

Seminole County 2045 Transportation Mobility Plan

April 2025

DRAFT



ACKNOWLEDGEMENTS

Seminole County Board of County Commissioners



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Supporting Technical Compendium

The following technical documents were prepared to support the development of the 2045 Transportation Mobility Plan and are available for reference under separate cover.

- A. Acronyms, Abbreviations, and Select Definitions
- B. Existing Conditions Technical Memorandum
- C. Summary of Stakeholder Comments and Coordination
- D. Summary of Survey Results
- E. Existing and Future Roadway Traffic Analysis Technical Memorandums
- F. East Urban Area Technical Memorandum
- G. Active Transportation Analysis Methodology Memorandum
- H. Goals, Objectives, and Decision-Making Framework Technical Memorandum
- I. Project Evaluation Framework Technical Memorandum
- J. Cost Methodology Technical Memorandum
- K. Plan and Policy Review Technical Memorandum

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PLAN OVERVIEW

While roadways remain the backbone of Seminole County's transportation system, the focus of this 2045 Transportation Mobility Plan (2045 Plan) is to enhance the movement of people and goods through a more connected and efficient transportation system for our community. This plan provides a multimodal, holistic approach to transportation planning by identifying improvements for roadways, access to transit services (bus, rail, vanpool, and more), and locations for sidewalks, bicycle lanes, and trails.

The 2045 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 and beyond. This document serves as an update to the Seminole County 2040 Transportation Plan (2040 Plan). Acronyms, Abbreviations, and Select Definitions are included in the Technical Compendium A.

Plan Vision Statement

The Seminole County 2045 Transportation Mobility Plan is set forth to purposefully continue the County's movement toward providing a diverse, equitable multimodal system with an emphasis on safety and modal choice, decreasing dependency on automobiles, providing the framework for a transportation system that is accessible and reliable, while being planned responsibly to protect the unique natural resources and character of the area, providing economic opportunity and delivering quality mobility options for residents, workers, and visitors alike.

Seminole County 2022 Transportation System



Stakeholder Coordination

August 4, 2022

Project Meeting with County

Project Kick-Off

September 21, 2022, to February 22, 2023

Meetings with City Staff

Held meetings with Transportation and Planning staff from Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs

September 23, 2022

County Working Group Meeting 1

Review of the 2045 Plan process, vision, priorities, goals and objectives

October 18, 2022

Board of County Commissioners Workshop

Presented overview of the 2045 Plan process, goals, and objectives along with the County and stakeholder engagement progress

December 1, 2022

County Working Group Meeting 2

Review of the Existing Conditions and County Needs List development

August 8, 2023

County Working Group Meeting 3

Review of the Evaluation Framework, Prioritized Project List, and Cost Estimates

August 9 to 11, 2023

Coordination of Management & Budget with County

September 25, 2023

Meeting with County Manager

Review of the Prioritized Project List

October 13, 2023

County Working Group Meeting 4

Review of the Prioritized Project List

April 2025

Individual Commissioner Briefings and Public Meetings

Reviewed the Prioritized Project List and discussed potential concerns and priorities

April 22, 2025

Board of County Commissioners Workshop

Present the Prioritized Project List, Public Meeting findings, and 2045 Plan

DEVELOPING THE PLAN

The 2045 Plan development process began in mid-2022 by establishing a plan vision statement, as well as goals and objectives to support the plan's vision statement. Project needs were established based on these goals and objectives, and by using a variety of tools, including the following:

- Review of existing plans and ongoing projects, including the Capital Improvement Plan (CIP) and those defined in the Infrastructure Sales Tax Capital Plan (2015–2025), adopted by County referendum in 2014
- MetroPlan Orlando 2045 Cost Feasible Plan
- Roadway Level of Service (LOS) analysis based on an updated regional transportation demand model
- County Travel Time and Delay Study
- Countywide Traffic Safety Analysis
- Bicycle and Pedestrian Quality LOS (Q/LOS) Analysis
- Seminole County Trails Master Plan
- Last-Mile Analysis for Transit Hubs
- Stakeholder input

The initial list of projects was referred to as the County Needs List. The list was then prioritized using the established evaluation framework, which provided quantitative measures of the project's ability to meet the 2045 Plan goals and objectives. Next, funding sources and financial revenue projections, along with additional stakeholder input, were used to refine the County projects into a Prioritized Project List that is phased over three planning periods for implementation:

- Short Term (Plan Period I): 2026 to 2030
- Mid Term (Plan Period II): 2031 to 2035
- Long Term (Plan Period III): 2036 to 2045

The planning team conducted extensive coordination to maintain compatibility of County projects with those being implemented by other entities, including the Florida Department of Transportation (FDOT) and the seven cities within Seminole County. The stakeholder coordination timeline shows significant dates of stakeholder coordination.

PLAN OVERVIEW

STAKEHOLDER COORDINATION

A County Working Group was established to lead the 2045 Plan development. This working group included the following County entities:

- Public Works Department, Engineering Division
- Public Works Department, Traffic Engineering Division
- Community Services Department, Community Development Division
- Development Services Department, Planning and Development Division
- Parks and Recreation Department

Meetings were established and held throughout the process to support deliverables that were key project milestones on the schedule throughout the project. The project meetings started with the visioning process and progressed through the existing conditions exploration. The County had an opportunity to provide input on goals and objectives while the project team developed an understanding of the established projects and procedures in the County that are guided by the CIP and the Comprehensive Plan. The progress of the project also was shared with the Board of County Commissioners as part of the initial startup activities.

With the direction of the project established, the team coordinated with agencies and entities such as SunRail and MetroPlan Orlando, along with the Central Florida Expressway Authority (CFX), Florida's Turnpike Enterprise (FTE), and FDOT, to ensure planning consistency and to understand the initiatives being pursued within these organizations that impact the County.

As the project development continued, the project team drafted a County Needs List based on the evaluation of the existing conditions and the analysis conducted (refer to Technical Compendium B). This included projects and plans from other agencies and entities, in addition to the seven cities within Seminole County (Altamonte Springs, Casselberry, Lake Mary, Longwood, Oviedo, Sanford, and Winter Springs). This step initiated regular supplementary meetings that were held with County staff to gather additional input to refine the County Needs List.

