



# SEMINOLE COUNTY 2040 TRANSPORTATION PLAN



Seminole County Public Works  
February 15, 2019

Revision 1

# ACKNOWLEDGEMENTS

## Board of County Commissioners



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## Supporting Technical Compendium

*(The following technical documents were prepared to support the development of the 2040 Transportation Plan and are available for reference under separate cover.)*

- A. Acronyms, Abbreviations and Select Definitions
- B. Existing Conditions Technical Memorandum
- C. Plan and Policy Review Technical Memorandum
- D. Existing and Future Roadway Level of Service Analysis Technical Memorandums
- E. Bicycle and Pedestrian Quality Level of Service Analysis Methodology Memorandum
- F. Goals, Objectives, and Decision-Making Framework Technical Memorandum
- G. Project Evaluation Framework Technical Memorandum
- H. Cost Estimating for Transportation Planning Technical Memorandum
- I. Transportation Funding Analysis Technical Memorandum
- J. Summary of Stakeholder Comments and Coordination

# PLAN OVERVIEW

Long-range transportation planning was once relatively straight forward, as it primarily focused on efficiently moving vehicles from point A to point B. While roads remain the backbone of Seminole County's 2040 Transportation Plan (2040 Plan), the focus is on providing safe and reliable transportation options for our residents. The plan provides a multimodal, holistic approach to transportation planning by identifying short- and long-term improvements for roadways, mass transit (bus and rail), sidewalks, bikeways, and trails. The 2040 Plan provides an analysis of the County's existing transportation system and serves as a guide for future County transportation system improvements and investment decisions over the next 20+ years.

## Seminole County 2017 Transportation System



### The Port of Sanford



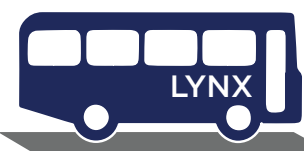
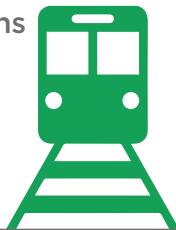
### Orlando-Sanford International Airport



### → 4 SunRail Commuter Stations

### → Amtrak Sanford Auto Train Station

### → CSX Freight Rail



### → 12 Fixed Routes

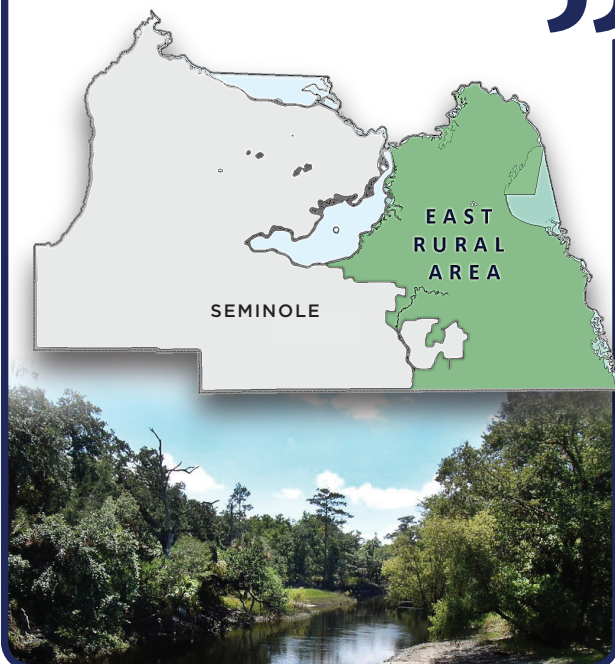
### → 530 Stops

### → 2 flex-service NeighborLinks

## Plan Vision Statement



The vision of the Seminole County 2040 Transportation Plan is to strategically guide the transition of the urban portion of the County from an emphasis on a single mode of transportation – the personal automobile – to a safe, efficient, and reliable multimodal system that provides residents, workers and visitors accessible, quality travel options in consideration of Complete Streets policies and designated redevelopment areas, while preserving the unique natural features and rural character of the East Rural Area.



## Stakeholder Coordination

February 23rd, 2017  
**County Working Group 1**  
Project Kick-off

April 17th, 2017  
**County Working Group 2**  
Group discussion of existing conditions, goals, objectives, and evaluation criteria

May 19th-24th, 2017  
**Small Working Group Sessions with County**  
Small Group discussion of goals, objectives, and evaluation criteria

May 23rd to June 2nd, 2017  
**Meetings with City Staff**  
Held meetings with Transportation and Planning staff from Sanford, Oviedo, Casselberry, Longwood, Lake Mary, Winter Springs, and Altamonte Springs

June 20th-26th, 2017  
**Individual Commissioner Briefings**  
Provided a project overview, and discussed goals and objectives as well as potential concerns and priorities

June 30th, 2017  
**County Working Group 3**  
Discussed needs plan project list and project viability screening

July 5th-10th, 2017  
**Coordination with County Budgeting Office**

July 25th, 2017  
**Board of County Commissioner Workshop**  
Presented Prioritized project list and cost estimates

August 2nd, 2017  
**Meeting with LYNX**

November 7- December 6, 2017  
**Small Working Group Sessions with County**  
Small Group discussions to review the Draft 2040 Plan

January 23, 2018  
**Board of County Commissioner Workshop**

## DEVELOPING THE PLAN

The 2040 Plan development process began early in 2017 by establishing a plan vision statement, as well as goals and objectives. Project needs were established based on these goals and objectives, and by using a variety of tools, including:

- Review of existing plans and ongoing projects, including those defined in the Infrastructure Sales Tax Capital Plan (2015-2025), adopted by County referendum in 2014
- Roadway level of service (LOS) analysis based on an updated regional transportation demand model
- Bicycle and pedestrian Quality LOS (Q/LOS) analysis
- Stakeholder input

This initial list of projects is generally referred to as the Needs Plan. The Needs Plan was then prioritized using the established evaluation framework, which provided quantitative measures of project ability to meet the 2040 Plan goals and objectives. Next, funding sources and financial revenue projections, along with additional stakeholder input, was used to refine the County projects into three tiers for implementation:

- Short-term (Tier I) 2018 to 2025
- Mid-term (Tier II) 2026 to 2030
- Long-term (Tier III) 2031 to 2040

Priority projects recommended to be developed in coordination with the Florida Department of Transportation (FDOT), MetroPlan Orlando, or cities within the County were documented in separate project lists.

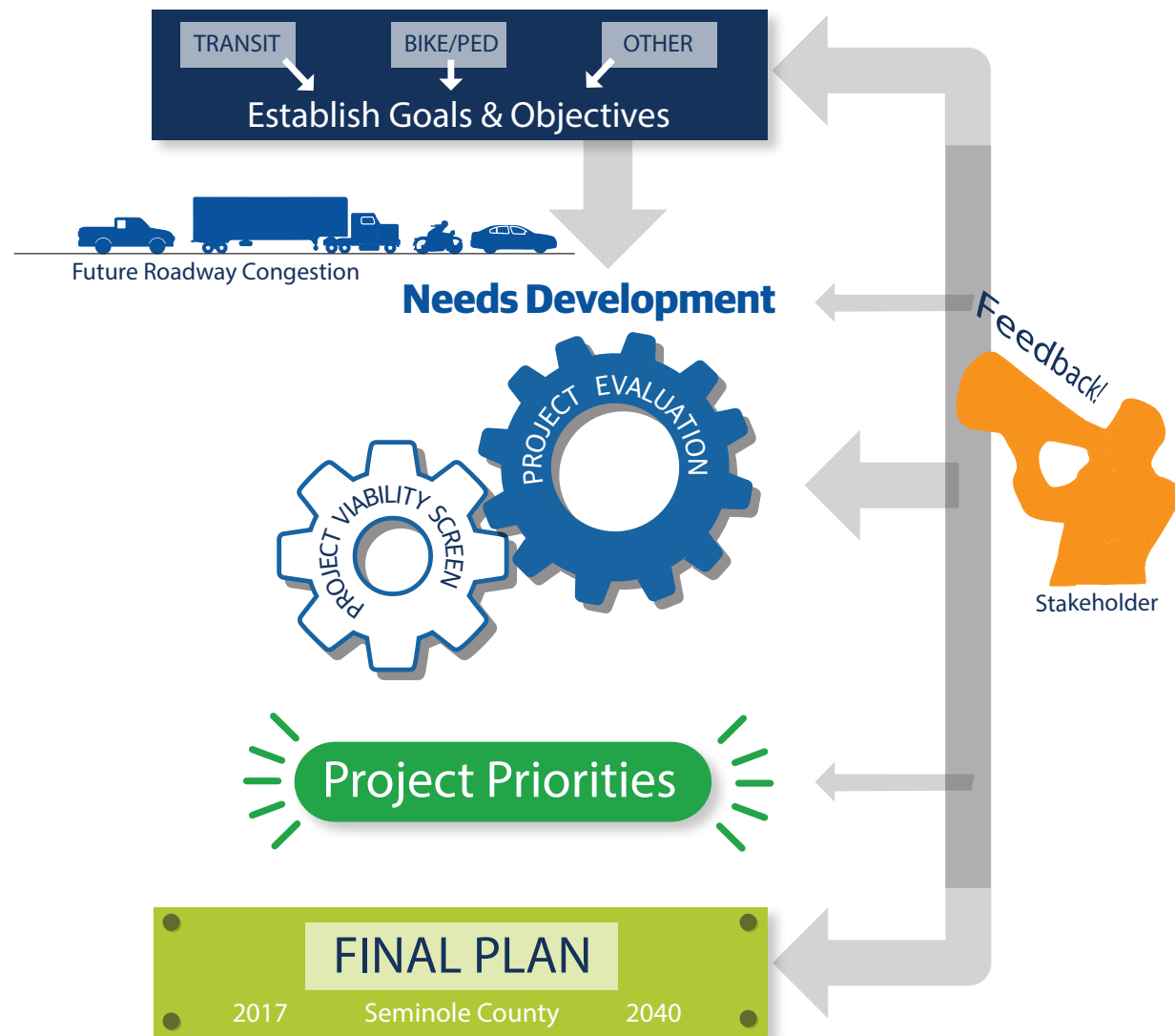
### STAKEHOLDER COORDINATION

A County Working Group, made up of an interdisciplinary group of County staff – from public works, engineering, traffic operations, planning, and community development – was established to lead the 2040 Plan development. To gather additional input at key project milestones, supplementary meetings were held with other County staff, the Board of County Commissioners, and other project partners including MetroPlan Orlando, the cities of Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford and Winter Springs, and LYNX. The 2017 stakeholder coordination timeline (left) shows significant dates of stakeholder coordination. Summaries of coordination are included in the Technical Compendium (J).



# PLAN OVERVIEW

## PLAN DEVELOPMENT PROCESS



Developed to guide the Plan to meet the County Transportation Vision while considering Federal, State, and Regional Priorities.

Long-term system deficiencies & needs were defined into specific transportation improvement projects. The Transportation Vision, Goals, & Objectives helped define the types of projects identified.

Projects in the Needs Plan were evaluated and ranked through an iterative process, beginning with an initial project viability screening based on known economic and/or environmental constraints. Evaluation criteria was applied to rank projects based on their ability to meet plan goals and objectives.

Available funding was allocated to the ranked list of Needs Plan projects to develop the list of cost feasible projects, with consideration of need, modes and locations.

The Final Plan guides future Capital Improvement Program (CIP) development and project implementation.

## KEY CONSIDERATIONS

Several factors laid the foundation for developing the Plan, including the need to:

- Accommodate for future population growth and increasing congestion on constrained facilities
- Expand multimodal transportation options
- Improve safety for all transportation users, especially pedestrians and bicyclists
- Consider the potential impact of future technologies on the transportation system
- Coordinate with regional transportation partners

These keys will be discussed in more detail in the following sections.

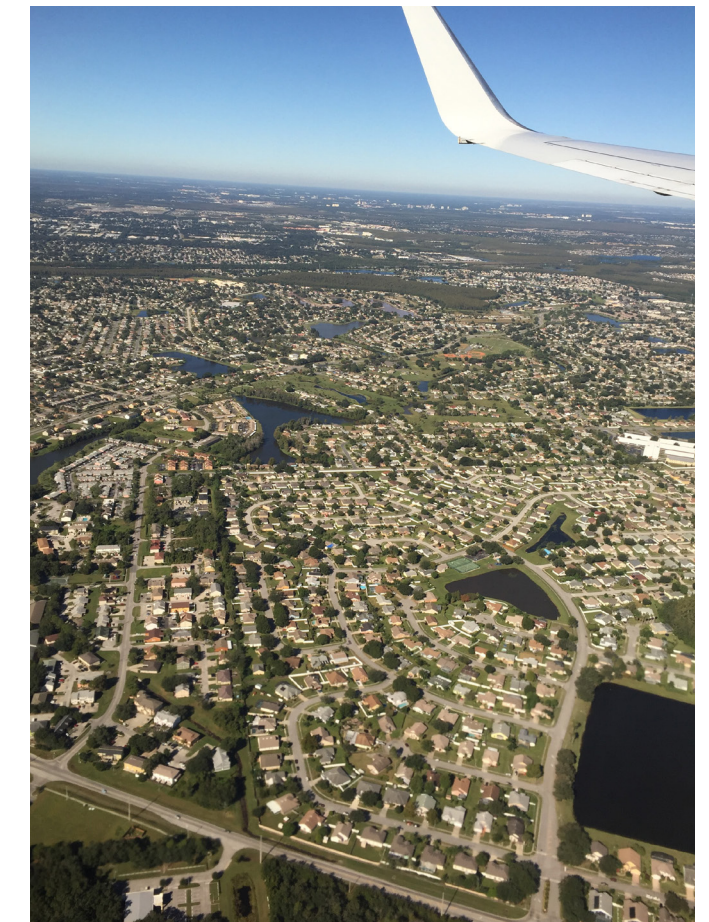
### POPULATION, EMPLOYMENT GROWTH & GROWING TRAVEL DEMAND

Based on the University of Florida's Bureau of Economic and Business Research (BEBR), there were more than 455,000 county residents in 2017, which represents an increase of nearly 8 percent since 2010. As of 2017, Seminole County is the 13th most populated county and one of the fastest growing counties in Florida. Population increases are not expected to subside, as the County is estimated to grow to 570,000 residents by 2040.

Extending beyond Seminole County, the greater Central Florida area is expected to grow by more than 1 million residents and the number of jobs is expected to grow by 60 percent by 2040. Growth in adjacent counties puts additional strain on the County's transportation system, as inter-county commuting is commonplace.

Incorporated areas in Seminole County are growing at a faster rate than unincorporated – with Lake Mary and Oviedo experiencing the greatest population growth in recent years. Similar growth trends are expected to continue in the future. Currently, areas of concentrated employment within the County

are clustered along the I-4 and US 17-92 corridors, and near the University of Central Florida. Within unincorporated portions of the County, the *Urban Centers and Corridors Overlay*, as defined in the County Comprehensive Plan and shown on page 7, has targeted future redevelopment opportunities for unincorporated parcels located 0.25 mile from the right-of-way of current and proposed major transit corridors (US 17-92, International Parkway, Lake Mary Boulevard, W State Road [SR] 46, County Road [CR] 46 A, SR 434 and SR 436), 0.5 mile from major urban centers (International Parkway South, Reagan Center, and the Seminole County Sports Complex) and 0.5 mile from the SunRail stations (Altamonte Springs, Lake Mary, Longwood, and Sanford). Encouraging compact, mixed use development of employment and housing in conjunction with expanding multimodal transportation options will help reduce overall vehicle miles traveled.



Seminole and Orange County Development - CH2M

**50%** of Seminole County Residents Drive over 10 miles to work

and **70%** are employed outside of the County, most commuting to Orlando

U.S. Census Bureau (2017)



# PLAN OVERVIEW

The County Comprehensive Plan identifies the Reagan Center, Seminole County Sports Complex, and International Parkway South as *Urban Centers*.

### Reagan Center (proposed)

Prior to closing in 2015, Fun World and Flea Market was a popular shopping center and entertainment venue for nearly 40 years. The site is planned for a mixed-use development of apartments, townhomes, commercial, retail, and restaurant uses in conjunction with the widening of US 17-92 from 4 to 6 lanes. Known as the Reagan Center, the 118 acre Planned Development is located off of US 17-92 and Ronald Reagan Boulevard just outside the Sanford city limits. The property is across from the Seminole County Five Points Operations Complex which includes the Criminal Justice Courthouse, Animal Services, Public Safety buildings, and other government facilities, as well as Seminole State College, with approximately 35,000 students. Once fully developed, the Reagan Center will add 2,500 full time jobs.

### Seminole County Sports Complex

Opened in May 2016, the Seminole County Sports Complex hosts 15 state-of-the-art lighted athletic fields, which can be quickly configured for baseball, softball, lacrosse, football or soccer. The complex also features a large pavilion, playground, walking paths and picnic area, concession/hospitality buildings and an administration building with park offices and meeting space.

Located off East Lake Mary Boulevard, just south of the Orlando Sanford International Airport, the facility is intended to be a national destination for sports, bringing in visitors, including athletes, coaches, and spectators, as well as providing facilities for Seminole County residents. 58 events were held during the first 10 months of operation, bringing in roughly 148,000 visitors. The Sports Complex is meant to be a catalyst for commercial development, including hotels and restaurants, in the area near the airport.

### International Parkway - South

The International Parkway South area is an existing mixed-use employment center within unincorporated Seminole County, and encompasses the Heathrow International Business Center and the current AAA headquarters. This area has additional infill opportunity, and is an attractive area for large scale employers looking to relocate or expand their offices.

## Urban Centers and Corridors Overlay

An overlay located on urban centers and corridors within urban unincorporated Seminole County that have been identified as in need of redevelopment. The redevelopment is needed to encourage future development patterns that can be served by a multi-modal transportation system. See page 7 for a map containing the Urban Centers and Corridors Overlay.



Reagan Center Proposed Development



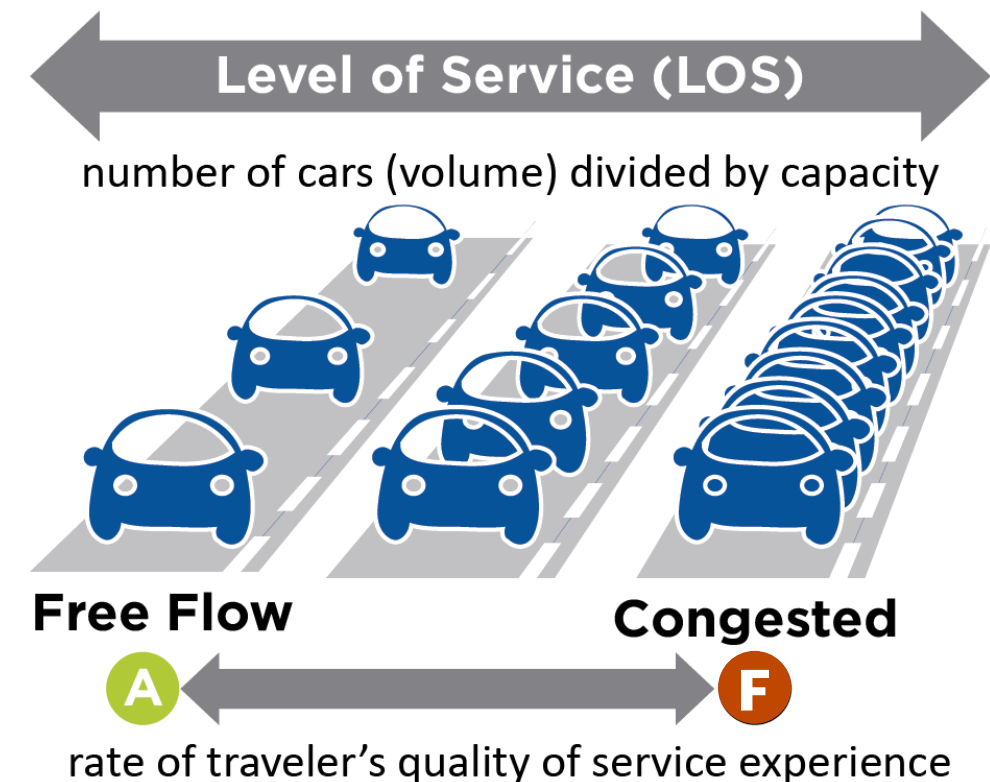
Seminole County Sports Complex

While changing land use patterns and expanding transportation options may have some impact on travel patterns in the future, roads will remain the backbone of the County's transportation system for many years. Roadway Level of Service (LOS) is one factor in assessing transportation needs and was evaluated during Plan development. The LOS is calculated based on the number of cars using the road (volume) divided by the capacity of the roadway and helps define operating conditions of roadways and rates the quality of service a traveler on the facility typically experiences on a scale of "A" (highest quality, free flow conditions) to "F" (lowest quality, congested conditions). The LOS standard for roadways in this Plan are based on the Seminole County Comprehensive Plan Policies TRA 1.1.1 (for County Roadways), TRA 1.1.2 (for State Roadways), TRA 2.1.2 (for roadways within and outside of the Dense Urban Land Area/ Transportation Concurrency Exception Area), TRA 2.1.4 (for Policy Constrained County Facilities), and TRA 2.1.5 (for Policy Constrained State Facilities). Based on the analysis completed for the 2040 Plan, eight roadway segments were found to have a 2016 LOS of F, of which four of

these segments will be addressed through previously planned capacity improvements.

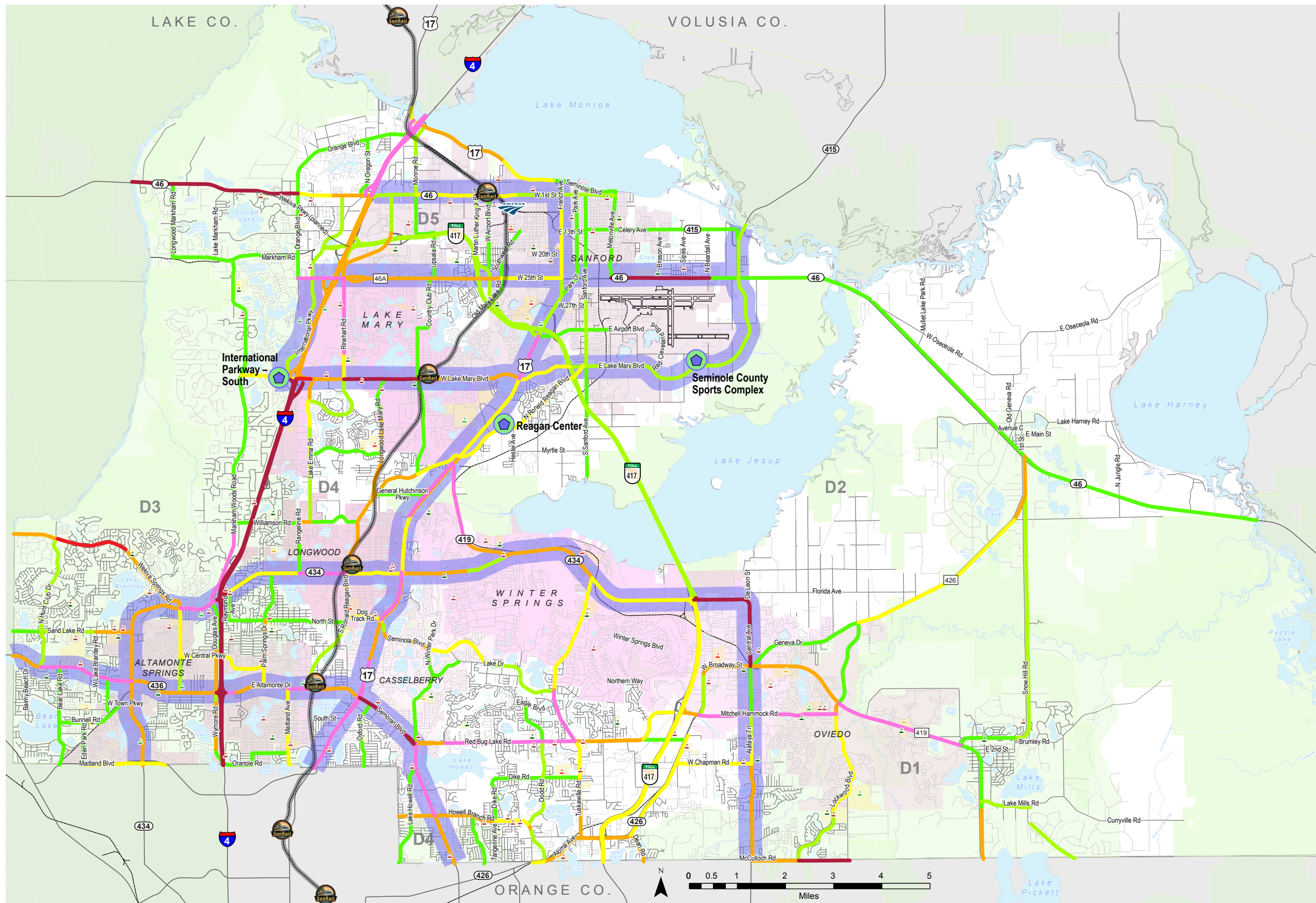
The Plan analysis considered future population and employment projections, as well as the locations of recently approved major development projects that are expected to contribute to additional traffic generation both inside and outside the County. Future roadway LOS was calculated, only taking into consideration roadway improvements with dedicated funding for the next 5 years. Based on this analysis, 6 additional county road segments will reach LOS F by the year 2025, and a total of 22 county road segments will reach LOS F by the year 2040. Roadway LOS and the projected year of failure was considered during project needs identification and project prioritization.

The maps on the following pages show existing (2016) and future (2040) roadway LOS with the Urban Centers and Corridors. Further detail on the existing and future roadway LOS analysis completed as part of the development of the 2040 Plan is included in the Technical Compendium (D).





