

US 27 Mobility Stakeholder Working Group Meeting

Florida Department of Transportation (FDOT) District One

January 19, 2022



Agenda



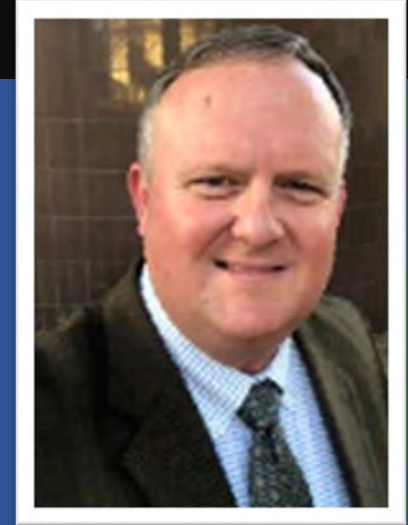
- 9:00 to 09:15** **Opening Remarks**
Keith Robbins: FDOT District One Freight & Seaport Coordinator
- 9:15 to 9:30** **US 27 & SR 60 Intersection Project Update**
Corine Burgess: Community Outreach Manager
- 9:30 to 9:45** **NE Polk County US 27 Mobility Study**
Kyle Purvis: FDOT District One Systems Planning Manager
- 9:45 to 10:15** **Planned US 27 Corridor Study**
Vitor Suguri: FDOT District One SIS Coordinator
- 10:15 to 11:15** **FDOT District 1 Freight and Mobility Trade Plan (FMTP) Update**
Andy Nicol, AICP: Consultant Project Manager
- 11:15 to 11:30** **Closing Remarks**
Keith Robbins: FDOT District One Freight & Seaport Coordinator



Opening Remarks



Kent Robbins
District One Freight & Seaport Coordinator



Integrating Product Efforts



District 1 FMTP 2022 Edition

What does this do for us?

- 2019 Florida Statewide FMTP implementation efforts on Freight Safety and Resiliency
- Updates to truck parking and corridor management efforts

What Else Are We Doing?



- **Freight stakeholder engagement and feedback for FMTP development**
- **Trucking Forum this summer (August 2022)**
- **District Truck Parking Study: Phase 2 (Under Development)**
- **Support to various corridor studies and vision plans around the District**

State FMTP Implementation Efforts on Safety and Resiliency:

- Large truck crash analysis and safety countermeasures
- Collaboration with state and local law enforcement on crime prevention efforts
- Educational and training material for statewide outreach and engagement
- Emergency notice for freeze events targeted to support the agriculture industry
- Needed services during a pandemic or other disruptive event
- Broadband access and robustness of the transportation network

**US 27 & SR 60
Intersection
Project
Update**



Corzine
Community Outreach Manager

Dunagan



US 27 at SR 60 Interchange

Polk County



Financial Project ID: 419243-4-52-01

US 27 at SR 60 Interchange

Polk County, Florida



Financial Project ID: 419243-4-52-01



Project Location



US 27 at SR 60 Interchange

Polk County, Florida

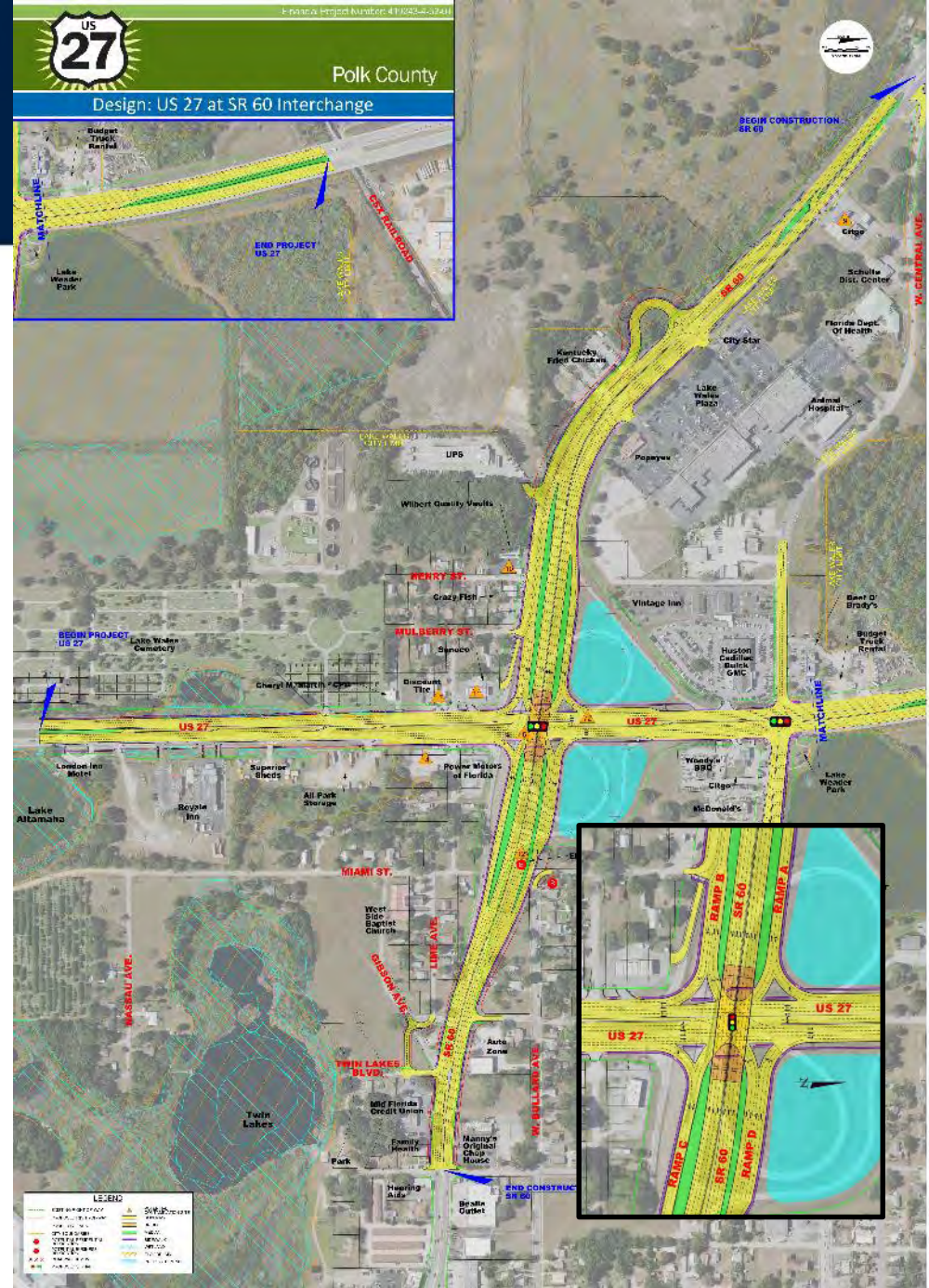


Financial Project ID: 419243-4-52-01



Project Overview

- **US 27 Limits:** Lake Altamaha to CSX Railroad crossing north of Central Ave.
- **SR 60 Limits:** Central Ave. to Martin Luther King Blvd.
- **Central Ave. Limits:** Approx. 800-FT west of US 27 to Miami St.
- **US 27 / SR 60 Interchange:** Replace existing bridges with a single wider and longer bridge and reconfigure the interchange to a Single Point Urban Interchange (SPUI)



US 27 at SR 60 Interchange

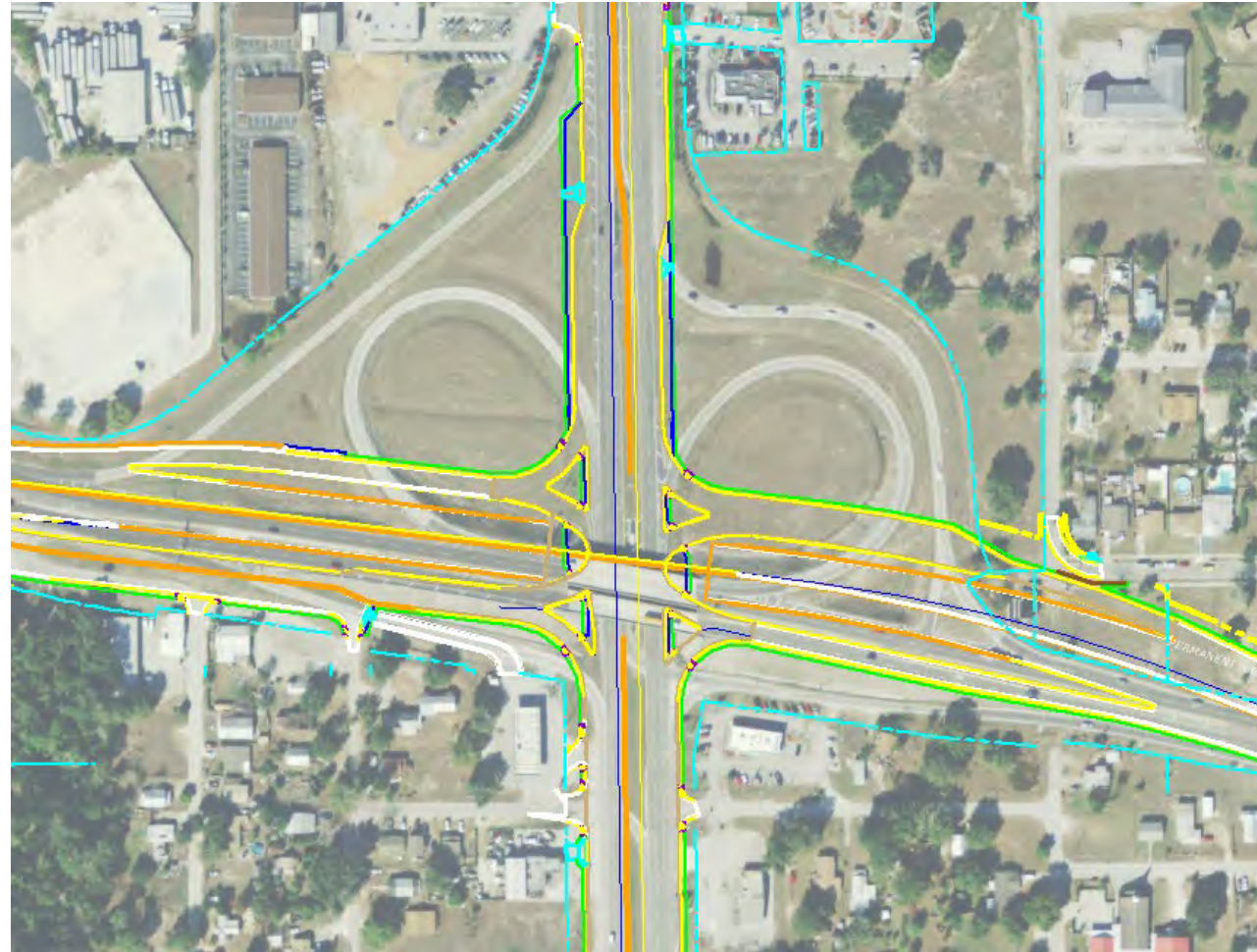
Polk County, Florida



Financial Project ID: 419243-4-52-01



Proposed SPUI Interchange



US 27 at SR 60 Interchange

Polk County, Florida

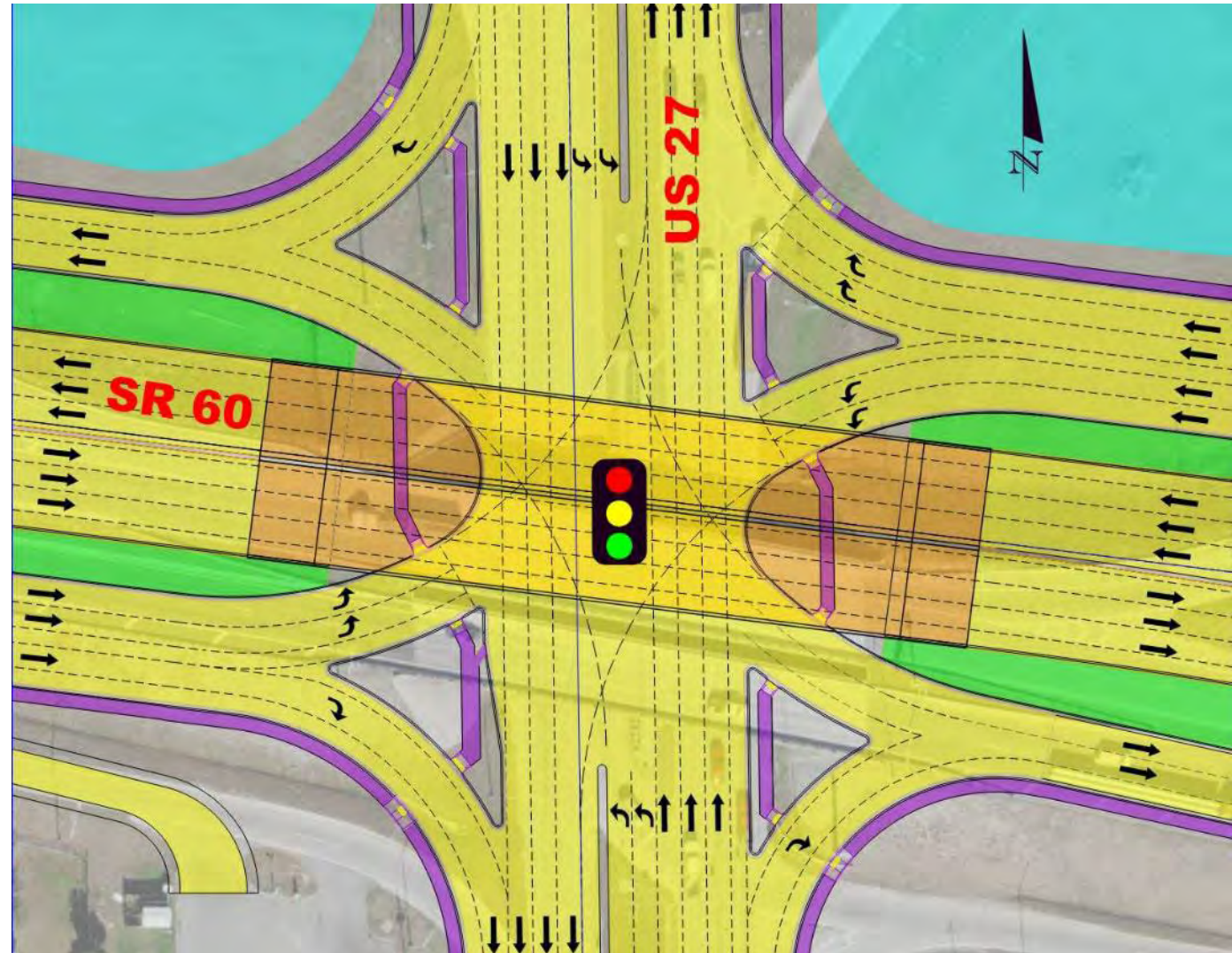


Financial Project ID: 419243-4-52-01



Advantages of a Single Point Urban Interchange

- Increases sight distance under the bridge due to no median bridge pier on US 27-improves safety by increasing sight distance
- Increases the volume of vehicles traveling through the intersection within a single traffic signal phase
- Increase intersection efficiency by reducing signal phases from four phase to three phases
- Accommodates larger left turn radii for larger design vehicles
- Eliminates the long loop ramps and distanced traveled by the traveling public
- Increased turn lane queue storage



US 27 at SR 60 Interchange

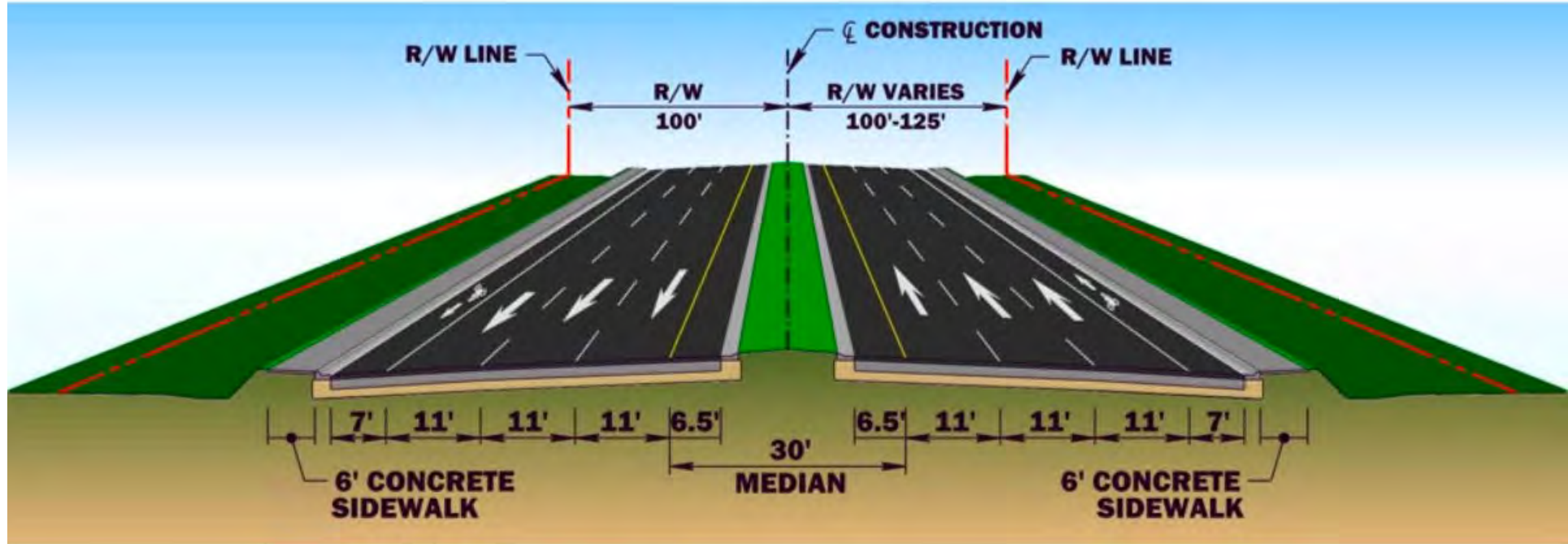
Polk County, Florida



Financial Project ID: 419243-4-52-01



Design Typical Section US 27



US 27 at SR 60 Interchange

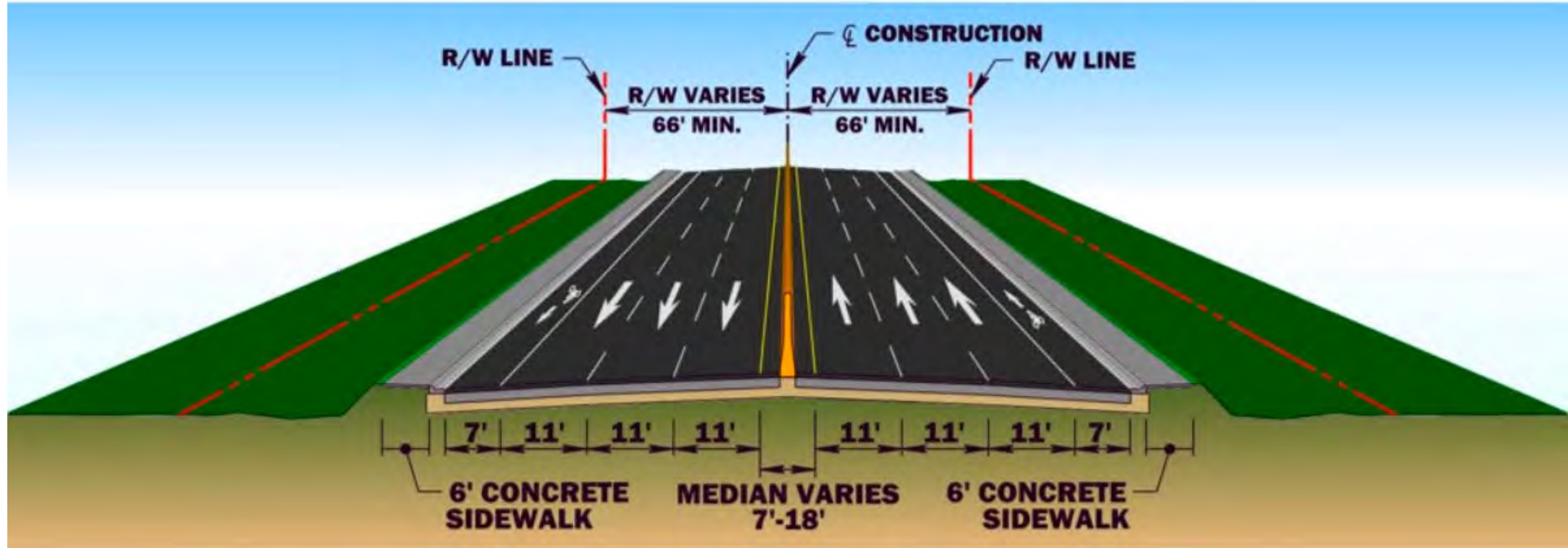
Polk County, Florida



Financial Project ID: 419243-4-52-01



Design Typical Section SR 60



US 27 at SR 60 Interchange

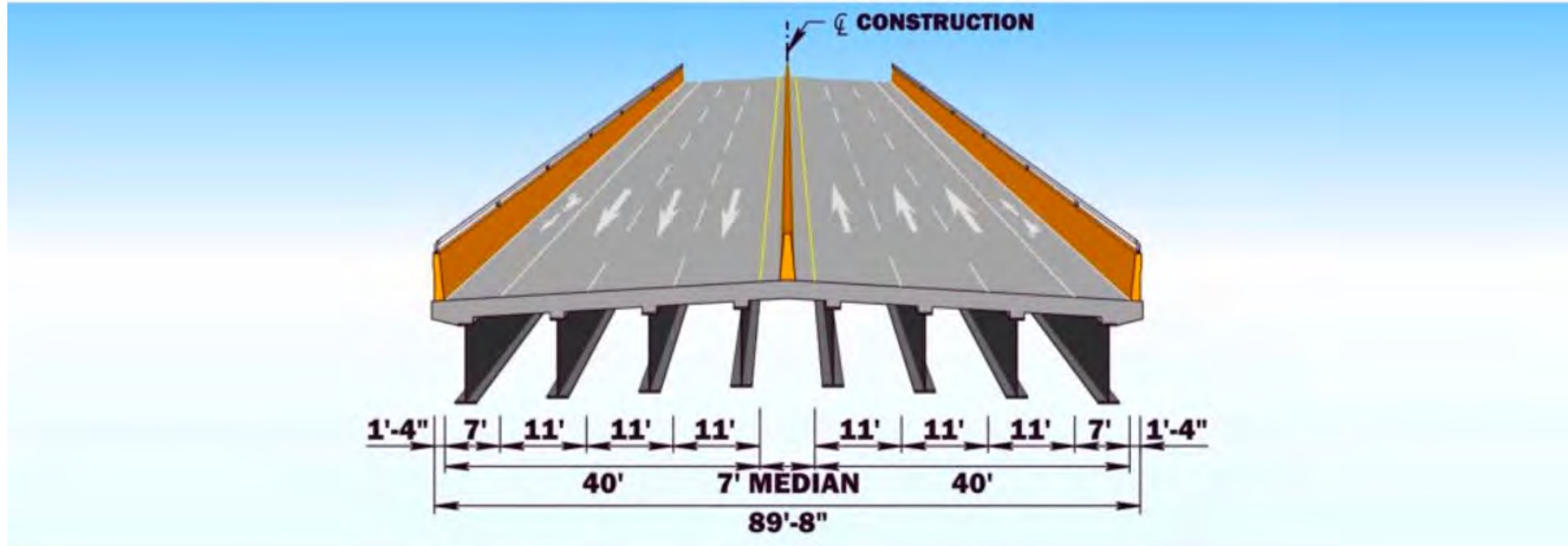
Polk County, Florida



Financial Project ID: 419243-4-52-01



Design Typical Section SR 60 Bridge



US 27 at SR 60 Interchange

Polk County, Florida



Financial Project ID: 419243-4-52-01



Right-of-Way Acquired



US 27 at SR 60 Interchange

Polk County, Florida



Financial Project ID: 419243-4-52-01



Noise Barrier Location



US 27 at SR 60 Interchange

Polk County, Florida



Financial Project ID: 419243-4-52-01



Noise Barrier Description

- **Barrier Height – 16 Feet**
- **585 Feet in Length**
- **Placed 5 Feet Inside FDOT Right-of-Way**
- **Color – Light Beige**
- **Texture – Ashlar Stone Panels With Smooth Posts**



US 27 at SR 60 Interchange

Polk County, Florida



Financial Project ID: 419243-4-52-01



Estimated Project Costs

Phase	Cost
Design	\$ 7 million
Right-of-Way Acquisition	\$ 5 million
Construction	\$45 million
Total	\$57 million

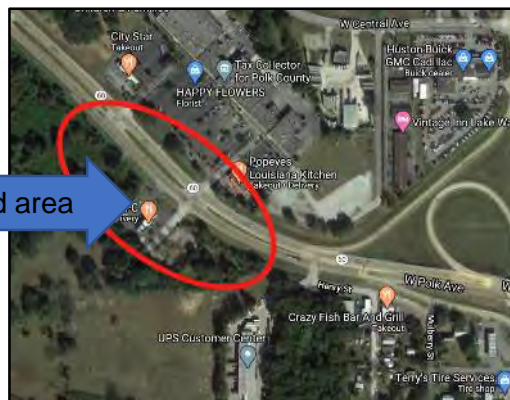
All costs are shown in present-day dollars.