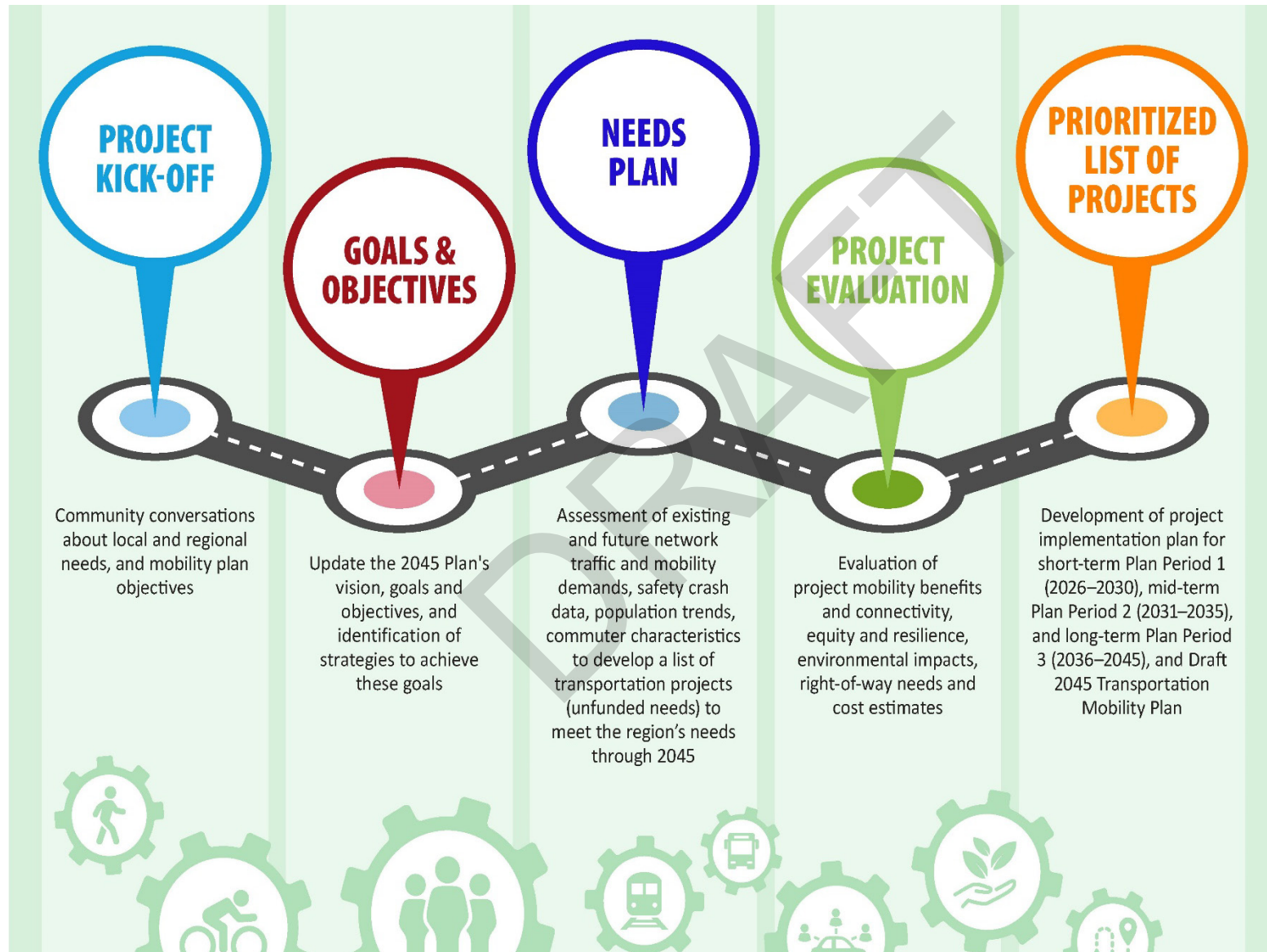
Additional coordination was conducted with the cities to bring consistency to the planning process for the County. Meetings were held with the cities, along with additional follow-up coordination, to ensure that the projects identified were consistent with their community visions and to capture any changes to their priorities since the 2040 Plan was developed. These meetings also ensured the latest studies and plans were available for the project efforts. Summaries of coordination are included in Technical Compendium C.

PUBLIC INVOLVEMENT

A website and factsheets were developed to provide project information including the project purpose and timeline to help the public and stakeholders understand how they can participate in the process.

A survey was developed to gain input from residents who rely on the County's transportation network for everyday travel. It was distributed through social media posts on Facebook, Instagram, and X, formerly known as Twitter, from September 2023 to October 2023. The survey included questions related to travel patterns, transportation mode choices, and perceptions of the existing transportation network. The survey also requested feedback related to future transportation priorities and the vision for the County's transportation network. More than 300 survey responses were received and were used to help identify transportation needs and guide overall project prioritization. Results from the survey are summarized in Technical Compendium D.

PLAN DEVELOPMENT PROCESS



PLAN OVERVIEW

KEY CONSIDERATIONS

Several factors laid the foundation for developing the 2045 Plan, including the need to:

- Plan for future population growth and manage increasing congestion on constrained facilities
- Expand and improve multimodal transportation options, including last-mile connections
- Improve safety for all transportation users, especially pedestrians and bicyclists
- Consider the impact of future technologies on the transportation system
- Coordinate with regional transportation partners

These factors are discussed in more detail in the following sections.

POPULATION, EMPLOYMENT GROWTH, AND GROWING TRAVEL DEMAND

Based on the University of Florida's Bureau of Economic and Business Research, there were more than 484,054 County residents in 2022, which represents an increase of nearly 6.4 percent since 2017. As of 2022, Seminole County is the 13th most populated county and one of the fastest growing counties in Florida. Population increases are not expected to subside, with the County estimated to grow to more than 567,000 residents by 2045, an increase in population of more than 17 percent.

