



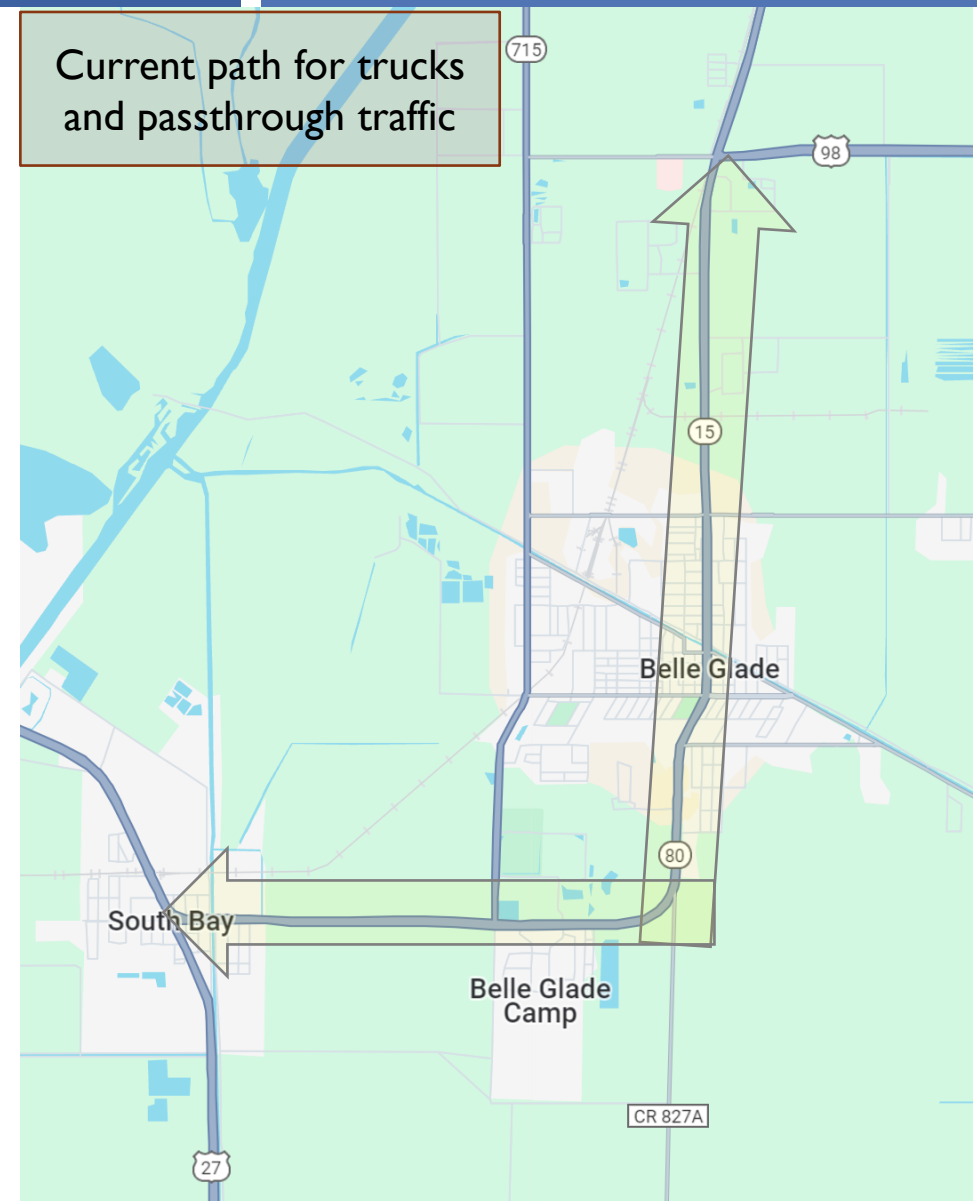
US 27 Connector from US 27 to SR-715/Hooker Hwy

Alternative Corridor Evaluation

May 2024

Background

- Prior Studies identified need for alternative corridor in Glades area.
 - instead of SR 80 through Belle Glade
 - Connecting to US 27
- Numerous alternative alignment concepts
- Florida Crystals site – industrial, future truck demand
 - May not proceed as planned and described in previous studies
- New road in 2045 Palm Beach TPA LRTP CF plan



Prior Studies

US 441 Corridor Feasibility Study Report (2010)