# PLAN OVERVIEW



**Legend**

- SunRail
- SunRail Stops
- Urban Corridors
- Urban Centers
- Environmental Protected Areas

**School Locations**

- Elementary School
- Middle School
- High School
- Private School
- College

**Roadway Level of Service**

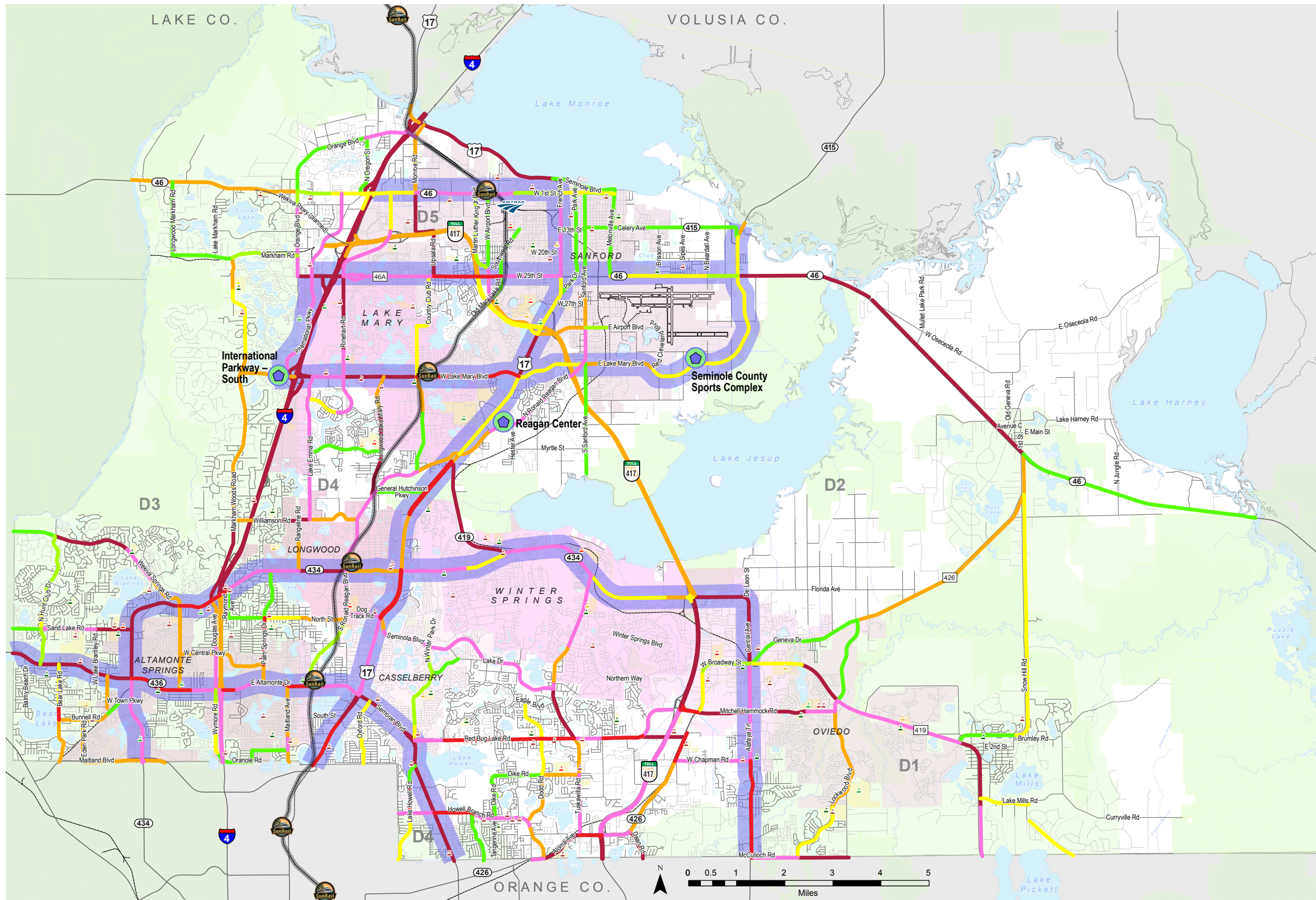
- A
- B
- C
- D
- E
- E+10%
- F

## EXISTING (2017) ROADWAY LEVEL OF SERVICE

Note: Information shown on this map is based on the Existing and Future Roadway Level of Service Analysis (See Technical Compendium D).



# PLAN OVERVIEW



**Legend**

- SunRail
- SunRail Stops
- Urban Corridors
- Urban Centers
- Environmental Protected Areas

**School Locations**

- Elementary School
- Middle School
- High School
- Private School
- College

**Roadway Level of Service**

- A
- B
- C
- D
- E
- E+10%
- F

## FUTURE (2040) ROADWAY LEVEL OF SERVICE

Note: Information shown on this map is based on the Existing and Future Roadway Level of Service Analysis (See Technical Compendium D).



# PLAN OVERVIEW

## PROTECTING RURAL AREAS

The County completed the 2006 Rural Character Plan to preserve rural areas in eastern Seminole County. Land in the rural area is generally characterized by large-sized residential lots, natural landscapes in environmental managed lands, agricultural uses, and scenic views. Transition areas where the Urban Service Area abuts the Rural Area are located along the western Rural Area boundary and consistently contain development pressures from higher intensity land uses.

The Seminole County Home Rule Charter states the Seminole County Comprehensive Plan shall control the density and intensity of Rural Lands. The Board of County Commissioners must approve any changes to the Future Land Use designations of all Rural Lands regardless of said lands are located within a municipality or in the unincorporated area.

## MULTIMODAL TRANSPORTATION OPTIONS

Traditionally, a transportation system's overall performance was primarily measured by roadway LOS. In recent years, transportation planning has moved away from this traditional idea of accommodating the efficient movement of cars to an understanding that transportation planning should focus on safely and efficiently moving people and freight. While widening roadways to meet future capacity demands is one approach to meeting future transportation needs, there is a growing understanding that widening roadways is not always the right solution or best solution to meeting long-term needs due to high costs and environmental impacts. With this changing paradigm, transportation planning today focuses on providing people with safe and reliable transportation options, whether that is walking, biking, or transit.



HorticultureGroup - Flickr



KatjaSchulz-littleEcon - Flickr

## Constrained Facilities

Roads deemed constrained by Seminole County or its cities are unable to be widened due to public policy, environmental implications, and/or physical limitations on right-of-way. The table below shows the County arterial and collector roadway segments that are considered Policy Constrained County Facilities as determined by the Board of County Commissioners and listed in the latest Seminole County Comprehensive Plan.

If the facility was below the constrained number of lanes, the roadway was included in the Needs Plan (if a demonstrated need existed) up to the constrained number of lanes. Otherwise, roadway widening for these segments was not included in the Needs Plan.

Alternatives to adding lanes were considered to improve the operating conditions on constrained and backlogged roadway facilities, such as access management, traffic operations improvements, improvements on parallel facilities, and/or evaluating improvements to alternative modes of transportation,

such as in public transit, bicycle and pedestrian facilities through a Complete Streets project.

Roadways constrained by public policy could be widened with policy changes by the applicable local government or agency. Additionally, future improvements to policy-constrained roadways that have future capacities exceeding their policy applied constraint (e.g., LOS E+20%) should be carefully considered. The analysis completed for this Plan concludes that the capacity on the following segments of policy-constrained facilities will exceed their policy constraint by the year 2040:

- Markham Woods Road from SR 434 to E.E. Williamson Road
- Wekiva Springs Road from Hunt Club Boulevard to Fox Valley Drive

## CONSTRAINED FACILITIES

Bear Lake Road from Orange County line to SR 436	Permanent constraint to 2 lanes
Howell Branch Road from SR 436 to SR 426	Permanent constraint to 4 lanes
Lake Howell Road from Orange County line to SR 436	Permanent constraint to 2 lanes
Lake Markham Road from Markham Road to SR 46	Permanent constraint to 2 lanes
Longwood Markham Road from Markham Road to SR 46	Permanent constraint to 2 lanes
Markham Road from Orange Boulevard to Longwood-Markham Road	Permanent constraint to 2 lanes
Markham Woods Road from SR 434 to Markham Road	Permanent constraint to 2 lanes
Palm Springs Drive from Central Parkway to SR 434	Permanent constraint to 2 lanes
Red Bug Lake Road from Eagle Circle to Tuskawilla Road	Permanent constraint to 4 lanes
South Lake Sylvan Drive from Orange Boulevard to Lake Markham Road	Permanent constraint to 2 lanes with alternative surface treatment program allowed to control erosion
General Hutchison Parkway from US 17-92 to Timocuan Way	Permanent constraint to 2 lanes
Wymore Road from SR 436 to Orange County Line	Permanent constraint to 2 lanes
All County facilities constructed or improved after December 15, 1999 that are located within the Wekiva River Protection Area	Permanently constrained to their existing lanes. Exempted facilities are Orange Boulevard and those roads scheduled for improvement in the Capital Improvements Element in effect on December 15, 1999 (such as CR 46A)



# PLAN OVERVIEW

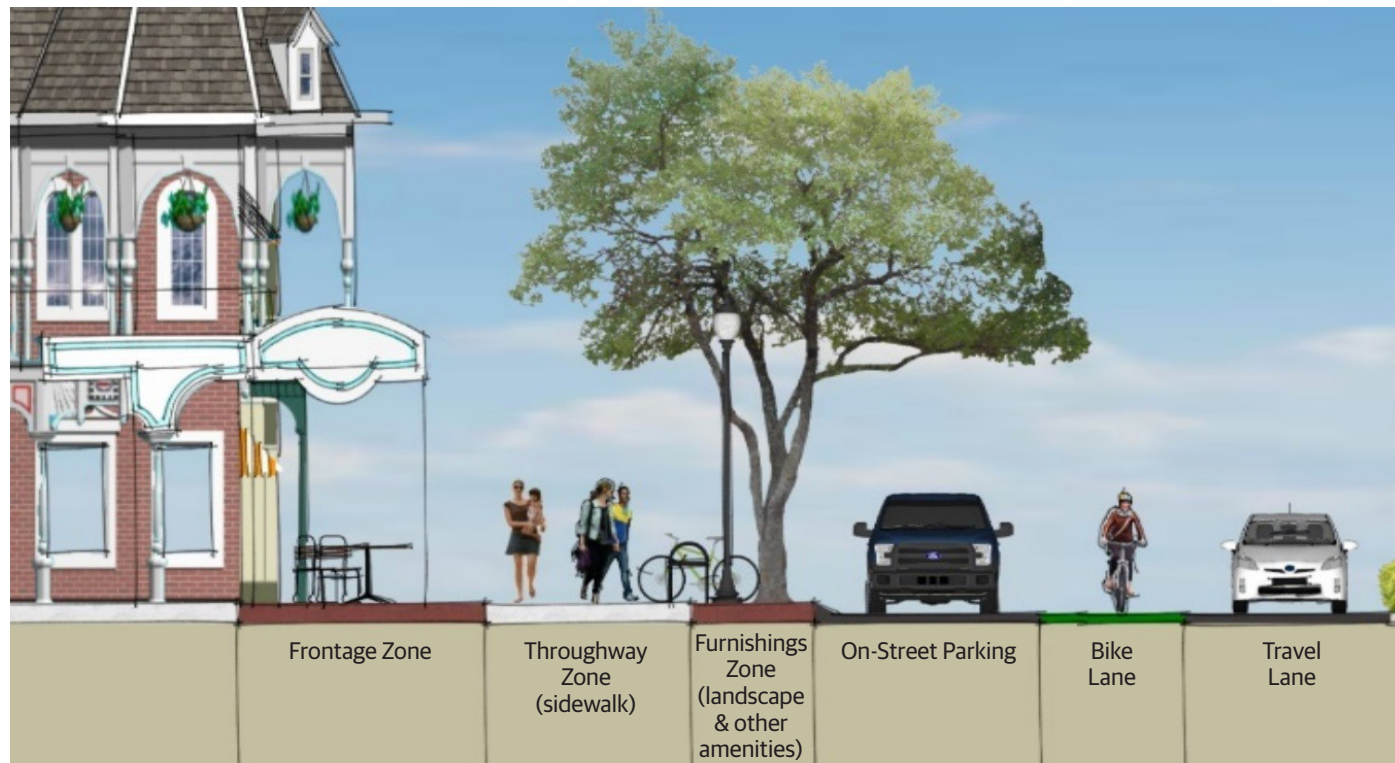
## Complete Streets

Complete Streets are streets that are planned and designed in a context sensitive manner, and operated and maintained to safely accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists and freight and service operators. Depending upon context, urban complete streets may include sidewalks, marked and signalized crosswalks, pedestrian islands or medians, bicycle facilities and transit lanes; rural complete streets may include widened, paved or stabilized shoulders, trails and riding paths. A complete streets program recognizes that streets may serve multiple uses, including through travel, local access, recreational activities, social, and retail needs. While there is no singular design for a complete street, the intent of a complete street is to improve safety for all users while increasing mobility options. The County is supportive of FDOT and MetroPlan Orlando in implementing Complete Streets. Seminole County is investigating the implementation of Complete Streets calm traffic to provide a safer environment for all users by enhancing the driver's ability to see, increasing the available time needed to react, diminishing the severity of crashes, and reducing incidence of drivers overtaking on-road cyclists.

The benefits of Complete Streets include the following:

- Decrease motor vehicle speed.
- Decrease the likelihood that crashes will occur by increasing drivers' response time and minimizing motor vehicles overtaking movements.
- Decrease likelihood of an injury resulting from a crash.
- Improve bicyclist level of comfort and benefit pedestrians and residents by reducing traffic speeds along the corridor.
- Establish and reinforce bicycle priority on bicycle boulevards by discouraging vehicle travel.
- Provide opportunities for landscaping and other community features such as benches, message boards, and colored pavement at an intersection, benefiting all roadway users and residents.

Complete Streets projects begin with a study to determine the appropriate improvement for the context and the best value for money. The design and construction phase of these projects can also be combined with resurfacing the roadway to increase the value for money spent.



Potential elements of a complete street in an urban setting - CH2M

## Bicycle and Pedestrian Quality Level of Service

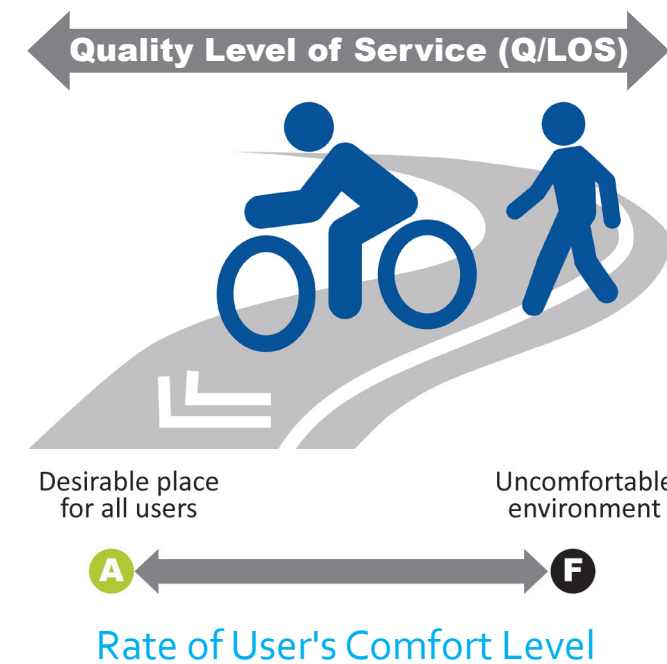
As part of the development for the 2040 Plan, County roadways were given existing quality level of service (Q/LOS) scores for pedestrian and bicyclist level of comfort, with "A" being a desirable place for all users, including children and elderly to walk or bike comfortably, and "F" being an uncomfortable environment, even for an experienced cyclist. The type of facility is only one factor in this quality score, with traffic volumes, speed limit, and land use context also taken into consideration. Bicycle and pedestrian infrastructure gaps were also evaluated. In total, 144 road segments in the County were identified as having a bicycle Q/LOS of "F" in 2040, and 19 road segments were identified as having a pedestrian Q/LOS of "D" in 2040. No road segments were scored "F" for pedestrian Q/LOS. Locations of gaps and Q/LOS "D" and "F" were used to identify bicycle, pedestrian, and Complete Street projects for the 2040 Plan. More detailed information on the bicycle and pedestrian Q/LOS methodology is provided in the Technical Compendium (E).



Carol Norquist-Wekiva Youth Camp - Flickr

## Trails

Seminole County has three paved Showcase trails, which include the Seminole Wekiva, Cross Seminole, and Kewannee Trails. Each trail is designed for shared-use with cyclists. Paved trails in the County range from 12- to 14-foot wide and are constructed with asphalt. Trail systems may be located adjacent to roadways or located away from roadway systems as a separated transportation system. A detailed *County Parks + Recreation + Natural Lands + Trails Master Plan* was adopted by the County in 2013. Paved trail projects were identified in the 2040 Plan based on a review of existing Plans and trail connectivity needs.



# PLAN OVERVIEW

## SAFETY

The need to improve safety for all transportation users, especially vulnerable users like pedestrians, bicyclists, and the aging population continues to be a top priority for the County. As part of the 2040 Plan, the County recognizes the *Vision Zero* approach to road safety, as adopted by the Federal Highway Administration and the Institute of Transportation Engineers. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, and healthy, equitable mobility for all. Vision Zero acknowledges that traffic deaths are preventable, transportation systems should anticipate human error, and that speed is the fundamental factor in crash severity, and differentiates itself from traditional safety planning by focusing on fatality and serious injury elimination rather than reduction.

A review of 5-year crash data (from 2012 to 2016) showed that there were 29,311 reported crashes of various types in Seminole County during that period.

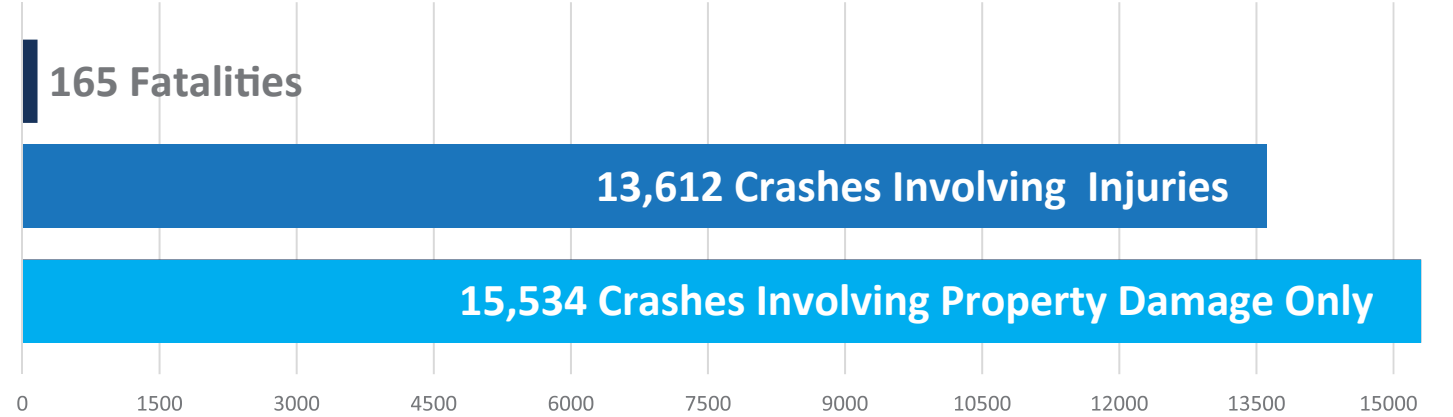
Poor street design contributes to fatal collisions and many of these fatalities occur on streets with fast-moving cars and limited pedestrian infrastructure. The County and region must continue to place an emphasis on prioritizing bicyclist and pedestrian safety. The 2040 Plan continues this effort by identifying high incident locations for pedestrians and bicyclists, prioritizing sites for action, and targeting transportation improvement projects that will improve user safety.



Source: UNC Highway safety research center, 2010, Pedestrian Safety Program Strategic Plan p. 14, accessed on October 27, 2017 from [https://safety.fhwa.dot.gov/ped\\_bike/pssp/background/psafety.cfm#toc255811404](https://safety.fhwa.dot.gov/ped_bike/pssp/background/psafety.cfm#toc255811404)



## SEMINOLE COUNTY CRASH DATA 2012-2016 (5 YEAR TOTAL)



## HIGH VEHICLE CRASH LOCATIONS ON COUNTY OR LOCAL ROADS 2012-2016 (5 YEAR TOTAL)

Major Street	Minor Street	Crashes
Lake Mary Boulevard	Lake Emma Road	86
W 25th Street	Hartwell Avenue	80
Lake Mary Boulevard	Greenwood Boulevard	62
Lake Mary Boulevard	Sun Drive	61
CR 46A	Rinehart Road	59
Tuskawilla Road	Red Bug Lake Road	54
Lake Mary Boulevard	Country Club Road	51
CR 419	Lockwood Boulevard	49
Lake Mary Boulevard	International Parkway	45
CR 46A	Airport Boulevard	42

## HIGH BICYCLE AND PEDESTRIAN CRASH INTERSECTIONS ON COUNTY OR LOCAL ROADS 2012-2016 (5 YEAR TOTAL)

Major Street	Minor Street	Crashes
Button Road	Seminole Boulevard	3
N Sunset Drive	Button Road	3
Oxford Road	St Johns Circle	3
W 25 Street	Elm Avenue	3
E Airport Boulevard	Sanford Avenue	3
Lake Mary Boulevard	Country Club Road	3
Locust Avenue	Celery Avenue	3
Greenwood Boulevard	S Sun Drive	3
Douglas Avenue	Loraine Drive	3
W Central Parkway	Montgomery Road	3
Howell Branch Road	Lake Howell Road	3
Red Bug Lake Road	Dodd Road	3
W Airport Boulevard	Old Lake Mary Road	3
Seminola Boulevard	Northshore Way	3
Oxford Road	Lochinvar Drive	3



## Distracted Driving

Any activity that diverts a driver's attention from control of the vehicle is considered distracted driving. Common distracted driving activities include talking or texting on the phone, eating, drinking, conversing with others, changing radio stations, or altering the navigation system. Nationwide, distracted driving claimed 3,477 lives and injured 391,000 people in 2015. Among all drivers and age groups, teens are the largest age group reported as distracted at the time of fatal crashes. Among all drivers, the National Occupant Protection Use Survey found 2.2 percent of drivers nationwide use cellular phones while operating a motor vehicle. Distracted driving can disrupt traffic flow and lead to increased congestion due to an increase in crashes and more erratic driving behaviors. The County has been and should continue to coordinate with MetroPlan Orlando to effectively address distracted driving, and consider potential solutions to curb distracted driving during project development phases.

Florida has enacted secondary enforcement laws against distracted driving. Drivers may not be stopped and issued distracted driving tickets without first breaking a law requiring primary enforcement in Florida. Florida also has applicable preemption laws that exclude local jurisdictions and counties from developing their own distracted driving laws. Developing distracted driving laws as a primary offense could reduce distracted driving but would require law making at the state level.



Source - Governors Highway Safety Association

## FUTURE TECHNOLOGIES

The technology revolution that transformed mobile phones in the last decade is now in the early stages of transforming motor vehicles and the fundamental ways in which we travel. Intelligent transportation systems, such as adaptive signal timing and dynamic message boards providing real time traffic information to travelers, allow for more efficient use of existing infrastructure. Paperless payment options and integrated payment systems across public transportation service providers (such as commuter rail and bus) as well as real-time travel information accessible from mobile phones are making public transportation a more attractive option for many travelers.

Concurrent with these advances, private industry is beginning to play a more active role in the functionality of the transportation system. Global positioning system (GPS) applications, such as Waze, provide real-time traffic information to individual drivers and allow the existing system to use existing capacity more effectively. Transportation Network Companies (TNCs), such as Uber and Lyft, which provide prearranged rides for compensation using a digital platform that connects passengers with drivers using a personal vehicle (sometimes referred to as ride-sourcing), and car-sharing companies, such as ZipCar, have also been made possible with technology advances, and provide viable alternatives to personal automobile ownership. UberPOOL, which has launched in some larger cities, is further changing the industry, by combining the concepts of ride-sourcing and carpooling to provide cheaper fares for those that wish to share a ride with other users traveling in the same direction. As these technologies are quickly becoming commonplace, major automakers like Tesla, BMW, General Motors, as well as TNCs such as Uber are attempting to redefine the automotive paradigm with autonomous/connected vehicles.

**Autonomous vehicles** (also called self-driving, driverless or robotic) include at least some aspects of a safety-critical control function, such as steering or braking, which occur without direct driver input. The Society of Automotive Engineers developed five levels of vehicle automation, with Level 1 corresponding to vehicles that can sometimes assist drivers complete some driving tasks (such as cruise control) and Level 5 corresponding to vehicles that can complete all driving tasks without driver intervention. A fully autonomous car can sense its environment and navigate without any human input. Level 1 and 2 personal vehicles are available on the

market today, with car manufacturers testing Level 4 vehicles that could be on the market by the early 2020s.

**Connected vehicles** can communicate with other vehicles, infrastructure, and devices through wireless network technology, such as GPS, Wi-Fi, and radio frequencies. Vehicles and infrastructure equipped with connected vehicle technology can alert drivers and other system users to issues like nearby incidents, diversions, heavy traffic, open parking spots, thereby improving transportation safety, mobility and the environment.