Extending beyond Seminole County, the greater Central Florida area is expected to grow by more than 700,000 residents. Growth in adjacent counties puts additional strain on Seminole County's transportation system, as inter-county commuting is commonplace.

60%

of Seminole County residents

drive more than 10 miles to work

and **66%**

are employed outside of the County, most commuting to Orlando

U.S. Census Bureau (2022)

Incorporated areas of Seminole County are still growing at a faster rate than unincorporated areas, with Lake Mary and Oviedo experiencing the greatest population growth from 2010 to 2022. Similar growth trends are expected to continue in the future. Currently, areas of concentrated employment within the County are clustered along the Interstate 4 (I-4), US Highway 17-92, and State Road (SR) 417 corridors, as well as near the University of Central Florida (UCF).

In unincorporated areas of the County, the Comprehensive Plan's geographic information systems "Urban Centers and Corridors Overlay" shows targeted future redevelopment within 0.25 mile of several major and proposed transit corridors:

- US 17-92
- International Parkway
- Lake Mary Boulevard
- SR 46
- County Road (CR) 46A (HE Thomas Jr. Parkway)
- SR 434
- SR 436

There also is targeted future redevelopment within 0.5 mile of major urban centers and the County's SunRail Stations:

- Reagan Center
- Boombah Sports Complex
- International Parkway South
- Altamonte Springs, Lake Mary, Longwood, and Sanford SunRail Stations

Encouraging compact, mixed-use development of employment and housing, in conjunction with expanding multimodal transportation options, will help reduce overall vehicle miles traveled.

Urban Centers and Corridors Overlay

An overlay located on urban centers and corridors within urban unincorporated Seminole County that have been identified as needing of redevelopment. The redevelopment will encourage future development patterns that can be served by a multimodal transportation system.

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

Reagan Center

The Reagan Center, a future development, is planning to use the vacant land previously known as Flea World. This location was a popular shopping center and entertainment venue for more than 30 years until it closed in 2015. The site is planned for a mixed-use development of apartments, townhomes, commercial, retail, and restaurant uses. This property will benefit from the recently completed widening of US 17-92 from four to six lanes. The 118-acre planned development is near the intersection of US 17-92 and Ronald Reagan Boulevard, just outside of the Sanford city limits. The property is located across from Seminole State College, with approximately 35,000 students. Additionally, the property is adjacent to the Seminole County Five Points Operations Complex which includes the Criminal Justice Courthouse and Justice James E.C. Perry Annex, Animal Services, Public Safety buildings, and other government facilities.

Boombah Sports Complex

Opened in May 2016, the Boombah 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.



Boombah Sports Complex

Located off East Lake Mary Boulevard, just south of the Orlando Sanford International Airport, the facility is a national destination for sports, bringing in visitors, including athletes, coaches, and spectators, as well as providing facilities for Seminole County residents. In Fiscal Year (FY) 2023/2024, 89 events were held, bringing in roughly 185,000 visitors. These events and visitors translated into approximately \$58 million in positive economic impact.

The success of the Boombah Sports Complex played a key role in the Board of County Commissioners' approval of the Seminole County Tourism Improvement District (TID) in February 2025. The initiative, years in the making by the Office of Economic Development & Tourism, has the potential to generate an estimated \$3.2 million annually through a \$1.75-per-room, per-night assessment on qualifying hotel properties with 60 or more rooms. These funds would be used to enhance sports tourism infrastructure, attract high-profile events, and support economic development.

Rosenwald Community Property Development

Another location of interest is the historic Rosenwald School, located in east Altamonte Springs. After closing its doors in 2011, the property was bought by Seminole County in 2019 with plans for redevelopment. In April 2024, the Board of County Commissioners approved a proposal to demolish the remaining school structures and move forward with constructing a new community center spanning at least 6,000 square feet. Demolition occurred in August 2024, and in February 2025 the Board of County Commissioners authorized County staff to negotiate a contract with the top ranked construction manager for the new community center. The concept plan of the new community center includes a large flexible event space, computer labs and classrooms, and offices for staff.

International Parkway South

The International Parkway South area is a mixed-use employment center within unincorporated Seminole County that encompasses the Heathrow International Business Center and the AAA

PLAN OVERVIEW

headquarters. This area has additional infill opportunities and is an attractive area for large-scale employers looking to relocate or expand their offices.

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.

ENVISION SEMINOLE 2045



Envision Seminole 2045 refers to a vision plan, which outlines the County's goals for growth, development, and conservation over the next 20 years, providing a roadmap for future land use decisions, infrastructure projects, and community development initiatives within Seminole County; essentially, shaping how the County will look and function in the coming decades. Following a series of community meetings, the plan was adopted by the Seminole County Board of County Commissioners in Fall 2022.

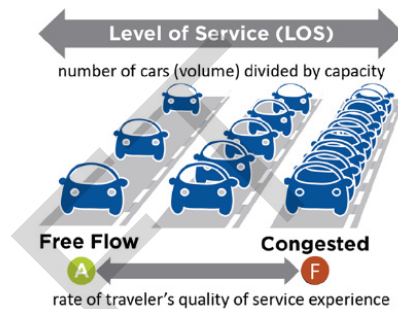
Key points of Envision Seminole 2045:

- **Focus on the future:** Considers anticipated population growth, environmental concerns, and community needs to guide decision making
- **Community involvement:** Incorporated public input from residents and stakeholders through sessions to ensure the vision aligned with the community's desires
- **Key areas of focus:** Addresses land use, housing, conservation, recreation, and economic development

Envision Seminole 2045 will influence where new neighborhoods are built and how natural spaces are protected, directly impacting the lives of Seminole County residents.

ROADWAYS AND LEVEL OF SERVICE

Roadway LOS was evaluated during the development of the 2045 Plan. The volume-to-capacity (V/C) ratio is calculated based on the number of vehicles using the road (volume) divided by the capacity of the roadway. The V/C ratio is used to define operating conditions, and the LOS rates the quality of service to a traveler. LOS is rated on a scale of A (highest quality, free-flow conditions) to F (lowest quality, congested conditions).



