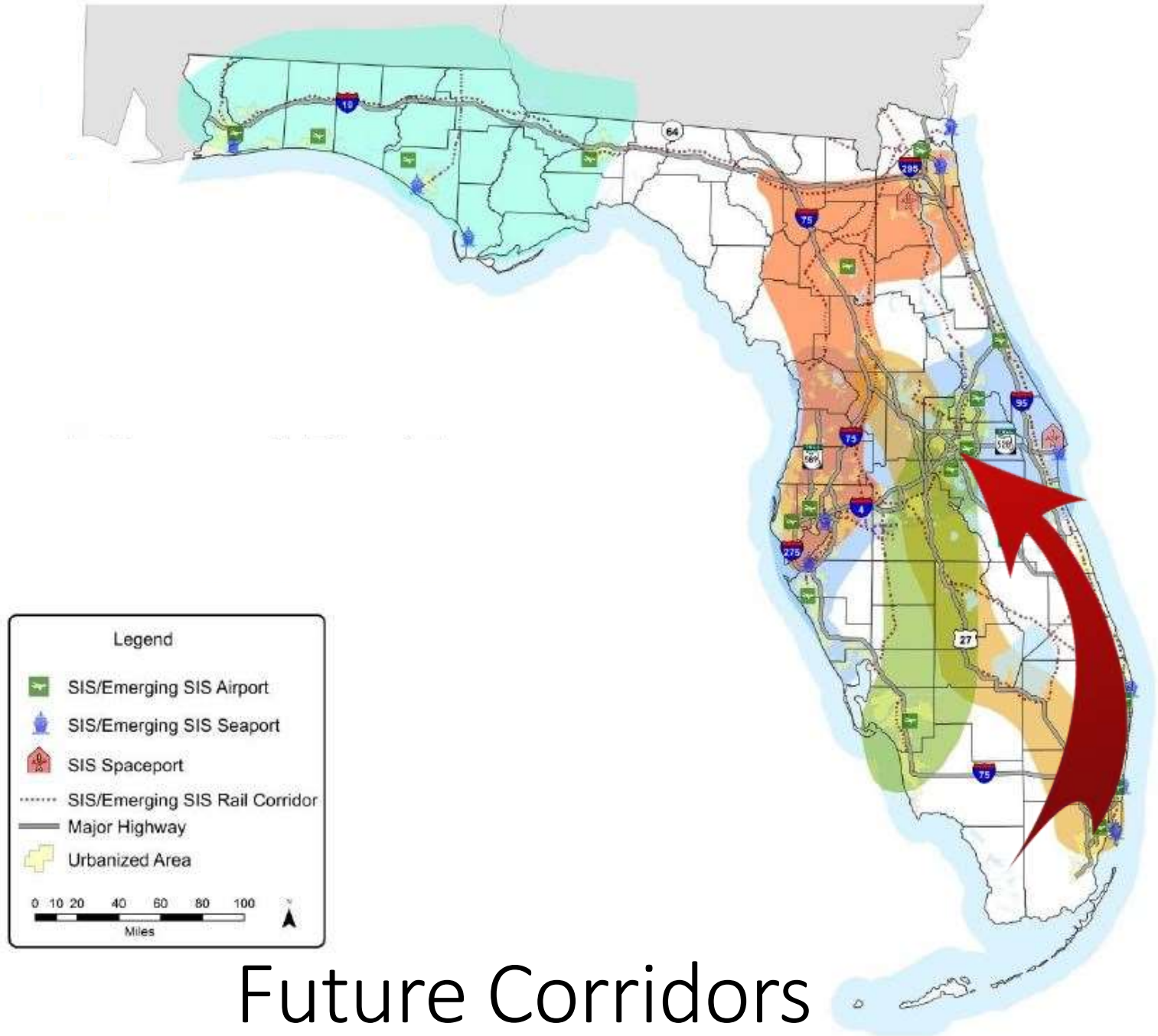


US 27 MULTIMODAL CORRIDOR



TREASURE COAST REGIONAL PLANNING COUNCIL
SOUTH FLORIDA REGIONAL PLANNING COUNCIL
JOINT MEETING – OCTOBER 12, 2018