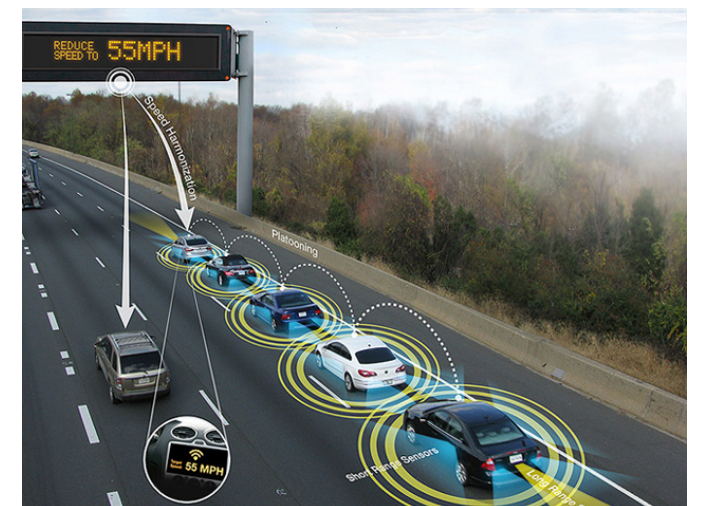
While the ultimate impacts cannot be known, the addition of these technologies may change our current understanding of roadway capacity. Connected cars are able to safely travel at closer following distances and possibly in narrower lanes, combining closer movements with the coordination of signal operations, it is possible that additional lanes in the future may not be needed.

Although no new infrastructure is necessary for the initial deployment of these technologies, the deployment of autonomous and connected vehicle technologies face several challenges which the federal Department of Transportation and automotive industry are working to address. These challenges include standardizing technologies, electronic security, human-machine interface, liability, and privacy.

Some predict the biggest impact of emerging technologies will be on vehicle ownership, transit, and signal operations. The Central Florida Regional Transportation Authority (LYNX) LYNX Forward initiative is in the process of reevaluating how to best meet their mission of providing a more efficient and reliable public transportation system by evaluating mobility connections between SunRail, ride-sourcing services such as Lyft Line and UberPOOL, and integration with bicycle and pedestrian facilities. LYNX's goal is to move away from providing transit service with rigid routes and long headways, and is reimagining services by utilizing the appropriate technology that best fits the demand. Real-time travel information, digital payment options, and providing more seamless intermodal connections (e.g., an integrated payment system for LYNX, SunRail, and partnerships with ride share and bike share) may have a significant impact on vehicle ownership and transportation choices in the near future.



Source - USDOT



Source - USDOT

Cities within Seminole County have had a head start in exploring the possibilities of these public-private partnerships. In lieu of their planned FlexBus service, a proposed service between and within Maitland, Longwood, Altamonte Springs, and Casselberry, and described as a technologically enhanced transit service that would provide trips to major destinations within a defined service area and connect to SunRail stations within these jurisdictions, the cities opted to adopt a one year pilot program in July 2016 that partnered with Uber to provide 20% discounts off rides within their respective city limits, and 25% of rides that begin or end at a SunRail station. The success of this program has resulted in the extension of this program during the time of this Plan development.



## REGIONAL CONTEXT AND TRANSPORTATION PARTNERSHIPS

The 2040 Plan was developed in consideration of regional transportation partner priorities and projects, and within the greater regional perspective of on-going projects of regional significance.

### SunRail



SunRail is a 61.5-mile commuter rail corridor connecting Volusia, Seminole, Orange, and Osceola counties. SunRail construction has been divided into three phases. Phase I is 31.5 miles and is operational, connecting DeBary in Volusia County to Sand Lake Road in Orange County with 10 stops inclusive. Phase II South will extend the system 17.2 miles south from Sand Lake Road to Poinciana in Osceola County and is expected to begin service in July 2018. Phase II North is a 12-mile extension from DeBary Station to the DeLand Amtrak Station in Volusia County, adding one stop. This phase is not fully funded for construction. Based on the need to connect to Orlando International Airport and local attractions, SunRail Phase III is being considered for advancement into the project development and design stages.

Within Seminole County SunRail has four passenger boarding stations located in the cities of Altamonte Springs, Lake Mary, Longwood, and Sanford. Most land surrounding the stations is incorporated, but portions of land abutting the Sanford and Altamonte Springs stations are unincorporated.

The stations themselves and their parking areas are the responsibility of Seminole County. These station sites and surrounding sites hold significant potential for future mixed-use developments that may, in turn, support the County's multimodal mobility strategy.

In 2021, the Central Florida Commuter Rail Commission will take over SunRail operations. Seminole County participates in the stakeholder task force, which is tasked with identifying strategies to ensure continued operation and maintenance of SunRail after the FDOT Funding Period. Funding partners include Volusia, Seminole, Orange, Osceola Counties as well as the City of Orlando. As such, this 2040 Plan shall include recommendations on infrastructure needed to help SunRail riders get to the stations.

### Wekiva Parkway (SR 429)



The 27-mile Wekiva Parkway is the last segment of a beltway around the metropolitan Orlando region that provides traffic relief to the heavily-congested I-4. The Wekiva Parkway toll road goes through parts of Orange, Lake, and Seminole counties and is being completed by multiple agencies (Central Florida Expressway, Florida Department of Transportation District 5 and Florida's Turnpike Enterprise). It is expected to be complete in 2021, relieving congestion on US 441, SR 46, I-4, and other local roads. Much of the parkway travels through the environmentally-sensitive Wekiva River Basin, of which 3,400 acres are protected for conservation. The Wekiva Parkway will connect to SR 417 in Seminole County.

This estimated \$1.6 billion project includes \$500 million of non-toll road improvements including: widening 7 miles of SR 46 in Lake and Seminole Counties; providing non-tolled, one-lane service roads parallel to the parkway in part of east Lake and Seminole Counties; building a 10-mile, multi-use trail along portions of the parkway in east Lake and Seminole counties; rebuilding the US 441/SR 46 interchange



in Mount Dora; and shifting the CR 46A connection to SR 46 to allow wildlife to move safely between habitats. The completion of the Wekiva Parkway is expected to significantly improve the mobility and connectivity within the western portion of the County, as well as relieve some of the congestion experienced on the County's local roadways.

### I-4 Ultimate

I-4 is a major highway connecting the Tampa Bay area on the Gulf of Mexico through Metropolitan Orlando and on to Daytona Beach on the Atlantic coast. FDOT has studied the corridor throughout the past decades and has carried out many improvement projects including roadway widening, constructing additional lanes, and improving interchanges.

The most recent project, known as I-4 Ultimate, is a 21-mile improvement project which will add four new express lanes in the center of I-4. The I-4 Ultimate project covers the area of I-4 from west of Kirkman Road in Orange County to east of SR 434 in Seminole County. The express lanes will relieve traffic congestion by giving travelers the option to use the express lanes by paying a toll. The toll pricing will be dynamic and variable upon the volume of traffic on I-4 at the given time of travel. Construction is expected to be complete by 2021. The project includes major reconstruction of the interstate interchanges in Seminole County (SR 400 [I-4] from west of Kirkman Road in Orange County to east of State Road 434 in Seminole County) including SR 436 and SR434.

### I-4 Beyond the Ultimate (I-4 BtU)



To provide the same level of congestion relief to other parts, FDOT has begun the I-4 Beyond the Ultimate (I-4 BtU) PD&E reevaluation study. This study covers approximately 40 miles of the remaining critical portions of I-4, outside of the I-4 Ultimate project area. This includes the segments of I-4 from Kirkman Road south to US 27 in Polk County and from SR 434 in Seminole County to SR 472 in Volusia County. The project includes major reconstruction of the interstate interchanges in Seminole County (Segment 3 Design: SR 400 [I-4] from 1 mile east of SR 434 to east of SR 15/600 US 17-92 [Seminole/Volusia County Line]) including Lake Mary Blvd, CR 46A, SR 417, SR 46, and US 17-92.

### Central Florida Greenway (SR 417)



The Central Florida Greenway (SR 417) is a toll road running north-south through the center of the County, before connecting to I-4. Widening of SR 417 to eight lanes between I-4 in Seminole County to the Seminole County/Orange County Line was removed from MetroPlan Orlando's Cost Feasible Plan and added to the Unfunded Needs plan due to lack of local support. Resurfacing and guardrail projects are currently programmed for 2020-2021 (FPID 440291-1 and FPID 440291-2).





## US 17-92

US 17-92 is a major north-south arterial that runs through the cities of Casselberry, Longwood, Winter Springs, Lake Mary, Sanford, as well as unincorporated Seminole County. This link is vitally important as it combines the connectivity of a regional roadway with the multimodal transportation options including walking, cycling, transit, and other motorized vehicles not intended for freeway travel. Some improvements to this corridor are currently being evaluated or constructed by the following projects:

- US 17-92 (Sanford) Corridor Study, FPID 435774-1
- SR 15/SR 600 (US 17-92) from north of Lake Mary Blvd to north of Airport Blvd, FPID 436679-1
- US 17-92 from Shepard Road to Lake Mary Boulevard, FPID 240196-1

There is also ongoing coordination to redesignate US 17-92, as part of the I-4 beyond the ultimate project, to SR 46 instead of the current waterfront West Seminole Boulevard. West Seminole Boulevard would revert to City of Sanford maintenance.

### The Central Florida Regional Transportation Authority (LYNX)



LYNX operates 77 local bus routes, 12 NeighborLinks providing access to main routes, two LYMMO routes, three FastLinks (bus routes with reduced stops), express bus service, ACCESS LYNX paratransit, and commuter assistance vanpools in Orange, Seminole and Osceola Counties, as well as small portions of Polk and Lake Counties.

Countywide, there are 529 bus stops served by 12 LYNX fixed-route service routes. The LYNX fixed routes in Seminole County are Link 1 Winter Park/Altamonte Springs, Link 23 Winter Park/Springs Plaza, Link 34 Sanford, Link 45 Lake Mary, Link 46 East SR 46/Downtown Sanford, Link 46 West W SR 46/Seminole Town Center, Link 102 Orange Avenue/South US17-92, Link 103 North US 17-92 Sanford, Link 106 N US 441/Apopka, Link 434 SR 434 Crosstown, Link 436N SR 436 Crosstown, and Link 436S SR 436 Crosstown. Two NeighborLinks, which is an on-call flex service, are also operated within Seminole County (622 Oviedo and 651 Goldsboro). In addition, ACCESS LYNX is a shared ride paratransit, door-to-door transportation service provided by MV Transportation under the supervision of LYNX for those with disabilities that are unable to use other services provided by LYNX.

Through an agreement with FDOT, LYNX implemented a network of feeder routes to improve connectivity from SunRail stations to the riders' final destinations. These routes were designed to provide "last mile" transportation for transit passengers. Additional priorities are currently being developed as part of LYNX Forward. Opportunities for bus rapid transit along major County corridors and other enhanced transit options are seen as viable opportunities in Seminole County.

### LYNX SR 436 Transit Corridor Study

LYNX is conducting a transit corridor study along SR 436, from SR 434 in Altamonte Springs to Orlando International Airport's Southern Terminal. This state road is also known as Altamonte Drive in Altamonte Springs. This corridor study traverses Seminole County (from SR 434 to the Seminole/Orange County line near Casselberry) and Orange County. SR 436 is maintained and operated by FDOT and serves regional and local traffic. It also links several communities and give cities and serves as a

gateway into Orlando International Airport. LYNX currently operates 11 routes along 23 miles of the existing SR 436. Goals of the study include:

- Identify alternatives to improve mobility and access to transit and other project goals.
- Understand the nature of transit travel along the corridor and the SR 436 transit service's relationship to other LYNX services and SunRail use.
- Promote and encourage redevelopment projects in the communities and neighborhoods along the corridor to be transit supportive by integrating transit, bicycle, and pedestrian amenities within developments.
- Analyze the impact of tourism-related trips in the corridor.
- Analyze the relationship of transit and existing and proposed land uses.
- Understand the transportation needs of the unique populations living, working, and visiting this corridor.
- Emphasize context sensitive complete streets fundamentals.

The study is expected to conclude in 2018. Resulting recommendations will be a priority for Seminole County.

### Coast-to-Coast Connector (C2C)



MetroPlan Orlando is working with FDOT and partners in surrounding counties to complete the Coast-to-Coast Connector (C2C), a 250-mile trail linking Florida's Gulf and Atlantic coasts.

The C2C trail crosses through Seminole County from Volusia County. The Seminole/Volusia Gap (about 0.8 miles) consists of small gaps in Seminole County's Rinehart Trail and two segments in Volusia County, which must be completed to achieve the C2C trail. The Spring to Spring Connector Trail project (FPID 436434-1) is under construction as of August 10, 2017 (6-month duration) to address these gaps and complete the C2C through Seminole County.

Ultimately the C2C will link communities between St. Petersburg and Titusville, providing a "safe, scenic and *sunsational*" multi-use trail allowing residents and visitors to explore Central Florida by bicycle and on foot. This connector will be the first of its kind in Florida and has already fueled the economic revitalization of communities along its route, such as Dunedin and Winter Garden. About 75% of the connector is currently in operation or funded for construction. Connections to and from the C2C to the rest of the Seminole County network is a top priority.

### Emergency Evacuation Routes

Hurricane evacuation analysis is critical when considering the movement of traffic. Seminole County has several primary hurricane evacuation routes. SR 46 in Seminole County is the connection into Volusia and Brevard counties. The 2040 Plan includes improvements on SR 46 from SR 415 to the Volusia County line, creating a four-lane roadway. Evacuation routes in Seminole County include (east-west) I-4, SR 436, SR 46, (north-south) SR 417, US 17-92, and SR 415.





## MetroPlan Orlando

MetroPlan Orlando is the metropolitan planning organization for Orange, Osceola, and Seminole Counties. MetroPlan Orlando is responsible for developing the regional Long Range Transportation Plan (LRTP) that covers a 20- to 25-year period and identifies current and future needs based on population projections and travel demand. Projects must be included in the LRTP to receive federal funding. The region is currently guided by an updated version of the 2040 Long Range Transportation Plan approved by the MetroPlan Orlando Board on December 10, 2015 which provides that portions of the County's tax revenues be used to fund LRTP projects. The multimodal priorities within the LRTP include LYNX Transit Development Plan (TDP) Regional Priorities: Link 100, Link 101, CR 429/Redbug Connector, SunRail: Phases I & II Commuter Rail from Deland in Volusia County through Seminole and Orange counties and ending in the Poinciana area in Osceola County, and the Coast-to-Coast Trail Connector Gaps. Cost feasible roadway priorities within the County include improvements to portions of I-4, SR 434, SR 436, US 17-92, SR 46, SR 414/Maitland Boulevard, CR 46A, New Oxford Road, the Goldsboro Community Gateway access road, as well as various operational and intersection improvements throughout the County.



## CSX Transportation (CSXT)

CSX Transportation (CSXT) is the sole freight rail provider operating in Seminole County. CSXT is a Class I provider that operates on existing Strategic Intermodal System (SIS) railroad tracks located in both unincorporated County lands and municipalities. The freight operator shares railroad tracks with the SunRail commuter rail and Amtrak passenger rail on all lines except for a short segment in the northwestern portion of the City of Sanford and unincorporated Seminole County around the SunRail Sanford station.



## Amtrak

Amtrak operates the Silver Star and Silver Meteor service daily but does not stop in Seminole County or its municipalities. Amtrak also operates the Auto Train between Sanford, Florida, and Lorton, Virginia, and transports passengers and their vehicles. This service is offered once daily in each direction. The City of Sanford offers shuttle service between the Sanford station and downtown Sanford.

The County has 22 railroad grade crossings with 12 located on the Amtrak/SunRail rail line. Every railroad crossing is in the Urban Service Area west of the designated Rural Area. Operational changes occurred recently with a portion of the current rail freight traffic re-routed to the CSXT S-line and to re-located rail terminal facility in Winter Haven, Polk County (from Taft Yard in Orange County).



## Orlando Sanford International Airport (SFB)

The Orlando-Sanford International Airport (SFB) is located within the Sanford city limits north of Lake Jesup. The airport is approximately 2,700 acres in size, serves more than 2 million passengers annually, and ranks among the 100 busiest airports nationally.

SFB is identified by the Federal Aviation Administration (FAA) as a Small Hub Primary Commercial Service airport facility in their National Plan of Integrated Airport Systems. Two terminals serve commercial flight operations for five airlines; including Terminal A (239,100 square feet) and Terminal B (165,959 square feet). SFB has seen steady growth in passengers each year. In 2016, SFB saw a total of 2.75 million passengers and expects over 3 million passengers in 2017. The airport is currently working on a \$43 million expansion project to add new gates, baggage carousels and security lanes to accommodate expected future growth.

SFB has several surface parking lots and one single parking structure, there are nine rental car companies serving commercial guests on airport property. The primary roadways into the Airport include: East Lake Mary Boulevard, connecting to Red Cleveland Boulevard; Airport Boulevard via CR 427; and Wylly Avenue via CR 427. Direct transit service is not offered on SFB property. The nearest LYNX bus stop is located on US 17-92, approximately 2.5 miles west of airport facilities. The nearest SunRail stops are the Lake Mary and Sanford stops, which are each approximately 6 miles away.



## Port of Sanford

The Seminole County Port Authority (SCOPA) is a dependent Special District who's board oversees activities at the Port of Sanford. Located on the Saint Johns River just northwest of the I-4 interchange at US 17-92, the Port includes first class dockage, private marina, as well as warehouse and manufacturing space. The Port's Small Business Center offers small business support as well as space to support job creation and retention in Seminole County.

## Cities

Seven cities are located within Seminole County: Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs. While the focus of this 2040 Plan is on County maintained roadways, the Sales Tax Capital Plan (2015-2025) includes both County and city priority projects. Additionally, Casselberry has an adopted Multimodal Transportation Plan, and the City of Oviedo has a draft Transportation Master Plan. This 2040 Plan has been developed to be consistent with the cities' plans and priorities at the time of Plan development. Ongoing coordination is needed with the cities to ensure the County is effectively supporting the cities' transportation projects.



# PLAN OVERVIEW

## GOALS & OBJECTIVES

Five goals were developed to help the County reach its vision. The goals and objectives of the 2040 Plan guided the entire Transportation Plan development process by creating the basis for a decision-making framework through which projects can be evaluated and ranked relative to one another to define project priorities.



### GOAL 1: MOBILITY

**Preserve and enhance the existing system's function & performance**

- Reduce congestion and delay
- Improve emergency response time and reduce impact to delay
- Repair and maintain infrastructure in a state of good repair
- Improve travel time reliability
- Reduce the number or improve the performance at conflict points (e.g., congested roadway intersections or at-grade rail crossings)
- Use innovative/ technological solutions (e.g., increased use of ITS systems, transit signal priority systems, and positive train control)
- Support regional and partner agency initiatives related to future transportation technologies including ride-sharing and autonomous and connected vehicle technologies
- Preserve the function of existing roadways through access management plans
- Provide real-time travel information to roadway users

### GOAL 2: SAFETY

**Be consistent with the Florida Strategic Highway Safety Plan Traffic Safety Vision, Driving Down Fatalities, and Towards Zero Death Initiative by emphasizing bicycle and pedestrian safety improvement projects**

- Encourage safe driving behavior by increasing educational opportunities
- Reduce roadway fatalities and serious injuries
- Ensure the safety of all users (especially vulnerable users, including the visually impaired) and provide safe, comfortable access to transit for pedestrians and bicyclists, including safe mid-block crossings on arterial roadways
- Discourage speeding and cut-through automobile traffic through traffic calming approaches such as road diets, median enhancements and roundabouts especially in the rural areas
- Improve safety for pedestrians and bicyclists at intersections and crossings, including trail crossings, by reducing conflicts, enhancing crossings (including mid-block crossing) and increasing lighting
- Consider public safety in the development and preservation of the transportation system, including consideration of evacuation routes for emergencies and natural disasters

### GOAL 3: MULTI-MODAL OPTIONS

**Improve access to multi-modal options & advance public health**

- Improve mobility with special consideration for vulnerable users
- Improve access to transit by adding park and ride facilities and/or implementing improvements to pedestrian and bicycle systems near transit and SunRail stations
- Provide a connected pedestrian system to neighborhoods and community features, including the use of pedestrian overpasses and underpasses where needed
- Increase the non-auto mode share and reduce vehicle miles traveled
- Contribute to public health by encouraging active transportation modes and improving air quality
- Provide a premium transit service (with convenient headways, reliable travel times and direct links to employment and residential hubs)
- Eliminate transit service gaps
- Expand the County Trail System
- Support regional initiatives to increase SunRail ridership and enhance connectivity to SunRail to and from residential and employment centers
- Provide an integrated bicycle system by adding bike lanes and bicycle racks at key locations

### GOAL 4: ENVIRONMENT & ENERGY

**Protect and preserve the environment & quality of life and promote energy conservation**

- Remain in attainment with the National Ambient Air Quality Standards (NAAQS)
- Where individual project studies review potential capacity improvements to a corridor, the nature of the surrounding area and quality of life should be taken into account
- For corridors that having a failing LOS and have context sensitive elements, additional or parallel facilities should be considered
- Support land use development and protection of the east rural area consistent with County comprehensive plan
- Use context sensitive street design and complete streets principles

### GOAL 5: ECONOMIC VITALITY

**Support economic vitality, regional priorities & the connectivity of the regional system for people and goods**

- Support regional connectivity by additional roadway, rail and trail connections
- Improve access to tourist destinations
- Enhance freight goods & movement by supporting safe operating conditions and industrial uses
- Support targeted economic development and redevelopment areas
- Support regional priorities through coordination with partners including Cities, FDOT, Lynx and MetroPlan Orlando
- Provide strong intermodal connections to SunRail stations, transit stops, the Orlando-Sanford Airport and the Port of Sanford including consideration for freight

# PLAN OVERVIEW



## PROJECT TYPES

The project types defined in the 2040 Plan are consistent with MetroPlan Orlando's project types to aid interagency coordination on project funding. A brief overview of these categories is provided below.

### ROADWAY PROJECTS

Although the 2040 Plan emphasizes travel choices, roads will remain the core of Central Florida's transportation system for many years. As the region grows, roads experience more traffic than they were designed and built to accommodate. Constructing new roads is difficult and impactful, given limited funding, safety concerns, and the fact many roads are constrained.

Roadway improvements include capacity improvements (such as widening), intersection improvements, access management improvements (such as a raised medians to restrict turns), shoulder improvements, roadway paving and pavement rehabilitation, bridge inspections and repair, drainage improvements, and safety enhancement projects (including rail crossings). Complete Street projects are also categorized as roadway projects because they potentially improve all modes, not just bicycle/pedestrian modes.

### BICYCLE/PEDESTRIAN PROJECTS

Unlike Complete Streets Projects, bicycle/pedestrian projects are exclusive improvements for people cycling or walking.

Seminole County bicycle and pedestrian facilities include sidewalks and shared-use paths, bicycle lanes,

paved paths, paved shoulders, and unpaved trails, catering to non-motorized modes of travel.

Providing bicycle and pedestrian infrastructure and Americans with Disabilities Act (ADA)-accessibility are important considerations for non-motorized modes of travel to encourage more people to use active transportation in their daily commutes. This is especially important for the "first and last mile connections" which is typically the segment of a commuter's trip from the origin to the transit station or bus stop and the drop-off to their destination.

Projects or improvements under consideration in the 2040 Plan include:

- Sidewalk and Trail Enhancement: new or improved facilities, or new links connecting to existing bike/pedestrian facilities, and transit stations and stops.
- Walking: Wide sidewalks or shared use paths.
- Access: Seminole County has performed extension evaluation on ADA-accessibility. Seminole County supports equitable access and mobility for persons with disabilities.
- Signal Timing: Traffic signal phasing for pedestrian traffic to cross safely and the control of speeds of automobiles.
- Trail gaps.
- New or enhanced bicycle infrastructure including opportunities for shared lane markings (sharrows), on-street bicycle lanes, on-street buffered bicycle lanes, separated bicycle lanes and off street trails / sidepaths.

## TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSM&O) PROJECTS

TSM&O projects are typically related to modifications to intersections that are lower in cost than a typical roadway project and do not require right-of-way acquisition. The projects highlighted in the 2040 Plan are those that the County can pursue to strategically to improve the operational efficiency of specific intersections and important roadways. These projects can enhance system operations and can be completed as funding opportunities arise. The 2040 Plan also identifies roadways prioritized for further study before specific operational improvements can be programmed.

Emerging transportation technologies will continue to prove instrumental in moving people and goods, however, Intelligent Transportation Systems (ITS) must be incorporated into the County with a macroscopic view of the future. Seminole County should continue its support and coordination role for ITS with regional agencies including the MPO and FDOT. As new technologies are tried and vetted, the County will be well served by reviewing which technologies work in adjacent regions and which technologies are most likely to continue past the initial stages.

## TRANSIT PROJECTS

The County's comprehensive plan relies on frequent, reliable transit service to serve major streets, known as *Key Corridors*, where higher density and mixed-use development is encouraged.

The 2040 Plan promotes improved transit services that are integrated through context specific multimodal planning for all key corridors. Transit projects in the 2040 Plan primarily focus on adding new local fixed route or express routes, or extending existing routes, route realignment, and transit feasibility studies.

Based on the needs analysis, the 2040 Plan focuses on collaboration with LYNX to provide service enhancements, capital improvements, and policies that support:

- Changes to streets and intersections to facilitate bus movement.
- Frequent and reliable transit service, including bus rapid transit along key corridors.
- Amenities that also serve pedestrians and people on bikes, and intermodal connections to transit.
- Car share and bike share programs that can extend the reach of transit trips.
- Refinements to transit routes and schedules.
- Improvements to existing through corridors that move both cars and transit vehicles such as dedicated bus bays and additional multi-modal transition points.



**First and last mile service is an integral factor in a successful public transportation system. SunRail passengers must be able to access stations by driving, walking, bicycling, or transit, whichever travel mode fits their needs best. Access to stations and the ability for passengers to reach final destinations is key in the success of passenger rail systems.**

**First mile service is the movement of people from their starting location to a transportation hub.**

**Last mile service is the movement of people from a transportation hub to a final destination.**



**15**  
TSM&O  
PROJECTS



**94**  
BIKE AND  
PEDESTRIAN  
PROJECTS



**90**  
ROADWAY &  
COMPLETE STREET  
PROJECTS



**67**  
STATE &  
**111**  
CITY PROJECTS



# PRIORITIZED PROJECTS



The goals and objectives of the Plan ultimately guide the entire 2040 Plan development process by creating the basis for a decision-making framework through which needed projects can be evaluated and ranked. The priority list of projects was established to document the desired transportation improvement projects for short-term (Tier I), mid-term (Tier II) and long-range (Tier III) implementation based on forecasted funding.