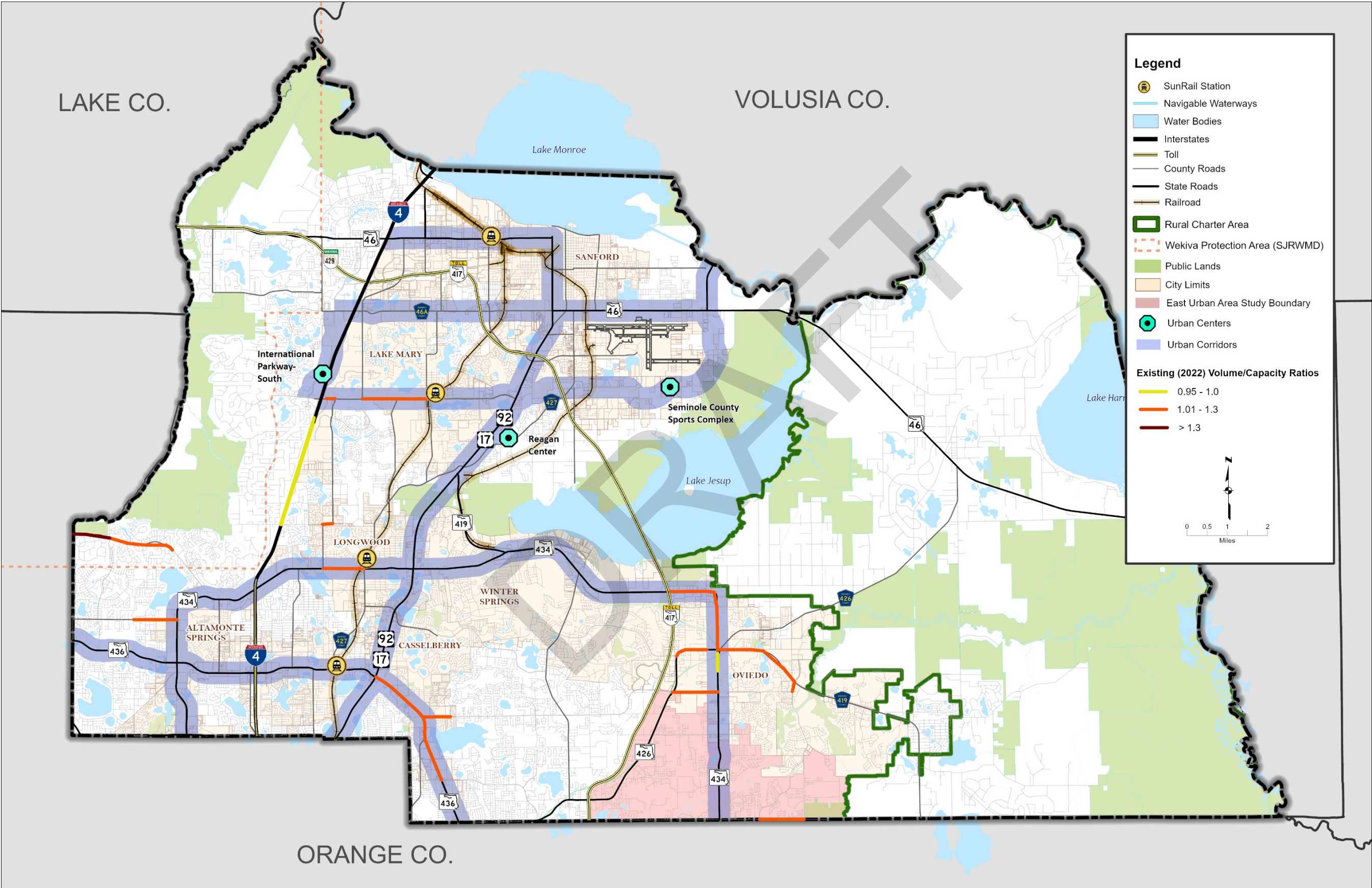
The LOS standard in this 2045 Plan is based on Seminole County Comprehensive Plan Policies TRA 1.1.1 (for County roadways), TRA 1.1.2 (for state

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). Analysis shows eight County-maintained roadway segments have a 2022 LOS of F.

The 2045 Plan considers future population and employment projections, as well as the locations of anticipated major development projects that are expected to contribute to additional traffic generation both inside and outside the County. Future roadway LOS was calculated, considering roadway improvements with dedicated funding for the next 5 years. Based on this analysis, 23 County road segments will reach LOS F by the year 2030 and 49 County road segments will reach LOS F by the year 2045. Roadway LOS and the projected year of failure was considered during project needs identification and project prioritization.

