US 27
MULTIMODAL CORRIDOR

TREASURE COAST REGIONAL PLANNING COUNCIL
SOUTH FLORIDA REGIONAL PLANNING COUNCIL
JOINT MEETING – OCTOBER 20, 2017
FDOT Studies to Date

- 2004 US 27 Action Plan
- 2008 US 27 Multimodal Corridor Needs Assessment
- 2010 US 27 Rail Corridor Study Feasibility Assessment
- 2012 Interregional Transportation Infrastructure Needs Study
- 2012-2013 US 27 Multimodal Planning And Conceptual Engineering (PACE) Study
- 2013 US 27 Transportation Alternatives Study
US 27 Multimodal PACE Study Goal

- Investigate Feasibility of Developing a Multimodal US 27 Corridor

Primary Study Objectives

- Feasibility of Potential Rail By-Pass
- Identify Conceptual Engineering Alternatives for US 27 Highway Corridor with and without Rail
- Preliminary Environmental Evaluation
- Plan for US 27 based on Travel Demand and SIS Standards
US 27 Corridor

- 72-Mile Strategic Intermodal System (SIS) Corridor
- Everglades Agricultural Area
- Rural Area of Critical Economic Concern (RACEC)
- Four Lane Divided Highway
- 100’ to 481’ Right of Way
- Speed Limit: 30 mph – 65 mph
- Connects to Turnpike, I-75, SR 80
- 1 Interchange, 8 Signalized Intersections, 26 Unsignalized Intersections, Multiple Driveways
- 2010 Level of Service was B
- 7,100 AADT - 33,000 AADT; 20% - 42% Trucks
Multimodal Alternative

- Add lanes same as “Highway Only” Alternative
- Reconstruct and shift highway within ROW
- Construct single mainline track with five 2-mile siding tracks within ROW
Southern Connection Options

To Ft. Lauderdale

- 1 FEC Connection on South Side of US 27
- 2 CSX Connections Along Krome Avenue
- S-ALT 1 FEC Connection, Most Direct Route, Least Cost, Least Environmental Impact, Right-of-Way Is Needed

To Homestead

Miami International Airport
Northern Connection Options

- 5 Potential Connections to existing tracks for South Central Florida Express or Florida East Coast Railway

- N-ALT-2A Lowest Environmental Impacts, Least Cost, Most Direct Connection Avoiding South Bay

To Fort Pierce

To Sebring & Orlando

To Sebring & Orlando
Conclusions

- US 27 must be widened to accommodate future ILC traffic;
- Potential rail demand estimated at 15 to 22 trains per day;
- **No engineering or environmental fatal flaws** identified for widening US 27 & adding rail;
- Adding a railroad determined to be **physically feasible**.

## Project Conclusions and Costs

### Highway Only Alternative
- 321 Mainline lane miles of highway widening & resurfacing
- 11 new or widened bridges
- 15 intersection improvements
- 2 interchanges & 3 u-turn improvements
- Construction Cost: $600.1M
- ROW Cost: $42.5M
- Design & CEI Cost: $120.0M
- **Total Cost: $762.7M**

### Multimodal Alternative
- 386 Mainline lane miles of highway widening & reconstruction
- 23 new or widened bridges
- 20 intersection improvements
- 2 interchanges & 3 u-turn improvements
- 75 track-miles of rail
- 10 rail bridges
- Construction Cost: $965.6M
- ROW Cost: $87.4M
- Design & CEI Cost: $193.1M
- **Total Cost: $1.25B ($487M more)**
- **$17 M per Mile ($6.7M per mile more)**
Benefits of Moving Forward

- Reducing freight traffic through the population centers of the coast between Ft. Pierce and Miami (80% freight diversion from FEC)
- Eliminating need for new grade separations along coastal FEC
- Freeing up capacity on the FEC for commuter passenger trains
- Diverting truck traffic from I-95, Turnpike, and U.S. 27
- Supporting economic development and job creation for the distressed communities along the south and east and west sides of Lake Okeechobee
- Providing transportation capacity to support further port growth
US 27 and Beyond: Potential New Freight Rail Route
Current Activities

- February 28, 2017 meeting at Port of Palm Beach with:
  FEC Railway, Port of Palm Beach, Staff of Congressman Brian Mast,
  Palm Beach MPO, Martin County, TCRPC Staff
- April 21, 2017 Presentation to Treasure Coast Regional Planning Council
- June 12, 2017 meeting at SFRPC with:
  FEC Railway, Port Everglades, FDOT, Broward MPO, Miami-Dade TPO,
  TCRPC, SFRPC and CFRPC Staff, Congressional Staff for Deutch, Mast, and Wilson
  Senatorial Staff for Rubio, County Commissioners from Broward and Palm Beach
- Treasure Coast Comprehensive Economic Development Strategy Cmtee.
- MPOAC Freight Committee and Governing Board (July 19, 2017)
- Palm Beach County BDB Logistics Task Force (September 6, 2017)
- Miami-Dade TPO Freight Technical Advisory Committee (Oct. 11, 2017)
- Participation in District 1 US 27 Working Group
- Participation in Discussions with FDOT Central Office
- Seeking initiation of PD&E Study
FOR MORE INFORMATION:

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