US 27 at SR 60 Interchange

Polk County, Florida



Financial Project ID: 419243-4-52-01



Frontage road area

Frontage Road
along SR 60 to aid
the access
management to
local businesses



US 27 at SR 60 Interchange

Polk County, Florida



Financial Project ID: 419243-4-52-01



Project Schedule

Design – Complete

Right-of-Way Acquisition – Complete

Start of Construction – September 2020

Construction Completion – Early 2025

US 27 at SR 60 Interchange

Polk County, Florida



Financial Project ID: 419243-4-52-01



Project Contacts:

Corine Burgess, Community Outreach Manager
corine.burgess@dot.state.fl.us (863) 225-0422

Benjamin Harris, P.E., Project Administrator
bharris@eismanrusso.com (863) 286-5838

Visit our website: <http://www.swflroads.com/current-projects.html>

US 27 at SR 60 Interchange

Polk County, Florida

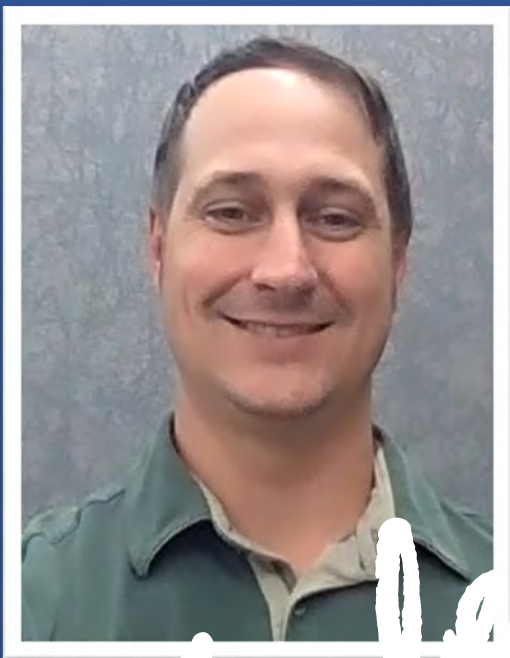


Financial Project ID: 419243-4-52-01



THANK YOU FOR ATTENDING





Kyle Pannis

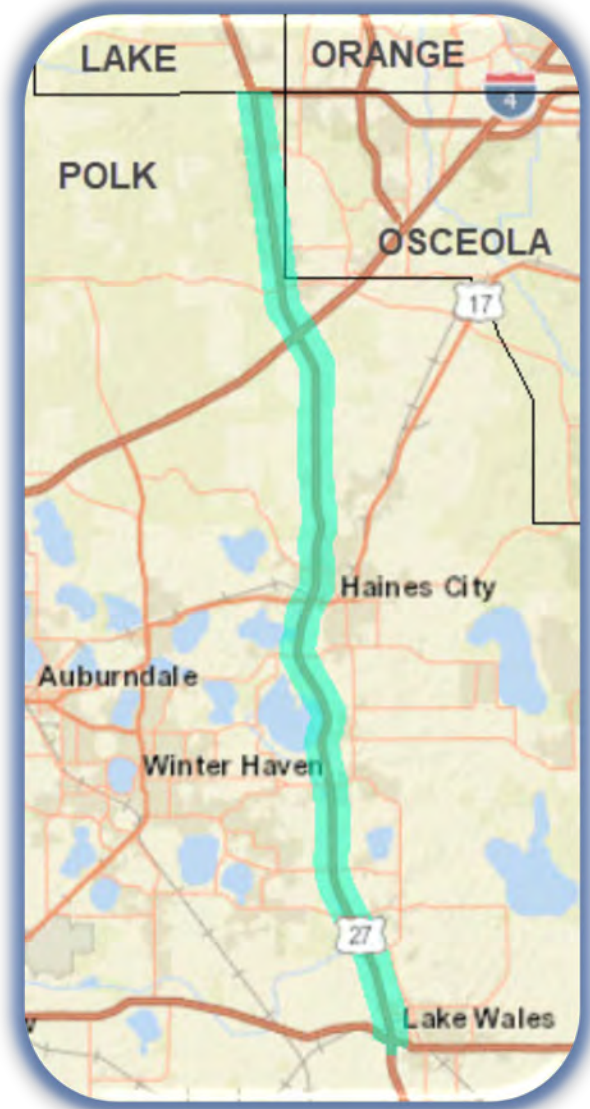
District One Systems Planning Manager

**Northeast
Polk County
US 27 Mobility
Study**



NE Polk County US 27 Mobility Study from SR 60 to Lake County Line

FPID 440320-1-22-01

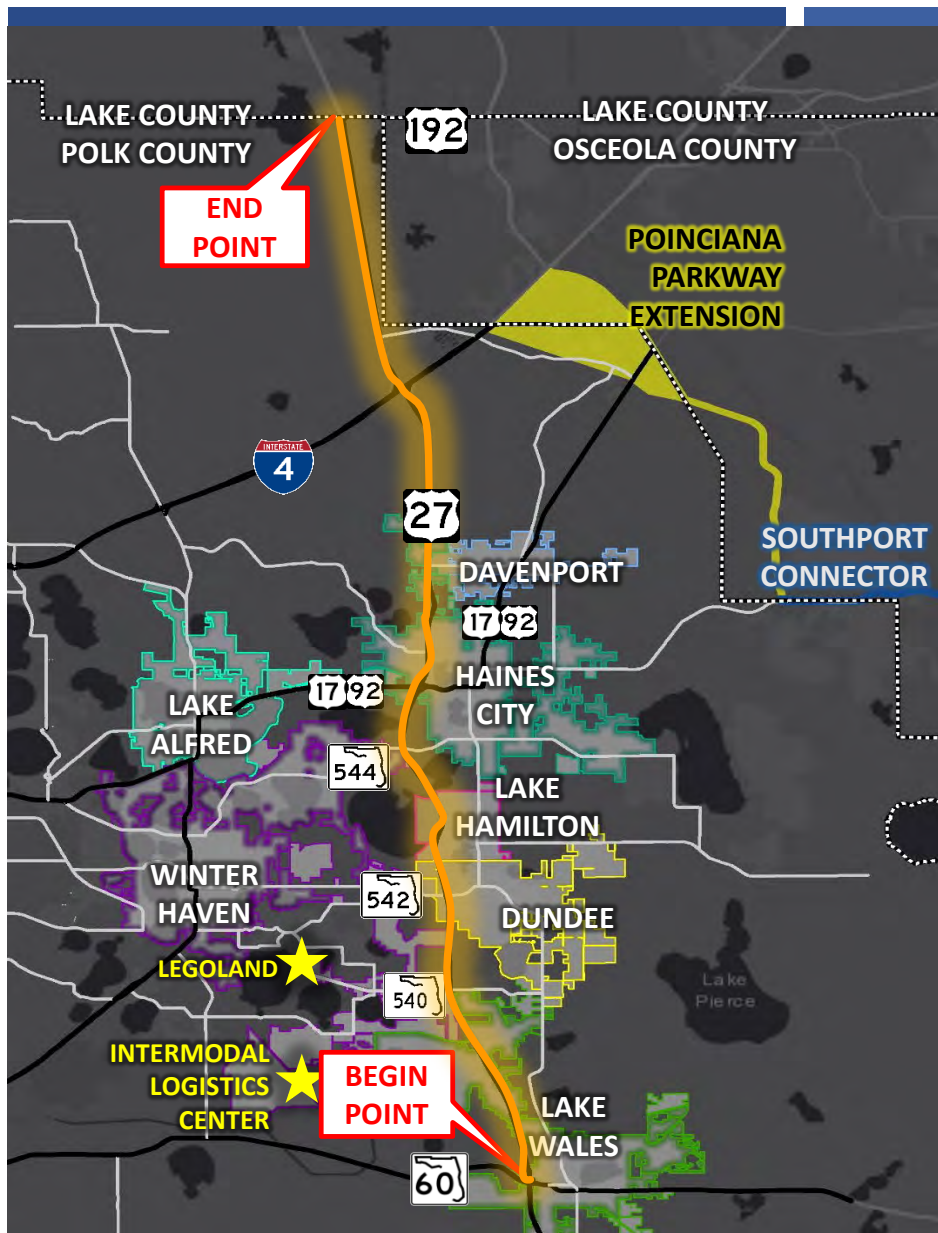


US 27 Working Group
January 19, 2022

Agenda

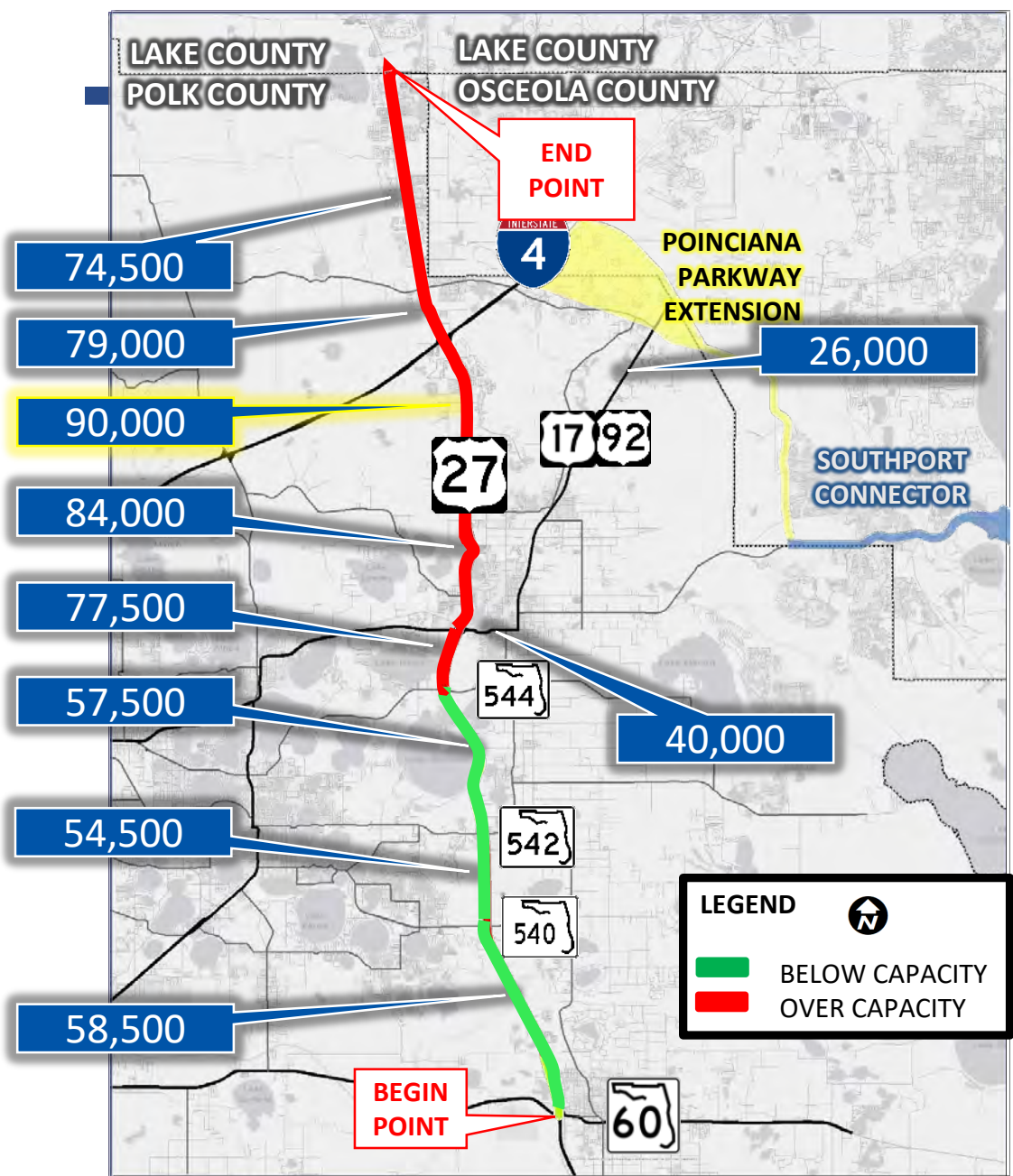
- » **District One's NE Polk County US 27 Mobility Study from SR 60 to Lake County Line**
 - » Results
 - » Recommendations
- » **Turnpike's US 27 Toll Lanes Feasibility Study from SR 60 to I-4**
 - » Feasibility Study Recommendations
- » **Conclusions**





Corridor Description

- » 32 mile long State of Florida Strategic Intermodal System (SIS) highway corridor in Polk County
- » Critical north-south freight corridor throughout and beyond Florida
- » Commercial, industrial, residential development on both sides



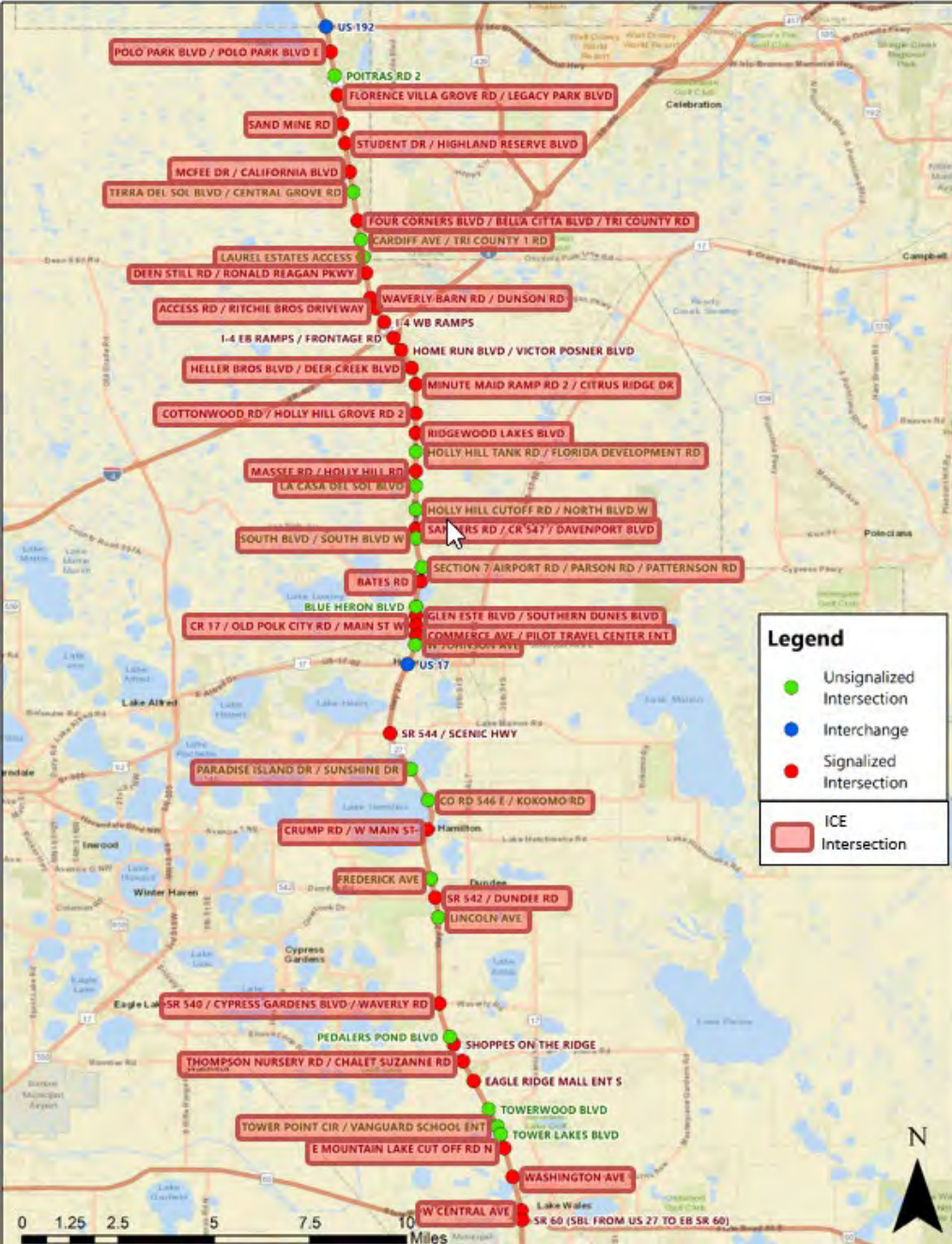
US 27 2040 “No Build”

- » US 27 2040 Average Annual Daily Traffic (AADT) volume will exceed the capacity on majority of corridor (red line)
- » AADT is 150% over capacity near I-4
- » Significant need for improvement
- » LOS variance request of “D” for US 27 North CR 557

Stage 1 Intersection Control Evaluation (ICE) Analysis

- » **Performed Stage 1 ICE analysis of 40 intersections**
 - » **Those with LOS D or worse in 2045 (No-Build)**
- » **Evaluated at-grade improvements first**
 - » **If v/c ratio (2045) was >1.0, then evaluated grade-separated improvements**
- » **Recommended 3-5 alternatives for each intersection**
- » **Considered other factors for recommendations:**
 - » **Proximity to other intersections**
 - » **Adjacent land use**
 - » **Anticipated ROW impacts**
 - » **Anticipated Construction Costs**
 - » **Access Management**

Intersections Analyzed by ICE



- » 27 signalized intersections
- » 13 unsignalized intersections
- » Excluded locations
 - » I-4 interchange
 - » SR 60 interchange
 - » Home Run Blvd intersection
 - » SR 544 intersection



1. Polo Park Blvd Alternatives

- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Partial Displaced Left Turn (PDLT)

3. Sand Mine Rd Alternatives

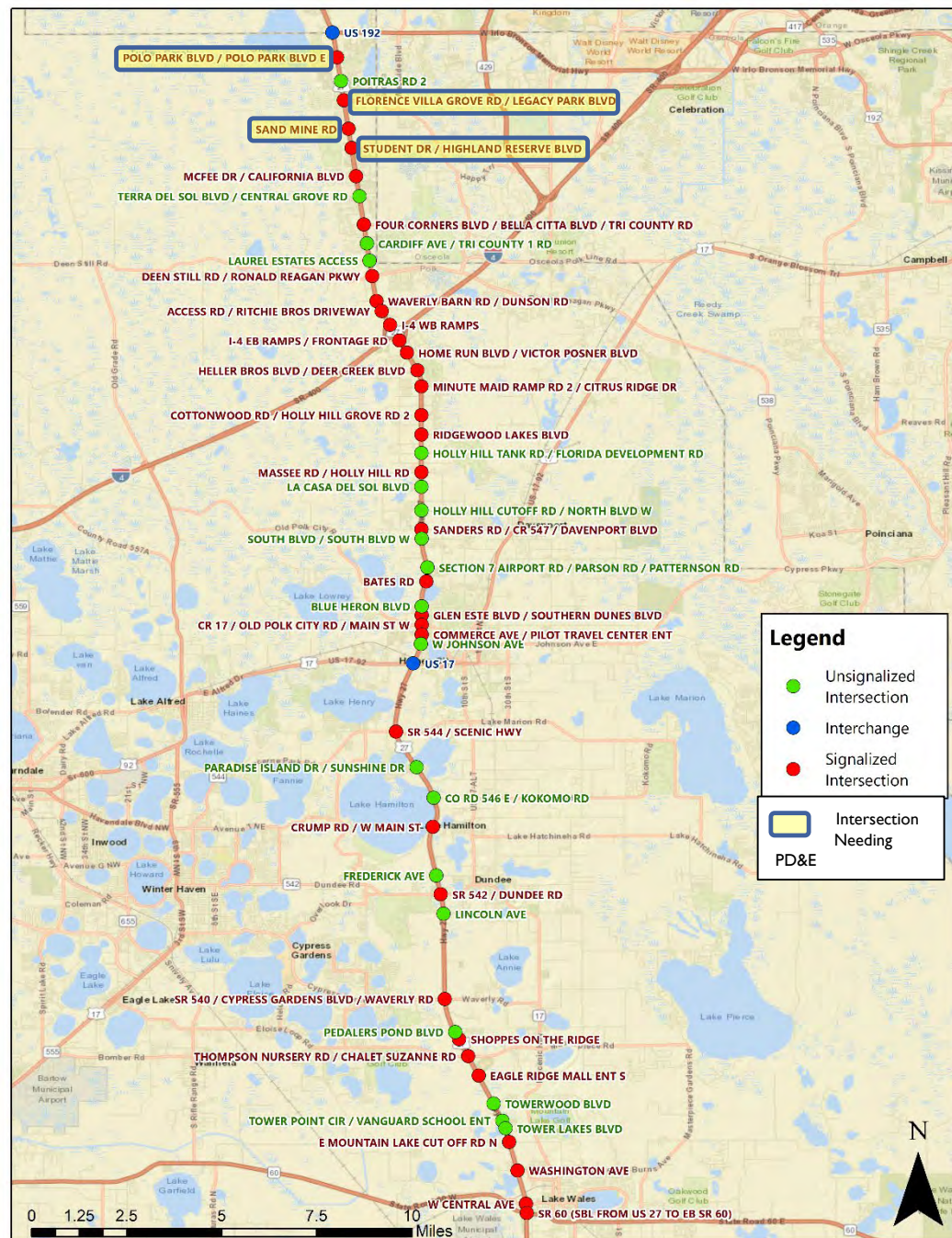
- Traffic Signal (No-Build)
- Displaced Left Turn (DLT)
- Partial Displaced Left Turn (PDLT)
- SW Quadrant Roadway

2. Florence Villa Grove Rd Alternatives

- Traffic Signal (No-Build)
- Partial Median U-Turn (PMUT)
- Partial Displaced Left Turn (PDLT)
- Modified Traffic Signal

4. Student Dr Alternatives

- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Partial Displaced Left Turn (PDLT)





5. McFee Dr/California Blvd Alternatives

- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Partial Displaced Left Turn (PDLT)

7. Deen Still Rd/ Reagan Pkwy Alternatives

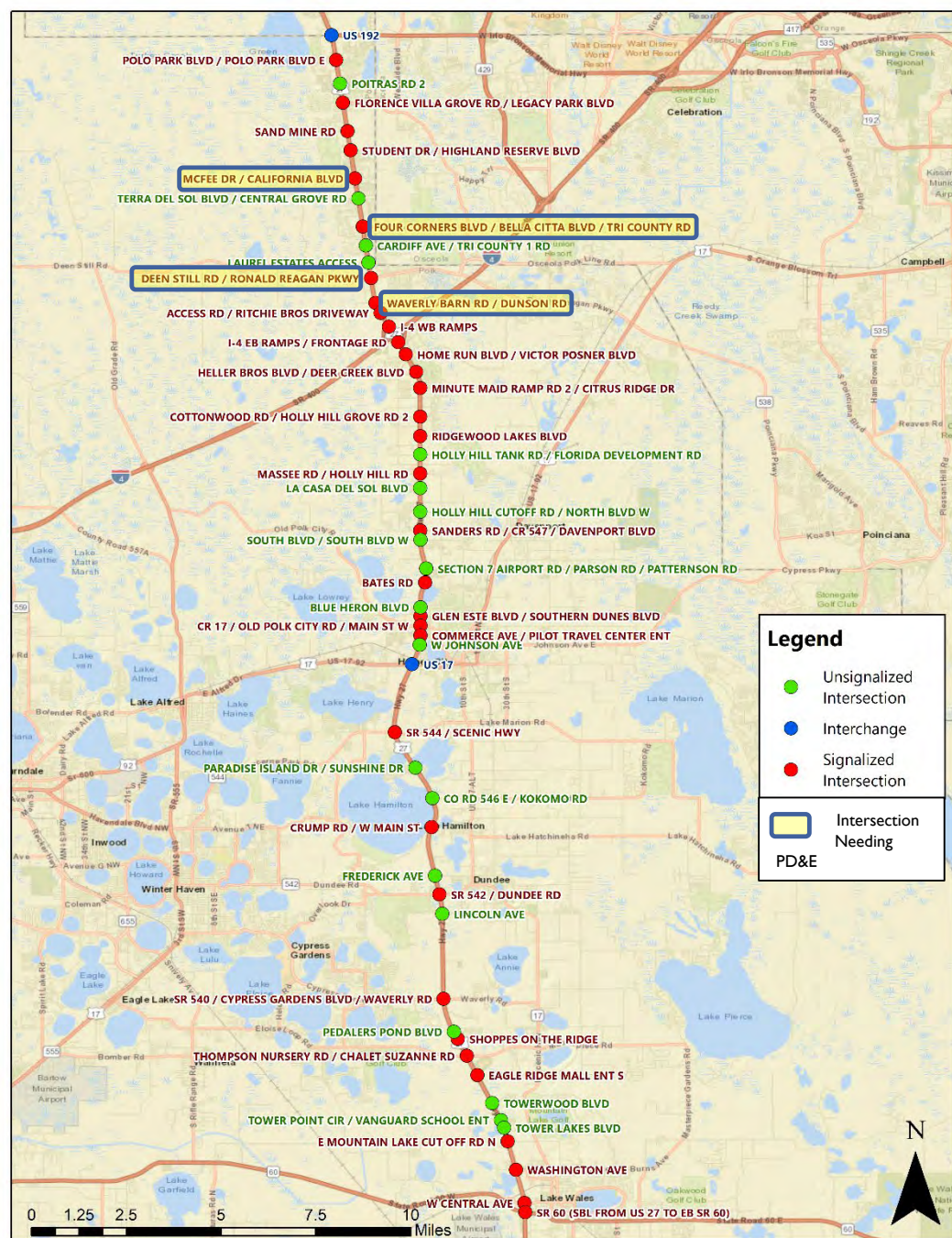
- Traffic Signal (No-Build)
- Partial Median U-Turn (PMUT)
- Partial Displaced Left Turn (PDLT)
- SB DLT/NB PMUT Hybrid