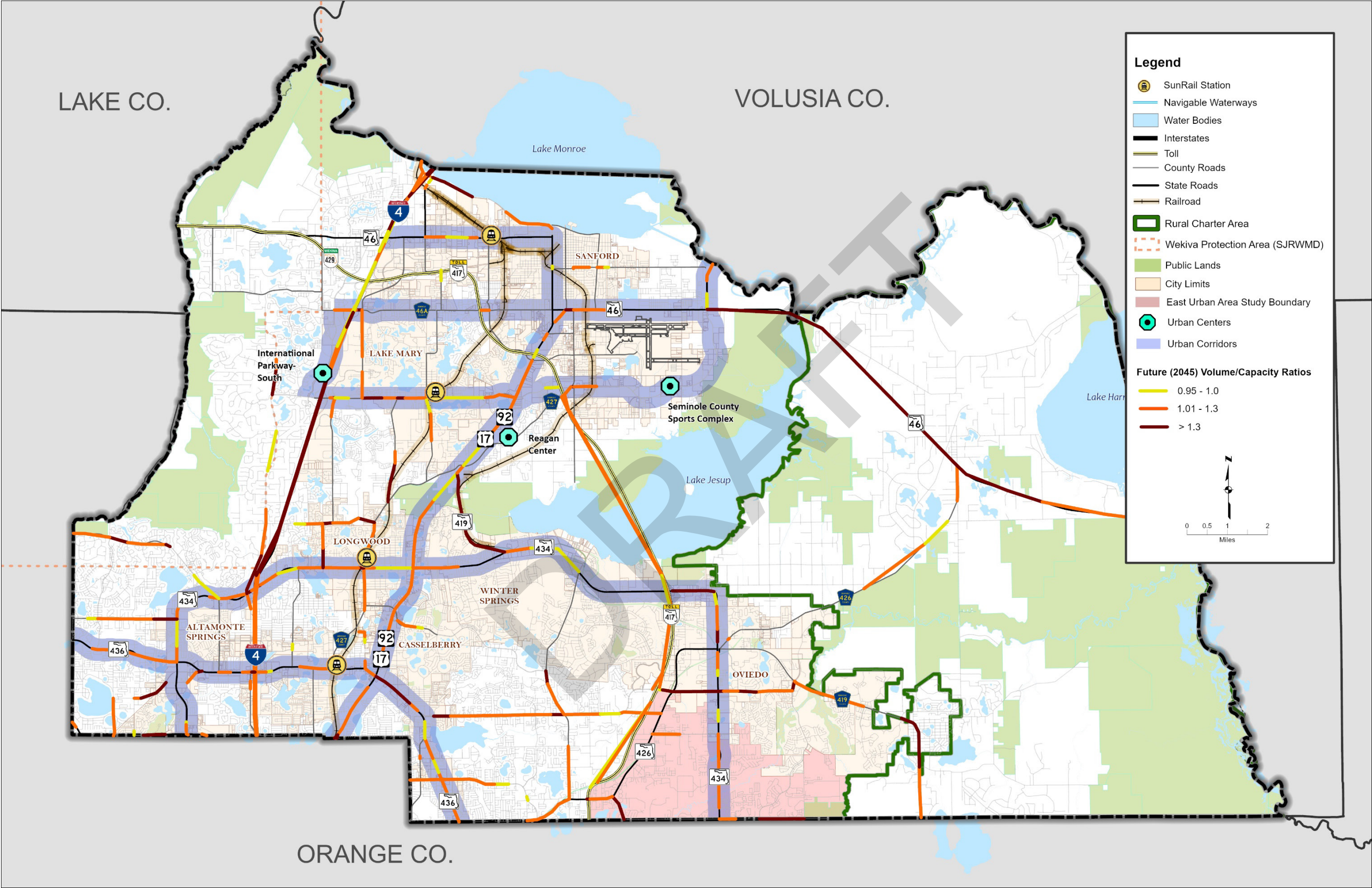
The following maps show existing (2022) and future (2045) roadway V/C ratios. Yellow segments are approaching capacity, while orange and dark red segments are over capacity. The Urban Centers and Corridors Overlay also is included. For further details on the existing and future roadway traffic analysis, refer to Technical Compendium E.

EXISTING (2022) ROADWAY VOLUME-TO-CAPACITY RATIOS MAP



PLAN OVERVIEW

FUTURE (2045) ROADWAY VOLUME-TO-CAPACITY RATIOS MAP



MULTIMODAL TRANSPORTATION OPTIONS

Many transportation systems are evaluated primarily based on roadway LOS. While roadway capacity improvements are still a key component to meet future growth and demand, they can result in high costs and environmental impacts. Therefore, this 2045 Plan focuses on providing equitable transportation improvements that support all travel modes, including walking, bicycling, and transit. This approach helps ensure the network provides safe, reliable, and affordable access for all transportation options.

PROTECTING RURAL AREAS

In 2006, the County completed the Rural Character Plan to preserve rural areas in eastern Seminole County. Land in the rural areas is characterized by large-sized residential lots, natural landscapes in environmentally 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 Comprehensive Plan controls the density and intensity of Rural Lands. In the 2024 general election, Seminole County voters approved a charter amendment, which garnered substantial support with more than 82 percent of the vote. The charter amendment requires a supermajority vote to remove property from the County's Rural Area. This amendment provides additional protection to the County's Rural Area, preventing changes to the Rural Boundary without an elevated level of consensus among County Commissioners.

The Board of County Commissioners must approve any changes to the future land use designations of all Rural Lands regardless of whether these lands are located within a municipality or in the unincorporated area.



Jones Trailhead – Seminole Wekiva Trail



*Residential Urban Horticulture Program –
Seminole County Parks and Recreation*

PLAN OVERVIEW

EAST URBAN AREA

The East Urban Area, a subset of this larger Countywide study, is in the southeastern section of the County, along the southern border of Orange County. The East Urban Area is located between the City of Oviedo to the north, the East Rural Charter Area to the east, SR 417 to the west, and Orange County to the south. This area is a focus of this 2045 Plan based on its potential for growth and its connectivity to surrounding activity centers, UCF, Seminole State College, and downtown Oviedo. A full assessment of the East Urban Area is included in Technical Compendium F.

The East Urban Area consists primarily of low-density residential land uses, with commercial properties concentrated along SR 434, SR 426, and Mitchell Hammock Road. While the area is mostly developed, more than a quarter of the East Urban Area comprises either vacant or buildable lands. Of those vacant lands, more than one-third is designated as vacant residential, highlighting the potential for future growth and associated transportation needs. Because this area abuts UCF, a major activity center, it also serves as a location for student-focused housing and a commuter center for students and staff at UCF.

Existing mobility features in the East Urban Area include the following:

- Major arterials SR 417, SR 426, and SR 434
- The Cross Seminole Trail through the western portion of the East Urban Area near SR 426
- Fixed-route LYNX service that runs from Orange County to the City of Oviedo and to farther destinations within Seminole County (SR 434)
- Transit services providing a shuttle directly to the UCF campus
- Sidewalk connectivity, which is adequate throughout the area but has limited connectivity to the Cross Seminole Trail within the area

The Econ River Wilderness Area is a major natural resource that includes the protected Little Econlockhatchee River. The river runs through the area in a southwest to northeast direction, bisecting

the area and resulting in limited east-west transportation connectivity.