- Short-term - (Tier I) 2018-2025
- Mid-term - (Tier II) 2026-2030
- Long-term - (Tier III) 2031-2040

## PROJECT EVALUATION FRAMEWORK

The goals and objectives created the basis for project evaluation criteria and corresponding performance metrics. These elements were used as an evaluation tool to compare the relative benefits of each potential transportation improvement in relation to the five

goals of the 2040 Plan. The generalized evaluation criteria are listed below. The evaluation of each project based on this evaluation criteria culminated in the prioritized project list.

<b>MOBILITY EVALUATION CRITERIA</b>	<ul style="list-style-type: none"> <li>• To what extent would multimodal transportation performance improve with technology? (e.g., Intelligent Transportation Systems, Transit Signal Priority, etc.)</li> <li>• To what extent would existing operations or maintenance be improved? (e.g., roundabouts, lane reduction, etc.)</li> <li>• How many existing at-grade rail or trail crossings would be reconstructed or improved?</li> <li>• To what extent will poor LOS intersections, and roadway segments be improved?</li> <li>• Does the project improve a designated evacuation route? (I-4, US 17-92, SR 46, SR 436)</li> </ul>
<b>SAFETY EVALUATION CRITERIA</b>	<ul style="list-style-type: none"> <li>• Does project implement a recommendation from a safety plan? (i.e. safe routes to school, protected bike lanes, RRFBS)</li> <li>• Would intersections or roadway segments with high crashes or a fatality be improved?</li> <li>• To what extent would project improve safety by calming traffic? (e.g., gateway treatments, roundabouts, reduced width and turning radii)</li> <li>• To what extent would vehicular conflict points with bicycles or pedestrians be addressed? (e.g., signalization improvements, bike/ped crosswalk, median improvement, or a mid-block crossing on an arterial roadway)</li> </ul>
<b>MULTI-MODAL OPTIONS EVALUATION CRITERIA</b>	<ul style="list-style-type: none"> <li>• To what extent would the County trail system be improved?</li> <li>• To what extent would multimodal transportation be improved within 0.25 mile of community services such as health care facilities, educational facilities, recreational facilities, and/or cultural facilities?</li> <li>• Does project improve multimodal transportation within an area with greater than 10% poverty?</li> <li>• To what extent would transit service be improved outside of the existing transit service area or within a CRA?</li> <li>• To what extent would bicycle or pedestrian infrastructure be improved to access transit?</li> <li>• To what extent is bicycle and/or pedestrian infrastructure separation from vehicle travel lanes increased?</li> </ul>
<b>ECONOMIC VITALITY EVALUATION CRITERIA</b>	<ul style="list-style-type: none"> <li>• To what extent is access to regional travel improved? (e.g., Interstates, Amtrak, Orlando Sanford Int'l Airport, Port of Sanford, or SIS)</li> <li>• To what extent is access to tourist destinations improved?</li> <li>• To what extent is multimodal and/or vehicle transportation improved within CRAs?</li> <li>• To what extent is project identified in partner agency plans? (City, MetroPlan Orlando, Lynx)</li> <li>• To what extent is vehicle or freight movement improved to intermodal facilities?</li> </ul>
<b>ENVIRONMENT AND ENERGY EVALUATION CRITERIA</b>	<ul style="list-style-type: none"> <li>• To what extent does project improve roadway with poor Bike or Ped QLOS?</li> <li>• To what extent does project preserve the Rural Character Area?</li> <li>• To what extent could wildlife or habitat quality in protected areas be avoided by additional vehicles, noise, or pollution?</li> <li>• Does project improve non-motorized travel in low car ownership areas?</li> </ul>

While all project types were given a generalized priority score based on these criteria, it is more significant to consider comparative rankings for project type. Using this methodology, the relative priority of two trails has been quantitatively evaluated, and a trail that meets more of the above criteria, (e.g., a trail in a low car ownership area, within a quarter mile of a school, and provides improved roadway crossings) ranks relatively higher to a trail project that is not in these locations or with no potential improved crossing. Moreover, this evaluation framework generally prioritizes more holistic projects, such as a Completes Streets project over a sidewalk improvement, as a broader array of potential transportation system users and more modes are being addressed in a singular project. More detailed information on the performance metrics and evaluation framework applied to this Plan's projects is described in the Technical Compendium (G).

## DEVELOPING PROJECT COSTS

The Florida Department of Transportation (FDOT) provides Cost Per Mile Models as a reference for long-range estimating of transportation construction projects statewide. These models were adapted for cost estimates in the Plan to include project unknowns, Engineering, Right-of-Way, and Operation and Maintenance. Additionally, an examination of County resurfacing and trail projects revealed that the FDOT estimates differ significantly and were adjusted to more accurately reflect County costs. Therefore, the resurfacing estimates were 60 percent that of the FDOT models and trail projects were 200 percent of the FDOT models. When other estimates were used (e.g., fixed amounts identified per interlocal agreements) the detailed costs were left vacant and no estimation was done. For more detailed information on cost estimations, see the Technical Compendium (G).

## PROJECT NEEDS LIST

The following pages contain maps and corresponding tables of 2040 Plan's Tier I, Tier II, and Tier III county project needs. Projects that should be developed in coordination with the FDOT and projects that should be developed in coordination with cities were also prioritized and documented in separate maps and project needs tables later within this chapter. Details such as the project ranking, cost estimates, and a

project description defining the general need for the project are included in the project tables. If a new project need was identified through the methodologies employed during the development of this plan (such as the roadway LOS analysis, bicycle and pedestrian Q/LOS analysis, or stakeholder involvement) the project source is identified as "Seminole County 2040 Transportation Plan". Projects that were previously identified through review of other documents, for example the Sales Tax Capital Plan (2015-2025), note this source in the project source column.

As noted in the project description, many of the specific improvements to address project needs identified in this plan must first be further defined through project specific study phases before design and construction can occur.

### Pavement Management

The preservation of the existing system is also critical, and should always be prioritized based on condition. The County should use its existing pavement management system to prioritize roadways for resurfacing during CIP development.

Seminole County utilizes the PAVER Pavement Management System to plan the pavement resurfacing program. The US Army Corps of Engineers developed PAVER based on research into the lifecycle deterioration of roadway pavement. Once pavement has deteriorated past a certain point, resurfacing/repair costs begin to accelerate so it is critical to maintain roads at or above this point in the pavement life.

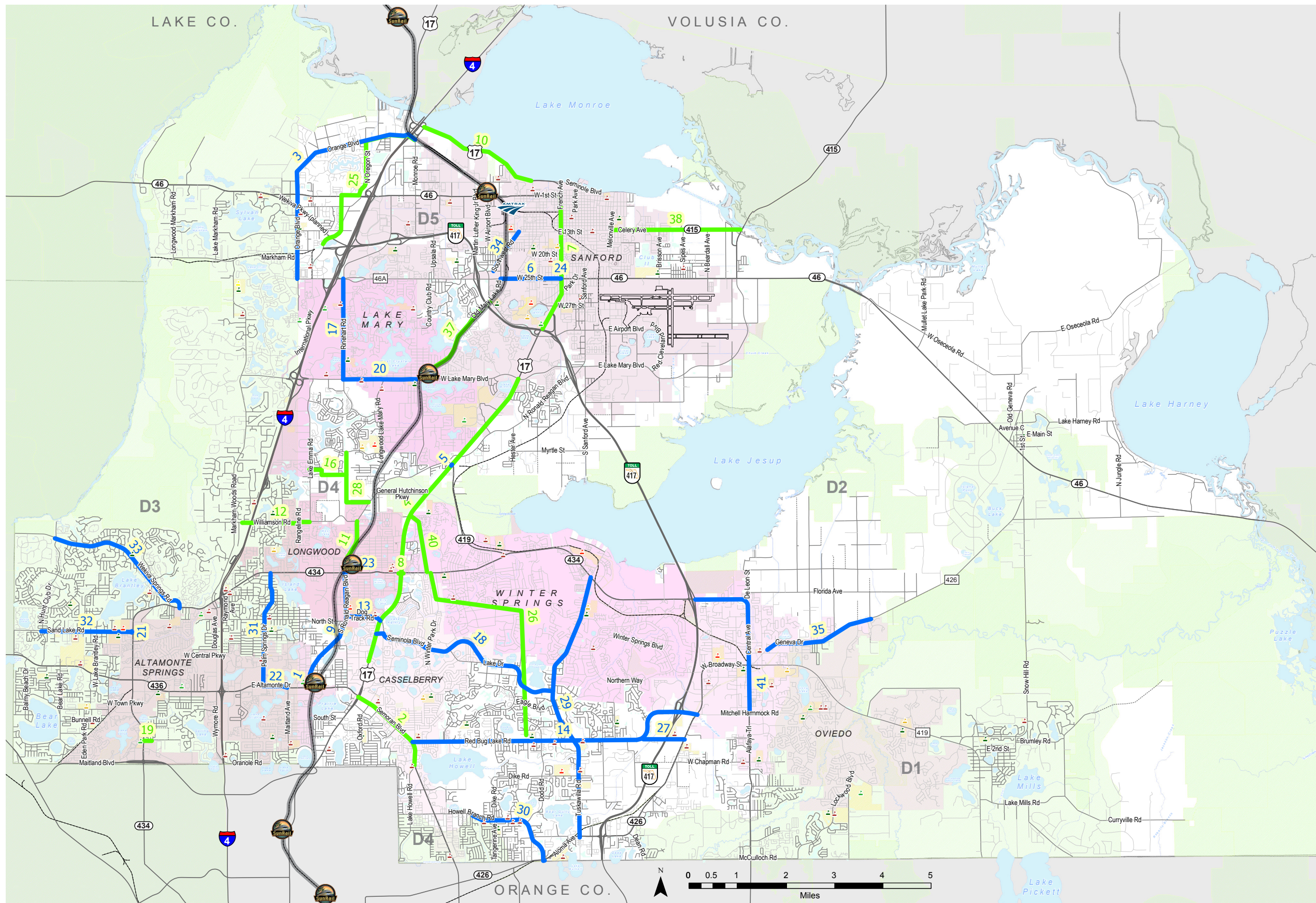
Because pavement deteriorates at different rates, only near-term pavement resurfacing projects identified in the Sales Tax Capital Plan (2015-2025) have been included in the projects list. Pavement resurfacing projects should be based on engineering judgement and should consider combining with other identified projects on this list to achieve the greatest value for money.

Funding has been identified for resurfacing separate from transportation improvements in the forecast. Although the forecasted resurfacing funding has been maintained at the current level of approximately \$7 Million per year, increases in this amount may be needed if the remaining pavement life of Seminole County maintained roadways begins to decline.



# PRIORITIZED PROJECTS

## TIER I. COUNTY PROJECT NEEDS



### Legend

- SunRail
- SunRail Stops
- Environmental Protected Areas
- School Locations**
  - Elementary School
  - Middle School
  - High School
  - Private School
  - College
- Project Type**
  - Bike/Ped
  - Roadway
  - TSM&O
  - Transit
  - ##** Project Priority Number

Note: See Project List for details.



# PRIORITIZED PROJECTS



## Tier I. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
1 •	Altamonte SunRail Station Bicycle and Pedestrian Connectivity Improvements	Bike/Ped	Altamonte SunRail Station		3.5	mi	\$-	\$-	\$-	\$-	<u>\$2,000,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County contribution to City of Altamonte Springs project to add bicycle and pedestrian improvements to connect to the Altamonte Springs SunRail station. \$2 Million identified on the Tax List and allocated per interlocal agreement. CIP 01785149.
2 •	SR 436 Multimodal Improvements	Bike/Ped	US 17-92	S. Orange County Line	4.1	mi	\$-	\$-	\$-	\$-	<u>\$5,000,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Improvements related to current project on MetroPlan's Priority List, studied under FPID 435729-1, preliminary concepts include 8-ft wide sidewalk and buffered bicycle lanes. \$5 Million identified on the Tax List. CIP 01785140.
3	Orange Blvd Complete Streets	Roadway	CR 46A	Monroe Ave	5	mi	\$2,300,000	\$-	\$5,000,000	\$-	\$7,300,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes to add bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS F. Also, resurfacing per tax plan, sidewalk enhancements per Seminole Trails Master Plan. A roadway safety project is currently in Design to 3-lane Orange Blvd as needed per tax plan under CIP 01785303. Cost estimate assumes resurfacing, restriping, and sidewalk construction in existing ROW.
4	US 17-92 Trail	Bike/Ped	Triplet Lake Dr	Shepard Road	3.5	mi	\$460,000	\$440,000	\$2,310,000	\$50,000	\$3,260,000	Seminole Parks Master Plan (2013)	Beginning with a study phase, this project proposes sidewalk enhancements and new trail connecting to existing trails. Cost assumes a 12-ft wide shared use path and some ROW acquisition.
5 •	US Hwy 17-92 at SR 419	Roadway	Intersection		2	ea	\$230,000	\$100,000	\$500,000	\$10,000	\$840,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Extend WB right turn lane and extend multi-lanes at Transfer Station. \$800k identified on Tax List.
6	West 25th Street Complete Streets	Roadway	Old Lake Mary Rd	US 17-92	1.3	mi	\$600,000	\$-	\$1,300,000	\$-	\$1,900,000	Seminole County 2040 Transportation Plan, Coordination with City of Sanford	Beginning with a study phase, this project proposes a potential lane elimination, and bicycle, pedestrian, and safety improvements to as well as signal improvements at US 17-92 intersection.
7	Downtown Sanford Bicycle and Pedestrian connections	Bike/Ped	Airport Blvd	Seminole Blvd	1	mi	\$460,000	\$-	\$1,000,000	\$-	\$1,460,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes safety improvements for downtown Sanford area cyclist and pedestrians including US 17-92 Crossings in existing ROW.
8 •	SR 434 at US 17-92	Bike/Ped	Intersection		1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Address pedestrian and safety issues at the intersection with potential refuge islands, shorter crossing distances, pedestrian signal phase improvements. \$500k identified on Tax List. CIP 01785304.
9	Ronald Reagan Blvd Complete Streets	Roadway	SR 436	Longwood St	2.8	mi	\$1,290,000	\$-	\$2,800,000	\$-	\$4,090,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
10 •	Riverwalk Phase 3	Bike/Ped	Monroe Rd (CR 15)	Phase 2 Terminus (Across from Hospital)	2.4	mi	\$-	\$-	\$-	\$-	<u>\$7,000,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County share of joint County/City project to complete phase 3 of the project. \$6 Million identified on the Tax List. CIP budget updated to \$7 Million. CIP 01785153.
11 •	N Ronald Reagan Blvd (CR 427) Context Sensitive Improvements	Bike/Ped	E SR 434	Longwood Hills Rd	1.2	mi	\$550,000	\$-	\$1,200,000	\$-	\$1,750,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County cost share of joint County/City of Longwood/FDOT project to encourage TOD development and to improve pedestrian and bicycle accessibility. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW. \$1 Million identified on County Tax List and \$1,024,392 identified on City of Longwood Tax List.
12 •	EE Williamson Rd Trail Connector	Bike/Ped	Seminole Wekiva Trail	Lake Emma Road	1.1	mi	\$150,000	\$140,000	\$730,000	\$10,000	\$1,030,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	Trail Improvements connecting to existing trails. Cost assumes 12-ft wide asphalt shared use path with some ROW acquisition. \$900k identified on Tax List.
13	Dog Track Road Complete Streets	Roadway	Ronald Reagan Blvd	US 17-92	0.8	mi	\$370,000	\$-	\$800,000	\$-	\$1,170,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
14	Red Bug Lake Rd Complete Streets	Roadway	SR 436	SR 426	6.2	mi	\$2,850,000	\$-	\$6,200,000	\$-	\$9,050,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible additional crossings to improve Bike QLOS F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
15	SR 436 at CR 427 (Ronald Reagan Blvd) Intersection Improvements	Roadway	Newburyport Ave.	RR Crossing	0.16	mi	\$-	\$2,000,000	\$1,600,000	\$-	\$3,600,000	MetroPlan Orlando Prioritized Project List, Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Add left turn lanes & access modifications, Add 2nd EB left turn lane. Cost from MetroPlan, \$1.5 Million identified on Tax List. City of Altamonte Springs design project. CIP 01785137.
16 •	Future Trails within Power Line Corridors	Bike/Ped	Lake Emma Road	Cross Seminole Trail	1.1	mi	\$150,000	\$140,000	\$730,000	\$10,000	\$1,030,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	Trail Improvements connecting to proposed powerline trail and existing Cross Seminole Trail. Cost assumes 12-ft wide asphalt shared use path with minimal ROW acquisition. CIP 01785317.
17 •	Rinehart Road	Roadway	W Lake Mary Blvd	CR 46A	2.1	mi	\$270,000	\$-	\$1,360,000	\$-	\$1,630,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County share of joint County/City project to improve intersections/bike/ped instead of widening to six lanes per city input. Cost assumes resurfacing and restriping. \$2.65 Million identified on the Tax List.

NOTE: Project priority numbers denoted with • indicate projects originally identified as part of the Sales Tax Capital Plan (2015-2025). Underlined costs indicate cost estimates derived from the Sales Tax Capital Plan (2015-2025) rather than the 2040 Plan cost estimate methodology. Project priority numbers 39, 83, 102, 127, 128, 132, 133 and 136 were removed due to refinements during Plan Finalization. Project priority numbers denoted with \* have not been prioritized due to the nature of the project.



# PRIORITIZED PROJECTS



## Tier I. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
18	Seminola Blvd Complete Streets	Roadway	US 17-92	Tuskawilla Rd	4.7	mi	\$2,160,000	\$-	4,700,000	\$-	\$6,860,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
19	Hillview Dr Sidewalks	Bike/Ped	S SR-434 (Forest City Road)	E of Durango Way	0.4	mi	\$20,000	\$-	\$80,000	\$-	\$100,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk. Cost assumes 5-ft concrete sidewalk on both sides of the street. \$100k identified on Tax List. CIP 01785258.
20	W Lake Mary Blvd Intersection Improvements	Roadway	Rinehart Rd	N Country Club Rd (CR 15)	6	ea	\$690,000	\$290,000	\$1,500,000	\$30,000	\$2,510,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Major Intersection Improvements identified in the corridor study (dated Sept. 2016) including a directional median opening at Crystal Drive intersection, add a second NB LT lane at Longwood Lake Mary Road, modify the signal for split phasing at 4th Street intersection, and extend SB RT lane at Country Club intersection. Cost estimate assumes minor improvements to intersections with minimal ROW acquisition. \$5 Million identified on Tax List. CIP 01785148.
21	N SR 434 at Sand Lake Rd	Roadway	Intersection		3	ea	\$350,000	\$140,000	\$750,000	\$20,000	\$1,260,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Add SB dual rights. NB dual lefts and WB receiving lane as shown in the Sand Lake Road Benefit-Cost Analysis (dated Feb 2014). ROW contains the addition of a second receiving lane on Sand Lake Road from SR 434 to just east of HS main entrance. \$2.5 Million identified on Tax List. CIP 01785147.
22	E Altamonte Dr (SR 436)	Roadway	Maitland Ave	Palm Springs Dr	4	ea	\$460,000	\$190,000	\$1,000,000	\$20,000	\$1,670,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Extend 4th WB thru lane to the west. \$3.25 Million identified on Tax List. Design by City of Altamonte Springs. Construction by FDOT. CIP 01785138.
23	E SR 434 at S Ronald Reagan Blvd (CR 427)	Roadway	Intersection		4	ea	\$460,000	\$190,000	\$1,000,000	\$20,000	\$1,670,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Beginning with a study phase to evaluate alternatives, this project proposes major intersection improvements to address safety and circulation impacted by adjacent RR crossings. May include a southbound right turn bypass road to SR 434 and signal upgrades. \$8 Million identified on Tax List. CIP 01785150.
24	W 25th St (HE Thomas Jr Pkwy) at US 17-92	Roadway	Intersection		2	ea	\$230,000	\$100,000	\$500,000	\$10,000	\$840,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Add 2nd WB thru lane and extend receiving lane. \$1.05 Million identified on Tax List. CIP 01785151 CR 46A/SR 46 at US 17-92.
25	International Pkwy Trail Connector	Bike/Ped	Seminole Wekiva Trail	Wayside Dr	1.5	mi	\$200,000	\$190,000	\$990,000	\$20,000	\$1,400,000	Seminole Parks Master Plan (2013)	County contribution to a city of Sanford project in design. New link between existing trails. Cost assumes 12-ft wide asphalt shared use path with minimal ROW acquisition.
26	Red Bug Connector Trail	Bike/Ped	SR 434	Red Bug Lake Rd	5	mi	\$660,000	\$630,000	\$3,300,000	\$70,000	\$4,660,000	Seminole Parks Master Plan (2013)	New link between existing/proposed trails in the powerline easement. Also on the PPAC Trails subcommittee Potential Trail Project Priority List. Cost assumes 12-ft wide asphalt shared use trail with minimal ROW acquisition.
27	Slavia Rd Capacity Improvements	Roadway	Red Bug Lake Rd	W SR 426	0.9	mi	\$2,720,000	\$1,120,000	\$5,910,000	\$120,000	\$9,870,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Beginning with a study phase, this project proposes roadway widening needed by 2040 to improve Roadway LOS F and pedestrian/bicycle improvements to improve Bike QLOS F. Physical constraint (SR 417 Bridge) to be reconstructed with SR 417 widening project. \$4 Million identified on Tax List. CIP 01785146.
28	Future Trails within Power Line Corridors	Bike/Ped	Greenway Blvd	Ronald Reagan Blvd (CR 427)	1.8	mi	\$240,000	\$230,000	\$1,190,000	\$20,000	\$1,680,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	Powerline Trail identified in Seminole Parks Master Plan and PPAC Trails subcommittee potential trail project priority list. Cost assumes 12-ft wide asphalt shared use trail with minimal ROW acquisition. \$1.3 Million identified on Tax List. CIP 01785315.
29	Tuskawilla Rd Complete Streets	Roadway	SR 426	SR 434	5.8	mi	\$2,670,000	\$-	\$5,800,000	\$-	\$8,470,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this projects proposes bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS D/F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
30	Howell Branch Rd Complete Streets	Roadway	Eastbrook Blvd	SR 426	2.1	mi	\$970,000	\$-	\$2,100,000	\$-	\$3,070,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible traffic calming consistent with adjacent complete streets study, to improve Bike QLOS F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
31	Palm Springs Dr Complete Streets	Roadway	SR 436	SR 434	2.4	mi	\$1,100,000	\$-	\$2,400,000	\$-	\$3,500,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS D/F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW. SR 436 to Center Street is maintained by Altamonte Springs.
32	Sand Lake Road Capacity Improvements	Roadway	Hunt Club Blvd	SR 434	1.9	mi	\$5,740,000	\$2,370,000	\$12,480,000	\$250,000	\$20,840,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and intersection improvements to improve Bike QLOS D/F and evaluates widening from 2 to 4-lanes needed by 2030 to improve Roadway LOS E/F. Cost assumes Widening from 2 to 4-lanes with significant ROW acquisition.
33	Wekiva Springs Rd Complete Streets	Roadway	Hunt Club Blvd	SR 434	3.3	mi	\$1,520,000	\$-	\$3,300,000	\$-	\$4,820,000	Seminole County 2040 Transportation Plan	Bicycle, Pedestrian, and intersection improvements, identified in the traffic operations and safety assessment (March 2016), instead of 4-lane widening needed by 2025. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
34	Southwest Road	Roadway	Country Club Rd	W 13th St	1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Add Guardrail and fix side slopes as needed along this county road. Sanford maintenance from Roosevelt Ave to W 13th St. \$500k identified on Tax List. CIP 01785238.