6. Four Corners Blvd/Bella Citta Blvd Alternatives

- Traffic Signal (No-Build)
- Partial Displaced Left Turn (PDLT)
- NE Quadrant Roadway
- SB PDLT/ NB PMUT Hybrid

8. Waverly Barn Rd Alternatives

- Traffic Signal (No-Build)
- Partial Displaced Left Turn (PDLT)
- NE Quadrant Roadway





9. Access Rd Alternatives

Traffic Signal (No-Build)

Partial Displaced Left Turn (PDLT)

11. Minute Maid Ramp Rd 2 Alternatives

Traffic Signal (No-Build)

Median U-Turn (MUT)

Partial Displaced Left Turn (PDLT)

NE Quadrant Roadway

10. Heller Brothers Blvd Alternatives

Traffic Signal (No-Build)

Median U-Turn (MUT)

Partial Displaced Left Turn (PDLT)

Diamond Interchange

Single Point Urban Interchange (SPUI)

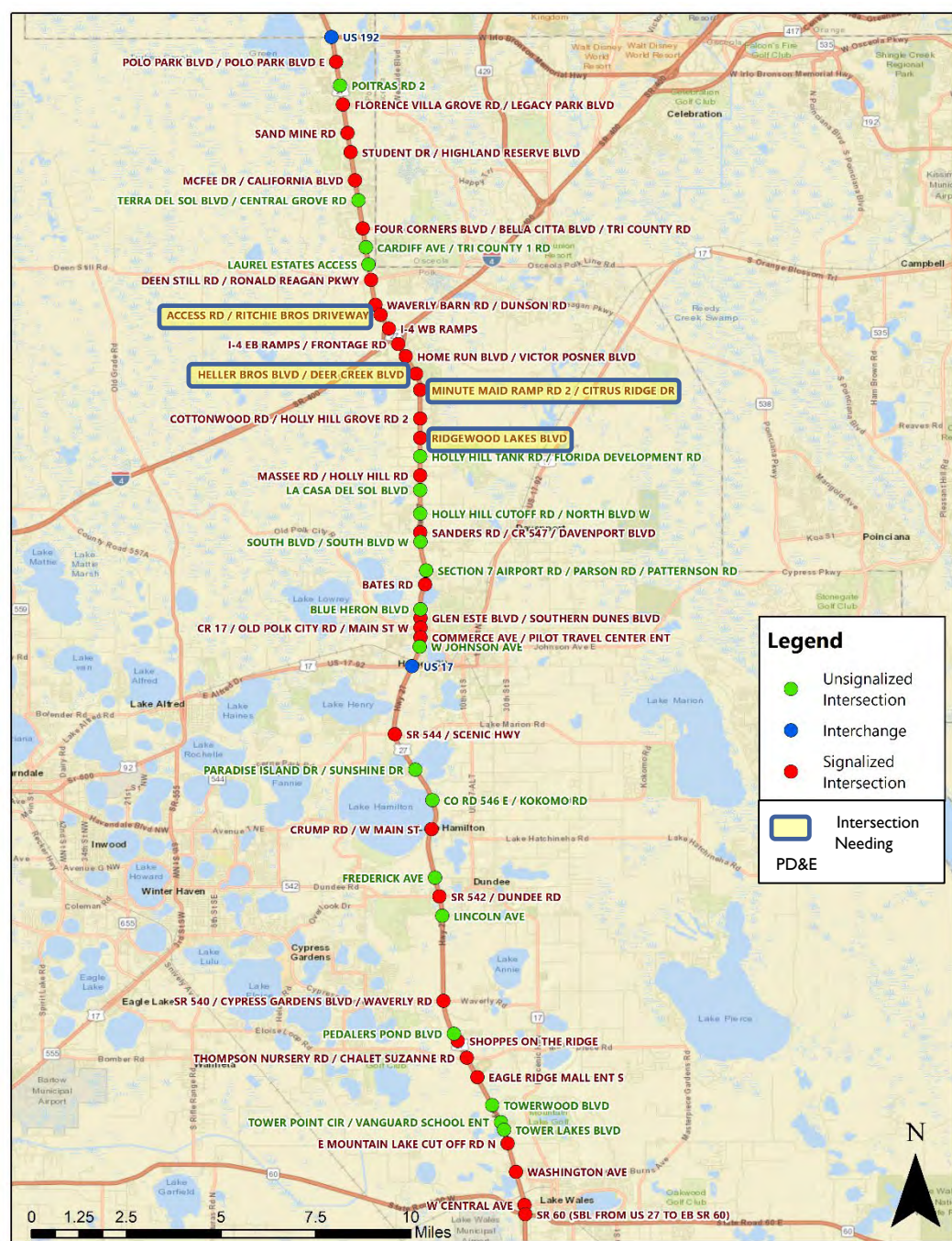
12. Ridgewood Lakes Blvd Alternatives

Traffic Signal (No-Build)

Partial Median U-Turn (PMUT)

Partial Displaced Left Turn (PDLT)

Continuous Green Tee





13. Masee Rd/Holly Hill Cutoff Rd Alternatives

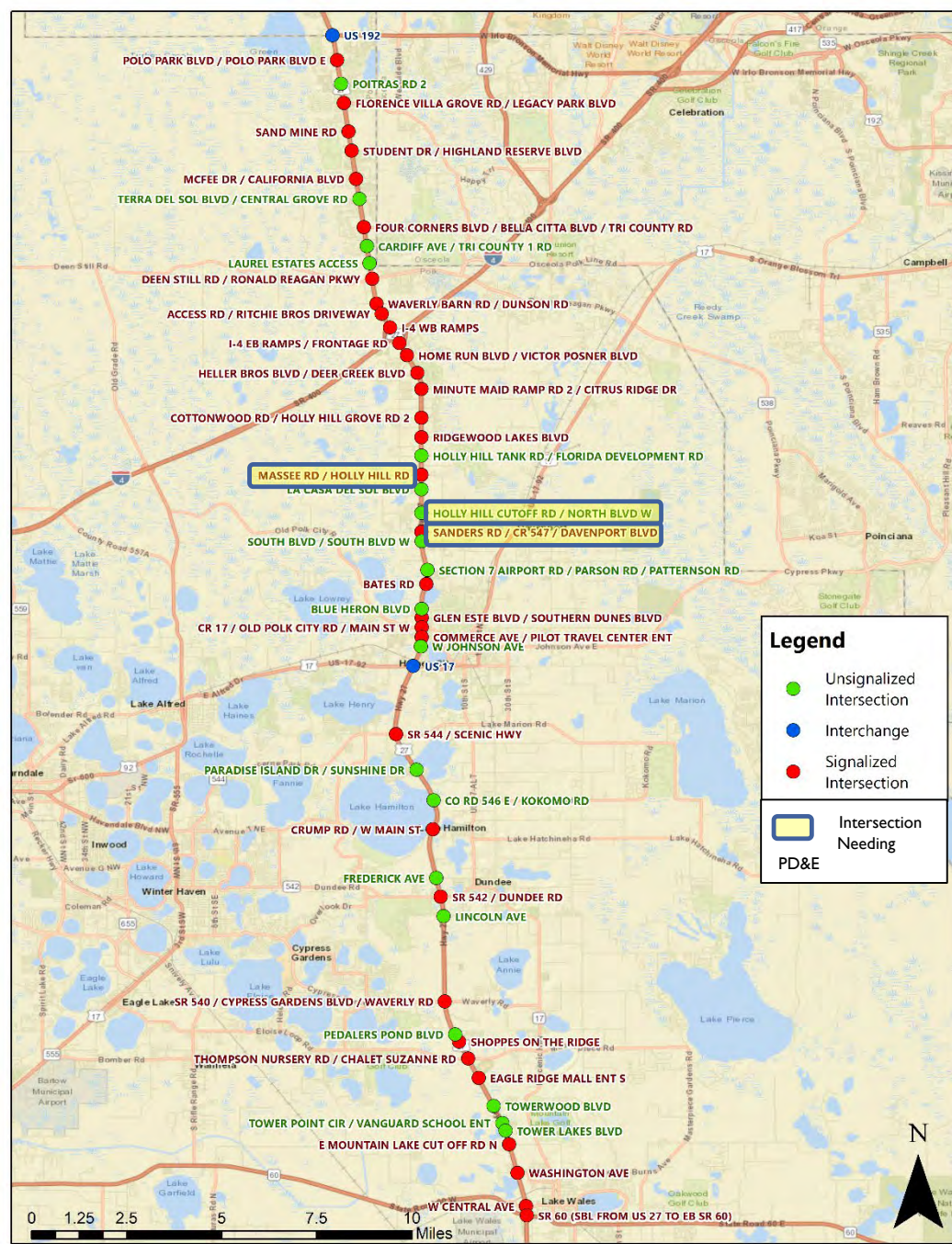
- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Partial Displaced Left Turn (PDLT)
- SB PDLT/NB PMUT Hybrid
- Modified Traffic Signal

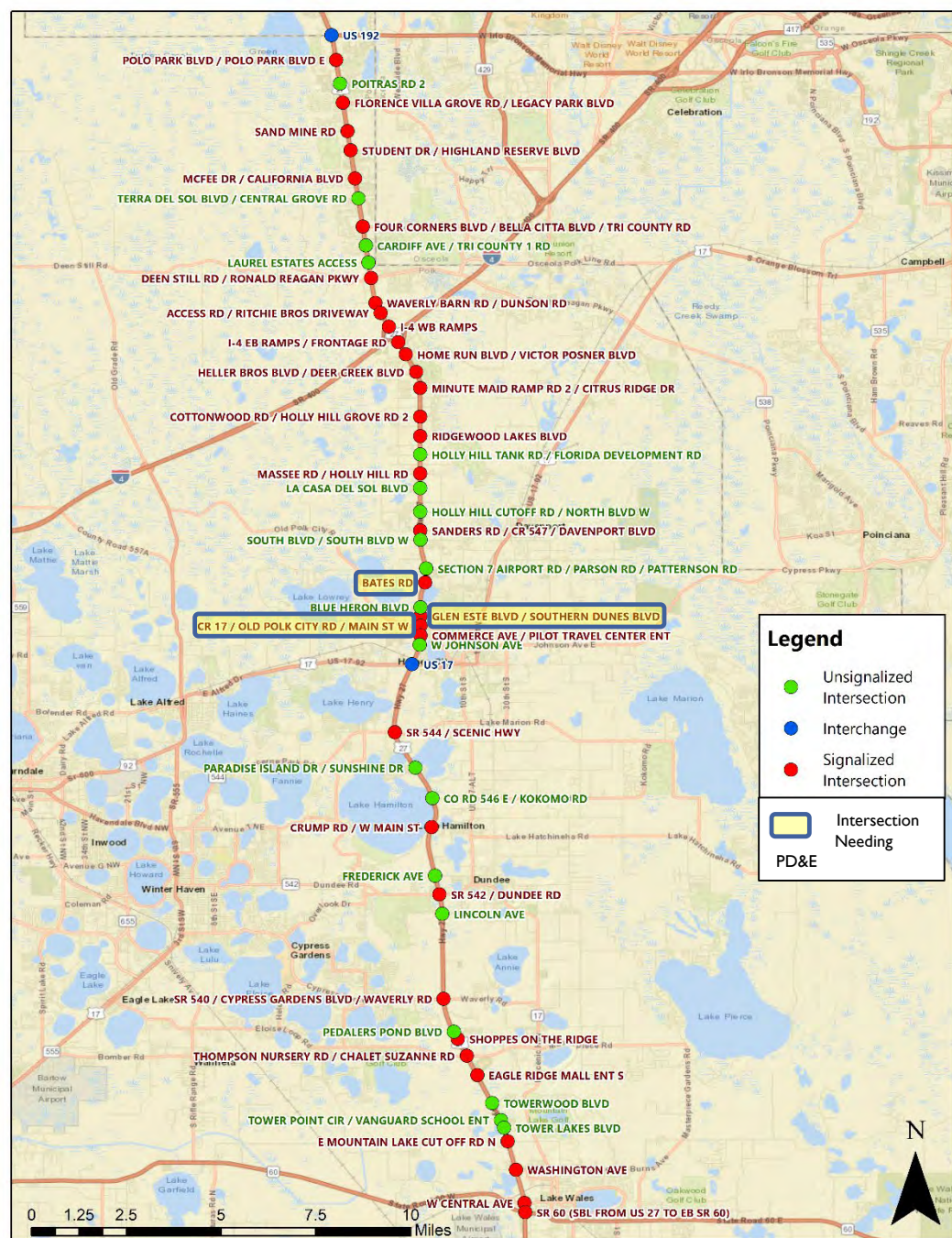
14. Holly Hill Cutoff Rd Alternatives

- Traffic Signal (No-Build)
- Partial Median U-Turn (PMUT)
- Partial Displaced Left Turn (PDLT)

15. Sanders Rd/Davenport Blvd Alternatives

- Traffic Signal (No-Build)
- Displaced Left Turn (DLT)
- SB PDLT/NB PMUT Hybrid
- Diamond Interchange
- Single Point Urban Interchange (SPUI)





16. Bates Rd Alternatives

Traffic Signal (No-Build)

Partial Displaced Left Turn (PDLT)

Partial Median U-Turn (PMUT)

SB PDLT/NB PMUT Hybrid

Diamond Interchange

17. Glen Estes Blvd Alternatives

Traffic Signal (No-Build)

Displaced Left Turn (DLT)

Partial Displaced Left Turn (PDLT)

18. CR 17/Old Polk City Rd Alternatives

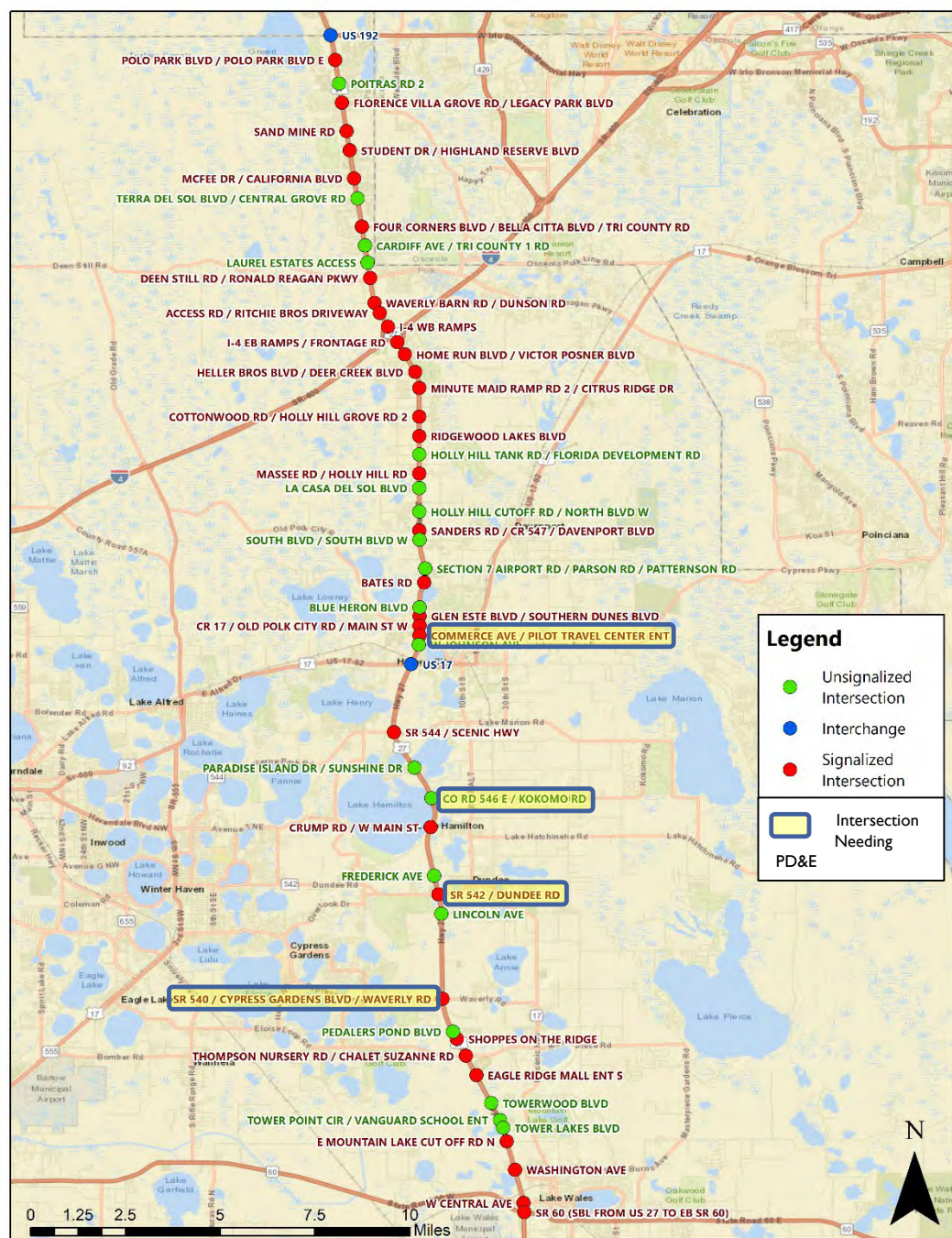
Traffic Signal (No-Build)

Displaced Left Turn (DLT)

SB PDLT/NB PMUT Hybrid

Diverging Diamond Interchange (DDI)

Single Point Urban Interchange (SPUI)



19. Commerce Ave/Pilot Entrance Alternatives

- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Partial Displaced Left Turn (PDLT)

20. Kokomo Rd Alternatives

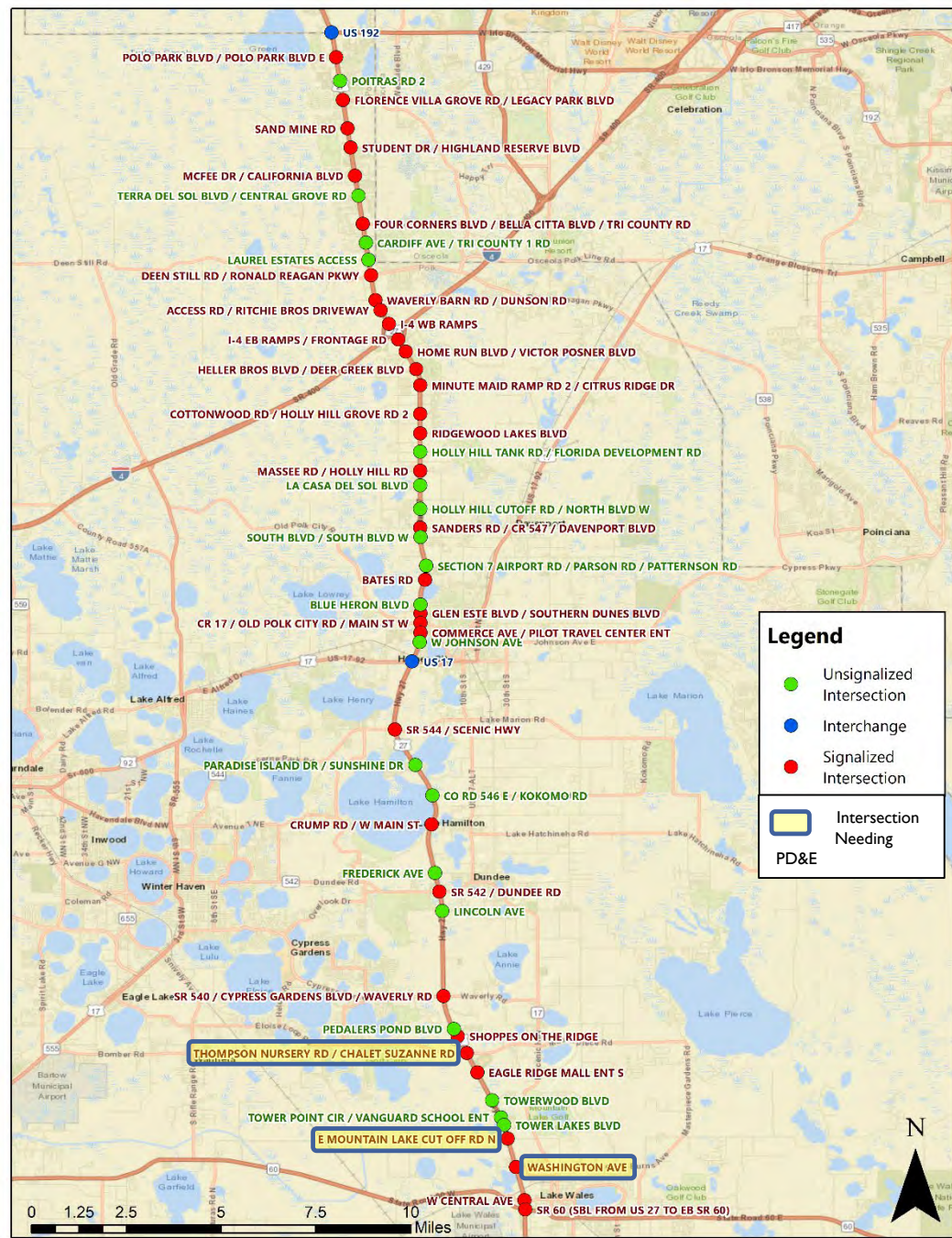
- Traffic Signal (No-Build)
- Continuous Green Tee
- NE Quadrant Roadway

21. SR 542/Dundee Rd Alternatives

- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Displaced Left Turn (DLT)
- Modified Traffic Signal

22. SR 540/Waverly Rd Alternatives

- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Partial Displaced Left Turn (PDLT)
- SB PDLT/NB PMUT Hybrid