Econ River Wilderness Area

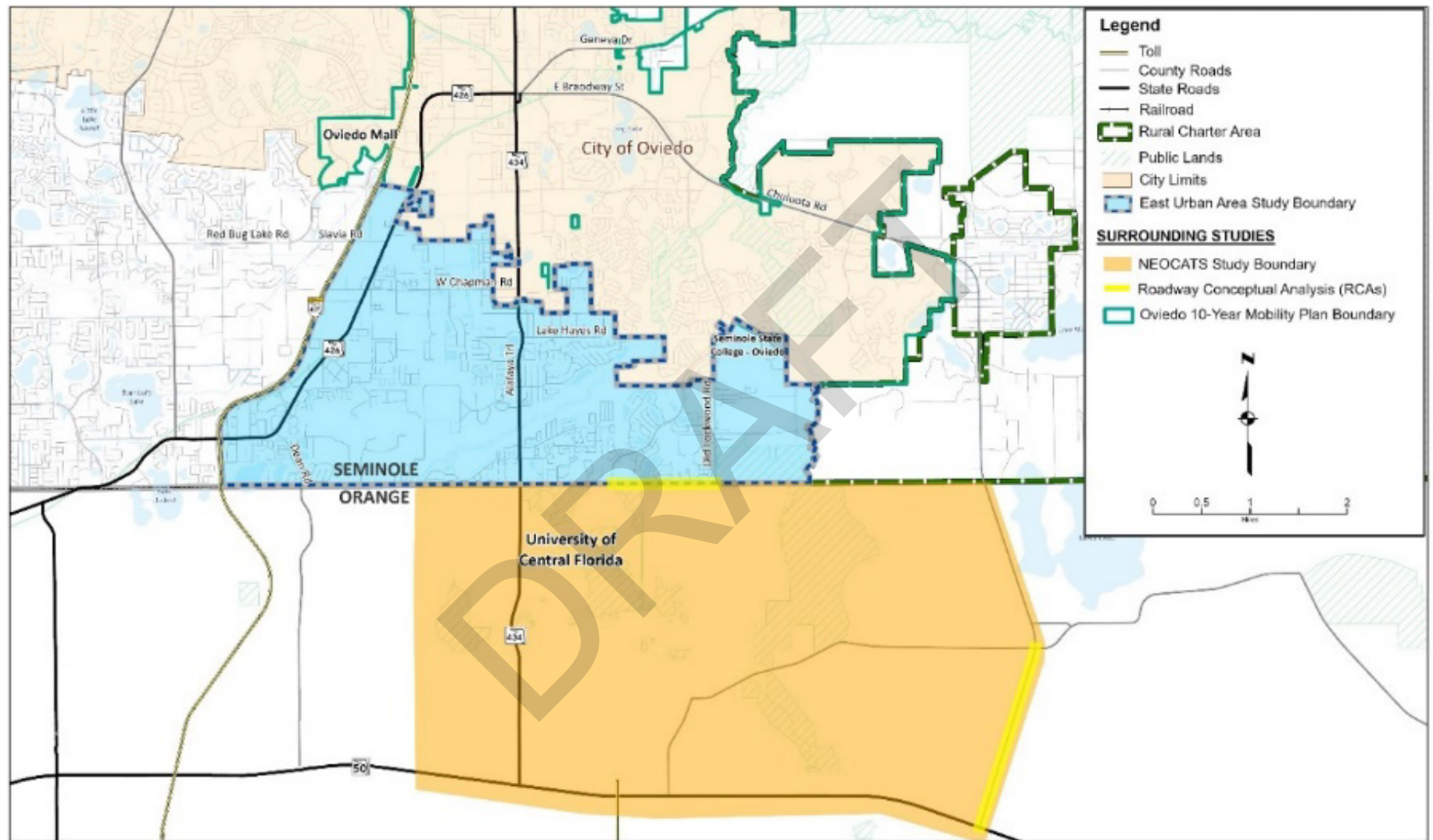
Mobility needs identified in this area were reviewed for consistency with Oviedo's 10-Year Mobility Plan and Orange County's Northeast Orange County Areawide Transportation Study (NEOCATS).

The Oviedo 10-year Mobility Plan is a comprehensive transportation plan to address current and future traffic needs within Oviedo, focusing on improving road infrastructure, pedestrian safety, and alternative transportation options over a decade, with the goal of alleviating congestion and enhancing quality of life by investing in projects like improved sidewalks, bike lanes, and traffic signal upgrades.

NEOCATS is defined by its Needs Study Report as a study that primarily serves as an update to the northeast portion of the Orange County Long-Range Transportation Plan. The recommendations from this study guide capital improvements in the short term and build a transportation system supportive of future land use and development in the long term.

Altamonte Springs and Longwood are also working to update the transportation plans that impact the long-term mobility of their cities. Given the central locations of these cities in the County and the urbanized nature of the area, they will have an impact on parts of unincorporated Seminole County. This transportation compatibility has been considered as part of this 2045 Plan.

EAST URBAN AREA MAP



PLAN OVERVIEW

CONSTRAINED FACILITIES

Roadways can be deemed as constrained by Seminole County or its cities. Constrained facilities cannot be widened because of public policy, environmental factors, or physical limitations of the built environment. The following table shows the County arterial and collector roadways that are constrained facilities, as determined by the Board of County Commissioners and listed in the Comprehensive Plan.

If a roadway segment was identified as being below the constrained number of lanes (that is, having less than the maximum number of lanes allowed) and the roadway was projected to have an LOS of F, then the roadway was identified for capacity improvements up to the constrained number of lanes. Otherwise, roadway capacity improvements for these segments were not included.

Alternatives to adding lanes were considered to improve the operating conditions on constrained and backlogged facilities, including access management, traffic operations improvements, improvements on parallel facilities, and evaluating improvements to public transit, bicycle, and pedestrian facilities.

Roadways constrained by public policy could potentially be widened with policy changes by the

local government or agency. Additionally, future improvements to policy-constrained roadways that have future capacities exceeding their policy-applied constraint (for example, LOS E+20%) should be considered carefully.