# PRIORITIZED PROJECTS



## Tier I. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
35	CR 426 Shoulders	Roadway	Kimble Ave	Lockwood Blvd	2	mi	\$120,000	\$260,000	\$620,000	\$-	\$1,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Add shoulders where there are shoulder gaps, add keyhole bike lanes at Lockwood. Cost assumes some ROW needs to be purchased. \$1 Million identified on Tax List. CIP 01785308.
36	Advanced Traffic Management System (ATMS) and Intelligent Transportation System (ITS) Improvements	TSM&O	Various Locations			mi	\$-	\$-	\$7,700,000	\$-	\$7,700,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Projects include but are not limited to: Fiber upgrades, Adaptive Signal Systems, Variable Message Signs (VMS), Bluetooth Travel Time Readers and other future new ITS technology on Arterial and Collector Roadways. \$11 Million identified on Tax List, \$1.1 Million per year remaining.
37	Old Lake Mary Bicycle Improvements	Bike/Ped	Palmetto Street	Airport Blvd	2	mi	\$260,000	\$-	\$1,300,000	\$-	\$1,560,000	Seminole County 2040 Transportation Plan	This project proposes adding bike lanes or sharrows, as speed limit appropriate, to enhance multimodal connections to Sunrail. Cost assumes paved shoulders in existing ROW.
38	Lake Monroe Loop - Celery Ave/ Mellonville Ave	Bike/Ped	Sanford Riverwalk	SR 415	3.5	mi	\$460,000	\$440,000	\$2,310,000	\$50,000	\$3,260,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Provide funding toward this project currently on MetroPlan's Bicycle and Pedestrian priority list (#20). \$3.8 Million identified on Tax List. \$3 Million identified as unfunded PE/CST on MetroPlan's list. Cost assumes 12-ft asphalt shared use trail. CIP 01785350.
40	Future Trails within Power Line Corridors	Bike/Ped	SR 434	Shepard Road	1.8	mi	\$240,000	\$230,000	\$1,190,000	\$20,000	\$1,680,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	New trail improvement within existing powerline corridor. Cost assumes 12-ft asphalt shared use trail with minimal ROW acquisition. \$1.3 Million identified on Tax List.
41	SR 434 Widening	Roadway	SR 417	E Mitchell Hammock Rd	3.5	mi	\$5,000,000	\$5,000,000	\$-	\$-	\$10,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County fund PD&E (\$2 Million), Design (\$3 Million), ROW (\$5 Million) for widening from two to four lanes, construction (if PD&E phase is approved) by FDOT. \$10 Million identified on Tax List does not include construction. FPID 440701-1, CIP 01785145.
*	Upgrade Pre-emption Equipment	TSM&O	Various Locations			mi	\$-	\$-	\$300,000	\$-	\$300,000	Sales Tax Capital Plan (2015-2025) Seminole County Traffic Signals, Signs and Striping Projects	Upgrade Pre-emption Equipment. \$300k identified on Tax List. CIP 01785167.
*	Install/Upgrade Transit Priority Equipment	TSM&O	Various Locations			mi	\$-	\$-	\$500,000	\$-	\$500,000	Sales Tax Capital Plan (2015-2025) Seminole County Traffic Signals, Signs and Striping Projects	Install/Upgrade Transit Priority Equipment. \$500k identified on Tax List. CIP 01785167.
*	Sign Replacement and Striping Program	TSM&O	Various Locations			mi	\$-	\$-	\$4,500,000	\$-	\$4,500,000	Sales Tax Capital Plan (2015-2025) Seminole County Traffic Signals, Signs and Striping Projects	Seminole County recently completed an in-house Sign Inventory Data Collection Program using County-purchased GPS units. Traffic Engineering will initiate a Sign Replacement Program based on the condition, age and reflectivity of these signs. Traffic Engineering will also utilize these funds to Install and Maintain Striping on all County Roadways. \$4.5 Million identified on Tax List. CIP 01785312.
*	Upgrade to LED Street Signs	TSM&O	Various Locations			mi	\$-	\$-	\$840,000	\$-	\$840,000	Sales Tax Capital Plan (2015-2025) Seminole County Traffic Signals, Signs and Striping Projects	Upgrade to LED Street Signs. \$1.2 Millions identified on Tax List, \$120k per year remaining. CIP 01785313.
*	Upgrade to LED Street Lights	TSM&O	Various Locations			mi	\$-	\$-	\$350,000	\$-	\$350,000	Sales Tax Capital Plan (2015-2025) Seminole County Traffic Signals, Signs and Striping Projects	Upgrade to LED Street Lights. \$500k identified on Tax List, \$50k per year remaining. CIP 01785313.
*	New County Signals	TSM&O	Various Locations			mi	\$-	\$-	\$3,000,000	\$-	\$3,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Traffic Signals, Signs and Striping Projects	New County Signals. \$3 Million identified on Tax List. CIP 01785344.
*	Projects from Longwood's Bicycle and Pedestrian Master Plan - County Share	Bike/Ped	Various Locations			mi	\$-	\$-	\$3,500,000	\$-	\$3,500,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County share of joint County/City projects identified in Longwood's Bicycle and Pedestrian Master Plan. CIP 01785154
*	Pedestrian and Bicycle Crossing Safety Projects	Bike/Ped	Various Locations			mi	\$-	\$-	\$12,420,000	\$-	\$12,420,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Projects include but are not limited to: Cross Seminole Trail at SR 426, SR 434 (in Oviedo) and Oviedo Crossings Blvd, SR 426, and SR 46 at the Sanford SunRail station. \$15 Million identified on Tax List. Individual projects shown as Trail projects instead of Major projects. CIP 01785141
*	Regional Trail Projects - County Share	Bike/Ped	Various Locations			mi	\$-	\$-	\$6,200,000	\$-	\$6,200,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County Share of future proposed Trail projects within City limits that have regional connectivity. These include, but are not limited to, connections between the Riverwalk, Sanford SunRail Station and the neighboring communities. CIP 01785155
*	Sanlando Estates Sidewalks	Bike/Ped	Various locations		1	mi	\$40,000	\$-	\$200,000	\$-	\$240,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA Improvements. CIP 01785259.
*	Goldie Manor Area Sidewalks	Bike/Ped	Various locations		1	mi	\$40,000	\$-	\$200,000	\$-	\$240,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA Improvements. CIP 01785260.
*	English Estates Subdivision	Bike/Ped	Various Locations			mi	\$-	\$-	\$750,000	\$-	\$750,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA Improvements. CIP 01785273.
*	East Altamonte Area Sidewalks Phase II	Bike/Ped	Various locations		1.7	mi	\$70,000	\$-	\$340,000	\$-	\$410,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA Improvements. CIP 00192922.



# PRIORITIZED PROJECTS



## Tier I. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
* •	ADA Retrofit Program	Bike/Ped	Various Locations			mi	\$-	\$-	\$4,000,000	\$-	\$4,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ ADA Improvements	Pedestrian and ADA improvements. CIP 01785444.
* •	Various Future Capital Projects	Bike/Ped	Various Locations			mi	\$-	\$-	\$2,380,000	\$-	\$2,380,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ ADA Improvements	Pedestrian and ADA improvements
* •	W 20th Street (Hughey St)	Bike/Ped	Various Locations		1	mi	\$40,000	\$-	\$200,000	\$-	\$240,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Ditch Work - Guardrail or close ditch and add sidewalk. CIP 01785305.
* •	Lighting Projects	Bike/Ped	Various Locations			mi	\$-	\$-	\$1,000,000	\$-	\$1,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Add Lighting at high crash non-signalized intersections, high crash roadway segments and other miscellaneous high traffic pedestrian crossings. CIP 01785309.
* •	Trail System Upgrades	Bike/Ped	Various Locations			mi	\$-	\$-	\$1,000,000	\$-	\$1,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	Trail Improvements. CIP 01785315.
* •	New Trailheads	Bike/Ped	Various Locations			mi	\$-	\$-	\$1,000,000	\$-	\$1,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	Trail Improvements. CIP 01785315.
* •	East Seminole County Unpaved Trail Connections	Bike/Ped	Various Locations			mi	\$-	\$-	\$1,000,000	\$-	\$1,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	Trail Improvements. CIP 01785318.
* •	Neighborhood Trail Connections	Bike/Ped	Various Locations			mi	\$-	\$-	\$1,000,000	\$-	\$1,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	Trail Improvements. CIP 01785315.
* •	Various Countywide Trail Projects	Bike/Ped	Various Locations			mi	\$-	\$-	\$1,000,000	\$-	\$1,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Trail Projects	Trail Improvements that may include but is not limited to; Cross Seminole Trail Oviedo Connector 2 (Oviedo Blvd to Franklin St), Lockwood Blvd (UCF to Old Lockwood Blvd), Hillview Dr (SR 434 to OC Line), Dodd Road (Howell Branch Rd to Red Bug Lake Rd), Weldon Blvd (US 17-92 to College Dr), Broadmoor Rd (Country Club Rd to Campus Lane). CIP 01785315.
* •	Bridge No. 774014	Roadway	Weathersfield Avenue	Over Little Wekiva River		mi	\$-	\$-	\$500,000	\$-	\$500,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Replacement. CIP 01785287.
* •	Bridge No. 774048	Roadway	Wekiva Springs Road	Over Sweetwater Creek		mi	\$-	\$-	\$500,000	\$-	\$500,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Repair. CIP 01785285.
* •	Bridge No. 774016	Roadway	Springs Landing Blvd	Over Little Wekiva		mi	\$-	\$-	\$250,000	\$-	\$250,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Repair. CIP 01785288.
* •	Bridge No. 774006	Roadway	Lake Howell Lane	Over Lake Howell Creek		mi	\$-	\$-	\$2,247,000	\$-	\$2,247,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Replacement. Estimate from county staff. \$1 Million identified on Tax List. CIP 01785286.
* •	Bridge No. 774044/74033	Roadway	W CR 419	Over Econ River		mi	\$-	\$-	\$150,000	\$-	\$150,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Repair. CIP 01785290.
* •	Bridge No. 774004	Roadway	Northwestern Avenue	Over Little Wekiva River		mi	\$-	\$-	\$2,000,000	\$-	\$2,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Replacement currently in design. \$1 Million identified on Tax List. CIP 01785283.
* •	Bridge No. 774050	Roadway	Dodd Rd	Over Howell Creek		mi	\$-	\$-	\$250,000	\$-	\$250,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Repair. CIP 01785289.
* •	Annual Capital Bridge Maintenance@ \$500,000/Year (including Inspections/Repair Plans)	Roadway	Various Locations			mi	\$-	\$-	\$5,000,000	\$-	\$5,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Replacement. CIP 01785447.
* •	Wekiva Springs Rd	Roadway	SR 434	N Sweetwater Blvd	2.1	mi	\$270,000	\$-	\$1,360,000	\$-	\$1,630,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785196.
* •	Palm Springs Dr	Roadway	North St	W SR 434	1	mi	\$60,000	\$-	\$310,000	\$-	\$370,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785207.
* •	Sanford Ave	Roadway	Lemon St	Hibiscus Dr		mi	\$-	\$-	\$235,000	\$-	\$235,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785192.



# PRIORITIZED PROJECTS



## Tier I. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
* •	N Ronald Reagan Blvd (CR 427)	Roadway	Pen Ave	Country Club Blvd (C-15)	1.2	mi	\$160,000	\$-	\$780,000	\$-	\$940,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785202.
* •	Bridge No. 774034	Roadway	Snow Hill Rd	Over Econ River		mi	\$-	\$-	\$100,000	\$-	<u>\$100,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Repair. CIP 01785291.
* •	Bridge No. 774041	Roadway	Orange Ave	Over Little Wekiva River		mi	\$-	\$-	\$50,000	\$-	<u>\$50,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Repair. CIP 01785292.
* •	Pedestrian/ Trails Bridges 10-Year Major Rehabilitation (32 Bridges)	Roadway	Various Locations			mi	\$-	\$-	\$2,400,000	\$-	<u>\$2,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Bridge Replacement/Rehabilitation Projects	Bridge Repair. CIP 01785448.
* •	Raymond Ave	Roadway	W SR 434	North St	0.5	mi	\$30,000	\$-	\$160,000	\$-	\$190,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785184.
* •	Howell Branch Rd	Roadway	500' West of Dodd Rd	Semorán Blvd (SR 436)	1.9	mi	\$250,000	\$-	\$1,230,000	\$-	\$1,480,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785209.
* •	Dodd Rd	Roadway	Howell Branch Rd	Red Bug Lake Rd	1.9	mi	\$250,000	\$-	\$1,230,000	\$-	\$1,480,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785214.
* •	Markham Woods Rd	Roadway	SR 434	EE Williamson	1.7	mi	\$110,000	\$-	\$530,000	\$-	\$640,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785191.
* •	Markham Rd	Roadway	Orange Blvd	Longwood Markham Rd	2.6	mi	\$160,000	\$-	\$810,000	\$-	\$970,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785195.
* •	S Country Club Rd	Roadway	N Ronald Reagan Blvd (CR 427)	W Lake Mary Blvd	2.1	mi	\$130,000	\$-	\$660,000	\$-	\$790,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785197.
* •	Markham Woods Rd	Roadway	EE Williamson Rd	Spanish Oaks Trail	1.4	mi	\$90,000	\$-	\$440,000	\$-	\$530,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785206.
* •	Old Howell Branch Rd	Roadway	Aloma Ave (SR 426)	Howell Branch Rd	0.5	mi	\$30,000	\$-	\$160,000	\$-	\$190,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785212.
* •	Markham Woods Rd	Roadway	Spanish Oaks Trail	Lake Mary Blvd	1.8	mi	\$110,000	\$-	\$560,000	\$-	\$670,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785213.
* •	Various Local Roads Year 4	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Local Roads Year 5	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Local Roads Year 6	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Local Roads Year 7	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Local Roads Year 8	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Local Roads Year 9	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Local Roads Year 10	Roadway	Various Locations			mi	\$-	\$-	\$1,000,000	\$-	<u>\$1,000,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.



# PRIORITIZED PROJECTS



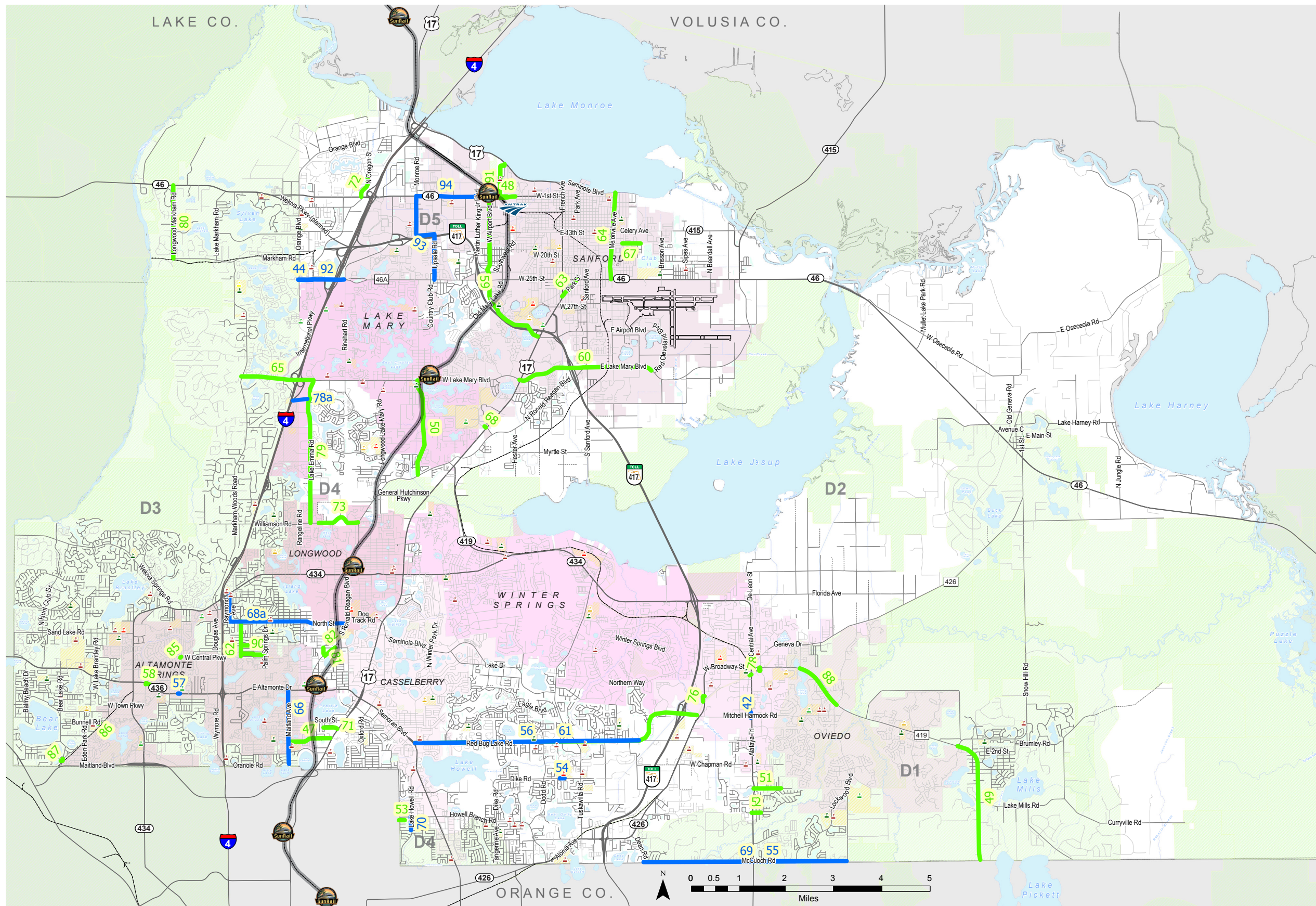
## Tier I. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
* •	Various Arterial / Collector Roads Year 4	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Arterial / Collector Roads Year 5	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Arterial / Collector Roads Year 6	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Arterial / Collector Roads Year 7	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Arterial / Collector Roads Year 8	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	<u>\$3,400,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Arterial / Collector Roads Year 9	Roadway	Various Locations			mi	\$-	\$-	\$3,400,000	\$-	\$3,400,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Various Arterial / Collector Roads Year 10	Roadway	Various Locations			mi	\$-	\$-	\$1,000,000	\$-	\$1,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Roadway Resurfacing Projects	Roadway Resurfacing. CIP 01785574.
* •	Mast Arm Signal Conversions on State, County and City Arterial and Collector Roadways	Roadway	Various Locations			mi	\$-	\$-	\$7,000,000	\$-	<u>\$7,000,000</u>	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Projects include but are not limited to: Red Bug Lake Rd at SR 417 Ramps, SR 46 at Rinehart Rd, SR 436 at Anchor Rd, SR 436 and Howell Branch Rd, etc. \$10 Million identified on Tax List, \$1 Million per year remaining. CIP 01785457.



# PRIORITIZED PROJECTS

## TIER II. COUNTY PROJECT NEEDS



**Legend**

- SunRail
- SunRail Stops
- Environmental Protected Areas

**School Locations**

- Elementary School
- Middle School
- High School
- Private School
- College

**Project Type**

- Bike/Ped
- Roadway
- TSM&O
- Transit
- ## Project Priority Number

Note: See Project List for details.





# PRIORITIZED PROJECTS



## Tier II. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
42	SR 434 and E Mitchell Hammock Rd	Roadway	Intersection		4	ea	\$460,000	\$-	\$1,000,000	\$-	\$1,670,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Beginning with a traffic study, this project proposes operational improvements and possibly adding additional turn lanes along Mitchel Hammock Rd. Cost assumes minimal ROW acquisition. \$1.9 Million identified on Tax List. CIP 01785563.
43	Mast Arm Replacements/Upgrades	TSM&O	Various Locations		3	ea	\$350,000	\$-	\$750,000	\$-	\$1,260,000	Sales Tax Capital Plan (2015-2025) Seminole County Traffic Signals, Signs and Striping Projects	Red Bug Lake Rd @ SR 417, West Side Red Bug Lake Rd @ SR 417, East Side W SR 46 @ Rinehart Rd, Sand Lake Rd @ N Hunt Club Rd, Cost-Share for Mast Arms for New FOOT Signals, Cost-Share for Mast Arm Conversions for City/County Signals, Various Other Locations, CIP 01785157
44	CR 46A Complete Streets	Roadway	Orange Blvd	International Parkway	0.4	mi	\$180,000	\$-	\$400,000	\$-	\$580,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible traffic calming. Note that bike lanes are proposed east of International Parkway as part of the future I-4 reconstruction. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
45	Casselberry to Sunrail Wayfinding	Bike/Ped	Altamonte Springs SunRail Station		1	mi	\$460,000	\$-	\$1,000,000	\$-	\$1,460,000	Seminole County 2040 Transportation Plan, Casselberry	Beginning with a study phase, this project proposes bicycle and pedestrian improvements and wayfinding signage to direct bikes/peds to and from the Altamonte Springs Sunrail station. Cost estimate assumes resurfacing, sharrows, and sidewalk construction within existing ROW.
46	SR 436 East Pedestrian Underpass	Bike/Ped					\$-	\$-	\$-	\$-	\$1,000,000	Summary of Additional City of Altamonte Springs Candidate Projects	Additional funding for proposed SR 436 underpass to serve a critical pedestrian/bicyclists safety need.
47	Spring Lake Rd/O'Brien Rd Trail Connector	Bike/Ped	Maitland Ave	US Hwy 17-92		mi	\$-	\$-	\$-	\$-	\$2,000,000	Summary of Additional City of Altamonte Springs Candidate Projects	Joint City/County Project to provide connection from Spring Lake Rd Trail to US 17-92 existing trail.
48	Sanford Sunrail Station	Bike/Ped	Martin Luther King Jr Blvd	Persimmon Ave.	2	mi	\$260,000	\$250,000	\$1,320,000	\$30,000	\$1,860,000	Seminole County 2040 Transportation Plan	Beginning with a study phase within 2 miles of the station, this project proposes improved bicycle and pedestrian connections to the Sanford Sunrail station including SR 46 crossing safety per sales tax list. Cost assumes 12-ft asphalt shared use path with minimal ROW acquisition.
49	CR 419 shared-use path	Bike/Ped	East of Snowhill Rd	Orange County Line	2.6	mi	\$340,000	\$330,000	\$1,720,000	\$30,000	\$2,420,000	Seminole Parks Master Plan (2013)	Shared-use path for use by bicycles, pedestrians and golf carts to improve Bike QLOS C/F. Cost assumes 12-ft asphalt shared use trail with minimal ROW acquisition.
50	Country Club Rd Trail	Bike/Ped	Ronald Reagan Blvd	Lake Mary Blvd	2.5	mi	\$330,000	310,000	\$1,650,000	\$30,000	\$2,320,000	Seminole Parks Master Plan (2013)	Proposed trail between Longwood and Lake Mary to improve Bike QLOS D. Cost assumes 12-ft asphalt shared use trail with minimal ROW acquisition.
51	Lake Hayes Rd	Bike/Ped	Alafaya Trail (SR-434)	Riverdale Court	0.7	mi	\$30,000	\$-	\$140,000	\$-	\$170,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to complete sidewalk along the north side. Cost assumes adding 5-ft concrete sidewalk along one side of street. \$200k identified on Tax List.
52	Carrigan Ave	Bike/Ped	Alafaya Trail (SR-434)	Division Street	0.8	mi	\$30,000	\$-	\$160,000	\$-	\$190,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to complete sidewalk on both sides of the street. Cost assumes adding 5-ft concrete sidewalk along both sides of street. \$225k identified on Tax List.
53	Carrigan Ave	Bike/Ped	Lakemont Avenue	Dead End	0.3	mi	\$10,000	\$-	\$60,000	\$-	\$70,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk. Cost assumes adding 5-ft concrete sidewalk along one side of street. \$100k identified on Tax List.
54	Lake Howell High School Entrance	Roadway	Dike Road		1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Add or extend turn lanes to Lake Howell High School to improve operations along Dike Road. Cost assumes one major turn lane improvement. \$500k identified on Tax List.
55	E McCulloch Road Turn Lane Improvements	Roadway	SR 434	Lockwood Boulevard	1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Beginning with a traffic study of existing turn lanes, the project proposes to extend or add turn lanes to improve traffic operations and safety, possibly at the left turn to Northgate Circle. Cost assumes one major turn lane improvement. \$600k identified on Tax List.
56	Red Bug Lake Road Turn Lane Extension	Roadway	SR 436	Tuskawilla Rd	1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Beginning with a traffic study of existing turn lanes, this project proposes to extend left or right turn lanes to standard lengths, possibly at the left turns to Merivale Dr. Cost assumes one major turn lane improvement. \$600k identified on Tax List.
57	W SR 436 at Montgomery Rd	Roadway	Intersection		1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Minor Roadway & Safety Projects	Extend EB dual left lanes and remove directional median opening at plaza driveway. Access change will require a public hearing. Cost assumes one major turn lane improvement. \$500k identified on Tax List.
58	SR 436 Crossing of the Seminole Wekiva Trail Overpass/Underpass	Bike/Ped			1	ea	\$1,500,000	\$-	\$5,500,000	\$100,000	\$7,100,000	Summary of Additional City of Altamonte Springs Candidate Projects	SR 436 Crossing project identified in the PPAC trails subcommittee potential trail project priority list. Possibly an interim at grade improvements to the SR 436 intersection with Laurel St. and ultimate trail bridge or underpass from the SW corner of the intersection to the NE corner. Cost Estimate from county staff.
59	Airport Blvd Trail	Bike/Ped	US 17-92	SR 46	3.4	mi	\$450,000	\$430,000	\$2,240,000	\$40,000	\$3,160,000	Seminole County 2040 Transportation Plan	Beginning with a separate study phase or in conjunction with the Sanford Sunrail Station project study, this project proposes a trail along Airport Blvd connecting the Sanford Sunrail station to the future US 17-92 trail. Cost assumes 12-ft asphalt shared use path with minimal ROW acquisition.
60	E Lake Mary Blvd Trail	Bike/Ped	US 17-92	Ohio Ave	3	mi	\$400,000	\$380,000	\$1,980,000	\$40,000	\$2,800,000	Seminole Parks Master Plan (2013)	New trail link between existing trails and also identified on the PPAC Trails subcommittee potential trail project priority list. Cost assumes 12-ft asphalt shared use trail with minimal ROW acquisition.