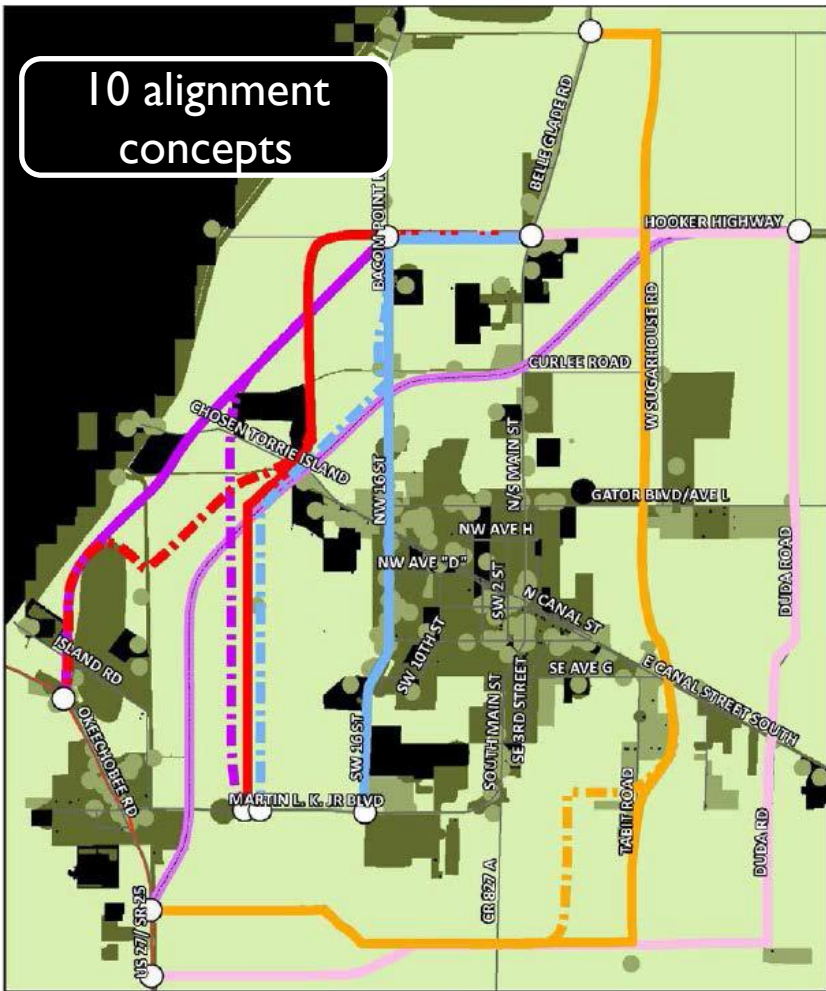
US 27 Multimodal PACE Study (2012)

Glades Region Master Plan (2015)

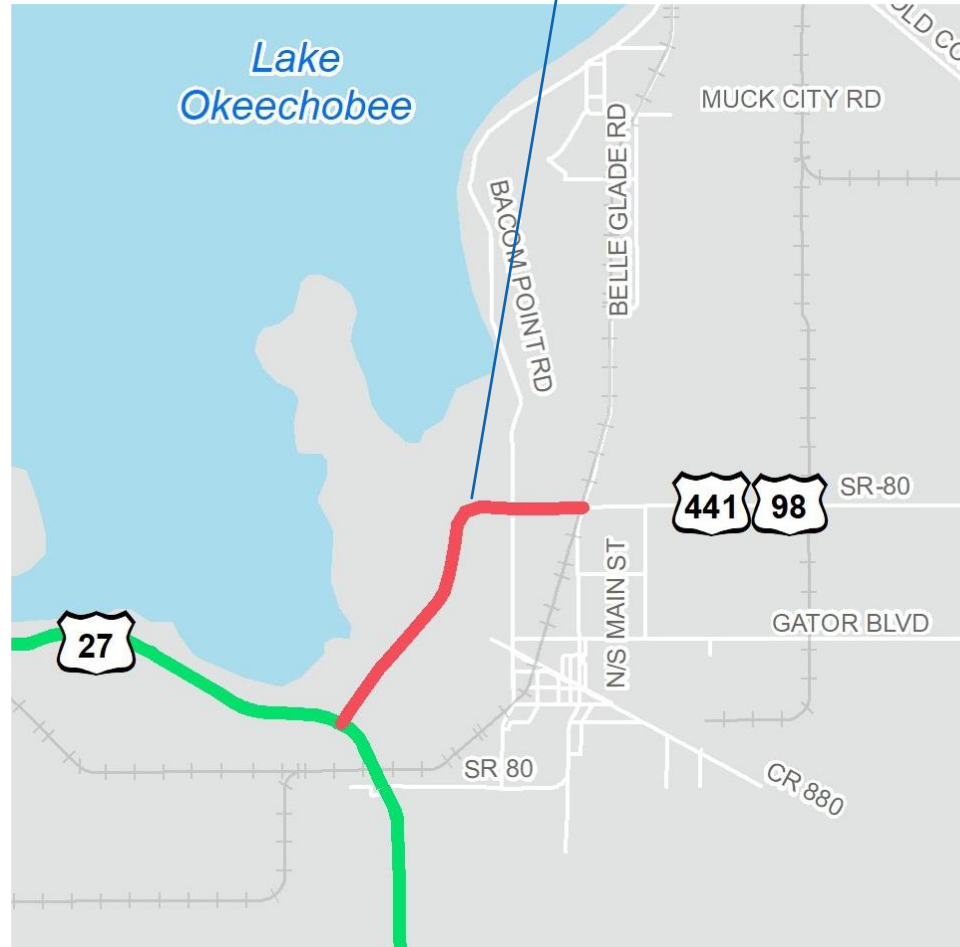
SR 80 Corridor Action Plan (2018)