23. Thompson Nursery Rd Alternatives

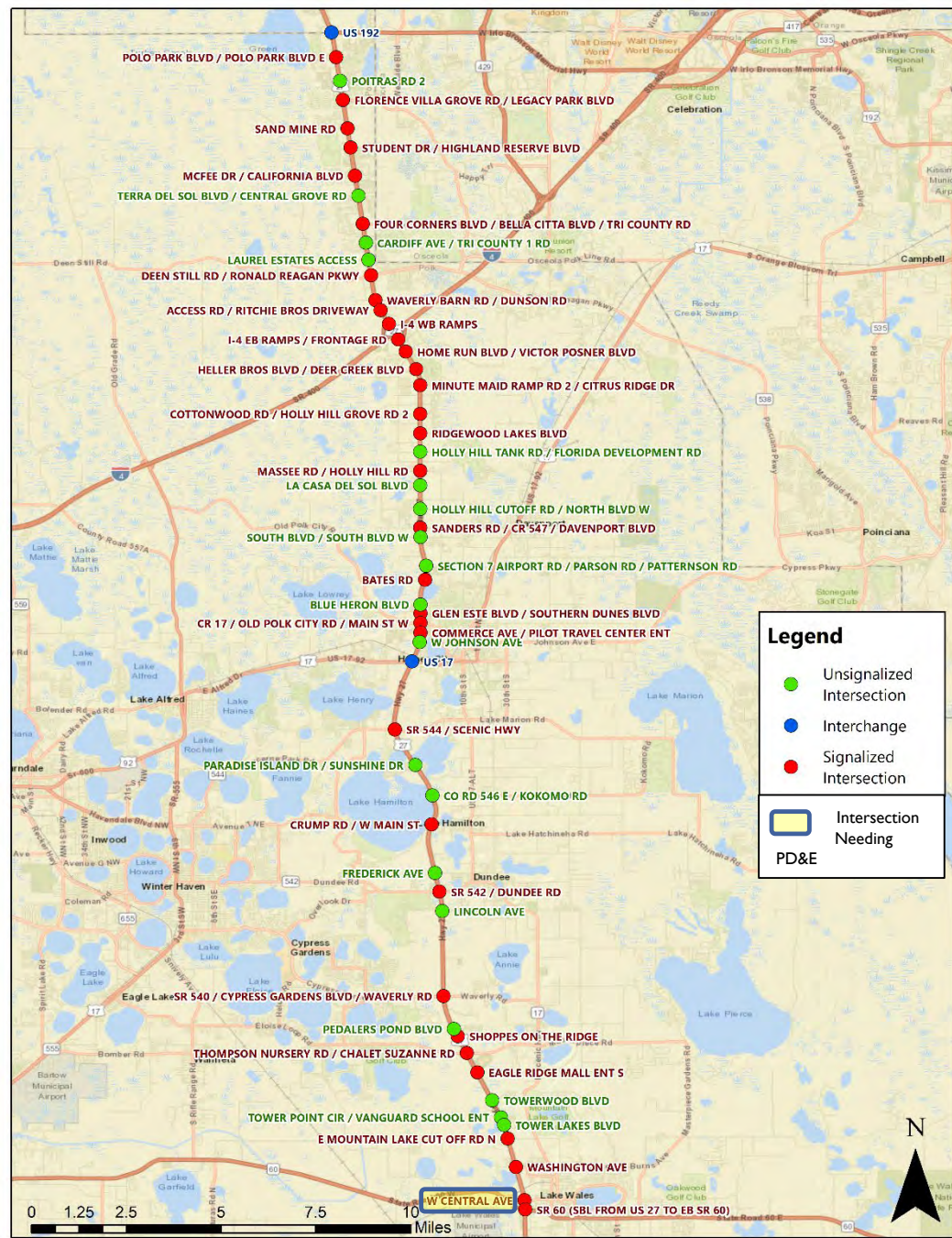
- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Displaced Left Turn (DLT)**
- Modified Traffic Signal

24. Mountain Lake Cut Off Rd N Alternatives

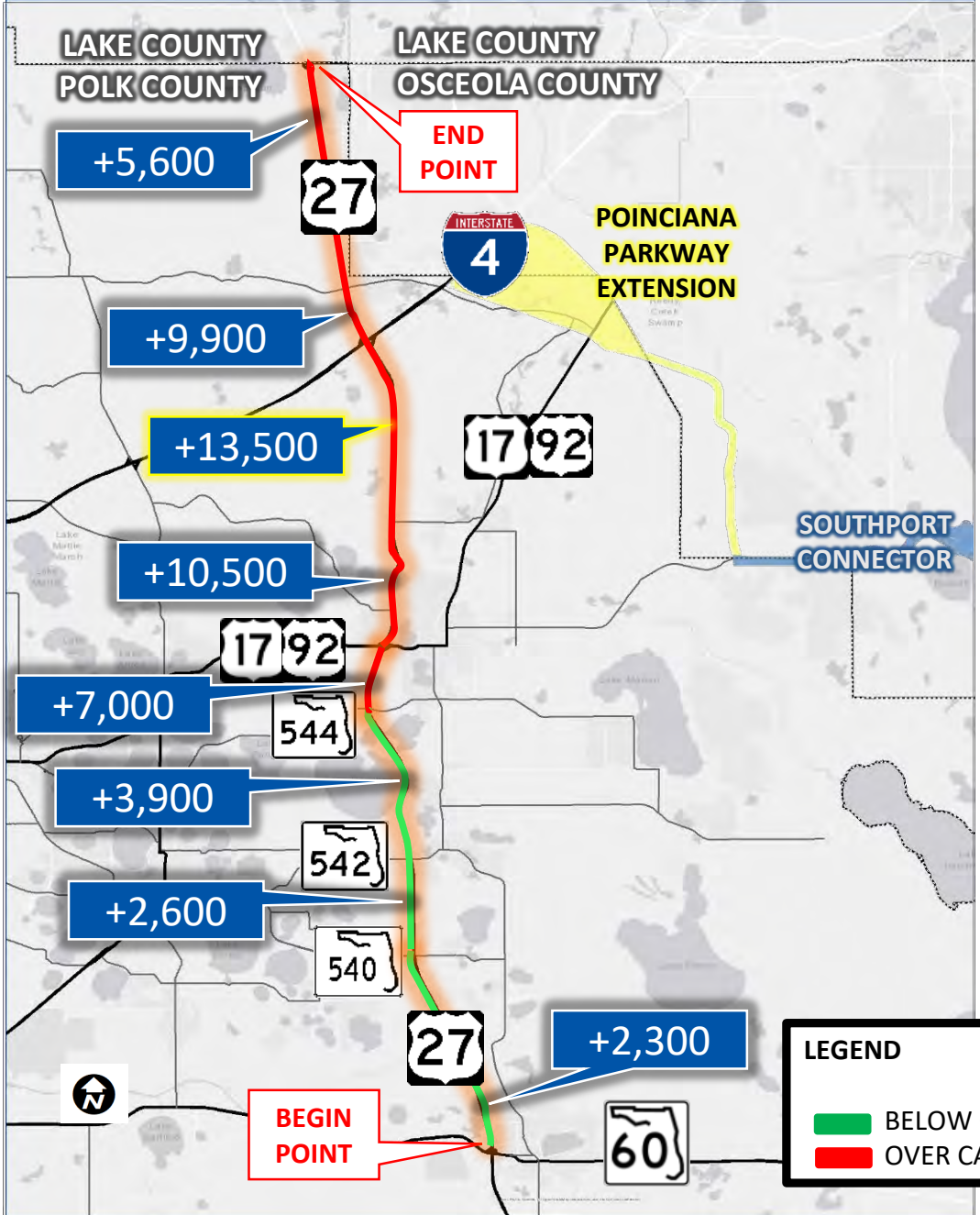
- Traffic Signal (No-Build)
- Median U-Turn (MUT)
- Partial Median U-Turn (PMUT)
- Partial Displaced Left Turn (PDLT)**
- SB PDLT/NB PMUT Hybrid**

25. Washington Ave Alternatives

- Traffic Signal (No-Build)
- Partial Median U-Turn (PMUT)
- Partial Displaced Left Turn (PDLT)**
- SB PDLT/NB PMUT Hybrid**

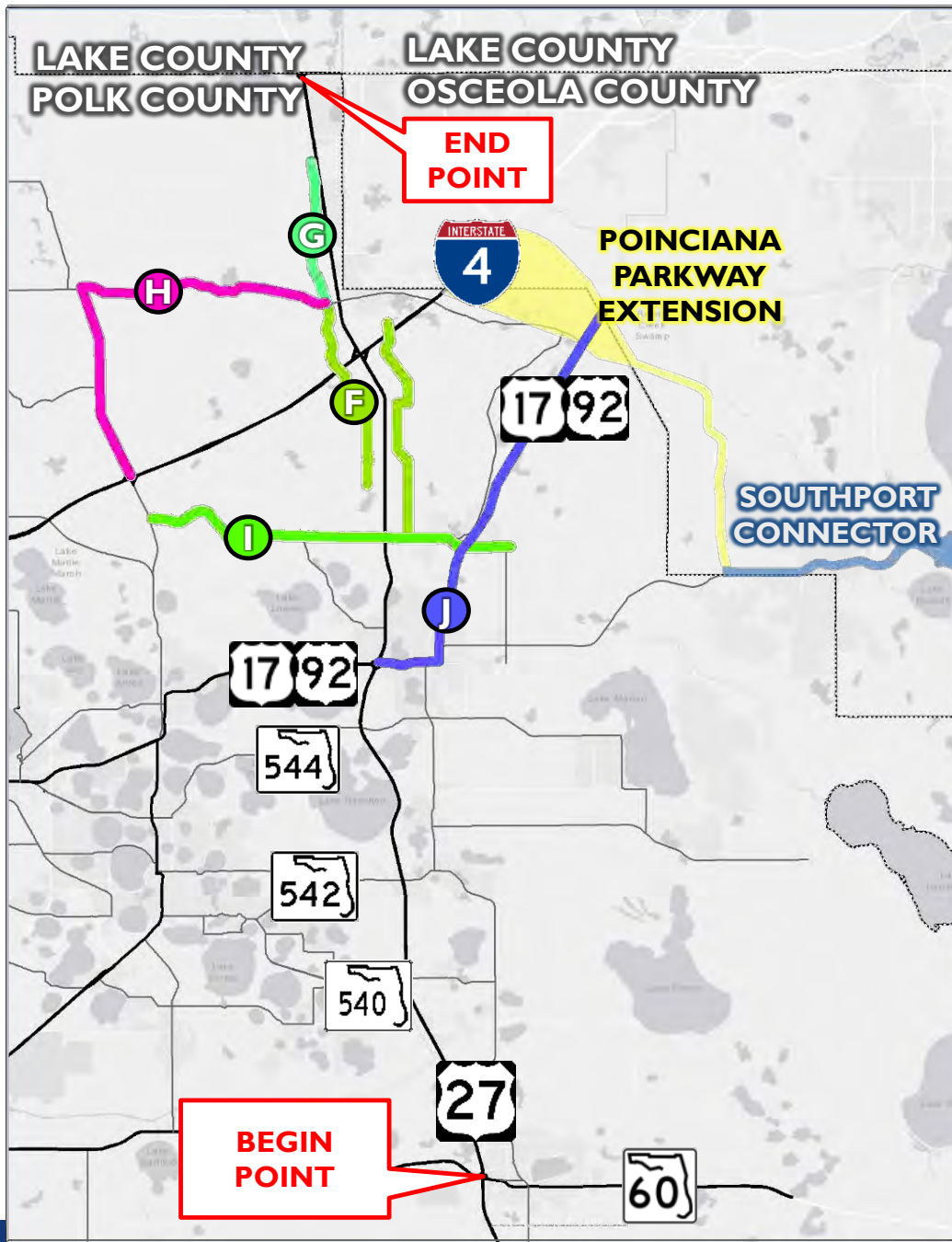


- 26. W Central Ave Alternatives**
- Traffic Signal (No-Build)
- Partial Median U-Turn (PMUT)
- Partial Displaced Left Turn (PDLT)**
- Modified Traffic Signal
- SB PDLT/NB PMUT Hybrid**



Concept K US 27 Widening

- » Widen to an 8-Lane Principal Arterial
- » Increases capacity of US 27 by 20,200 daily vehicles
- » Increases traffic on US 27 by up to 13,500 future daily vehicles
- » Result: US 27 remains over capacity and in need of improvement



Long-term Recommendations: Concepts for Potential PD&E

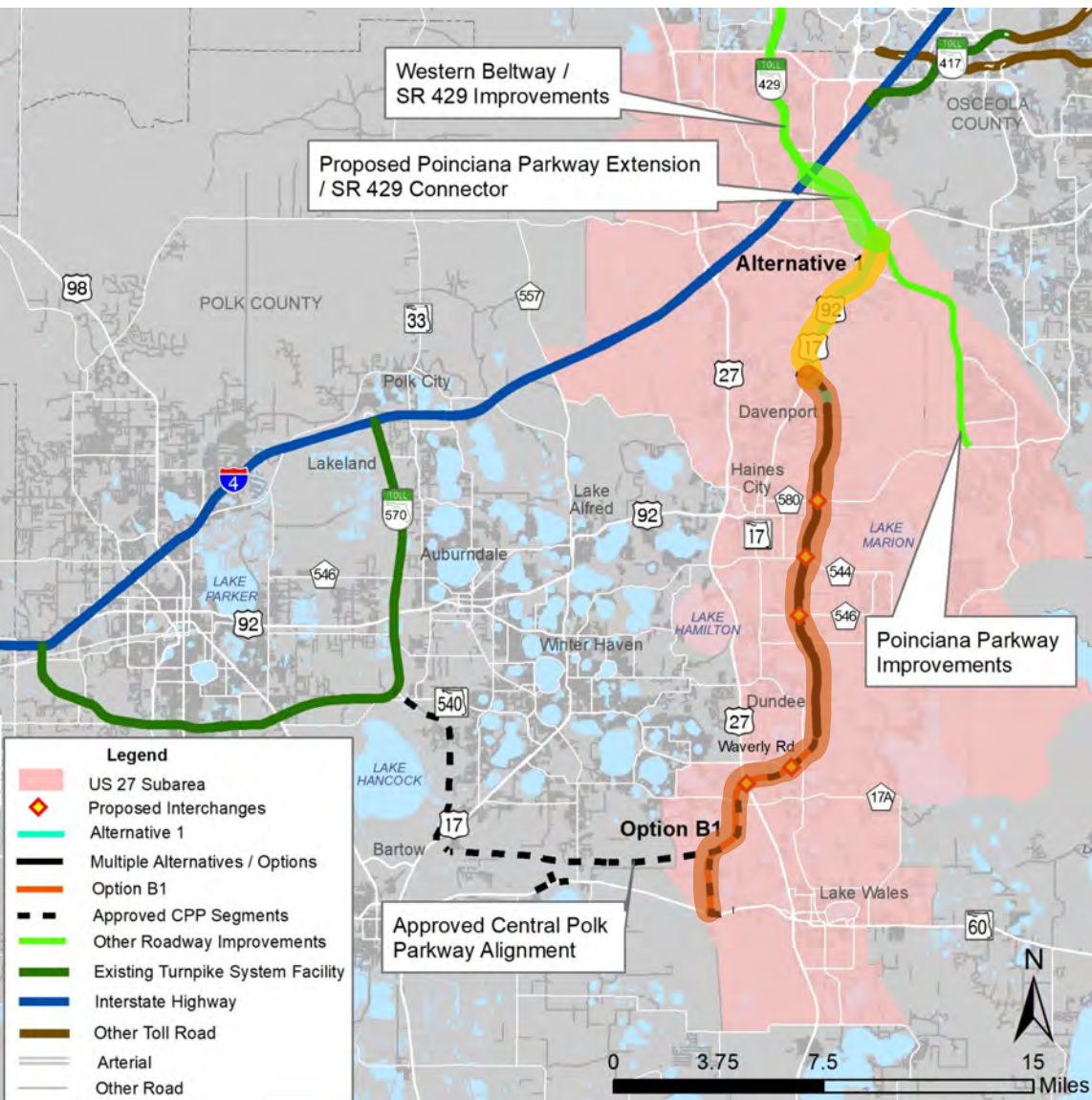
A1	Modified CPP (4 Lanes)
A2	Modified CPP (6 Lanes)
B	Powerline Rd. Extension & Widening
C	Davenport North/South Connector
D1	CR 580/Southport Connector Extension
D2	Powerline Rd. Ext. with CR 580/Southport Ext.
E	Modified CPP w/CR 580/Southport Ext.
F	US 27 Parallel Backage Roads
G	North Ridge Trail
H	Deen Still Rd. / Old Grade Road Improvements
I	CR 547 Extension
J	US 17/92 Widening
K	US 27 Widening

US 27 Toll Lanes Feasibility Study

Phase 1 >> Phase 2

- » **Phase 1 – US 27 Toll Lanes Feasibility Study Conclusion**
 - » Toll Lanes along existing US 27 alignment not cost feasible (\$2.2 Billion in Construction)

- » **Phase 2 – Move forward with evaluation of US 27 Alternative Corridors**
 - » Evaluation of alternative corridors for limited access toll lane facilities in the vicinity of the existing US 27 corridor
 - » Limits adjusted from the vicinity of SR 60 to I-4 at SR 429
 - » Consider portions of previously approved Central Polk Parkway corridor
 - » Mostly in Polk County, with overlap in Osceola County



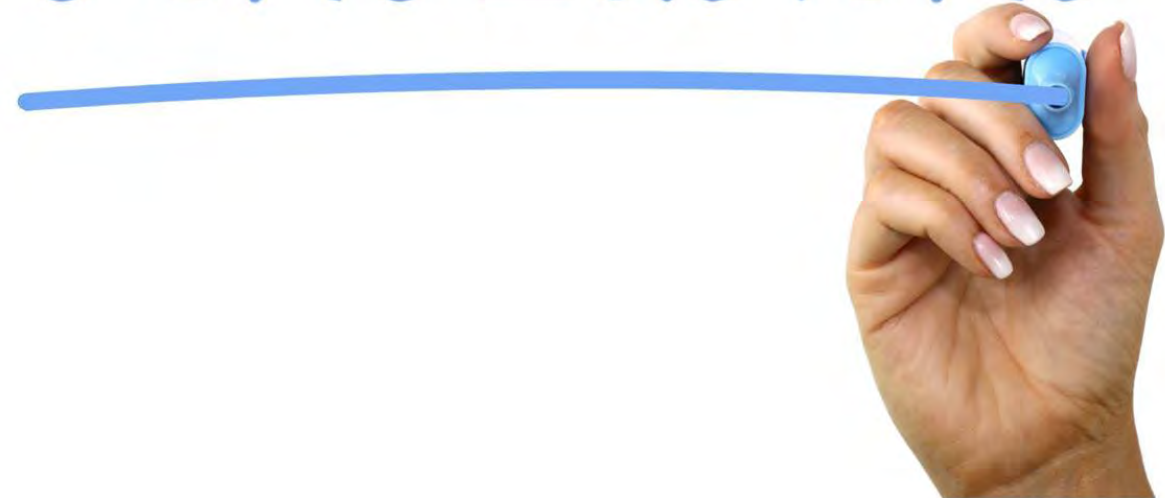
Study Recommendations

- » **Alternative 1, Option B1 as a potential future alignment (\$737 M construction and ROW cost)**
- » **This alignment meets the goal of the study, in combination with:**
 - » CFX's Poinciana Parkway Extension (in design)
 - » FTE's Poinciana Parkway Extension from CR 532 to I-4 (PD&E in FY 21)
 - » Previously Studied Central Polk Parkway Alignment
 - » Potential New Alignment adjacent to US 17 / 92 connecting to Poinciana Parkway Extension

Summary

- ✓ US 27 Mobility Study demonstrates the need for alternative corridors to relieve future capacity issues and congestion
- ✓ Widening US 27 alone will result in increased traffic demand and rapidly lead to over capacity conditions
- ✓ Results of two independent studies (US 27 Toll Lanes Feasibility Study and Mobility Study) are complimentary and result in similar alignments

CONCLUSIONS



[This Photo](#)

[CC BY-SA](#)

Next Steps



Planning

- Corridor Evaluation
 - Existing Conditions
 - Preliminary Future Traffic
- *Conceptual Evaluations*
- *Cost Estimates*
- *Agency Coordination*
- *Financial Feasibility*

- » FTE will complete the Poinciana Parkway Extension PD&E in Summer 2023.
- » District One and Turnpike will continue to collaborate to efficiently utilize the study results and other studies to assist in providing local transportation improvements.
- » Coordinate with Polk TPO on future transportation improvements.

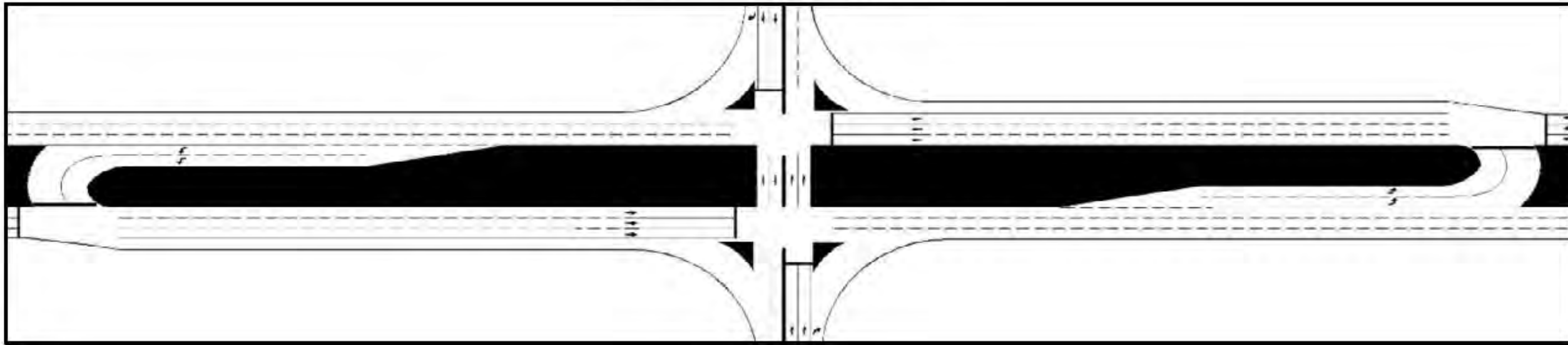


FDOT Northeast Polk
DISTRICT 1 Mobility Study

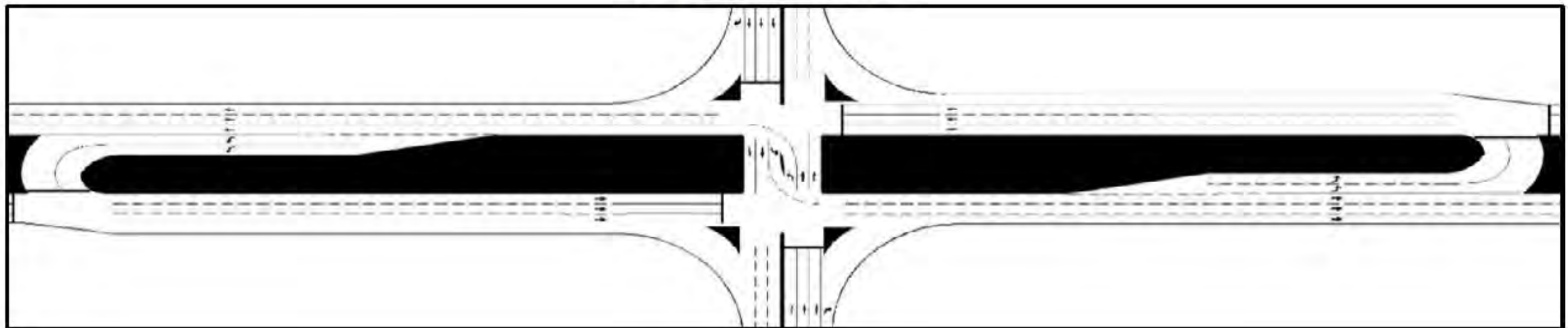
FLORIDA'S
TURNPIKE
Toll Lane
Feasibility
Study

QUESTIONS?

