee County. It was determined that a new intermodal inland port in Hardee County would not be viable due to the proximity of CSX's Central Florida Intermodal Logistics Center (ILC) intermodal facility in Winter Haven, FL as well as the existing rail infrastructure and lack of intermodal rail volume moving on the Brewster Subdivision through Hardee County. This was based on discussions with representatives from CSX Transportation. Therefore, the evaluation pivoted to identify properties for a rail-centric inland port.

While the study ultimately pivoted toward rail-centric site evaluation, elements of intermodal facility design remain central to long-term planning and infrastructure investment, primarily access to roadway and rail infrastructure.

4.0 Existing East Coast Inland Ports

There are several inland port facilities on the east coast of the U.S. of varying sizes and functionality. The following section summarizes these inland ports. The first list includes intermodal inland ports, and the second lists rail-centric inland ports.

Intermodal Inland Ports

The following summarizes several intermodal inland ports on the east coast. This is not an exhaustive list of all intermodal facilities, but a sample to describe what inland ports look like. Each of these facilities was driven by an economic evaluation that determined the business case which determined the layout and infrastructure necessary to serve the business model.

A. **Virginia Inland Port, Front Royal, Virginia** - The Virginia Inland Port (VIP), located in Front Royal, VA, serves as a critical extension of the Port of Virginia's cargo operations. Established in 1989, this facility acts as an intermodal container transfer site that links rail and truck transportation, providing seamless access to international markets via the Port of Virginia's marine terminals. Situated strategically near major highways and rail networks, VIP enhances the efficiency and capacity of freight movement for businesses in the Mid-Atlantic region and beyond, offering a competitive advantage in terms of logistics and transportation cost savings. The 161-acre facility is operated by the Virginia Port Authority. The terminal has a capacity of 78,000 TEUs (or twenty-foot equivalent units) and is served by Norfolk Southern Railway. The inland port is located approximately 200 miles from the container terminals in the Norfolk/Hampton Roads area. The terminal is located near the intersection of I-66 and I-81.

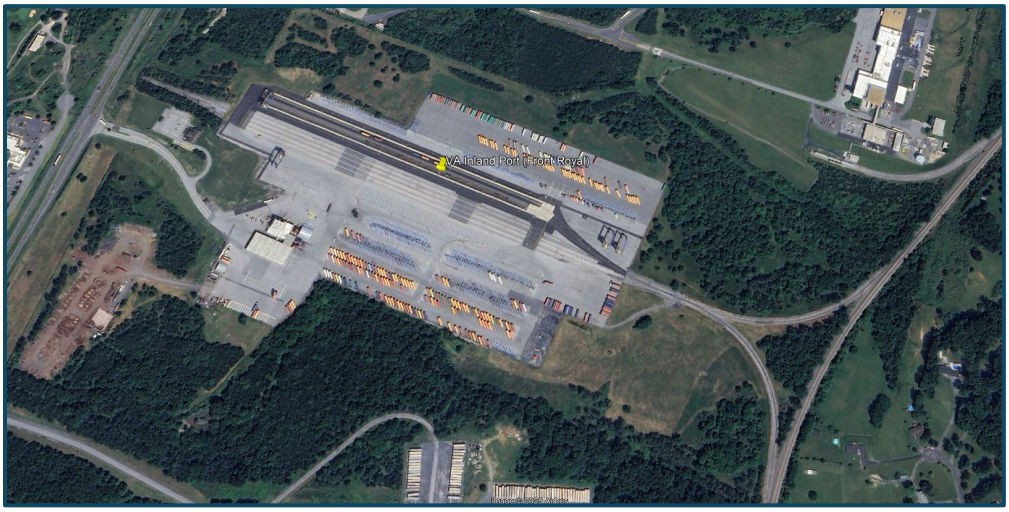


Figure 4-1: Aerial Image of Virgina Inland Port

One of the key attributes of the Virginia Inland Port is its ability to reduce congestion at maritime ports and alleviate pressure on the road infrastructure. By transferring

containerized cargo from trucks to rail, VIP facilitates a more sustainable and environmentally friendly transportation mode that minimizes carbon footprint. The facility operates with advanced handling equipment and technology, ensuring prompt and reliable service. It plays a crucial role in the supply chain by optimizing the transport of goods from inland locations to the global marketplace, significantly contributing to Virginia's economic development. The Virginia Inland Port also fosters regional economic growth by attracting businesses and encouraging industrial development. Its presence in Front Royal has led to the establishment of distribution centers, manufacturing plants, and logistics companies, creating job opportunities and boosting local economies. VIP's strategic location, coupled with its robust infrastructure, makes it an essential asset for businesses seeking efficient and cost-effective solutions for their cargo transportation needs. Overall, the Virginia Inland Port exemplifies how intermodal transport hubs can enhance connectivity, streamline operations, and drive economic success.

B. **Charlotte Inland Port, Charlotte, North Carolina** - The Charlotte Inland Port (CIP), strategically located in Charlotte, NC, serves as a pivotal hub connecting regional cargo with the Port of Wilmington via CSX Railroad. The CIP is located adjacent to the CSX Pinoca Yard and includes approximately 10 acres of container storage. The yard is operated by reach stackers. As an important component of the region's logistics infrastructure, the inland port facilitates the efficient transfer of goods between truck and rail, enhancing the overall supply chain network. By offering direct rail access to the NC State Ports Authority's Wilmington terminal, the Charlotte Inland Port plays a crucial role in streamlining the movement of goods to and from one of the key ports in North Carolina. This inland facility provides numerous advantages, including reducing road congestion and lowering transportation costs for businesses within the Charlotte metropolitan area. The use of rail for long-haul freight transportation not only alleviates strain on highways but also promotes more sustainable logistic practices by decreasing fuel consumption and emissions.

The inland port is equipped with modern infrastructure and technology to ensure the swift and secure handling of containerized cargo, contributing to improved efficiency and reliability in freight operations.

Figure 4-2: Charlotte Inland Port

The presence of the Charlotte Inland Port has also spurred economic development in the region. By providing a crucial link in the supply chain, it supports local industries and attracts new businesses looking to capitalize on its strategic advantages. The facility's ability to offer cost-effective logistics solutions has made it an attractive location for distribution centers, warehouses, and manufacturing facilities. This development has led to job creation and growth in the local economy, underscoring the significant role the Charlotte Inland Port plays in enhancing the regional and broader economic landscape.

C. **Inland Port Greer, Greer, South Carolina** - Inland Port Greer, located in Greer, SC, is a vital extension of the South Carolina State Ports Authority, designed to enhance the state's logistics and transportation infrastructure. Established in 2013, this inland port serves as an intermodal facility, streamlining the movement of containerized cargo between rail and truck. Its strategic location provides direct rail access to the Port of Charleston, a major gateway for international trade on the East Coast, thereby facilitating efficient and cost-effective connectivity for businesses in the upstate region. Inland port Greer is served by Norfolk Southern railroad. One of the significant benefits of Inland Port Greer is its ability to alleviate road congestion and improve environmental sustainability. By enabling the transfer of long-haul freight transportation from truck to rail, the facility helps reduce highway traffic, lower fuel consumption, and minimize carbon emissions. Equipped with state-of-the-art infrastructure and technology, Inland Port Greer ensures the seamless and secure handling of cargo, enhancing reliability and

efficiency in the supply chain. This optimized flow of goods is crucial for businesses looking to maintain competitive advantages in logistics and distribution.

Figure 4-3: Aerial Image of Inland Port Greer

Inland Port Greer has catalyzed economic growth and development in the region by attracting businesses and fostering industrial expansion. Its strategic advantages have led to the establishment of distribution centers, manufacturing facilities, and logistics companies around the area. The availability of cost-effective transportation solutions has brought significant job opportunities and contributed to the local economy's vitality. Overall, Inland Port Greer exemplifies how inland facilities can boost regional connectivity, streamline operations, and drive economic success, making it an indispensable asset in South Carolina's logistics landscape.

D. **Appalachian Regional Port, Crandall, Georgia -** The Appalachian Regional Port (ARP), located in Crandall, GA, is a strategic inland terminal operated by the Georgia Ports Authority (GPA). Opened in 2018, this facility acts as an intermodal hub, providing seamless rail connectivity to the Port of Savannah, one of the busiest and most vital ports on the Eastern Seaboard. ARP is served by CSX Transportation and is designed to streamline cargo movement between northwest Georgia, northeast Alabama, and Tennessee, thereby enhancing the efficiency and capacity of regional logistics operations. One of the key advantages of the ARP is its role in reducing road congestion and promoting sustainable transportation practices. By facilitating the transfer of containerized goods from trucks to trains, the ARP helps decrease highway traffic, lower fuel consumption, and minimize carbon emissions. The facility is equipped with modern infrastructure and advanced technology to ensure the swift and secure handling of cargo, boosting reliability and operational efficiency for businesses utilizing its services.

This optimization of freight transport is instrumental in maintaining competitiveness within the logistics and supply chain sectors.

Figure 4-4: Aerial Image of Appalachian Regional Port

The establishment of the ARP has also stimulated economic growth and development in the surrounding region. By providing a crucial link in the supply chain, the ARP attracts new businesses and supports existing industries by offering cost-effective and strategically advantageous transportation solutions. The availability of this inland port has led to the development of distribution centers, manufacturing plants, and logistics firms, creating job opportunities and bolstering the local economy. Overall, the ARP exemplifies how inland ports can enhance regional connectivity, streamline logistics operations, and drive economic prosperity.

E. **Cordele Intermodal Center, Cordele, GA –** The Cordele Inland Port, officially known as the Cordele Intermodal Center, is a strategic 40-acre logistics hub located in south-central Georgia. It serves as an inland extension of the Georgia Ports Authority, providing a direct rail link to the deepwater Port of Savannah approximately 183 miles to the east. Operated by Cordele Intermodal Services (CIS), the facility offers overnight rail service and is uniquely positioned near Interstate 75 and major highways, allowing it to support a wide market including Southwest Georgia, Southern Alabama, and the Florida Panhandle. The terminal's primary objective is to streamline regional supply chains by shifting heavy freight from trucks to more cost-effective and environmentally friendly rail transport. This shift significantly reduces highway congestion—particularly along the I-75 and around Savannah—and lowers carbon emissions. As a critical engine for regional economic growth, the facility facilitates the export of local commodities like

cotton, pecans, and kaolin clay. By acting as a central logistics gateway, the Cordele Inland Port enhances the competitiveness of Georgia's ports against Gulf Coast alternatives and attracts new industrial investments to the Crisp County area. Below is an aerial of the Cordele facility. The yellow area is the land owned by CIS, but adjacent to the railroads you can see additional industrial and manufacturing facilities. This terminal could be called a rail-centric inland port, but it also has intermodal activity in the yards shown in yellow.

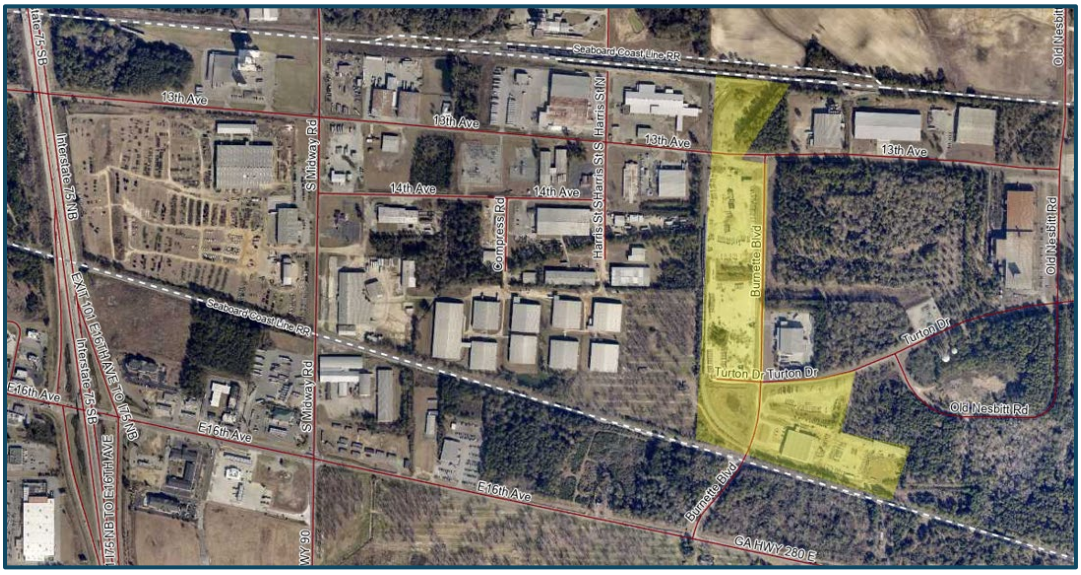


Figure 4-5: Aerial of Cordele Intermodal Center

Rail-Centric Inland Ports

The following summarizes several rail-centric inland ports on the east coast. These facilities could also be called rail-served industrial parks. This is not an exhaustive list of all rail-centric facilities, but a sample to describe what these types of facilities look like. These parks could have an intermodal element but are not primarily targeted toward intermodal. Again, each of these facilities was driven by an economic evaluation that determined the business case which drove the layout of the infrastructure necessary to serve the business model.

A. **Camp Hall Industrial Park, Berkeley County, South Carolina –** Located in Berkeley County, South Carolina, the Camp Hall Industrial Park is a premier 6,800-acre industrial hub designed to support large-scale manufacturing and advanced industry. The park serves as a "Smart Commerce Center," offering site-ready infrastructure including redundant power, diverse fiber connectivity, and high-capacity water and sewer systems. It is anchored by world-class manufacturers such as Volvo Cars, which operates its first U.S. plant on-site, and Redwood Materials, a leader in sustainable battery production. By integrating industrial productivity with over 2,500 acres of preserved land and worker-centric amenities like the Avian Commons, the park provides a sustainable environment for high-growth sectors including automotive,

aerospace, and logistics. A cornerstone of the park's long-term logistical strategy is the Camp Hall Rail Connection, a $190 million project managed by Palmetto Railways. Currently in its final construction phases and expected to be operational by Summer 2026, this 23-mile dedicated freight corridor will link the park directly to the national CSX Transportation network.

Figure 4-6: Master Plan of Camp Hall Industrial Park

This rail infrastructure is specifically engineered to handle high-volume exports, providing a critical multimodal link to the Port of Charleston—one of the nation's fastest-growing deepwater ports. For manufacturers, this connection significantly enhances supply chain efficiency by reducing reliance on highway trucking, lowering transportation costs, and providing direct access to global markets.

B. **Savannah Gateway Industrial Hub, Savannah, Georgia –** The Savannah Gateway Industrial Hub (SGIH) is a 2,600-acre master-planned multimodal logistics park in Rincon, Georgia, strategically positioned just 12 miles from the Port of Savannah. Its expansive layout is designed to support more than 18 million square feet of industrial and light manufacturing space at full build-out, with flexible building configurations ranging from 75,000 to over 2 million square feet. The park's infrastructure is anchored by a sophisticated on-site rail system managed by OmniTRAX, which provides rare dual-rail service from both CSX and Norfolk Southern Class I railroads. This dual connectivity, combined with the upcoming completion of the Effingham Parkway in July 2026, offers tenants unmatched routing flexibility and cost efficiencies for moving cargo between global shipping lanes and major U.S. markets. The hub presents robust opportunities for both large-scale distribution and high-tech manufacturing, particularly as a key supplier node for the nearby Hyundai Motor Group Metaplant America. Current manufacturing tenants, such as Kyungshin America Corporation and Lion Brand Yarn, benefit from the

park's Georgia Ready for Accelerated Development (GRAD) status, which fast-tracks site construction for new projects. Distribution operations are equally strong, with global leaders like DHL, Ryder Logistics, and Knight-Swift Transportation utilizing the park as a high-velocity inland extension of the port.

Figure 4-7: Master Plan of Camp Hall Industrial Park

With new facilities like the 584,820 SF Building 2F delivering in May 2026, SGIH continues to expand its capacity to house critical supply chain operations in one of the nation's fastest-growing logistics corridors

C. **Mid-Atlantic Industrial Rail Park (Brunswick County, North Carolina) –** The Mid-Atlantic Industrial Rail Park (MAIRP) is a 1,100-acre industrial megasite in Brunswick County, North Carolina, specifically designed to accommodate high-impact manufacturing and large-scale distribution. Located approximately 18 miles from the Port of Wilmington, the park is uniquely positioned as a CSX Select Site, a designation that ensures the land is fully vetted for rapid industrial development and immediate rail serviceability. Its layout is defined by heavy industrial zoning and prime frontage along U.S. Highway 74/76, providing a direct corridor to I-95 and I-40 via the nearby I-140 bypass. The site serves as a major hub for international supply chains, anchored by the CSX main rail line that runs directly adjacent to the property.

This direct rail access allows for seamless cargo movement between the port and the park, making it an ideal location for heavy manufacturing—highlighted by the planned $650 million battery component facility from Epsilon Advanced Materials, which is expected to span 1.5 million square feet.

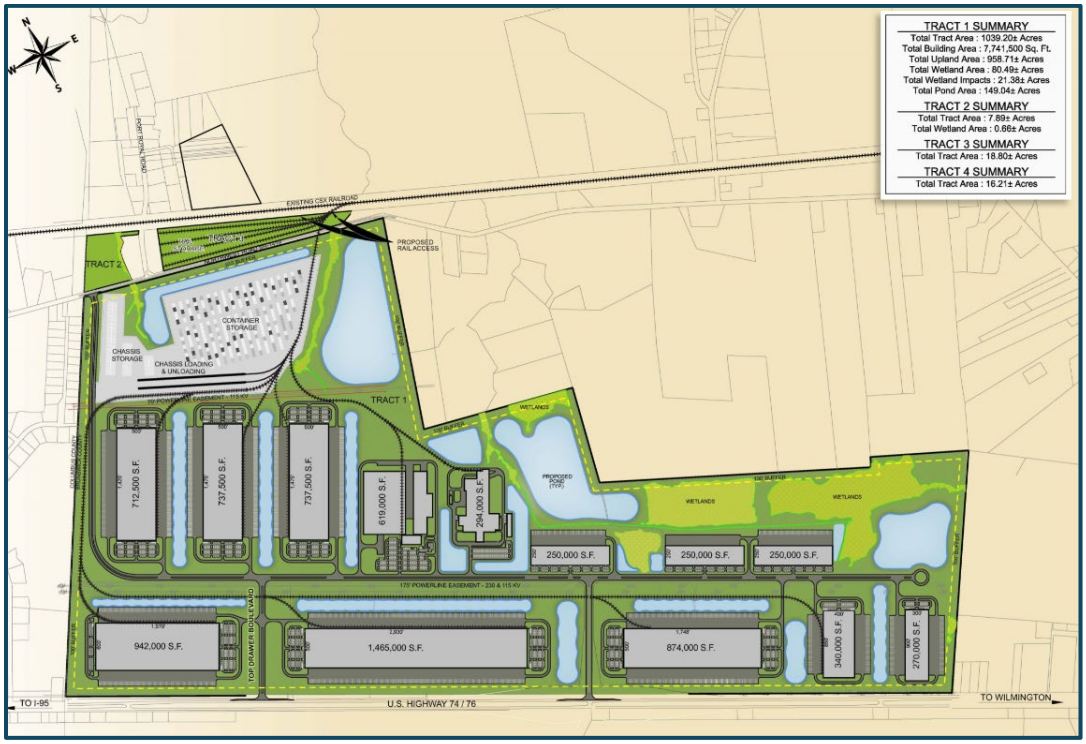


Figure 4-8: Mid-Atlantic Industrial Rail Park

Combined with its sister site, the International Logistics Park, MAIRP forms a powerful logistics cluster that offers significant utility infrastructure, including a new one-million-gallon water tank funded by recent state and federal grants to support its growing industrial base.

5.0 Background and Infrastructure

The figure below shows the location of City of Wauchula and Hardee County in relation to the existing ports on Florida's west and east coasts as well as the existing railroad infrastructure. The railroad main lines are owned and operated by CSX Transportation as shown in blue.

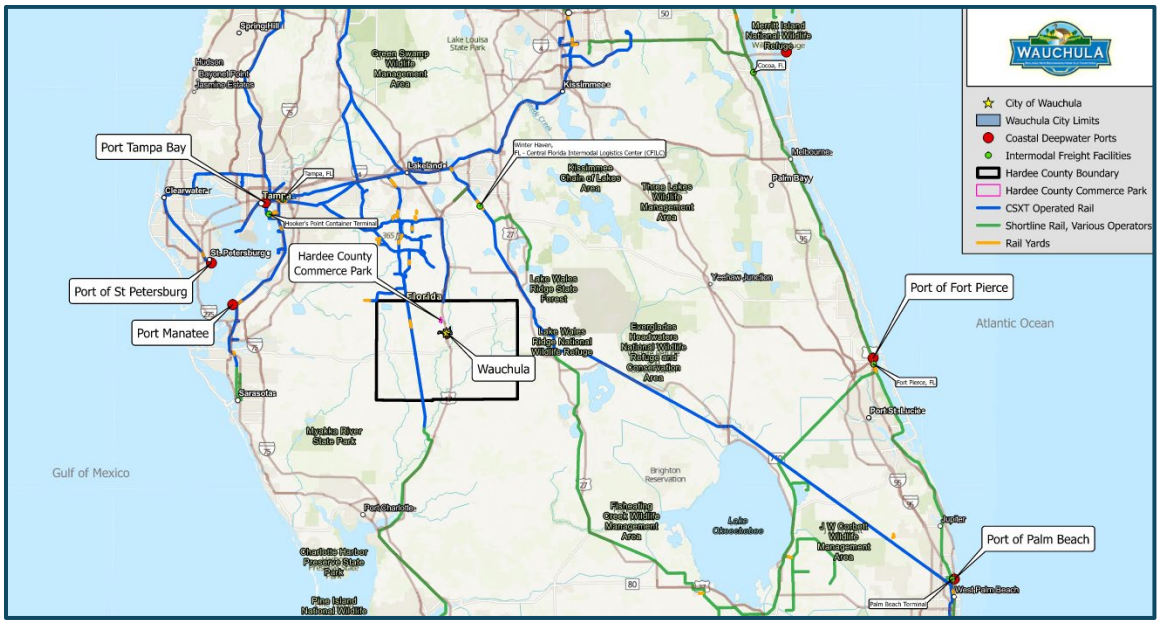


Figure 5-1: Map of Central Florida with Railroads and Ports

The City of Wauchula, Florida is in Hardee County in Central Florida, has a population of approximately 4,900 residents and covers an area of approximately 3.3 square miles. The city has a rich agricultural history and continues to be heavily influenced by this industry. Agriculture, including citrus and vegetable farming, has been a significant element of the local economy. In recent years, Wauchula has also seen growth in retail and service industries, supporting the local community's economic diversification. Historically, the development of Wauchula has been shaped by its transportation linkages and agricultural success. CSX Transportation has rail service to the area, offering additional freight transport options. The city maintains an inviting, small-town atmosphere while being conveniently connected to larger markets, which makes it a promising candidate for further development as an inland port. Wauchula's infrastructure includes several key transportation routes, making it strategically important for an inland port.

US Route 17 runs directly through the city, providing north-south connectivity, while State Road 64 allows for east-west travel.

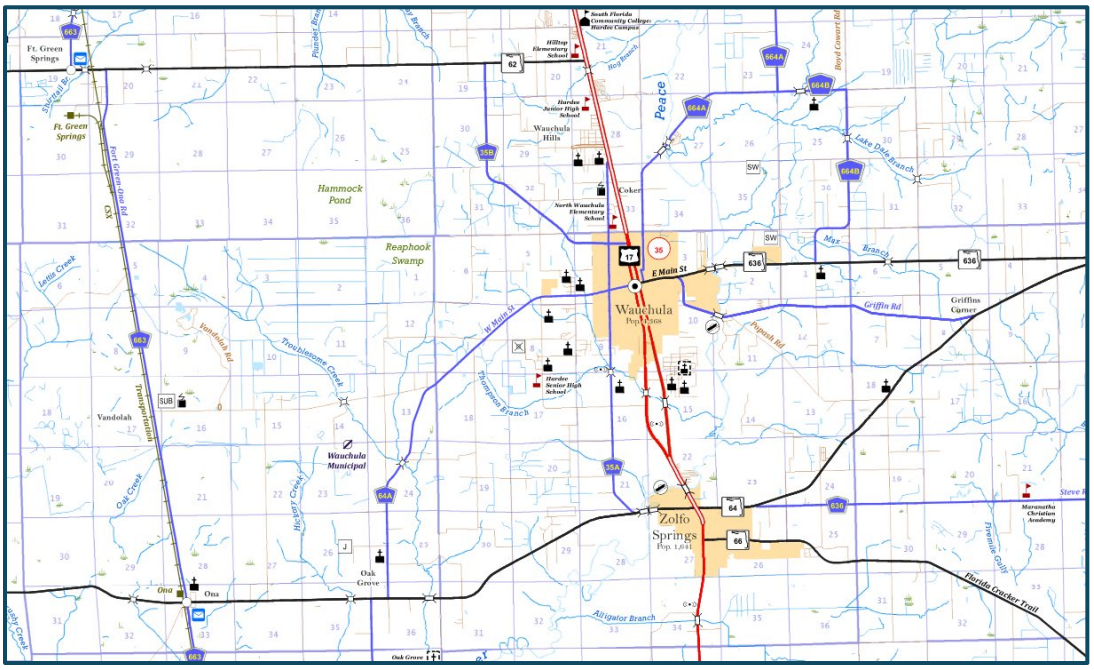


Figure 5-2: Roadway Infrastructure around Wauchula

The figure below shows the existing roadway infrastructure connecting the City of Wauchula to the rest of the state and the ports on the west and east coasts of Florida.

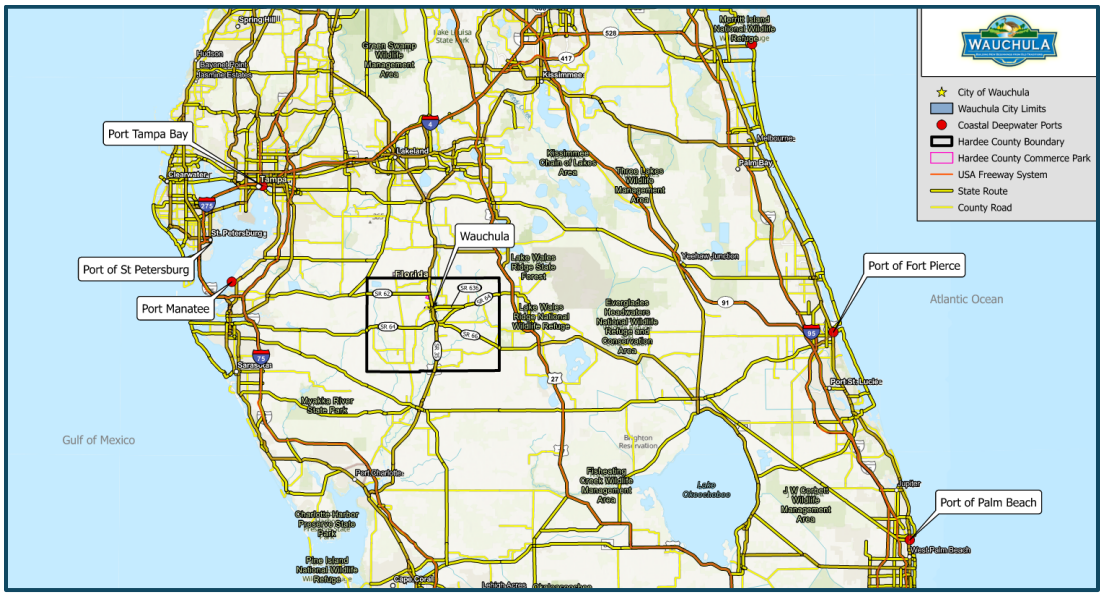


Figure 5-3: Roadway Infrastructure around Wauchula

Infrastructure in Hardee County includes several essential transportation routes that facilitate movement and connectivity. US Route 17, a major north-south corridor, passes through the county, providing access to larger urban centers. Additionally, State Roads 62 and 64 serve as important

east-west connectors. Historically, the railroads were central to growth in the Wauchula area, beginning with the Florida Southern Railway pushing through in 1886. Originally a narrow-gauge line used to support military efforts during the Seminole Wars and the region's "Cucumber Capital" agricultural exports, the tracks were later acquired by the Atlantic Coast Line (ACL) Railroad. The figure below shows a map of Hardee County from 1932 that includes railroads and major cities and towns as well as waterways and environmental features.

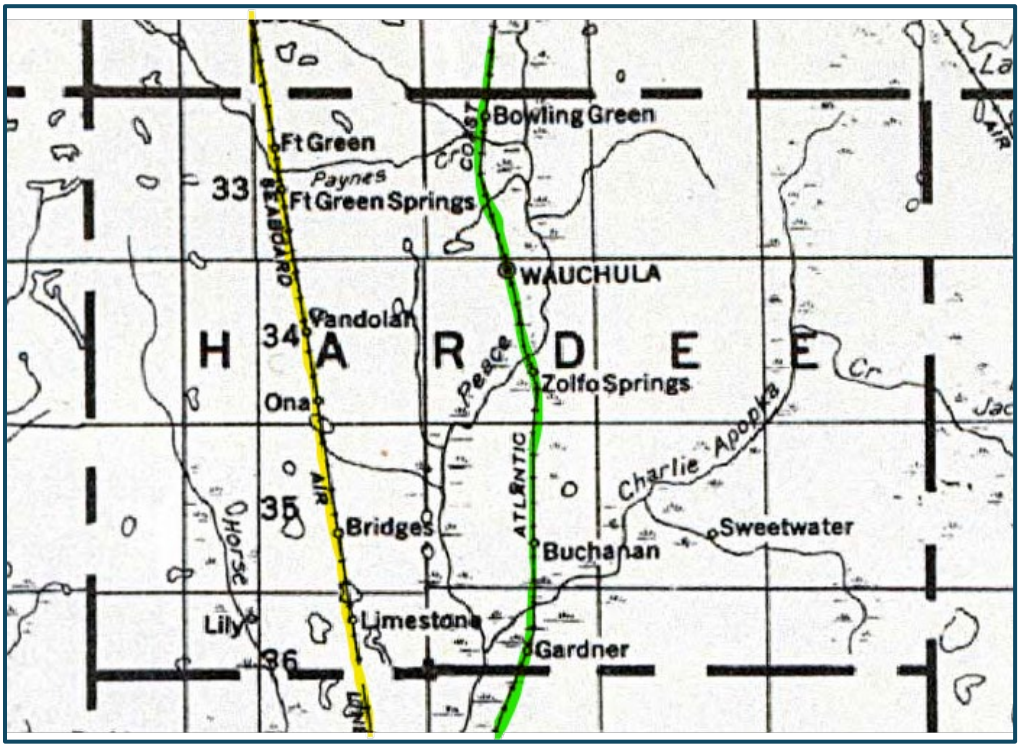


Figure 5-4: Hardee County 1932

The green track shown going through Wauchula was owned by ACL. In 1915, the ACL opened a prominent red-brick depot at 100 North 7th Avenue, which served as a vital hub for both freight and passenger travel for decades. The yellow track was originally owned by Seaboard Air Line (SAL) Railroad. Following the 1967 merger between the ACL and its rival, SAL, the tracks became part of the Seaboard Coast Line (SCL).

CSX Transportation officially took control of the SCL through Hardee County as part of the massive consolidation into the CSX system in the 1980s. While CSX was established as a holding company on November 1, 1980, the actual transition of the railroad line was a multi-step process:

- 1980 (The Parent Merger): CSX Corporation was formed on November 1 by merging Chessie System, Inc. and Seaboard Coast Line Industries.
- 1983 (The Intermediate Phase): Seaboard Coast Line was merged with other affiliate lines to form the Seaboard System Railroad.

- 1986 (The Final Brand): On July 1, 1986, the Seaboard System was officially renamed CSX Transportation, and the legacy railroad companies were formally absorbed.

Ironically, CSX only briefly operated the historical line through the center of Wauchula after the 1986 absorption. The track passing through downtown Wauchula—the former ACL route—was officially abandoned in June 1986, the same month the CSX Transportation name was formally adopted. Shortly thereafter, the tracks were removed to facilitate the expansion of US Highway 17. While the physical tracks were removed to make way for the expansion of US Highway 17, the historic Wauchula Depot remains as a fully renovated community center and museum.

Photo 5-5: Wauchula Train Depot (1970s and 2025)

Hardee County, located in Central Florida, is a primarily rural county with a strong agricultural heritage. The county encompasses an area of approximately 638 square miles and has a population of around 26,000 residents. The county's economy is predominantly based on agriculture, with citrus, cattle ranching, and vegetable farming being the major contributors. The presence of phosphate mining also plays a significant role in the local economy, adding to the county's economic diversity. Mosaic Company is the largest phosphate mining company in the United States and owns a significant portion of Hardee County's agricultural land. Today, the yellow track, called the Brewster Subdivision mainline is owned and operated by CSX Transportation. The combination of rich agricultural land and strategic transportation links positions Hardee County as a promising location for the development of an inland port.

According to the Federal Railroad Rail Crossing Inventory Database, this track handles between one and four trains per day, depending on the rail crossing location. According to the database, there are twenty-four at-grade rail crossings within Hardee Couty. The average frequency of the trains within Hardee County on this mainline is 1.8 trains per day with maximum train speeds varying from 10 mph for industrial leads to 35 mph for the mainline. The figure below summarizes the existing rail crossings.

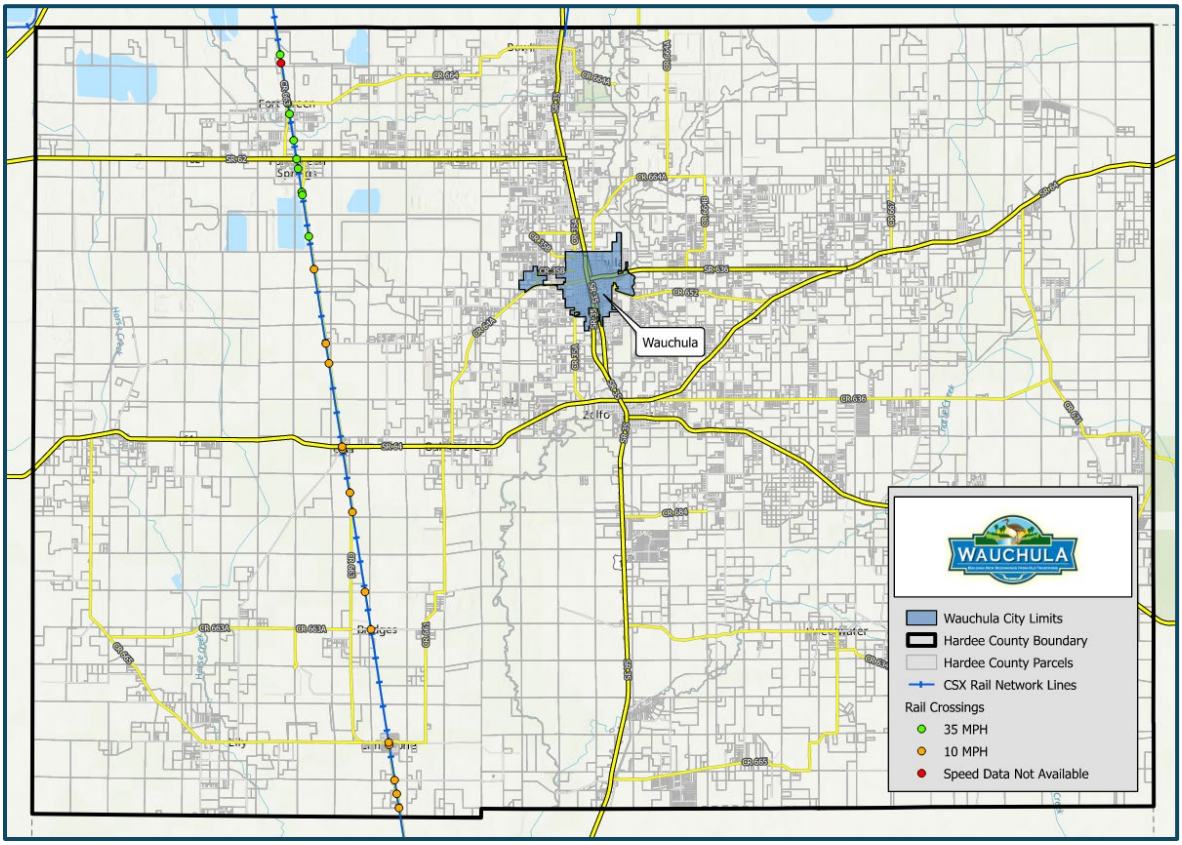


Figure 5-6: FRA Rail Crossing Inventory Map

While the rail line continues through Hardee County, the Brewster Subdivision and CSX ownership ends approximately five miles south of the county line into Desoto County before reaching a short-line interchange west of Arcadia, Florida.

From there the track continues south but it is owned by a short-line railroad, Seminole Gulf Railway (SGLR) as shown on the figure below:

Figure 5-7: FRA Rail Crossing Inventory Map

The SGLR, a Class III short-line carrier headquartered in Fort Myers, serves as a logistics link for Southwest Florida by operating over one hundred miles of track. South of Hardee County, specifically on its Fort Myers Division running from Arcadia to North Naples, the railway handles critical commodities that fuel the region's rapid growth, including lumber, plywood, drywall, rebar, and aggregates for the construction industry, alongside liquefied petroleum (LP) gas and electrical transformers for the energy sector. Beyond building materials and fuel, SGLR transports plastics, steel, scrap metal, and recyclables, while its transloading facilities in North Fort Myers facilitate the movement of frozen and refrigerated food products. While freight operations south of its Fort Myers yard are managed locally, the "Desoto Turn" services customers on the line extending north toward the CSX interchange near Arcadia.

6.0 Business Case Summary

An element of the Wauchula Inland Port Feasibility Study included preparing a business case evaluation. Below is a summary of analysis our team performed to support the master planning effort. A detailed summary of the economic evaluation can be found in **Appendix B** (Business Case Summary Slides). The economics work focused on the following:

Background on inland ports: a summary of the development of inland ports, beginning with Front Royal, VA that was instigated and supported by the Port of Virginia to the most recent Greer, SC, and Gainesville, GA. This discussion provided some benchmarks for the potential of an inland port.

Commodity flows: the focus of this section was on rural Florida's (1) construction industry's imports and exports (mostly project cargo) and (2) Wood, paper, and plastics/chemicals (including recycling activities). These flows were analyzed while Mosaic's exports from the area were not included as their infrastructure is already well established along with support from CSX Transportation.

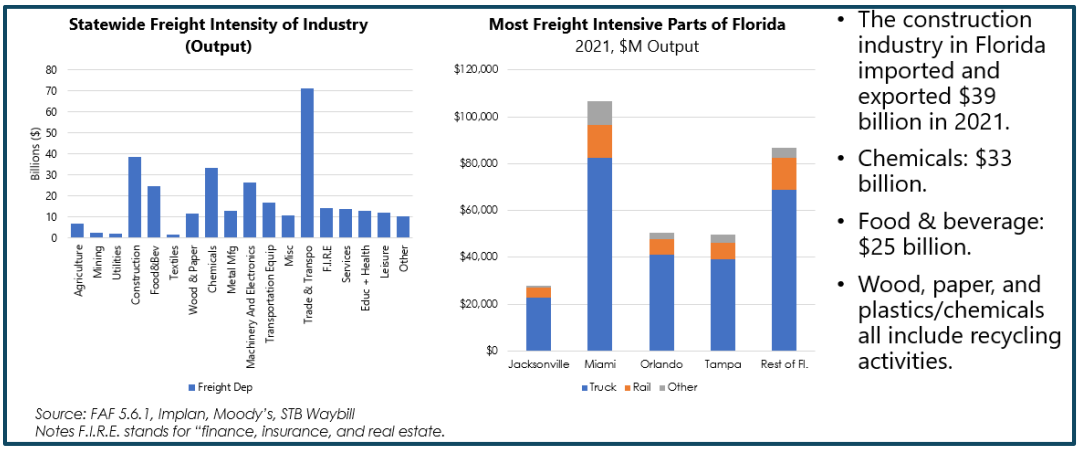


Figure 6-1: Statewide Commodity Flows

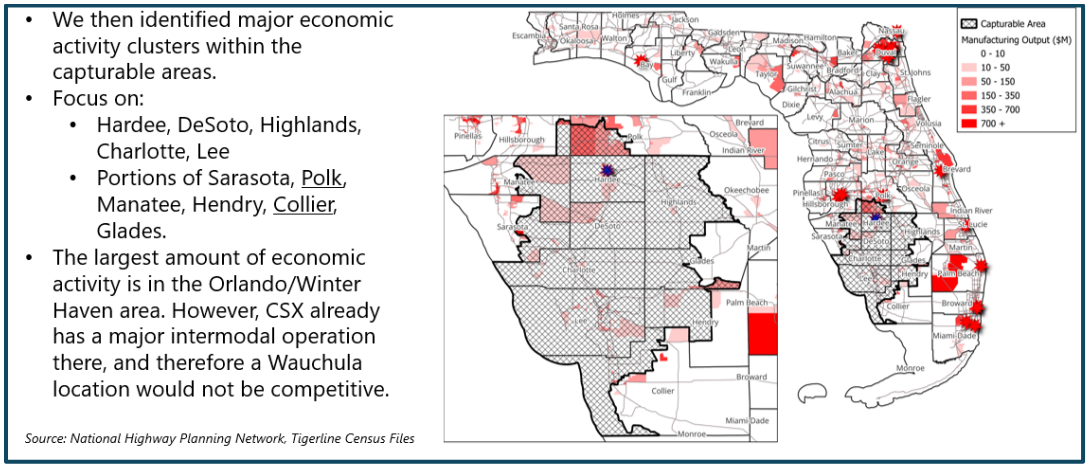


Figure 6-2: Potential Capturable Area for Hardee County

Florida port connectivity: This section considered connectivity with Port Tampa Bay and SeaPort Manatee, as well as potentially with the East Coast ports in Fort Lauderdale (Port Everglades) and Port Miami. The conclusions were that that the CSX inland port in Winter Haven was too competitive for a Wauchula inland port to overcome but that there was potential to partner with the Tampa Bay ports.

- The ports in Tampa Bay are well positioned for export growth upon completion of the Tampa Bay navigation channel.
- A rail yard or inland port in Wauchula has limited intermodal (international containerized cargo on rail) options via East Coast Florida ports due to the CSX Winter Haven inland port.
- Intermodal volumes between Wauchula and Tampa Bay ports would likely be low enough to require a subsidy to establish and maintain the rail service.
- There is potential for international bulk cargo between Wauchula and Port Manatee and Port Tampa Bay.
- Conversations with CSXT confirmed that an intermodal inland port near Wauchula would not be viable due to no intermodal volume currently on that route and sufficient capacity at the Winter Haven facility.

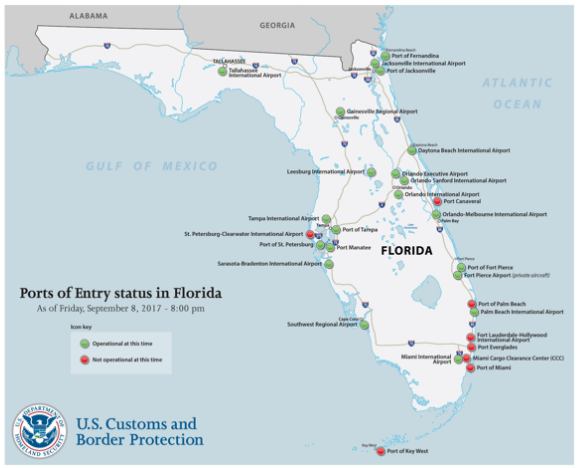


Figure 6-3: Florida Ports Connectivity

Labor requirements: Based on the potential occupiers of available land at or near the potential locations of the inland port identified by Kimley-Horn and the industries they come from, an evaluation of labor demand and potential supply was evaluated. The key conclusion was that there is sufficient labor to supply the needs of potential occupiers, especially considering that many residents in Hardee County commute to jobs in other counties in this region of Florida.

City/Town	County	22 to 29	30 to 39	40-49	50-59	Total
Bartow	Polk	2,510	2,953	2,580	1,838	9,881
Sebring	Highlands	1,031	1,220	1,402	1,071	4,724
Avon Park	Highlands	1,024	786	1,188	939	3,937
Arcadia	DeSoto	1,129	943	593	961	3,626
Southeast Arcadia	DeSoto	821	1,309	961	814	3,905
Fort Meade	Polk	399	591	540	512	2,042
Alturas	Polk	236	528	548	392	1,704
Wauchula	Hardee	453	596	775	322	2,146
Frostproof	Polk	161	351	159	350	1,021
Bowling Green	Hardee	399	197	292	209	1,097
Zolfo Springs	Hardee	198	234	220	198	850
Bradley Junction	Polk	75	88	87	93	343
Lemon Grove	Hardee	32	82	104	86	304
Ona	Hardee	31	70	88	32	221
Fort Green Springs	Hardee	17	181	25	12	235
Homeland	Polk	20	46	-	11	77
Fort Green	Hardee	-	-	6	48	54
Gardner	Hardee	15	-	39	24	78
Limestone	Hardee	-	-	-	4	4
Subotal		**8,551**	**10,175**	**9,607**	**7,916**	**36,249**

- A total of 36,249 residents living within 30 miles and 45 minutes drive of Wauchula in 2022 were between the ages of 22 and 59.
- And 10,175 between the ages of 30 and 39.