US 27 Multimodal Corridor Existing Conditions Data Study (2019)

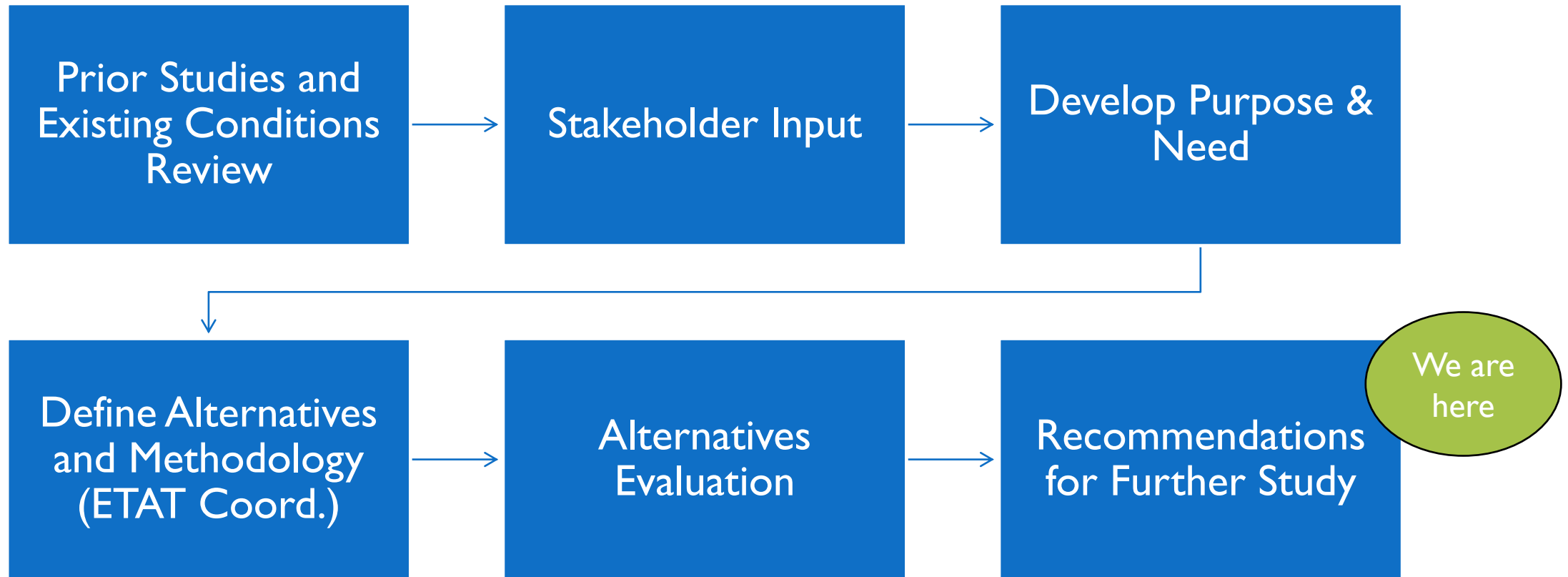
Alternative alignment concepts in US 441 Study



PB 2045 LRTP CF Plan – “US 27 Connector”