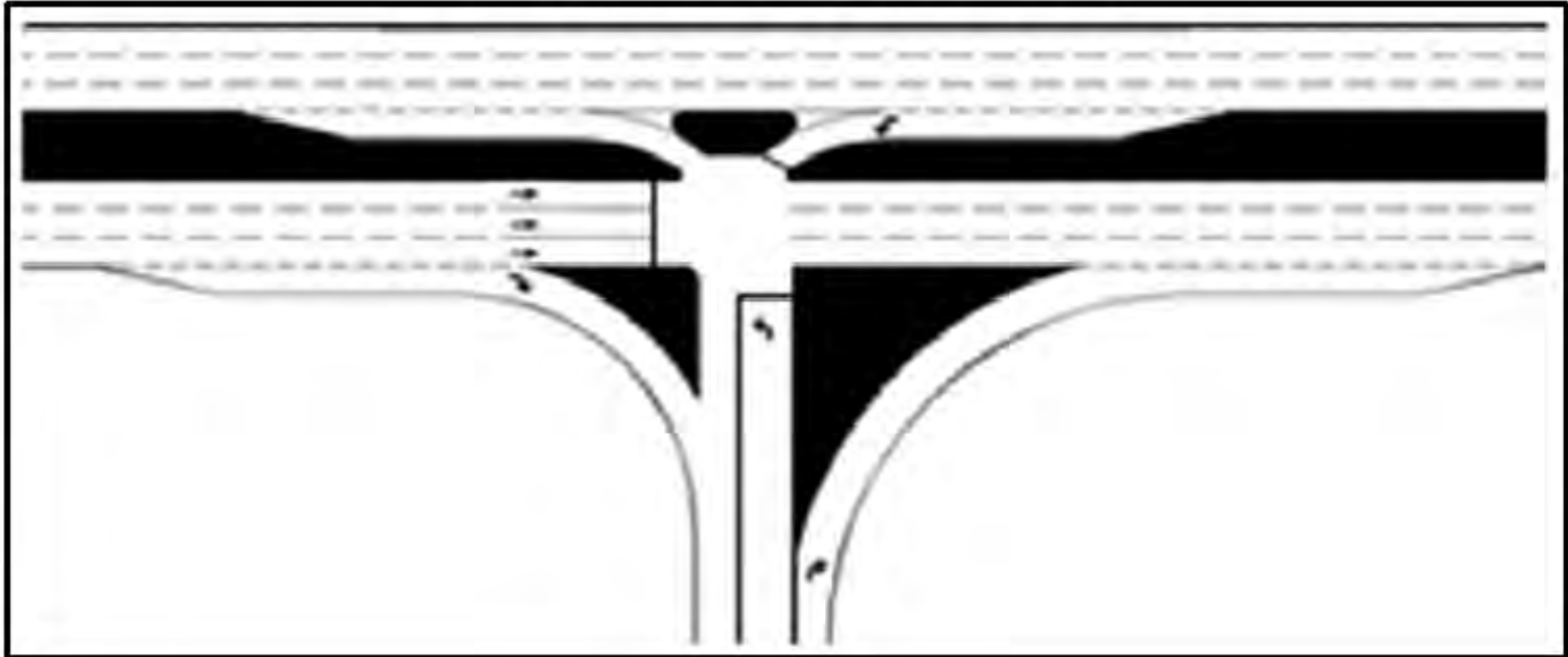
Median U-Turn (MUT)



Partial MUT (PMUT)



Continuous Green-T (CGT)

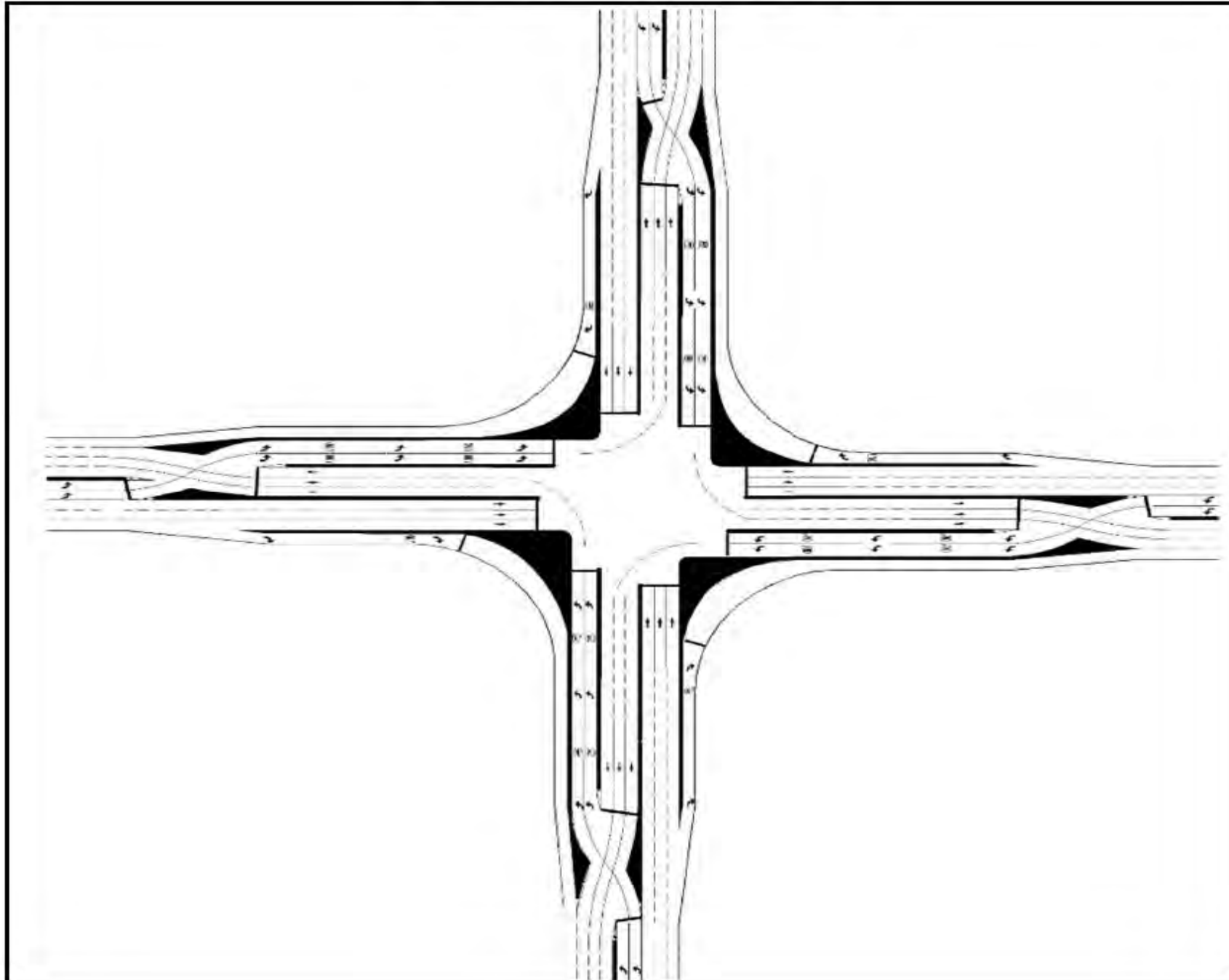


Displaced Left-Turn (DLT)

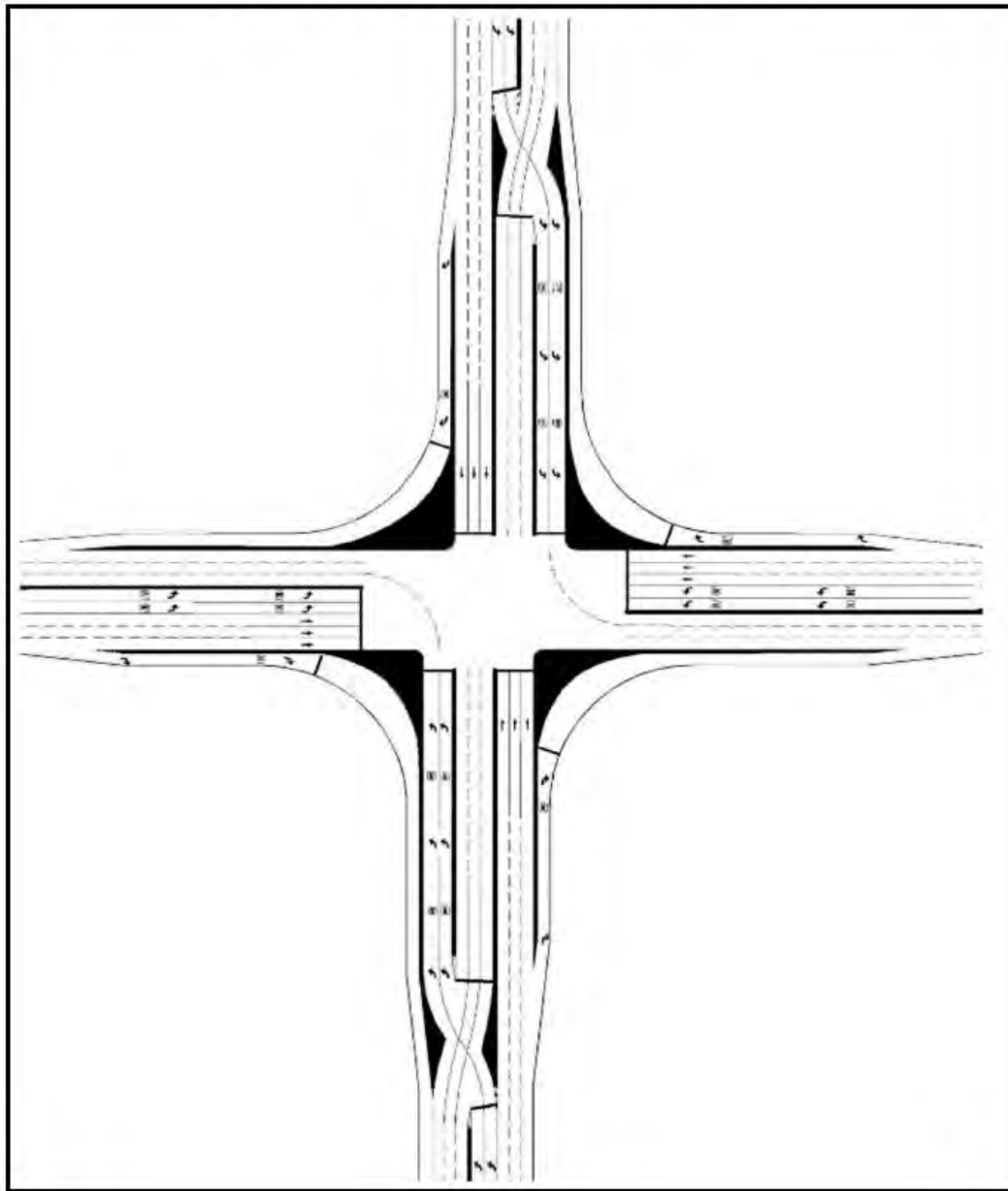


FDOT Northeast Polk
DISTRICT 1 Mobility Study

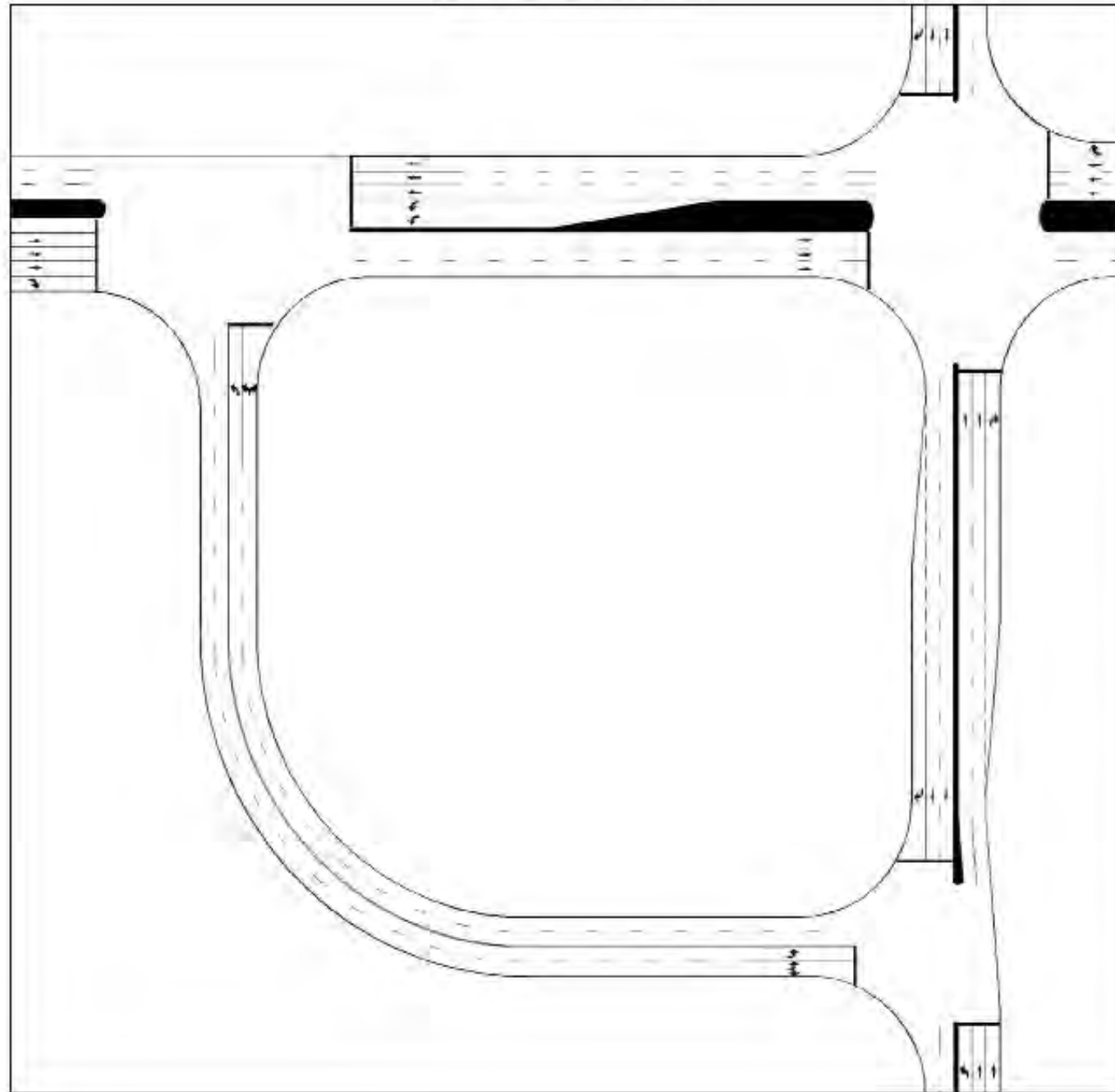
FLORIDA
TURNPIKE
Toll Lane
Feasibility
Study



Partial Displaced Left-Turn (PDLT)



Quadrant Intersection

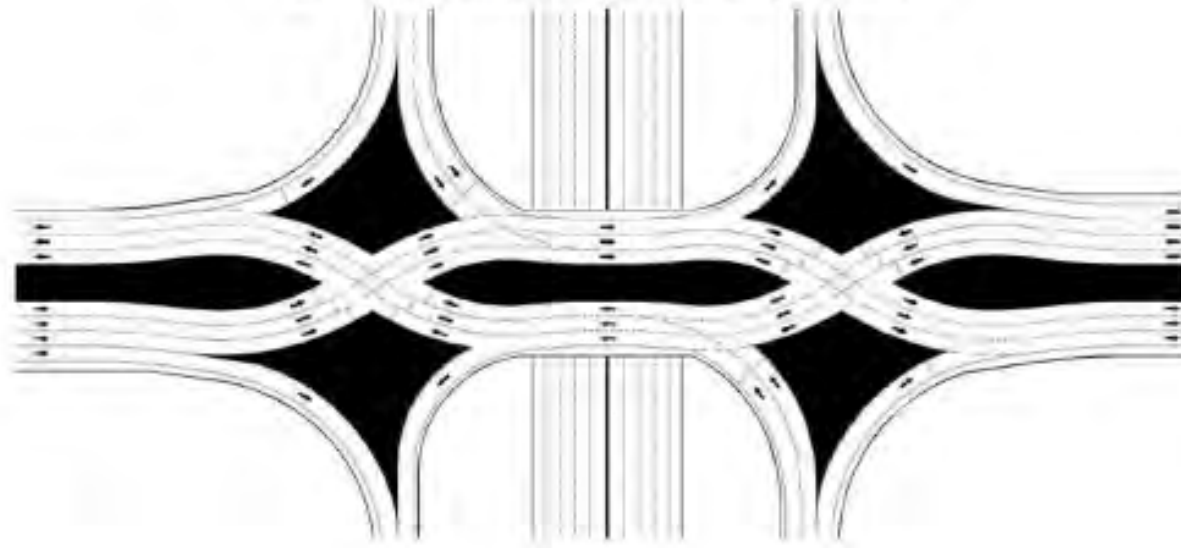


FDOT Northeast Polk
DISTRICT 1 Mobility Study

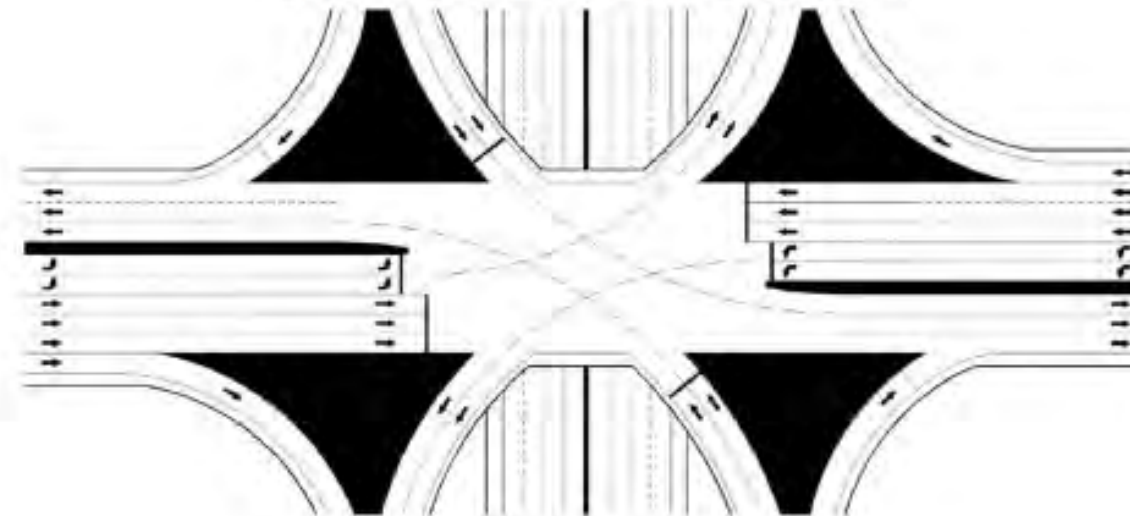


Toll Lane
Feasibility
Study

Diverging Diamond Interchange (DDI)



Single Point Urban Interchange (SPUI)



US 27 Corridor
Study
(Planned)



Vitor Sanguni
District One SIS Coordinator





US 27
CLEWISTON
**Corridor
Vision
Plan**

**US 27 Mobility
Stakeholder Working
Group Meeting**

01/19/22



AGENDA

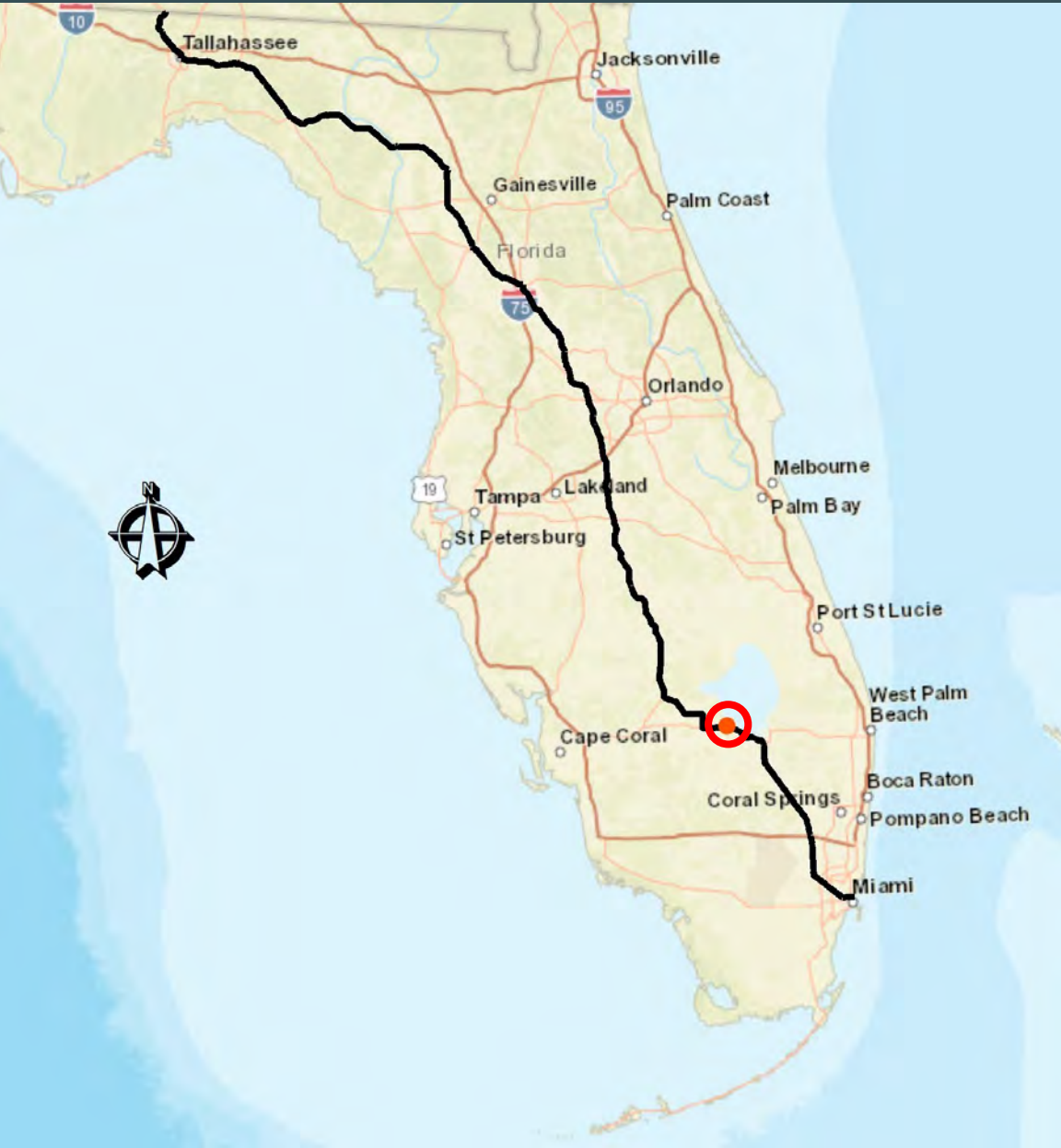
- 1 Study Overview
- 2 Community Input
- 3 Action Plan Overview
- 4 Key intersections and Projects
- 5 Freight
- 6 Next Steps
- 7 What are we doing?
- 8 Q/A