Data source: U.S. Census Bureau. "Sex by Age." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B01001, 2022.

Figure 6-4: Four-County Labor Market Demographics

Industrial real estate: Our team pulled data on industrial real estate occupiers of 100,000 square feet properties or larger for the entire state of Florida as well occupiers of properties larger than 10,000 square feet within 50 miles of the center of Wauchula. We identified a significant number of properties and classified them by their Standard Industrial Code classification. The analysis showed that there is a significant range of manufacturing activities taking place around Wauchula.

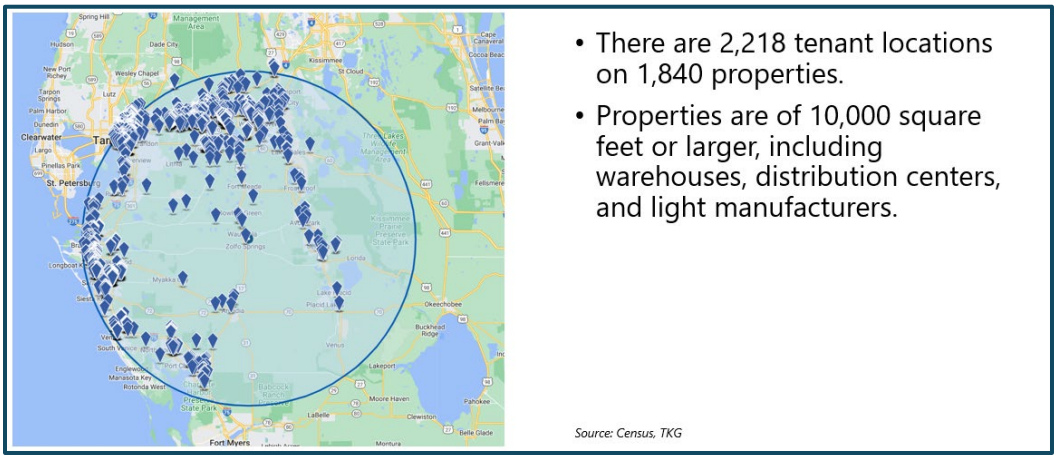


Figure 6-5: Industrial Real Estate

Potential occupiers: In the last key part of our data collection and analysis, we identified high potential industrial activities that could be motivated to invest in manufacturing activities in the Wauchula area due to the development of an inland port. These industries are mostly focused on recycling plastics, wood products, paper, and metal/steel products.

Potential Occupant	Commodity/Service	Activity	Background and Rationale	Market Potential
Recycling companies	• Plastics: Pure Cycle Technology. • Paper/Cardboard. • Other categories (listed in appendix).	Collecting primary recyclable materials for preparation for efficient transportation	Reduction in weight from removal of excess waste material is essential for recycling operations.	Recycled materials have a lower production cost of goods and a lower environmental footprint.
Manufacturers	• Food producers and distributors. • Agricultural and construction equipment components.	• Juice production, using raw materials imported from Central America/Mexico. • Repackaging fresh produce from Central America/Mexico. • Maintenance and repair/ assembly/disassembly of farm and construction equipment for further shipment.	• Most oranges nowadays are imported from Mexico after blight in Florida. • Modern agricultural and construction equipment have major big data and automation features, requiring extensive work in the U.S.	• Produce and food products can be distributed to the Southeast U.S. • Farm and construction equipment from international and domestic sources and returned to those locations. • High tech farming and construction equipment.
Services	• Local and interstate truck fleet management. • Space industry.	• Truck depot, e.g., chassis, bobtail trucks; clean and maintain equipment. • Disassembly/re-assembly of rockets; preparing reusable rockets for next mission.	• Lots of existing services but spread out. • Industry shift to reusable rockets.	• Growing southwest FL population served by truck. • Demand for maintenance and laydown space for reusable rockets.

Figure 6-6: Potential Occupiers

Our key conclusions were that Wauchula is not in a competitive position to attract containerized imported goods handled at Port Tampa Bay and SeaPort Manatee, but that exporters of recycled products that would use those ports could be attracted to Wauchula if a rail-centric inland port were established there. Additionally, there could be an opportunity to attract manufacturing related industries that need rail service and available land.

7.0 Intermodal Site Alternatives

The next phase of the Wauchula Inland Port Feasibility Study focused on identifying and evaluating potential sites located along the CSX railroad corridor that could be a future location of an intermodal inland port. Before determining potential sites, Kimley-Horn developed a site assessment criterion for the necessary elements required for the property to be developed as an intermodal inland port. The criterion included the following elements:

1. **Location of the property.** Based on land use and proximity to other development and traffic patterns, it was determined that the ideal site would be located north of SR 64. Properties south of SR 64 were considered but ranked lower than those north of SR 64.
2. **Proximity to the CSX mainline.** In addition, it was important to identify whether a new at-grade rail crossing would be required to bring rail to the site.
3. **Proximity to a public roadway.** Similar, to rail, providing roadway access to the site require a new at-grade rail crossing.
4. **Utilities.** Ability to have utilities provided to the property (water, sewer and power).
5. **Assumed status of the property is owned by the Mosaic Company.** Based on review of historical aerials and our limited understanding of phosphate mining, has the property been previously mined or could it be mined in the future.
6. **General developability.** Consider land use and zoning.
7. **Environmental sensitivity.** Would the development of the property require significant impacts to wetlands and/or floodplains.

A minimum property of 100 acres (or the ability to combine parcels to achieve 100 acres) was assumed to allow for an intermodal facility with working track, storage track, container storage and rail frontage. As an added benefit, this acreage was expanded to include the possible ability to build warehousing adjacent to the intermodal facility.

The following figure was developed to test potential properties.

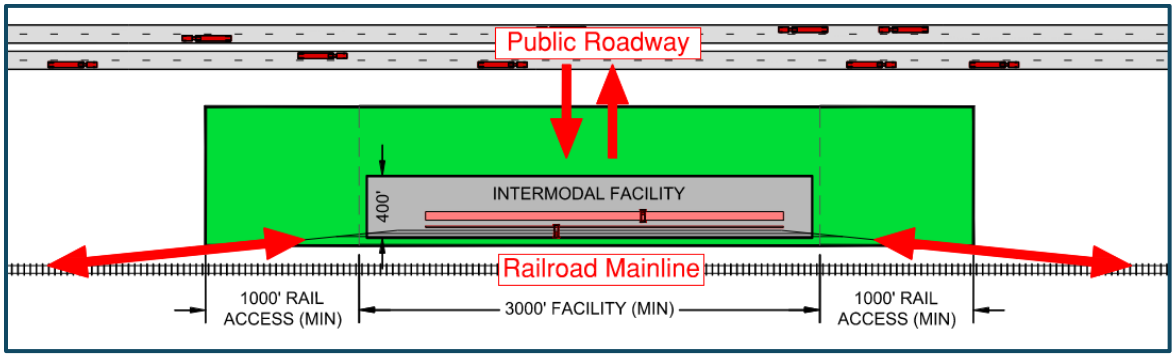


Figure 7-1: Intermodal Site Assessment Criteria

Using this information, a desktop GIS evaluation was performed to identify potential properties along the CSX railroad corridor that could be possible candidates for the intermodal inland port.

Data was collected to support the evaluation of potential intermodal sites. This included property ownership records, rail infrastructure data, and information on FDOT construction projects and roadway classifications. Environmental and geotechnical factors were also considered, including soil types, and the presence of wetlands and flood zones. Together, these datasets provided a preliminary understanding of each site's physical, regulatory, and logistical conditions, helping to inform the suitability for the development of an intermodal inland port along the CSX rail mainline.

Six (6) intermodal sites were identified that met the search criteria. These six sites are shown on the following figure which is also included in **Appendix A** (GIS Figures).

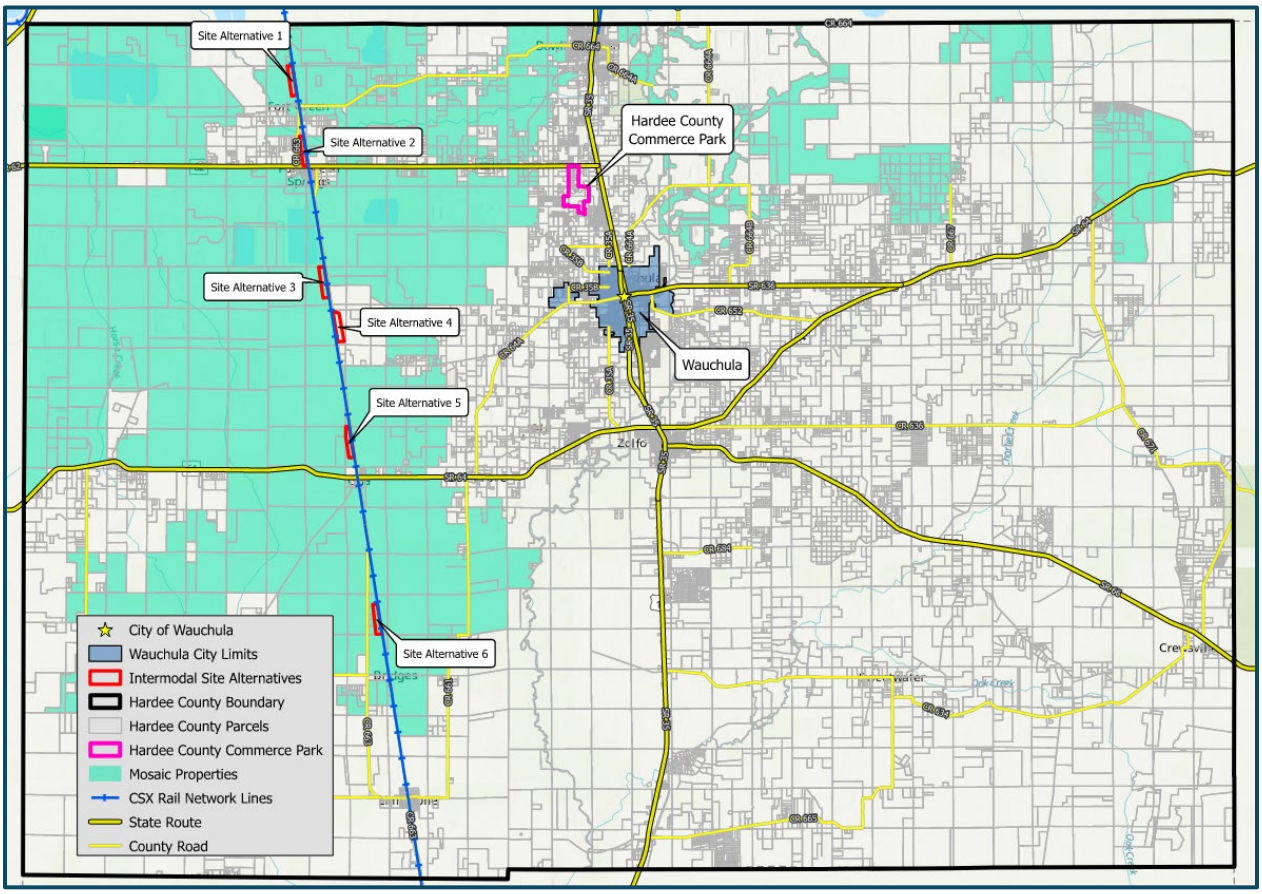


Figure 7-2: Six Intermodal Inland Port Sites

These sites were evaluated and a scoring color was determined based on each of the seven categories. The site was evaluated as green if it had favorable conditions. For example, is the property located north of SR 64 or can the site utilize existing rail to avoid having a new at-grade rail crossing. If the property required a new at-grade rail crossing it was given a red. Also, if the site is owned by Mosaic and appeared to not have been previously mined, we assumed it could be mined in the future; therefore, it was scored as red (Intermodal Site 3, for example). The color coding for each of the seven categories were tallied and an overall color was determined for the site.

The table below summarizes the scoring of the six intermodal sites. Site 2 was determined as the recommended site for an intermodal inland port. Site 6 was also identified as a second option; however, it is located south of SR 64.

Intermodal Optional Sites - Summary Table								
Site	Location (North of SR 64 Preferred)	Roadway Access (No New At-Grade for Road over Rail)	Rail Access (No New At-Grade for Rail over Road)	Proximity to Utilities (Water and Sewer)	Mining Status (If owned by Mosaic)	General Developability (Landuse and Zoning)	Environmentally Sensitive (Wetlands and Flood Zones)	Site Recommendation
1	🟢	🟢	🔴	🟡	🟡	🟡	🟢	🔴
2	🟢	🟢	🟢	🟢	🟢	🟢	🔴	🟢
3	🟢	🟢	🟢	🟢	🔴	🟡	🟢	🔴
4	🟢	🟢	🔴	🟡	⚪	🔴	🟡	🔴
5	🟢	🔴	🟢	🟢	🟢	🔴	🟡	🔴
6	🔴	🟢	🟢	🔴	🟢	🔴	🟡	🔴

Figure 7-3: Intermodal Site Summary Matrix

The location of Site 2 and Site 6 are shown below:

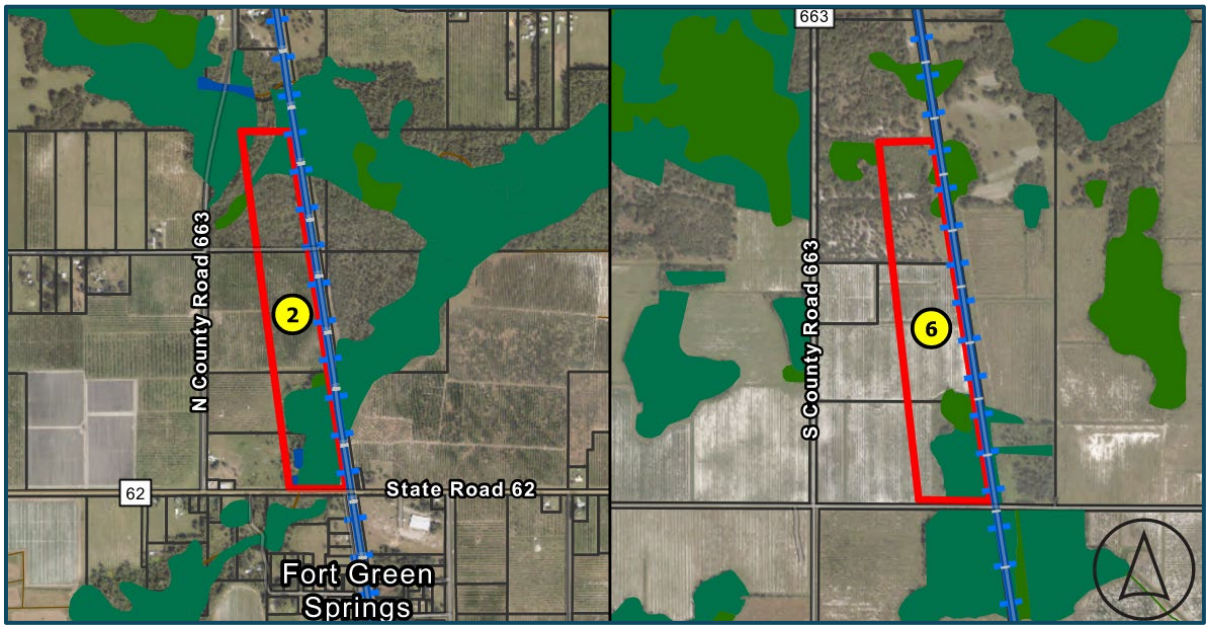


Figure 7-4: Site 2 and Site 6 Location

Additional information on Intermodal Site 2 and Site 6 are shown on the following figures. The red arrows identify the proposed location of rail access from the site to the CSX mainline. The blue arrows identify the proposed location of roadway access to the existing public roadways. Neither of these sites require an at-grade rail crossing. The summary table identifies the red/yellow/green classification for each of the seven scoring categories as well as the overall color recommendation for the site. Figures summarizing each of the six sites and their scoring matrix are included in **Appendix D** (Site Evaluation Matrix Exhibits).

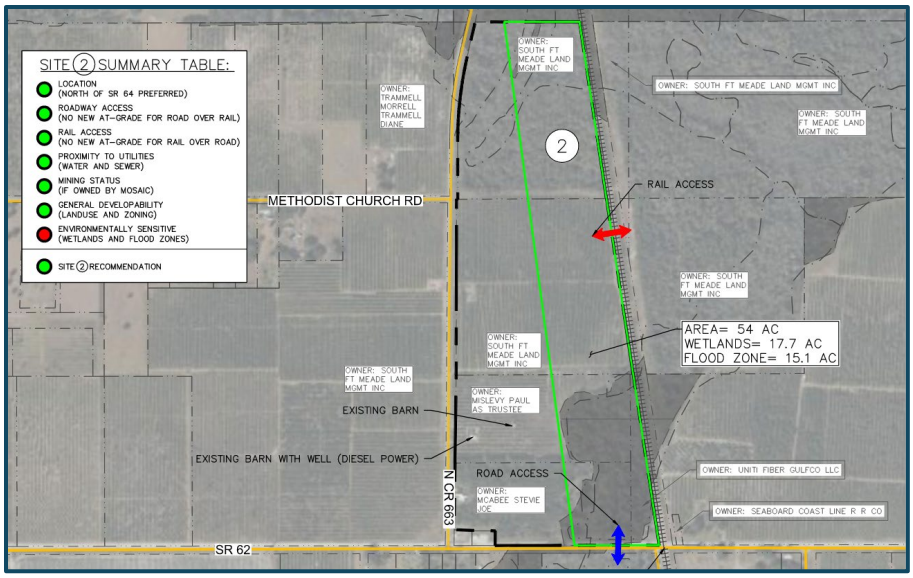


Figure 7-5: Intermodal Evaluation Matrix Exhibits (Site 2)

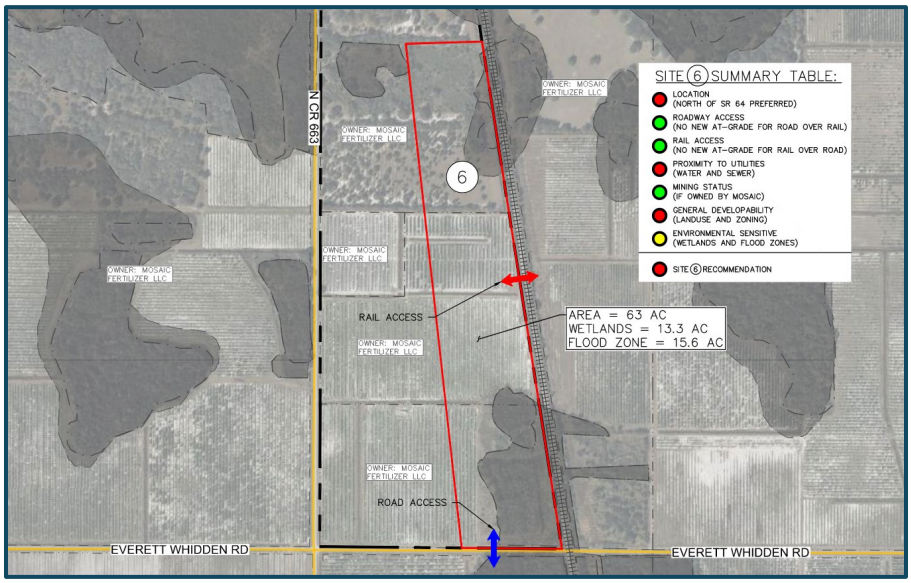


Figure 7-6: Intermodal Evaluation Matrix Exhibits (Site 6)

These sites were evaluated further, and concept plans were developed for what the properties could look like if an intermodal inland port were developed on these properties. The elements of the concept plan include an intermodal yard with working and storage tracks, a container storage area, and truck gates. These components were drawn first with connections to the CSX railroad mainline using CSX's minimum required geometry. The following is a cross section of what the intermodal facility could look like with RTG cranes:

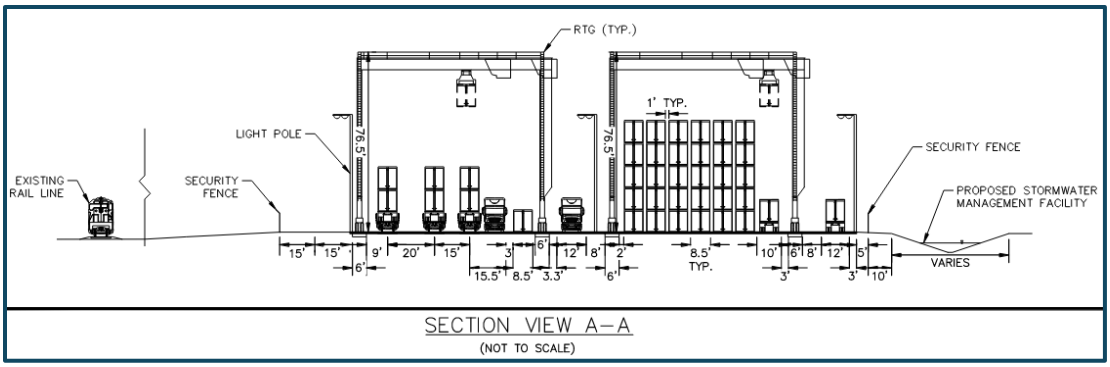


Figure 7-7: Intermodal Facility Cross Section

Below is a preliminary concept of what Site 2 could look like; a detailed drawing of this figure can be found in **Appendix E** (Conceptual Site Plans). The Site 2 property is approximately 115 acres, including around 30 acres of wetlands (according to the national wetland inventory map) and this site is preferred as rail access is separate from the roadway access. Rail access is on the eastern side of the property adjacent to the CSX mainline and roadway access is from County Road 663. The site does not require an at-grade rail crossing. West of the intermodal yard, four warehouses totaling approximately 700,000 square feet could be built with direct access to the intermodal facility. Stormwater management facilities would be provided adjacent to the wetlands and where appropriate to minimize fill.

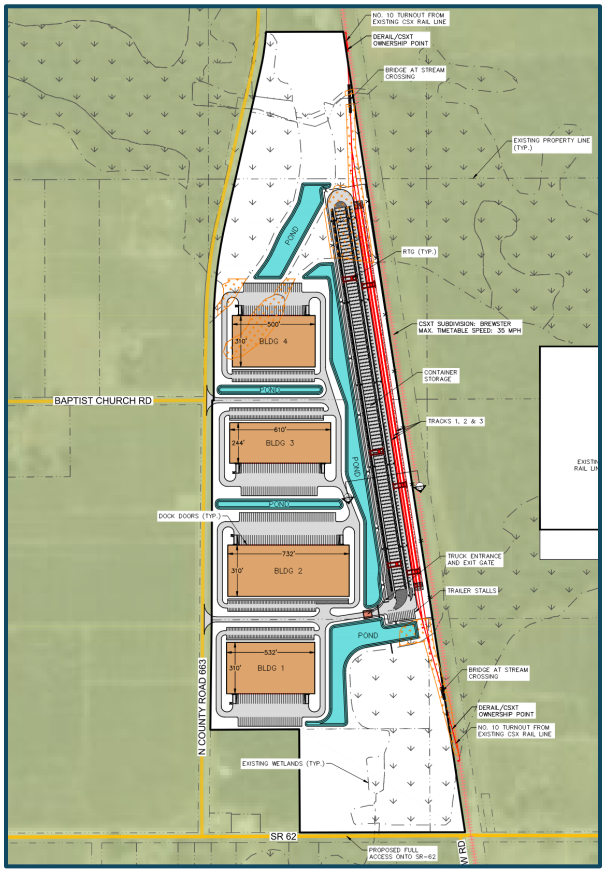


Figure 7-8: Site 2 Intermodal Conceptual Site Plan

Below is a preliminary concept of what Site 6 could look like. A detailed drawing of this figure can be found in **Appendix E** (Conceptual Site Plans). The Site 6 property is approximately 190 acres and includes around 22 acres of wetlands, according to the national wetland inventory map. This site also has rail access separate from the roadway access. Rail access is on the eastern side of the property adjacent to the CSX mainline and an at-grade rail crossing would not be required. Roadway access is from County Road 663 or Evertt Whidden Road. West of the intermodal yard, five warehouses of varying sizes totaling approximately 2,000,000 square feet could be built with direct access to the intermodal facility and public roadways. Stormwater management facilities would be provided adjacent to the wetlands and in locations to minimize the fill material required for the site. While this site is located south of SR 64, the site is larger and provides an opportunity for a larger industrial park.

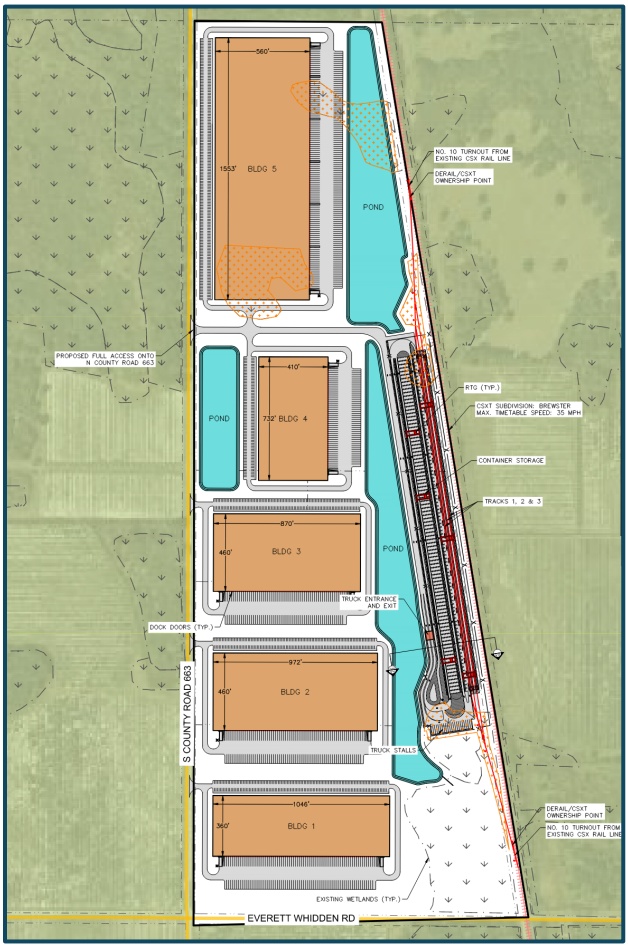


Figure 7-9: Site 6 Intermodal Conceptual Site Plan

Each site will require significant offsite improvements to provide water and sewer service. The development of these sites will require permitting and we anticipate the following permits may be required if the City or County chooses to proceed with design, permitting and development. It should be noted that each site requires significant offsite improvements to provide water and sewer service. This will be considered in the preliminary cost evaluation.

Estimated costs were developed for these two sites and is summarized on the following tables. These estimates are in today's dollars, exclude the cost of the property, environmental cleanup and/or soil remediation. This assumes the soils are sufficient for construction and do not require stabilizing or reinforcement. The following table summarizes the preliminary estimated cost of Intermodal Site 2:

Description	Intermodal Site 2		
	Quantity	Est. Cost	Percent Cost
Rail Yard Infrastructure & Equipment	10,200 Track Feet 3.1 acres	$12,000,000	6%
Site Development	91 Acres	$34,000,000	17%
Warehousing	695,610 Square Feet	$87,000,000	44%
Off-Site Utilities	26,550 LF Sewer Main 38,550 LF Water Main	$10,000,000	5%
Contingency	$36,000,000		18%
Engineering & Construction Administration Fees	$18,000,000		9%
Estimated Total	**$197,000,000**		
Estimated Cost per SF of Warehouse	*$283/SF*		
Total Property Area	*115 Acres*		
Total Cost per Acre	*$1,720,000/Acre*		

Table 7-10: Preliminary Opinion of Costs for Intermodal Site 2

The following table summarizes the preliminary estimated cost of Intermodal Site 6:

Description	Intermodal Site 6		
	Quantity	Est. Cost	Percent Cost
Rail Yard Infrastructure & Equipment	9,200 Track Feet 2.6 acres	$11,000,000	2%
Site Development	178 Acres	$64,000,000	12%
Warehousing	2,393,680 Square Feet	$300,000,000	56%
Off-Site Utilities	35,200 LF Sewer Main 58,750 LF Water Main	$15,000,000	3%
Contingency	$98,000,000		18%
Engineering & Construction Administration Fees	$47,000,000		9%
Estimated Total	**$535,000,000**		
Estimated Cost per SF of Warehouse	*$224/SF*		
Total Property Area	*189 Acres*		
Total Cost per Acre	*$2,830,000/Acre*		

Table 7-11: Preliminary Opinion of Costs for Intermodal Site 6

Kimley-Horn has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Kimley-Horn at this time and represent only Kimley-Horn's judgment as a design professional familiar with the construction industry. Kimley-Horn cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

8.0 Rail-Centric Site Alternatives

During the data collection and due diligence phase of the project it was determined that a new intermodal inland port in Hardee County would not be viable due to the proximity of CSX's Central ILC intermodal facility in Winter Haven as well as the existing rail infrastructure and lack of intermodal rail volume moving on the Brewster Subdivision through Hardee County. Therefore, the evaluation pivoted to identify properties for a rail-centric inland port. A rail-centric inland port handles domestic rail cars versus international cars and includes rail-served distribution and manufacturing warehouses or facilities that have access to rail but may also be served by trucks. A similar approach was taken to identify potential sites for the rail-centric inland port, which allowed more sites to be added due to a new search criterion and less rail frontage being required. These sites were ranked, the top two sites were identified, and concept plans were developed for these two sites. Before determining potential sites, Kimley-Horn developed a site assessment criterion for the necessary elements required for the property to be developed as a rail-centric inland port. The criterion included the following elements:

1. **Location of the property.**
2. **Proximity to the CSX mainline.**
3. **Proximity to a public roadway.**
4. **Ability to have utilities provided to the property (water, sewer and power)**
5. **Assumed status of the property is owned by the Mosaic Company.**
6. **General developability. Consider land use and zoning.**
7. **Environmental sensitivity.**

A property of 50 to 100 acres was assumed to allow for a cluster of rail-served manufacturing and industrial warehousing. The following figure was developed to test properties.

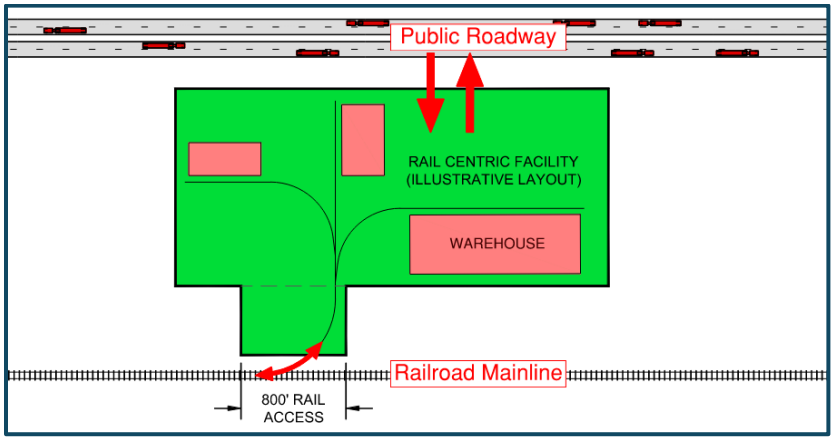


Figure 8-1: Rail-Centric Site Schematic

Due diligence efforts prioritized locations with direct rail frontage and direct roadway access to support operations without obstructing mainline traffic. A key consideration was whether the site required a new at-grade rail crossing, as avoiding additional crossings reduces safety risks and infrastructure costs. The study also emphasized properties located north of State Road 64, where land conditions, access, and infrastructure were generally more favorable for rail-centric development. The figure below identifies the location of seventeen (17) potential sites for a rail-centric inland port development. A detailed drawing of this map is included in **Appendix A** (GIS Figures).

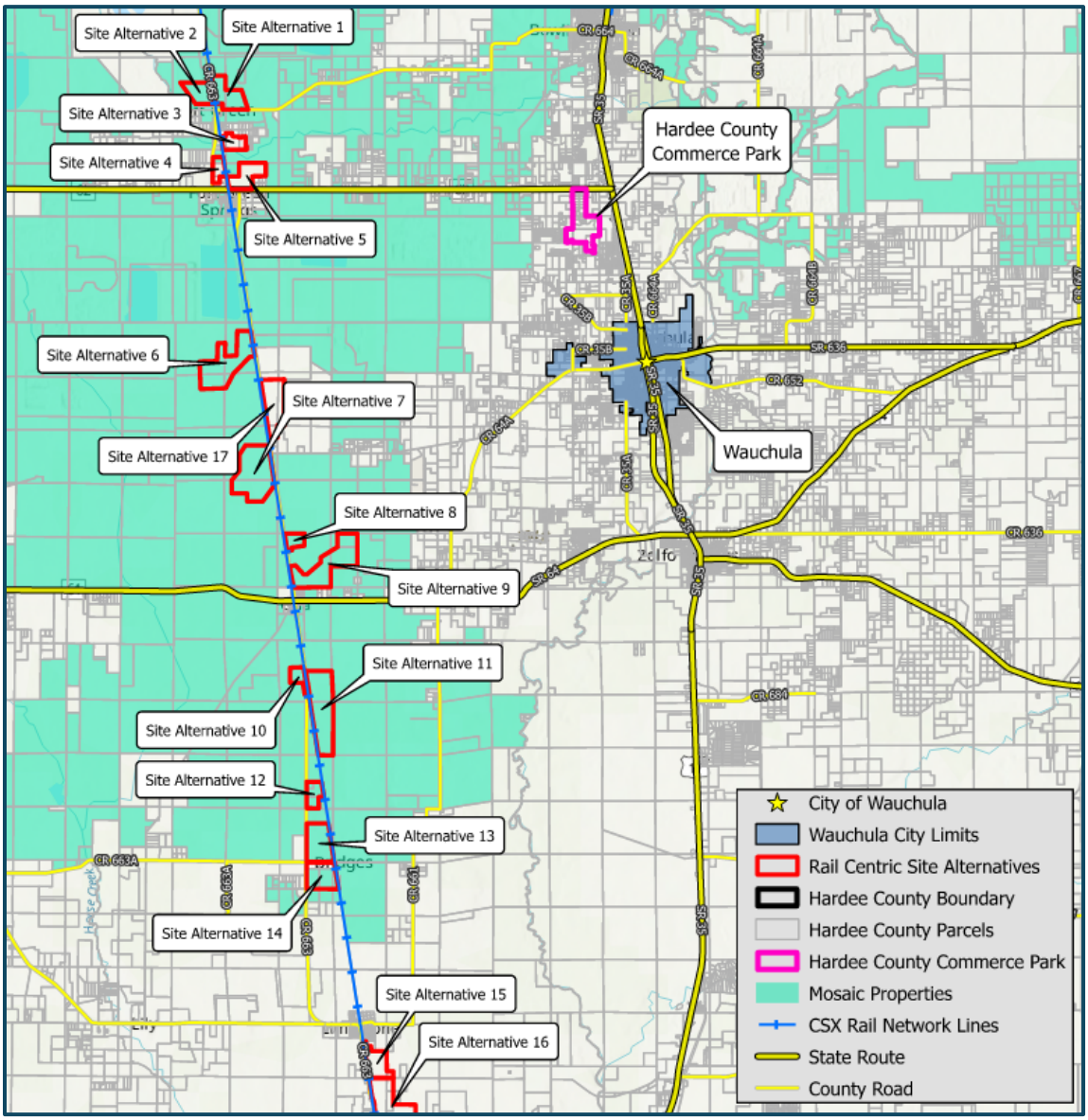


Figure 8-2: Seventeen (17) Rail-Centric Inland Port Sites

Each site was scored against key criteria to determine its suitability for rail-centric development. These criteria included the need for additional at-grade rail crossings, location relative to State Road 64, property ownership and mining status, compatibility with existing zoning and future land use designations, and the presence of environmental constraints such as wetlands and flood zones. This structured approach allowed the study team to compare sites objectively and identify those with the most favorable conditions for development.

A matrix-based scoring system was applied to evaluate all seventeen (17) potential sites. The table below summarizes the scoring of the seventeen rail-centric sites. Rail-centric Sites 4 and 5 were determined as the recommended sites for a rail-centric inland port. Maps summarizing each of these sites can be found in **Appendix D** (Site Evaluation Matrix Exhibits).

Rail-centric Optional Sites - Summary Table

Site	Location (North of SR 64 Preferred)	Roadway Access (No New At-Grade for Road over Rail)	Rail Access (No New At-Grade for Rail over Road)	Proximity to Utilities (Water and Sewer)	Mining Status (If owned by Mosaic)	General Developability (Landuse and Zoning)	Environmentally Sensitive (Wetlands and Flood Zones)	Site Recommendation
1	🟢	🟢	🟢	🟡	🟡	🟡	🟢	🟡
2	🟢	🟢	🔴	🟡	🟡	🟡	🟢	🔴
3	🟢	🟢	🟢	🟢	⚪	🔴	🔴	🟡
4	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
5	🟢	🟢	🟢	🟢	⚪	🟢	🔴	🟢
6	🟢	🟢	🟢	🟢	🔴	🟡	🔴	🔴
7	🟢	🟢	🟢	🟢	🔴	🟡	🔴	🔴
8	🟢	🟢	🔴	🟢	🟢	🔴	🟡	🔴
9	🟢	🟢	🔴	🟢	🟢	🔴	🟡	🔴
10	🔴	🔴	🟢	🟡	🔴	🔴	🟢	🔴
11	🔴	🟢	🟢	🔴	🔴	🔴	🔴	🔴
12	🔴	🟢	🟢	🔴	🟢	🔴	🟢	🔴
13	🔴	🟢	🟢	🔴	🟢	🔴	🟡	🔴
14	🔴	🟢	🟢	🔴	🟢	🔴	🟢	🔴
15	🔴	🟢	🟢	🔴	🟢	🔴	🔴	🔴
16	🔴	🟢	🟢	🔴	🟢	🔴	🟢	🔴
17	🟢	🟢	🔴	🟡	⚪	🔴	🔴	🔴

Figure 8-3: Rail-Centric Site Summary Matrix

The location of Rail-centric Site 4 and Site 5 are shown below. The red arrows identify the proposed location of rail access from the site to the CSX mainline. The blue arrows identify the proposed location of roadway access to the existing public roadways. Neither of these sites require an at-grade rail crossing. Figures summarizing each of the seventeen sites and their scoring matrix are included in **Appendix D** (Site Evaluation Matrix Exhibits).

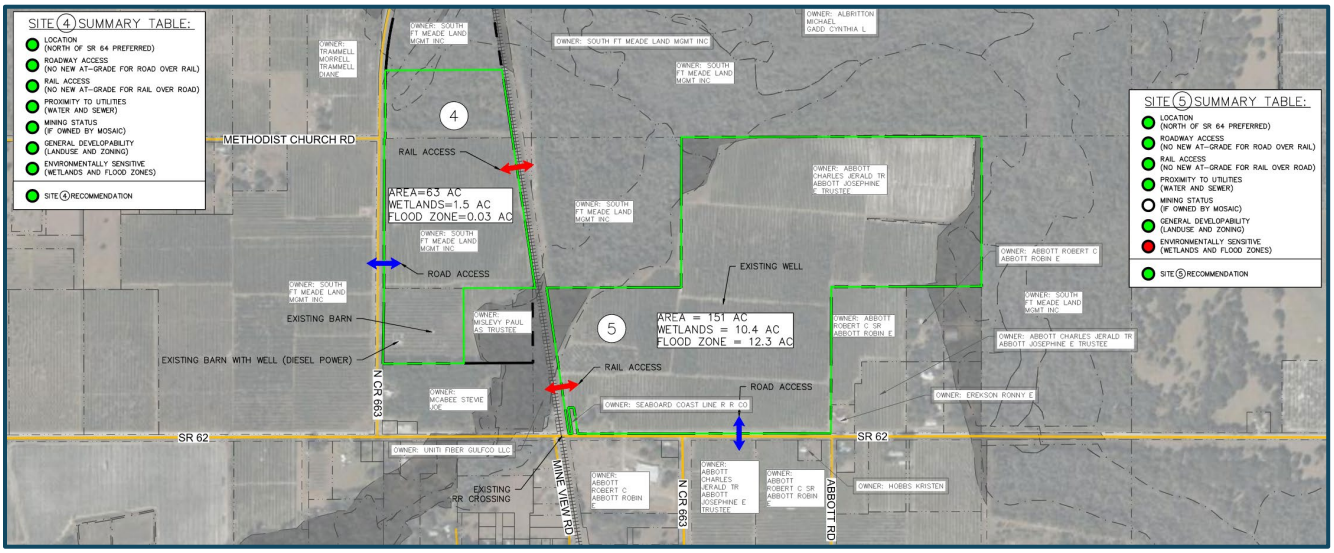


Figure 8-4: Rail-Centric Evaluation Matrix Exhibits (Sites 4 & 5)

These sites were evaluated further, and concept plans were developed for what the properties could look like if a rail centric inland port were developed on these properties. The elements of the concept plan include rail-served warehouses, storage tracks, truck courts with trailer storage and warehouse access, and employee parking facilities. These components were drawn first with connections to the CSX railroad mainline using CSX's minimum required geometry.

The Site 4 property lies within the area studied for the Intermodal Facility on Site 2; however, this conceptual plan has a smaller footprint of approximately 80 acres, including around 10 acres of wetlands (according to the national wetland inventory map). This site is preferred as rail access is separate from the roadway access. Rail access is on the eastern side of the property adjacent to the CSX mainline and roadway access is from County Road 663. The site does not require an at-grade rail crossing. West of the CSX mainline, three warehouses totaling approximately 200,000 square feet could be built with rail access and truck dock doors. On the eastern edge of the site, there is a rail yard including three storage tracks. Stormwater management facilities would be provided between the rail spurs on the eastern side of the site and where appropriate to minimize fill.

Below is a preliminary concept of what Site 4 could look like; a detailed drawing of this figure can be found in **Appendix E** (Conceptual Site Plans).

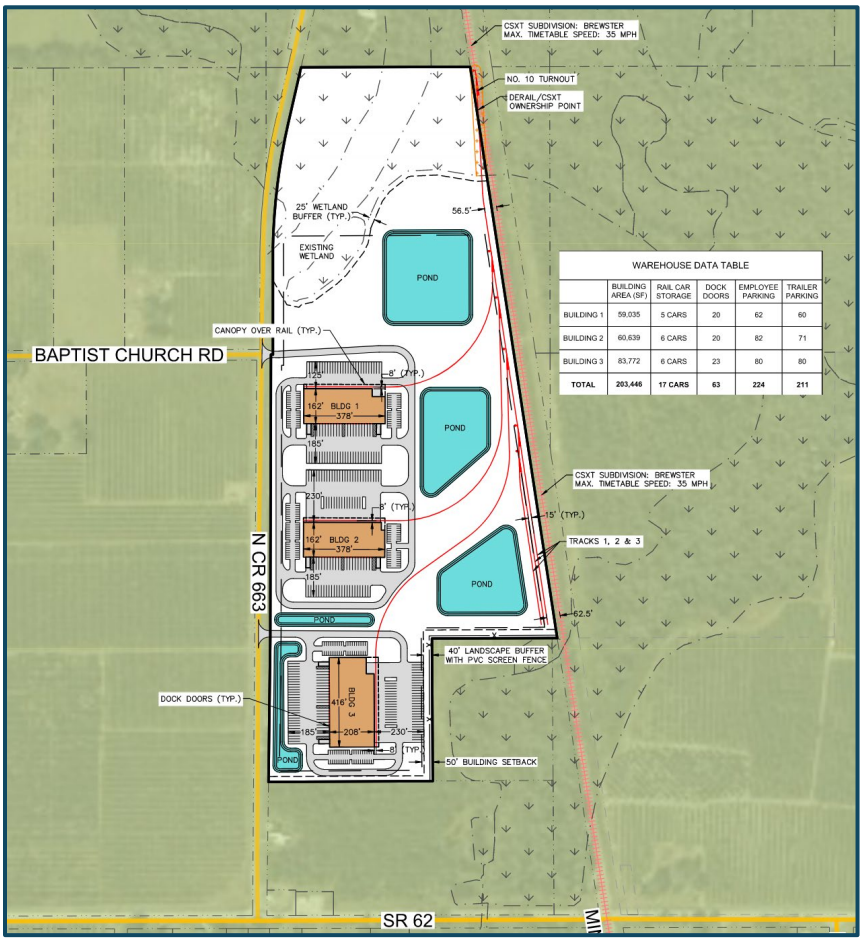


Figure 8-5: Rail-Centric Site 4 Conceptual Site Plan

A concept plan was also developed for Rail-Centric Site 5 which is located east of Site 4. Site 5 is approximately 151 acres and includes 11 acres of wetlands. To maximize the building square footage on the site, approximately 6 acres are of wetlands are proposed to be impacted. Rail access is provided off the CSX mainline west of the property. This spur track could provide access to four rail-served warehouses of varying sizes totaling just over 1 million square feet. This conceptual layout is very preliminary and was developed to give the City an idea of what the property could become with rail served industries.