# PRIORITIZED PROJECTS



## Tier II. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
61	Red Bug Lake Rd	Bike/Ped	SR 436	Cross Seminole Trail	6.3	mi	\$250,000	\$-	\$1,260,000	\$-	\$1,510,000	Seminole Parks Master Plan (2013)	Enhancements to sidewalks with potential intersection lighting from Merivale Dr to Rising Sun Blvd to reduce high bike/ped crash frequency. Cost assumes reconstructing 5-ft concrete sidewalk on one side of street.
62	Virginia Ave	Bike/Ped	North Street	Tangerine Street	1	mi	\$40,000	\$-	\$200,000	\$-	\$240,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk. Cost assumes adding 5-ft concrete sidewalk along one side of street. \$325k identified on Tax List.
63	Park Drive/Park Ave Bicycle Improvements	Bike/Ped	US 17-92	SR 46	2.2	mi	\$1,010,000	\$-	\$2,200,000	\$-	\$3,210,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project is proposed to be a joint project with the City of Sanford to improve bike connectivity parallel to US 17-92 to complete regional connectivity of bike infrastructure from 17-92 to Downtown Sanford (preferred bike route, as bike lanes end on US 17-92). Proposes bicycle improvements and possible bike boulevard connecting to the northern terminus of bike lanes on US 17-92. The parallel segment of US 17-92 without bike lanes has a high bike/ped crash frequency. Cost assumes resurfacing, restriping, and sidewalk construction on one side of the street.
64	Melenville Ave Bicycle Improvements	Bike/Ped	E 25th St	Celery Ave	1	mi	\$60,000	\$-	\$310,000	\$-	\$370,000	Seminole County 2040 Transportation Plan	Bicycle improvements that may include sharrows, traffic calming, and removing center pavement marking to improve Bike QLOS C. Cost assumes resurfacing and restriping.
65	Lake Mary Blvd Trail	Bike/Ped	Markham Woods Rd	Lake Emma Rd	1.5	mi	\$200,000	\$190,000	\$990,000	\$20,000	\$1,400,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes a trail along Lake Mary Blvd connecting to Cross Seminole Trail to improve Bike QLOS F. Not currently part of the I4 Beyond the Ultimate design. Cost assumes 12-ft asphalt trail with minimal ROW acquisition and bridge by FDOT.
66	Maitland Ave Complete Streets	Roadway	Lake Shore Dr	SR 436	1.6	mi	\$740,000	\$-	\$1,600,000	\$-	\$2,340,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS D/F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
67	1st Drive	Bike/Ped	Summerlin Ave	Roseberry Ln	0.5	mi	\$20,000	\$-	\$100,000	\$-	\$120,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add a sidewalk on the south side of the street. Cost assumes 5-ft concrete sidewalk on one side of the street. \$150k identified on the Tax List.
68	W. County Home Road	Bike/Ped	US Hwy 17-92	College Dr	0.3	mi	\$10,000	\$-	\$60,000	\$-	\$70,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalks to the street that has none. Cost assumes 5-ft concrete sidewalk on both sides of the street. \$90k identified on the Tax List.
68a	North Street/Raymond Avenue Complete Streets	Roadway	Ronald Reagan Blvd	SR 434	3	mi	\$1,380,000	\$-	\$3,000,000	\$-	\$4,380,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this projects proposes bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS D. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
69	McCulloch Rd Complete Street	Roadway	Dean Rd	Lockwood Blvd	3.2	mi	\$1,470,000	\$-	\$3,200,000	\$-	\$4,670,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible new pedestrian bridge over Little Econ River to improve Bike QLOS F. Note Seminole county maintenance is from Rouse Rd to Lockwood Blvd. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
70	Lake Howell Rd Complete Streets	Roadway	Linden Rd	SR 436	1.3	mi	\$600,000	\$-	\$1,300,000	\$-	\$1,900,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes bicycle, pedestrian, and landscape improvements with possible traffic calming to improve Bike QLOS D/F. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
71	Ridge Rd	Bike/Ped	Driftwood Dr	US 17-92	0.6	mi	\$20,000	\$-	\$120,000	\$-	\$140,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk to both sides of street. Cost assumes 5-ft concrete sidewalk on both sides of street. \$180k identified on Tax List.
72	North Oregon St (Missing Gaps) West Side	Bike/Ped	W SR 46	Retention Pond	0.2	mi	\$10,000	\$-	\$40,000	\$-	\$50,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to complete sidewalk along the west side of the street. Cost assumes 5-ft concrete sidewalk on one side of street. \$75k identified on Tax List.
73	Longwood Hills Rd	Bike/Ped	Hearthstone Ln	N Ronald Reagan	2.2	mi	\$90,000	\$-	\$440,000	\$-	\$530,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements complete sidewalk on both sides of the street. Cost assumes 5-ft concrete sidewalk on both sides of street. \$650k identified on Tax List.
74	Altamonte Springs Sun Rail Station to Seminole Wekiva Trail Multi-Use Connector	Bike/Ped					\$-	\$-	\$-	\$-	\$4,500,000	Summary of Additional City of Altamonte Springs Candidate Projects	Crossings as part of overall project at CR 427, Palm Springs Dr, I-4 and Central Pkwy.
75	Expansion of SR 436 Adaptive Signal System in Altamonte Springs	TSM&O			1	ea	\$-	\$-	\$-	\$-	\$200,000	Summary of Additional City of Altamonte Springs Candidate Projects	Expansion of SR 436 Adaptive Signal System in Altamonte Springs.
76	SR 426 at Cross Seminole Trail Crossing Safety	Bike/Ped			1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	SR 426 at Cross Seminole Trail Crossing Safety project. CIP 01785141
77	SR 434 (in Oviedo) at Cross Seminole Trail Crossing Safety	Bike/Ped			1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	SR 434 (in Oviedo) at Cross Seminole Trail Crossing Safety improvements that may include adding crosswalk lighting.

# PRIORITIZED PROJECTS



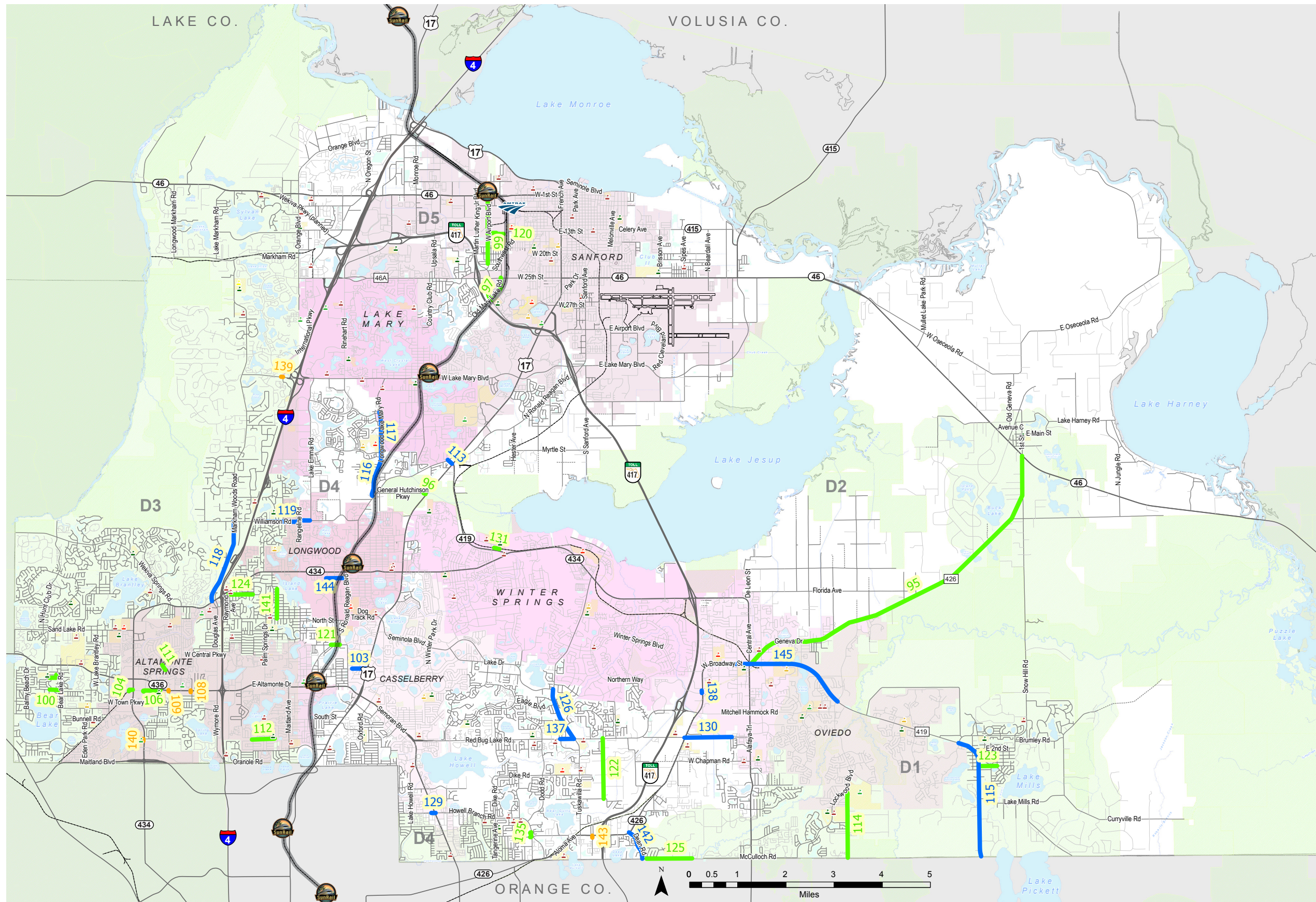
## Tier II. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
78	Oviedo Crossings Blvd at Cross Seminole Trail Crossing Safety	Bike/Ped			1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Oviedo Crossings Blvd at Cross Seminole Trail Crossing Safety.
78a	I-4 Ramp connection to Lake Emma Road	Roadway	I-4 Eastbound	Lake Emma Rd	0.7	mi	\$2,120,000	\$870,000	\$4,600,000	\$90,000	\$7,680,000	BCC	Project proposes advancing the new I-4 EB off-ramp to Lake Emma Rd that is planned with the I-4 Beyond the Ultimate project. Funds to be reimbursed later.
79	Lake Emma Rd Trail	Bike/Ped	Longwood Hills Rd	Lake Mary Blvd	3	mi	\$400,000	\$380,000	\$1,980,000	\$40,000	\$2,800,000	Seminole Parks Master Plan (2013)	New trail or wide sidewalk to improve Bike QLOS D. Cost assumes 12-ft wide asphalt shared use trail with minimal ROW acquisition.
80	Longwood Markham Rd Trail Connector	Bike/Ped	From Markham Rd	SR 46	1.5	mi	\$200,000	\$190,000	\$990,000	\$20,000	\$1,400,000	Seminole County Capital Improvement Projects	New trail or wide sidewalks for connection to the future Wekiva Parkway Trail. Cost assumes 12-ft asphalt shared use trail with minimal ROW acquisition.
81	Oak Ave	Bike/Ped	Magnolia St	Lake Mobile Dr	0.4	mi	\$20,000	\$-	\$80,000	\$-	\$100,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk near Altamonte Springs. Cost assumes 5-ft concrete sidewalks on both sides of the street. \$120k identified on Tax List.
82	Lake Mobile Dr	Bike/Ped	Plumosa Ave	S of Oak Ave	0.7	mi	\$30,000	\$-	\$140,000	\$-	\$170,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk. Cost assumes 5-ft concrete sidewalks on both sides of the street. \$200k identified on Tax List.
84	Spring Lake Rd Trail to Maitland Ave Crossing	Bike/Ped					\$-	\$-	\$-	\$-	\$2,000,000	Summary of Additional City of Altamonte Springs Candidate Projects	Proposed connection across Lake Roy to connect Spring Lake Trail to Maitland Ave.
85	Montgomery Rd Crossing of the Seminole Wekiva Trail	Bike/Ped					\$-	\$-	\$-	\$-	\$500,000	Summary of Additional City of Altamonte Springs Candidate Projects	Proposed Montgomery Rd Crossing of the Seminole Wekiva Trail.
86	Bunnell Rd at Seminole Wekiva Trail Crossing Safety	Bike/Ped			1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Proposed Bunnell Rd at Seminole Wekiva Trail Crossing Safety improvements. CIP 01785315.
87	Bear Lake Rd at Seminole Wekiva Trail Crossing Safety	Bike/Ped			1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	Proposed Bear Lake Rd at Seminole Wekiva Trail Crossing Safety improvements. CIP 01785315.
88	CR 419 Sidewalks	Bike/Ped	East of Downtown Oviedo	Lockwood Blvd (Existing trail)	2.1	mi	\$80,000	\$-	\$420,000	\$-	\$500,000	Seminole Parks Master Plan (2013)	Enhancements to sidewalks, possibly wide sidewalk to improve bike QLOS F. This improvement could be included with the CR 419 Capacity Improvement project. Cost assumes 5-ft concrete sidewalk widening on one side of the street.
89	E Hillcrest St	Bike/Ped	Virginia Ave	Pressview Ave	0.5	mi	\$20,000	\$-	\$100,000	\$-	\$120,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk near Altamonte Springs. Cost assumes 5-ft concrete sidewalk on both sides of street. \$150k identified on Tax List. CIP 01785264.
90	E Orange St	Bike/Ped	Virginia Ave	Palm Spring Dr (CR-427)	0.7	mi	\$30,000	\$-	\$140,000	\$-	\$170,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk near Altamonte Springs. Cost assumes 5-ft concrete sidewalk on both sides of street. \$200k identified on Tax List. CIP 01785265.
91	Riverview Avenue	Bike/Ped	SR-46	NW US 17-92	0.5	mi	\$20,000	\$-	\$100,000	\$-	\$120,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk near Sanford. Cost assumes 5-ft concrete sidewalk on one side of street. \$140k identified on Tax List. CIP 01785272.
92	CR 46A (HE Thomas Jr. Pkwy)	Roadway	Orange Blvd (CR 431)	Rinehart Rd	1	mi	\$2,740,000	\$1,130,000	\$5,960,000	\$120,000	\$9,950,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County share of FDOT led project to widen to 6 lanes in coordination with FDOT's I-4 Beyond the Ultimate Project needed by 2030. \$10 Million identified on Tax List. CIP 01785144.
93	CR 15 (Upsala Road) Capacity Improvements	Roadway	CR 46A	SR 46	2	mi	\$6,040,000	\$2,500,000	\$13,140,000	\$260,000	\$21,940,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes roadway widening from 2 to 4 lanes needed by 2040 to improve Roadway LOS F. Route to be determined as it may be better to widen Central Park Dr where parallel to Upsala Rd.
94	SR 46 Capacity Improvements	Roadway	Upsala Rd	Persimmon Ave	2.1	mi	\$5,760,000	\$2,380,000	\$12,520,000	\$250,000	\$20,910,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes roadway widening from 4 to 6 lanes needed by 2040 to improve Roadway LOS F.



# PRIORITIZED PROJECTS

TIER III. COUNTY PROJECT NEEDS



### Legend

- SunRail
- SunRail Stops
- Environmental Protected Areas
- School Locations**
- Elementary School
- Middle School
- High School
- Private School
- College
- Project Type**
- Bike/Ped
- Roadway
- TSM&O
- Transit
- ## Project Priority Number

Note: See Project List for details.



# PRIORITIZED PROJECTS



## Tier III. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
95	CR 426 Trail	Bike/Ped	East of Downtown Oviedo	SR 46	7.7	mi	\$1,020,000	\$960,000	\$5,080,000	\$100,000	\$7,160,000	Seminole Parks Master Plan (2013)	New trail proposed along CR 426. Cost assumes 12-ft asphalt shared use path with minimal ROW acquisition.
96	Stairwell for Ped Op	Bike/Ped	From US 17-92	General Hutchinson	0.2	mi	\$30,000	\$30,000	\$130,000	\$-	\$190,000	Seminole County Capital Improvement Projects	Stairwell to provide access to the Cross Seminole Trail Overpass. CIP 00205750.
97	Old Lake Mary Rd Sidewalks	Bike/Ped	W Airport Blvd	W 25th St (HE Thomas Jr Pkwy)	0.5	mi	\$20,000	\$-	\$100,000	\$-	\$120,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to complete sidewalk on north/west side of street. Cost assumes 5-ft concrete sidewalk on one side of street. \$150k identified on Tax List. CIP 01785248.
98	W Airport Blvd	Bike/Ped	Old lake Mary Boulevard	W 25th Street(HE Thomas Jr. Pkwy)	0.6	mi	\$20,000	\$-	\$120,000	\$-	\$140,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk. Coordinate improvement with Airport Blvd Trail project. Cost assumes 5-ft concrete sidewalk on one side of street. \$180k identified on Tax List. CIP 01785243.
99	W Airport Blvd	Bike/Ped	Bungalow Blvd	W SR 46 (W 1st St)	1.5	mi	\$60,000	\$-	\$300,000	\$-	\$360,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk. Coordinate improvement with Airport Blvd Trail project. Cost assumes 5-ft concrete sidewalk on one side of street. \$600k identified on Tax List. Currently in Design. CIP 01785244.
100	Curtis Dr	Bike/Ped	W of Carbone Way	Bear Lake Rd	0.2	mi	\$10,000	\$-	\$40,000	\$-	\$50,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk. Cost assumes 5-ft concrete sidewalk on one side of street. \$75k identified on Tax List. CIP 01785263.
101	Seminole Drive	Bike/Ped	Jerome Way	Gleaves Ct	0.3	mi	\$10,000	\$-	\$60,000	\$-	\$70,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements to add sidewalk. Cost assumes 5-ft concrete sidewalk on one side of street. \$80k identified on Tax List. CIP 01785277.
103	Lemon Lane Extension	Roadway	Anchor Road	US 17-92	0.4	mi	\$180,000	\$-	\$400,000	\$-	\$580,000	Casselberry	Fill in "gap" in Lemon Lane to complete connection to Anchor Road; may include roadway connection or be limited to bike/pedestrian connection; may include improvements to remainder of Lemon Lane; may include intersection improvements at US 17-92/Lemon and Anchor/Lemon (including potentially new signals). Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
104	Orange Ave Crossings of the Seminole Wekiva Trail	Bike/Ped					\$-	\$-	\$-	\$-	\$500,000	Summary of Additional City of Altamonte Springs Candidate Projects	Trail Crossing improvements at the Orange Ave crossing of the Seminole Wekiva Trail.
105	SR 434 Crossing of the Seminole Wekiva Trail Overpass	Bike/Ped					\$-	\$-	\$-	\$-	\$6,000,000	Summary of Additional City of Altamonte Springs Candidate Projects	Trail Crossing improvements at the SR 434 crossing of the Seminole Wekiva Trail, also identified in Seminole County Parks Master Plan (2013). Overpass will likely be needed. \$6M estimate from County staff.
106	Orange Ave Trail Connector	Bike/Ped	West Town Pkwy	Seminole Wekiva Trail		mi	\$-	\$-	\$-	\$-	\$350,000	Summary of Additional City of Altamonte Springs Candidate Projects	Orange Ave Connector Trail Improvement.
107	SR 436 at Grace Ave Mast Arm Signal Conversion	TSM&O			1	ea	\$-	\$-	\$-	\$-	\$350,000	Summary of Additional City of Altamonte Springs Candidate Projects	Probably SR 436 at Grace Blvd
108	SR 434 at Lynchfield Blvd Mast Arm Signal Conversion	TSM&O			1	ea	\$-	\$-	\$-	\$-	\$350,000	Summary of Additional City of Altamonte Springs Candidate Projects	Probably SR 436 at Lynchfield Blvd
109	SR 436 at Westersfield Blvd Mast Arm Signal Conversion	TSM&O			1	ea	\$-	\$-	\$-	\$-	\$350,000	Summary of Additional City of Altamonte Springs Candidate Projects	Probably SR 436 at Weathersfield Ave
110	Orange Ave at Laurel St New Trailhead	Bike/Ped			1	ea	\$-	\$-	\$-	\$-	\$200,000	Summary of Additional City of Altamonte Springs Candidate Projects	Add trailhead/rest stop on the Seminole Wekiva Trail as part of the City's Orange Ave project.
111	Spring Oaks Trail Connector	Bike/Ped	SR 436	Seminole Wekiva Trail		mi	\$-	\$-	\$-	\$-	\$500,000	Summary of Additional City of Altamonte Springs Candidate Projects	Provides trail connection to the neighborhoods to the south of the Seminole Wekiva Trail in this area.
112	Spring Lake Rd Trail	Bike/Ped	Northlake Blvd	Lake Orienta Elementary		mi	\$-	\$-	\$-	\$-	\$1,000,000	Summary of Additional City of Altamonte Springs Candidate Projects	Trail provides critical east-west multi-modal corridor and connects to Lake Orienta Elementary School.
113	Silkwood Court Improvements	Roadway	CR 427/Ronald Reagan Blvd.	US 17-92	0.1	mi	\$300,000	\$120,000	\$660,000	\$10,000	\$1,090,000	BCC	Improvements to the operations of the closely spaced intersections of CR 427 and US 17-92, possibly by adding or extending turn lanes.
114	Old Lockwood Rd	Bike/Ped	E McCulloch Rd	Seminole State College	1.7	mi	\$220,000	\$210,000	\$1,120,000	\$20,000	\$1,570,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements with new trail identified on PPAC trails subcommittee potential trail project priority list. Cost assumes 12-ft asphalt shared use path with minimal ROW acquisition. \$500k identified on Tax List for sidewalk/ADA improvements. CIP 01785269.
115	CR 419 Capacity Improvements	Roadway	Snowhill Road	Orange County Line	2.6	mi	\$7,860,000	\$3,240,000	\$17,080,000	\$340,000	\$28,520,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes roadway widening from 2 to 4 lanes needed by 2030 to improve Roadway LOS E/F. Seminole County Board of County Commissioners did not include this project in the 2016 CIP.
116	Longwood Lake Mary Road Capacity Improvements	Roadway	CR 427/Ronald Reagan Blvd.	Greenway Blvd	1	mi	\$3,020,000	\$1,250,000	\$6,570,000	\$130,000	\$10,970,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes roadway widening from 2 to 4 lanes needed by 2025 to improve Roadway LOS F.
117	Longwood Lake Mary Road Capacity Improvements	Roadway	Greenway Blvd	Lake Way Rd	0.8	mi	\$2,420,000	\$1,000,000	\$5,260,000	\$100,000	\$8,780,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes roadway widening from 2 to 4 lanes needed by 2040 to improve Roadway LOS F.
118	Markham Woods Rd Improvements	Roadway	SR 434	EE Williamson	2	ea	\$230,000	\$100,000	\$500,000	\$10,000	\$840,000	Seminole County 2040 Transportation Plan	Beginning with a traffic study, this project proposes a roundabout or other intersection improvements instead of widening to 4 lanes due to policy constraint.



