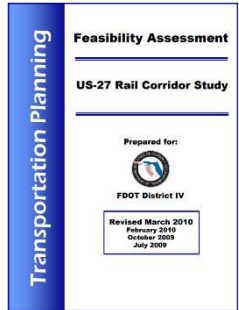
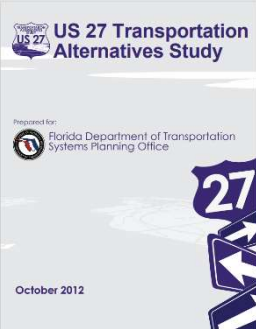



# US-27 Corridor – Documents and Studies

1	03/10/10	<b>Feasibility Assessment - US-27 Rail Corridor Study</b> Prepared for FDOT District 4		<p>In 2008, the Florida State Legislature authorized the use of funds under Specific Appropriation 2077 and directed the Florida Department of Transportation (FDOT) to conduct a study to determine the feasibility of a rail corridor along U.S. Highway 27. The Phase 1 rail feasibility study was completed in March 2010 and provided a macroscopic, qualitative evaluation of the feasibility of a rail line generally following the US 27 corridor. The information gathered during the course of the study was used to develop 10 corridor alternatives that were considered for general fatal flaws. The Phase 1 analysis did not include development of conceptual engineering alternatives, cost estimates, identification of funding sources, or evaluation of environmental impacts.</p>
2	10/2012	<b>US 27 Transportation Alternatives Study</b> Prepared for FDOT Systems Planning Office by CDM Smith		<p>The purpose of the US 27 Transportation Alternatives Study is to analyze the physical environment, demographic elements, mobility and traffic elements, freight movements, emergency and security response, and economic development along the US 27 Corridor, and identify a range of mobility strategies for future consideration to alleviate congestion, facilitate emergency and security responses, and foster economic development in the state. This document identifies an array of alternative transportation options available for improving transportation, freight movements, emergency management, homeland security, and economic development. It should be noted that this Technical Memorandum does not recommend specific projects or solutions for implementation, but rather presents a comprehensive, context-sensitive list of alternative approaches within the county study area.</p>
3	12/2012	<b>PACE Study</b> Prepared for FDOT District 4 by TY LIN		<p>The US-27 PACE study that studied multimodal options to connect Port Miami by rail with inland logistics centers around Lake Okeechobee in western Palm Beach County, to remove freight traffic from congested coastal corridors, and facilitate the restoration of passenger rail service along the SFECC. This would involve redevelopment of US 27 as a multimodal corridor to accommodate rail and highway modes of transportation.</p> <p>The US 27 Multimodal Planning and Conceptual Engineering (PACE) Study examined the feasibility of the rail corridor through development of additional information which included a forecast of highway traffic demand and freight traffic for a new rail bypass, development of conceptual engineering alternatives, an environmental screening of the rail alignments, cost estimates and coordination with resource agencies and key stakeholders.</p>

4	01/2013	<b>US 27 Transportation Alternative Study (FDOT)</b>		<p>This Transportation Alternatives Study of the US 27 Corridor is a high-level planning study for Strategic Intermodal System (SIS) corridor development and provides the overall framework for future development of the corridor. This study provides an assessment of mobility, freight movements, emergency management, homeland security, and economic development along the US 27 Corridor and discusses 14 alternative transportation options available for implementation. The implementation potential and anticipated benefits of each alternative are evaluated and several policy implications for the corridor are discussed.</p>
5	2014	<b>Southeast Florida Regional Freight Plan (SFRFP)</b>  Prepared for FDOT and the following MPOs: - Miami-Dade - Broward - Palm Beach  By Cambridge Systematics, Inc.		<p>The SFRFP provides an updated overview of the freight transportation system, presents an overview of key logistics infrastructure elements, identifies key state, national and international developments and initiatives impacting the region, documents the economic impacts of the freight industry in Southeast Florida, presents a current list of prioritized freight needs, and provides strategies and key next steps.          Note: the plan covers US-27 in several chapters.</p>
6	02/28/17	<b>US 27 Corridor Update Meeting Presentation by FDOT District 4</b>		
7	6/2017	<b>FDOT SIS Multi-modal Unfunded Needs Plan Update</b>		<p>Rail along US 27 has been included as an unfunded need in the SIS 2045 Multimodal Unfunded Needs Plan (MMUNP), and premium transit on SR 80 was a big topic during development of the SR 80 Corridor Action Plan.           Page 207 lists US 27 Rail Line from S. of HEFT in Miami-Dade County to Palm Beach / Hendry County Line (improvement type - rail)</p>