The following figure summarizes a preliminary conceptual site plan for Rail-Centric Site 5. A detailed drawing of this figure can be found in **Appendix E** (Conceptual Site Plans).

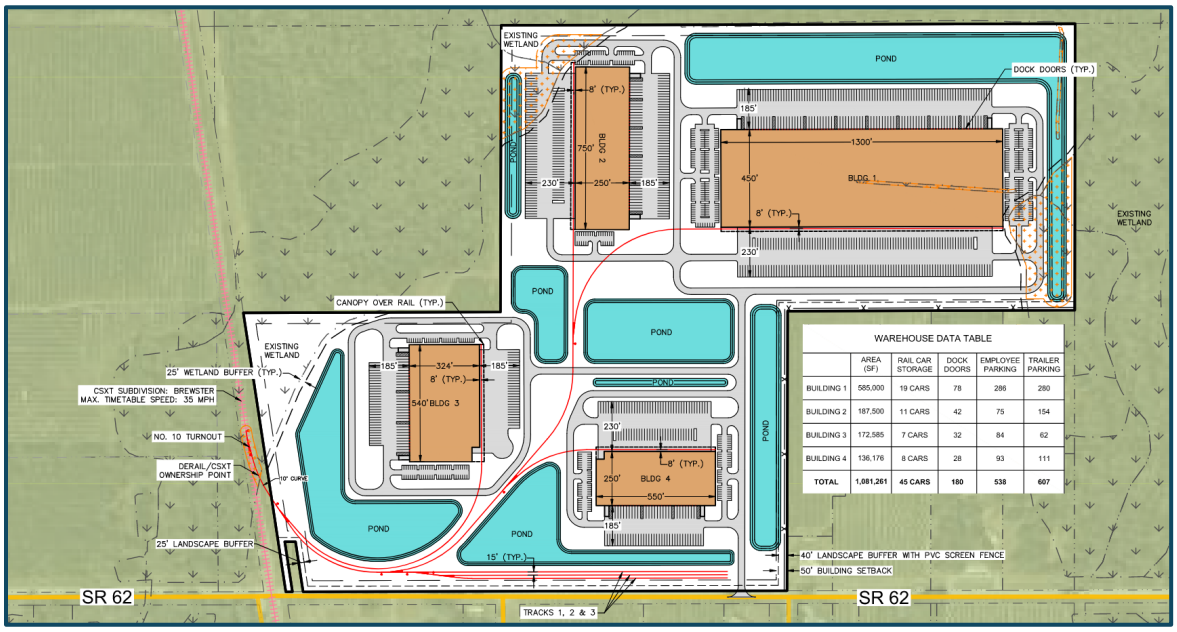


Figure 8-6: Rail-Centric Site 5 Conceptual Site Plan

Estimated costs were developed for these two sites and is summarized on the following tables. These estimates are in today's dollars, exclude the cost of the property, environment cleanup and/or soil remediation. This assumes the soils are sufficient for construction and do not require stabilizing or reinforcement.

Description	Rail-Centric Site 4		
	Quantity	Est. Cost	Percent Cost
Rail Infrastructure	9,400 Track Feet	$4,000,000	4%
Site Development	69 Acres	$26,000,000	29%
Warehousing	203,447 Square Feet	$26,000,000	29%
Off-Site Utilities	26,550 LF Sewer Main 38,550 LF Water Main	$10,000,000	11%
Contingency	$17,000,000		18%
Engineering & Construction Administration Fees	$8,000,000		9%
Estimated Total	**$91,000,000**		
Estimated Cost per SF of Warehouse	*$447/SF*		
Total Property Area	*79 Acres*		
Total Cost per Acre	*$1,160,000/Acre*		

Table 8-7: Preliminary Opinion of Costs for Rail-Centric Site 4

Description	Rail-Centric Site 5		
	Quantity	Est. Cost	Percent Cost
Rail Infrastructure	13,300 Track Feet	$6,000,000	2%
Site Development	147 Acres	$53,000,000	19%
Warehousing	1,081,262 Square Feet	$136,000,000	49%
Off-Site Utilities	22,350 LF Sewer Main 32,050 LF Water Main	$9,000,000	3%
Contingency	$51,000,000		18%
Engineering & Construction Administration Fees	$25,000,000		9%
Estimated Total	**$280,000,000**		
Estimated Cost per SF of Warehouse	*$259/SF*		
Total Property Area	*151 Acres*		
Total Cost per Acre	*$1,850,000/Acre*		

Table 8-8: Preliminary Opinion of Costs for Rail-Centric Site 5

Kimley-Horn has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Kimley-Horn at this time and represent only Kimley-Horn's judgment as a design professional familiar with the construction industry. Kimley-Horn cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

9.0 Permitting

The development of an inland port will require permitting and we anticipate the following permits may be required if the City or County chooses to proceed with design, permitting and development of the project. The level of permitting will depend on which site is selected and how the development may be phased.

1. **Southwest Florida Water Management District (SWFWMD) Environment Resource Permit (ERP**)
    - This is required to start moving dirt
    - Duration: Approximately 4-5 months
2. **Hardee County - Rezoning and Land use**
    - Required to entitle the land
    - Steps of the process:
        - Planning/zoning – DRC
        - Planning/Zoning Board – Meets once a month
        - Board of County Commissioners – Meets two times a month
    - Duration: Approximately 6 – 8 months
3. **Hardee County – Site Development Plan**
    - This is required for approval of the Civil Plans
    - Duration: Approximately 4 - 6 months
4. **Hardee County – Driveway Permit**
    - This is required for approval of the connection to the County Roadway
    - Duration: Approximately 4 - 6 months
5. **FDOT Driveway Permit**
    - This is required for approval of the connection to the FDOT Roadway (Rail-Centric Site 5)
    - Duration: Approximately 6 months
6. **FDOT Drainage Connection Permit**
    - Rail-centric Site Option 4 and Intermodal Site 2: The property boundary is adjacent to FDOT SR 62. If proposed boundary does not touch SR 62 (Rail-Centric Site 4), may apply for FDOT permit exemption to ensure improvements are not draining to FDOT R/W.
    - Rail-centric Site Option 5
    - Duration: Approximately 6 months
7. **FDOT Utility Permit**
    - This is required for utility impacts in FDOT R/W
    - Duration: Approximately 2 - 3 months
8. **USACE Wetland Permit**
    - This is required for wetland impacts depending on the acreage of the impacts

- Duration: Approximately 6 months - 1 year, depending on acreage of wetland impacts and available credits. 6 months for under 0.5 AC (nationwide permit) and 12+ months for over 0.5 AC (individual permit)

9. CSX Right-of-Entry Permit

- Needed to facilitate track survey efforts during design
- Duration: Approximately 4 -8 weeks

10. CSXT Sidetrack Track Agreement

- Issued at the time 100% Design plan approval is obtained by EOR
- Agreement between Tenant and CSXT
  - Establishes points of ownership, construction and maintenance responsibility, and service frequency
- This agreement serves as the ROE permit for the Contractor to perform construction activities and coordination flagging protection

11. CSX Utility Crossing Permit

- Only required if we have proposed utilities that will need to cross CSX R/W for building connections
- Duration: Typically 8 - 12 weeks for approval

12. FEMA floodplain permitting

- This is required for impacts to the existing floodplain on the property
- Duration: (1 - 2 years with 90-day review periods)
- Flood Zone A
  - Pre-construction – Submittal to determine flood elevation (CLOMR) – approximately 1 year
  - Post-construction – Submittal of as-built condition, this can run concurrent with construction of building (LOMR) – approximately 7-9 months
- Flood Zone AE
  - Elevation already established and will need to submit stormwater model and as-built conditions – approximately 7-9 months

13. FDEP Water/Sewer Permit

- This is required for proposed public utilities
- Duration: Approximately 2 - 3 months

14. FDEP Air Permit

- This is required depending on proposed uses (if manufacturing)
- Duration: Approximately 6 - 8 months

10.0 Conclusion

The City of Wauchula Inland Port Feasibility Study was funded from a grant from Florida Commerce. The study consisted of due diligence, economics analysis, stakeholder coordination, site planning and preliminary engineering. Six (6) sites were identified and evaluated for an intermodal inland port and seventeen (17) sites were evaluated for a rail-centric inland port. The primary difference between the site selection criteria between an intermodal and rail-centric site is that the rail-centric sites don't require an intermodal and container storage yard and require less rail frontage. Each option could plan for warehousing and/or manufacturing adjacent to the rail infrastructure. The study pivoted to identify rail-centric sites based on feedback from CSX Transportation and a determination that an inland port in Wauchula would not serve intermodal cargo.

Intermodal Site 2 and Rail-Centric Site 4 are the same property located at the northeast quadrant of SR 62 and CR 663. This property would not require a new at-grade rail crossing. This property is approximately 63 acres and is owned by South Ft. Meade Land Management Inc., which is a wholly owned subsidiary of The Mosaic Company. A preliminary meeting was held with representatives from Mosaic in May 2025 to notify them of the inland port feasibility study. At that time, due diligence was still being performed. It is recommended that the City attend additional meetings with Mosaic to present the findings of this report and discuss whether this site could be developed. As an alternative or concurrently, Rail-Centric Site 5, located east of Site 4 on the eastern side of the CSX main could also be evaluated further.

The total development cost for Rail-Centric Site 4 was estimated at $91M and Rail-Centric Site 5 at $280M but they vary in size and the amount of building square footage that could be developed. Projects of this magnitude typically take years to develop and are driven by market demand. The infrastructure could be built in phases to minimize initial capital expenditures. A possible preliminary phase would be entitlement and permitting as well as the construction of a spur track into the industrial park, roadway access connection to the public roadway, utility improvements to provide water and sewer to the site, and mass grading of the initial parcels to be marketed. This can be evaluated further in a future phase should be project move forward. Concurrently, it is recommended that the City and County collaborate with the State and other agencies to develop a marketing strategy to market the development opportunity of the rail-centric inland port. It is possible that additional grants are available to advance the project or elements of the project. Also, since the sites identified in this study are located outside of the City of Wauchula city limits, it is likely that Hardee County would advance the project, if it moves forward.

APPENDIX SUMMARY

A. GIS Figures

1. Overall Rail and Roads Map
2. Overall Roads and Port Map
3. Hardee County Rail Crossings Map
4. Hardee County Intermodal Site Alternatives Map (6 sites)
5. Hardee County Rail-Centric Site Alternatives Map (17 sites)
6. FDOT Projects Map
7. Existing Utilities Map

B. Business Case Summary Slides

C. Due Diligence Figures

1. 6 Intermodal Sites
    a. FEMA Maps with Intermodal Sites
    b. Wetland Maps with Intermodal Sites
    c. Zoning Maps with Intermodal Sites
    d. Soils Maps with Intermodal Sites
    e. Soils Legend
2. 17 Rail-Centric Sites
    a. FEMA Maps with Intermodal Sites
    b. Wetland Maps with Intermodal Sites
    c. Zoning Maps with Intermodal Sites
    d. Soils Maps with Intermodal Sites

D. Site Evaluation Matrix Exhibits

1. 6 Intermodal Sites (sheets 1 – 6)
2. 17 Rail-Centric Sites (sheets 1-10)

E. Conceptual Site Plans

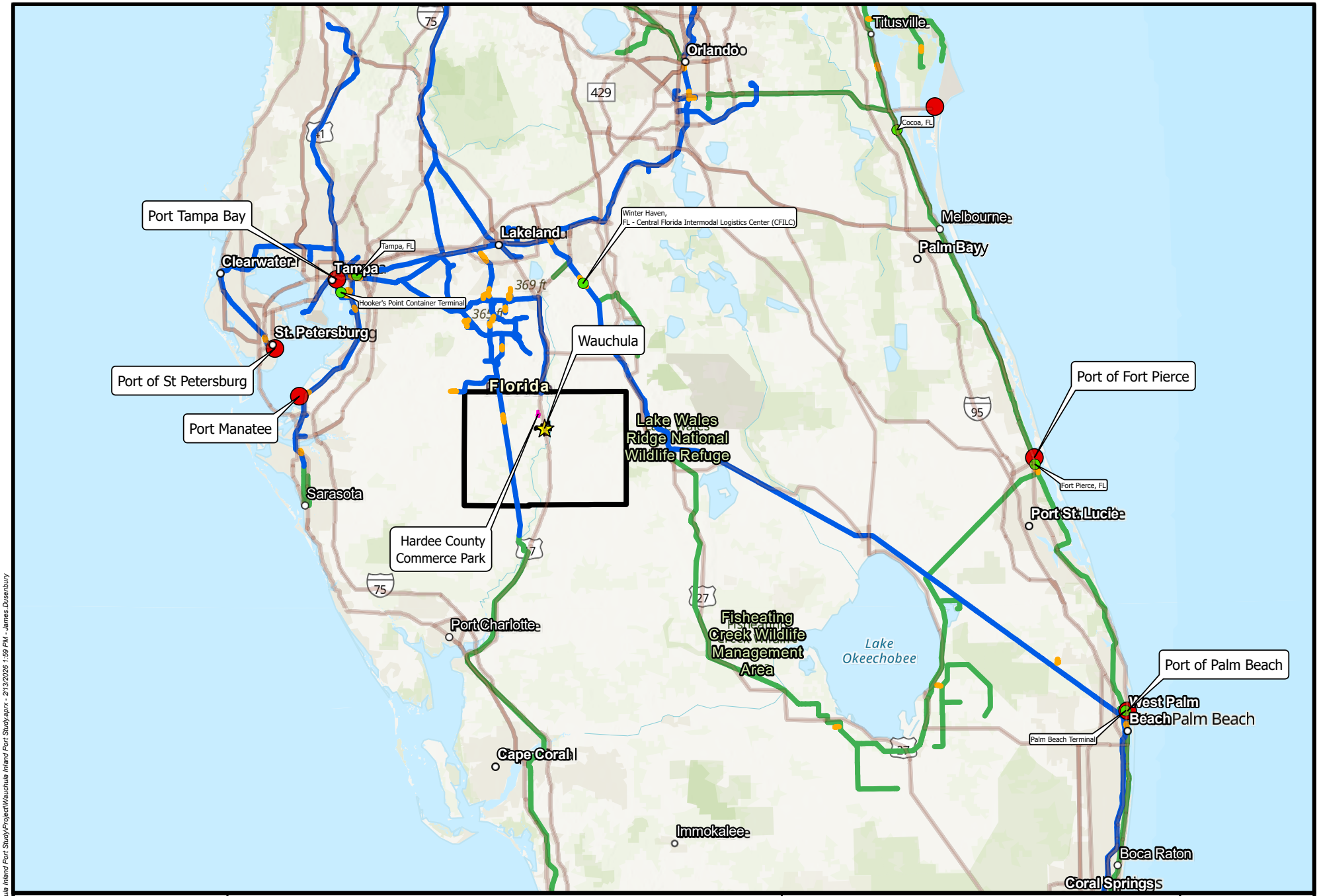
1. Intermodal Site 2 Conceptual Site Plan
2. Intermodal Site 6 Conceptual Plan
3. Rail-Centric Site 4 Conceptual Site Plan
4. Rail-Centric Site 5 Conceptual Site Plan

Appendices

City of Wauchula Inland Port Feasibility Study

Appendix A.

GIS Figures



Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- City of Wauchula
- Wauchula City Limits
- Coastal Deepwater Ports
- Intermodal Freight Facilities
- Hardee County Boundary
- Hardee County Commerce Park
- CSXT Operated Rail
- Shortline Rail, Various Operators
- Rail Yards

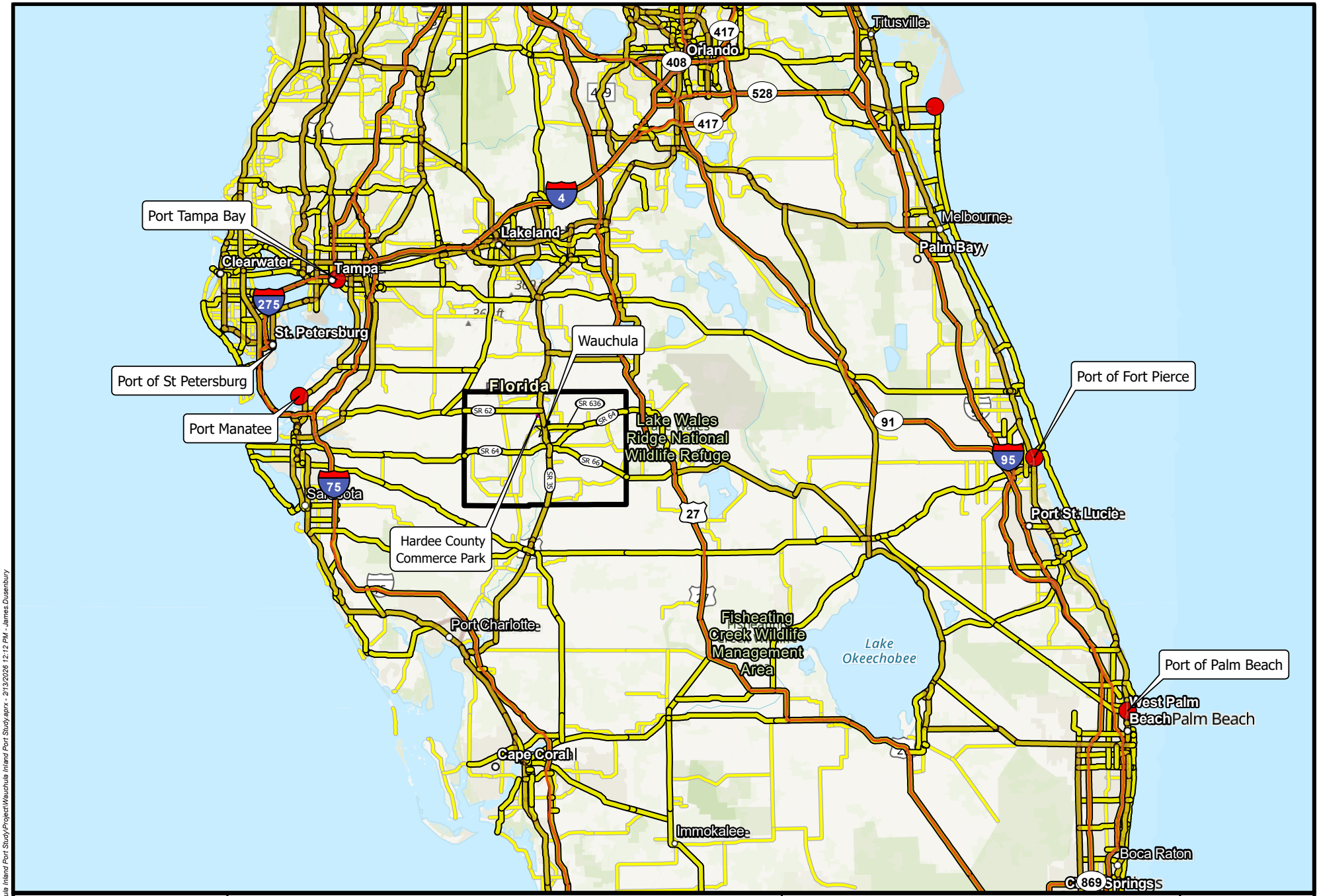
Rail and Port

Wauchula Inland Port

February 2026

Figure A-1

0 5 10 Miles



Legend

- City of Wauchula
- Wauchula City Limits
- Coastal Deepwater Ports
- Hardee County Boundary
- Hardee County Commerce Park
- USA Freeway System
- State Route
- County Road

Roads and Port

Wauchula Inland Port

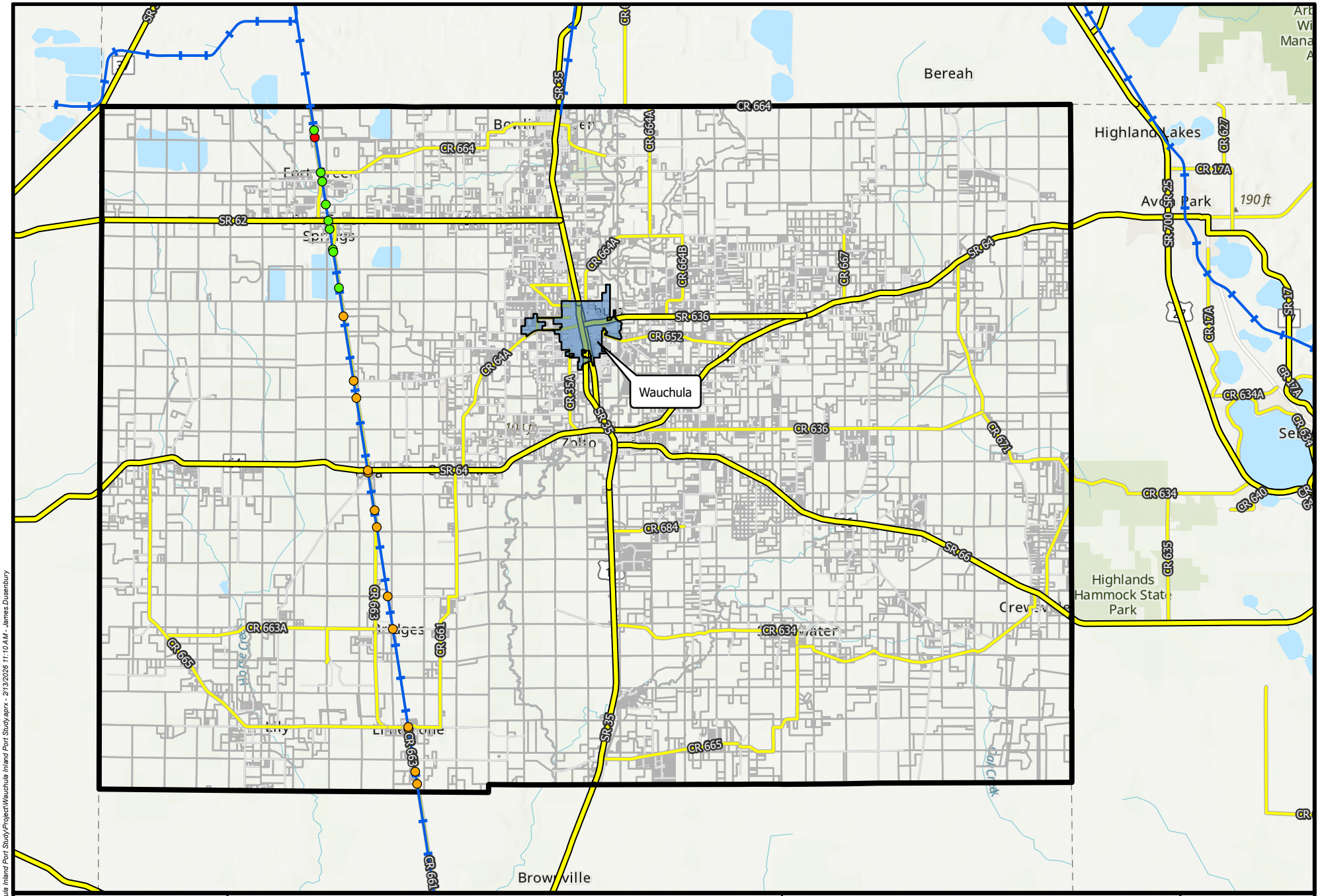
February 2026

Figure A-2

0 5 10 Miles

Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600



Legend

- Wauchula City Limits
- Hardee County Boundary
- Hardee County Parcels
- CSX Rail Network Lines
- Rail Crossings
  - 35 MPH
  - 10 MPH
  - Speed Data Not Available

Rail Crossings

Wauchula Inland Port

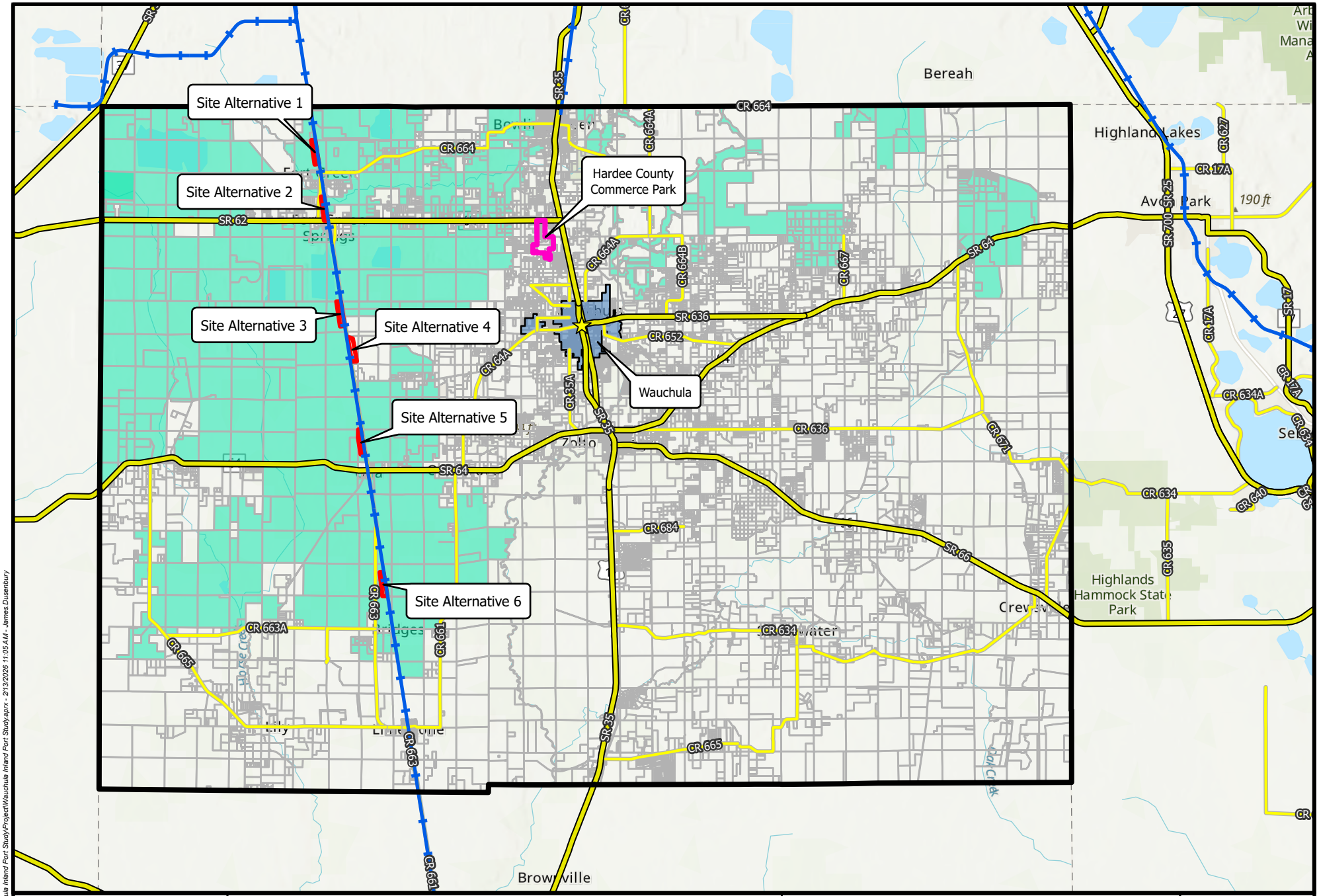
February 2026

Figure A-3

0 1 2 Miles

Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600



Legend

- City of Wauchula
- Wauchula City Limits
- Intermodal Site Alternatives
- Hardee County Boundary
- Hardee County Parcels
- Hardee County Commerce Park
- Mosaic Properties
- CSX Rail Network Lines
- State Route
- County Road

Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

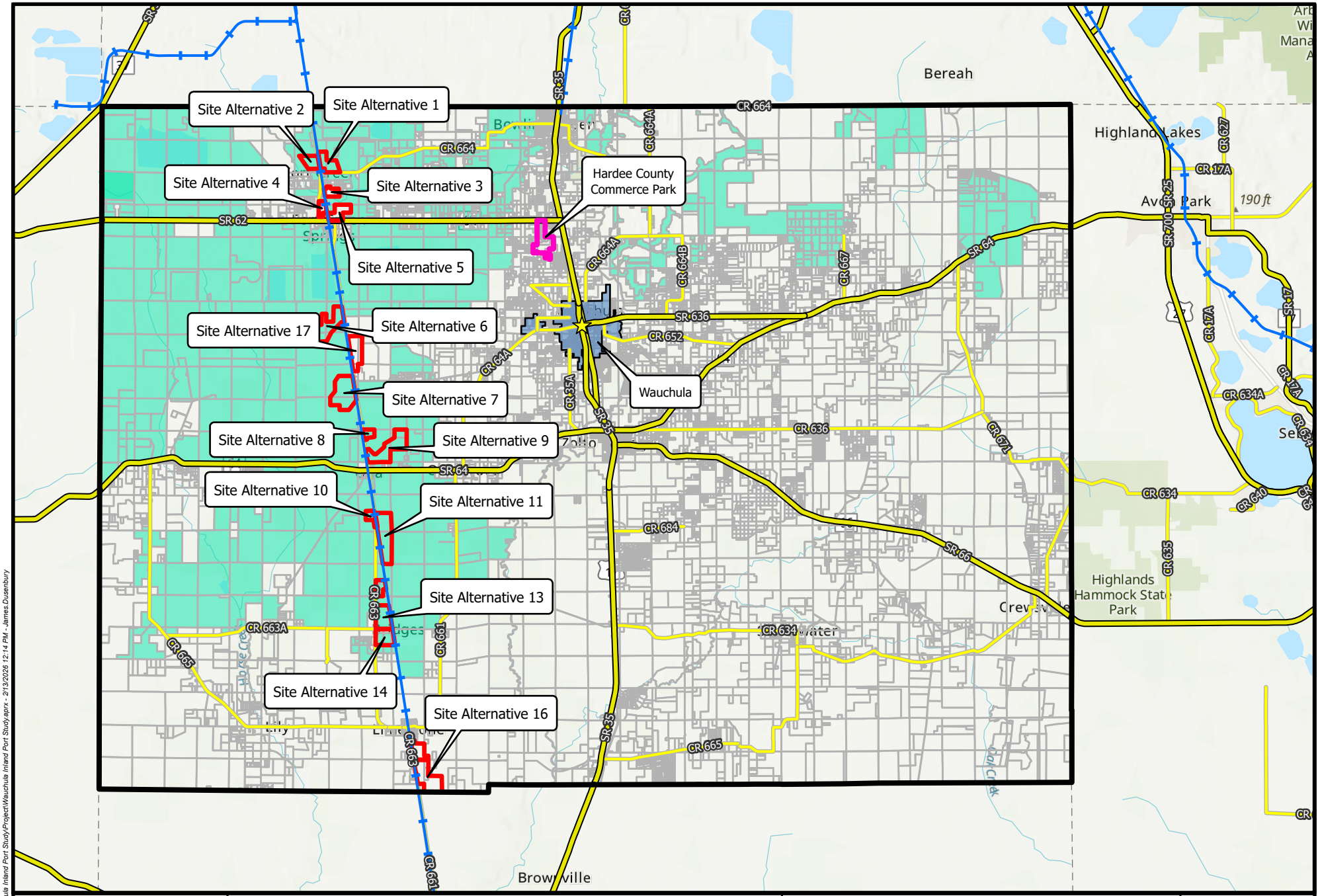
Intermodal Site Alternatives

Wauchula Inland Port

February 2026

Figure A-4

0 1 2 Miles



Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- City of Wauchula
- Wauchula City Limits
- Rail Centric Site Alternatives
- Hardee County Boundary
- Hardee County Parcels
- Hardee County Commerce Park
- Mosaic Properties
- CSX Rail Network Lines
- State Route
- County Road

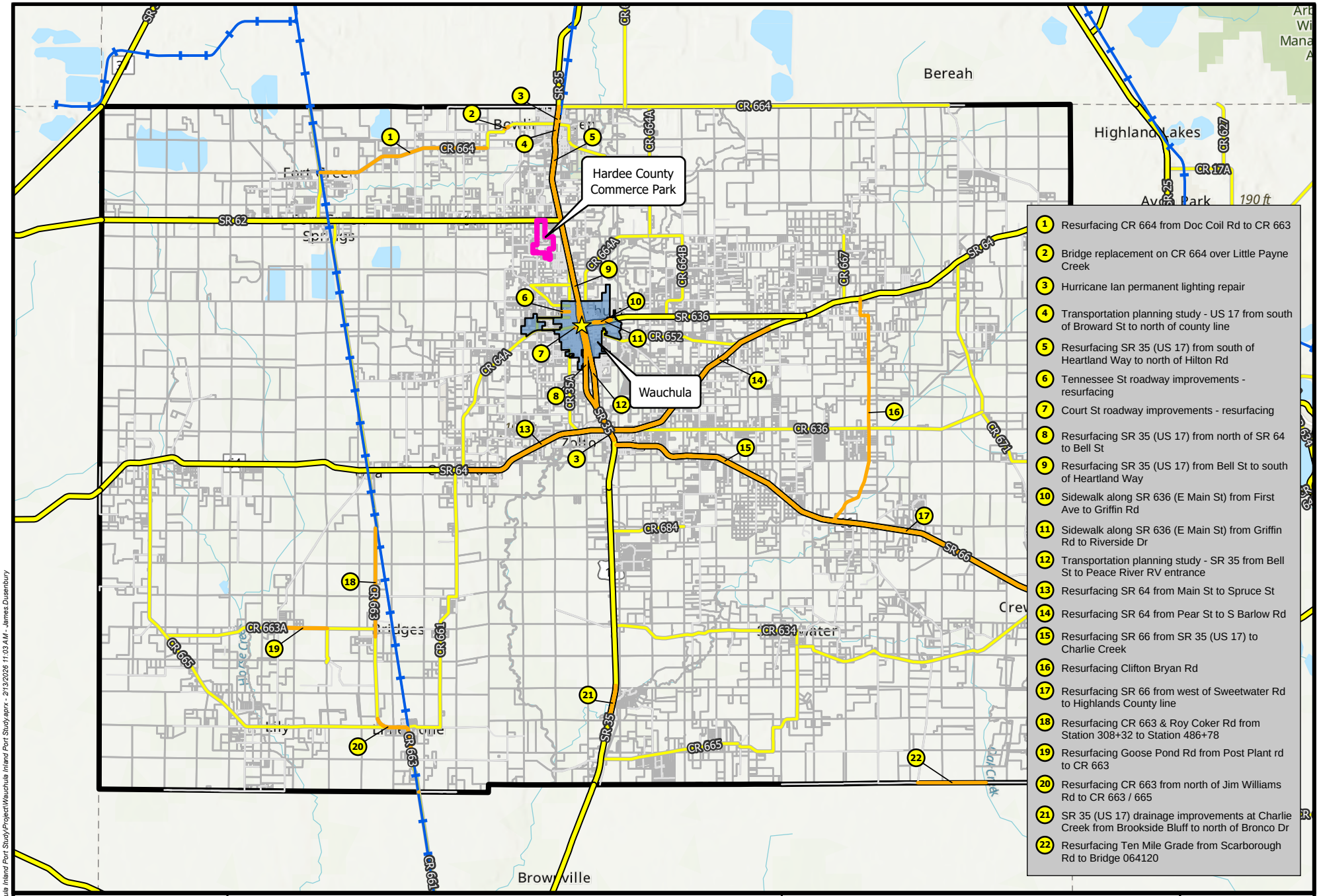
Rail Centric Site Alternatives

February 2026

Figure A-5

Wauchula Inland Port

0 1 2 Miles



Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- City of Wauchula
- Wauchula City Limits
- CSX Rail Network Lines
- Hardee County Commerce Park
- Hardee County Boundary
- Hardee County Parcels
- FDOT Projects

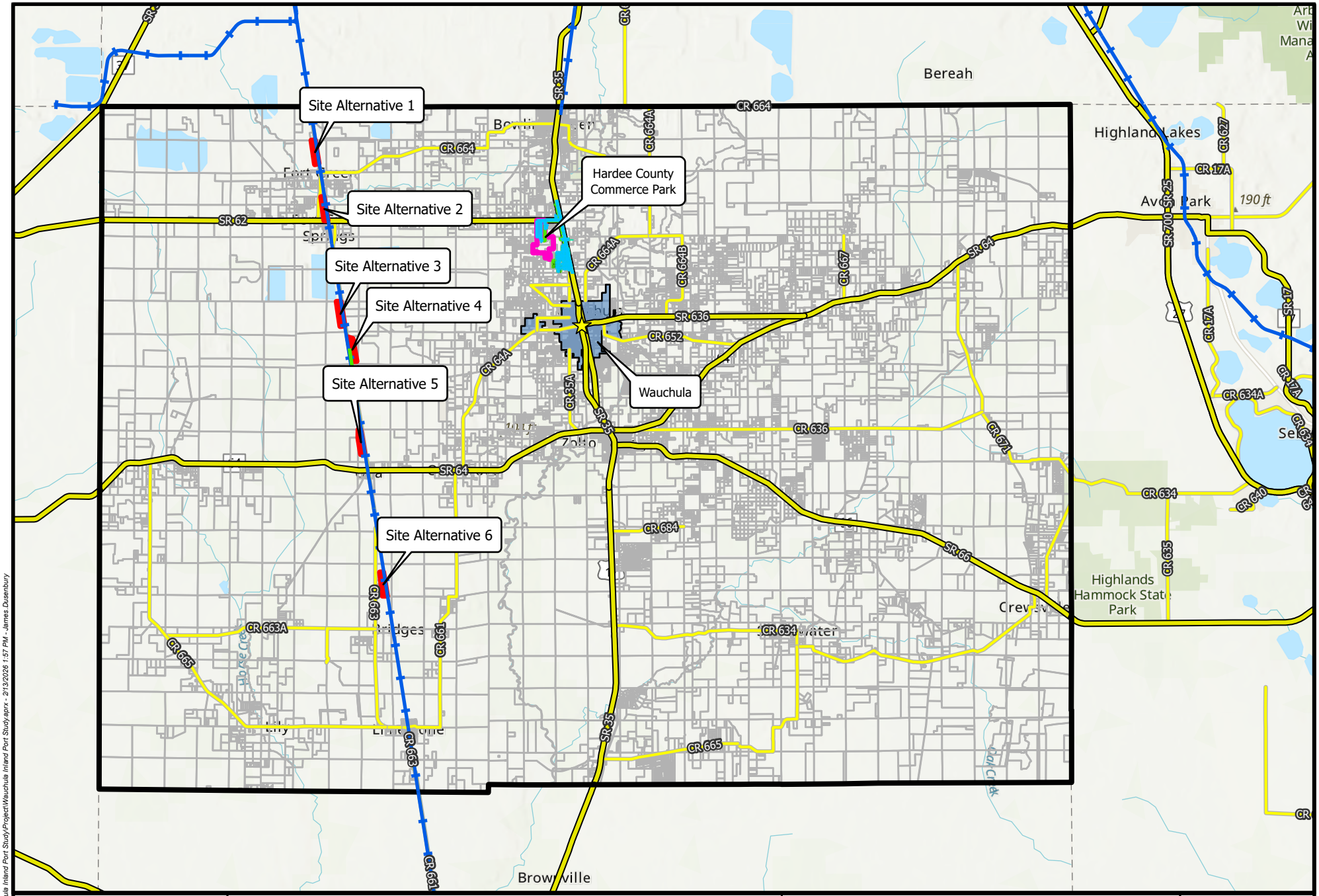
FDOT Projects

February 2026

Figure A-6

Wauchula Inland Port

0 1 2 Miles



Legend

- City of Wauchula
- Wauchula City Limits
- Hardee County Boundary
- Hardee County Commerce Park
- Hardee County Parcels
- Intermodal Site Alternatives
- CSX Rail Network Lines
- State Route
- County Road
- Water Line
- Sewer Line

Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

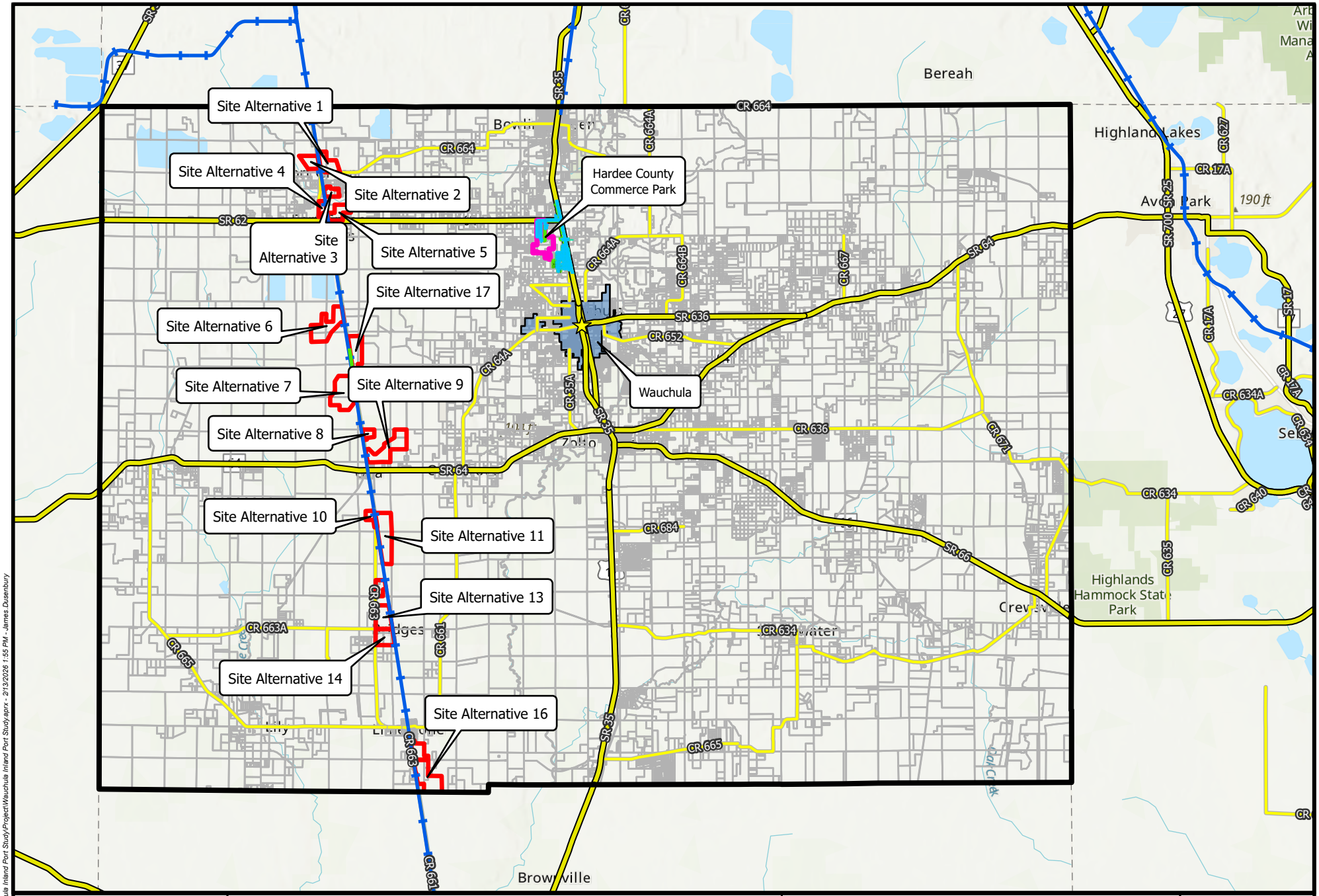
Intermodal Utility Locations

Wauchula Inland Port

February 2026

Figure A-7

0 1 2 Miles



Kimley»Horn
© 2024 Kimley-Horn and Associates, Inc.
1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- City of Wauchula
- Wauchula City Limits
- Hardee County Boundary
- Hardee County Commerce Park
- Hardee County Parcels
- Rail Centric Site Alternatives
- CSX Rail Network Lines
- State Route
- County Road
- Water Line
- Sewer Line

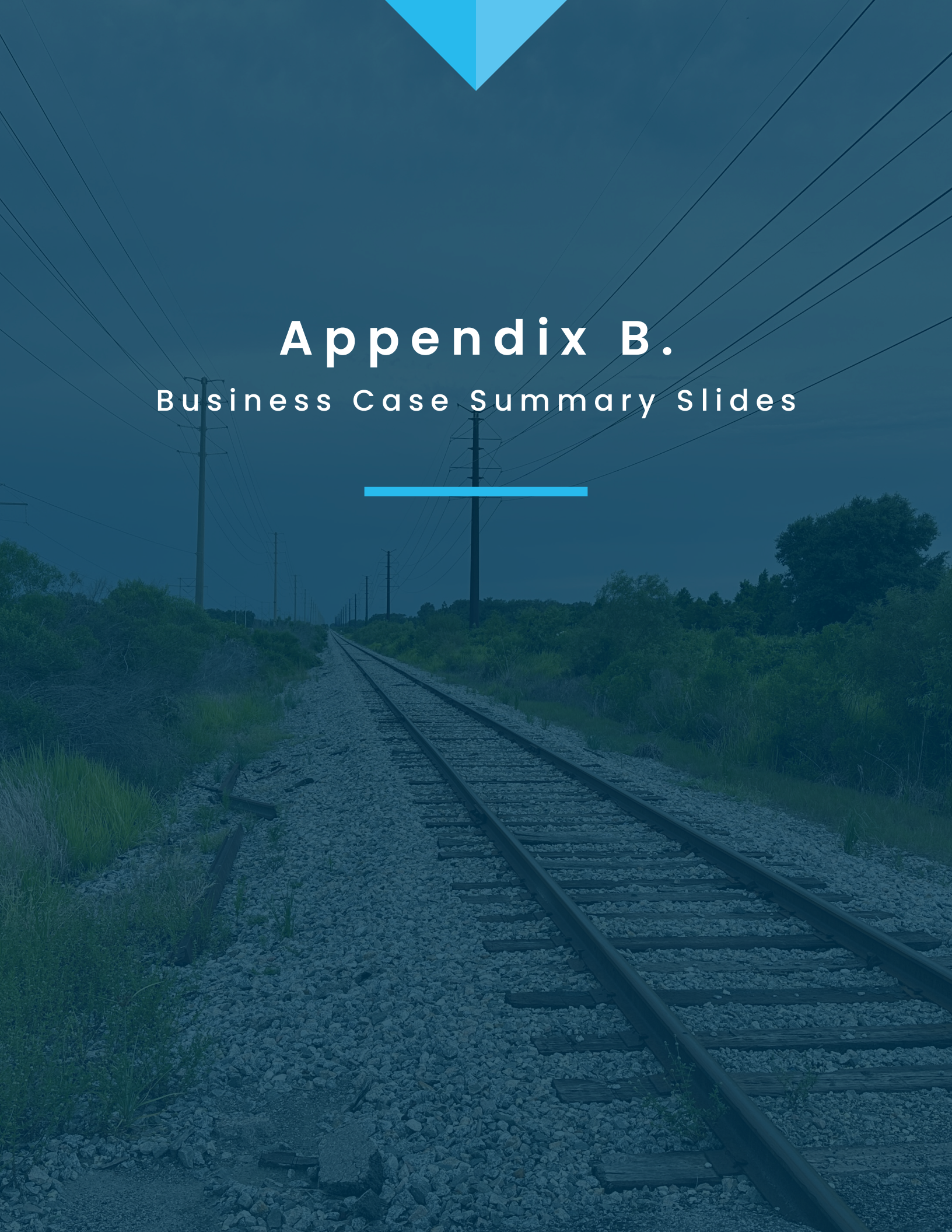
Rail Centric Utility Locations

Wauchula Inland Port

February 2026

Figure A-8

0 1 2 Miles

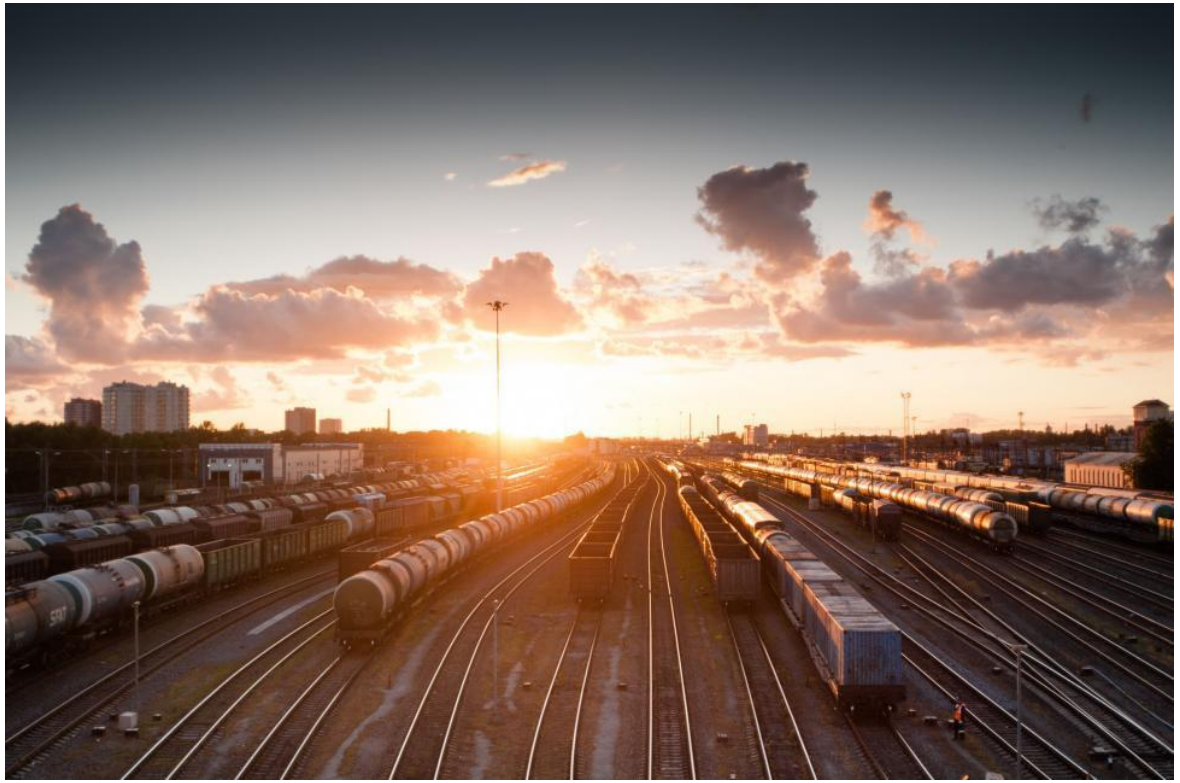


Appendix B.