# PRIORITIZED PROJECTS



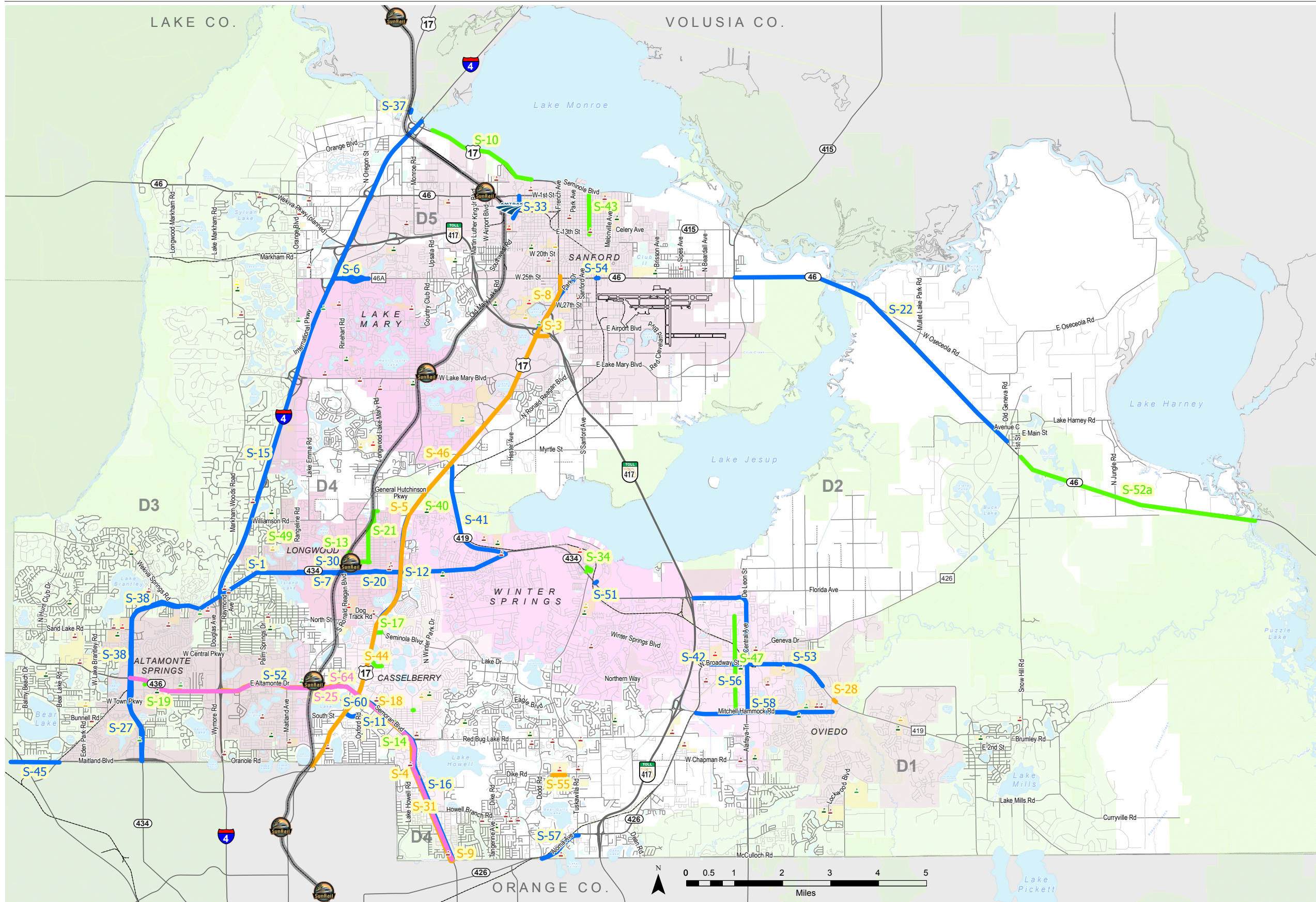
## Tier III. County Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	Eng	ROW	Const	O&M	2017 Total Cost	Project Source	Project Description
119	EE Williamson Capacity Improvements	Roadway	Tollgate Trail	Lake Emma Rd	0.9	mi	\$2,720,000	\$1,120,000	\$5,910,000	\$120,000	\$9,870,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes roadway widening from 2 to 4 lanes needed by 2040 to improve Roadway LOS F.
120	Lincoln Heights Subdivision	Bike/Ped	Various Locations		1	mi	\$40,000	\$-	\$200,000	\$-	\$240,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$300k identified on Tax List. Currently in Design. CIP 01785249.
121	Plumosa Avenue	Bike/Ped	S Ronald Reagan (CR 427)	Lyman Rd	0.2	mi	\$10,000	\$-	\$40,000	\$-	\$50,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$125k identified on Tax List. CIP 01785252.
122	Brooks Lane	Bike/Ped	Gabriella Ln	Red Bug Lake Rd	1.2	mi	\$50,000	\$-	\$240,000	\$-	\$290,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$360k identified on Tax List. Currently in Design. CIP 01785247.
123	E 7th St (Chuluota)	Bike/Ped	S CR 419	Lake Mills Ave	0.5	mi	\$20,000	\$-	\$100,000	\$-	\$120,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$150k identified on Tax List. CIP 01785271.
124	Carlton Street	Bike/Ped	Raymond Ave	S Pressview Ave.	0.7	mi	\$30,000	\$-	\$140,000	\$-	\$170,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$200k identified on Tax List. CIP 01785278.
125	West McCulloch Road	Bike/Ped	Houndsgate Blvd	Cardinal Glen Pl	1.3	mi	\$50,000	\$-	\$260,000	\$-	\$310,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$375k identified on Tax List. CIP 01785279.
126	Tuskawilla Road Capacity Improvements	Roadway	Red Bug Lake Rd	East Lake Dr	1.1	mi	\$3,020,000	\$1,250,000	\$6,560,000	\$130,000	\$10,960,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes roadway widening from 4 to 6 lanes needed by 2040 to improve Roadway LOS F.
129	SR 436 at Howell Branch Rd	Roadway	SR 436	Howell Branch Rd	1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	County Engineering Retiming Reports/Corridor Studies	Add an additional eastbound left-turn lane
130	Slavia Road Extension	Roadway	SR 426	Dr Edward Stoner Rd	1	mi	\$3,020,000	\$1,250,000	\$6,570,000	\$130,000	\$10,970,000	Oviedo Transportation Master Plan-Preliminary	Extension of Slavia Rd in new ROW
131	CST Missing Link	Bike/Ped	From Layer Elementary School	N of Old Sanford Oviedo Rd	0.7	mi	\$90,000	\$90,000	\$460,000	\$10,000	\$650,000	Seminole County Capital Improvement Projects	New trail connection currently in ROW phase. CIP 00187759.
134	Rolling Hills Area (E of Palm Springs Drive and North of North Street) NE Quad	Bike/Ped	Various Locations		1	mi	\$40,000	\$-	\$200,000	\$-	\$240,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$300k identified on Tax List. CIP 01785250.
135	Dockside St	Bike/Ped	Church Entrance	Howell-Branch Rd	0.3	mi	\$10,000	\$-	\$60,000	\$-	\$70,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$100k identified on Tax List. CIP 01785253.
137	Red Bug Lake Rd at Plaza Entrance	Roadway	Willa Springs Dr	Tuskawilla Rd	1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	County Engineering Retiming Reports/Corridor Studies	Extending the westbound left turn lane at the plaza entrance; Extending the short thru-right shared lane
138	SR 426 at Oviedo Mall Blvd	Roadway	Oviedo Mall Blvd	SR 426	1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	County Engineering Retiming Reports/Corridor Studies	Converting the southbound lane from through/right-turn to a through lane and adding a new exclusive right-turn lane
139	Lake Mary Blvd. at International Parkway Intersection Improvements	TSM&O	at International Parkway			ea	\$-	\$-	\$-	\$-	\$450,000	Seminole County Engineering	Add a second eastbound left turn lane. CIP 01785451.
140	SR 434 at Gateway Drive	TSM&O			1	ea	\$-	\$-	\$-	\$-	\$500,000	Summary of Additional City of Altamonte Springs Candidate Projects	Addition of WB right turn lane and dual northbound left turn lanes - includes mast arm upgrade.
141	Allison Drive Sidewalk (Rollino Hills Area)	Bike/Ped	North Street	Marvin Street	0.6	mi	\$20,000	\$-	\$120,000	\$-	\$140,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ADA Improvements	Pedestrian and ADA improvements. Cost assumes 5-ft concrete sidewalk. \$250k identified on Tax List. CIP 01785251.
142	Dean Road Capacity Improvements	Roadway	SR 426	Orange County Line	0.6	mi	\$-	\$-	\$3,940,000	\$80,000	\$4,020,000	Seminole County 2040 Transportation Plan	Widening from 2 to 4 lanes needed by 2030 to improve Roadway LOS F. Design and ROW completed. CIP 00198101.
143	Deep Lake Road Right Turn Lane	TSM&O		SR 426	1	ea	\$120,000	\$50,000	\$250,000	\$10,000	\$430,000	Final SR 426 & Deep Lake Road Intersection Operation Analysis	Add Right-Turn Only Lane
144	Florida Central Commerce Park Roadway Network Improvements	Roadway	Florida Central Pkwy	CR 427/Ronald Reagan Blvd.	0.4	mi	\$1,210,000	\$500,000	\$2,630,000	\$50,000	\$4,390,000	BCC	Project proposes roadway improvements per draft study dated Nov. 27, 2013. Further study and coordination with City of Longwood is needed. Cost assumes roadway widening and ROW acquisition.
145	SR 426/CR 419 Widening	Roadway	N Pine Ave	Lockwood Blvd	3	mi	\$-	\$-	\$20,000,000	\$-	\$20,000,000	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	County share of joint County/City project with City of Oviedo to complete phases 2 and 3 of 4-lane widening. Currently under design, Construction beginning 2018. \$20 Million county portion, \$5 Million city portion identified on Tax List. CIP 01785408.



# PRIORITIZED PROJECTS

STATE PROJECTS



**Legend**

- SunRail
- SunRail Stops
- Environmental Protected Areas

**School Locations**

- Elementary School
- Middle School
- High School
- Private School
- College

**Project Type**

- Bike/Ped
- Roadway
- TSM&O
- Transit
- ## Project Priority Number

Note: See Project List for details.





# PRIORITIZED PROJECTS

## State Projects Needs List



Priority No.	Project Name	Type	From	To	Length	Unit	2017 Cost	Project Source	Project Description
S-1	SR 434 Complete Streets	Roadway	Maitland Blvd	SR 419	11	mi	\$16,060,000	Seminole County 2040 Transportation Plan	Beginning with a study phase, this project proposes median, bike, ped, and intersection improvements. Cost assumes resurfacing, restriping, and sidewalk construction in existing ROW.
S-2	Seminole County ATMS	TSM&O	throughout Seminole County			mi	\$3,119,000	MetroPlan Orlando Prioritized Project List	Expansion of ATMS
S-3	Airport Blvd.	TSM&O	W of US 17-92	E of US 17-92		mi	\$1,275,000	MetroPlan Orlando Prioritized Project List	Operational Improvements
S-4	Carmel Cir	TSM&O	at SR 436			mi	\$250,000	MetroPlan Orlando Prioritized Project List	Operational Improvements
S-5	Active Arterial Management for US 17-92	TSM&O	US 192	SR 46		mi	\$433,333	MetroPlan ITS Master Plan	Active Arterial Management for the number 1 most congested corridor in the MetroPlan Orlando. The US 441 ITS Deployment was identified in the RITSA as a future project.
S-6	CR 46a at Reinhart Rd	Roadway	I-4	Bright Meadow Dr	1	mi	\$1,130,000	I4 Beyond the Ultimate	Interim improvements to CR 46a intersection at Reinhart Rd before I-4 BTU Median U-turn concept anticipated.
S-7	SR 434	Roadway	at CR 427			mi	\$10,000,000	MetroPlan Orlando Prioritized Project List	Improve Intersection. Also list as Tier I County priority.
S-8	US 17-92	Roadway	SR 417	SR 46/1st St.	2.8	mi	\$1,500,000	MetroPlan Orlando Prioritized Project List	Multimodal/Context Sensitive Improvements
S-9	Casselton Rd	TSM&O	at SR 436			mi	\$250,000	MetroPlan Orlando Prioritized Project List	Operational Improvements
S-10	Riverwalk Phase 3	Bike/Ped	Mangustine Ave	Central Florida Zoo	2.35	mi	\$4,000,000	MetroPlan Orlando Prioritized Project List	Shared use path. Also listed as Tier I County priority.
S-11	SR 436	Roadway	US 17-92	Wilshire Dr.	1	mi	\$6,660,000	MetroPlan Orlando Prioritized Project List	Multimodal/Context Sensitive Improvements
S-12	US 17-92	Roadway	Dog Track Rd.	Shepard Rd.	2.5	mi	\$1,500,000	MetroPlan Orlando Prioritized Project List	Multimodal/Context Sensitive Improvements
S-13	CR 427	Bike/Ped	Orange Ave.	SR 434	0.45	mi	\$650,000	MetroPlan Orlando Prioritized Project List	Widen Sidewalks, On-Street Parking & Streetscaping
S-14	Central Casselberry Connectivity Improvements	Bike/Ped	Hibiscus Rd at 436	Marigold Rd at S. Winter Park Dr.	1.02	mi	\$1,536,800	MetroPlan Orlando Prioritized Project List	Shared Use Path
S-15	I-4	Roadway	E of SR 434	Seminole/ Volusia Co. Line		mi	\$472,061,000	MetroPlan Orlando Prioritized Project List	Ultimate Configuration for General Use & Managed Lanes
S-16	SR 436	Roadway	Wilshire Dr.	Orange/Seminole Co. Line	3.5	mi	\$2,250,000	MetroPlan Orlando Prioritized Project List	Multimodal/Context Sensitive Improvements
S-17	US 17-92 to Sunset Connector	Bike/Ped			0.2	mi	\$300,000	MetroPlan Orlando Prioritized Project List	Shared Use Path
S-18	Active Arterial Management for SR 436 / Semoran Blvd	TSM&O	MCO	I-4		mi	\$500,000	MetroPlan ITS Master Plan	Active Arterial Management for One of the Most Congested Corridors in the MetroPlan Orlando
S-19	SR 436 and Seminole Wekiva Trail Pedestrian Crossing	Bike/Ped	W. of Orange Ave.	SR 426		mi	\$6,500,000	County Parks and Preservation Advisory Committee	New Pedestrian Trail Crossing
S-20	SR 434	Roadway	Range Line Rd.	US 17-92	2.1	mi	\$14,000,000	MetroPlan Orlando Prioritized Project List	Multimodal/Context Sensitive Improvements, 6 Lanes Needed by 2030 Range Line Rd to CR 427
S-21	Cross Seminole Trail Connector	Bike/Ped	Along Grant St. from Timocuan Way to Church Ave. & along Church Ave. to SR 427		1.68	mi	\$300,000	MetroPlan Orlando Prioritized Project List	Shared Use Path & Shared Lane Markings
S-22	SR 46	Roadway	SR 415	CR 426	7.5	mi	\$85,740,000	MetroPlan Orlando Prioritized Project List	Widen to 4 Lanes - Phase 2, Include Trail Per Seminole Parks Master Plan
S-23	SR 436	TSM&O	at Montgomery Rd.			mi	\$500,000	MetroPlan Orlando Prioritized Project List	Extend EB Dual Left Turn Lanes
S-24	ITS Enhanced Transit	TSM&O	Altamonte Springs, Casselberry, Longwood, Maitland			mi	\$-	Transit PPL, Category A, ranked list	Expansion of ITS Enhanced Transit Service Within the 4-City Service Area (Possibly Uber Program)
S-25	NL6	Transit	NL6 (SR 436 – Altamonte Springs SunRail Station)			mi	\$-	Lynx Transportation Development Plan	Add a New Local Fixed Route
S-26	NX2 (Xpress Link – Apopka-Altamonte Springs SunRail)	Transit	Apopka	Altamonte Springs SunRail Station		mi	\$-	Lynx Transportation Development Plan	Add New Express Route
S-27	SR 434	Roadway	Maitland Blvd	SR 436	2	mi	\$750,000	MetroPlan Orlando Prioritized Project List	Multimodal/Context Sensitive Improvements
S-28	CR 419	TSM&O	at Lockwood Blvd.			mi	\$426,246	MetroPlan Orlando Prioritized Project List	Improve Intersection
S-29	ITS Enhanced Transit	Transit				mi	\$-	MetroPlan Orlando Prioritized Project List	Capital & Operation of Expansion of ITS Enhanced Transit Service Within the 4-City Service Area
S-30	SR 434 at CR 427	Roadway	Wilma St.	Myrtle St.	0.37	mi	\$15,000,000	MetroPlan Orlando Prioritized Project List	Add Dual Left & Right Turn Lanes
S-31	SR 436/ Semoran Blvd Adaptive Signal System	TSM&O	SR 50	Red Bug Lake Rd		mi	\$408,000	MetroPlan ITS Master Plan	Install an Adaptive Signal System. Identified as priority by Orange County.



# PRIORITIZED PROJECTS



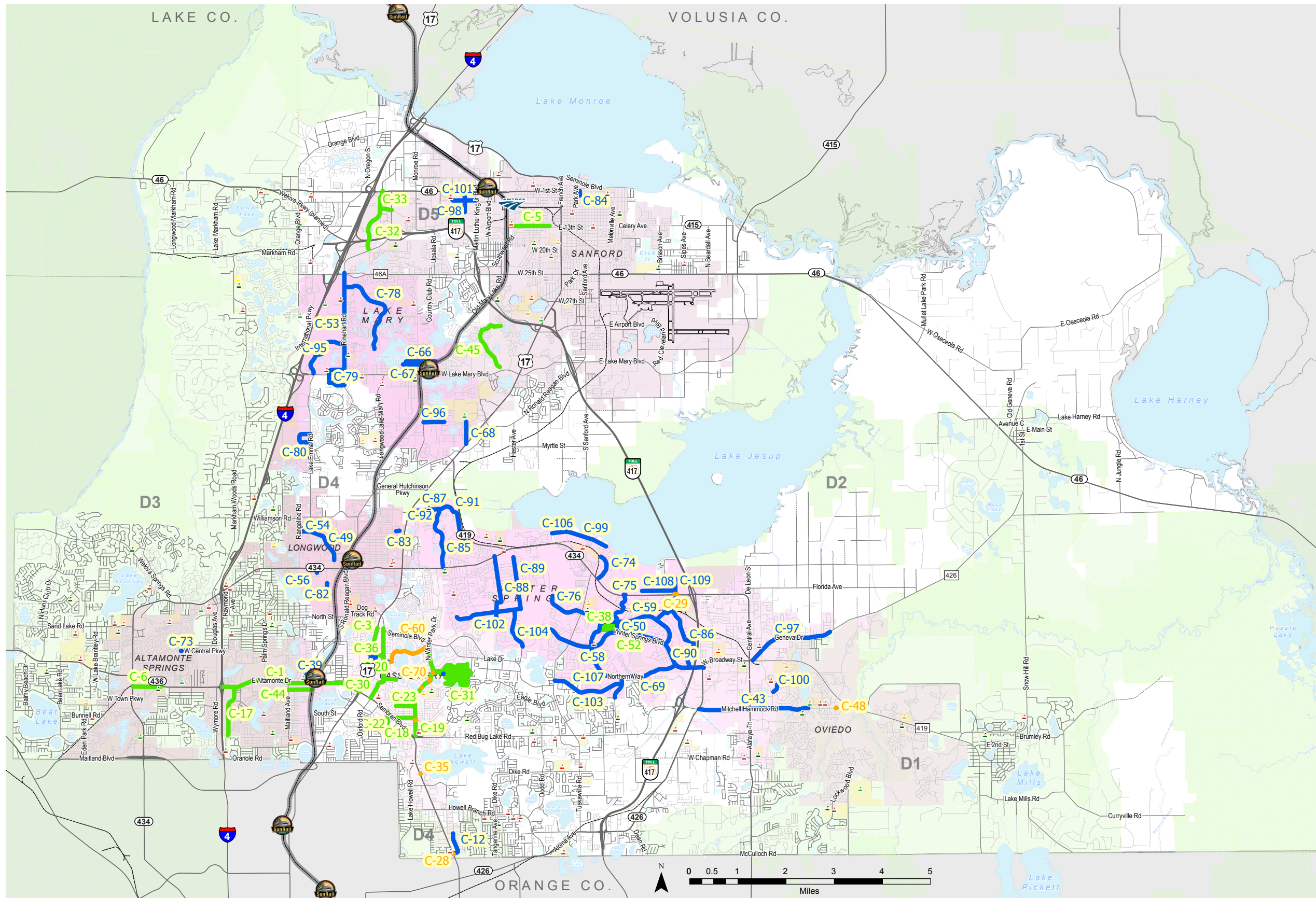
## State Projects Needs List

Priority No.	Project Name	Type	From	To	Length	Unit	2017 Cost	Project Source	Project Description
S-32	CCTV Expansion	TSM&O	Countywide			mi	\$300,000	MetroPlan ITS Master Plan	Install CCTV at several Intersections. Expand CCTV coverage on county roads. Assumes 50 cameras
S-33	Goldsboro Community Gateway	Roadway	SR 46	Persimmon Ave./8th St.	0.52	mi	\$-	MetroPlan Orlando Prioritized Project List	New Access Road into Goldsboro Community
S-34	Town Center Sidewalks	Bike/Ped			0.93	mi	\$292,363	MetroPlan Orlando Prioritized Project List	Connector Paths & Sidewalks Along Various Streets in Winter Springs Town Center
S-35	North Village Connectivity	Bike/Ped			1.4	mi	\$296,204	MetroPlan Orlando Prioritized Project List	Sidewalks Along Various Streets in Winter Springs
S-36	Link 1 Route Realignment	Transit	Link 1 (Winter Park/Altamonte Springs)			mi	\$-	Lynx Transportation Development Plan	Extend Route to Lynx Central Station
S-37	CFCR Railroad Bridge	Roadway	Over Lake Monroe/St Johns River			mi	\$102,700	FDOT District 5 Five-Year Work Plan	Rail Preservation Project
S-38	SR 434	Roadway	SR 436	Montgomery Rd.	2.5	mi	\$24,890,000	MetroPlan Orlando Prioritized Project List	Widen to 6 Lanes
S-39	Longwood East Pedestrian Corridors Segments 2,3 & 4	Bike/Ped	on Church Ave. & Grant St.		1.2	mi	\$380,000	MetroPlan Orlando Prioritized Project List	Widen Substandard Sidewalks
S-40	Cross Seminole Trail Overpass Pedestrian Connections	Bike/Ped	at US 17-92			mi	\$200,000	MetroPlan Orlando Prioritized Project List	Staircases & Sidewalk
S-41	SR 419 Capacity Improvements	Roadway	SR 434	US Hwy 17-92	2.5	mi	\$27,440,000	MetroPlan	4-Lanes Needed in 2025
S-42	SR 426/CR 419	Roadway	Pine Ave.	Avenue B	1.4	mi	\$16,730,000	MetroPlan Orlando Prioritized Project List	Widen to 4 lanes - Phase 2
S-43	Pine Ave Sidewalks	Bike/Ped				mi	\$308,466	MetroPlan Orlando Prioritized Project List	Sidewalks Connecting Streets & Cross Seminole Trail
S-44	Quail Pond Circle Connectivity	Bike/Ped	Connector path & sidewalk between Sunset Drive & Lake Concord Park			mi	\$287,000	MetroPlan Orlando Prioritized Project List	Shared Use Path
S-45	SR 414/Maitland Blvd	Roadway	Bear Lake Rd.	Orange/Seminole Co. Line	2.2	mi	\$21,890,000	MetroPlan Orlando Prioritized Project List	Widen to 6 Lanes
S-46	SR 419	TSM&O	at US 17-92			mi	\$750,000	MetroPlan Orlando Prioritized Project List	Additional Turn Lanes
S-47	Lake Jessup Ave Sidewalks	Bike/Ped	Mitchell Hammock Rd	Artesia St	2	mi	\$193,000	MetroPlan Orlando Prioritized Project List	Sidewalks
S-48	Longwood South Pedestrian Corridors Segments 1 & 4	Bike/Ped	on Church Ave. & Grant St.		1	mi	\$270,000	MetroPlan Orlando Prioritized Project List	Widen Substandard Sidewalks
S-49	Longwood South Pedestrian Corridors Segment 3	Bike/Ped	on Church Ave & Rangeline Rd from Transmission Line to E.E. Williamson Rd		1	mi	\$220,000	MetroPlan Orlando Prioritized Project List	Widen Substandard Sidewalks
S-50	LYNX Systemwide Bicycle Parking	Bike/Ped	Countywide			mi	\$269,000	MetroPlan Orlando Prioritized Project List	Bike Racks & Lockers at Various LYNX Stops
S-51	Michael Blake Blvd.	Roadway	SR 434			mi	\$608,000	MetroPlan Orlando Prioritized Project List	Intersection Improvements
S-52	SR 436	Roadway	Maitland Ave (CR 427) Weathersfield Ave.	Palm Spring Dr Lynchfield Dr	0.5	mi	\$3,250,000	MetroPlan Orlando Prioritized Project List	Add 4th Lane - Auxiliary Lane
S-52a	SR 46 Trail	Bike/Ped	CR 426	Volusia County Line	5	mi	\$4,660,000	Seminole County Parks Master Plan	Currently in a Study Phase, This Project Proposes a Shared Use Path Along SR 46
S-53	CR 419	Roadway	Avenue B	Bishop Dr.	1.2	mi	\$16,000,000	MetroPlan Orlando Prioritized Project List	Widen to 4 Lanes
S-54	SR 46 Rail Crossing	Roadway	SR 46 @ Railroad			mi	\$-	FDOT District 5 Five-Year Work Plan	Rail Crossing Safety Project
S-55	Dike Rd	TSM&O	at Lake Howell HS			mi	\$500,000	MetroPlan Orlando Prioritized Project List	Additional Turn Lanes
S-56	SR 434	Roadway	SR 417	Mitchell Hammock Rd.	3.42	mi	\$31,000,000	MetroPlan Orlando Prioritized Project List	Widen to 4 Lanes, Evaluate Roundabout Intersections
S-57	SR 426 Capacity Improvement	Roadway	Hall Rd	Tuskawilla Rd	1	mi	\$9,950,000	Seminole County 2040 Transportation Plan	6 Lanes Needed by 2040, Not currently on the MetroPlan Orlando Prioritized Project List
S-58	Mitchell Hammock Rd.	Roadway	SR 426	Lockwood Blvd	0.5	mi	\$2,500,000	MetroPlan Orlando Prioritized Project List	Intersection Improvements
S-59	Connected Vehicle Pilot Project	TSM&O	Regionwide			mi	\$333,333	MetroPlan ITS Master Plan	Test Connected Vehicle Strategies
S-60	New Oxford Rd.	Roadway	US 17-92 at Prairie Lake Dr.	SR 436 at Oxford Rd.	0.7	mi	\$11,814,218	MetroPlan Orlando Prioritized Project List	Reconstruction & Extension
S-61	Seminole County ATMS	TSM&O	Countywide			mi	\$3,119,000	TSM&O PPL, ranked list	Expansion of ATMS
S-62	Data Sharing Application	TSM&O	Regionwide			mi	\$33,333	MetroPlan ITS Master Plan	Access real-time information from other agencies in the region. As part of this effort, the system should include a dashboard with performance measures, and tools that help agencies to measure performance and communicate information.
S-63	Signal Phase and Timing (SPaT) Services	TSM&O	TBD	TBD		mi	\$1,000,000	MetroPlan ITS Master Plan	Test a Corridor in the Region for the Development of Traveler Information Systems
S-64	SR 436 Corridor Premium Transit / Complete Streets Feasibility Study	Transit	Orange County Line	SR 434		mi	\$1,250,000	MetroPlan Orlando Prioritized Project List	Feasibility study of potential forms of mobility (i.e.. BRT, LRT, etc.) in the SR 436 corridor from SR 434 to Orlando International Airport.
S-65	Link 45 Route Realignment	Transit	Link 45 (Lake Mary)			mi	\$-	Lynx Transportation Development Plan	Route Realignment/Extension
S-66	Link 103 Schedule/Route Adjustment	Transit	Link 103			mi	\$-	Lynx Transportation Development Plan	Schedule/Route Adjustment



# PRIORITIZED PROJECTS

CITY PROJECTS



## Legend

- SunRail
- SunRail Stops
- Environmental Protected Areas
- School Locations**
- Elementary School
- Middle School
- High School
- Private School
- College

## Project Type

- Bike/Ped
- Roadway
- TSM&O
- Transit
- ##** Project Number

Note: See Project List for details.