Alternative Corridor Evaluation Process



Stakeholder Engagement

- Stakeholder meetings, input
- State, county, local, and private stakeholders
- ETAT review team comments

- We learned:
 - Safety primary concern
 - Industrial site plans uncertain
 - System linkage beneficial
 - Economic development, employment needs

| Item | Description | Dates |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| Stakeholder Meetings | Stakeholder meetings were held to introduce the project and provide an opportunity for input into the project's purpose and need and on the initial corridors. Meetings included representatives from: <ul style="list-style-type: none"> • Florida Crystals • Florida Fruit & Vegetables Growers Association • Sugar Cane Growers Cooperative • Lake Okeechobee Regional Economic Alliance | 4/23/21 4/26/21 7/12/21 |
| Elected Officials | Presented project background to Palm Beach County District 6 Commissioner Melissa McKinlay | 7/27/21 |
| Agency Meetings | Provided project background, objectives and schedule and an opportunity for input into the project's purpose and need and on the initial corridors with partner and stakeholder agencies. Meetings included representatives from: <ul style="list-style-type: none"> • Cities of Belle Glade and South Bay • Belle Glade Chamber of Commerce • Palm Beach County Planning, Traffic and Resilience offices • Palm Beach Transportation Planning Agency • Business Development Board of Palm Beach County | 4/26/21 5/11/21 7/16/21 8/9/21 8/11/21 8/13/21 |
| ETDM Comments | ETAT review team comments received regarding the anticipated degree of effect for the preliminary corridors on each ETDM issue. | 9/2/2022 |

Purpose and Need

Purpose: to improve safety and system linkage between US 27 and SR 80 providing alternatives to travel through the cities of South Bay and Belle Glade.

■ Safety (primary)

- Crashes involving trucks and severity of crashes disproportionately high

■ System Linkage (primary)

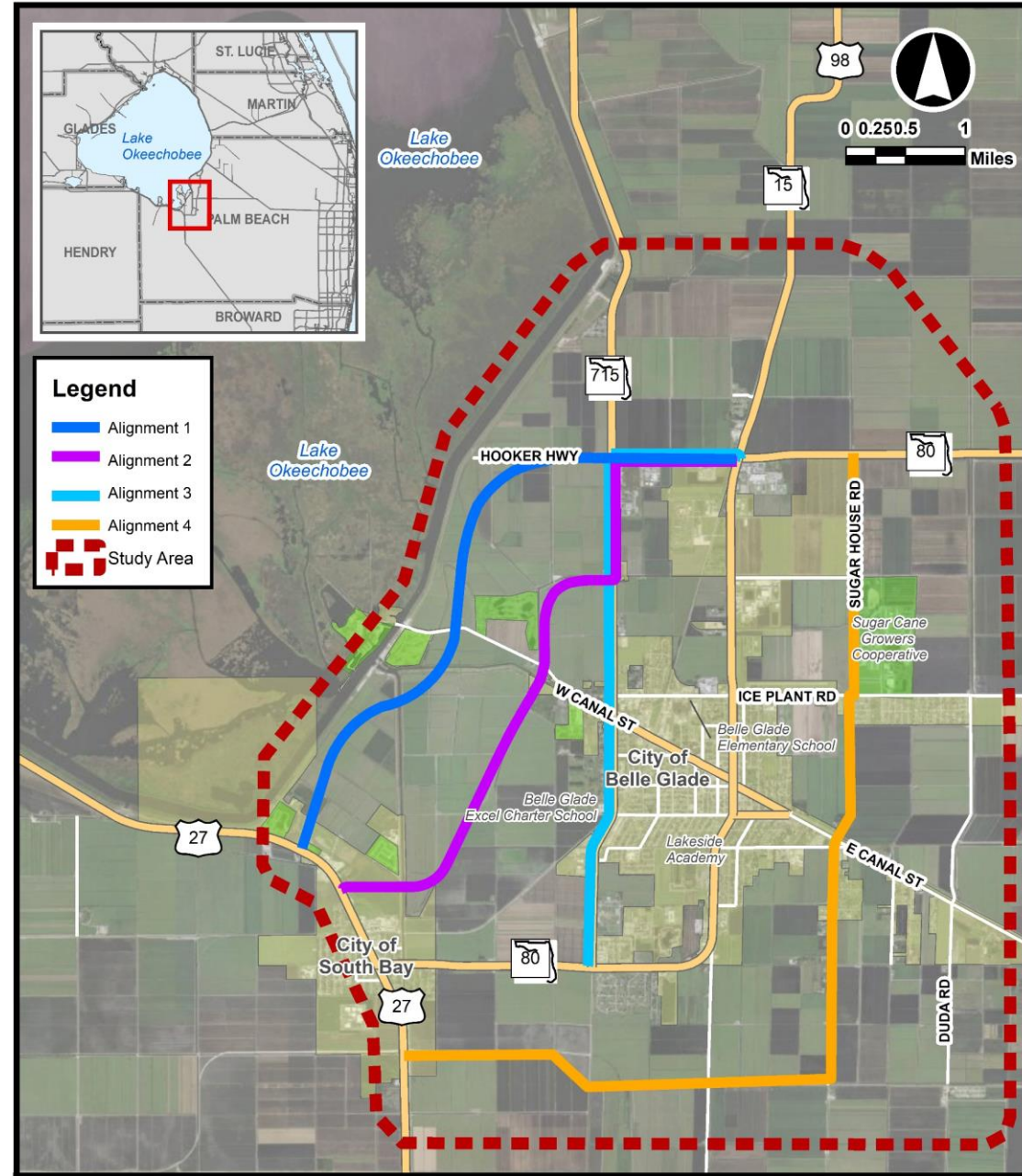
- SR 80 and US 27 are SIS facilities
- Reduce truck traffic in communities *while* enhancing the movement of people and goods on a more appropriate facility