Business Case Summary Slides

City of Wauchula

Inland Port Feasibility Analysis
Business Case Economic Evaluation



February 2026

Report Outline

- Executive Summary
- Background on inland ports
- Commodity flows
- Florida port connectivity
- Labor requirements
- Industrial real estate
- Potential occupiers
- Recommendations

Executive Summary

Commodity Flows and Port connectivity

- Focus on developing a project cargo and bulk-oriented rail-served industrial logistics park as low value heavy cargos are natural candidates to start such a development. Freight could flow from Wauchula to seaports as well as major railyards across the U.S.
- **Commodity Flows**
  - The construction industry imports and exports (project cargo) in Florida totaled $39 billion in 2021
  - Wood, paper, and plastics/chemicals all include recycling activities.
- **Port Connectivity**
  - The ports in Tampa Bay are well positioned for export growth upon completion of the Tampa Bay navigation channel.
  - A rail yard or inland port in Wauchula has limited intermodal (international containerized cargo on rail) options via East Coast Florida ports due to the centrally located automated CSX Winter Haven inland port.
  - Intermodal volumes between Wauchula and Tampa Bay ports would likely be low enough to require a substantial subsidy to establish and maintain the rail service.
  - There is potential for international bulk cargo between Wauchula and Tampa Bay ports.

Executive Summary

Labor Force and Industrial Real Estate

- **Labor Force**
  - The most likely anchor tenant would be either a warehousing facility or manufacturing facility, requiring between 100 and 140 workers. Production workers would represent 43% of these jobs.
  - There are sufficient workers within the surrounding region, including those unemployed but actively looking for work, those who commute long distances in similar wage and occupation categories, and workers who earn less than what would be offered at the site.
- **Industrial Real Estate and Potential Occupiers**
  - Likely future occupiers include recyclers, manufacturers/maintenance & repair, the space industry, logistics support, and distribution.

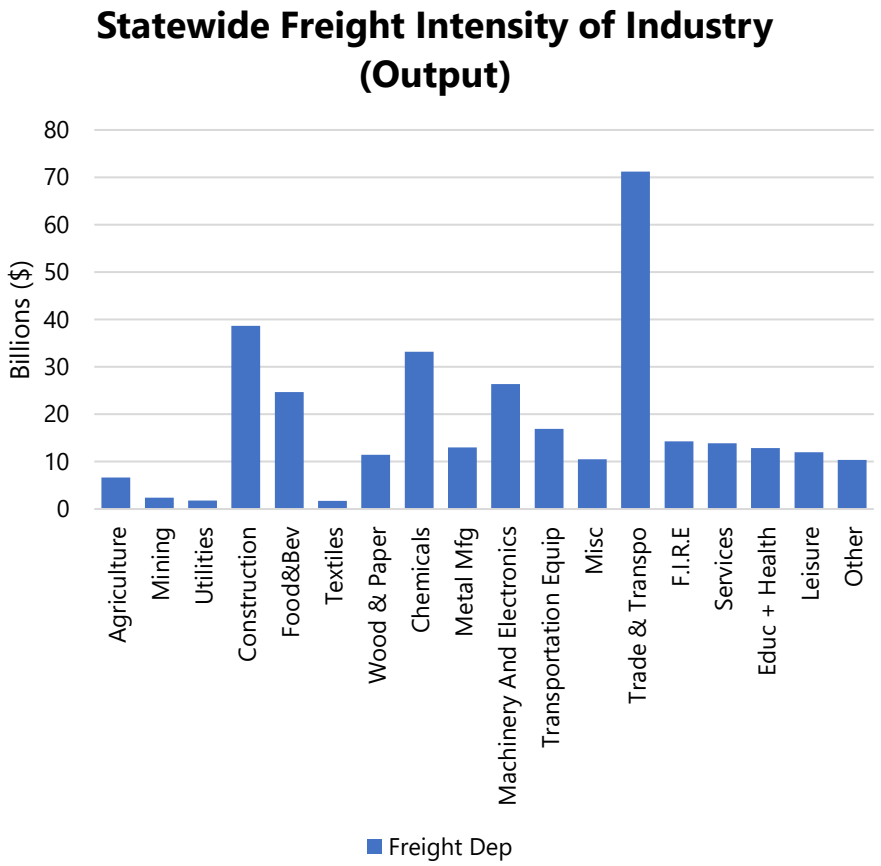
Background on Inland Ports

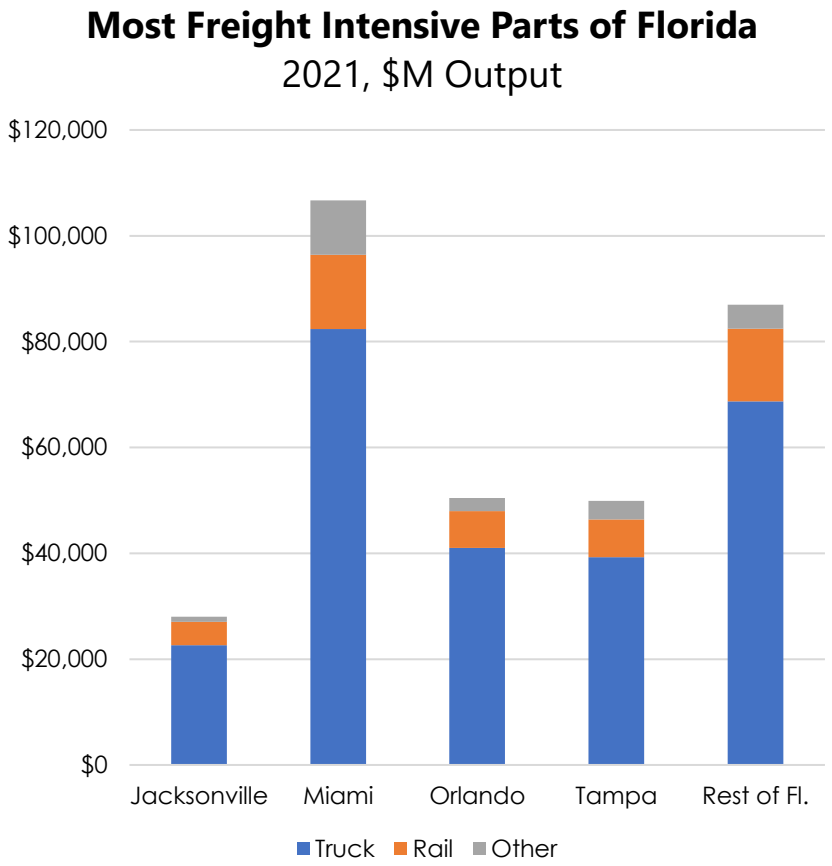
- First inland ports
  - Front Royal (Port of Virginia, Norfolk Southern) took over 20 years to reach breakeven.
  - Alliance (Dallas) (Hillwood) took around 20 years to reach breakeven.
  - Joliet/Elwood (Chicago) (Centerpoint) needed ~7 years to breakeven.
- More recent inland ports
  - Greer (South Carolina) (South Carolina Port Authority) needed less than 12 months until breakeven.
  - Appalachian Regional Port (Dalton, GA) (Georgia Port Authority) took 3 years to breakeven.
- **Key ingredient for success**: household name anchor tenant, e.g., BMW (Greer), Shaw Industries (Dalton), Kubota (Gainesville, GA).

Source: Interviews with consultants, developers, and other industry professionals

Commodity Flows

Statewide Freight Intensity





- The construction industry in Florida imported and exported $39 billion in 2021.
- Chemicals: $33 billion.
- Food & beverage: $25 billion.
- Wood, paper, and plastics/chemicals all include recycling activities.

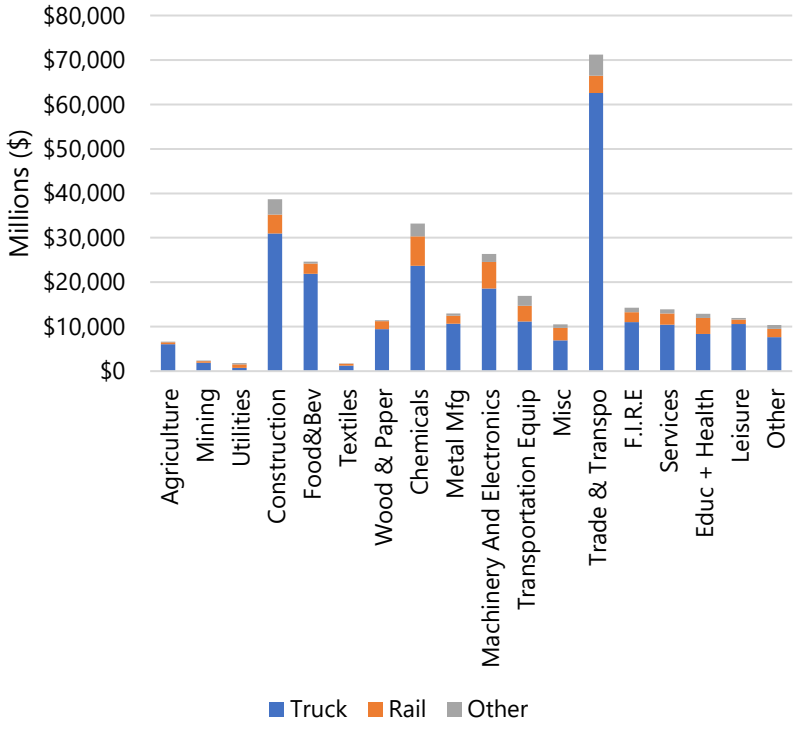
Source: FAF 5.6.1, Implan, Moody's, STB Waybill
Notes F.I.R.E. stands for "finance, insurance, and real estate.

Commodity Flows

Freight Intensive Industries (State)

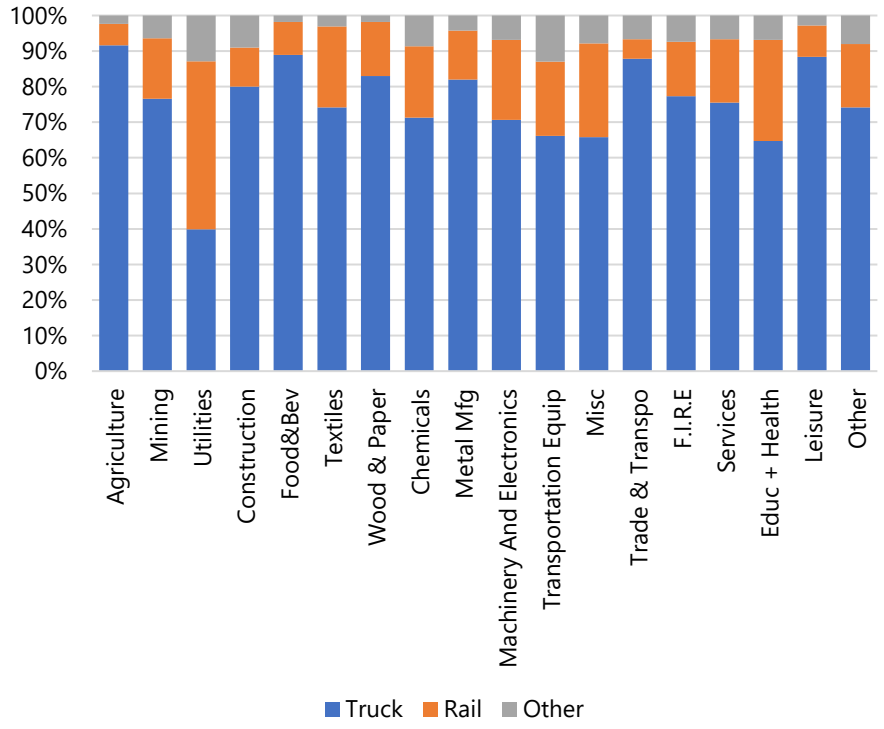
Freight Intensity of Industries in FL

Supported Industry Output



Modal Reliance by Sector

% Supported Industry Output



- More than 90% of agriculture products by value are moved by truck within Florida.
- Utilities is the most rail intensive sector in Florida, including the movement of fuels, although small in total volumes.

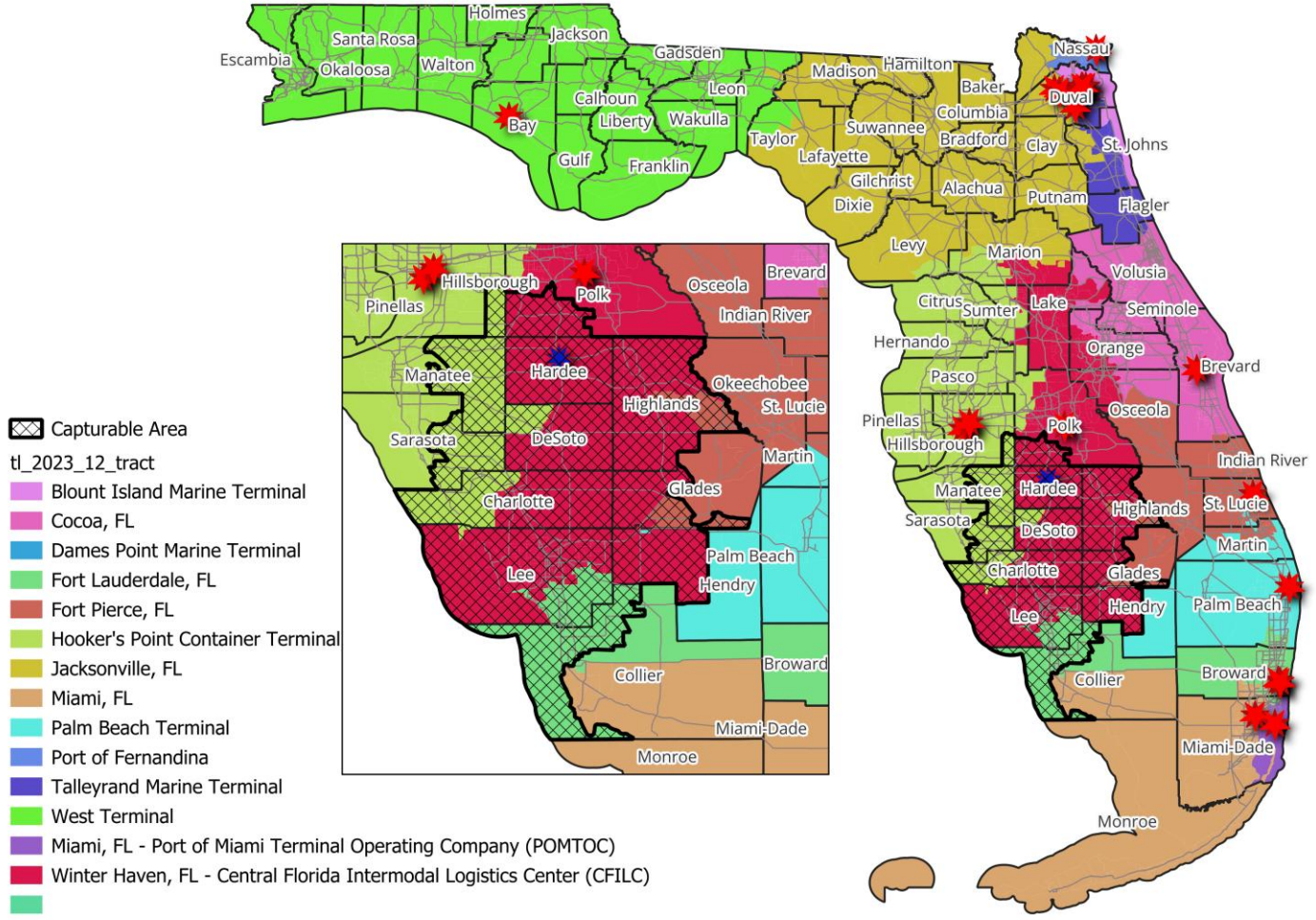
Source: FAF 5.6.1, Implan, Moody's, STB Waybill

Commodity Flows

Market Capture: Hinterlands

- We used a network-based approach to identify geographical markets for freight that may use existing terminals in Florida.
- Markets were determined by distance to each terminal.
- A hypothetical Wauchula terminal was then created and tested to see competitive advantage in hinterland markets.
- We then estimated for which rail-transported commodities was Wauchula a advantageous location.
- **These markets included high-income, growing regions of Florida**.

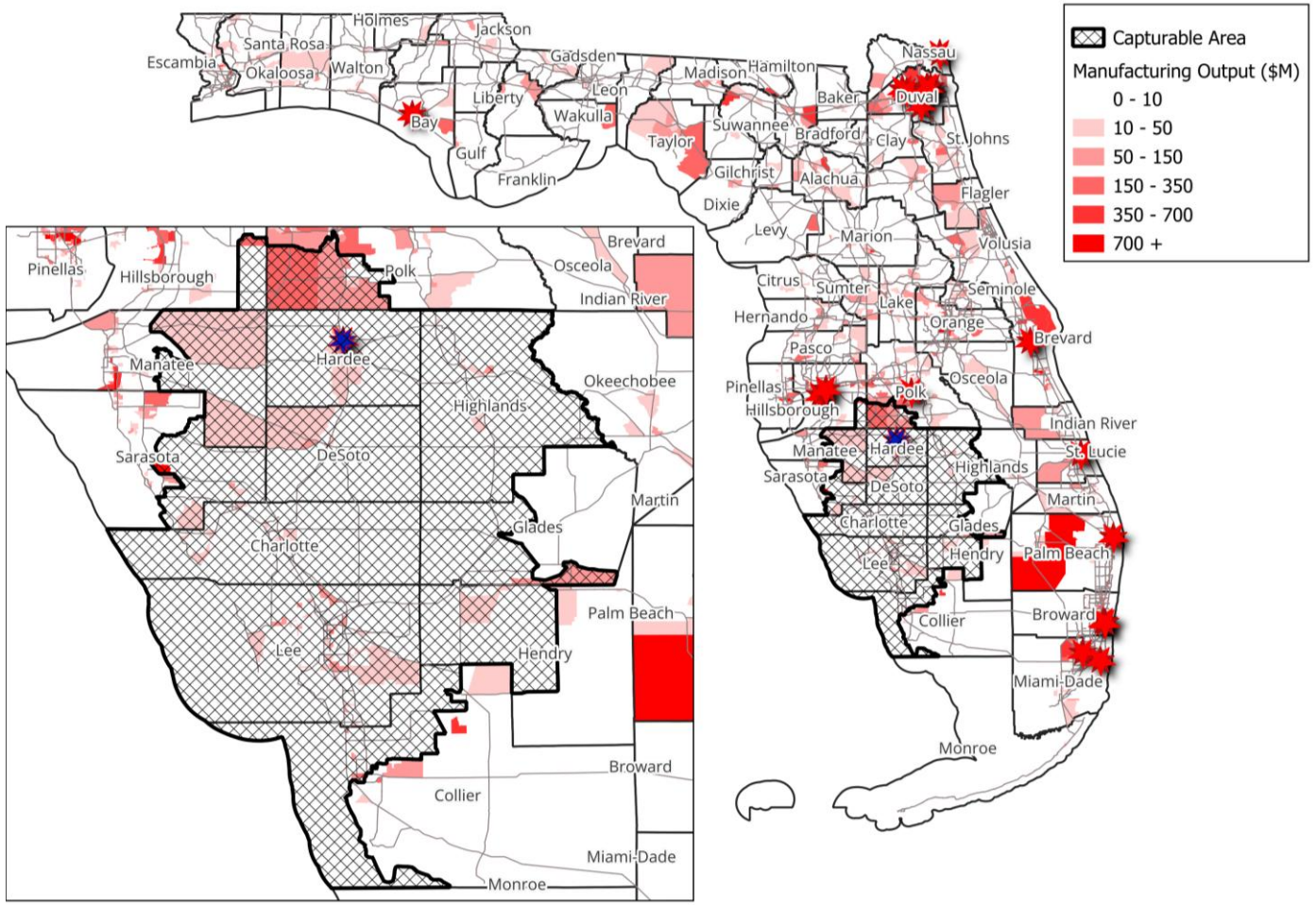
Source: National Highway Planning Network, Tigerline Census Files



Commodity Flows

Market Capture: Economic Activity

- We then identified major economic activity clusters within the capturable areas.
- Focus on:
  - Hardee, DeSoto, Highlands, Charlotte, Lee
  - Portions of Sarasota, Polk, Manatee, Hendry, Collier, Glades.
- The largest amount of economic activity is in the Orlando/Winter Haven area. However, CSX already has a major intermodal operation there, and therefore a Wauchula location would not be competitive.

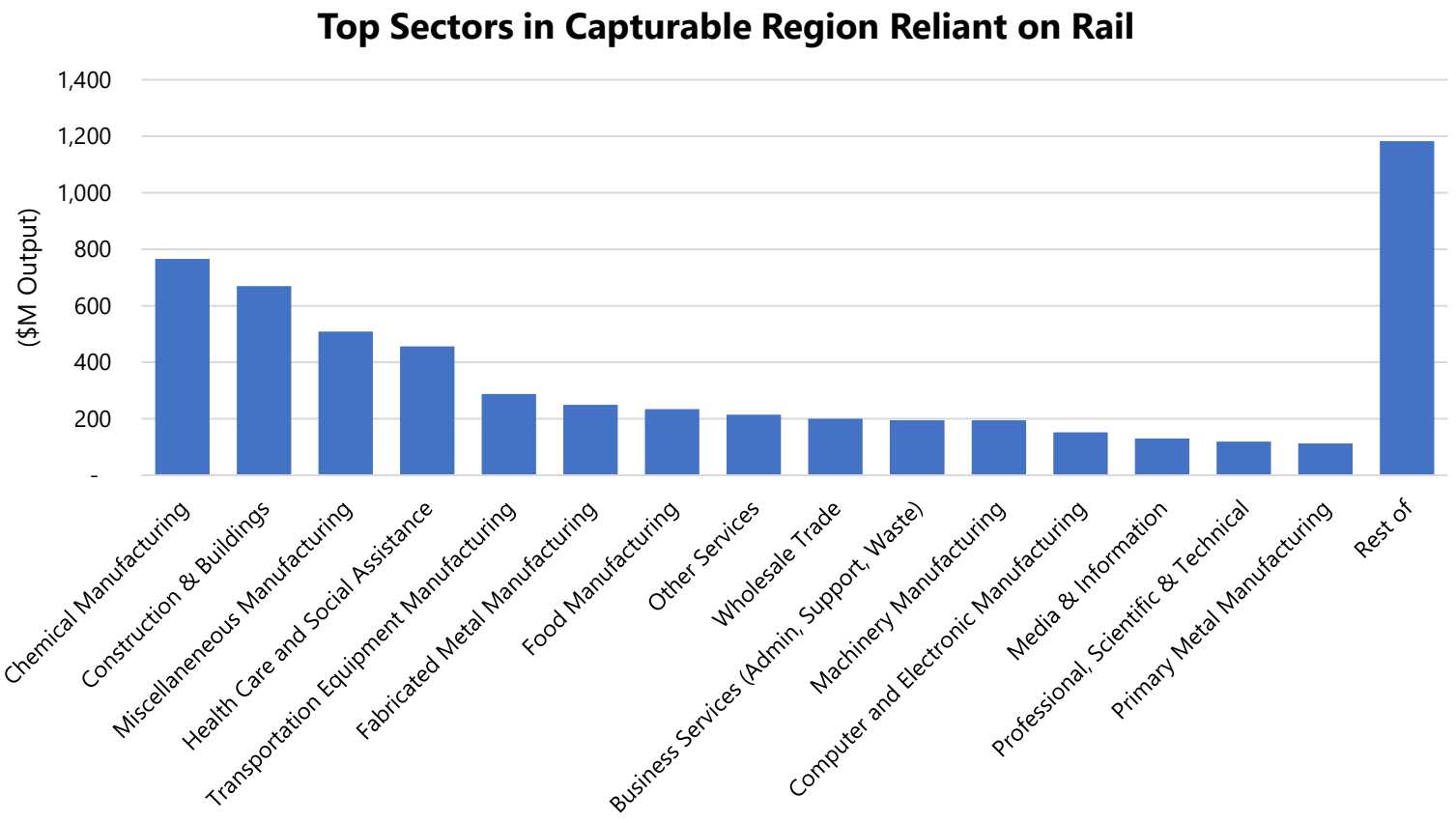


Source: National Highway Planning Network, Tigerline Census Files

Commodity Flows

Rail Reliant Sectors in SW Florida Region

- Sectors have varying of reliance on rail. Determining these informs which sectors could most likely benefit from rail access in Wauchula.
- Key rail-reliant sectors include chemicals, construction, and manufacturing.
- CSX provides regular service to Mosaic.

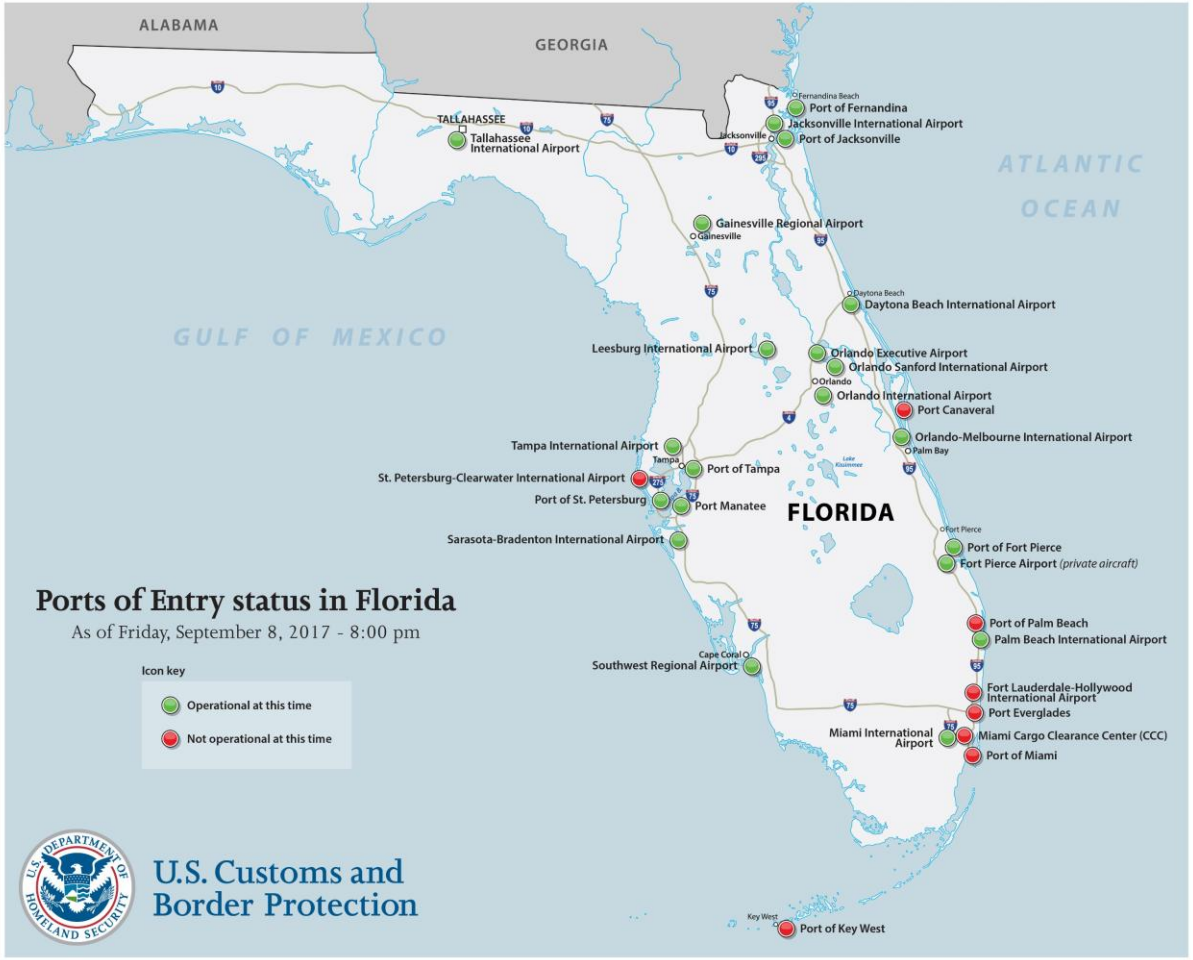


Source: FAF 5.6.1, Implan, Moody's, STB Waybill

Florida Ports Connectivity

Port and Rail Access

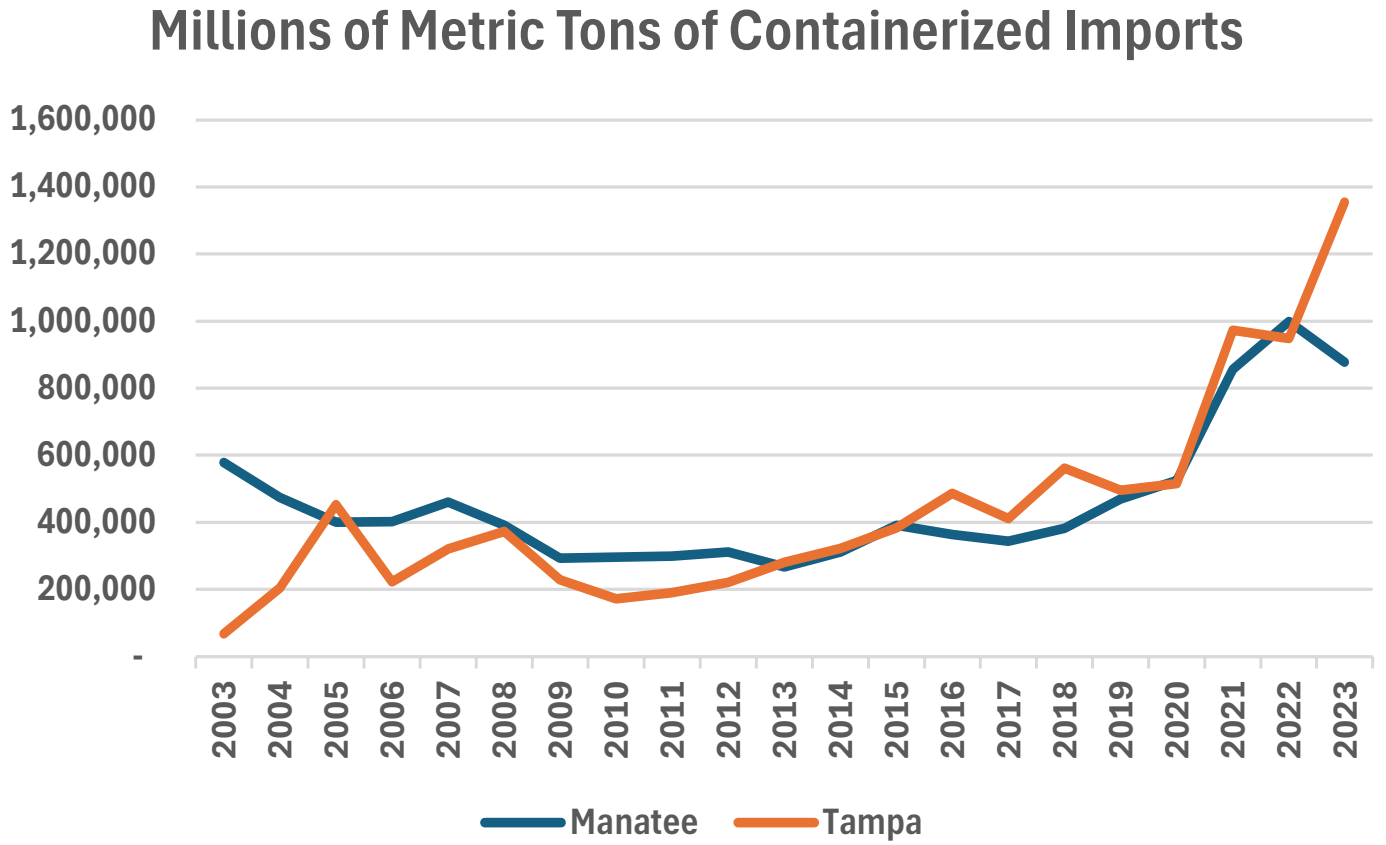
- The ports in Tampa Bay are well positioned for export growth upon completion of the Tampa Bay navigation channel.
- A rail yard or inland port in Wauchula has limited intermodal (international containerized cargo on rail) options via East Coast Florida ports due to the CSX Winter Haven inland port.
- Intermodal volumes between Wauchula and Tampa Bay ports would likely be low enough to require a subsidy to establish and maintain the rail service.
- There is potential for international bulk cargo between Wauchula and Port Manatee and Port Tampa Bay.
- Conversations with CSXT confirmed that an intermodal inland port near Wauchula would not be viable due to no intermodal volume currently on that route and sufficient capacity at the Winter Haven facility.



Florida Ports Connectivity

Tampa and Manatee Containerized Imports

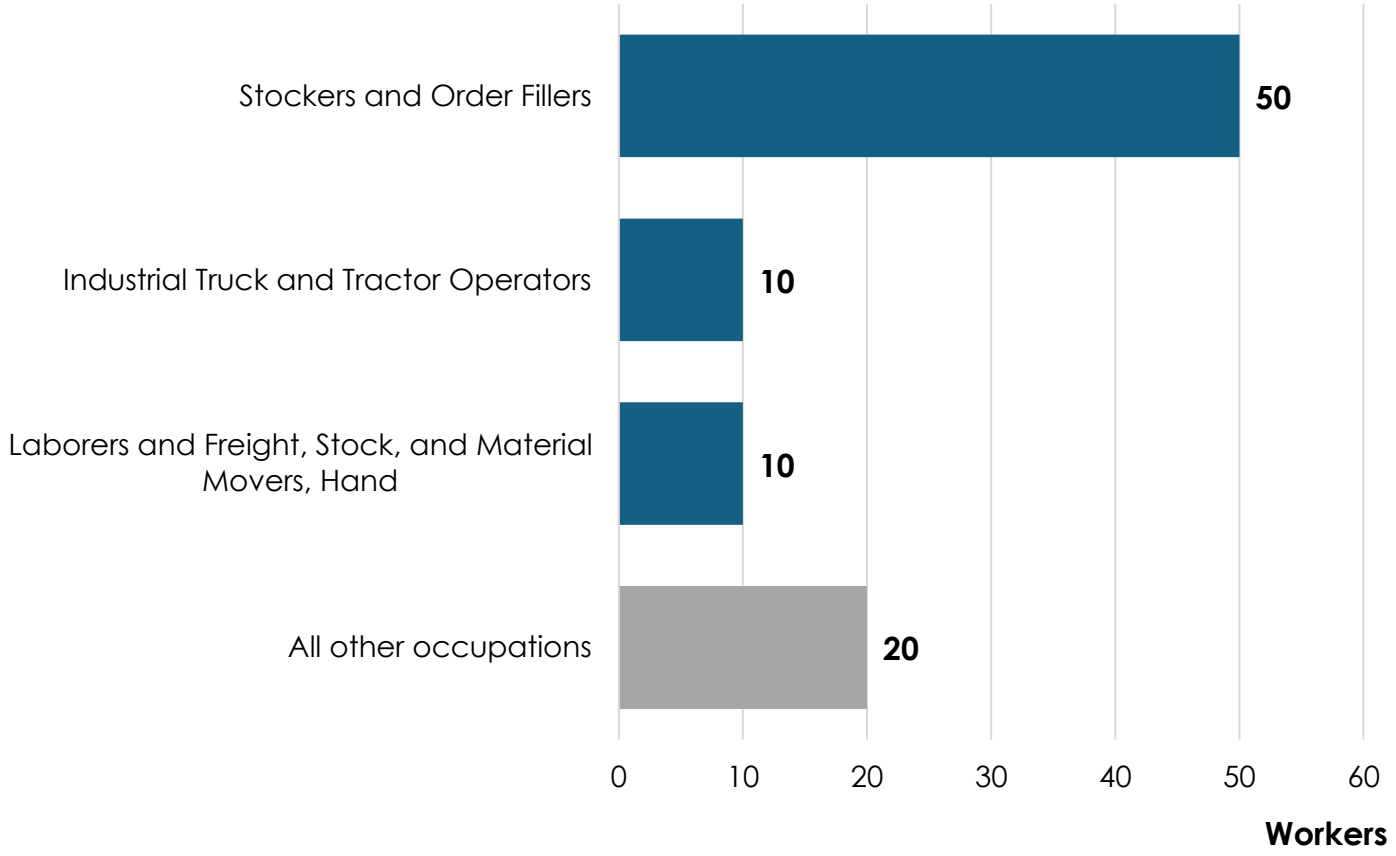
- Both Tampa and Manatee have seen significant growth in containerized imports
- Deepening of Tampa Bay navigation channel increases the viability of exports via the ports in Tampa and Manatee



Source: Census, TKGs

Labor Force Requirements

Scenario A: Warehousing Facility

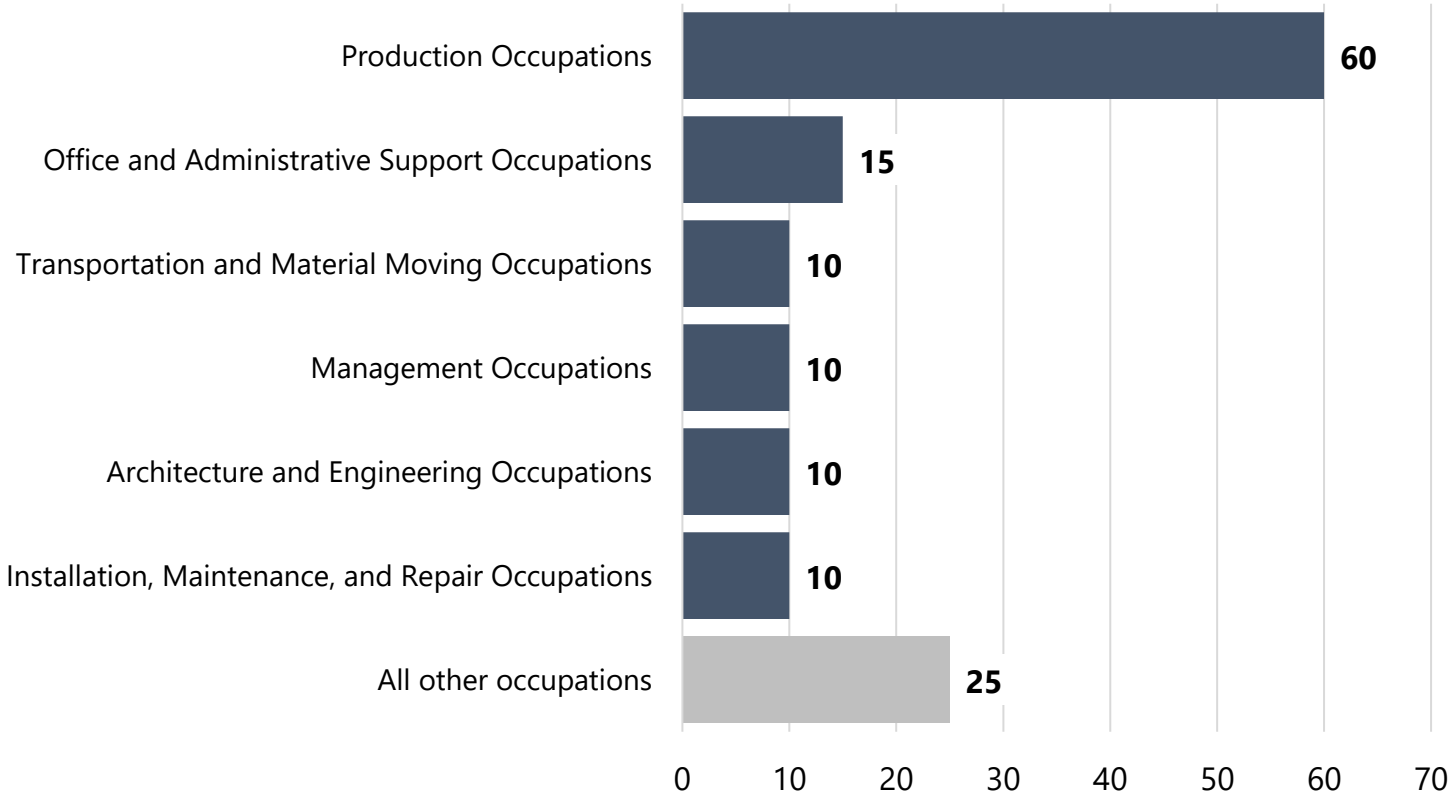


- 100 workers at site.
- Most common occupations would be "stockers and order filers," industrial truck and tractor movers," and laborers.
- Estimates based on the shares of occupations by industry for Florida.