In addition to the County's established constrained facilities by policy, this 2045 Plan concludes that capacity on the following segments of constrained facilities will exceed the roadway's capacity by 2045:

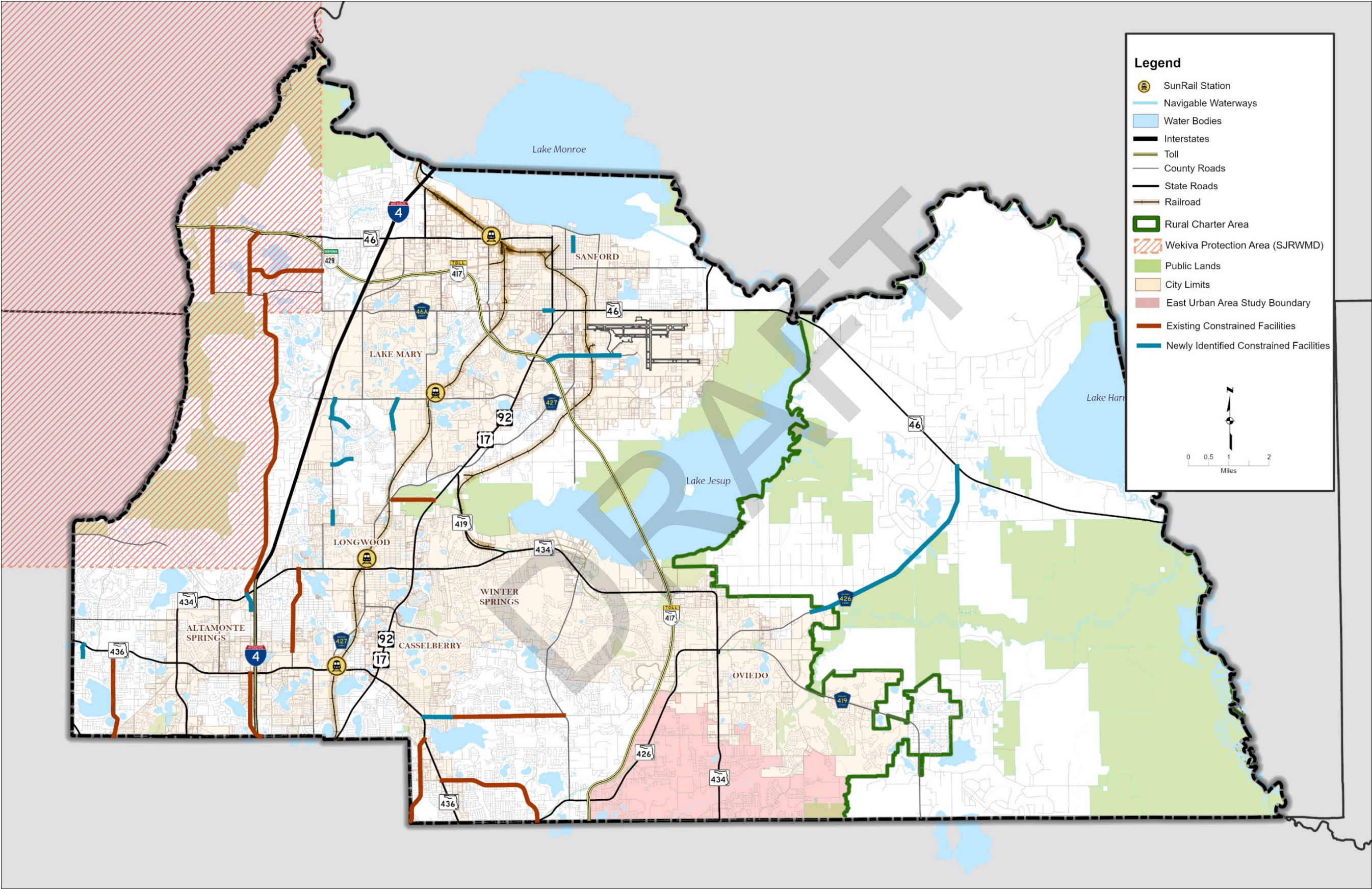
- Howell Branch Road: Orange County Line to SR 436
- Markham Woods Road: SR 434 to EE Williamson Road
- Markham Woods Road: Lake Mary Boulevard to Bridgewater Drive
- Red Bug Lake Road: Eagle Circle to Tuskawilla Road
- Wekiva Springs Road: Hunt Club Boulevard to Orange County Line

As part of this 2045 Plan, additional constrained facilities have been recommended. All constrained facilities are included in the following Existing and Newly Identified Constrained Facilities Map.

CONSTRAINED FACILITIES LIST

Roadway Segment	Constraint
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 number of lanes
County roadways within Countryside (East Rural) and Conservation areas	All arterial road segments are constrained to 4 lanes and all collector road segments are constrained to 2 lanes

EXISTING AND NEWLY IDENTIFIED CONSTRAINED FACILITIES MAP



PLAN OVERVIEW

COMPLETE STREETS

Complete Streets are roadways that are planned and designed in a context sensitive manner and are operated and maintained to safely accommodate people of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight and service operators. Depending on factors such as surrounding land use and density, 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.