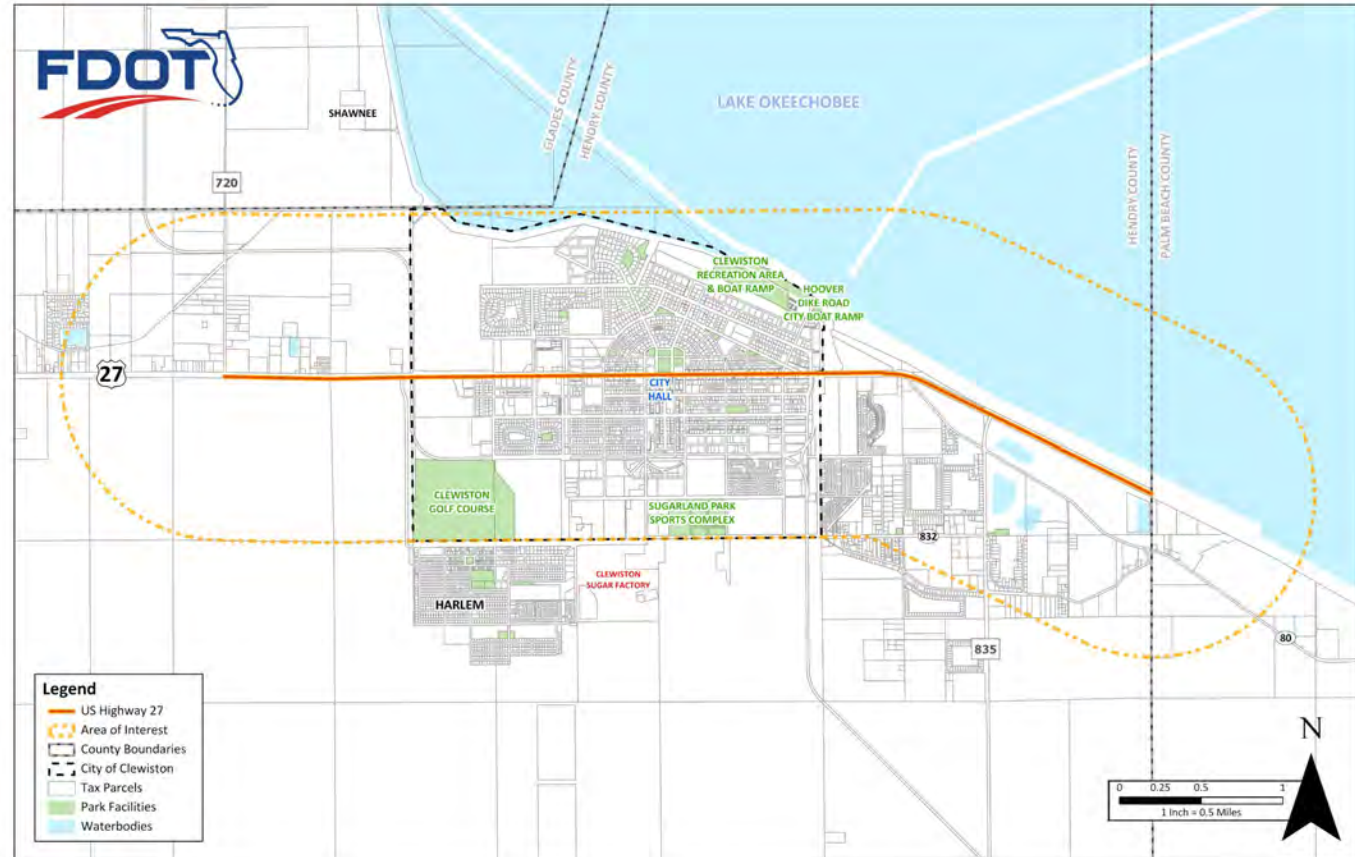
STUDY OVERVIEW



Study Overview



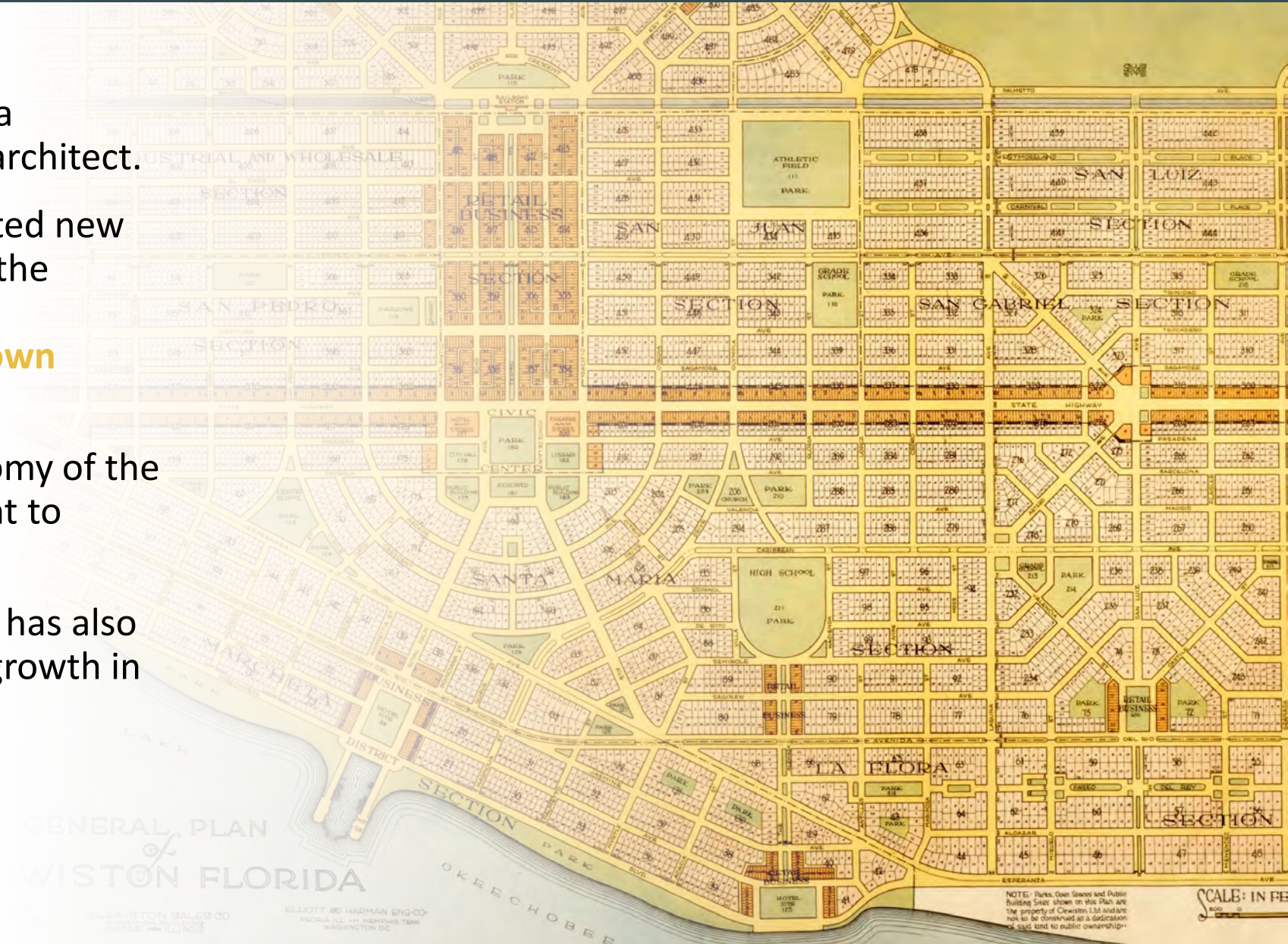
PURPOSE – Request by the City of Clewiston to develop an integrated land use and transportation long-term vision for a 6.5-mile stretch of US 27/SR 80 extending from County Road 720 to the Hendry/ Palm Beach County line



Study Overview

“America’s Sweetest Town”

- Planned in 1925 by **John Nolen**, a nationally renowned landscape architect.
- The City has successfully supported new development while maintaining the community’s natural amenities, agricultural activity, and **small-town charm**.
- As the role of **US 27** in the economy of the state gets stronger, it is important to consider the fate of the City.
- The **Airglades Airport** expansion has also created more opportunities for growth in the immediate area.



COMMUNITY INPUT



Community Input

- ❖ Kick-off meetings with local agencies
- ❖ Multiple meetings with stakeholders
- ❖ Walk-about and biking tour with the public
- ❖ Two online surveys
- ❖ Public workshop



PUBLIC COMMENTS

- **Safety** – concerned with heavy truck traffic on US 27
- **Walkability** – Residents want to be able to walk or bike to destinations safely
- **North/South Connections** – US 27 divides the town as people are afraid to cross the street. Golf cart crossings at US 27 are needed
- **Speed** – Concerns expressed with speed, especially truck traffic entering and leaving town
- **Sense of Place** – The public expressed a desire to implement strategies to create a sense of place

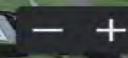
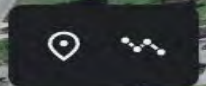
Community Input

FUNCTION OF US 27

- The importance of US 27 as a truck route extends beyond the city, county and state boundaries.
- New industrial developments in the Central Florida region (north of the study area) will cause an increase in traffic.
- Airport expansion will bring additional truck traffic through the City.
- Some concerned that an alternative route would have an impact on businesses along US 27.



ACTION PLAN OVERVIEW



Vision Plan

GOALS

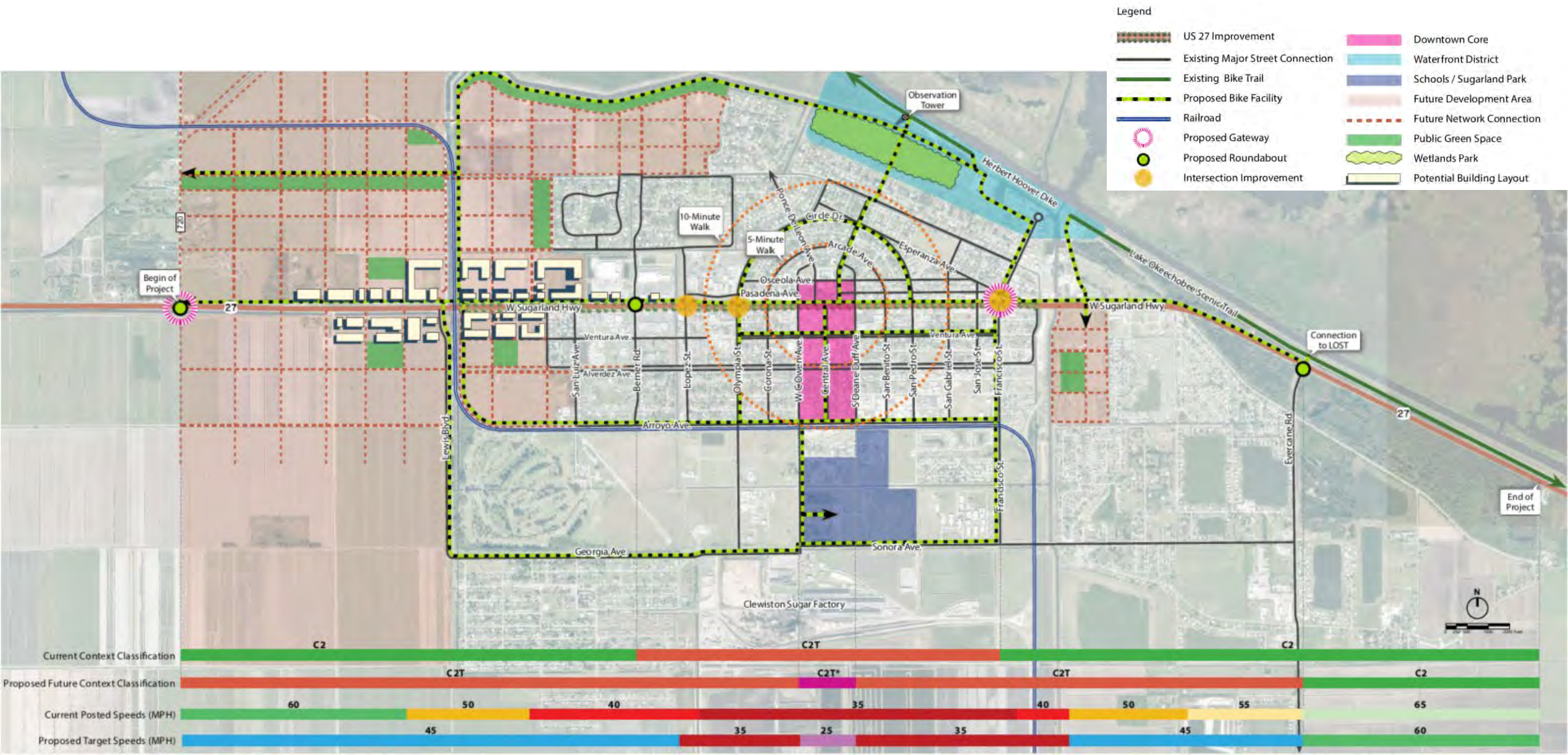
- Achieve **safety** for all travel modes
- Protect the **character** of the City of Clewiston
- Maintain the function of **US 27** as an important transportation route in the state

STRATEGIES

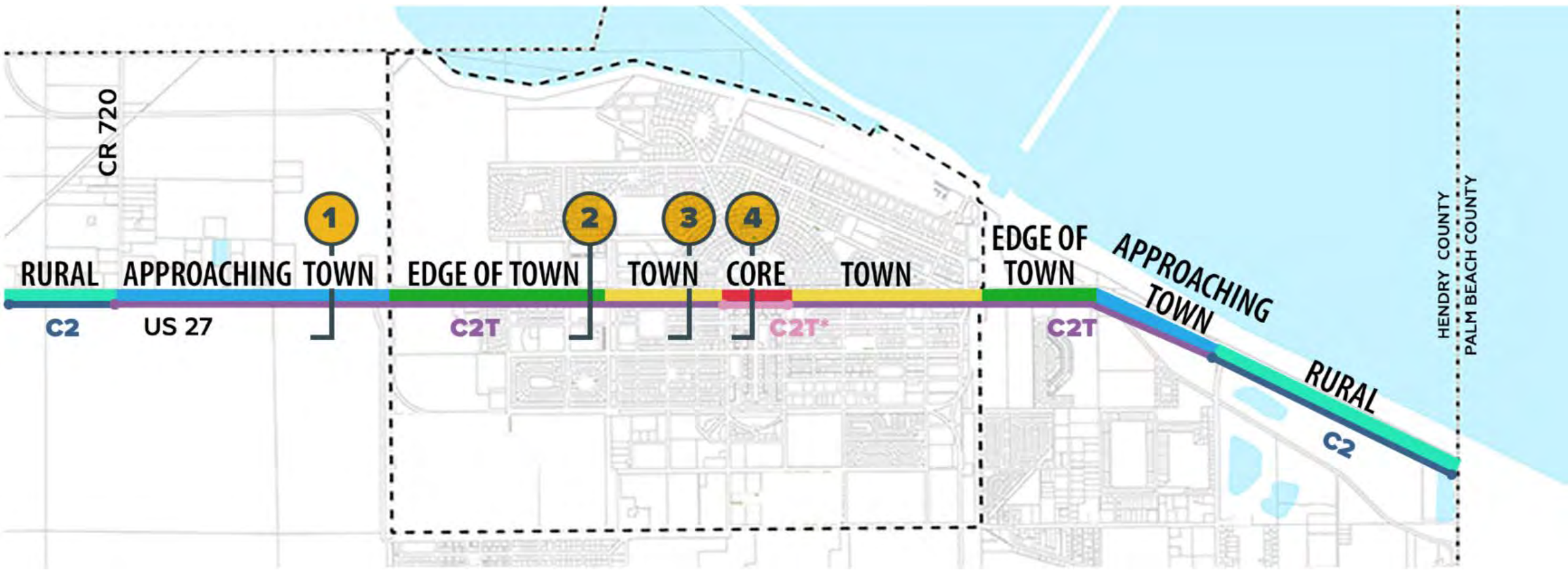
- Create a **Vibrant Core** (Main Street character)
- Define the **City Gateways/edge**
- Connect to the **Waterfront** and **Civic Spaces**
- Utilize streets and trails as building blocks for **Civic Placemaking** ... i.e., boulevards, parkways and squares (or roundabouts).



Vision Plan



Corridor Character



Corridor Character



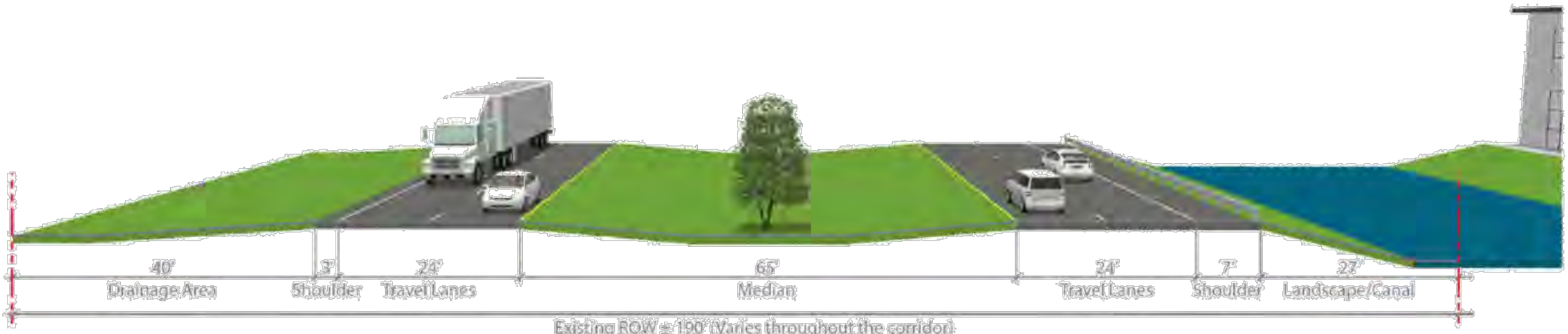
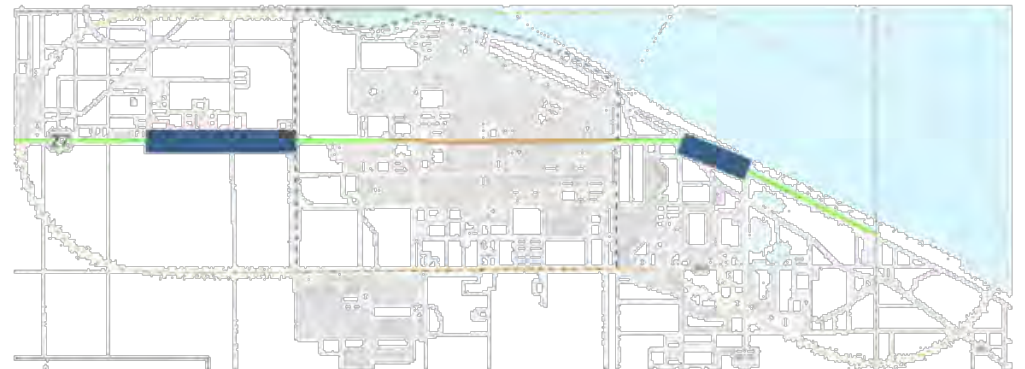
CORRIDOR CHARACTER | APPROACHING TOWN



EXISTING

60 MPH

C2 RURAL



Corridor Character



CORRIDOR CHARACTER | APPROACHING TOWN



- RECOMMENDED
- 45 MPH
- C2T TOWN



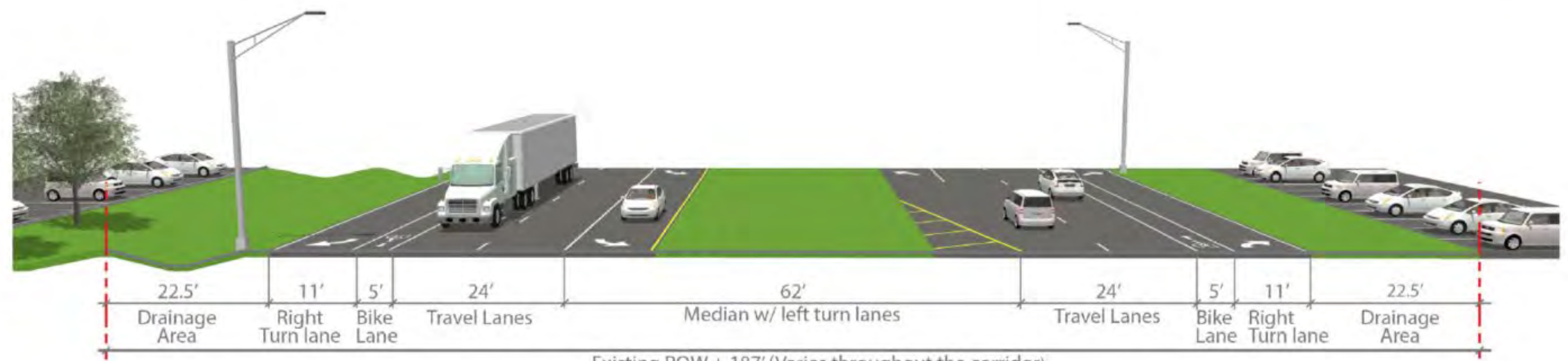
Corridor Character



CORRIDOR CHARACTER | EDGE OF TOWN

2

- EXISTING
- 40-50 MPH
- C2 RURAL



Existing ROW ± 187' (Varies throughout the corridor)

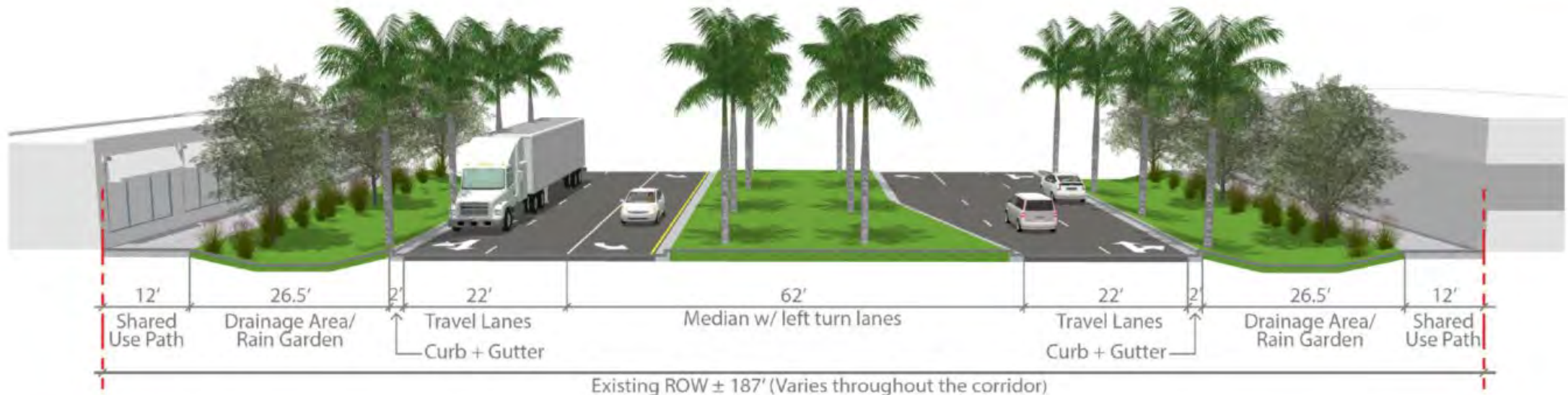
Corridor Character



CORRIDOR CHARACTER | EDGE OF TOWN

2

- RECOMMENDED
- 45 MPH
- C2T TOWN

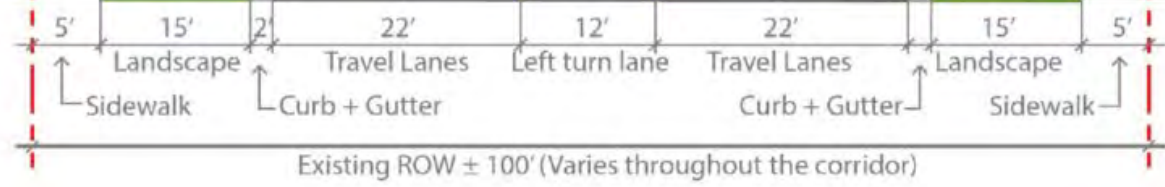
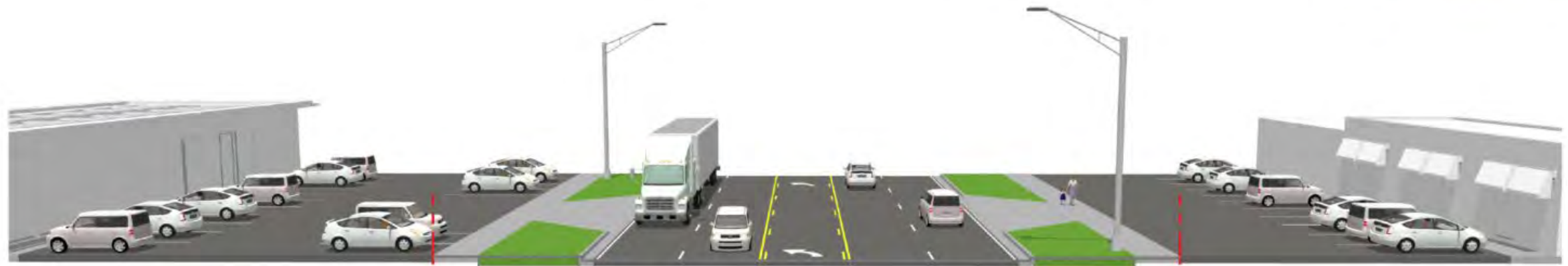