Future Corridors

Gulf of Mexico

Atlantic Ocean

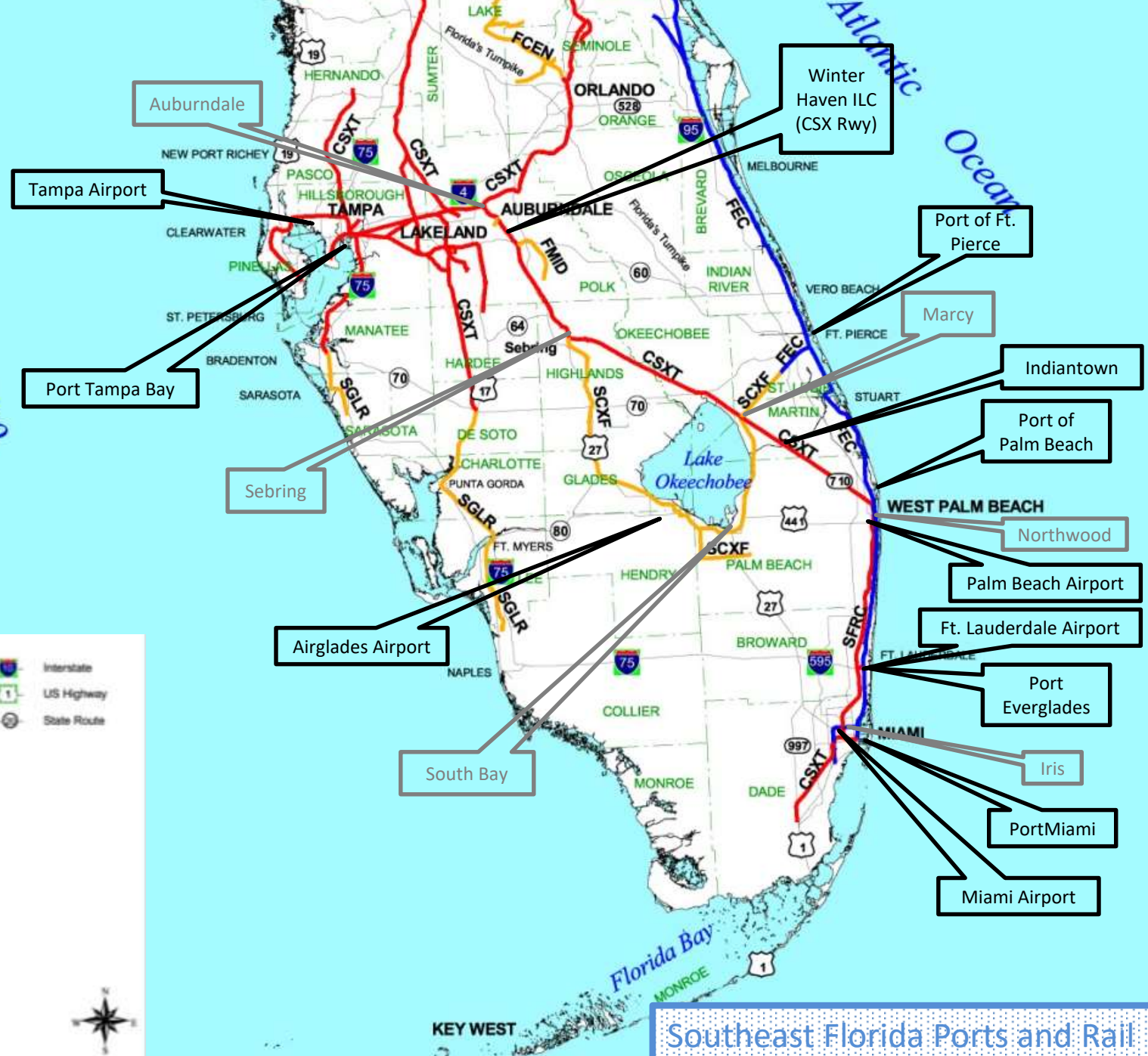
LEGEND

	Class I Railroad		Interstate
	Class II Railroad		US Highway
	Class III Railroad		State Route

Railroads:

- AGR Alabama & Gulf Coast Railway
- AN AN Railway
- BAYL Bay Line Railroad
- CSXT CSX Transportation
- FCEN Florida Central Railroad
- FMD Florida Midland Railroad
- FNOR Florida Northern Railroad
- FEC Florida East Coast Railway
- FWCR Florida West Coast Railway
- GFRR Georgia & Florida Railnet
- NS Norfolk Southern Railway
- SGLR Seminole Gulf Railway
- SCXF South Central Florida Express
- SFRC South Florida Rail Corridor

20 0 20 40 Miles

Southeast Florida Ports and Rail



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
- 2018 US 27 Existing Conditions Study (underway)



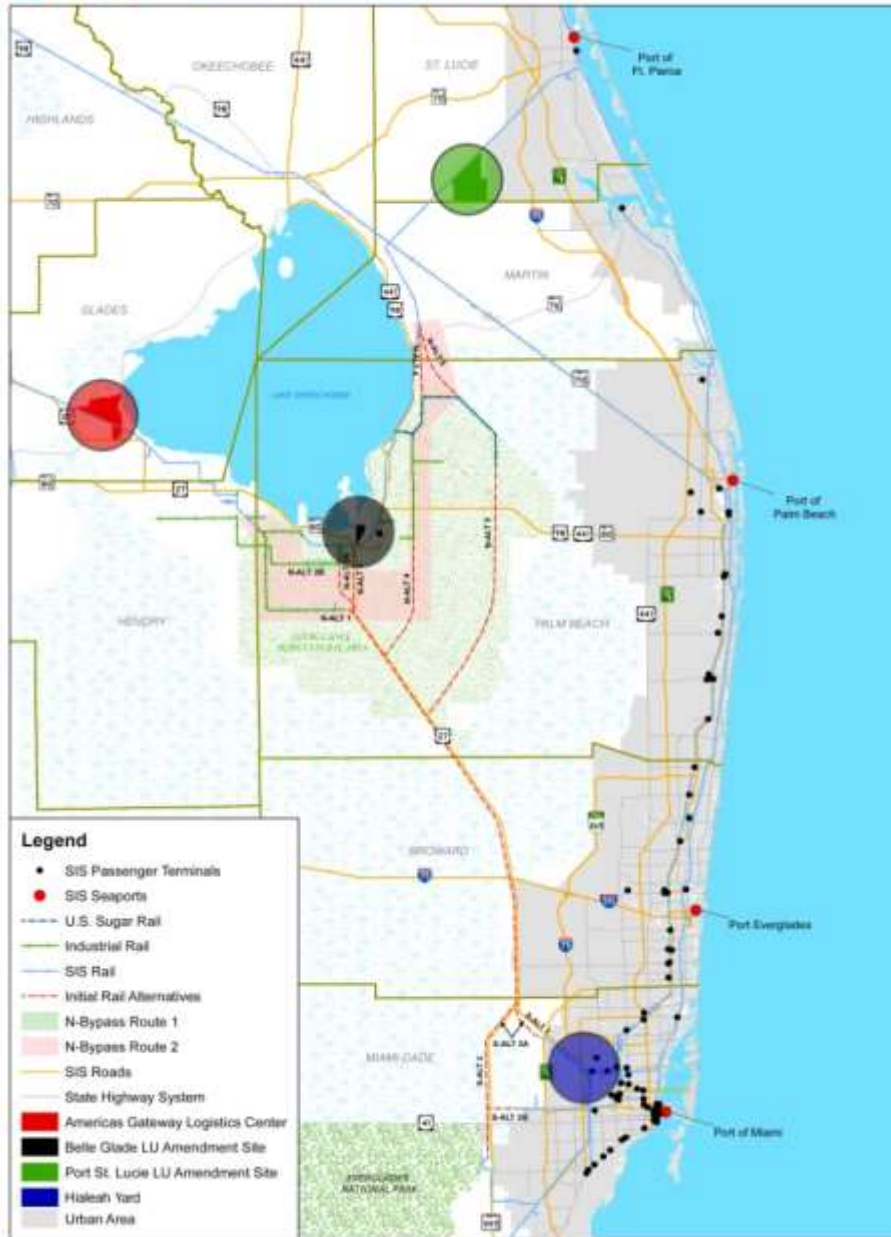
US 27 Multimodal PACE Study Goal

- 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

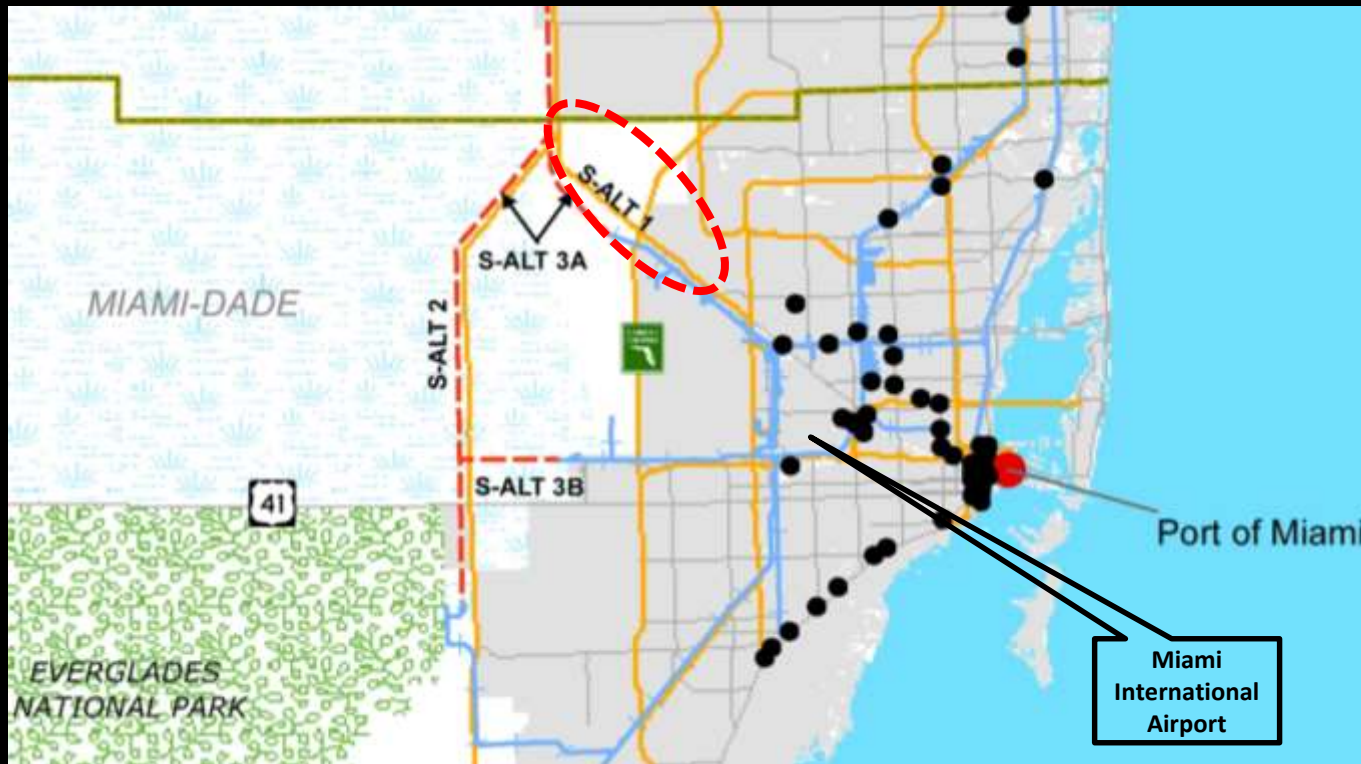
Multimodal Alternative

- 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



To Homestead

- 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, Least Cost, Right-of-Way Is Needed