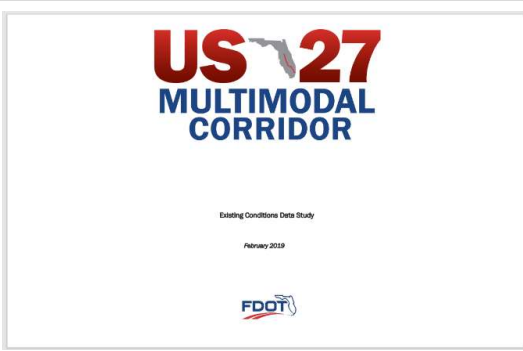
				<div style="text-align: right;"> <b>STRATEGIC INTERMODAL SYSTEM: 2045</b> </div> <div style="background-color: #cccccc; padding: 5px; text-align: center;"> <b>Statewide - Year 2045 (Long Term) Rail Improvements</b> </div> <p><b>New Passenger Service</b></p> <table border="1"> <thead> <tr> <th>ID</th> <th>FACILITY LOCATIONS/LIMITS</th> <th>IMPROVEMENT TYPE</th> <th>ESTIMATED COST</th> </tr> </thead> <tbody> <tr> <td style="background-color: #90EE90;">2266</td> <td>Intercity Passenger Rail at Florida Component of New Orleans to Jacksonville</td> <td>PSERV</td> <td>\$32,700</td> </tr> </tbody> </table> <p><b>Potential SIS Facility</b></p> <table border="1"> <thead> <tr> <th>ID</th> <th>FACILITY LOCATIONS/LIMITS</th> <th>IMPROVEMENT TYPE</th> <th>ESTIMATED COST</th> </tr> </thead> <tbody> <tr> <td style="background-color: #DDA0DD;">2829</td> <td>US 27 Rail Line from S. of HEFT in Miami-Dade County to Palm Beach / Hendry County Line</td> <td>NRAIL</td> <td>\$1,320,840</td> </tr> </tbody> </table> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="text-align: right;"><b>TOTAL PROJECT COST</b></td> <td style="text-align: right;"><b>\$1,353,540</b></td> </tr> </table> <p><small>NOTE: Project Costs are in thousands.</small></p>	ID	FACILITY LOCATIONS/LIMITS	IMPROVEMENT TYPE	ESTIMATED COST	2266	Intercity Passenger Rail at Florida Component of New Orleans to Jacksonville	PSERV	\$32,700	ID	FACILITY LOCATIONS/LIMITS	IMPROVEMENT TYPE	ESTIMATED COST	2829	US 27 Rail Line from S. of HEFT in Miami-Dade County to Palm Beach / Hendry County Line	NRAIL	\$1,320,840	<b>TOTAL PROJECT COST</b>	<b>\$1,353,540</b>
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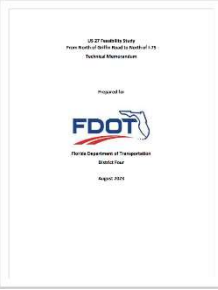
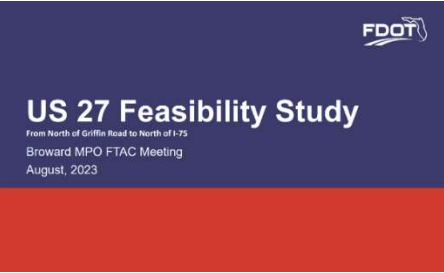
**8**     **10/12/18**     **SFRPC / TCRPC Presentation**

- 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



**9**     **2/15/19**     **US 27 Multimodal Corridor Existing Conditions Data Study (FDOT)**



10	4/30/19	<b>SFRPC letter to Broward MPO</b>	SFRPC supports additional study on US 27, but this should not be interpreted as supporting creating of a rail corridor on US 27
11	9/28/20	<b>US-27 Grade Separation Feasibility Study</b> Prepared for FDOT District 4 by CTS	 <p>Page 81 mentions soil types.</p>
12	8/2023	<b>US 27 Feasibility Study from North of Griffin Road to North of I-75 Technical Memorandum (FDOT)</b>	 <p>This study serves as an extension of the 2020 US 27 Grade Separation Study and extends to north of I-75 and north of Griffin Road, located within Broward County from north of Griffin Road to north of I-75. The limits of this study are from Griffin Road to I-75.</p> <ul style="list-style-type: none"> <li>• Alternative 1: Frontage Road with Geometric Improvements</li> <li>• Alternative 2: Grade Separation with Truck-Only Lanes</li> <li>• Alternative 3: Grade Separation without Dedicated Truck Lanes</li> <li>• Truck Parking Alternatives</li> <li>• I-75/US 27 interchange Challenges</li> </ul> <p>Benefit Analysis</p> <ul style="list-style-type: none"> <li>• Cost</li> </ul> <p>Based on the traffic and benefit analysis, Alternative 1 is recommended.</p>
13	8/14/23	<b>District 4 Presentation on US 27 Feasibility Study</b>	
14	10/4/23	<b>Miami FTAC Resolution #2-2023</b>	FTAC resolution supporting the designation of US-27 from Palmetto Expressway to Snake Creek Canal Trail as Critical Rural Freight Corridor (CRFC) on the National Highway Freight Network (NHFN).
15	11/21/23	<b>Broward MPO Support Letter</b>	Broward MPO sent a letter of support for designation of United States Route 27 (US-27) from Interstate 75 to the Broward County line as part of the National Highway Freight Network (NHFN).