Us 27
MULTIMODAL CORRIDOR PROJECT UPDATE

TREASURE COAST REGIONAL PLANNING COUNCIL
APRIL 2017
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
Northern Connection Options

- To Sebring & Orlando
- To Fort Pierce

- 5 Potential Connections to South Central Florida Express Rail Spurs
- N-ALT-2A Lowest Environmental Impacts, Least Cost, Most Direct Connection Avoiding South Bay
**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)**
Benefits of Moving Forward

- Reducing freight traffic through the population centers of the coast between Ft. Pierce and Miami (80% freight diversion)
- Freeing up capacity on the FEC for commuter passenger trains
- Diverting truck traffic from U.S. 27 and I-95
- Supporting economic development and job creation for the distressed communities along the south and east sides of the lake
Current Activities

- February 28, 2017 meeting at Port of Palm Beach with:
  - FEC Railway
  - Port of Palm Beach
  - Staff of US Congressman Brian Mast
  - Palm Beach MPO
  - Martin County
  - TCRPC Staff
- Additional stakeholder identification
- Seeking to establish working group to continue exploring the concept
FOR MORE INFORMATION:

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