Northern Connection Options

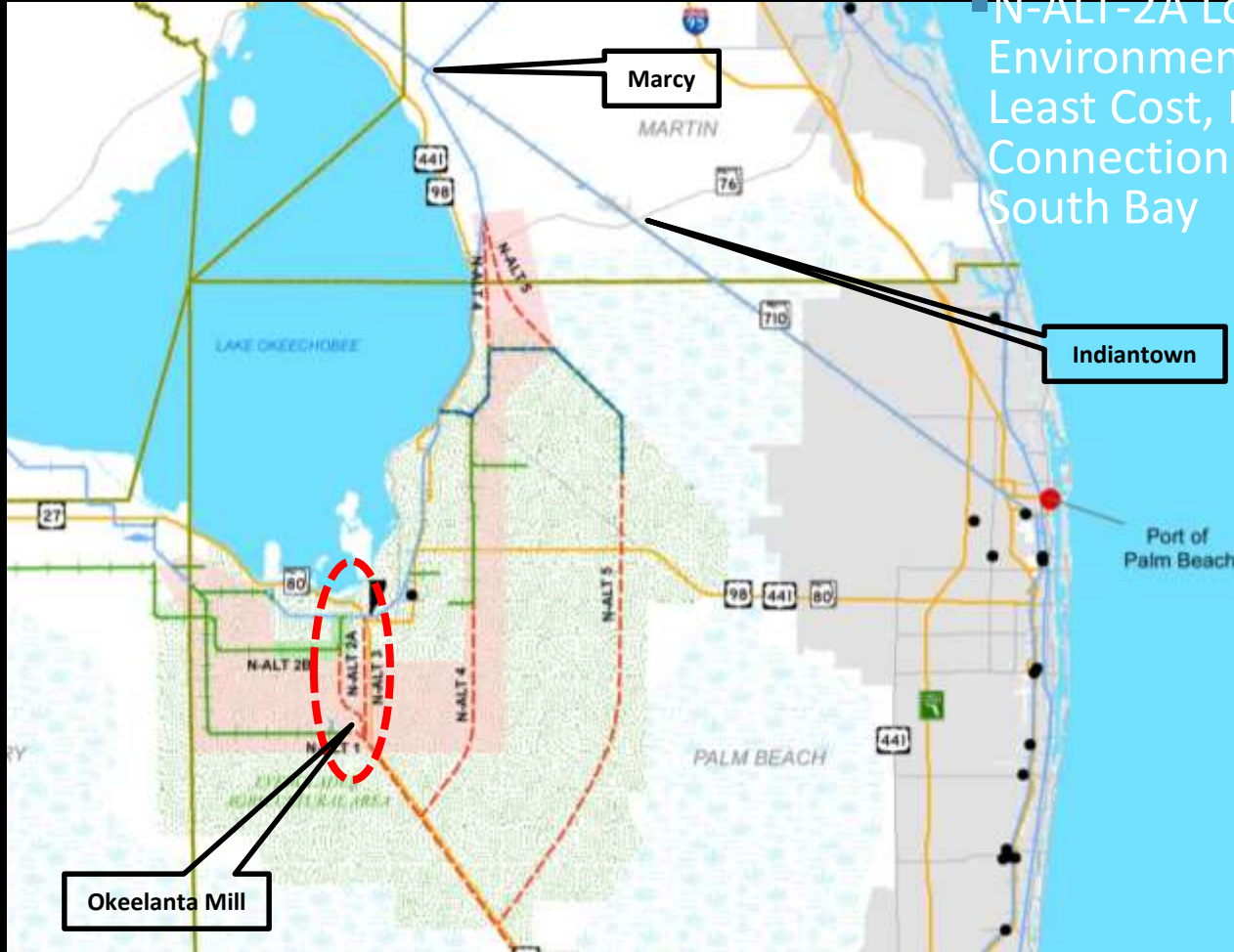
To Sebring &
Orlando

To Fort Pierce

- 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 Sebring &
Orlando



Okeelanta Mill

Marcy

Indiantown

Port of Palm Beach

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

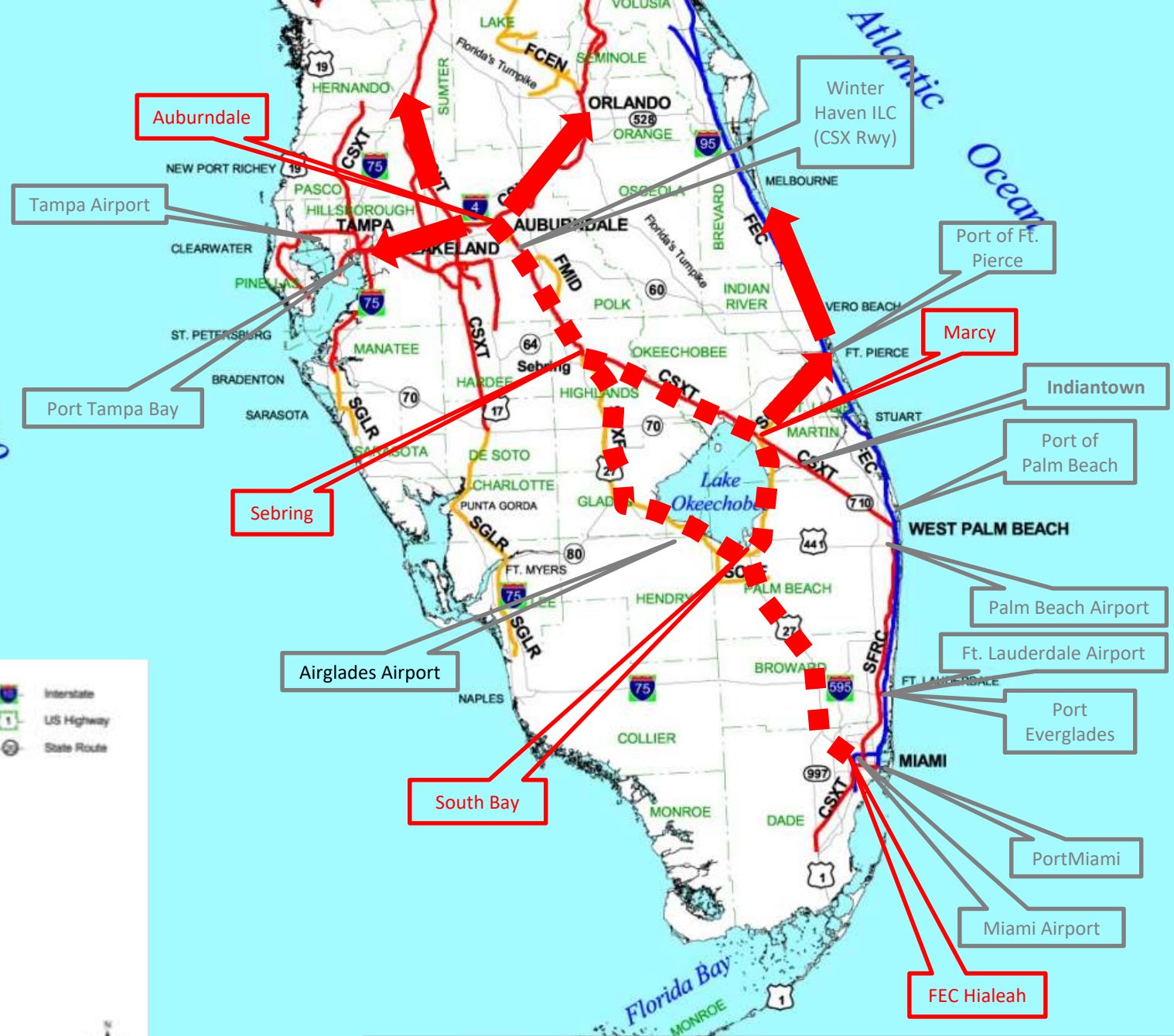
- 386 Mainline lane miles of highway widening & reconstruction
- 23 new or widened bridges
- 20 intersection improvements
- 2 interchanges & 3 u-turn improvements
- 75 track-miles of rail
- 10 rail bridges
- Construction Cost: \$965.6M
- ROW Cost: \$87.4M
- Design & CEI Cost: \$193.1M
- **Total Cost: \$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
 - Providing new transportation without triggering new sprawl
 - 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

Gulf of Mexico

Atlantic Ocean



LEGEND

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- NS Norfolk Southern Railway
- SGLR Seminole Gulf Railway
- SCXF South Central Florida Express
- SFRC South Florida Rail Corridor

20 0 20 40 Miles

US 27 and Beyond: Potential New Freight Rail Route

Recent 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
- Joint Meeting of the SFRPC and TCRPC (Oct. 20, 2017)
- Martin County Board of County Commissioners (Oct. 24, 2017)
- SEFTC Regional Trans. Technical Advisory Committee (Dec. 13, 2017)
- Seeking prioritization of the project and initiation of PD&E Study

FOR MORE INFORMATION:

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