Data source: U.S. Census Bureau, Quarterly Census of Employment and Wages, 2024, and NAICS-SOC Crosswalk, 2024.

Labor Force Requirements

Scenario B: Manufacturing Facility



- Based on average of the five most rail-reliant subsectors of manufacturing in Florida: chemicals, miscellaneous manufacturing, fabricated metal products transportation equipment, and food manufacturing.
- Assumes a facility with a workforce of 140 workers, based on CoStar data analysis.
- Production workers represent estimated 43% of workforce.

Data source: U.S. Census Bureau, Quarterly Census of Employment and Wages, 2024, and NAICS-SOC Crosswalk, 2024; CoStar, 2024.

Identifying Available Labor

Ways (non-mutually exclusive) of identifying who might be available to work at site

- Individuals without work but actively looking for work (i.e., #unemployed).
- Workers in similar industries who commute long distances (and who would likely prefer shorter commutes).
- Workers in the region earning significantly less than the average wage in "warehousing & storage" (NAICS 493) or manufacturing (NAICS 31-33).

Labor Supply

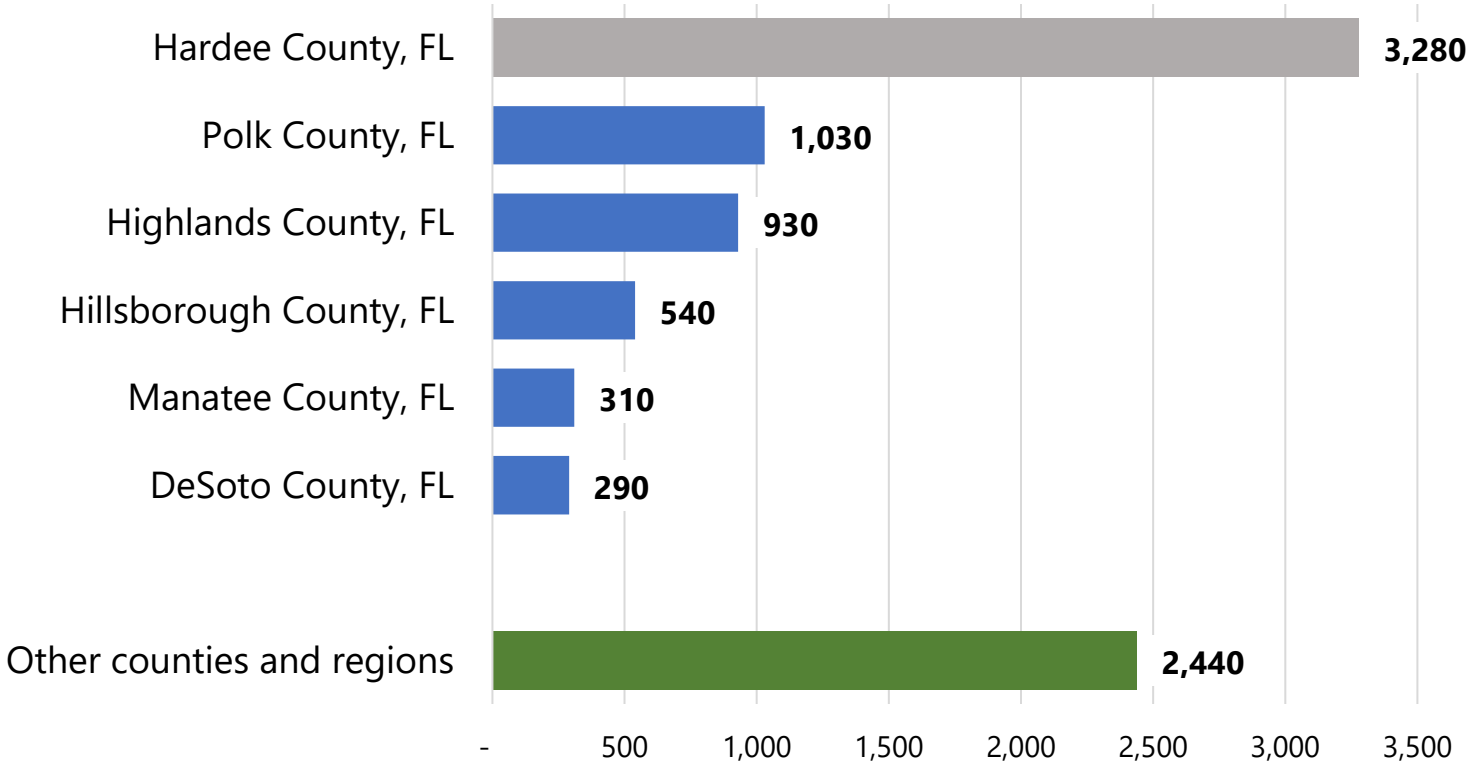
Potential workers within 30 miles AND less than 45-minute commute to Wauchula

City/Town	County	Civliian Population 16 years old and above, 2022	Production, Transportation, and Material Moving Occupations		Distance (miles) to Wauchula	Drive time to Wauchula
			Number of workers	*Median earnings*		
Bartow	Polk	9,750	1,250	$35,136	25.8	Between 27 and 37 minutes
Sebring	Highlands	3,730	500	$25,545	28.4	Between 34 and 44 minutes
Avon Park	Highlands	3,180	340	$34,150	19.5	Between 20 and 30 minutes
Arcadia	DeSoto	3,140	530	$28,320	24.1	Between 23 and 33 minutes
Southeast Arcadia	DeSoto	3,060	320	$47,130	24.7	Between 26 and 36 minutes
Fort Meade	Polk	1,640	270	$41,371	14.6	Between 12 and 22 minutes
Alturas	Polk	1,610	330	$41,012	29.7	Between 32 and 42 minutes
Wauchula	Hardee	1,590	330	$24,336	*	*
Frostproof	Polk	960	60	$61,250	29.6	Between 33 and 43 minutes
Bowling Green	Hardee	880	160	$45,043	6.4	Between 4 and 14 minutes
Zolfo Springs	Hardee	750	110	$57,102	4.1	Between 3 and 13 minutes
Bradley Junction	Polk	320	70	$41,250	25	Between 25 and 35 minutes
Lemon Grove	Hardee	310	40	*	8.3	Between 6 and 16 minutes
Ona	Hardee	240	40	$0	9.7	Between 8 and 18 minutes
Fort Green Springs	Hardee	210	90	$36,991	10.8	Between 8 and 18 minutes
Homeland	Polk	110	20	*	20.1	Between 19 and 29 minutes
Fort Green	Hardee	60	30	$46,375	12.1	Between 10 and 20 minutes
Gardner	Hardee	40	-	*	17.4	Between 15 and 25 minutes
Limestone	Hardee	10	-	*	18.6	Between 18 and 28 minutes

Data source: U.S. Census Bureau. "Occupation by Sex for the Civilian Employed Population 16 Years and Over." *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2401*, 2022; *Google Maps, 2024.*

Labor Supply: Commuting Patterns

Place of work among Hardee County-resident workers, 2021



- Only 37% of Hardee County-based workers work within the county.
- 12% of all Hardee-based workers work in Polk County, followed by Highlands.
- 3,100 workers live in Hardee County but work in adjacent counties.

Data source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), 2024.

Labor Market

Demographics, Four-County Region

City/Town	County	22 to 29	30 to 39	40-49	50-59	Total
Bartow	Polk	2,510	2,953	2,580	1,838	9,881
Sebring	Highlands	1,031	1,220	1,402	1,071	4,724
Avon Park	Highlands	1,024	786	1,188	939	3,937
Arcadia	DeSoto	1,129	943	593	961	3,626
Southeast Arcadia	DeSoto	821	1,309	961	814	3,905
Fort Meade	Polk	399	591	540	512	2,042
Alturas	Polk	236	528	548	392	1,704
Wauchula	Hardee	453	596	775	322	2,146
Frostproof	Polk	161	351	159	350	1,021
Bowling Green	Hardee	399	197	292	209	1,097
Zolfo Springs	Hardee	198	234	220	198	850
Bradley Junction	Polk	75	88	87	93	343
Lemon Grove	Hardee	32	82	104	86	304
Ona	Hardee	31	70	88	32	221
Fort Green Springs	Hardee	17	181	25	12	235
Homeland	Polk	20	46	-	11	77
Fort Green	Hardee	-	-	6	48	54
Gardner	Hardee	15	-	39	24	78
Limestone	Hardee	-	-	-	4	4
Subotal		**8,551**	**10,175**	**9,607**	**7,916**	**36,249**

- A total of 36,249 residents living within 30 miles and 45 minutes drive of Wauchula in 2022 were between the ages of 22 and 59.
- And 10,175 between the ages of 30 and 39.

Data source: U.S. Census Bureau. "Sex by Age." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B01001, 2022.

Labor Market for Requirements

Workers either unemployed or potentially available to switch employment

County	Unemployed Workers	Potentially available workers Earning less than 80% regional wage for industrial work*	Total
DeSoto County, Florida	530	5,900	6,430
Highlands County, Florida	1,760	12,200	13,960
Polk County, Florida	13,930	116,000	129,930
Hardee County, Florida	420	3,600	4,020
Total	**16,640**	**137,700**	**154,340**

Data sources: U.S. Bureau of Labor Statistics, Current Population Statistics, 2024, and Quarterly Census of Employment and Wages, 2024; U.S. Census Bureau, American Community Survey 5-Year Estimates, 2023.

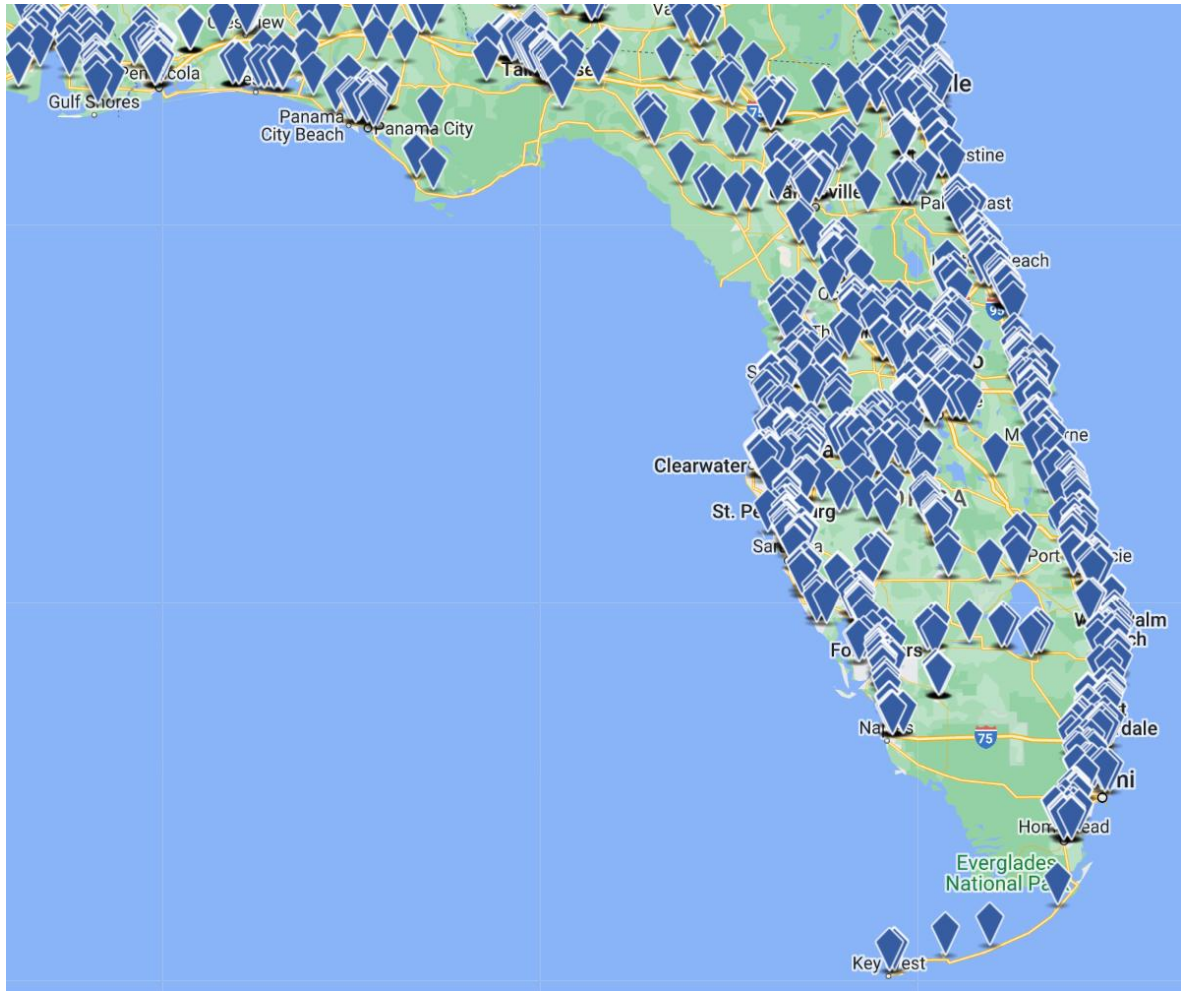
**Including transportation, warehousing, and manufacturing activities. The average wage statewide in these sectors in 2023 was $47,196 before fringe benefits.*

- An estimated 154,340 workers across the four-county region are either unemployed or work in positions earning less than 80% the average wage for industrial work.

Industrial Real Estate

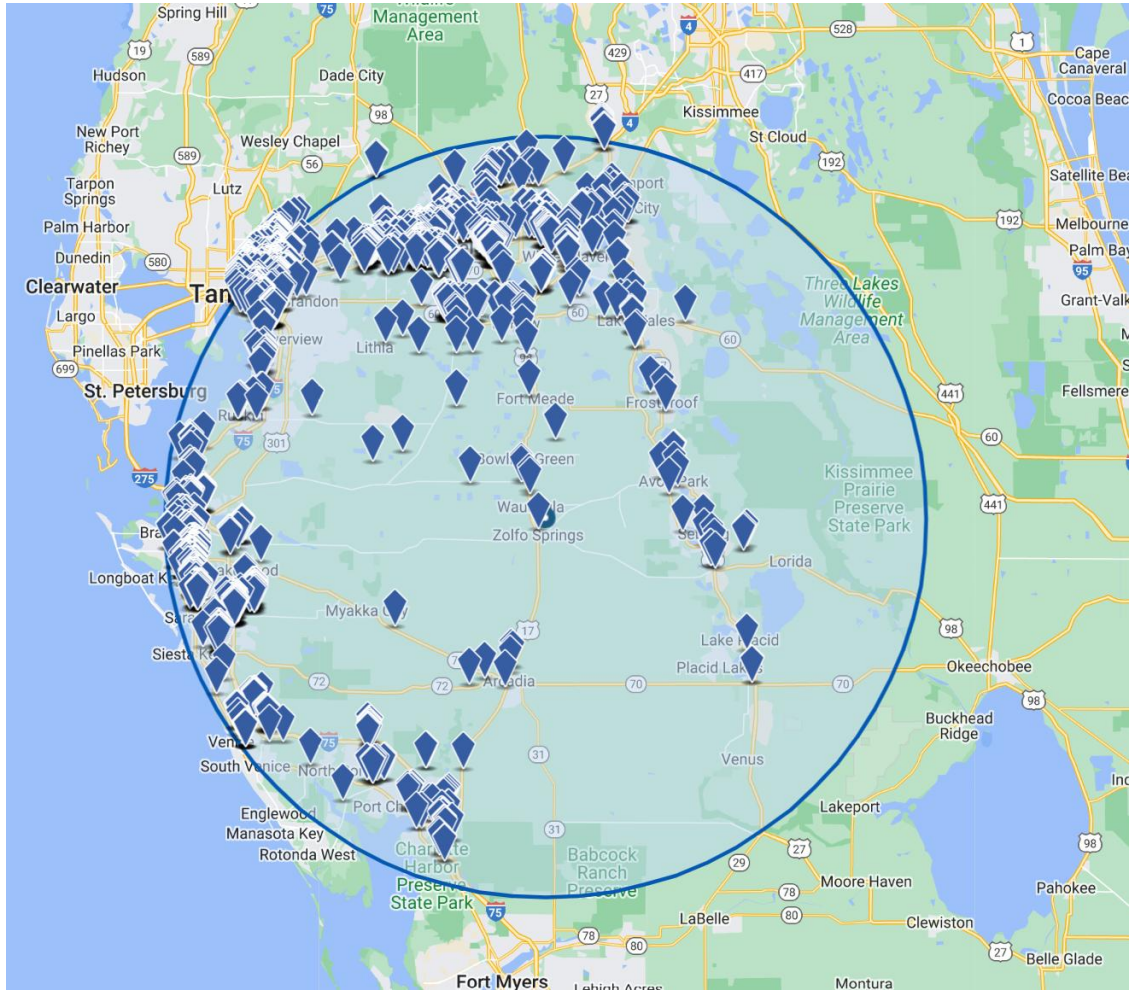
Wauchula Ports and Industrial Real Estate Trends

- Map shown here is for industrial real estate (manufacturing and distribution) buildings over 100,000 square feet.
- Wauchula is sparsely occupied by industrial occupiers/tenants.



Industrial Real Estate

50 Mile Radius Around Wauchula Industrial Real Estate > 10,000 SF

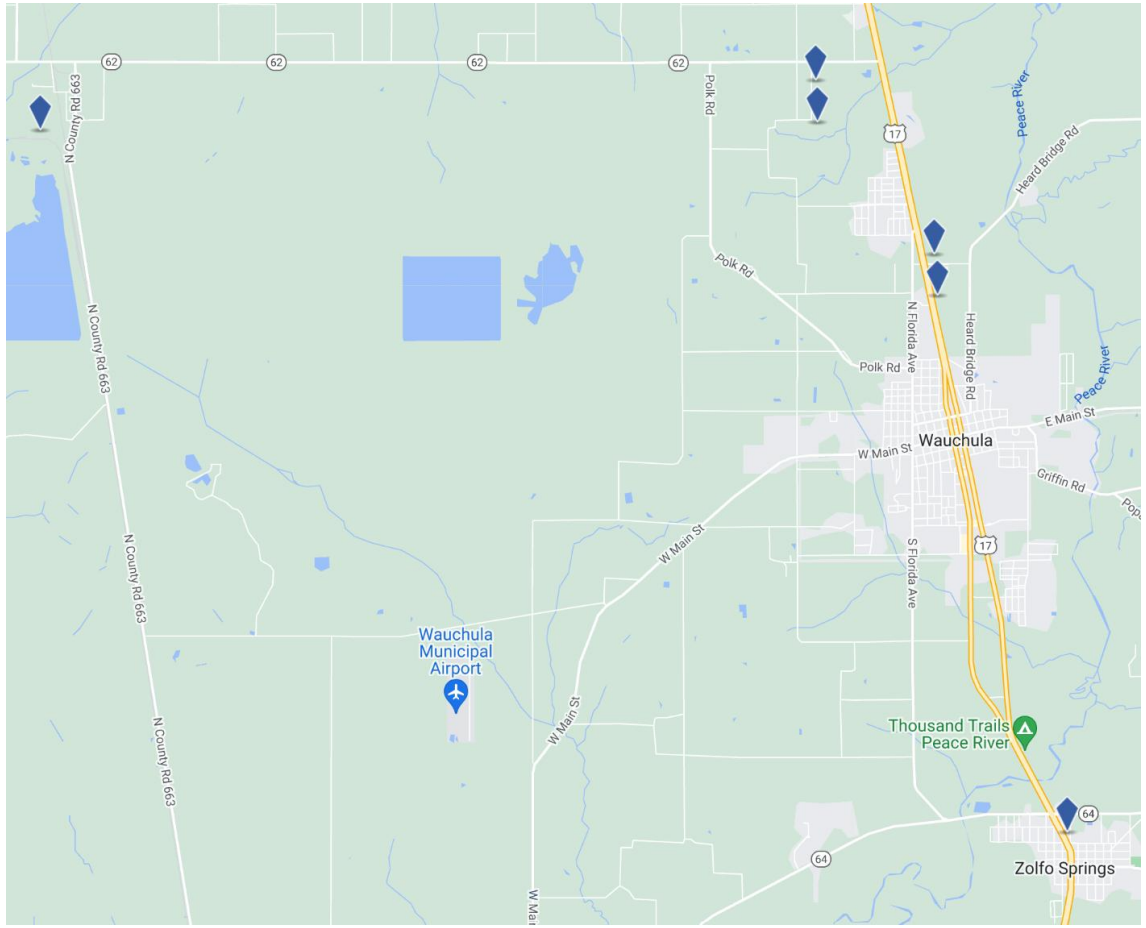


- There are 2,218 tenant locations on 1,840 properties.
- Properties are of 10,000 square feet or larger, including warehouses, distribution centers, and light manufacturers.

Source: Census, TKG

Industrial Real Estate

Wauchula Area Industrial Real Estate > 10,000 SF



US Containers
1510 US Highway 17 N
Wauchula, FL 33873 USA
★★★☆☆
44,700 SF · Industrial · Floor 1
Leased · Moved Oct 2019

Hardee Fresh LLC
1340 US Highway 17 N
Wauchula, FL 33873 USA
★★★☆☆
35,000 SF · Industrial · Floor 1
Owned · Moved Nov 2018

Cesaroni Aerospace
2280 Commerce Ct, Suite 104 & 103
Bowling Green, FL 33834 USA
★★★☆☆
20,677 SF · Industrial · Floor 1
Leased · Moved Mar 2020

The Mosaic Company
2555 Mine View Rd
Bowling Green, FL 33834 USA
★★☆☆☆
19,662 SF · Industrial · Floor 1
Owned · Moved Sep 2014

National Pump Company
195 E 3rd St
Zolfo Springs, FL 33890 USA
★★★☆☆
16,729 SF · Industrial · Floor 1
Leased · Moved Apr 2012

Howard Fertilizer & Chemical Compan...
2482 Commerce Ct
Bowling Green, FL 33834 USA
★★★☆☆
10,663 SF · Industrial · Floor 1
Leased · Moved Aug 2017

Notable occupiers

- The largest facility is US Containers.
- Howard Fertilizer & Chemical Company.
- Cessaroni Aerospace.

Source: Census, TKG

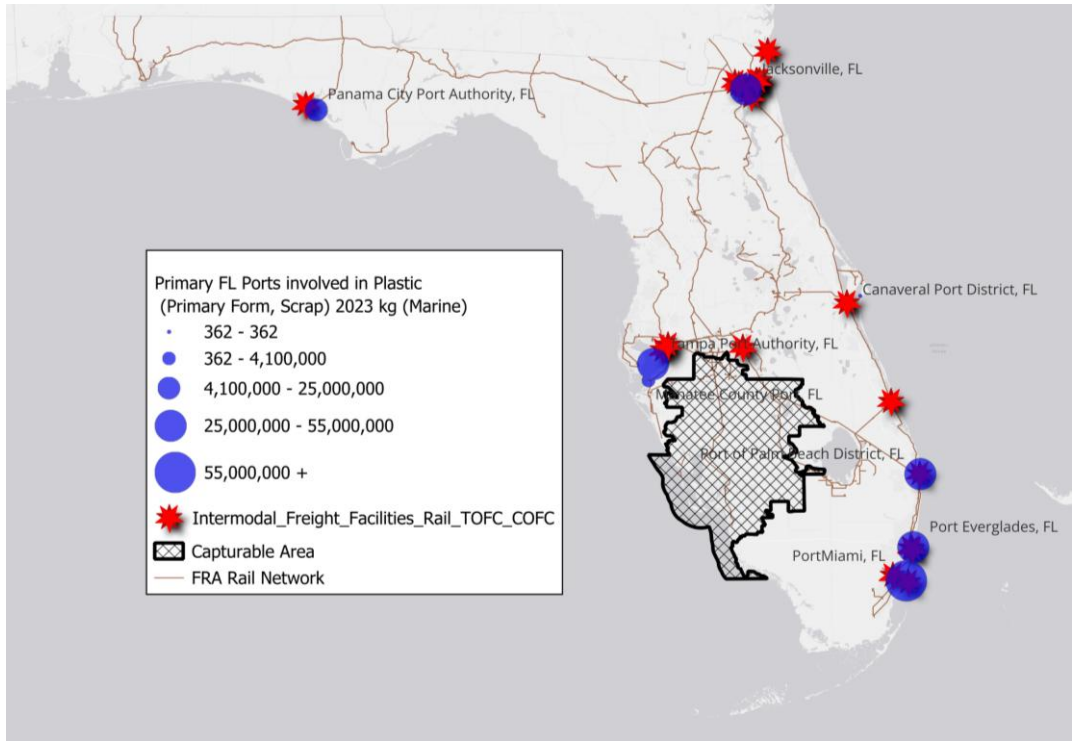
Wauchula Rail-served Industrial Park

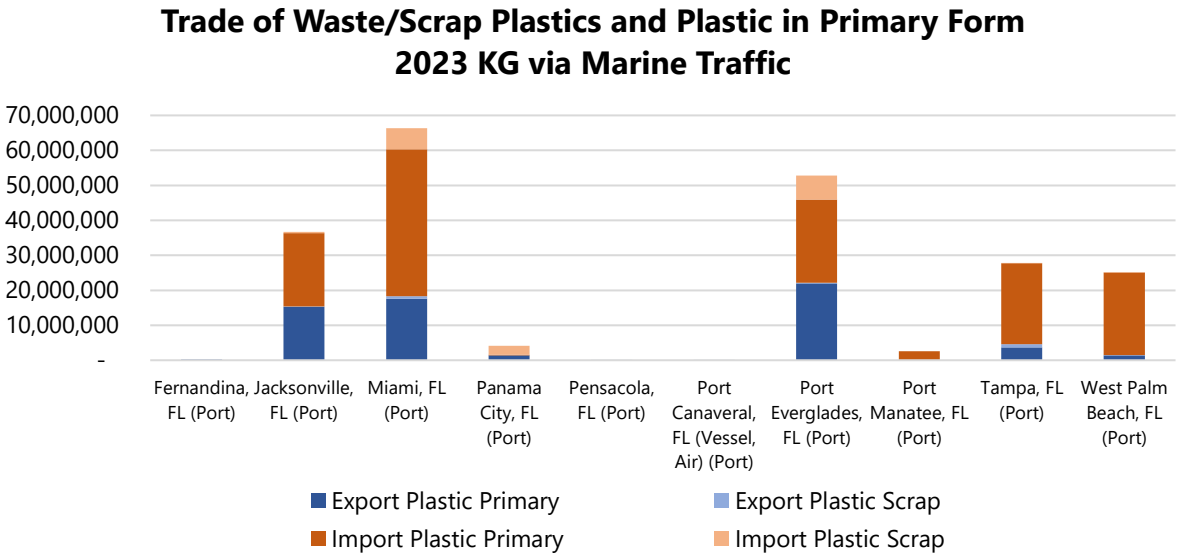
Potential Occupiers

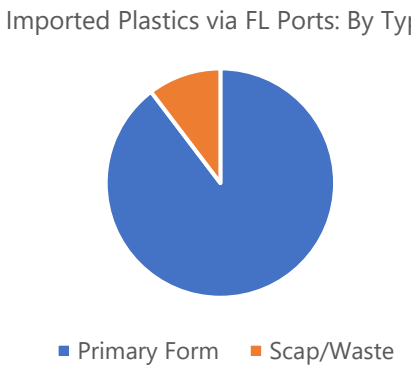
Potential Occupant	Commodity/Service	Activity	Background and Rationale	Market Potential
Recycling companies	• Plastics: Pure Cycle Technology. • Paper/Cardboard. • Other categories (listed in appendix).	Collecting primary recyclable materials for preparation for efficient transportation	Reduction in weight from removal of excess waste material is essential for recycling operations.	Recycled materials have a lower production cost of goods and a lower environmental footprint.
Manufacturers	• Food producers and distributors. • Agricultural and construction equipment components.	• Juice production, using raw materials imported from Central America/Mexico. • Repackaging fresh produce from Central America/Mexico. • Maintenance and repair/ assembly/disassembly of farm and construction equipment for further shipment.	• Most oranges nowadays are imported from Mexico after blight in Florida. • Modern agricultural and construction equipment have major big data and automation features, requiring extensive work in the U.S.	• Produce and food products can be distributed to the Southeast U.S. • Farm and construction equipment from international and domestic sources and returned to those locations. • High tech farming and construction equipment.
Services	• Local and interstate truck fleet management. • Space industry.	• Truck depot, e.g., chassis, bobtail trucks; clean and maintain equipment. • Disassembly/re-assembly of rockets; preparing reusable rockets for next mission.	• Lots of existing services but spread out. • Industry shift to reusable rockets.	• Growing southwest FL population served by truck. • Demand for maintenance and laydown space for reusable rockets.

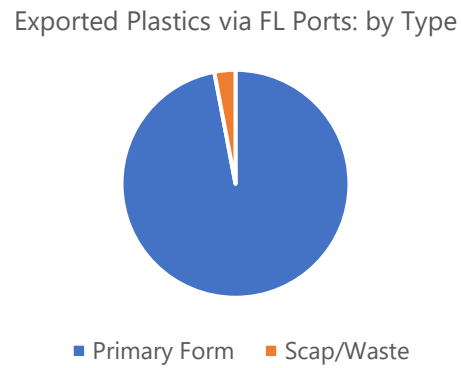
Potential Demand

Example: Plastics







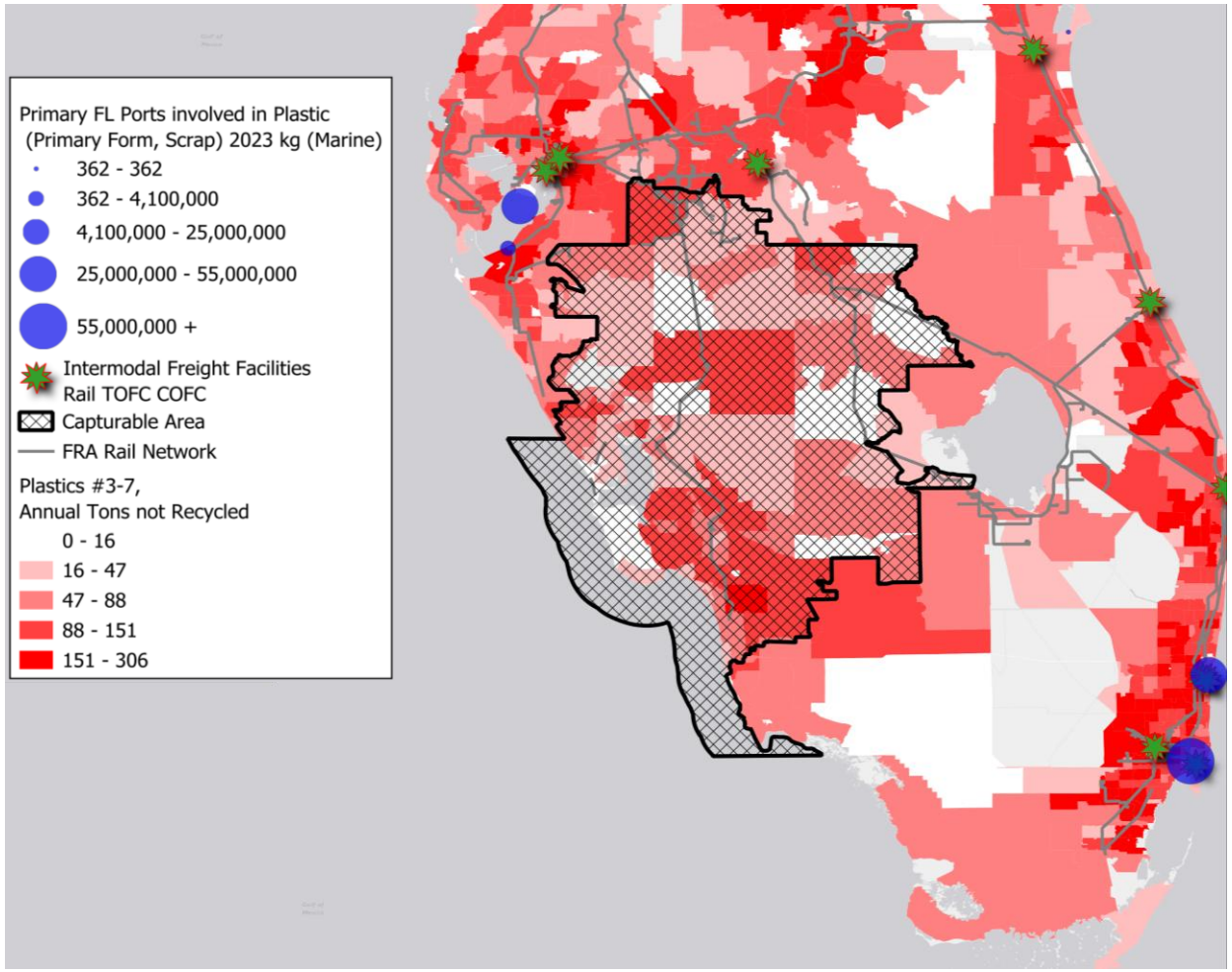


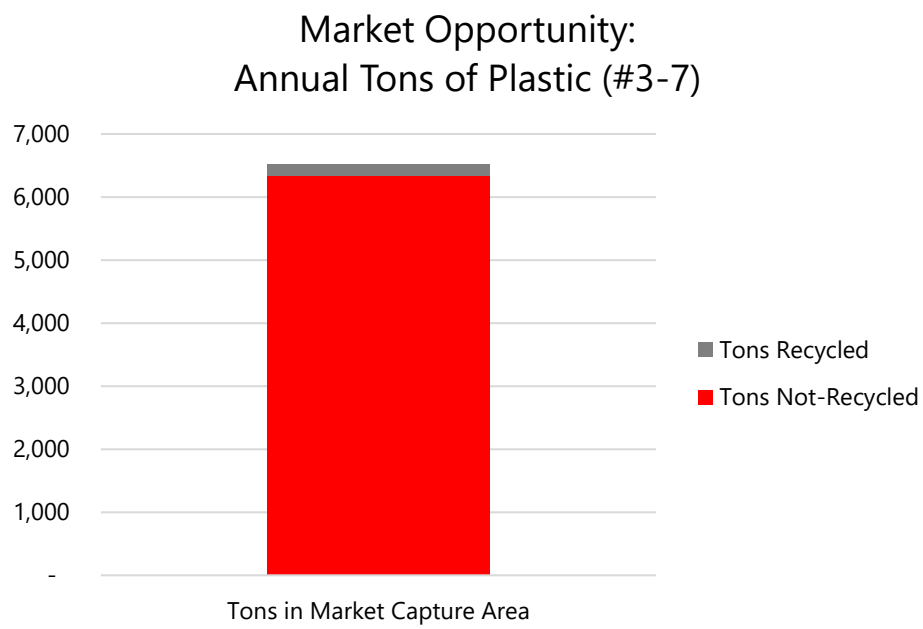
Examples of plastic recycling companies: PureCycle Technology (Orlando headquarters), ExxonMobil, Greenpath Recovery.

Data Source: USATrade Online, EPA

Potential Demand

Example: Plastics, Local Recyclable Market





Appendix

Recyclable Materials

Twelve major categories of recyclable of materials:

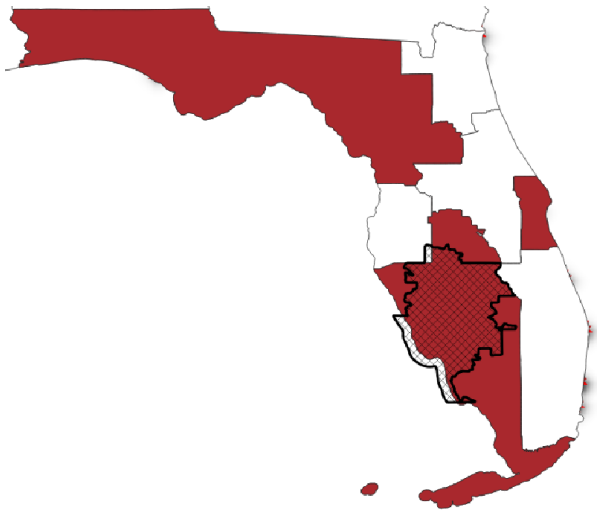
1. Reusable goods, including intact or repairable home or industrial appliances; household goods; clothing; intact materials in demolition debris, such as lumber; building materials such as doors, windows, cabinets, and sinks; business supplies and equipment; lighting fixtures; and any manufactured item or naturally occurring object that can be repaired or used again as is.
2. Paper, including newsprint; ledger paper; computer paper; corrugated cardboard; and mixed paper.
3. Metals, both ferrous and nonferrous, including cans; parts from abandoned vehicles; plumbing; fences; metal doors and screens; tools; machinery; and any other discarded metal objects.
4. Glass, including glass containers and window glass.
5. Textiles, including nonreusable clothing; upholstery; and pieces of fabric.
6. Plastics, including beverage containers; plastic packaging; plastic cases of consumer goods such as telephones or electronic equipment; films and tires
7. Plant debris, including leaves and cuttings; trimmings from trees, shrubs, and grass; whole plants, and sawdust.
8. Putrescibles, including animal, fruit, and vegetable debris; cooked food; manures; offal; and sewage sludge.
9. Wood, including un-reusable lumber; tree rounds; and pallets.
10. Ceramics, including rock; tile; china; brick; concrete; plaster; and asphalt.
11. Soils, including excavation soils from barren or developed land; and excess soils from people's yards.
12. Chemicals, including acids; bases; solvents; fuels; lubricating oils; and medicines.

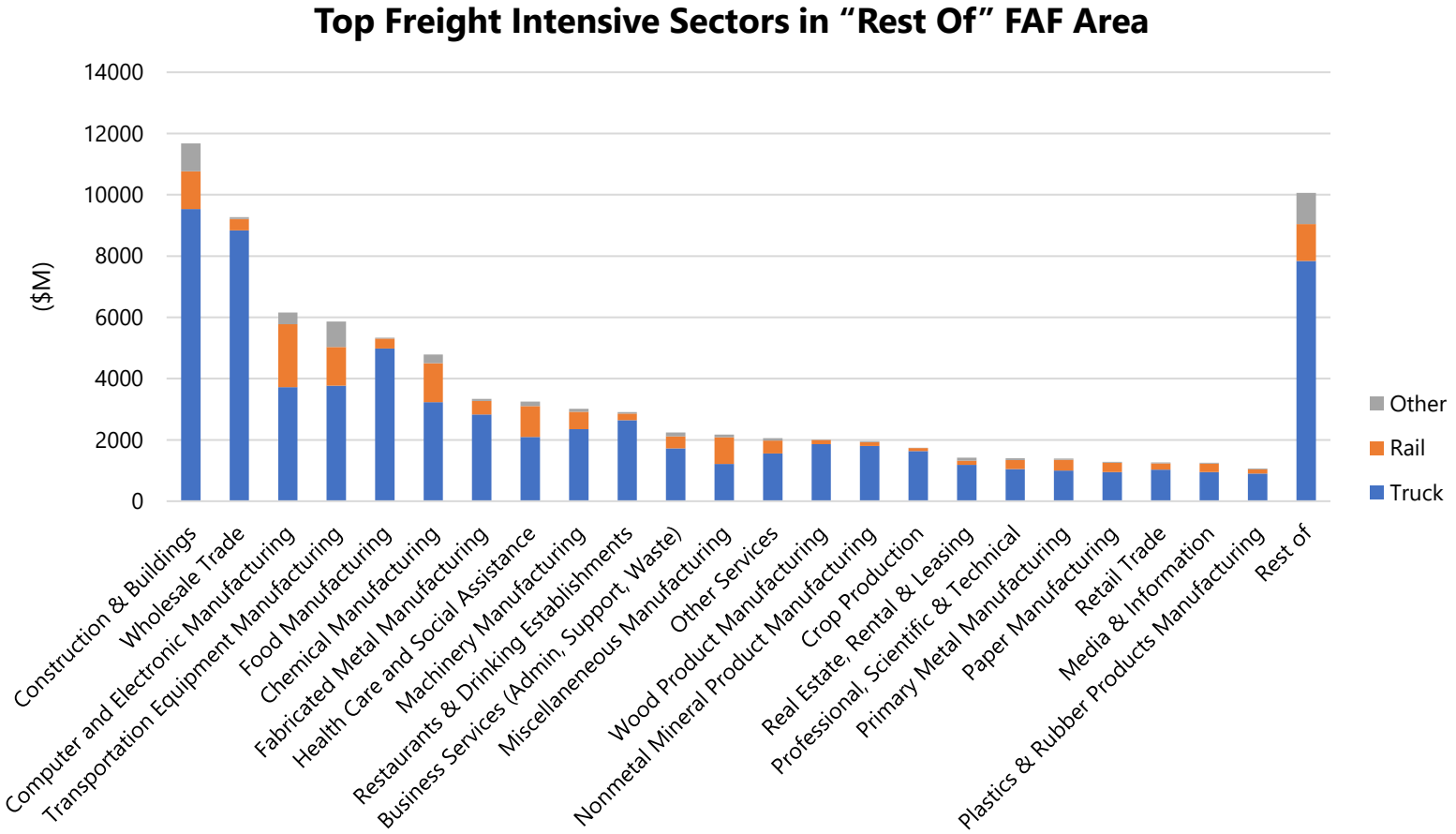
Source: 12 Master Categories of Recyclable Materials

Breakdown of Modal Reliance in Region

Rest of Florida

- Use the modal behavior of FAF zone encompassing catchment area to understand mode utilization (below image).
- Identify what economic activity to work from.
- Focus on kinds of industry which is served via rail.