# PRIORITIZED PROJECTS

## City Projects Needs List



Project No.	Project Name	Type	From	To	Length	Unit	2017 Cost	Project Source	Project Description
C-1	SR 436 Corridor Enhancements	Bike/Ped	Interstate-4	S US Hwy 17-92	3	mi	\$4,380,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Enhanced operational, pedestrian, and aesthetic improvements. Improvements related to current project on MetroPlan's Priority List.
C-2	Other Various Bicycle/Pedestrian/Transit Connectivity and Complete Street Improvements	Bike/Ped	Various Locations			mi	\$3,244,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Sidewalks, Trails, ADA/Accessibility Improvements, Streetscape, Road Diet, etc.
C-3	US 17-92	Bike/Ped	Plumosa Ave	Sunset Drive	1	mi	\$300,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Pedestrian Connectivity Improvements
C-4	CR 427 (City share of joint City/County Project)	Roadway	Various Locations			mi	\$1,024,392	Sales Tax Capital Plan (2015-2025) City of Longwood	Context Sensitive Improvements
C-5	Historic Goldsboro Blvd from Lake Avenue to Persimmon Avenue	Bike/Ped	Historic Goldsboro Blvd			mi	\$3,000,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Roadway Reconstruction, Pedestrian and Safety Enhancements
C-6	Orange Ave	Bike/Ped	SR 436	SR 434	0.6	mi	\$1,500,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Reconstruction as Urban Section with Drainage and Pedestrian Improvements
C-7	East Town Connector Roads	Bike/Ped	SR 436	South of SR 436		mi	\$2,700,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	New Connector Roads and Related Pedestrian and Drainage Improvements
C-8	East Town Connector Roads	Bike/Ped	SR 436	North of SR 436		mi	\$3,500,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Reconstruction as Urban Section with Drainage and Pedestrian Improvements
C-9	Southcot Drive	Bike/Ped	Sunset Drive	S Triolet Lake Drive		mi	\$362,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Bicycle and Pedestrian Improvements
C-10	Town Center Spur	Bike/Ped	Town Center Spur			mi	\$300,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	New Trail
C-11	Transit Improvements	Transit	Various Locations			mi	\$200,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Transit Improvements
C-12	Casselton Drive and Greencastle Drive Improvements	Roadway			0.5	mi	\$2,700,000	Casselberry	Lining or replacement of storm pipes along Casselton. Replacement of water main along Casselton. Road diet/complete street improvements. Reduce impervious area and add rain gardens/linear park space. Replace and widen sidewalks. Accommodate onstreet parking. Add shared lane markings for bicycles. Lighting, accessibility, and safety improvements. Approximately 1/2 mile total length.
C-13	Other Road, Stormwater, Trail, and Sidewalk Improvements Identified in the Future	Bike/Ped	Various Locations			mi	\$275,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Other Road, Stormwater, Trail and Sidewalk Improvements Identified in the Future
C-14	Citywide Road Rehabilitation Program	Roadway	Various Locations			mi	\$5,000,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Roadway Reconstruction and Paving of Roadways Throughout the City
C-15	Camelot Neighborhood	TSM&O	Various Locations			mi	\$291,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Traffic Calming & Bike Friendly Improvements
C-16	SR 434 Improvements	TSM&O	Various Locations			mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Safety and Capacity Improvements
C-17	Northlake Blvd	Bike/Ped	SR 436	Southern End	1	mi	\$3,000,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Reconstruction as Urban Section with Drainage and Pedestrian Improvements
C-18	Hibiscus Road	Bike/Ped	SR 436	Winter Park Drive		mi	\$290,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Bicycle and Pedestrian Improvements
C-19	Winter Park Drive	Bike/Ped	North end	south end		mi	\$101,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Bicycle and Pedestrian Improvements
C-20	Quail Pond Circle	Bike/Ped	Lake Concord Park	Sunset Drive		mi	\$297,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Complete Street and Pedestrian Connectivity Improvements
C-21	Roadway Resurfacing and/or Reconstruction	Roadway	Various Locations			mi	\$7,000,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	City-wide Paving and Related Improvements
C-22	Palm Drive	Bike/Ped	Marigold Road	Hibiscus Road		mi	\$1,290,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Bicycle and Pedestrian Improvements
C-23	Marigold Road	Bike/Ped	Carriage Hill	Winter Park Drive		mi	\$341,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Bicycle and Pedestrian Improvements
C-24	Various City Street Locations	Bike/Ped	Various Locations			mi	\$3,600,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Traffic Calming Enhancements, Safety and Roadway Rehabilitation Improvements
C-25	Other Various Roadway Rehabilitation Projects	Roadway	Various Locations			mi	\$3,000,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Using Various Methods for Minimum 5-year Road Life Extension



# PRIORITIZED PROJECTS

## City Projects Needs List



Project No.	Project Name	Type	From	To	Length	Unit	2017 Cost	Project Source	Project Description
C-26	Intersection Improvements	TSM&O	Various Locations			mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Turn Lane Additions, Traffic Signals, and Other Operational Improvements
C-27	Other Various Traffic Calming Projects	TSM&O	Various Locations			mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Traffic Calming Projects
C-28	Casselton at SR 436	TSM&O	Intersection			mi	\$101,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Traffic Signal Improvements
C-29	SR 434 at Vistawilla Drive Intersection Improvements	TSM&O	Intersection			mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Safety and Capacity Improvements
C-30	N Oxford Road	Bike/Ped	SR 436	Sunset Drive		mi	\$1,033,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Complete Streets Improvement
C-31	Camelot Neighborhood	Bike/Ped	Various Locations			mi	\$291,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Traffic Calming and Bicycle Improvements
C-32	Town Center Boulevard from Rinehart Road to SR 46	Bike/Ped	Town Center Boulevard			mi	\$910,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Mill and Resurface Improvements, Striping and Pedestrian Safety Enhancements
C-33	St. Johns Parkway from Town Center Blvd to Rinehart Road	Bike/Ped	St. Johns Parkway			mi	\$225,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Mill and Resurface Improvements, Striping and Pedestrian Safety Enhancements
C-34	City-Wide Resurfacing	Roadway	Various Locations			mi	\$2,250,000	Sales Tax Capital Plan (2015-2025) City of Oviedo	City Wide Pavement Evaluation, Riverside, Twin Oaks, McKinley's, Mill, Little Creek, Mead Manor, NW and SW Quadrants and Others to be Determined.
C-35	Carmel Circle (Walmart) at SR 436	TSM&O	Intersection			mi	\$101,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Traffic Signal Improvements
C-36	Sunset Drive	Bike/Ped	Button Road	Oxford Avenue	1.1	mi	\$1,705,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Livable Street Improvements, Widen Substandard Sidewalks & Add Shared Lane Markings
C-37	Additional Sidewalk Gap Projects	Bike/Ped	Various Locations			mi	\$250,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	New Sidewalks and Collector Roads
C-38	Georgetown Community	Bike/Ped	Various Locations			mi	\$60,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Drainage (Installation of Curb and Gutter) Sidewalk and Pedestrian Improvements
C-39	Gateway Drive Newburyport Avenue to Ronald Reagan Avenue	Roadway	Newburyport Avenue	Ronald Reagan Avenue		mi	\$200,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Roadway Realignment with Leonard Street at SunRail Station
C-40	Florida Central Commerce	Roadway	Various Locations			mi	\$1,500,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Road Resurfacing
C-41	Other Road, Stormwater, Trail, and Sidewalk Improvements Identified in the Future	Roadway	Various Locations			mi	\$275,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Various Roadway Projects
C-42	Adaptive Traffic Signalization	TSM&O	Various Locations			mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Oviedo	Adaptive Traffic Signalization
C-43	Mitchell Hammock Rd Capacity Improvements	Roadway	SR 426	Alafaya Woods	2.3	mi	\$22,890,000	Seminole Transportation Plan 2040, Sales Tax Capital Plan (2015-2025) City of Oviedo	6-lanes Needed in 2025, Corridor Improvements per City of Oviedo Tax List
C-44	Oriente Ave	Bike/Ped	Maitland Ave	Ronald Reagan Blvd	0.5	mi	\$2,800,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Reconstruction as Urban Section with Drainage and Pedestrian Improvements
C-45	Hidden Lakes Community	Bike/Ped	Various Locations			mi	\$2,500,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Sidewalks, Drainage and Pedestrian Improvements
C-46	Town Center/WSHS Sidewalk Improvements	Bike/Ped	Various Locations			mi	\$350,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Town Center/School Sidewalk Project
C-47	Village Walk Area Sidewalk Improvements Phase 2	Bike/Ped	Various Locations			mi	\$300,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	New Sidewalks
C-48	Lockwood Boulevard Traffic Circle	TSM&O	Intersection			mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Oviedo	Adaptive Traffic Circle
C-49	E Warren Avenue	Roadway	Longwood Street	Myrtle Street		mi	\$100,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Road Resurfacing
C-50	Tuscora Drive	Roadway	Beginning of Road	End of Road		mi	\$150,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-51	Additional Subdivision Street Reconstruction	Roadway	Various Locations			mi	\$1,000,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Local Road Resurface/Reconstruct
C-52	Winter Springs Blvd Ped Bridge at Howell Creek and Sidewalk Extension	Bike/Ped	Over Howell Creek			mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	New Sidewalk and Pedestrian Bridge



# PRIORITIZED PROJECTS

## City Projects Needs List



Project No.	Project Name	Type	From	To	Length	Unit	2017 Cost	Project Source	Project Description
C-53	Rinehart Road	Roadway	Beginning of Road	End of Road		mi	\$2,650,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Add Two Lanes, improve intersections/bike/ped
C-54	Church Avenue	Roadway	Warren Road	Rangeline Road		mi	\$1,100,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Reconstruction
C-55	Mingo Trail	Roadway	Dane Lane	Ronning Way		mi	\$100,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Road Resurfacing
C-56	Florida Central Parkway	Roadway	Commerce Way	Hunt Park Cv		mi	\$100,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Road Resurfacing
C-57	Right-of-Way Acquisition	Roadway	Greenway Interchange District			mi	\$250,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Land Acquisition
C-58	Winter Springs Boulevard	Roadway	Beginning of Road	End of Road		mi	\$1,500,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-59	Vistawilla Drive	Roadway	Beginning of Road	End of Road		mi	\$120,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-60	North Triplet Lake Drive	TSM&O	Beginning of Road	End of Road		mi	\$96,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Traffic Calming
C-61	Queens Mirror at Winter Park Drive Improvements	TSM&O	Intersection			mi	\$180,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Traffic Signal Improvements
C-62	Future Sidewalk Connectivity Projects	Bike/Ped	Various Locations			mi	\$3,000,000	Sales Tax Capital Plan (2015-2025) City of Oviedo	Sidewalk Improvements
C-63	Various City Street Locations	Bike/Ped	Various Locations			mi	\$1,600,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Curbing and Pedestrian Infrastructure Improvements
C-64	Projects from Longwood's Bicycle and Pedestrian Master Plan	Bike/Ped	Various Locations			mi	\$2,000,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Street Improvements
C-65	Other Various Roadway Improvements	Roadway	Various Locations			mi	\$1,000,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	New Road Construction or Reconstruction
C-66	Wilbur Ave	Roadway	Beginning of Road	End of Road		mi	\$320,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Full Depth Reclamation
C-67	Crystal Lake Ave	Roadway	Beginning of Road	End of Road		mi	\$160,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Mill & Overlay
C-68	Weldon Blvd	Roadway	Beginning of Road	End of Road		mi	\$680,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Full Depth Reclamation
C-69	Northern Way	Roadway	Beginning of Road	End of Road		mi	\$750,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-70	Crystal Bowl at Winter Park Drive Improvements	TSM&O	Intersection			mi	\$180,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Traffic Signal Improvements
C-71	Triplet Lake Drive Improvements	Roadway	US 17-92	N/S Triplet Lake Drive			\$4,200,000	City of Casselberry coordination	Reconstruct and realign a portion of Triplet Lake Drive from US 17-92 to east of the N/S Triplet Lake Drive intersection. The improvements will include drainage improvements, new sidewalks, improved lighting, and new sewer lines and water mains.
C-72	SR 434 bicycle trail	Bike/Ped	SR 417	SR 426	0.5	mi	\$470,000	Oviedo	
C-73	Central Parkway at Montgomery Road	Roadway	Intersection			mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Additional Westbound Left Turn into Montgomery Road
C-74	Michael Blake Boulevard	Roadway	Various Locations			mi	\$750,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Northern and Southern Loop Improvements
C-75	SR 434 at Tuscora Drive	Roadway	Intersection			mi	\$250,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Eastbound Deceleration Lane
C-76	Trotwood Blvd	Roadway	Beginning of Road	End of Road		mi	\$75,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-77	Lancelot and Crystal Bowl Park	Roadway	Intersection			mi	\$80,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	On-Street Parking Improvements
C-78	Timacuan Blvd	Roadway	Beginning of Road	End of Road		mi	\$1,490,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Full Depth Reclamation



# PRIORITIZED PROJECTS

## City Projects Needs List



Project No.	Project Name	Type	From	To	Length	Unit	2017 Cost	Project Source	Project Description
C-79	Sun Drive	Roadway	Beginning of Road	End of Road		mi	\$120,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Mill & Overlay
C-80	Technology Park	Roadway	Beginning of Road	End of Road		mi	\$230,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Mill & Overlay
C-81	Heritage Village	Roadway	Various Locations			mi	\$1,000,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Street Improvements
C-82	W Evergreen Ave	Roadway	W Evergreen Ct	S Ronald Reagan Boulevard		mi	\$100,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Road Resurfacing
C-83	Longdale Avenue	Roadway	Industry Road	Commerce Circle		mi	\$100,000	Sales Tax Capital Plan (2015-2025) City of Longwood	Road Resurfacing
C-84	Magnolia Avenue and 3rd Street Oak Avenue from 2nd Street to 3rd Street Park Avenue from 1st Street to Commercial Street	Roadway	Various Locations			mi	\$60,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Brick rehabilitation and pavement infrastructure improvements
C-85	Sheoah Blvd	Roadway	Beginning of Road	End of Road		mi	\$250,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-86	Seneca Blvd	Roadway	Beginning of Road	End of Road		mi	\$200,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-87	Shepard Road	Roadway	Beginning of Road	End of Road		mi	\$200,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-88	Hayes Road	Roadway	Beginning of Road	End of Road		mi	\$150,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-89	Shore Road	Roadway	Beginning of Road	End of Road		mi	\$150,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-90	Winter Springs Blvd at Bear Creek (Scour Critical)	Roadway	Beginning of Road	End of Road		mi	\$1,700,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Bridge Replacement/ Raise Roadway
C-91	Shepard Road at Sheoah Creek (Functionally Obsolete)	Roadway	Beginning of Road	End of Road		mi	\$500,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Bridge Replacement
C-92	Sheoah Blvd at Sheoah Creek (Functionally Obsolete)	Roadway	Beginning of Road	End of Road		mi	\$750,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Bridge Replacement
C-93	Wilshire Dr at Winter Park Drive	TSM&O	Intersection			mi	\$180,000	Sales Tax Capital Plan (2015-2025) City of Casselberry	Traffic Signal Improvements
C-94	Highlands Trail Connector	Bike/Ped	Highlands Trail			mi	\$300,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	New Trail
C-95	Primera Blvd	Roadway	Beginning of Road	End of Road		mi	\$860,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Mill & Overlay
C-96	Main Road	Roadway	Beginning of Road	End of Road		mi	\$270,000	Sales Tax Capital Plan (2015-2025) City of Lake Mary	Full Depth Reclamation
C-97	Geneva Drive Extension/Realignment	Roadway	Beginning of Road	End of Road		mi	\$2,212,000	Sales Tax Capital Plan (2015-2025) City of Oviedo	Roadway Extension
C-98	Meisch Road from St. Johns Parkway to SR 46	Roadway	St. Johns Parkway	SR 46		mi	\$1,530,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Paving, curbing and drainage improvements to approximately 2200' of unpaved roadway and right of way acquisition and project administration
C-99	Orange Avenue	Roadway	Beginning of Road	End of Road		mi	\$120,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-100	Hamilton Drive Extension	Roadway	Oviedo Blvd	Doctors Dr	0.2	mi	\$290,000	City of Oviedo Draft Master Plan	Probably Hamilton Ave Road extension
C-101	5th Street	Roadway	Aero Lane	Martin Luther King Jr. Boulevard		mi	\$1,830,000	Sales Tax Capital Plan (2015-2025) City of Sanford	Paving, curbing and drainage improvements to approximately 2600' of unpaved roadway and right of way acquisition and project administration
C-102	Panama Road	Roadway	Beginning of Road	End of Road		mi	\$175,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-103	Dyson Drive	Roadway	Beginning of Road	End of Road		mi	\$150,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-104	Fisher Road	Roadway	Beginning of Road	End of Road		mi	\$135,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct



# PRIORITIZED PROJECTS



## City Projects Needs List

Project No.	Project Name	Type	From	To	Length	Unit	2017 Cost	Project Source	Project Description
C-105	Northern Way at Howell Creek - North (Scour Critical)	Roadway	Beginning of Road	End of Road		mi	\$1,000,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Bridge Replacement
C-106	Orange Avenue Extension	Roadway	Terminus of Orange Avenue	New Terminus		mi	\$1,500,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	New Roadway at Central Winds Park
C-107	Shetland Avenue	Roadway	Beginning of Road	End of Road		mi	\$75,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	Collector Road Resurface/Reconstruct
C-108	GID East-West Roadway Corridor Improvements	Roadway	Beginning of Road	End of Road		mi	\$1,500,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	New Roadway from SR 434 at Creeks' Run Way to SR 434 at Vistawilla Drive to parallel SR 434.
C-109	North Vistawilla Drive Extension	Roadway	North Vistawilla Drive Terminus	End of Roadway extension		mi	\$750,000	Sales Tax Capital Plan (2015-2025) City of Winter Springs	New Roadway
C-110	Subdivision Sidewalk and Connector Improvements	Bike/Ped	Various Locations			mi	\$1,000,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	New Sidewalks and Pedestrian Connections
C-111	Flower Street	TSM&O	Various Locations			mi	\$328,000	Sales Tax Capital Plan (2015-2025) City of Altamonte Springs	Traffic Calming (Jasmine, Iris, Hibiscus vicinity west of S Winter Park Drive)



# PRIORITIZED PROJECTS

## OTHER POTENTIAL PROJECTS AND PROGRAMS

Other priority projects and programs discussed during the development of the 2040 Plan, but are not on the projects list, include opportunities to:

- Expand transit through downtown circulators connecting to SunRail stations and expand transit service to the Orlando Sanford International Airport
- Expand bike share programs (such as Juice Bikes) and car share programs (such as ZipCar) from the Orlando markets into Seminole County.
- Build upon the cities partnerships with Uber to support first and last mile connections from SunRail.

- Explore potential solutions to minimize conflicts between rail and roadway operations and reduce delay near the Longwood and Lake Mary SunRail stations.
- Expand or partner with outreach programs, such as Best Foot Forward, to educate the community on bicycle and/or pedestrian safety.
- Utilize state and/or national anti-distracted driving campaigns such as the NHTSA “U Drive. U Text. U Pay” to increase public awareness.
- Increase participation in alternative commute options such as ridesharing, using LYNX or SunRail, telecommuting, and compressed work weeks.



ZipCar CarShare - CH2M



Bike Lane - CH2M



Juice BikeShare - CH2M

# IMPLEMENTING THE PLAN



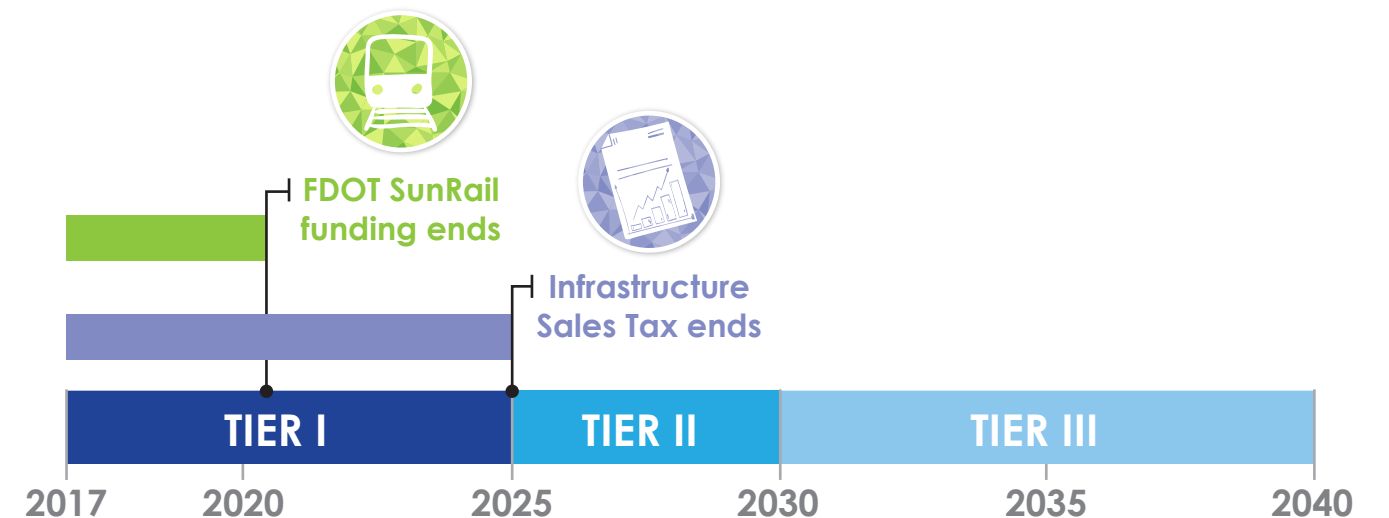
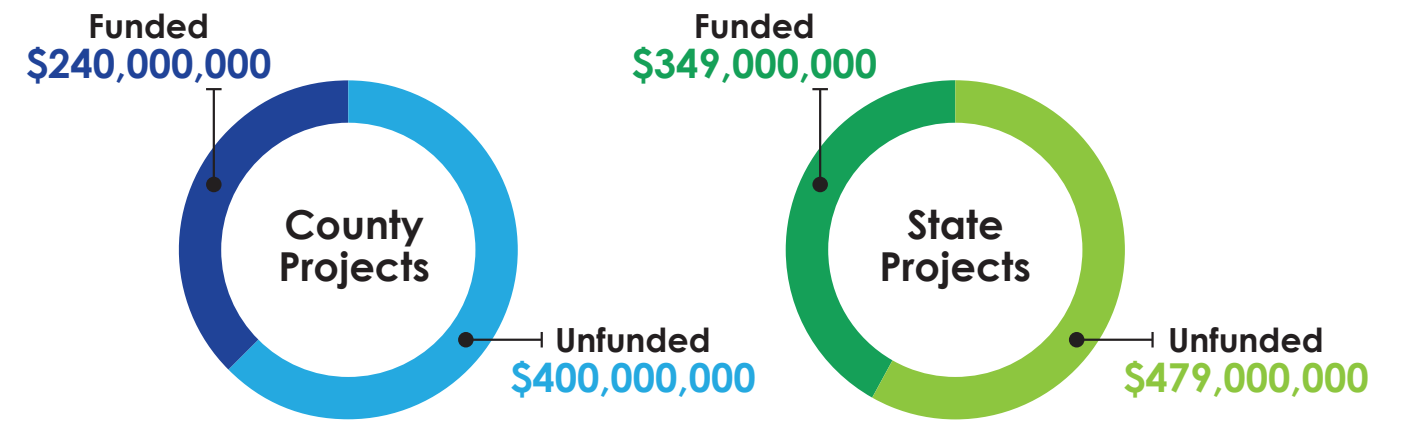
## TRANSPORTATION FUNDING ANALYSIS

Projects listed in the 2040 Plan are under the jurisdiction and ownership of Seminole County, cities (Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs) as well as projects that will be implemented by the FDOT. Projects will be funded through a combination of federal, state, city, county, or other sources.

The current Seminole County infrastructure sales tax will fund County transportation projects before it sunsets in 2025. Transportation expenditures will increase for Seminole County once FDOT relinquishes ownership of SunRail to Central Florida counties in

2021, and has been considered in the available funding. County projects after 2025 are contingent on a future infrastructure sales tax for funding and are considered “unfunded”.

Funding estimates from MetroPlan were applied to the State Projects. The charts below show the breakdown of funded and unfunded projects at the County and State level. For more detailed information on the transportation funding analysis completed as part of the 2040 Plan development see the Technical Compendium (I).





# IMPLEMENTING THE PLAN



## DEVELOPING THE CAPITAL IMPROVEMENT PROGRAM

All the projects on the Capital Improvement Program (CIP) must be financially-feasible, which means that a county cannot show more projects in their CIP than they have funds available for, or funds that are reasonably expected to be available. Not all projects listed in the 2040 Plan are financially feasible under the forecasted funding levels, but have been included to guide policy makers regarding funding needs. If funds become available more projects can then be included in the CIP and approved by the Board of County Commissioners. Changes to projects listed in the Sales Tax Capital Plan (2015-2025) can be adopted through this CIP process.

Project prioritization in the 2040 Plan is meant to support and guide the development of the CIP, but it is not meant to define it. The CIP should be developed in consideration of other on-going projects, changing priorities, and actual revenues. Projects within the 2040 Plan can be refined as they are further studied to be better defined within the CIP. It is intended that Tier II projects be reviewed as the CIP is developed to ensure that these projects would not be better implemented in the short term.

Another critical consideration of CIP development is public support, which was not considered in the project prioritization methodology in the 2040 Plan. For example, advisory boards, such as the Seminole County Parks and Preservation Advisory Committee, often provide input and direction on specific types of capital improvement priorities. In addition to the project rankings provided in the 2040 Plan, the input from these types of committees, County Commissioners, city and State coordination, and other forms of public input should be heavily considered when developing the CIP.



**17 MILES**  
OF ROAD WIDENING



**50 MILES**  
OF TRAILS



**46 MILES**  
OF COMPLETE STREETS

## POLICY CONSIDERATIONS

Although the 2040 Plan is not a regulatory document, the Board of County Commissioners may choose to adopt policies that further support the recommendations of the 2040 Plan and reinforce the 2040 Plan vision, goals, and objectives. Potential policy discussions for the Board of County Commissioners include:

- In coordination with the efforts of MetroPlan Orlando, the County should consider adopting a Complete Streets Policy and/or Design Guidelines to further refine the Complete Streets projects identified in this Plan.
- The Transportation Element of the Comprehensive Plan may be amended to cite and incorporate this 2040 Plan and require periodic update.
- Consider updating the policy on constrained roads that are near or are already over capacity (i.e., E+10% or E+20%) as well as the potential to add additional roadways as policy constrained in the Comprehensive Plan.
- Mobility fees after the Transportation Impact Fee sunsets (on-going).
- Dedicated funding for enhanced transit services.
- Using the 2017 FDOT Context Classification system for County projects.
- Adopt a resolution in support of making distracted driving a primary offense at the state level.

## RECOMMENDATIONS FOR THE FUTURE

The time of Plan development held many uncertainties for the future of the transportation system, including the upcoming transition of the operation and maintenance of SunRail to the counties and city of Orlando, major changes in LYNX future transit development plans (which are under development), the potential for mobility fees, and the unknowns of future technologies and their impact on the transportation system. As such, it is important that the 2040 Plan be a working document, updated at least every 5 years, to keep it current with changes and continue to be an effective tool to help develop the CIP. The County may choose to monitor the progress in reaching the goals and objectives of the 2040 Plan at 5 year intervals.

The 2040 Plan identifies future transportation needs exceeding the projects and timeline of the projects listed in the Sales Tax Capital Plan (2015-2025). Extension of the sales tax or in-kind funding past 2025 is vital, or long-term revenue streams will be insufficient to address both the backlog of maintenance needs across Seminole County and future transportation investments that support the economic growth, health, and wellbeing of its communities.



Photo - CH2M





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