■ Economic Development (secondary)

- Region's economic potential
- Serve future land use changes, including industrial
- A new connector roadway would serve existing and future truck traffic demand as well as potential future employment sites

ACE Study

- Four alignments identified for evaluation
- 3 alternatives include new roadway alignments
 - 2 options to the west of Belle Glade
 - 1 option to the east of Belle Glade
- **Alternative 3 represents widening existing SR 715 roadway**
- Each corridor meets the purpose and need
- Evaluation assessed the alternatives to recommend for further study



Alternatives Evaluation Methodology, Measures

■ Engineering Considerations

- Safety Impacts
- Utility Conflicts (canals, utility lines, bridges)
- Right-of-way Needs
- Drainage Considerations (resilience analysis)
- Other design considerations (alignment with existing features, roadway curvature)

■ Environmental/Social Considerations

- Socio-economic, cultural, natural, and physical

■ Cost Considerations

- Capital and Operating
- Quantitative Estimates
- Qualitative Categorization (higher, moderate, lower)

■ Stakeholder Input

Alternatives Evaluation Results

- Results of 1, 2, or 3... *higher* score represents the relative *positive* attribute for the alternative, suggests recommending for further study

| Evaluation Measures: | Alternatives: | | | |
|-----------------------------|---------------|---------------|-------------------|---------------|
| | 1 | 2 | 3 | 4 |
| Environmental/Social Impact | Moderate (2) | Moderate (2) | Moderate (2) | Moderate (2) |
| Socio-economic | 2 | 2 | 3 | 2 |
| Cultural | 2 | 2 | 2 | 2 |
| Natural | 2 | 3 | 3 | 3 |
| Physical | 2 | 3 | 2 | 2 |
| Engineering Considerations: | Higher (1) | Higher (1) | Moderate (2) | Higher (1) |
| Safety Impact | 2 | 2 | 1 | 1 |
| Utility Conflicts | 1 | 2 | 3 | 1 |
| ROW Needs | 1 | 1 | 2 | 1 |
| Drainage/Resilience | 1 | 1 | 3 | 3 |
| Design Considerations | 1 | 1 | 3 | 1 |
| Cost Considerations | High Cost (1) | High Cost (1) | Moderate Cost (2) | High Cost (1) |
| Stakeholder Support | Higher (3) | Higher (3) | Moderate (2) | Moderate (2) |
| Score Sum | 7 | 7 | 8 | 6 |

Recommendations:

- **Alternative 3 is the leading alternative, although all alternatives scored closely.**
- **The characteristics of each alternative are summarized below.**

Summary:

- Alternatives 1 & 2 are high cost, provide highest benefits, (& have unique design challenges)
- Alternative 3 represents lowest cost alternative with some benefits (no new road)
- Alternative 4 is highest cost alternative with some benefits (including new road, system linkage)

Next Steps

- Final ACE Report
 - Incorporate input from TPA, ETAT
- PD&E Studies pending project prioritization by the TPA
- Inclusion in SIS program for potential funding opportunities