Source: FAF 5.6.1, Implan, Moody's, STB Waybill

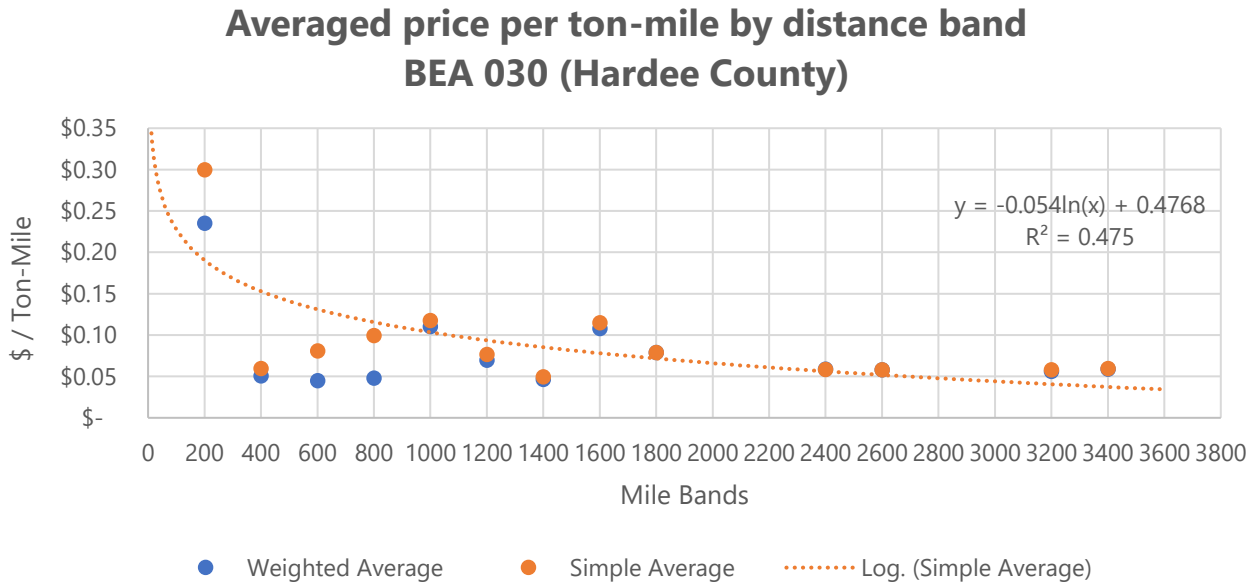
Rail Service

- CSX provides regular service to Mosaic. It would be helpful to know:
  - The capacity of existing train service to handle more railcars per day that currently serve Mosaic
  - The schedule or consistency of that service
  - The cost to move a rail car (loaded or unloaded) between Wauchula and Tampa Bay ports
- How can CSX's offering or potential offering be marketed by the promoters of the Wauchula Inland Port?

Rail Rates Used

- Rates by distance estimated from Surface Transportation Board waybill sample data

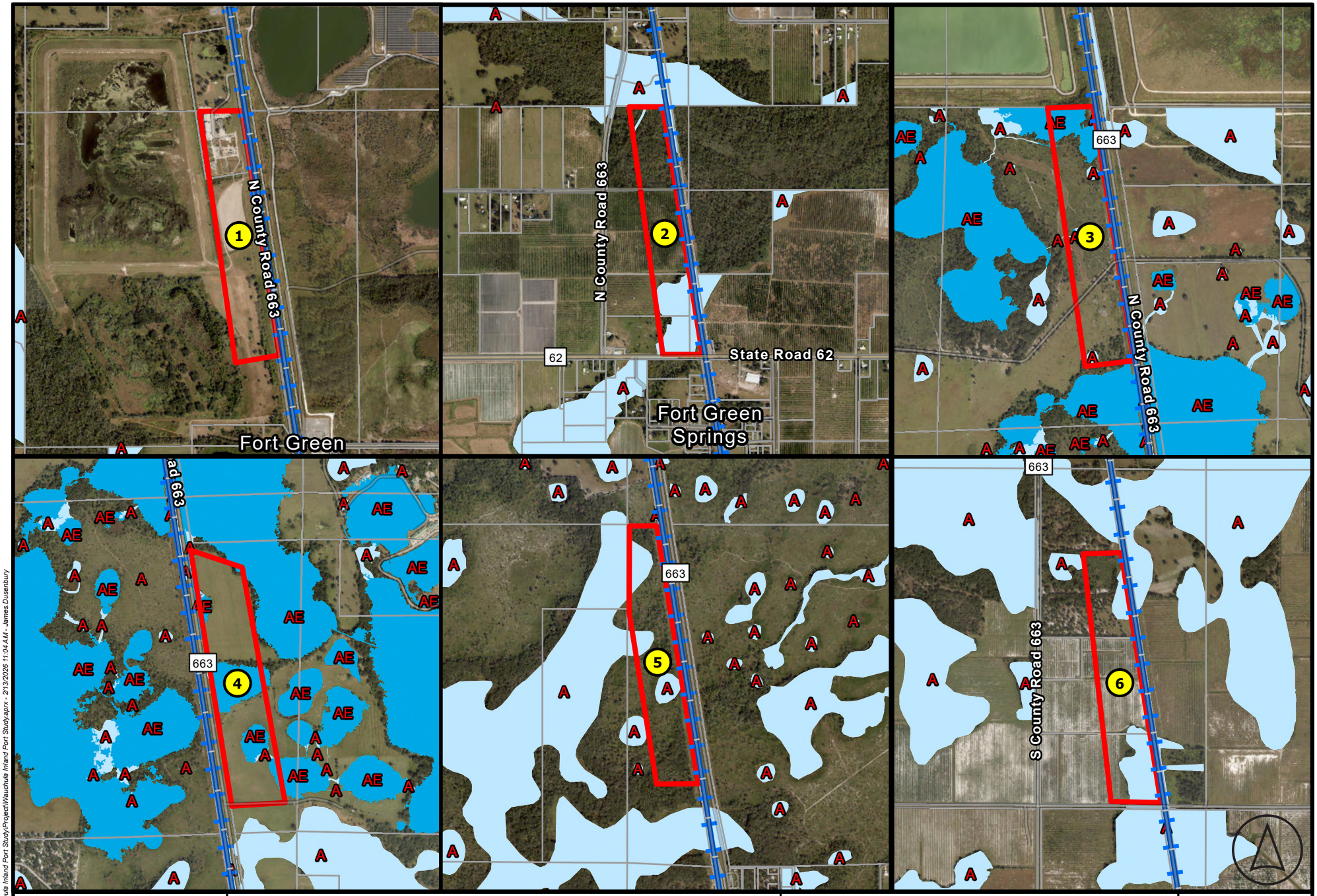
Miles	Tons	Revenue	Weighted Average	Simple Average
0				
200	15,935	$ 3,741	$ 0.23	$ 0.30
400	6,749,262	$ 341,638	$ 0.05	$ 0.06
600	3,553,511	$ 159,336	$ 0.04	$ 0.08
800	2,265,450	$ 107,886	$ 0.05	$ 0.10
1000	403,890	$ 44,410	$ 0.11	$ 0.12
1200	401,020	$ 27,902	$ 0.07	$ 0.08
1400	1,667,505	$ 76,938	$ 0.05	$ 0.05
1600	22,250	$ 2,395	$ 0.11	$ 0.11
1800	410	$ 32	$ 0.08	$ 0.08



Data source: Surface Transportation Board Waybill Samples

Appendix C.

Due Dligence Figures



Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- CSX Rail Network Lines
- Hardee County Boundary
- Intermodal Site Alternatives
- FEMAFloodZone
  - A,
  - AE,
  - FLOODWAY
- FEMA LOMC's

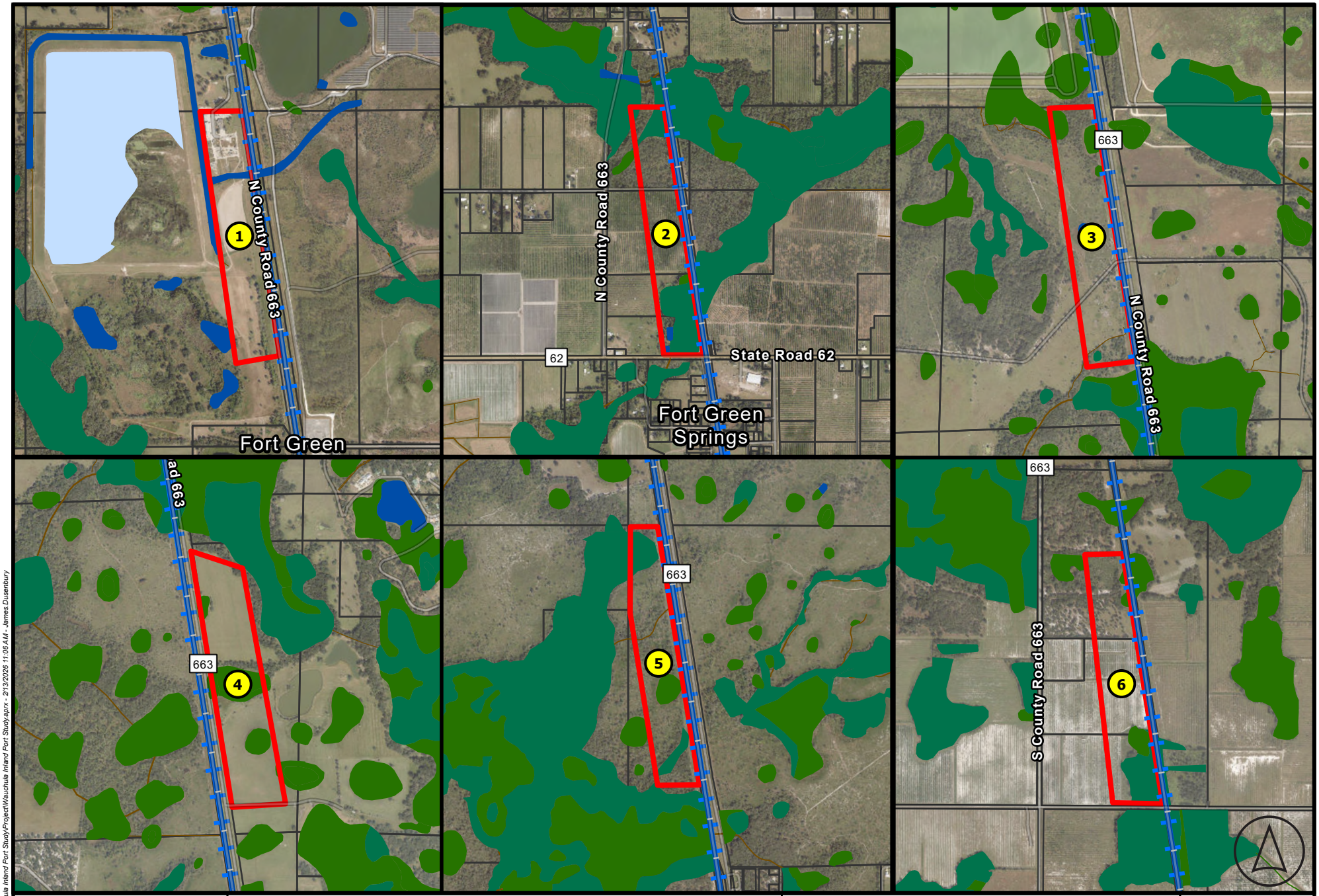
FEMA - Intermodal

Wauchula Inland Port

February 2026

Figure C-1a

0 0.1 0.2 Miles



Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- CSX Rail Network Lines
- Intermodal Site Alternatives
- Hardee County Boundary

Wetland Type

- Freshwater Emergent Wetland
- Freshwater Forested/ Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

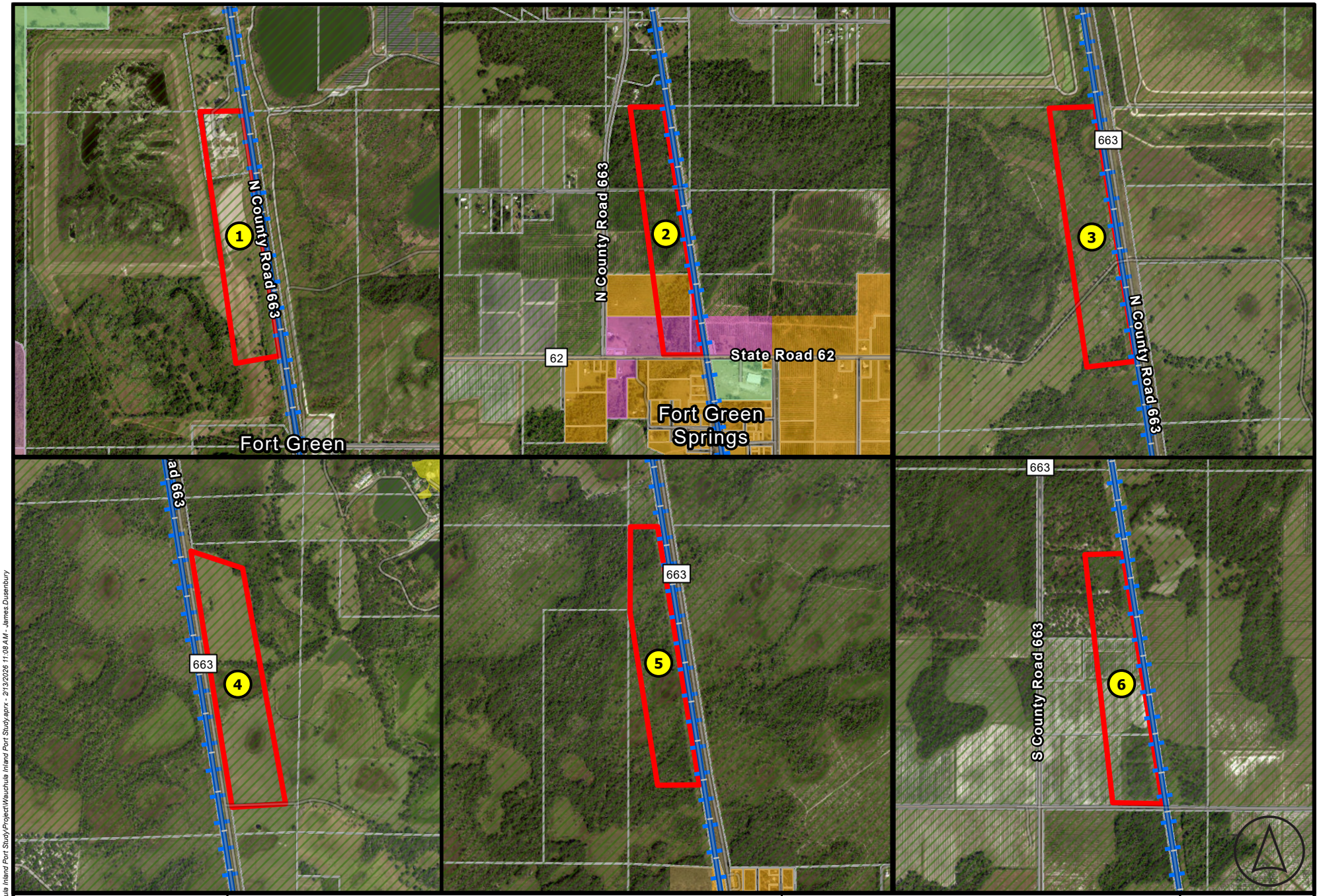
Wetlands - Intermodal

Wauchula Inland Port

February 2026

Figure C-1b

0 0.1 0.2 Miles



Legend

- CSX Rail Network Lines
- Intermodal Site Alternatives
- A-1
- C-1
- C-2
- C/IBC
- F-R
- I-1
- I-2
- P-I
- P-R
- PUD
- R-1
- R-2
- R-3

Zoning - Intermodal

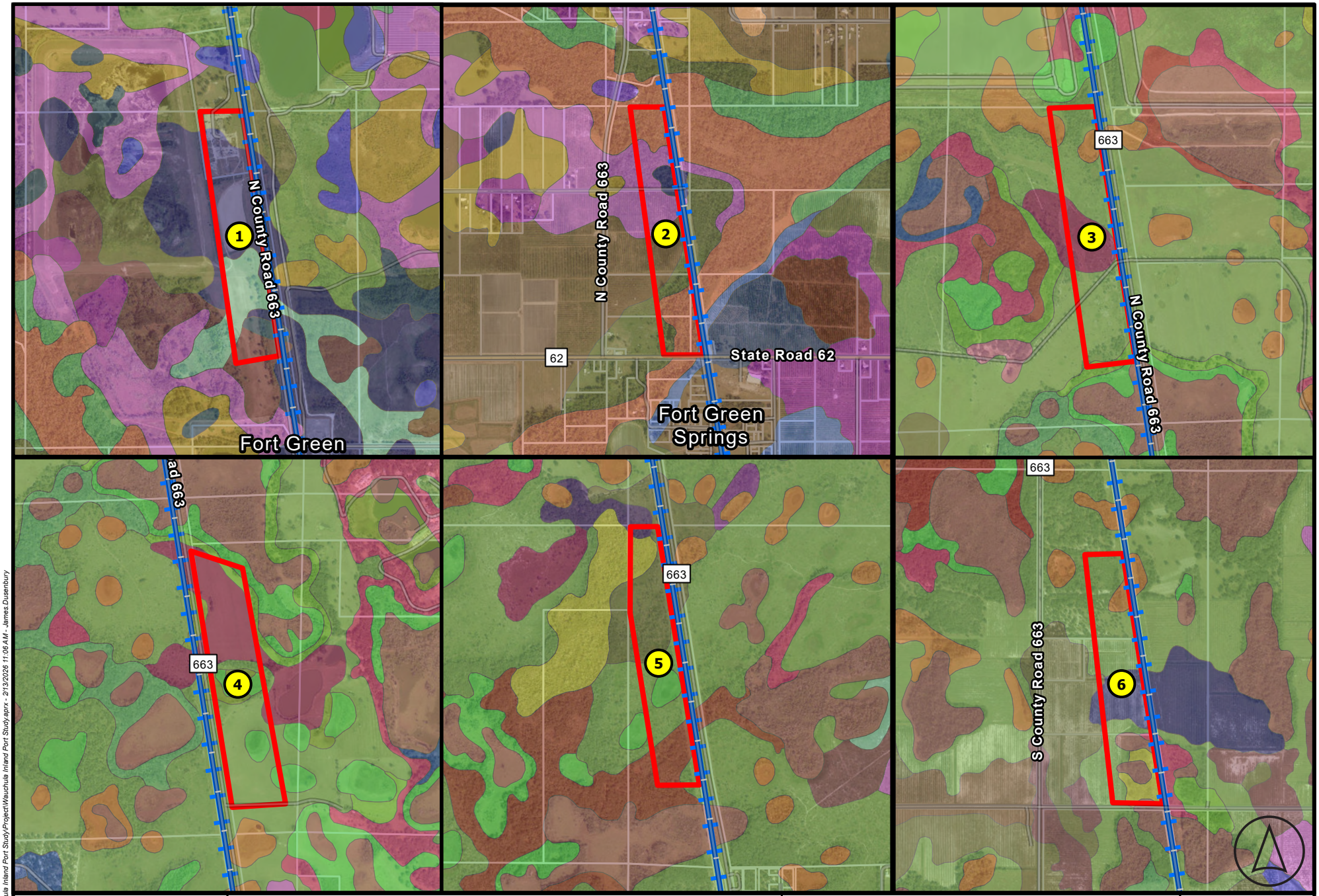
Wauchula Inland Port

February 2026

Figure C-1c

0 0.1 0.2 Miles

K:\LAK_GIS\046292035 - City of Wauchula Inland Port Study\Project\Wauchula Inland Port Study.aprx - 2/13/2026 11:08 AM - James.Dusenbury



Legend

- CSX Rail Network Lines
- Hardee County Boundary
- Hardee County Parcels
- Intermodal Site Alternatives

Soils - Intermodal

Wauchula Inland Port

February 2026

Figure C-1d

0 0.1 0.2 Miles

Kimley»Horn

1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

K:\LAK_GIS\046292035 - City of Wauchula Inland Port Study\Project\Wauchula Inland Port Study.aprx - 2/13/2026 11:06 AM - James.Dusenbury

Legend

- ADAMSVILLE FINE SAND
- ANCLOTE MUCKY FINE SAND/DEPRESSIONAL
- APOPKA FINE SAND/0 TO 5 PERCENT SLOPES
- BASINGER FINE SAND
- BASINGER FINE SAND/ DEPRESSIONAL
- BASINGER MUCKY FINE SAND/DEPRESSIONAL
- BASINGER/HOLOPAW/ AND SAMSULA SOILS/ DEPRESSIONAL
- BRADENTON FINE SAND
- BRADENTON LOAMY FINE SAND
- BRADENTON LOAMY FINE SAND/ FREQUENTLY FLOODED
- BRADENTON-FELDA-CHOBEE ASSOCIATION/ FREQUENTLY FLOODED
- BRADENTON-FELDA-CHOBEE COMPLEX/ FREQUENTLY FLOODED
- BRADENTON-FELDA-CHOBEE COMPLEX/ OCCASIONALLY FLOODED
- CANDLER FINE SAND/1 TO 5 PERCENT SLOPES
- CANOVA/ANCLOTE/AND OKEELANTA SOILS
- CASSIA FINE SAND
- DELRAY MUCKY FINE SAND/DEPRESSIONAL
- DELRAY-POMONA COMPLEX
- DUETTE FINE SAND/0 TO 5 PERCENT SLOPES
- EAUGALLIE FINE SAND
- ELECTRA SAND
- FARMTON FINE SAND
- FELDA FINE SAND
- FELDA FINE SAND/ DEPRESSIONAL
- FELDA FINE SAND/ FREQUENTLY FLOODED
- FELDA-PALMETTO COMPLEX
- FELDA-WABASSO ASSOCIATION/ FREQUENTLY FLOODED
- FLORIDANA MUCKY FINE SAND/ DEPRESSIONAL
- FLORIDANA-IMMOKALEE-OKEELANTA ASSOCIATION/ DEPRESSIONAL
- FT. GREEN FINE SAND/ 2 TO 5 PERCENT SLOPES
- HOLOPAW FINE SAND
- HONTOON MUCK
- IMMOKALEE FINE SAND
- JONATHAN SAND
- KALIGA MUCK
- KALIGA MUCK/ DEPRESSIONAL
- MANATEE MUCKY FINE SAND/DEPRESSIONAL
- MYAKKA FINE SAND
- MYAKKA FINE SAND/0 TO 2 PERCENT SLOPES
- ONA FINE SAND
- ONA FINE SAND/ ORTSTEIN SUBSTRATUM
- PALMETTO SAND
- PITS
- PLACID AND MYAKKA FINE SANDS/ DEPRESSIONAL
- PLACID FINE SAND/ DEPRESSIONAL
- POMELLO FINE SAND
- POMELLO FINE SAND/0 TO 2 PERCENT SLOPES
- POMONA FINE SAND
- POMPANO FINE SAND/ FREQUENTLY FLOODED
- POPASH MUCKY FINE SAND/DEPRESSIONAL
- SAMSULA MUCK
- SATELLITE FINE SAND
- SMYRNA AND MYAKKA FINE SANDS
- SMYRNA FINE SAND
- SMYRNA SAND
- SPARR FINE SAND
- SPARR SAND/0 TO 5 PERCENT SLOPES
- ST. LUCIE FINE SAND
- TAVARES FINE SAND/0 TO 5 PERCENT SLOPES
- WABASSO FINE SAND
- WATER
- WAUCHULA FINE SAND/ 0 TO 2 PERCENT SLOPES
- WAUCHULA FINE SAND/ O TO 2 PERCENT SLOPES
- WAVELAND FINE SAND
- ZOLFO FINE SAND

Kimley»Horn

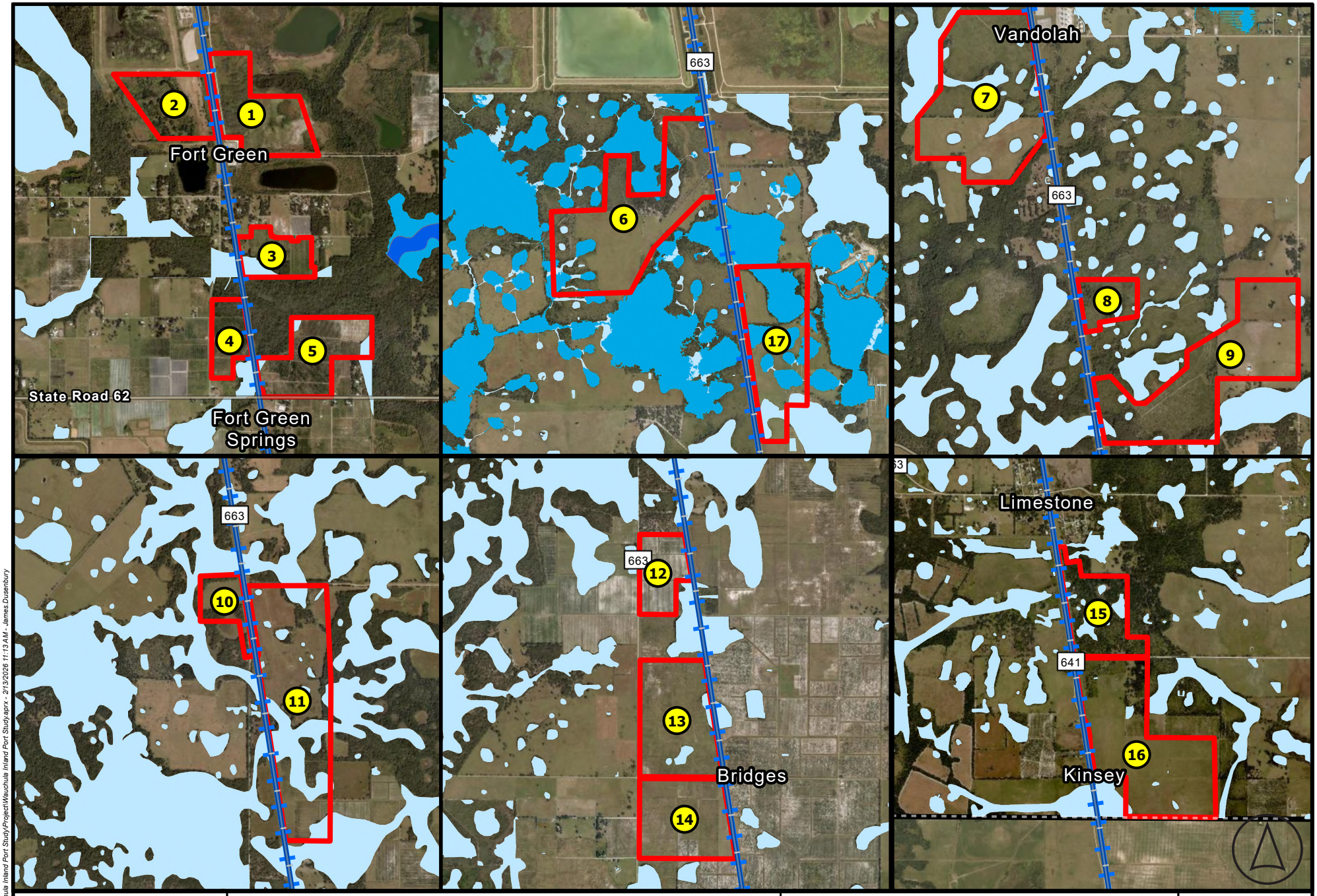
1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Soils Legend

Wauchula Inland Port

February 2026

Figure C-1e



Kimley»Horn
© 2024 Kimley-Horn and Associates, Inc.
1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- CSX Rail Network Lines
- Rail Centric Site Alternatives
- Hardee County Boundary
- FEMAFloodZone
- A,
- AE,
- FLOODWAY
- FEMA LOMC's

FEMA - Rail Centric

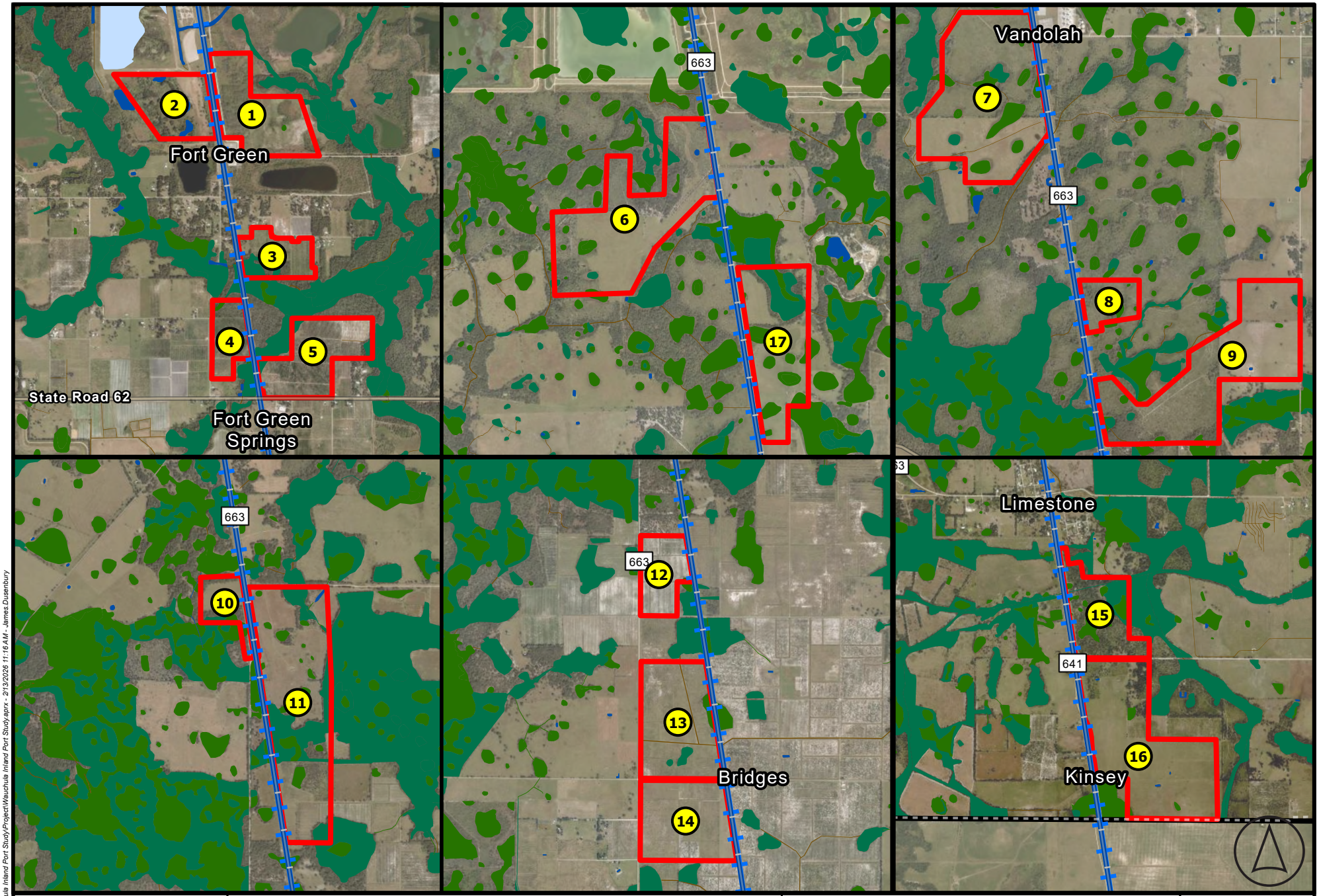
Wauchula Inland Port

February 2026

Figure C-2a

0 0.2 0.4 Miles

K:\LAK_GIS\046292035 - City of Wauchula Inland Port Study\Project\Wauchula Inland Port Study.aprx - 2/13/2026 11:13 AM - James.Dusenbury



Kimley»Horn
© 2024 Kimley-Horn and Associates, Inc.
1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- CSX Rail Network Lines
- Hardee County Boundary
- Rail Centric Site Alternatives

Wetland Type

- Freshwater Emergent Wetland
- Freshwater Forested/ Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

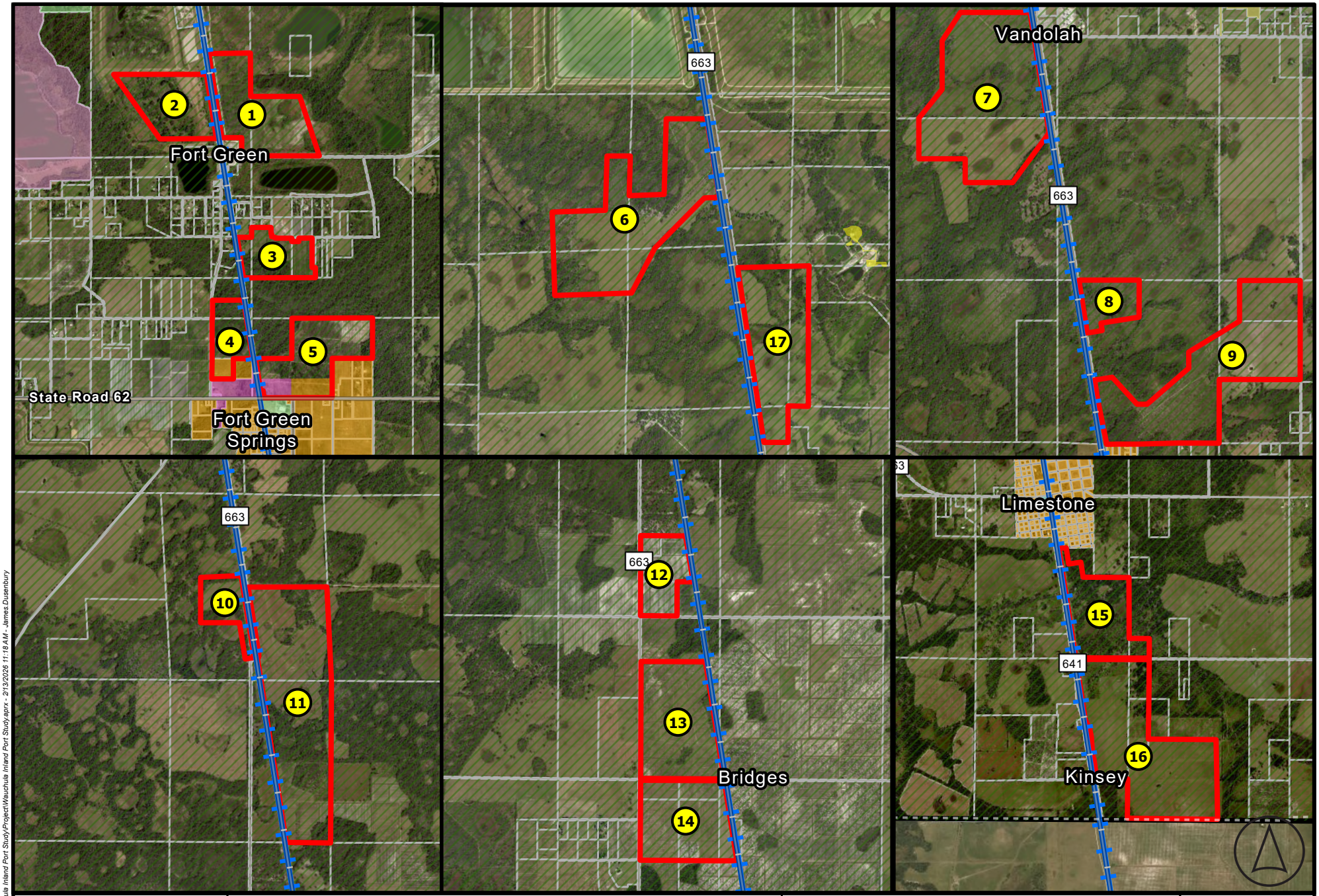
Wetlands - Rail Centric

Wauchula Inland Port

February 2026

Figure C-2b

0 0.2 0.4 Miles



Kimley»Horn
© 2024 Kimley-Horn and Associates, Inc.
1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- CSX Rail Network Lines
- Hardee County Boundary
- Hardee County Parcels
- Rail Centric Site Alternatives

Zoning
- A-1
- C-1
- C-2
- F-R
- I-1
- I-2
- P-I
- P-R

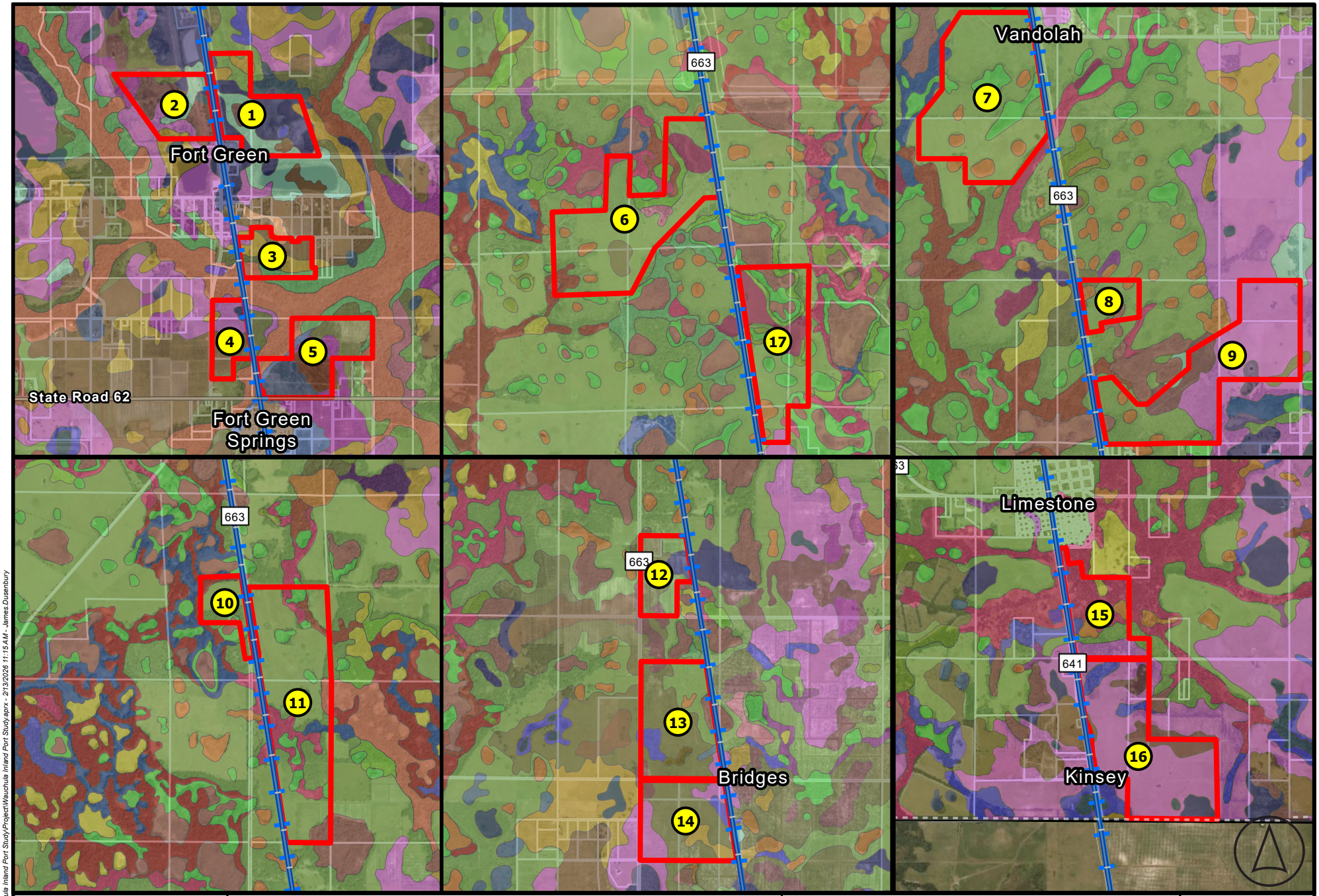
Zoning - Rail Centric

Wauchula Inland Port

February 2026

Figure C-2c

0 0.2 0.4 Miles



Kimley»Horn
© 2024 Kimley-Horn and Associates, Inc.
1800 2nd Street, Suite 900, Sarasota, FL 34237
Phone: 941 379 7600

Legend

- CSX Rail Network Lines
- Hardee County Boundary
- Hardee County Parcels
- Rail Centric Site Alternatives

Soils - Rail Centric

Wauchula Inland Port

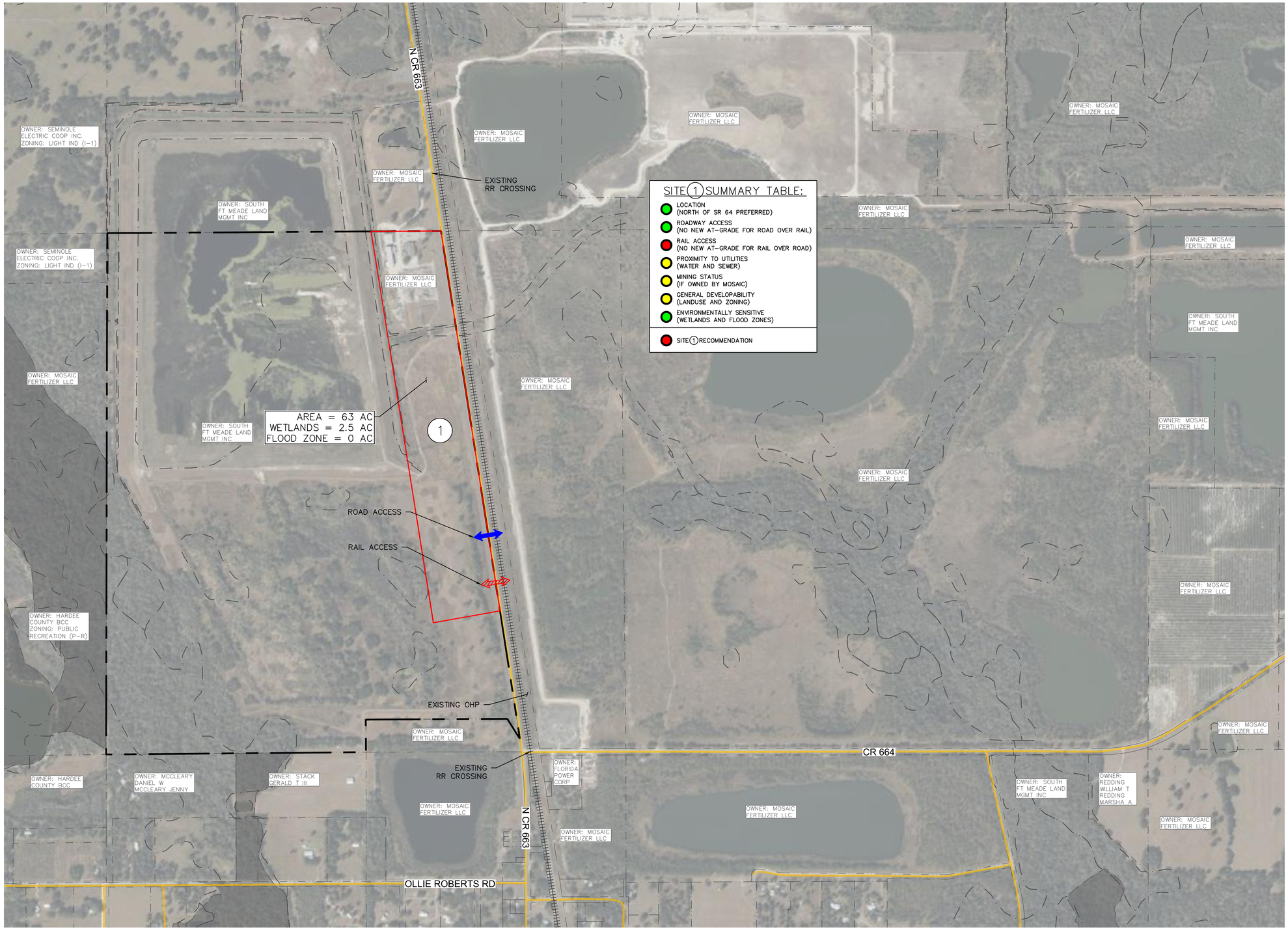
February 2026

Figure C-2d

0 0.2 0.4 Miles

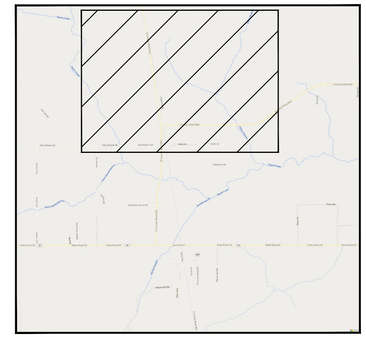
Appendix D.