Corridor Character



CORRIDOR CHARACTER | TOWN **3**

- EXISTING
- 35-40 MPH
- C2T TOWN

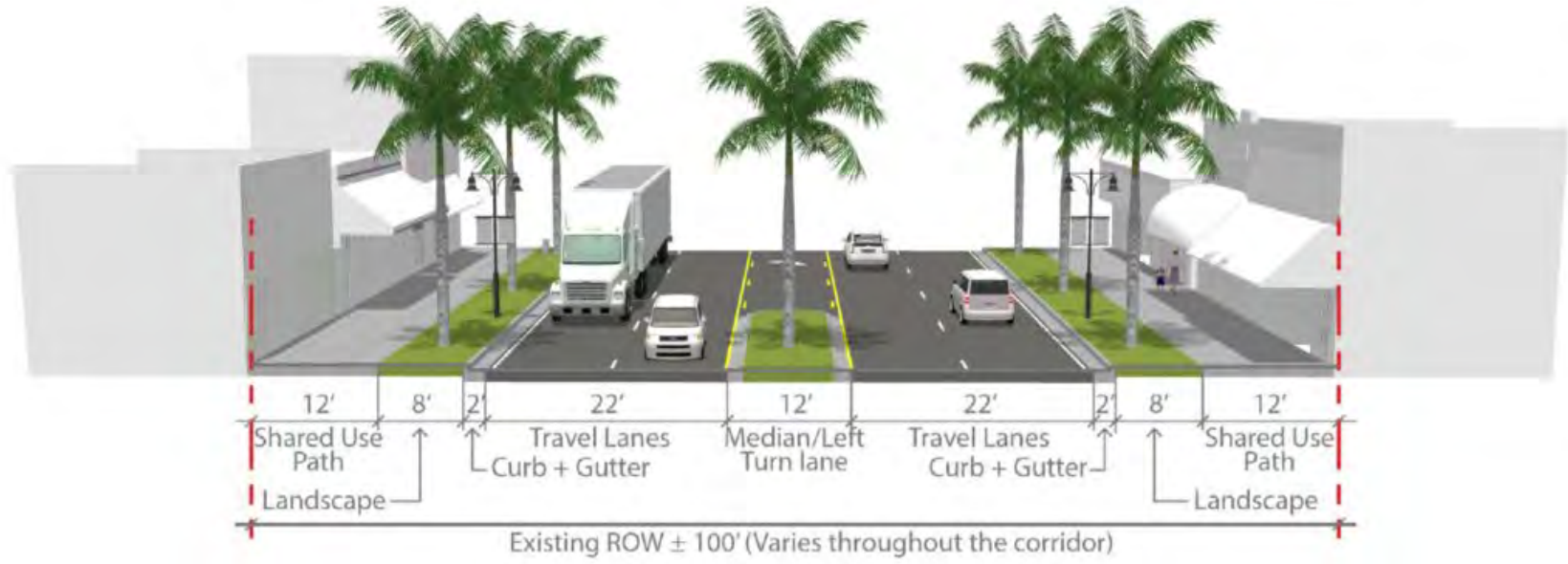


Corridor Character



CORRIDOR CHARACTER | TOWN **3**

- RECOMMENDED
- 35 MPH
- C2T TOWN

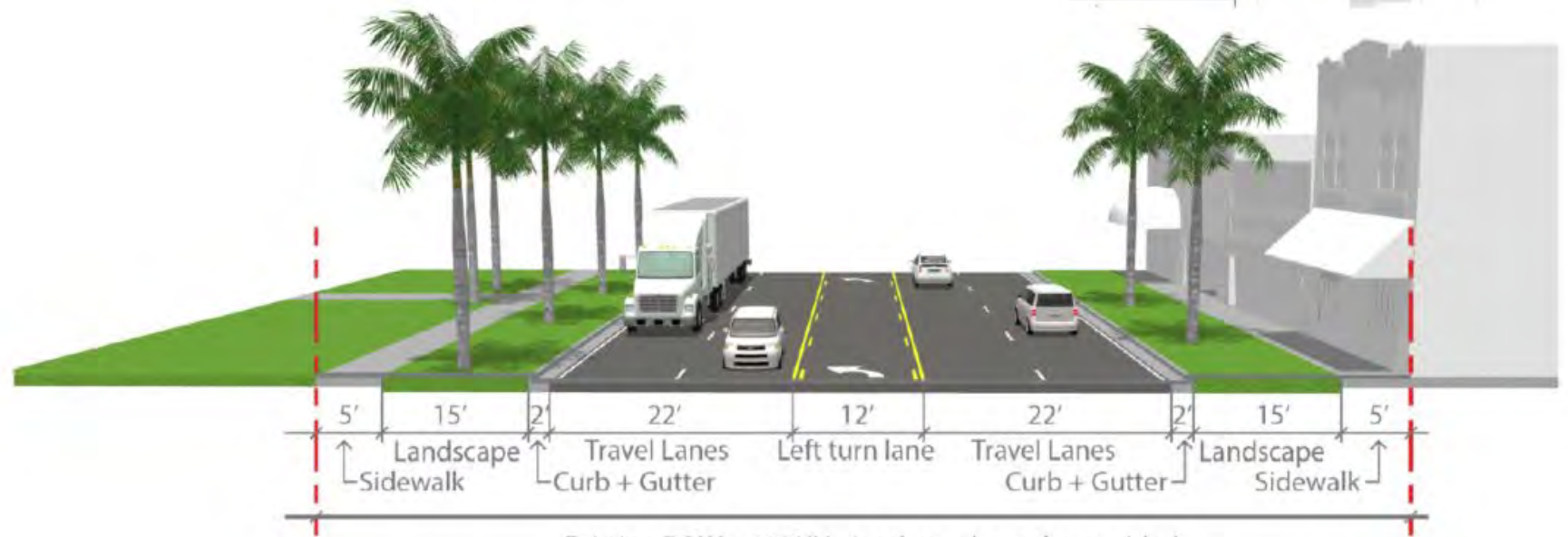


Corridor Character



CORRIDOR CHARACTER | TOWN CORE **4**

- EXISTING
- 35 MPH
- C2T TOWN



Existing ROW ± 100' (Varies throughout the corridor)

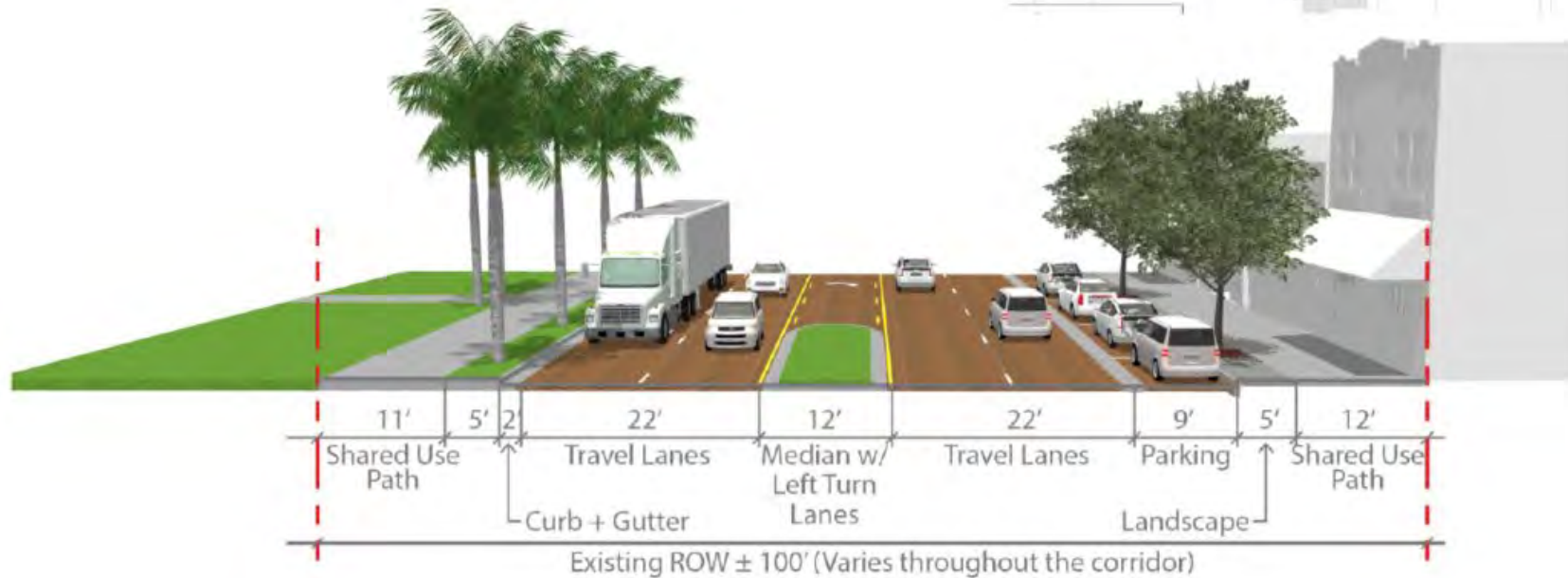
Corridor Character



CORRIDOR CHARACTER | TOWN CORE

4

- RECOMMENDED
- 25 MPH
- C2T* CORE



Corridor Character

EXISTING



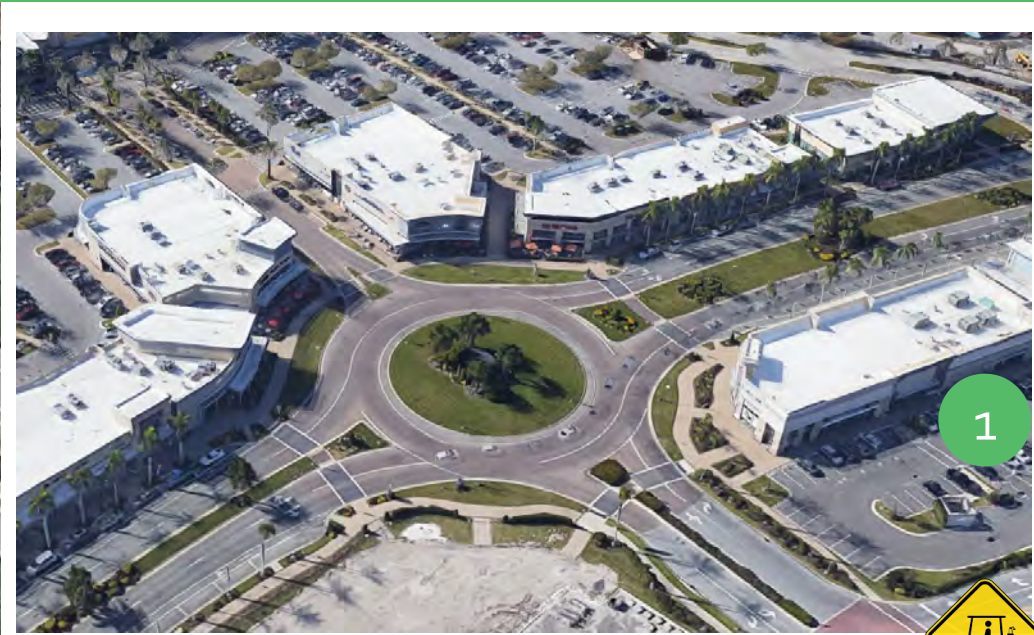
RECOMMENDED



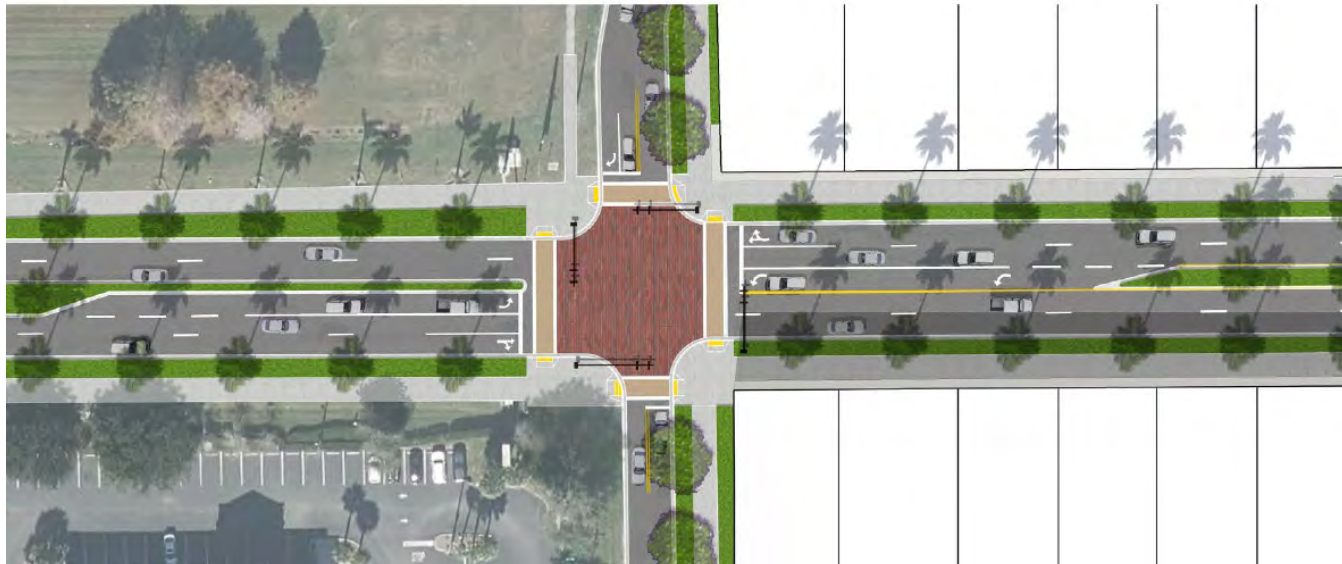
Key Intersections and Projects



Berner Rd. Intersection (Walmart/Save-A-Lot)



Olympia Intersection (Middle School)



Francisco Street (Gateway)



Freight Considerations



Ventura Road – “Main Street”

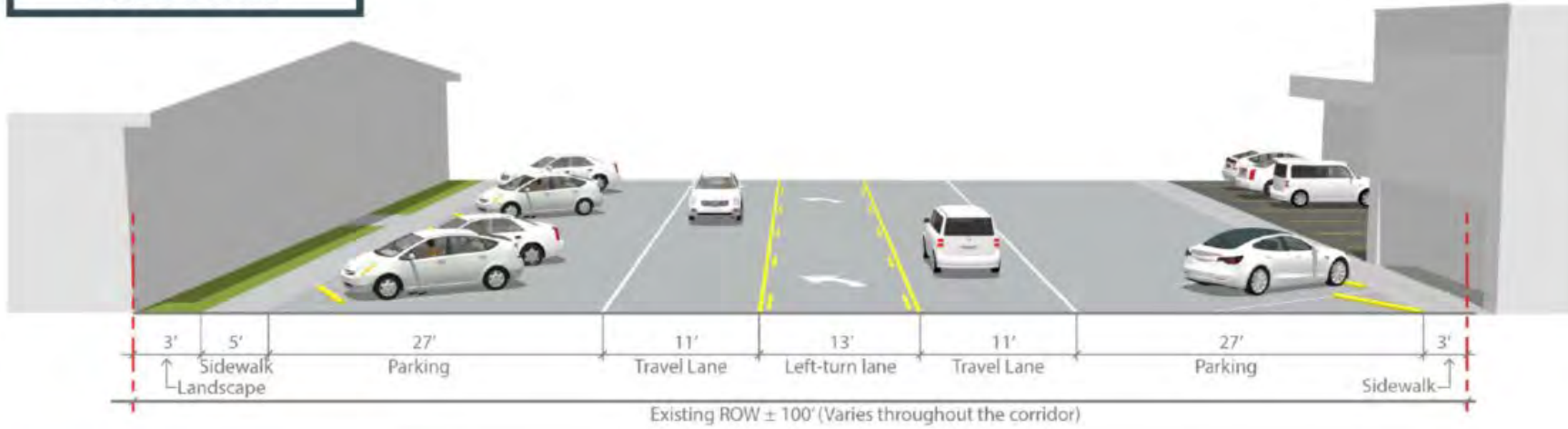


US 27/Sugarland Road

Ventura Road

Ventura Road – “Main Street”

EXISTING



RECOMMENDED



Improved Access Management



Airport Impact

HENDRY COUNTY

New Airglades customs facility in Hendry County to bring 1,700 jobs, speed up importing food

It's a celebration for Hendry County. Soon, a plot of dirt at Airglades International Airport will turn into a brand new state-of-the-art customs and border protection facility. It's meant to help with trade between the US and Latin America.

Assistant directors... hubs are congested...

Frederick Ford, CEO... an overflow of...

McCann says, "P... faster move, me...

The 4,000 square... corridor.

"Highway 27 goes... airplane 100 miles... it reduces every...

The \$2.1 million... highest unemployment...

Hendry County... jobs are seasonal... Translating to...

The project is expected... to open in 2022.

Airglades International Airport breaks ground on new U.S. Customs and Border Protection facility

By AJOT | Mar 09 2020 at 07:00 AM | Air Cargo News

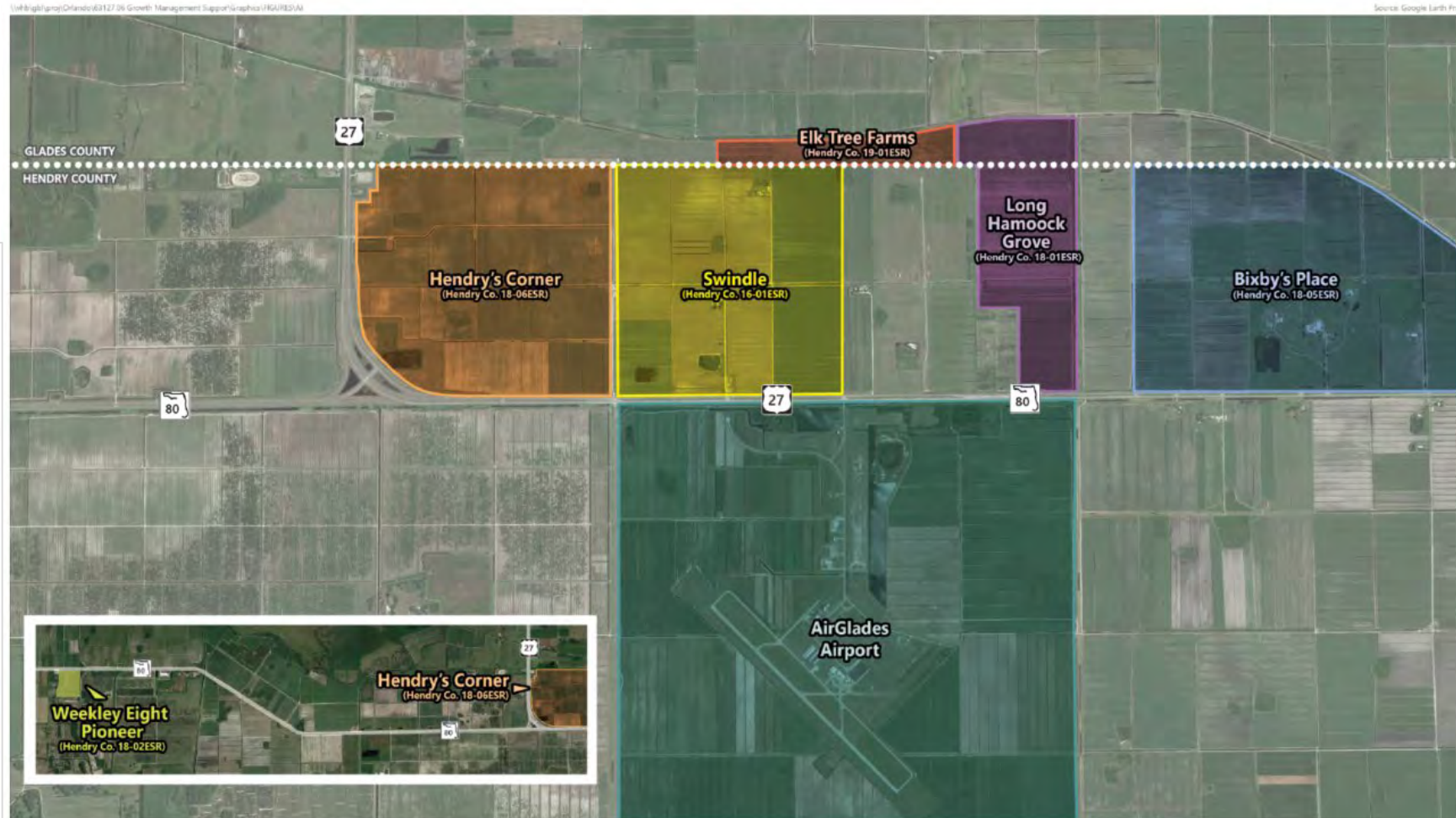
Clewiston, FL – Airglades International Airport LLC broke ground on a new U.S. Customs and Border Protection facility that will replace the airport's current general aviation terminal. The \$2.1 million, 4,000-square-foot facility is made possible through partnership with U.S. Customs and Border Protection and Hendry County.

Strategically located in a logistics corridor less than 90 miles west of Miami, the development of this facility will designate AIA as an official port of entry to the U.S. and create a major international multimodal logistics complex with far-reaching economic impact.



"The U.S. Customs and Border Protection facility is a milestone achievement for both Airglades and Hendry County, said Frederick C. Ford, president and founder of Airglades International Airport. "This facility serves a critical role in creating a one-stop cargo complex to send and receive perishable goods for all Latin American cargo hubs."

With the inspection facility and an overall airport expansion, AIA will be able to accept international cargo planes importing perishable goods, offering shorter flight times and reduced travel distances and road congestion throughout the transportation logistics chain. The streamlined chain will consolidate customs locations for timely import inspection and reduce delays of domestic shipments of refrigerated cargo, leading to less spoilage and increased shelf life for perishables such as seafood, produce and flowers to be sold throughout the U.S.



FDOT Figure 1
East Hendry County/Glades County
Potential Future Development

Potential Alternative Route

- ❑ There has been discussion about an alternative route, but it is a **long-term solution** that requires greater coordination and preparation.
- ❑ In the short- and mid-term, some of the improvements proposed are going to help accommodate the increased freight volume.



Next Steps



Next Steps

	STRATEGIES	TENTATIVE TIMEFRAME			PARTNERS			
		SHORT	MEDIUM	LONG	FDOT	TPO	HC	CC
CONCEPT & DESIGN PHASE	TRAFFIC, SPEED AND SAFETY STUDIES							
	US 27 alternative route study	■			●	●	●	●
	US 27 corridor safety study	■			●		●	
	US 27 signal timing study	■			●			
	US 27/Evercane Rd roundabout study		■		●		●	
	Francisco St/Esperanza Av intersection/gateway study		■		●			●
	West side roundabout study		■		●			●
	US 27/Berner Rd intersection study	■			●			●
	Directional Median Between Berner Rd and Lopez St	■			●			●
	CONTEXT CLASSIFICATION							
	Update Context Classification	■			●			
	Corridor speed study	■			●			
	MOBILITY ACCESS STUDY							
	Golf Cart Crossings	■			●			●
	Sidewalk Gap analysis	■			●	●		●
Multi-use Trail Feasibility	■			●	●		●	
INTERSECTION FEASIBILITY STUDIES								
US 27/Lopez St	■			●			●	
Circle Dr/Olympia St	■			●			●	
US 27 IMPLEMENTATION	US 27 RESURFACING, RESTORATION & REHABILITATION (3R)							
	Contract design plans		■		●			●
	Bid for construction		■		●			●
	US 27 construction implementation		■		●			●
M&E IMPLEMENTATION PROJECTS	OTHER STUDIES (INCORPORATE CVP RECOMMENDATIONS)							
	Waterfront Master Plan	■						●
	Trails Master Plan (ongoing)	■	■	■	●	●	●	●
	Corridor Landscaping Master Plan*	■			●			●
	Wayfinding Master Plan		■		●			
	CRA Plan Update	■						●
	Downtown Master Plan		■					●
	Master Stormwater Master Plan		■					●
	LAND USE POLICY AND REGULATIONS							
	Amend LDC to require transportation connectivity	■					●	●
Establish joint driveway standards						●	●	
Establish urban form standards (building/parking location)	■					●	●	

- Prioritize improvements in the City's plan
- Coordinate the prioritization with the HRTPO
 - LRTP
 - Other plans
- Continue coordination with FDOT

What is FDOT doing?



FDOT Tasks

- Looking for opportunities to incorporate the proposed actions
 - Through upcoming resurfacing jobs
 - Actively looking into upcoming projects to identify opportunities
- Safety is working on funding for the directed median between Berner and Lopez.



Q & A



District One
Freight
Mobility &
Trade Plan
(FMTP)
Update



Andy Trisole
District One Consultant Project Manager



“They always say time changes things, but you actually have to change them yourself.”

Andy Warhol



What is the Purpose of the FDOT District One FMTP?

Telling the Freight Story is a theme that resounds throughout the FMTP. Telling the Freight Story involves many characters, places and things. It is a complex story of millions of moving parts and events. The FMTP is an attempt to clarify the freight story in the region and provide the reader with a simplified and summarized understanding of the freight network and related assets to provide direction and guidance for future planning efforts that may affect the freight industry within District One.