Site Evaluation Matrix Exhibits



NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS
  NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS
  NEW AT GRADE RAIL CROSSING
- RAIL ACCESS
  NO AT GRADE RAIL CROSSING
- RAIL ACCESS
  NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS
  EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Drawing name: K:\LAK_Civil\046292035 - City of Wauchula Inland Port Study\CAD\Exhibits\Due Diligence\Intermodal Figures.dwg Site 1 Sep 09, 2025 4:29pm by Briana.Reum

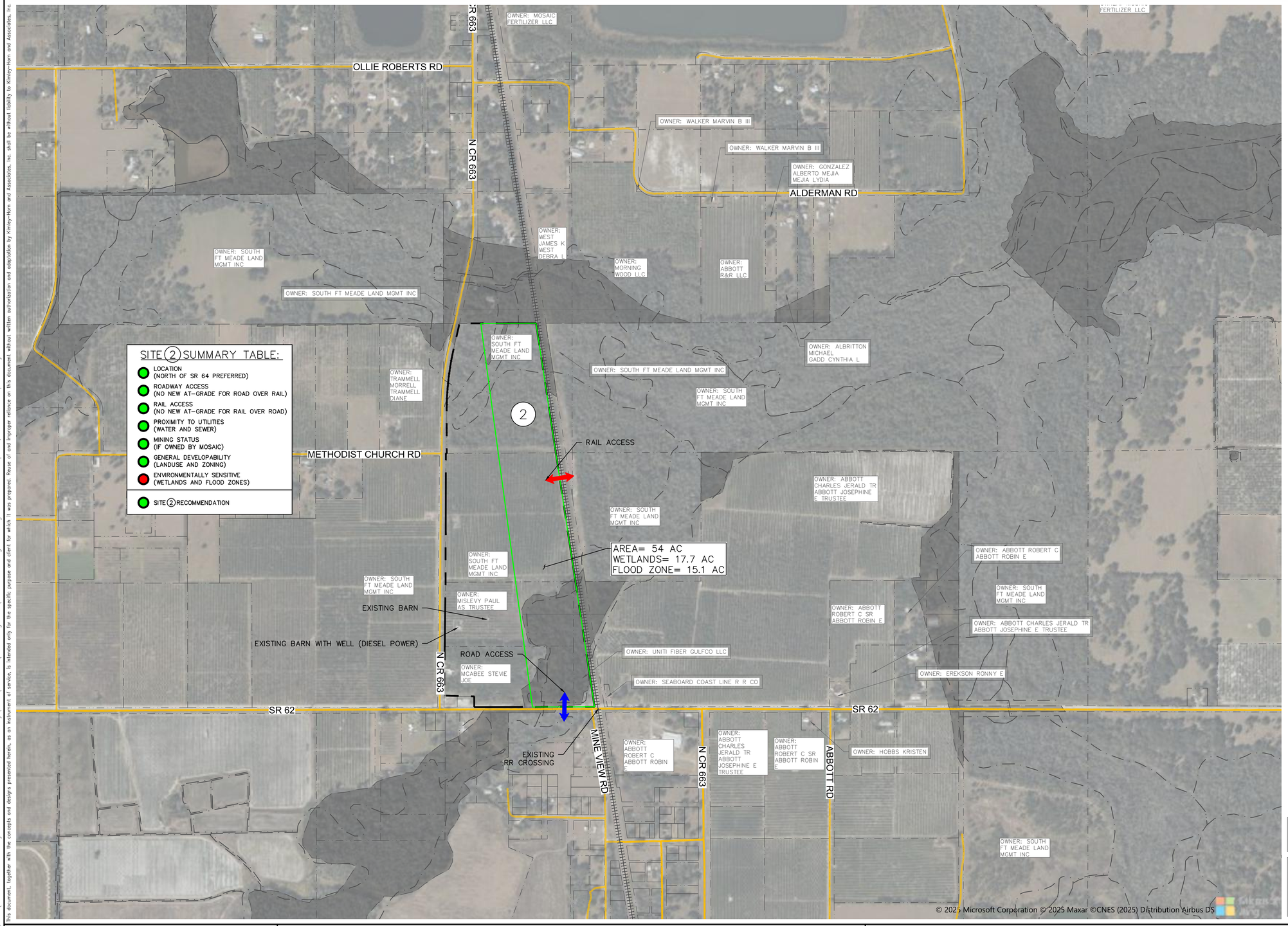
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

INTERMODAL SITES
INLAND PORT FEASIBILITY STUDY

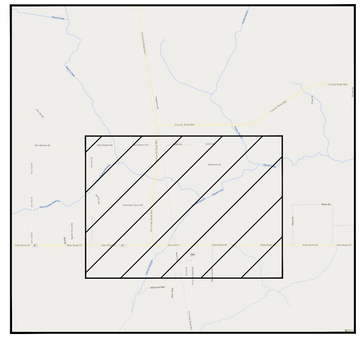
CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-1.1
2/25/2026



NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000"

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

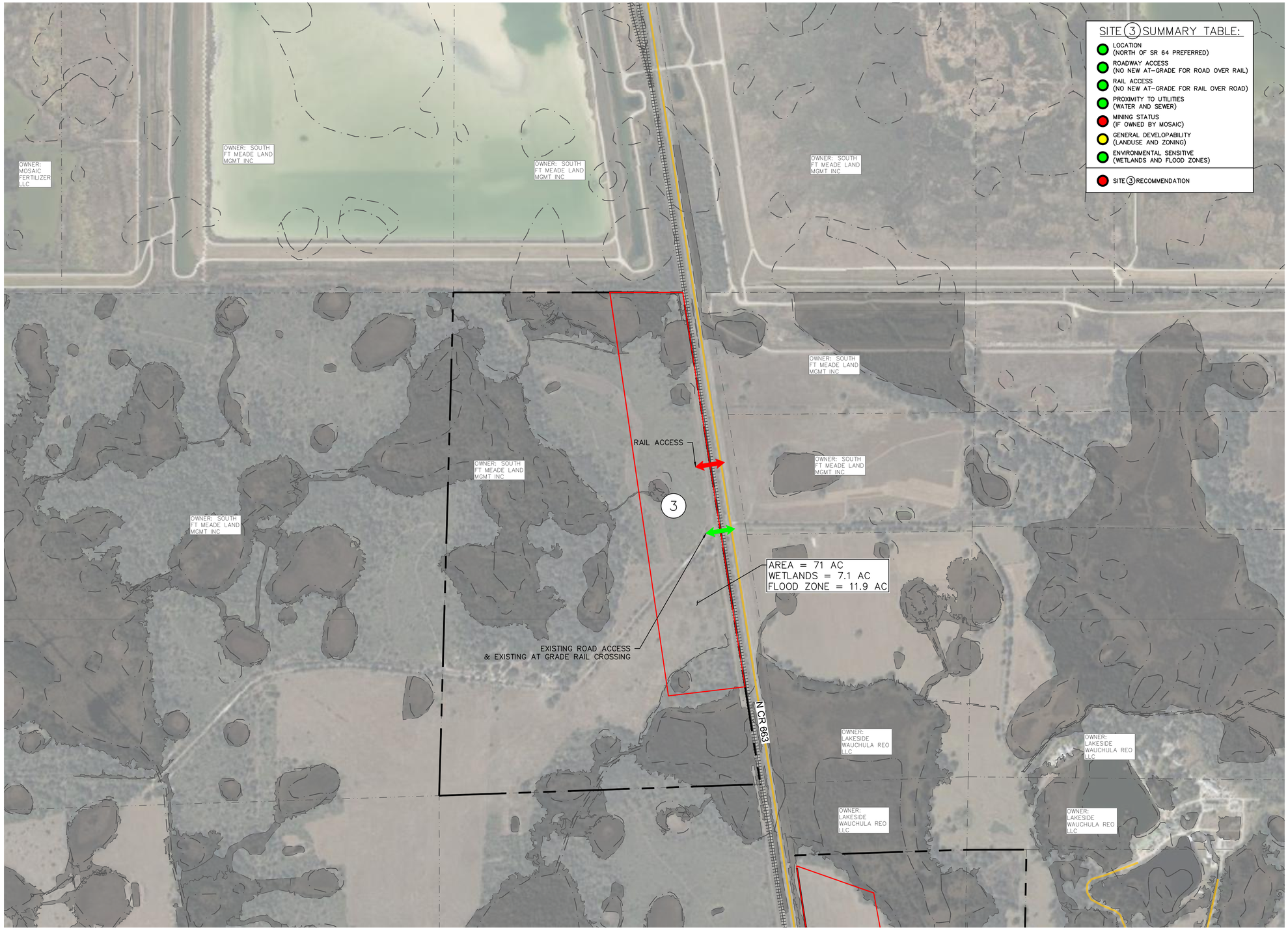
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

INTERMODAL SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-1.2
2/25/2026

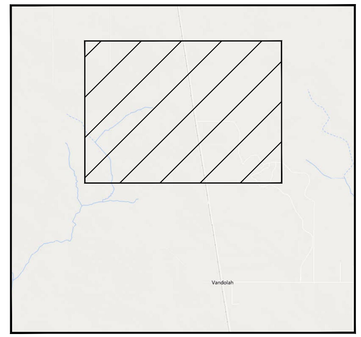


SITE (3) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)
- SITE (3) RECOMMENDATION

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

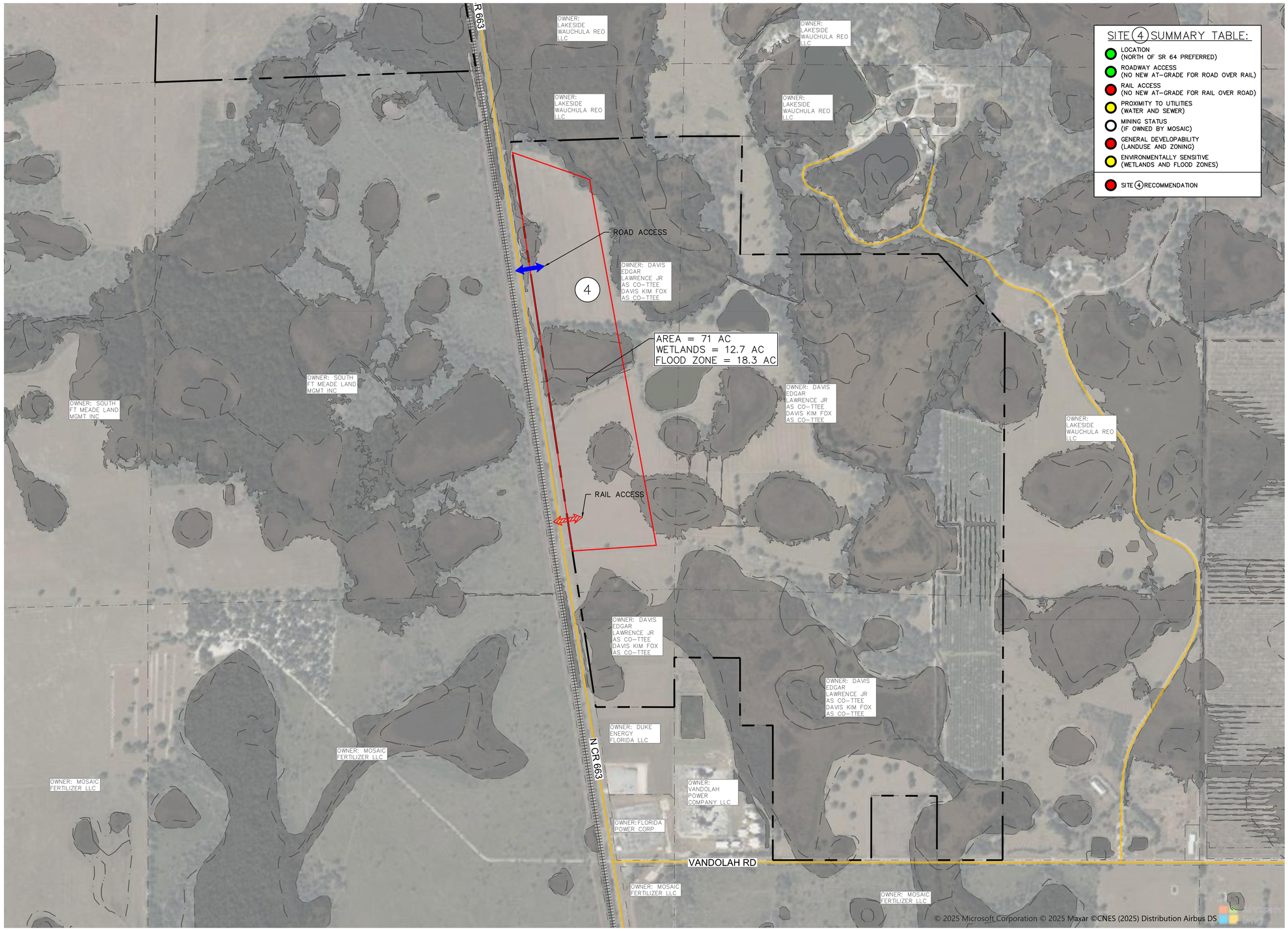
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

INTERMODAL SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-1.3
2/25/2026



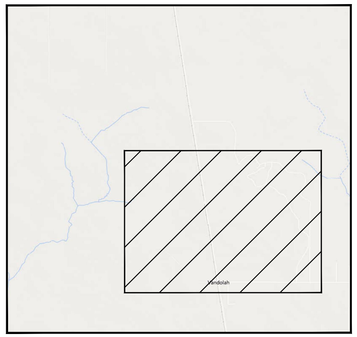
SITE 4 SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE 4 RECOMMENDATION

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000"

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

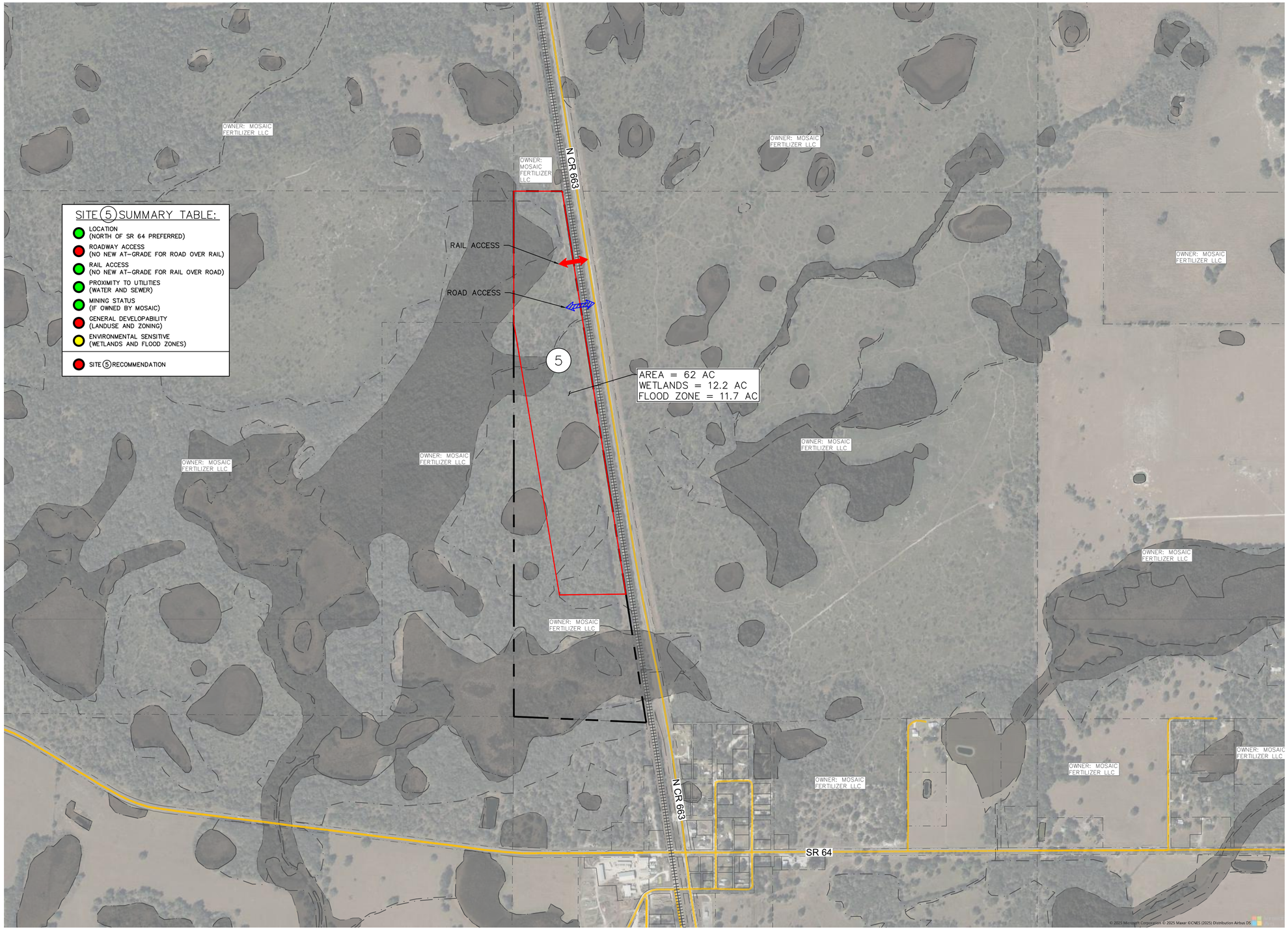
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

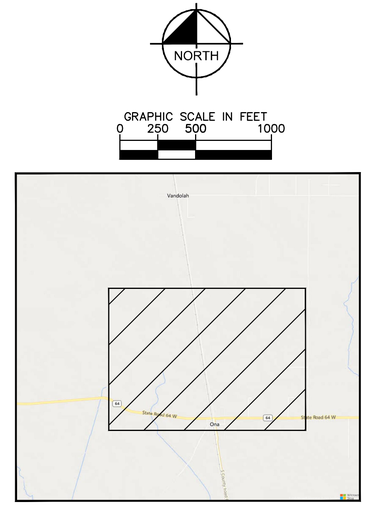
PREPARED FOR
THE CITY OF WAUCHULA

INTERMODAL SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-1.4
2/25/2026





VICINITY MAP
SCALE 1"=5000'

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Drawing name: K:\LAK_Civil\046292035 - City of Wauchula Inland Port Study\CAD\Exhibits\Due Diligence\Intermodal Figures.dwg Site 5 Sep 09, 2025 4:39pm by: Briana.Reum

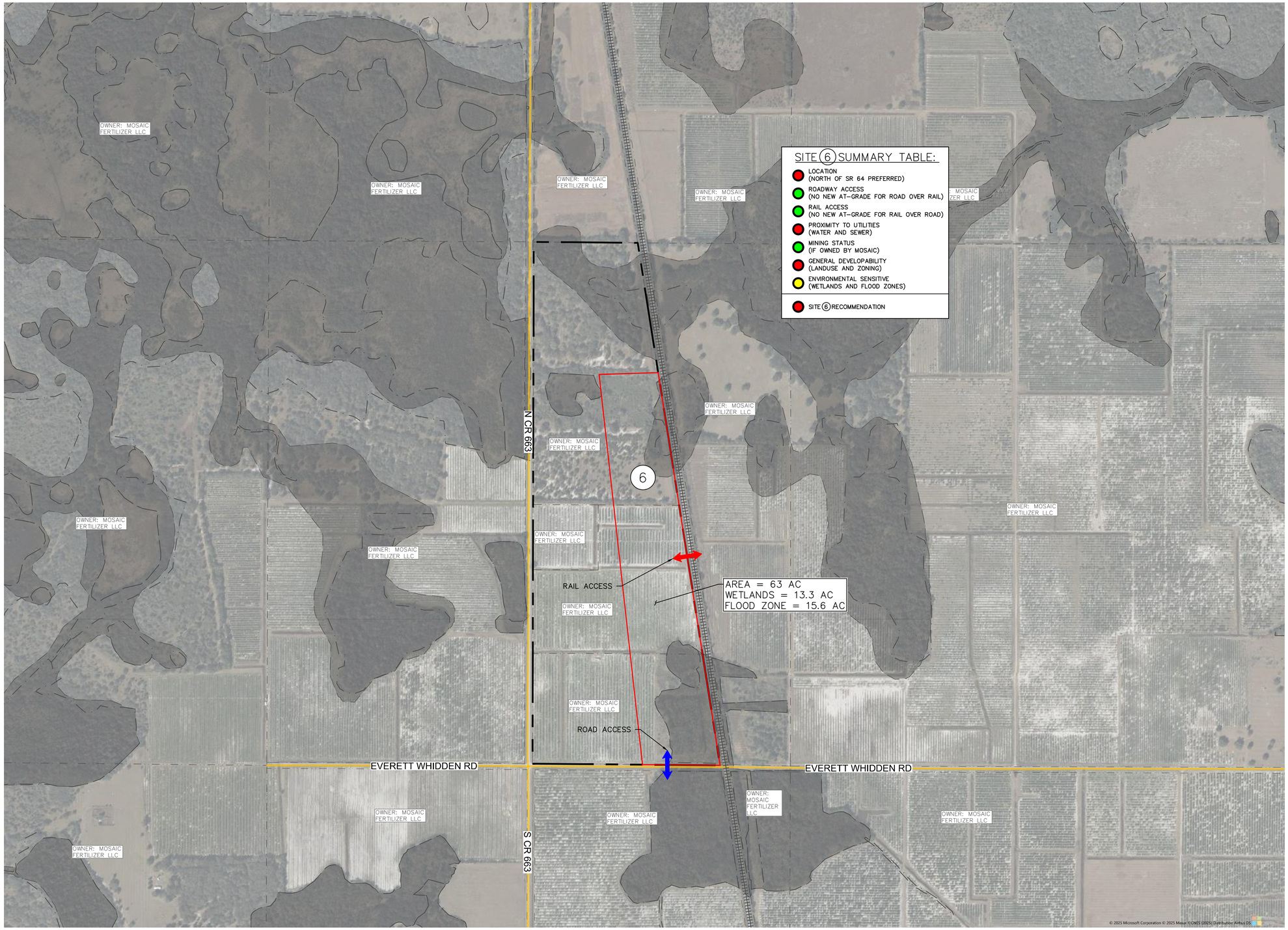
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

INTERMODAL SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-1.5
2/25/2026



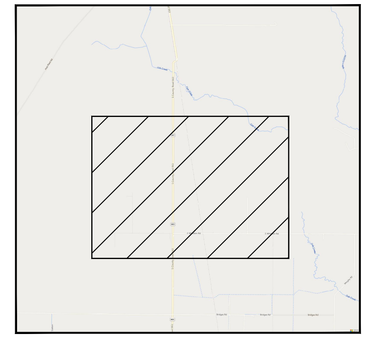
SITE (6) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE (6) RECOMMENDATION

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

INTERMODAL SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-1.6
2/25/2026

Drawing name: C:\Users\JAMES~1.DUS\AppData\Local\Temp\AcPublish_22516\Railcentric Figures.dwg Site 1_2 Feb 13, 2026 1:18pm by: James.Dusenbury

SITE (2) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)
- SITE (2) RECOMMENDATION

SITE (1) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)
- SITE (1) RECOMMENDATION

N CR 663

EXISTING RR CROSSING

OWNER: SEMINOLE ELECTRIC COOP INC. ZONING: LIGHT IND (I-1)

OWNER: SOUTH FT MEADE LAND MGMT INC

OWNER: MOSAIC FERTILIZER LLC

ROAD ACCESS

RAIL ACCESS

AREA = 119 AC
WETLANDS = 7.8 AC
FLOOD ZONE = 0 AC

(2)

(1)

AREA = 164 AC
WETLANDS = 0.6 AC
FLOOD ZONE = 0 AC

EXISTING OHP

EXISTING RR CROSSING

OWNER: HARDEE COUNTY BCC ZONING: PUBLIC RECREATION (P-R)

OWNER: HARDEE COUNTY BCC

OWNER: MCCLEARY DANIEL W MCCLEARY JENNY

OWNER: STACK GERALD T III

OWNER: FLORIDA POWER CORP

OWNER: SOUTH FT MEADE LAND MGMT INC

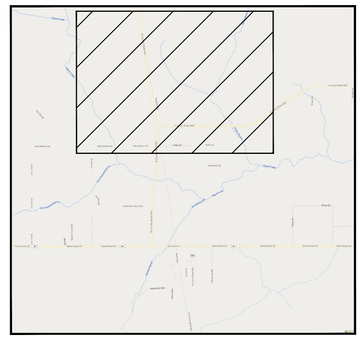
OWNER: REDDING WILLIAM T REDDING MARSHA A

CR 664

OLLIE ROBERTS RD

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Kimley»Horn

109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

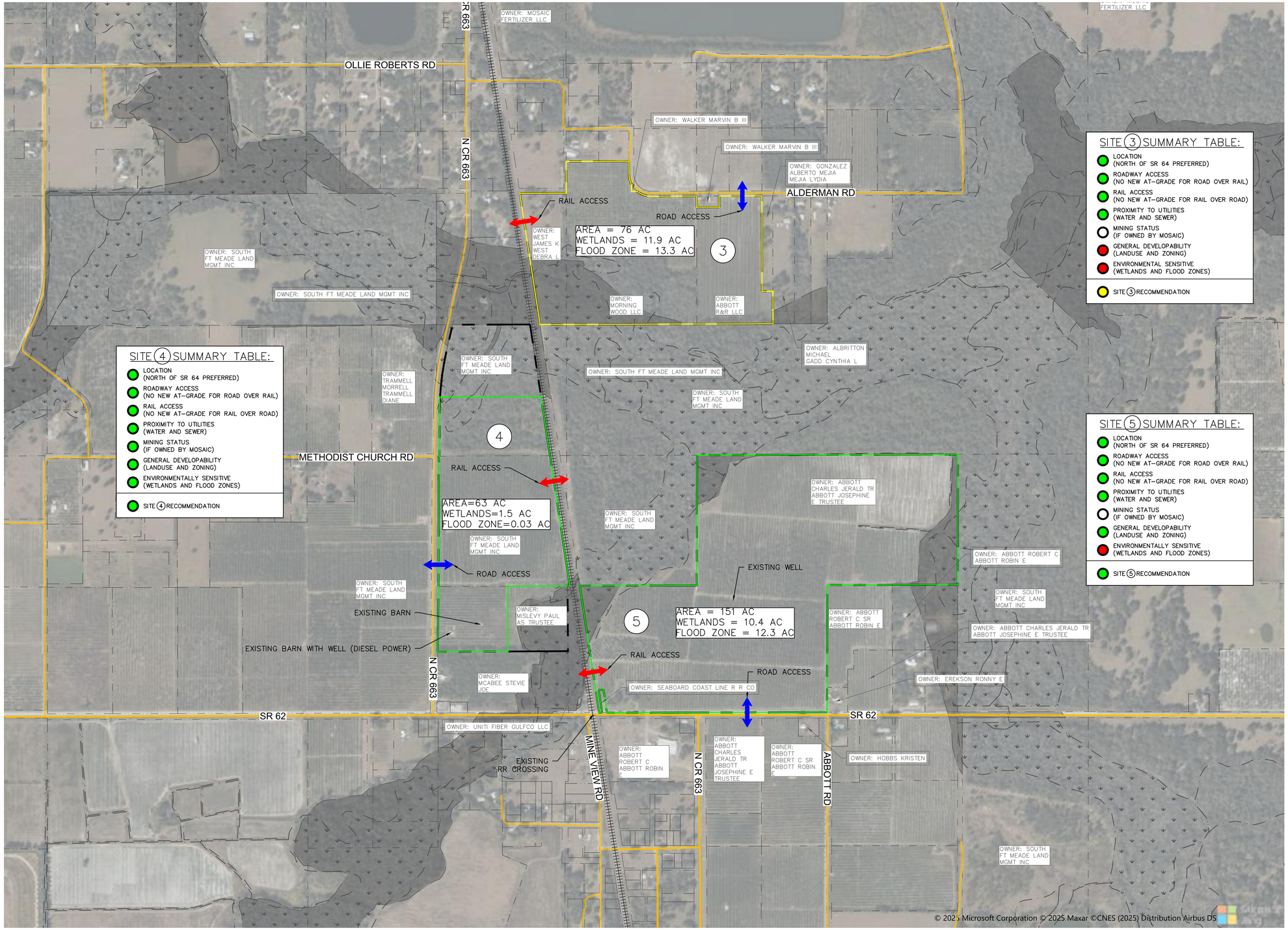
PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.1
2/25/2026

Drawing name: C:\Users\JAMES~1.DUS\AppData\Local\Temp\AcPublish_22516\Railcentric Figures.dwg Site 3_4_5 Feb 13, 2026 1:19pm by: James.Dusenbury



SITE 4 SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE 4 RECOMMENDATION

SITE 3 SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE 3 RECOMMENDATION

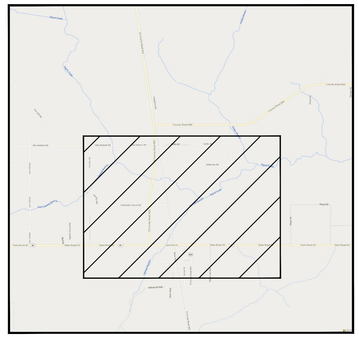
SITE 5 SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE 5 RECOMMENDATION

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

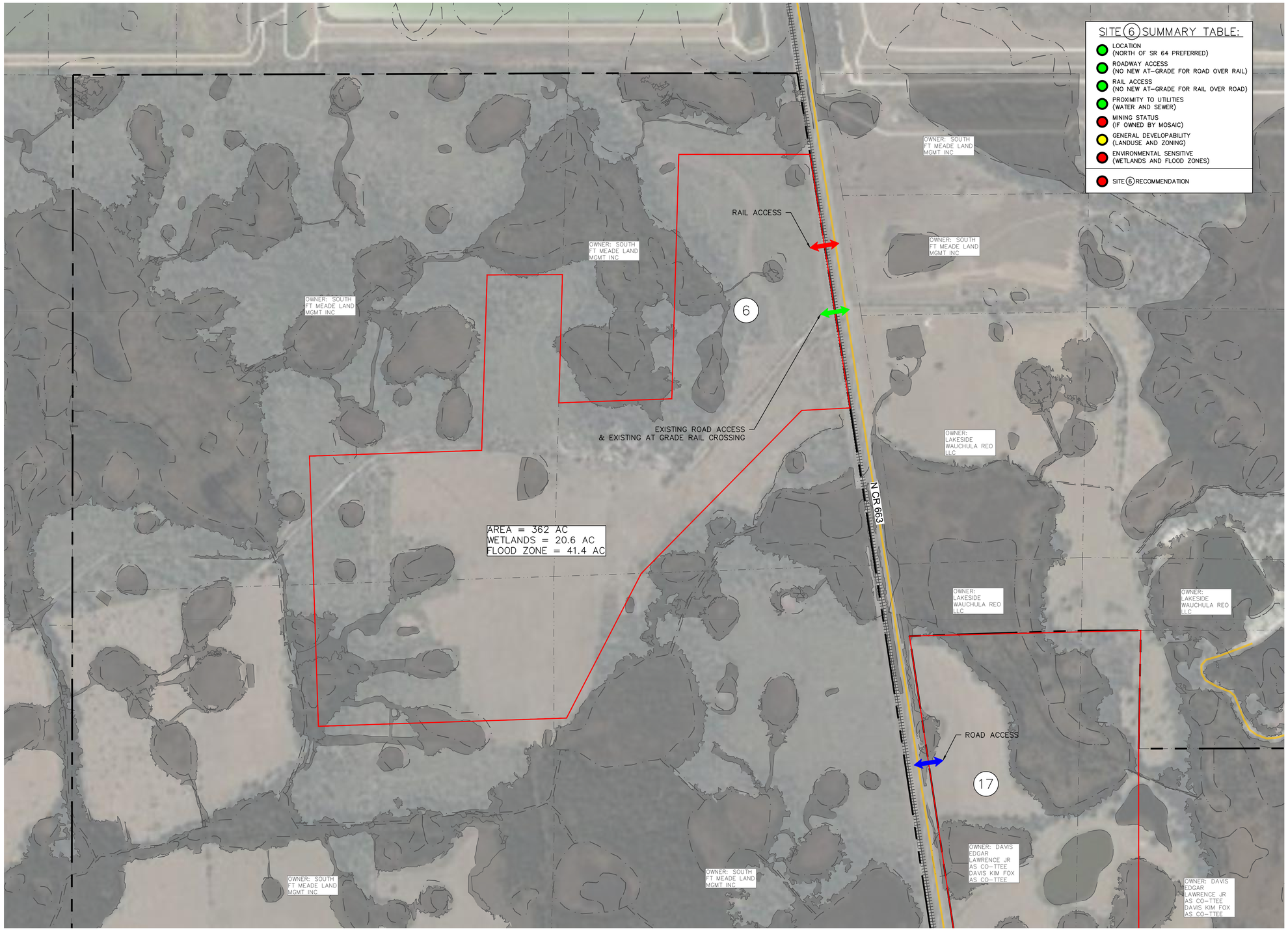
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

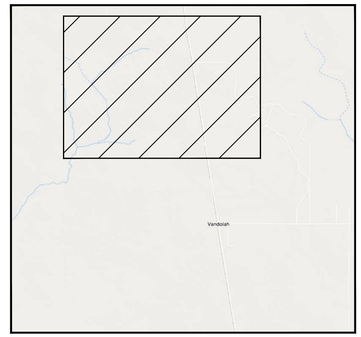
CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.2
2/25/2026



NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:
- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:
- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

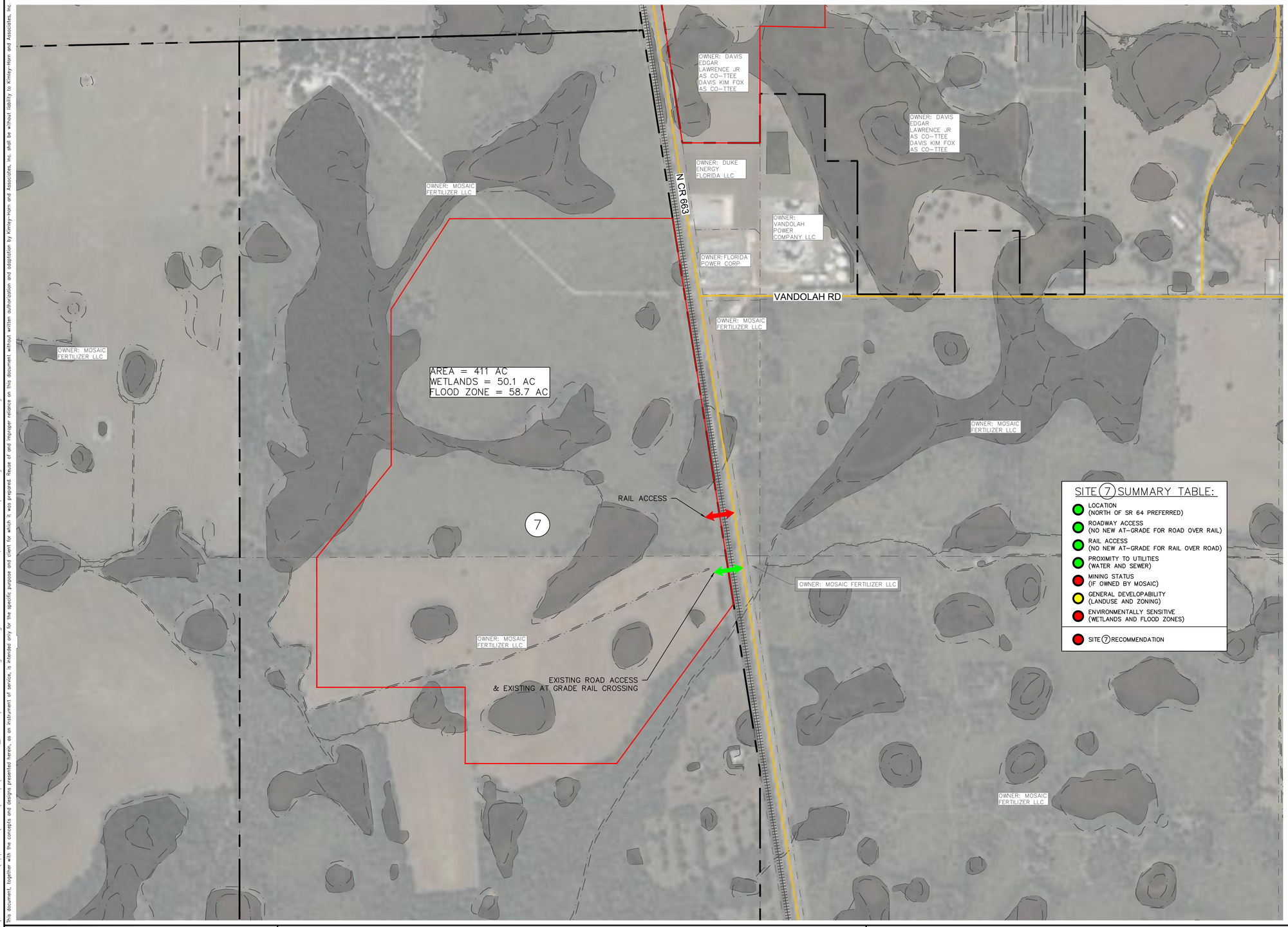
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

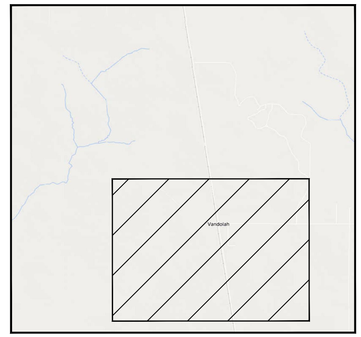
CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.3
2/25/2026



NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

SITE (7) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)
- SITE (7) RECOMMENDATION

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

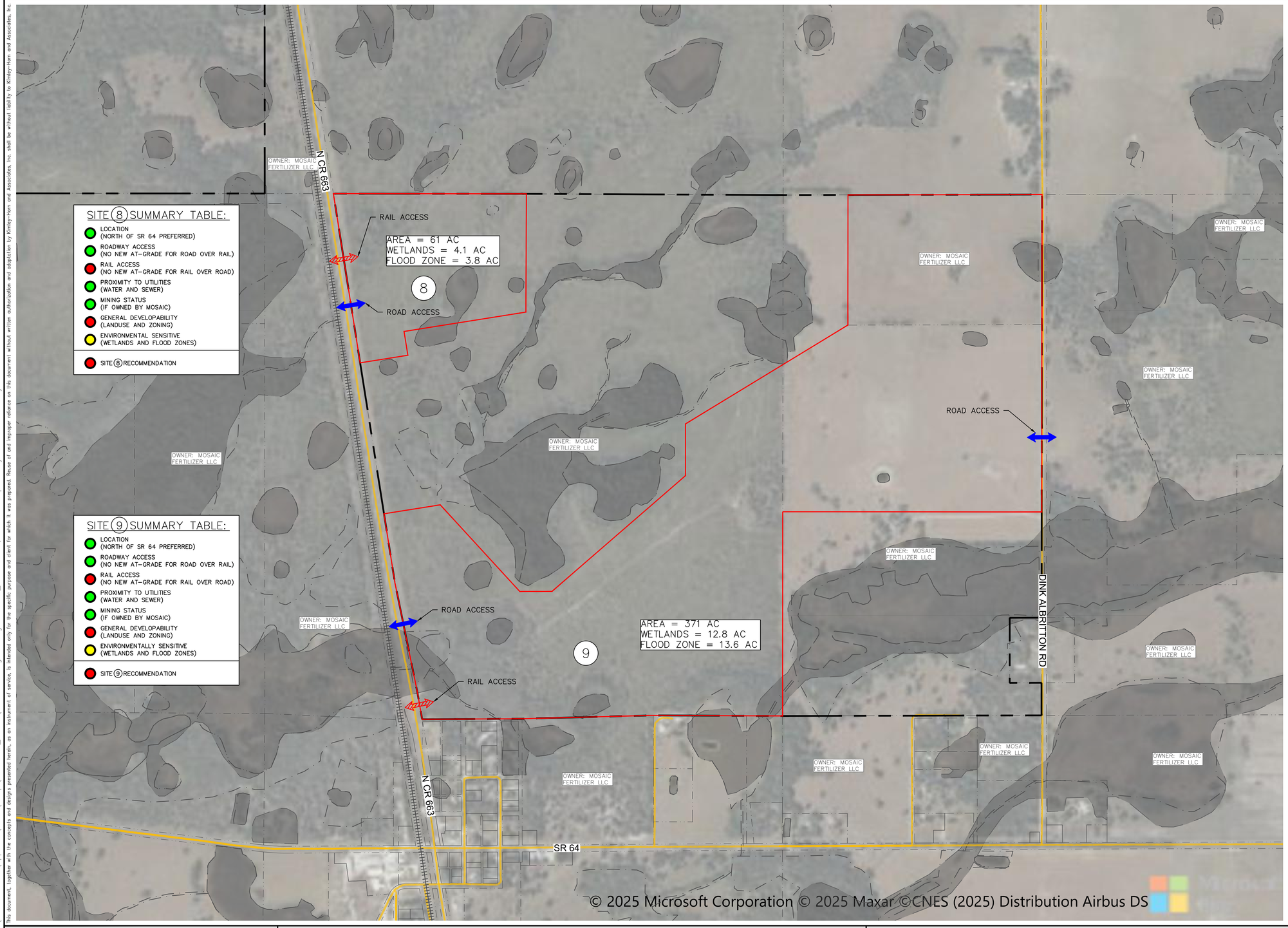
PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.4
2/25/2026

Drawing name: C:\Users\JAMES~1.DUS\AppData\Local\Temp\AcPublish_22516\Railcentric Figures.dwg Site 8_9 Feb 13, 2026 1:24pm by: James.Dusenbury



SITE (8) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE (8) RECOMMENDATION

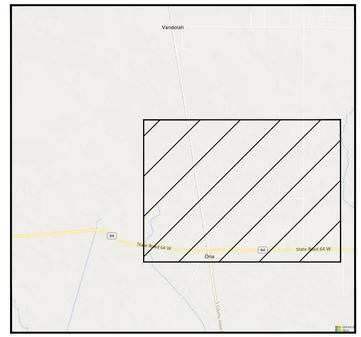
SITE (9) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE (9) RECOMMENDATION

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

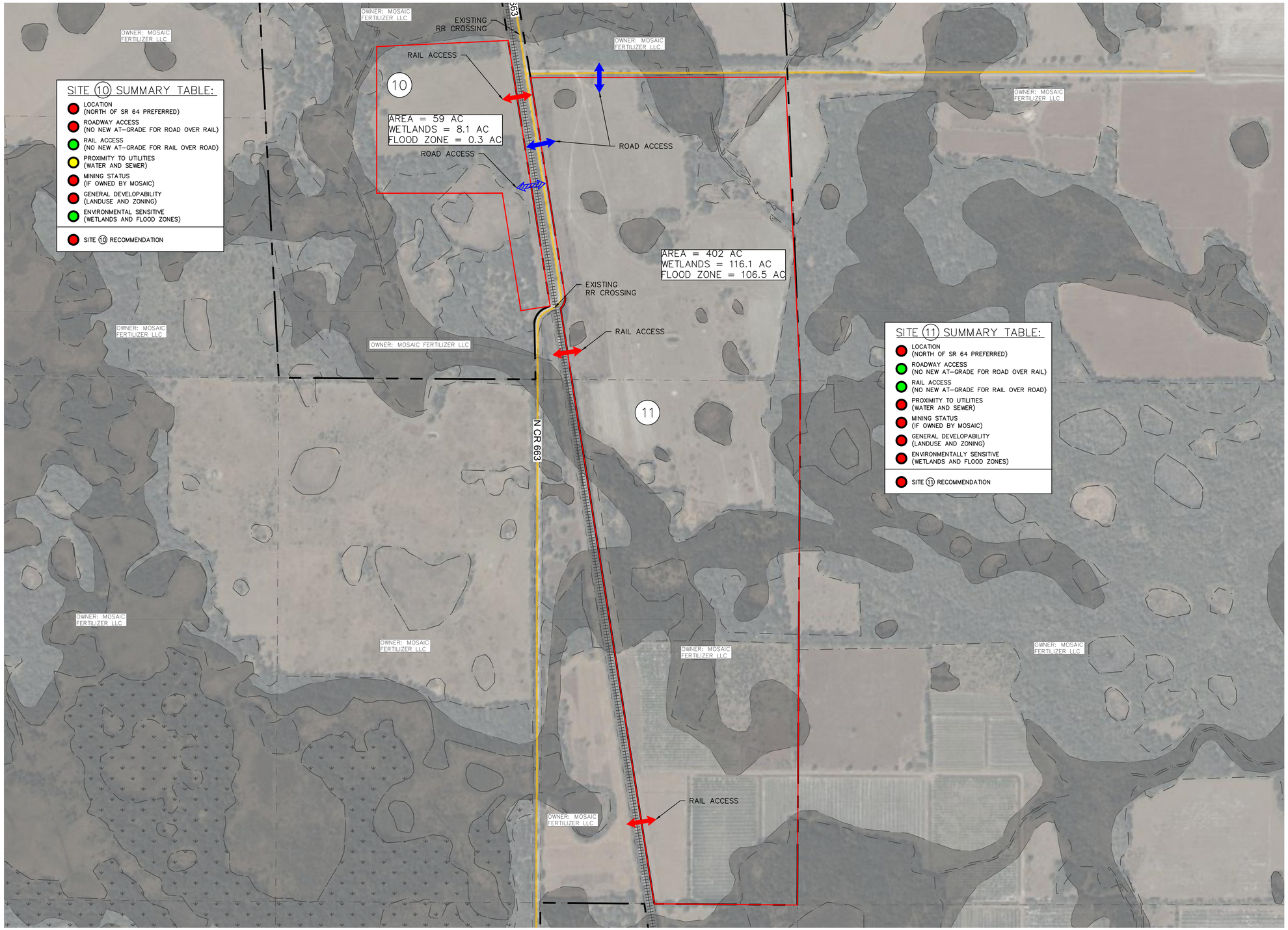
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.5
2/25/2026



SITE (10) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE (10) RECOMMENDATION