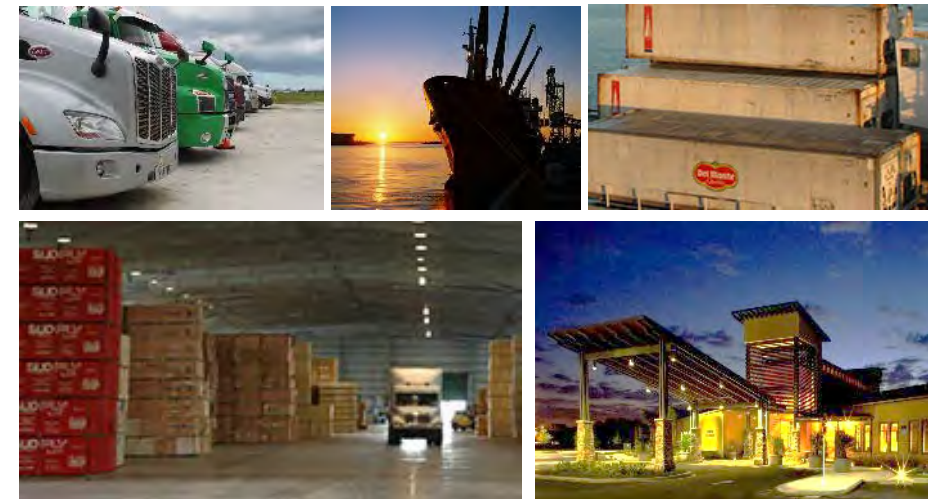
Tell the Freight Story



Develop a FMTP



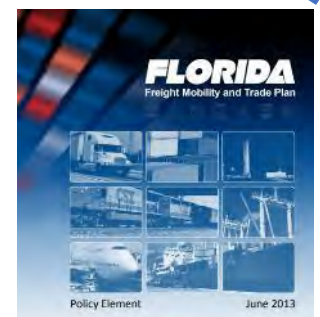
Sell the FMTP



FMTP TIMELINE



2012



FDOT Statewide FMTP Policy Element 1st Version

2014

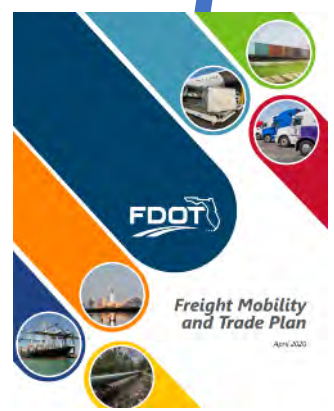


FDOT Statewide FMTP Investment Element 1st Version

2017



District One FMTP: Version 1.0



FDOT Statewide FMTP Update

2022



FDOT District One FMTP Update

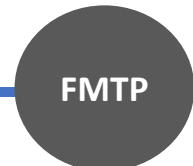


Table of Contents

Executive Summary

Section 1: Introduction to the FMTP

Section 2: Overview of District One

Section 3: Trend Analysis

Section 4: Implementation Guide

Section 5: User's Resource Guide



There can be no doubt that the transportation sector is the most critical sector of our economy.

Robert Brady
U.S. Politician

Section 1: Introduction to the FMTP

Purpose of the FMTP

History of the Florida FMTP

History of Freight Planning in District One

FMTP Timeline





Section 2: Overview of District One

Existing Conditions



Land Use



Strategic Intermodal Systems (SIS)



Freight Mobility Corridors



Intermodal Logistic Centers / Freight Activity Centers



Airports & Seaports



Railroads



SunTrax



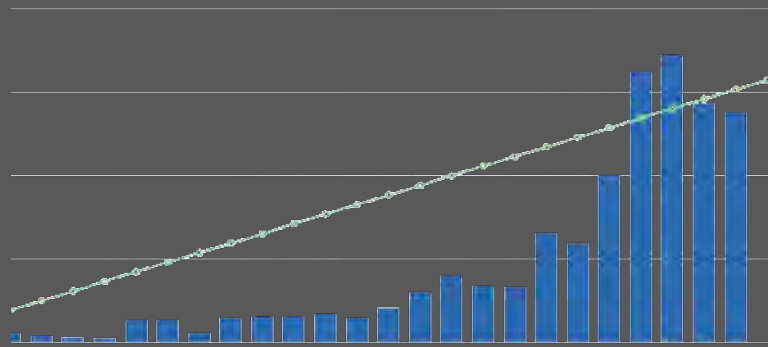
Stakeholder Engagement

Section 3: Trend

Analysis

Current Trends

Future Trends





Section 4: Implementation Guide

- Goals
- Strategies
- Timeline
- Responsibilities
- Performance Metrics



Section 5: User's Resource Guide

Acronyms

Contacts

FAQs



**“History is not was, it is.”
William Falkner**



US 27 in the Everglades: 1940s



TROVIA





Holly Hill Motel: Davenport, FL

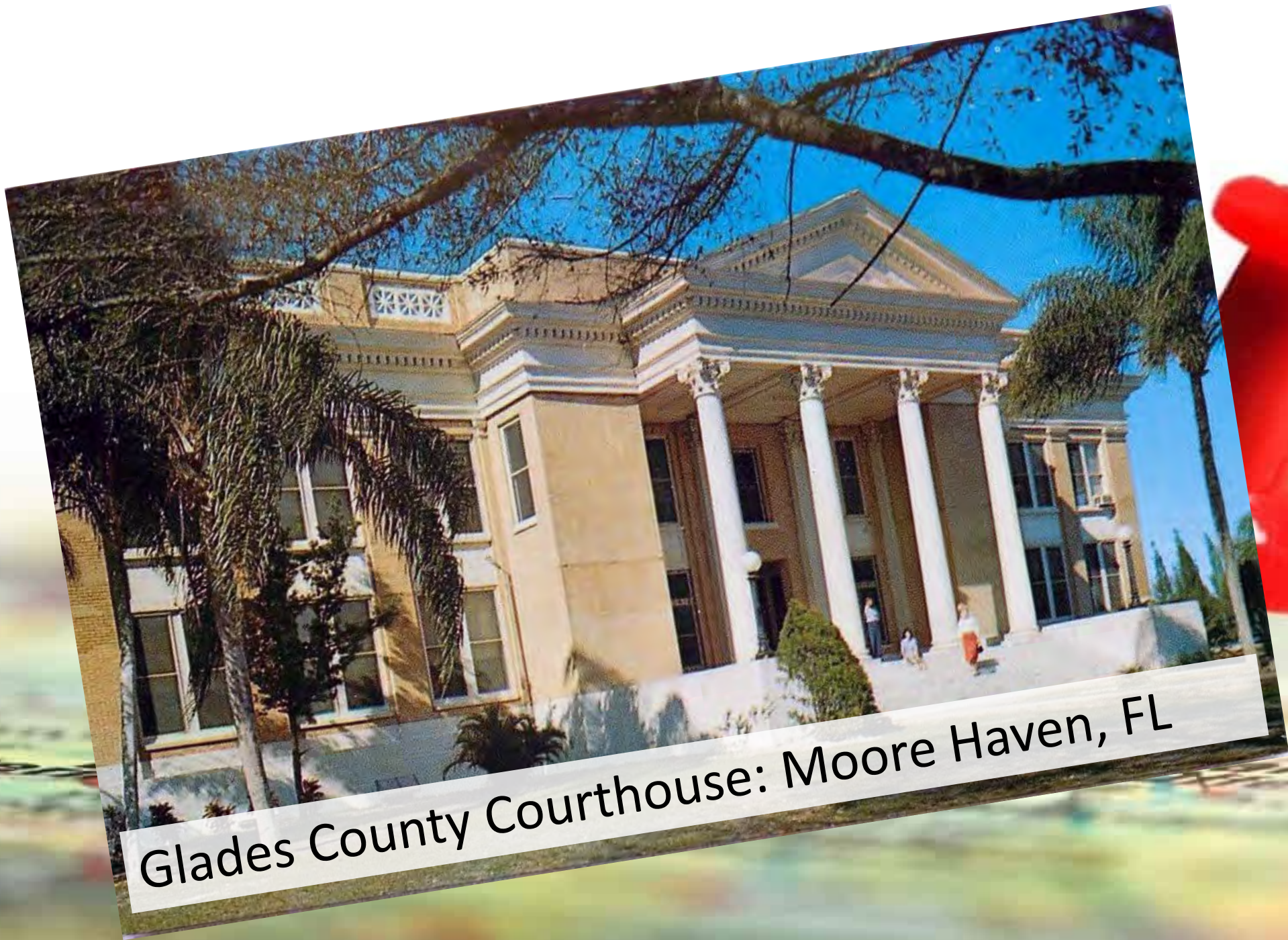
TRIVIA





TRIVIA

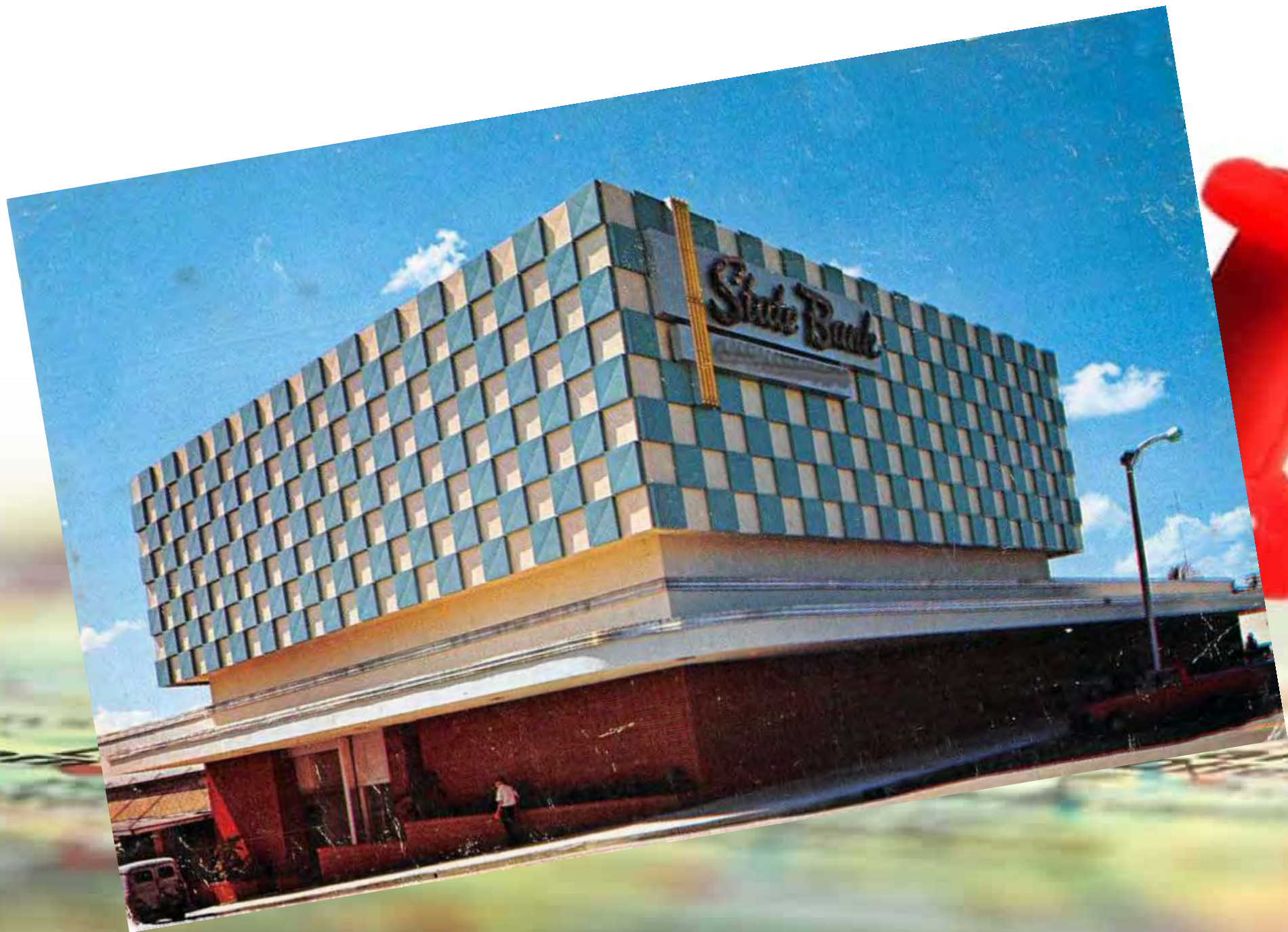




Glades County Courthouse: Moore Haven, FL

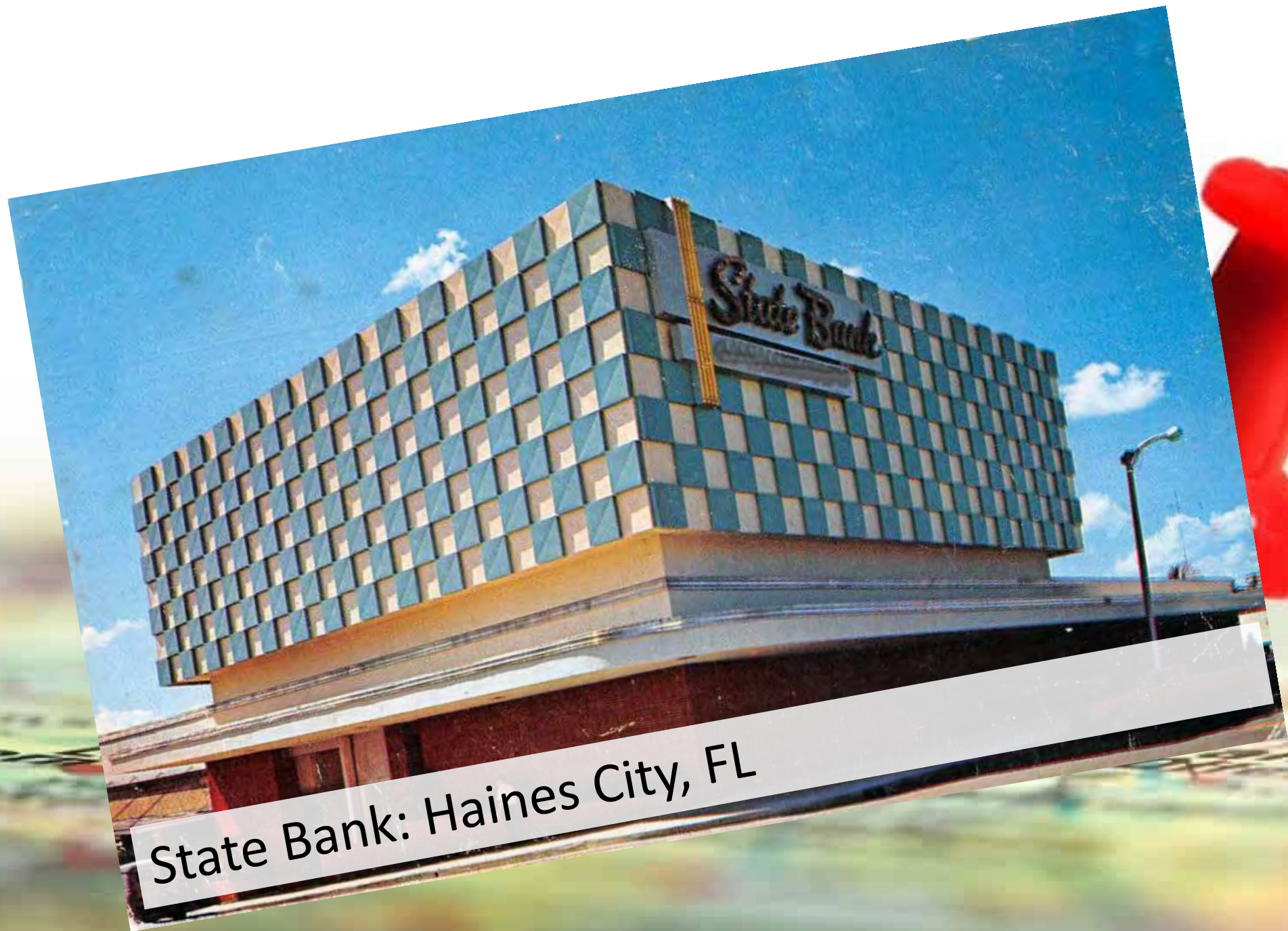
TRIVIA





TROVIA





State Bank: Haines City, FL

TROVIA



TROVIA



TRIVIA



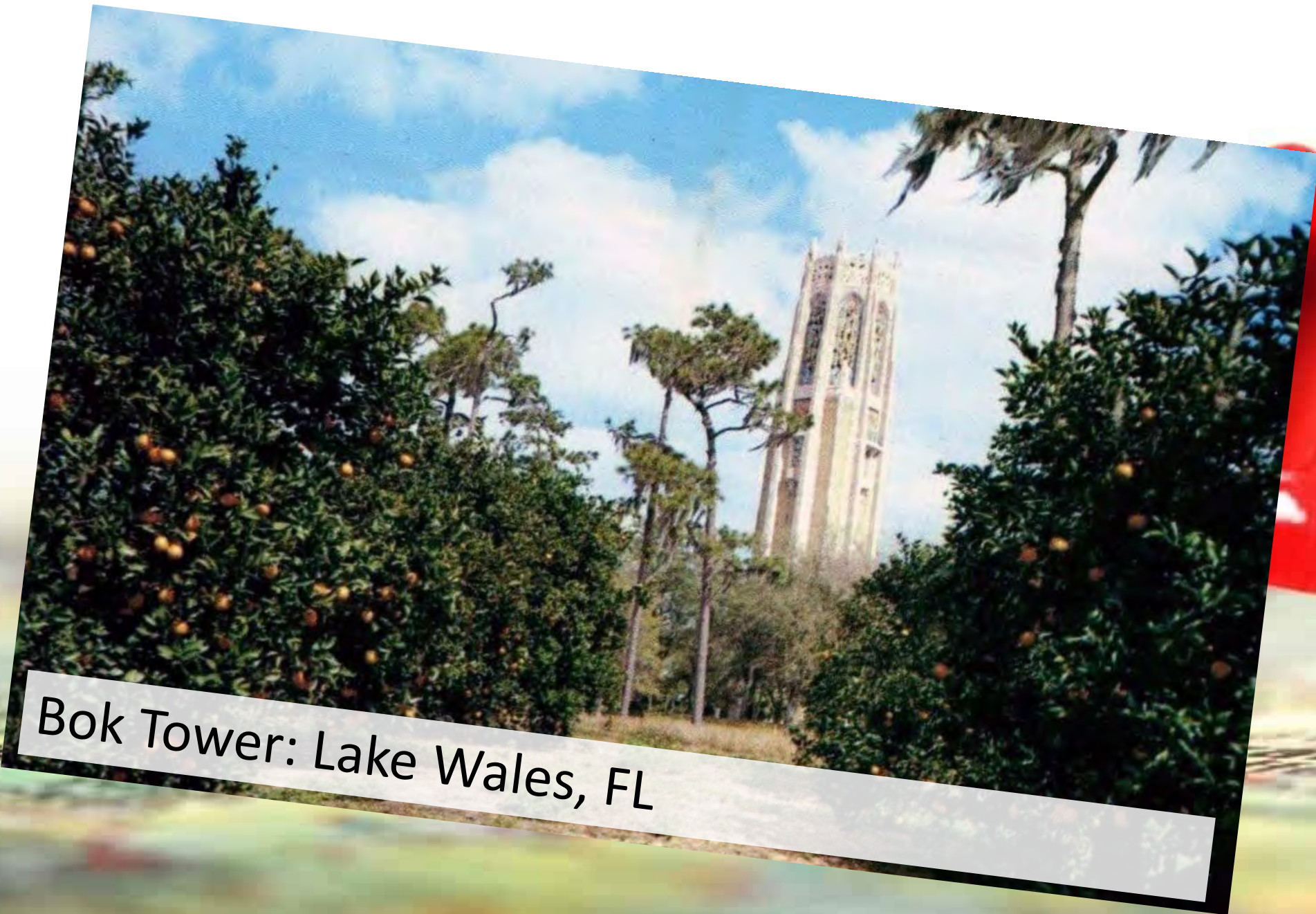
Sebring, FL



TROVIA



TROVIA

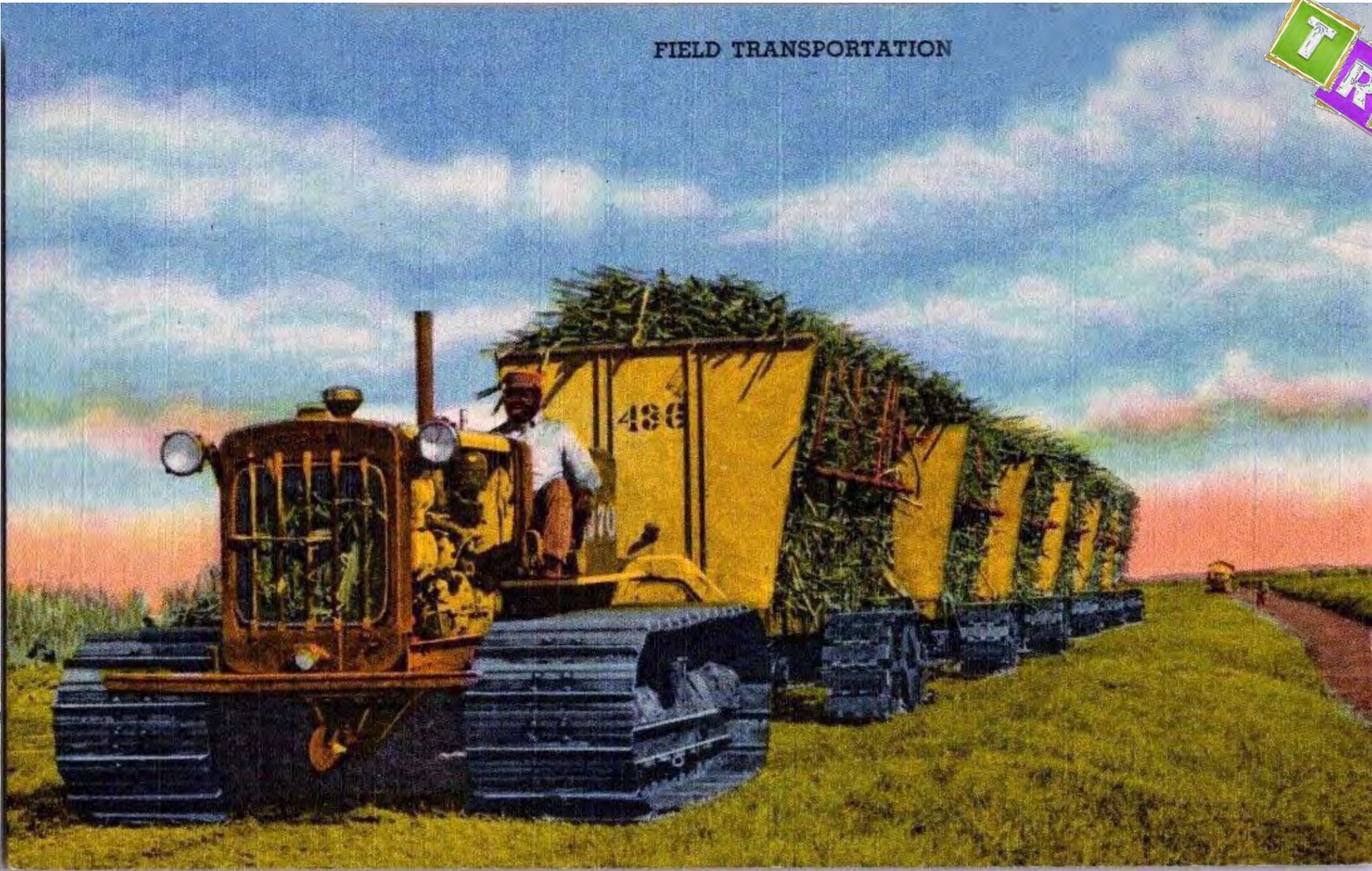


Bok Tower: Lake Wales, FL



FIELD TRANSPORTATION

TROVIA



FIELD TRANSPORTATION

TROVIA



Sugar Field: Clewiston, FL





TROPICIA

HOTEL
JACARANDA

THE JACARANDA

W.S. BADDOCK CORP.
FURNITURE

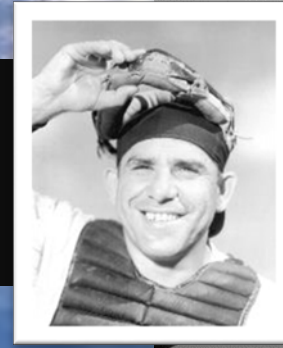
W.S. BADDOCK CORP.
FURNITURE





Hotel Jacaranda: Avon Park, FL

“The future ain’t what it used to be.”
Yogi Berra



“We must learn not to make the same mistakes twice. That is a big part of improvement.”

Kirby Smart



GEORGIA BULLDOGS
NATIONAL CHAMPIONS

Topics for Open Discussion

1. How does freight impact the corridor? Where?
2. What section of US 27 needs the most attention? What section needs the least?
3. How important is multimodality to you along US 27?
4. What one thing (\$ is no issue) would you improve and why?
5. Do you have an example of an incident where US 27 affected your work or life?
6. Explain the US 27 corridor to an out-of-state friend looking to make a trip along it.
7. An easy fix for the FDOT along the corridor would be _____?
8. The FMTP Update should focus on _____?



FDOT & Highway Safety

- Introduces the Safe System approach acknowledging humans make mistakes, the human body is vulnerable, and that we should design and operate our transportation system to ensure that if crashes do occur, they do not result in serious human injury.
- Recognizes the complexity of crashes and categorizes emphasis areas into three components: roadway; road user, including demographics and mode of travel; and road user behavior.
- Expands our strategies beyond the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response to include the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies.



Future FMTP Update Engagement Opportunities

Stakeholder
Interviews



Trucking &
Freight Forum



Contact
Us



FUTURE FMTP ENGAGEMENT

Consultant Contact



Thank You!