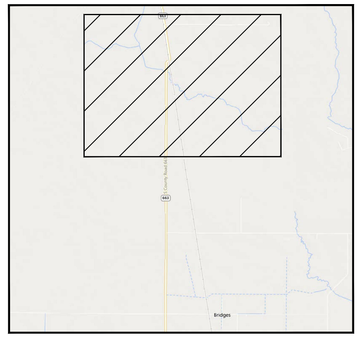
SITE (11) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE (11) RECOMMENDATION

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

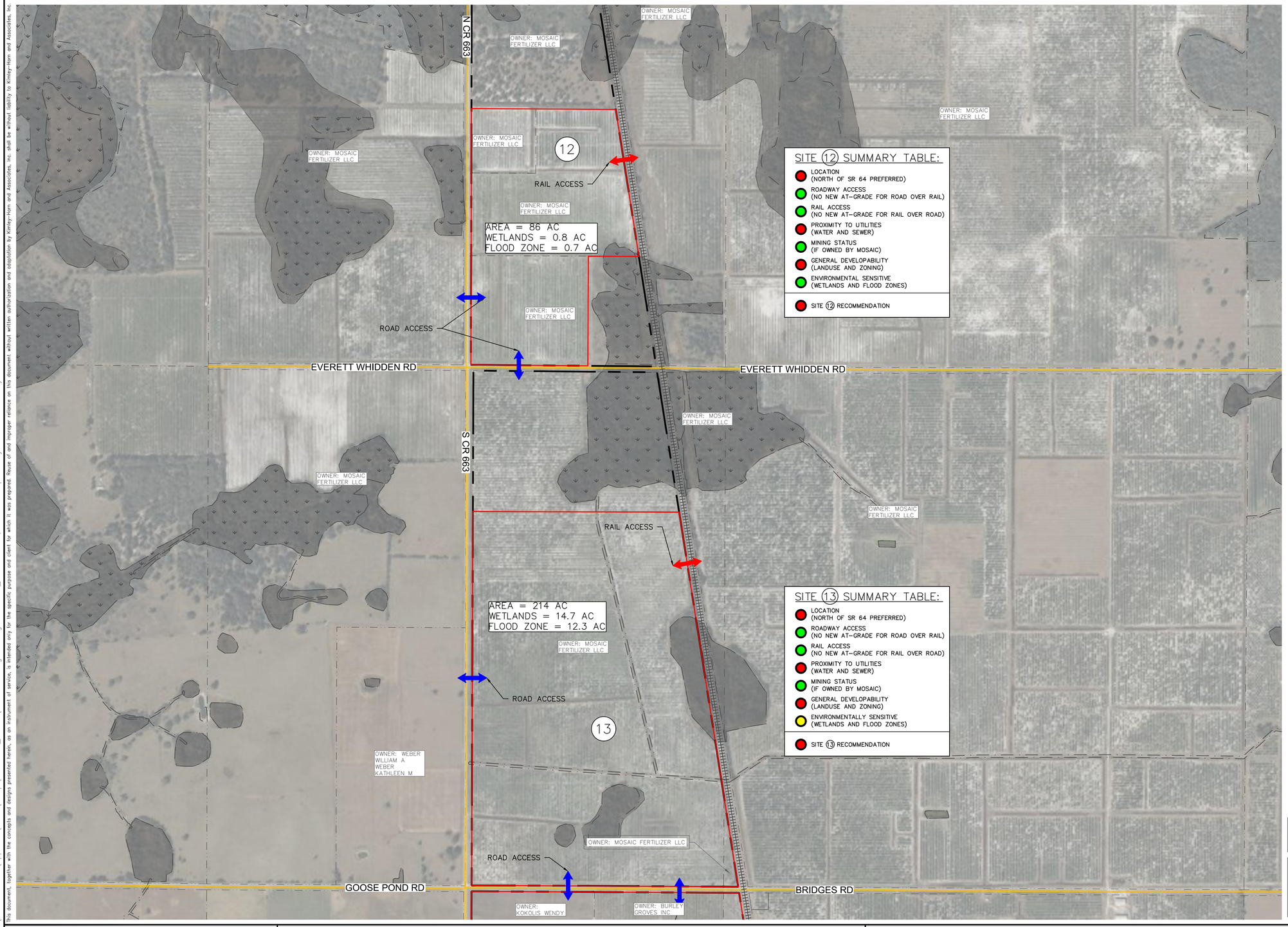
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.6
2/25/2026



SITE (12) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE (12) RECOMMENDATION

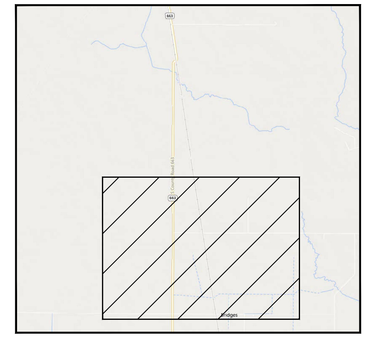
SITE (13) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE (13) RECOMMENDATION

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS — NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS — NEW AT GRADE RAIL CROSSING
- RAIL ACCESS — NO AT GRADE RAIL CROSSING
- RAIL ACCESS — NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS — EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

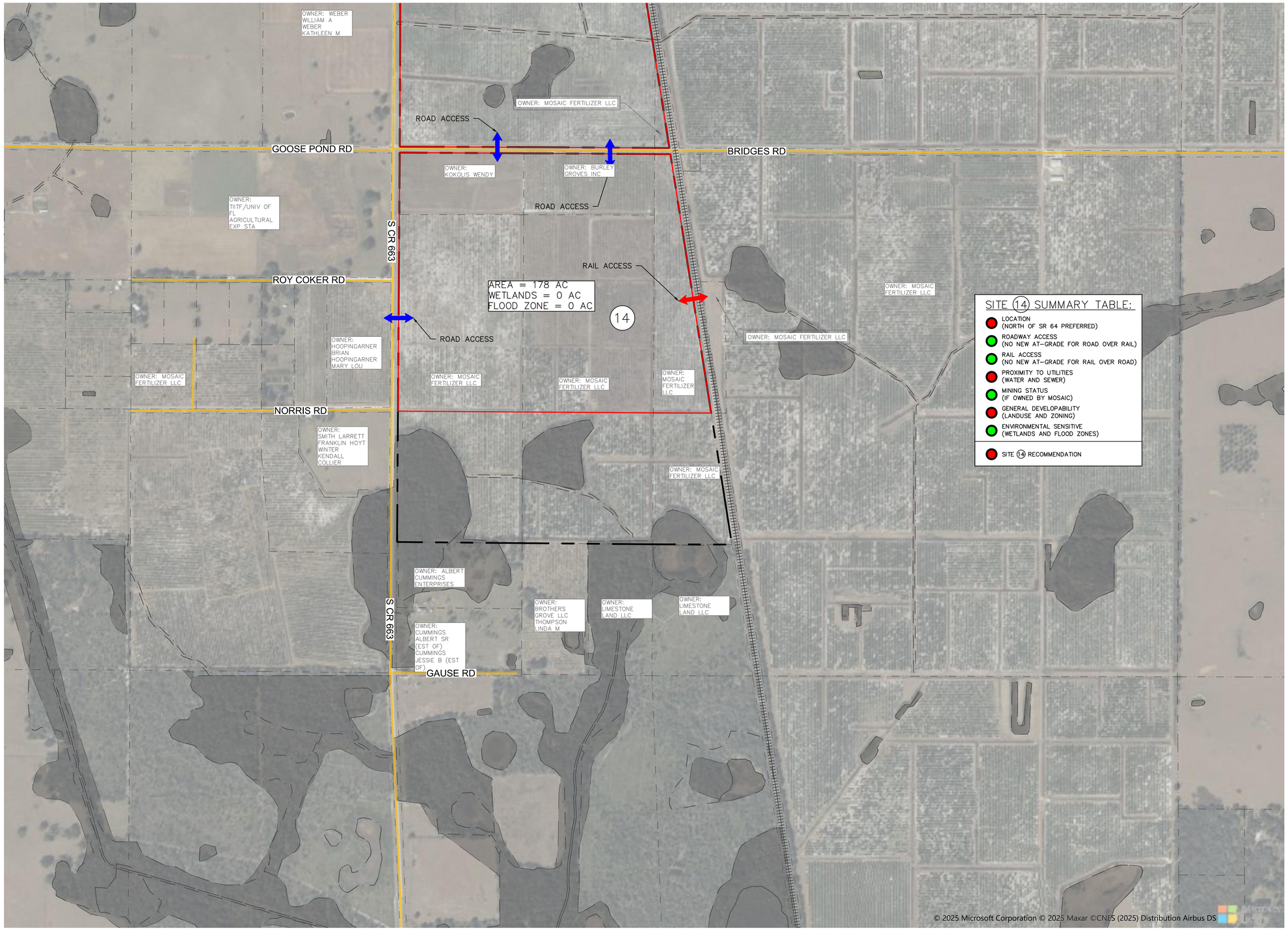
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

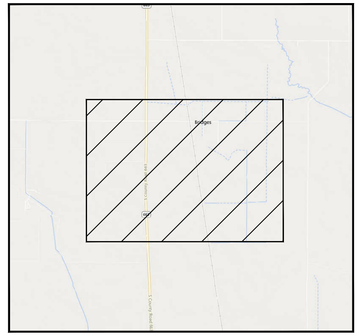
CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.7
2/25/2026



NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

SITE (14) SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE (14) RECOMMENDATION

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.8
2/25/2026

Drawing name: C:\Users\JAMES~1.DUS\AppData\Local\Temp\AcPublish_22516\Railcentric Figures.dwg Site 15_16 Feb 13, 2026 1:30pm by: James.Dusenbury

SITE 15 SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTALLY SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE 15 RECOMMENDATION

SITE 16 SUMMARY TABLE:

- LOCATION (NORTH OF SR 64 PREFERRED)
- ROADWAY ACCESS (NO NEW AT-GRADE FOR ROAD OVER RAIL)
- RAIL ACCESS (NO NEW AT-GRADE FOR RAIL OVER ROAD)
- PROXIMITY TO UTILITIES (WATER AND SEWER)
- MINING STATUS (IF OWNED BY MOSAIC)
- GENERAL DEVELOPABILITY (LANDUSE AND ZONING)
- ENVIRONMENTAL SENSITIVE (WETLANDS AND FLOOD ZONES)

SITE 16 RECOMMENDATION

S CR 663

15

AREA = 139 AC
WETLANDS = 37.7 AC
FLOOD ZONE = 20 AC

EXISTING FDOT BRIDGE

RAIL ACCESS

ROAD ACCESS

ROAD ACCESS

JIM WILLIAMS RD

EXISTING RR CROSSING

AREA = 339 AC
WETLANDS = 5.1 AC
FLOOD ZONE = 6.0 AC

RAIL ACCESS

16

ROAD ACCESS

MOSLEY RD

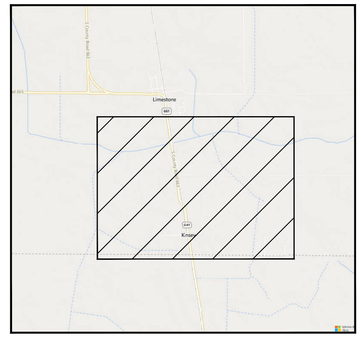
ROAD ACCESS

NW KINSEY COUNTY LINE RD

OWNER: LIMESTONE RANCH LLC
OWNER: SHINHOLSER OLIN W SHINHOLSER BRENDA
OWNER: BISHOP PAMELA D
OWNER: HOWELL LOIS ANNETTE
OWNER: PARRISH TANYA RENA
OWNER: MERCER GLENDA H
OWNER: COCHRAN GEORGE (EST OF) COCHRAN CAROL (EST OF)
OWNER: LILY MN GROVE LLC
OWNER: CARLTON HORSE CREEK PARTNERS LLC

NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

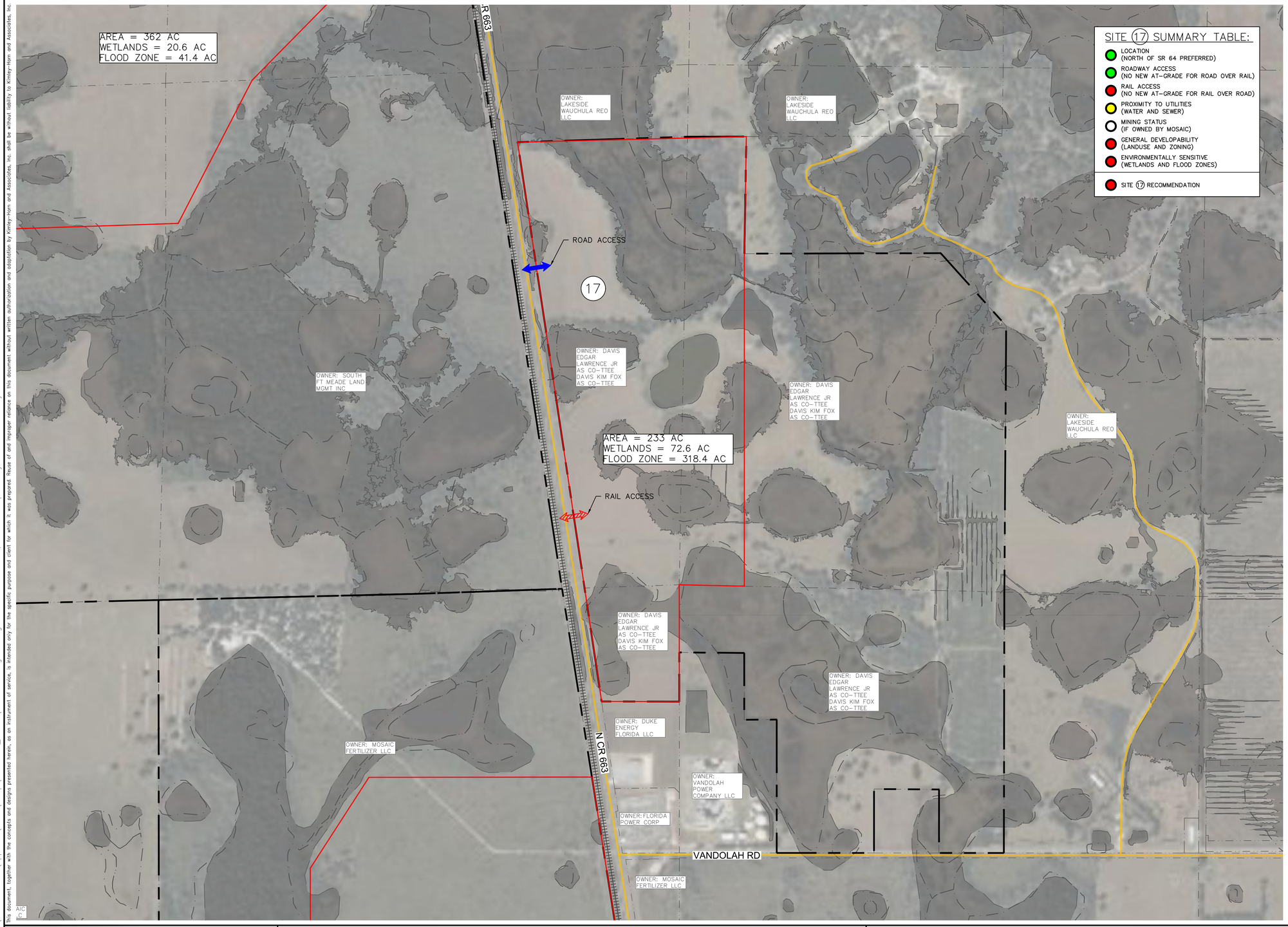
Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

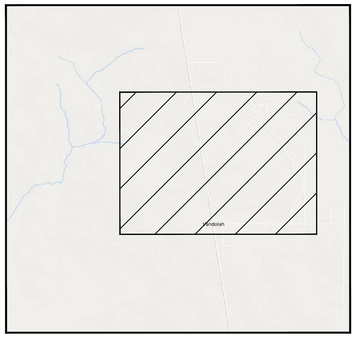
CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.9
2/25/2026



NORTH

GRAPHIC SCALE IN FEET
0 250 500 1000



VICINITY MAP
SCALE 1"=5000'

LEGEND:

- (X) OPTIONAL SITE #
- OPTIONAL SITE BOUNDARY (COLORED: GREEN, YELLOW OR RED)
- PARCEL LINES
- CSX RAIL LINE
- MAJOR ROADS
- WETLANDS
- FEMA FLOOD ZONES

ACCESS POINTS:

- ROAD ACCESS NO NEW AT GRADE RAIL CROSSING
- ROAD ACCESS NEW AT GRADE RAIL CROSSING
- RAIL ACCESS NO AT GRADE RAIL CROSSING
- RAIL ACCESS NEW AT GRADE RAIL CROSSING
- EXISTING ROAD ACCESS EXISTING AT GRADE RAIL CROSSING

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Kimley»Horn
© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

PREPARED FOR
THE CITY OF WAUCHULA

RAIL-CENTRIC SITES
INLAND PORT FEASIBILITY STUDY

CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE D-2.10
2/25/2026

Appendix E.

Conceptual Site Plans

LEGEND

- PROPERTY BOUNDARY
- LANDSCAPE BUFFER
- BUILDING SETBACK
- PARCEL
- EXISTING TRACK
- PROPOSED TRACK
- EXISTING WETLAND
- WETLAND IMPACTS

NOTE:

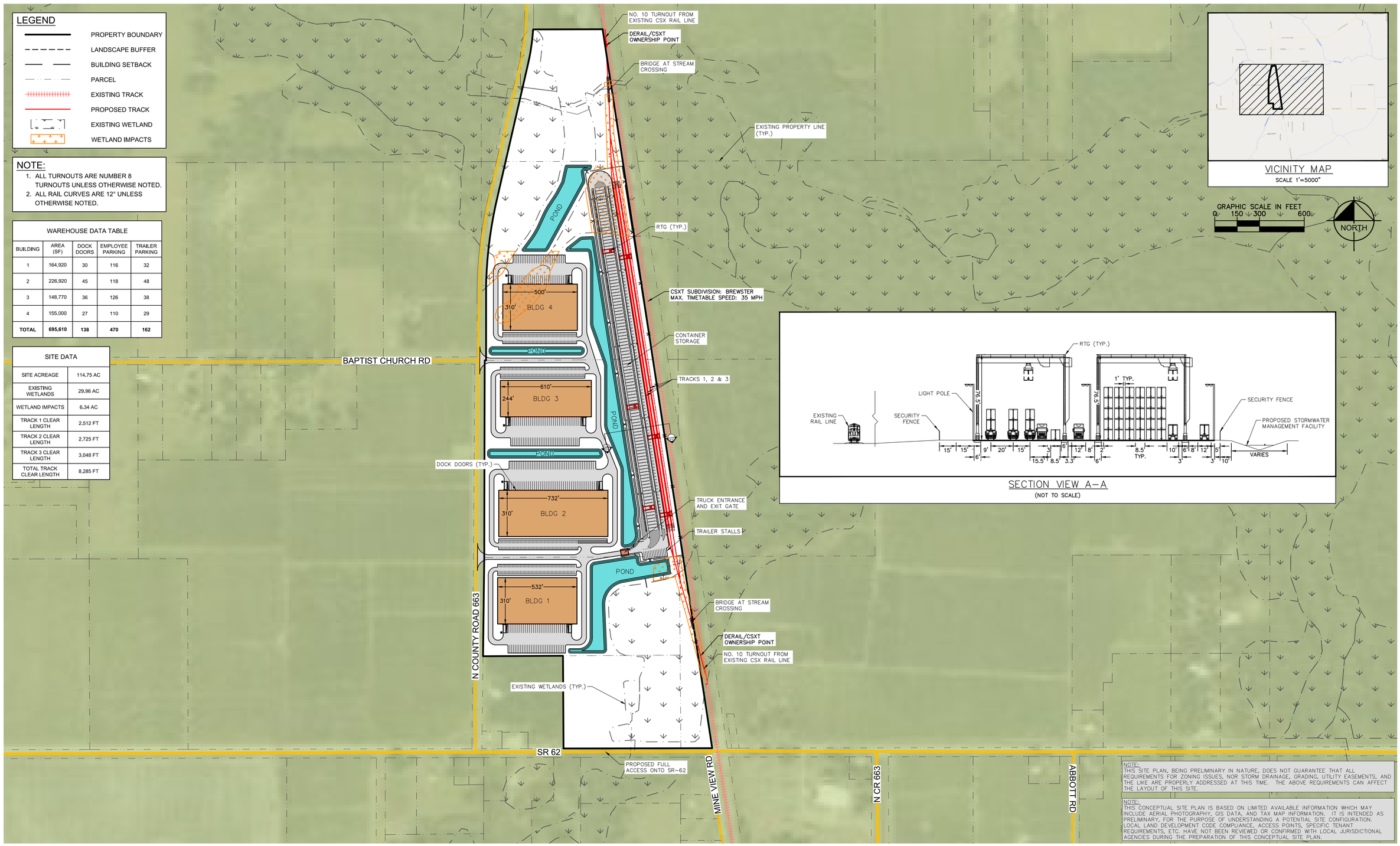
1. ALL TURNOUTS ARE NUMBER 8 TURNOUTS UNLESS OTHERWISE NOTED.
2. ALL RAIL CURVES ARE 12° UNLESS OTHERWISE NOTED.

WAREHOUSE DATA TABLE

BUILDING	AREA (SF)	DOCK DOORS	EMPLOYEE PARKING	TRAILER PARKING
1	164,920	30	116	32
2	226,920	45	118	48
3	148,770	36	126	38
4	155,000	27	110	29
TOTAL	**695,610**	**138**	**470**	**162**

SITE DATA

SITE ACREAGE	114.75 AC
EXISTING WETLANDS	29.96 AC
WETLAND IMPACTS	6.34 AC
TRACK 1 CLEAR LENGTH	2,512 FT
TRACK 2 CLEAR LENGTH	2,725 FT
TRACK 3 CLEAR LENGTH	3,048 FT
TOTAL TRACK CLEAR LENGTH	8,285 FT



VICINITY MAP

SCALE 1"=5000'

GRAPHIC SCALE IN FEET

0 150 300 600

NORTH

SECTION VIEW A-A

(NOT TO SCALE)

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Kimley»Horn

109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

INTERMODAL DEVELOPMENT SITE OPTION 2

CONCEPTUAL SITE PLAN

CITY OF WAUCHULA FLORIDA

SHEET NUMBER

FIGURE E-1

2/25/2026

LEGEND

- PROPERTY BOUNDARY
- LANDSCAPE BUFFER
- BUILDING SETBACK
- PARCEL
- EXISTING TRACK
- PROPOSED TRACK
- EXISTING WETLAND
- WETLAND IMPACTS

NOTE:

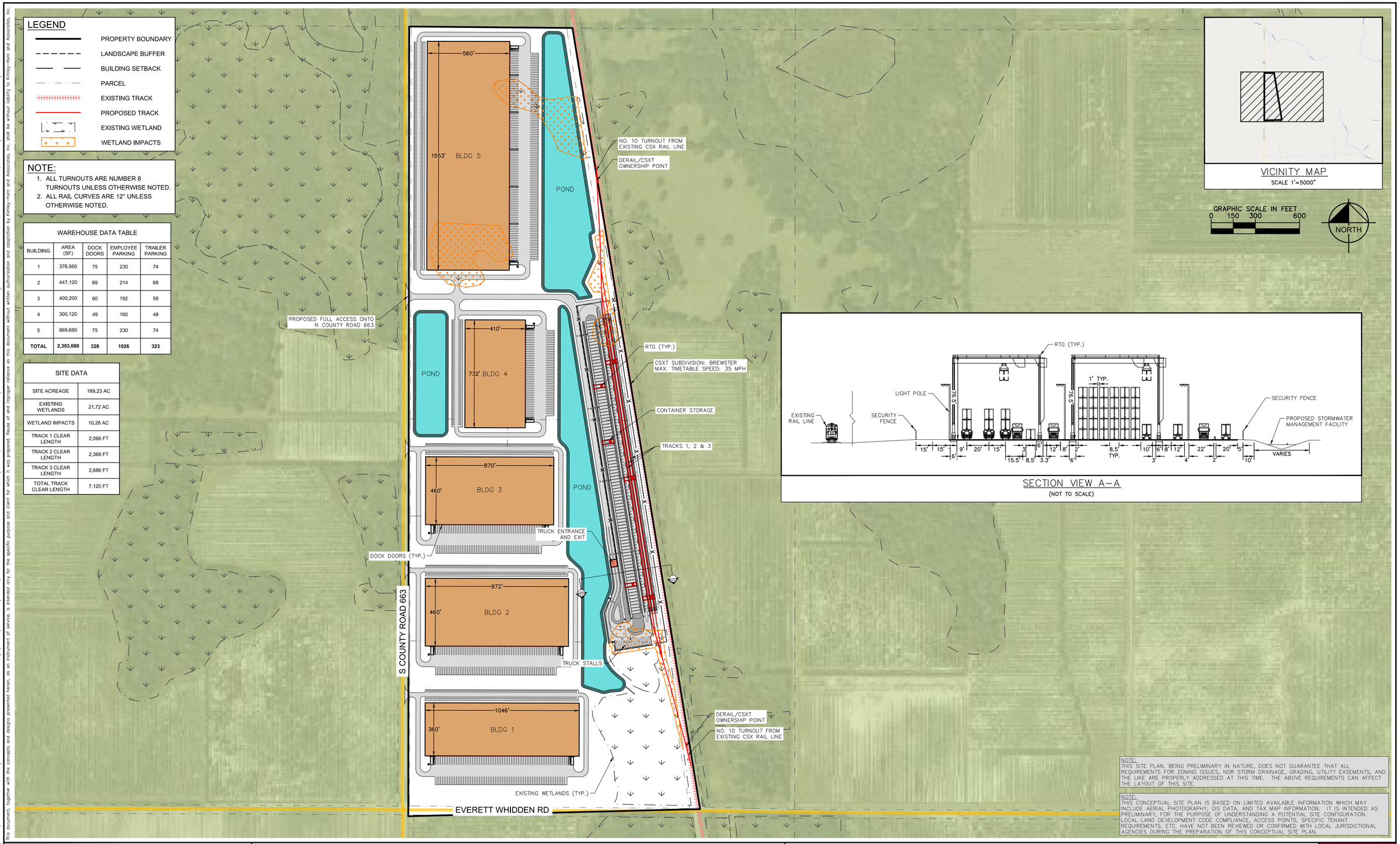
1. ALL TURNOUTS ARE NUMBER 8 TURNOUTS UNLESS OTHERWISE NOTED.
2. ALL RAIL CURVES ARE 12° UNLESS OTHERWISE NOTED.

WAREHOUSE DATA TABLE

BUILDING	AREA (SF)	DOCK DOORS	EMPLOYEE PARKING	TRAILER PARKING
1	376,560	75	230	74
2	447,120	69	214	68
3	400,200	60	192	59
4	300,120	49	160	48
5	869,680	75	230	74
TOTAL	**2,393,680**	**328**	**1026**	**323**

SITE DATA

SITE ACREAGE	189.23 AC
EXISTING WETLANDS	21.72 AC
WETLAND IMPACTS	10.28 AC
TRACK 1 CLEAR LENGTH	2,066 FT
TRACK 2 CLEAR LENGTH	2,368 FT
TRACK 3 CLEAR LENGTH	2,686 FT
TOTAL TRACK CLEAR LENGTH	7,120 FT



VICINITY MAP

SCALE 1"=5000"

GRAPHIC SCALE IN FEET
0 150 300 600

NORTH

SECTION VIEW A–A

(NOT TO SCALE)

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Kimley»Horn

109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863–701–8702
WWW.KIMLEY–HORN.COM REGISTRY NO. 35106

INTERMODAL DEVELOPMENT SITE OPTION 6

CONCEPTUAL SITE PLAN

CITY OF WAUCHULA FLORIDA

SHEET NUMBER

FIGURE E-2

2/25/2026

LEGEND

- PROPERTY BOUNDARY
- LANDSCAPE BUFFER
- BUILDING SETBACK
- PARCEL
- EXISTING TRACK
- PROPOSED TRACK
- EXISTING WETLAND
- WETLAND IMPACTS

NOTE:

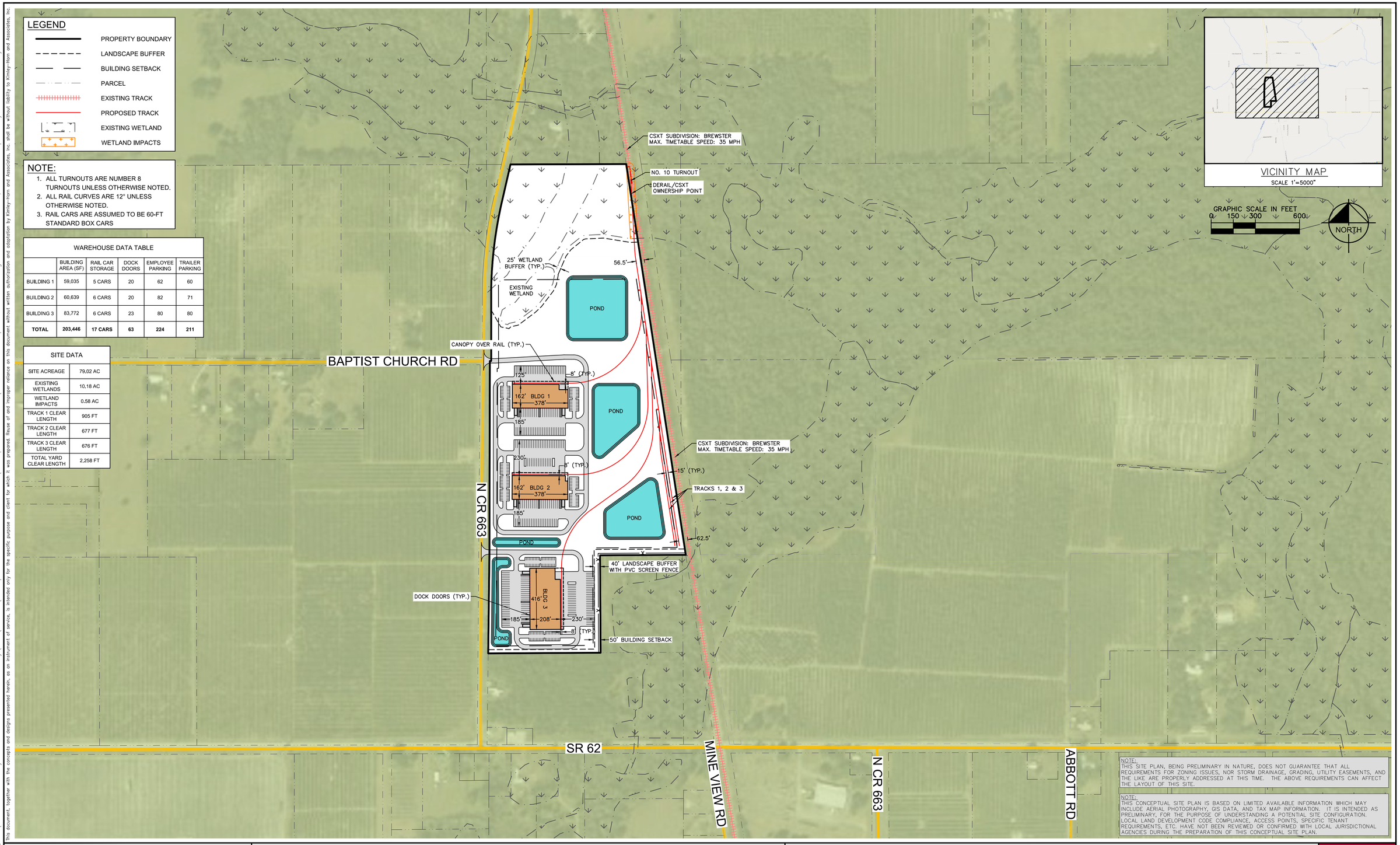
1. ALL TURNOUTS ARE NUMBER 8 TURNOUTS UNLESS OTHERWISE NOTED.
2. ALL RAIL CURVES ARE 12° UNLESS OTHERWISE NOTED.
3. RAIL CARS ARE ASSUMED TO BE 60-FT STANDARD BOX CARS

WAREHOUSE DATA TABLE

	BUILDING AREA (SF)	RAIL CAR STORAGE	DOCK DOORS	EMPLOYEE PARKING	TRAILER PARKING
BUILDING 1	59,035	5 CARS	20	62	60
BUILDING 2	60,639	6 CARS	20	82	71
BUILDING 3	83,772	6 CARS	23	80	80
TOTAL	**203,446**	**17 CARS**	**63**	**224**	**211**

SITE DATA

SITE ACREAGE	79.02 AC
EXISTING WETLANDS	10.18 AC
WETLAND IMPACTS	0.58 AC
TRACK 1 CLEAR LENGTH	905 FT
TRACK 2 CLEAR LENGTH	677 FT
TRACK 3 CLEAR LENGTH	676 FT
TOTAL YARD CLEAR LENGTH	2,258 FT



VICINITY MAP

SCALE 1"=5000"

GRAPHIC SCALE IN FEET
0 150 300 600

NORTH

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

RAIL-CENTRIC DEVELOPMENT SITE OPTION 4

CONCEPTUAL SITE PLAN

CITY OF WAUCHULA FLORIDA

SHEET NUMBER

FIGURE E-3

2/25/2026

LEGEND

- PROPERTY BOUNDARY
- LANDSCAPE BUFFER
- BUILDING SETBACK
- PARCEL
- EXISTING TRACK
- PROPOSED TRACK
- EXISTING WETLAND
- WETLAND IMPACT

NOTE:

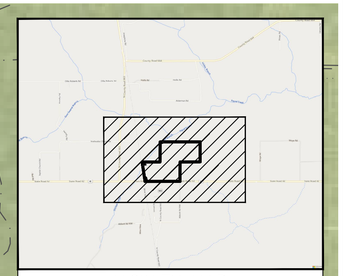
1. ALL TURNOUTS ARE NUMBER 8 TURNOUTS UNLESS OTHERWISE NOTED.
2. ALL RAIL CURVES ARE 12° UNLESS OTHERWISE NOTED.
3. RAIL CARS ARE ASSUMED TO BE 60-FT STANDARD BOX CARS

WAREHOUSE DATA TABLE

	AREA (SF)	RAIL CAR STORAGE	DOCK DOORS	EMPLOYEE PARKING	TRAILER PARKING
BUILDING 1	585,000	19 CARS	78	286	280
BUILDING 2	187,500	11 CARS	42	75	154
BUILDING 3	172,585	7 CARS	32	84	62
BUILDING 4	136,176	8 CARS	28	93	111
TOTAL	**1,081,261**	**45 CARS**	**180**	**538**	**607**

SITE DATA

SITE ACREAGE	151.36 AC
EXISTING WETLANDS	10.57 AC
WETLAND IMPACTS	5.82 AC
TRACK 1 CLEAR LENGTH	1,317 FT
TRACK 2 CLEAR LENGTH	1,318 FT
TRACK 3 CLEAR LENGTH	1,196 FT
TOTAL YARD CLEAR LENGTH	3,831 FT



VICINITY MAP
SCALE 1"=5000'

GRAPHIC SCALE IN FEET
0 150 300 600

NORTH

EXISTING WETLAND
EXISTING WETLAND
EXISTING WETLAND
EXISTING WETLAND
POND
DOCK DOORS (TYP.)
8' (TYP.)
185'
BLDG 2
750'
1300'
450'
BLDG. 1
230'
250'
185'
8' (TYP.)
230'
POND
POND
POND
POND
POND
POND
CANOPY OVER RAIL (TYP.)
25' WETLAND BUFFER (TYP.)
185'
324'
185'
8' (TYP.)
540' BLDG 3
CSXT SUBDIVISION: BREWSTER
MAX. TIMETABLE SPEED: 35 MPH
NO. 10 TURNOUT
DERAIL/CSXT OWNERSHIP POINT
10° CURVE
25' LANDSCAPE BUFFER
230'
8' (TYP.)
250'
BLDG 4
550'
185'
15' (TYP.)
40' LANDSCAPE BUFFER WITH PVC SCREEN FENCE
50' BUILDING SETBACK
TRACKS 1, 2 & 3
N CR 663
SR 62
SR 62
MINE VIEW RD
N CR 663
ABBOTT RD

NOTE:
THIS SITE PLAN, BEING PRELIMINARY IN NATURE, DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

NOTE:
THIS CONCEPTUAL SITE PLAN IS BASED ON LIMITED AVAILABLE INFORMATION WHICH MAY INCLUDE AERIAL PHOTOGRAPHY, GIS DATA, AND TAX MAP INFORMATION. IT IS INTENDED AS PRELIMINARY, FOR THE PURPOSE OF UNDERSTANDING A POTENTIAL SITE CONFIGURATION. LOCAL LAND DEVELOPMENT CODE COMPLIANCE, ACCESS POINTS, SPECIFIC TENANT REQUIREMENTS, ETC. HAVE NOT BEEN REVIEWED OR CONFIRMED WITH LOCAL JURISDICTIONAL AGENCIES DURING THE PREPARATION OF THIS CONCEPTUAL SITE PLAN.

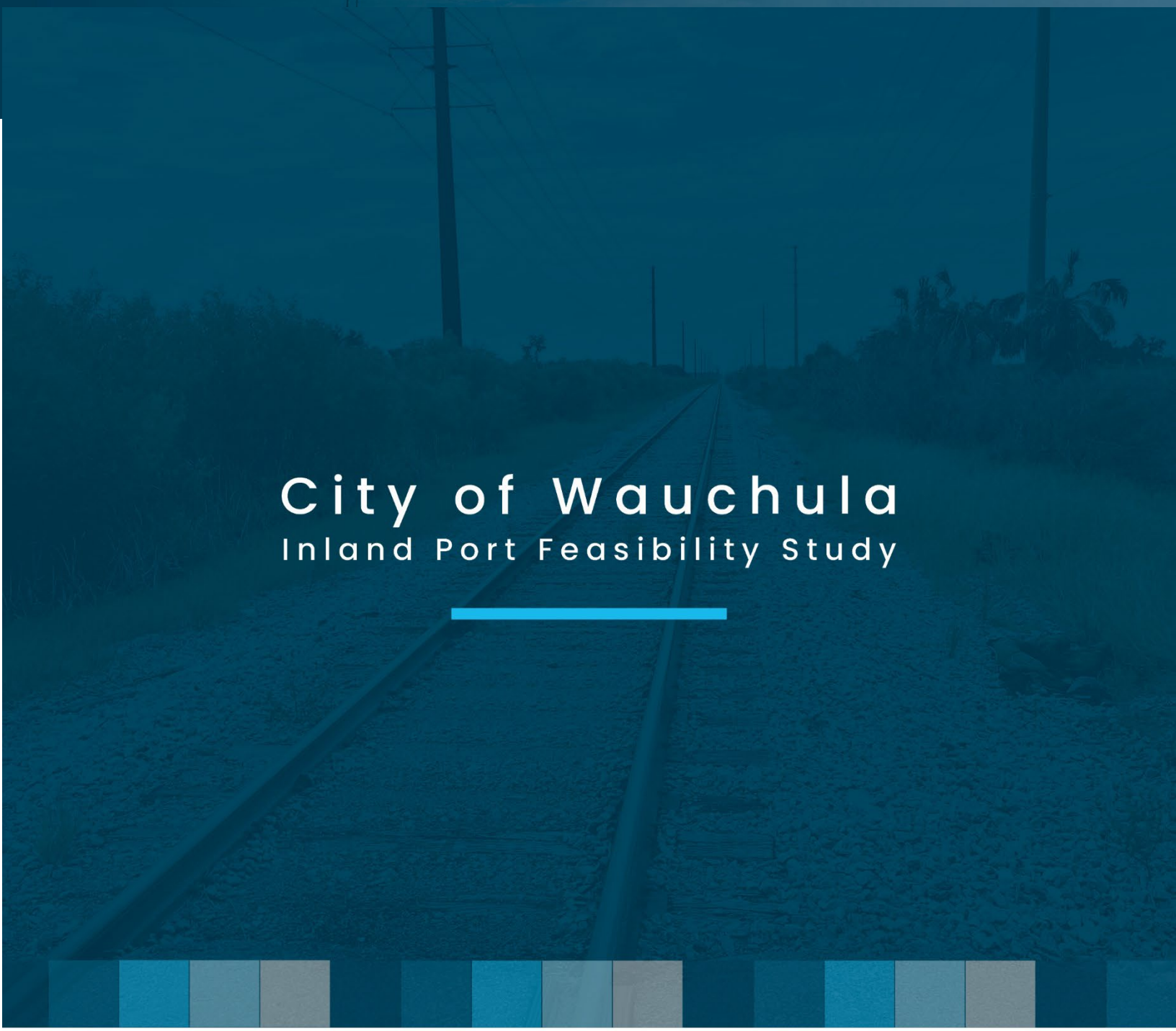
Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
109 SOUTH KENTUCKY AVENUE, LAKELAND FL, 33801
PHONE: 863-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

RAIL-CENTRIC DEVELOPMENT SITE OPTION 5

CONCEPTUAL SITE PLAN

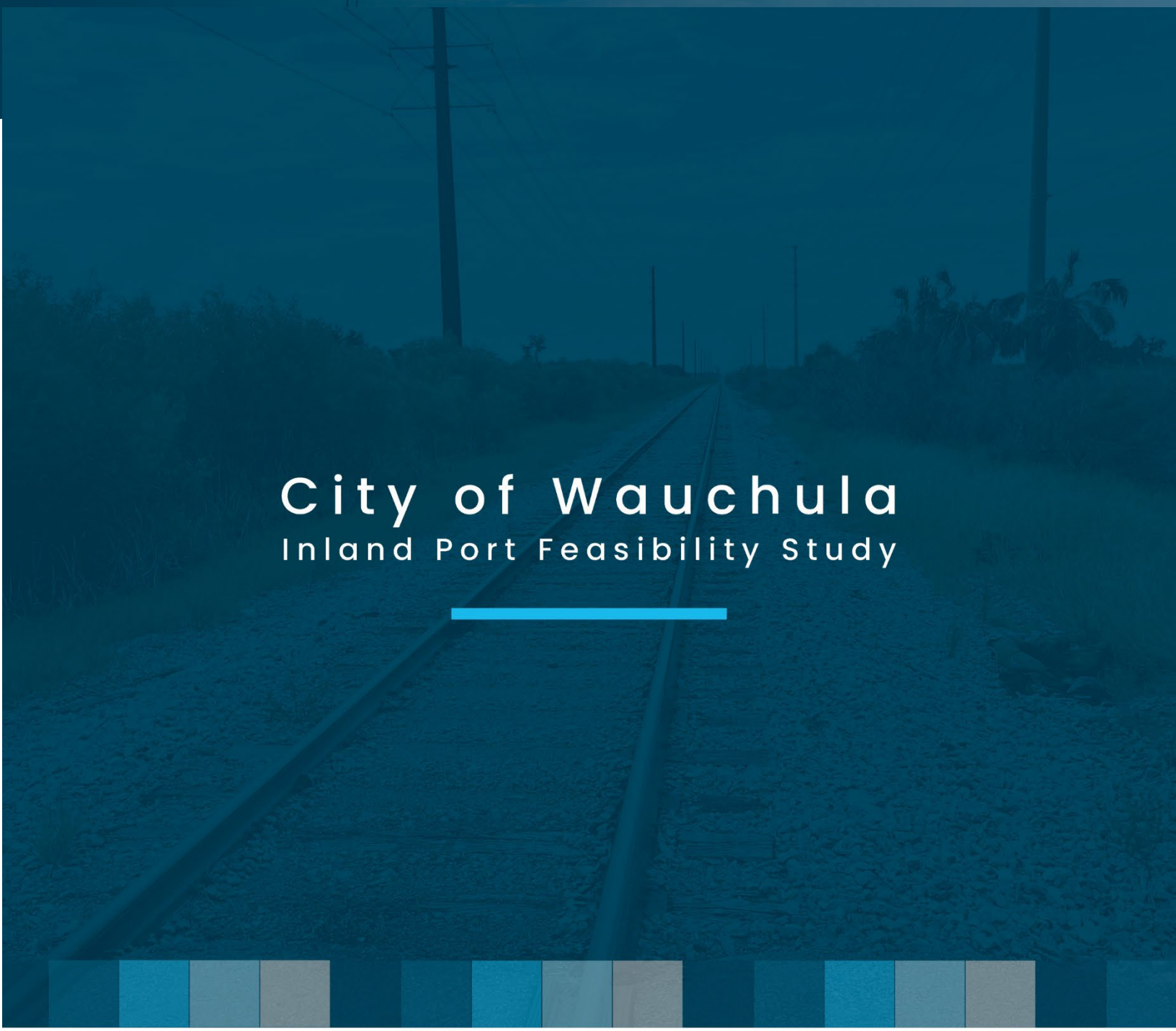
CITY OF WAUCHULA FLORIDA

SHEET NUMBER
FIGURE E-4
2/25/2026



City of Wauchula

Inland Port Feasibility Study



City of Wauchula

Inland Port Feasibility Study