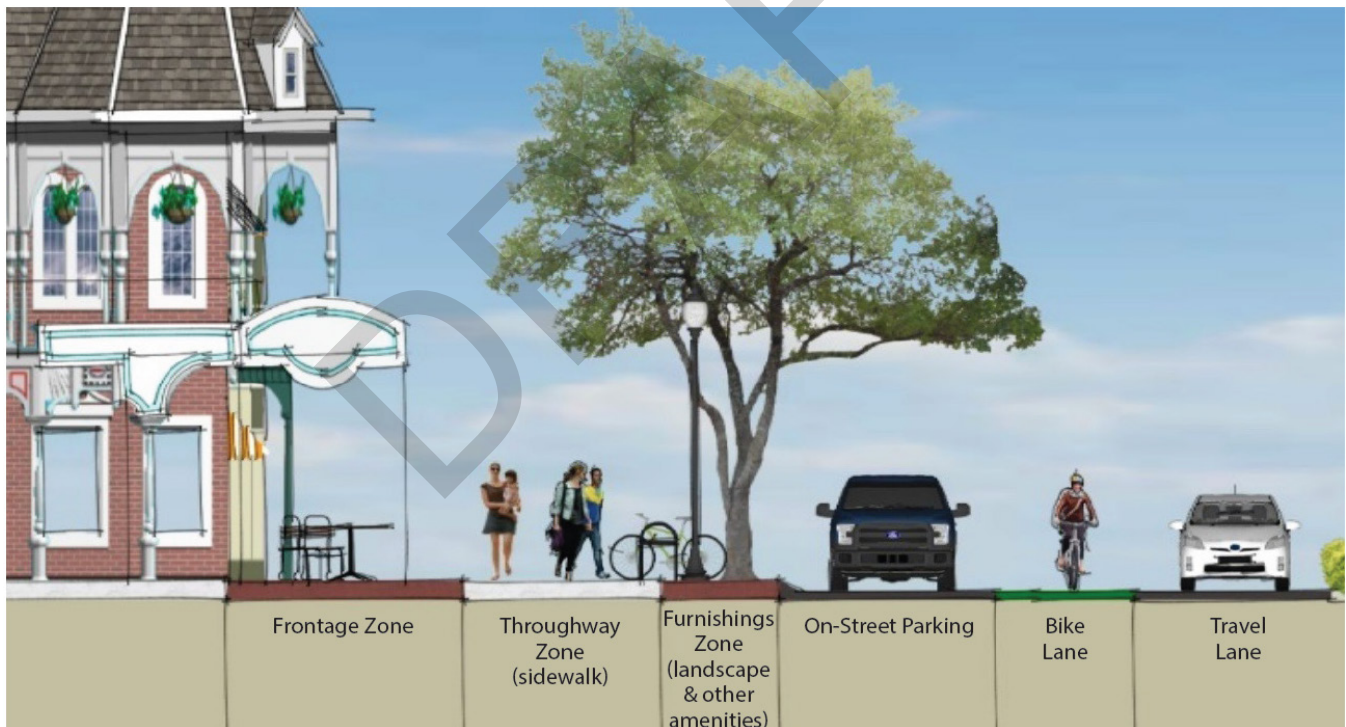
A Complete Streets program recognizes that roadways may serve many uses, including travel, local access, recreational activities, social, and retail. There is no singular design for a “complete street”; the intent of a Complete Streets program is

to improve safety for all users while increasing mobility. The County is supportive of FDOT’s and MetroPlan Orlando’s Complete Streets programs.

Seminole County has been implementing Complete Streets strategies that help calm traffic and provide a safer environment for all users by enhancing visibility for drivers, increasing reaction time, reducing crash severity, and minimizing incidents of drivers overtaking bicyclists.

The benefits of Complete Streets include the following:

- Improved safety
- Enhanced mobility and access
- Increased connectivity
- Better quality of life
- Supports economic development



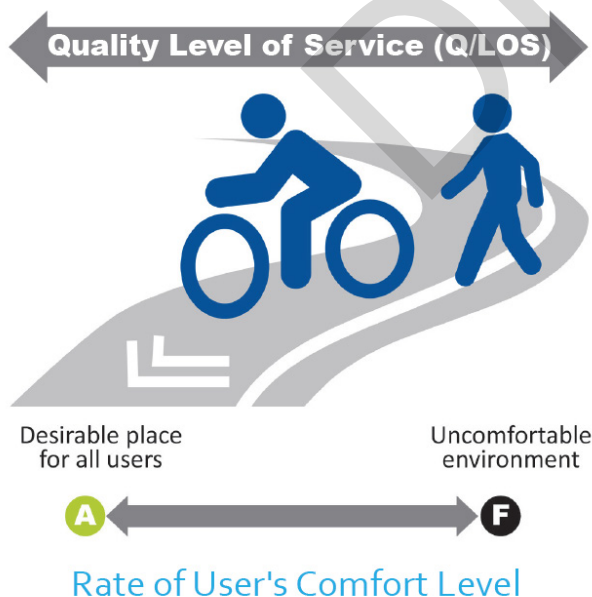
Potential Elements of a Complete Street in an Urban Area

ACTIVE TRANSPORTATION

Bicycle and Pedestrian Quality Level of Service

As part of the development for the 2045 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 to walk or bike comfortably, including children and the elderly, and F being an uncomfortable environment, even for an experienced pedestrian or bicyclist. 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.

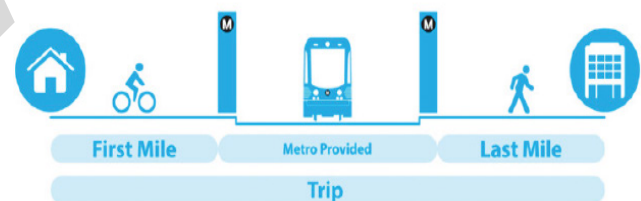
Bicycle and pedestrian infrastructure gaps were also evaluated. In total, 59 road segments in the County were identified as having a bicycle Q/LOS of F by 2045, and 12 road segments were identified as having a pedestrian Q/LOS of D by 2045. No road segments were scored F for pedestrian Q/LOS. Locations of gaps and Q/LOS D and F were used to identify bicycle and pedestrian projects for the 2045 Plan. More detailed information on the bicycle and pedestrian Q/LOS methodology is provided in Technical Compendium G.



Cross Seminole Trail

Last Mile

The last-mile connection, sometimes referred to as first- and last-mile, is a term used to describe the beginning or end of an individual's trip. It often refers to public transit trips, such as SunRail or LYNX. Transit services using a fixed route often require an additional travel mode to access the beginning and end destinations of a trip. Public transit passengers often must complete the first and last portions of their trip by walking or biking.



To meet Seminole County's mobility goal of providing "meaningful non-auto travel choices for County residents and workers," existing bicycle and pedestrian facilities surrounding key transit hubs in Seminole County were reviewed to identify active transportation improvements that enhance first- and last-mile connections. More detailed information on the last-mile analysis is provided in Technical Compendium G.

PLAN OVERVIEW

Trails

In 2021, Seminole County published the Trails Master Plan, which documented the existing trail system and recommended trail improvements through the next 10 years. The County maintains approximately 250 miles of trails, which are defined by four major types of trails based on characteristics such as width, length, and intended use. Trail systems may be located adjacent to roadways or located away from roadway systems as a separated transportation system. The hierarchy of trail types is summarized as follows:

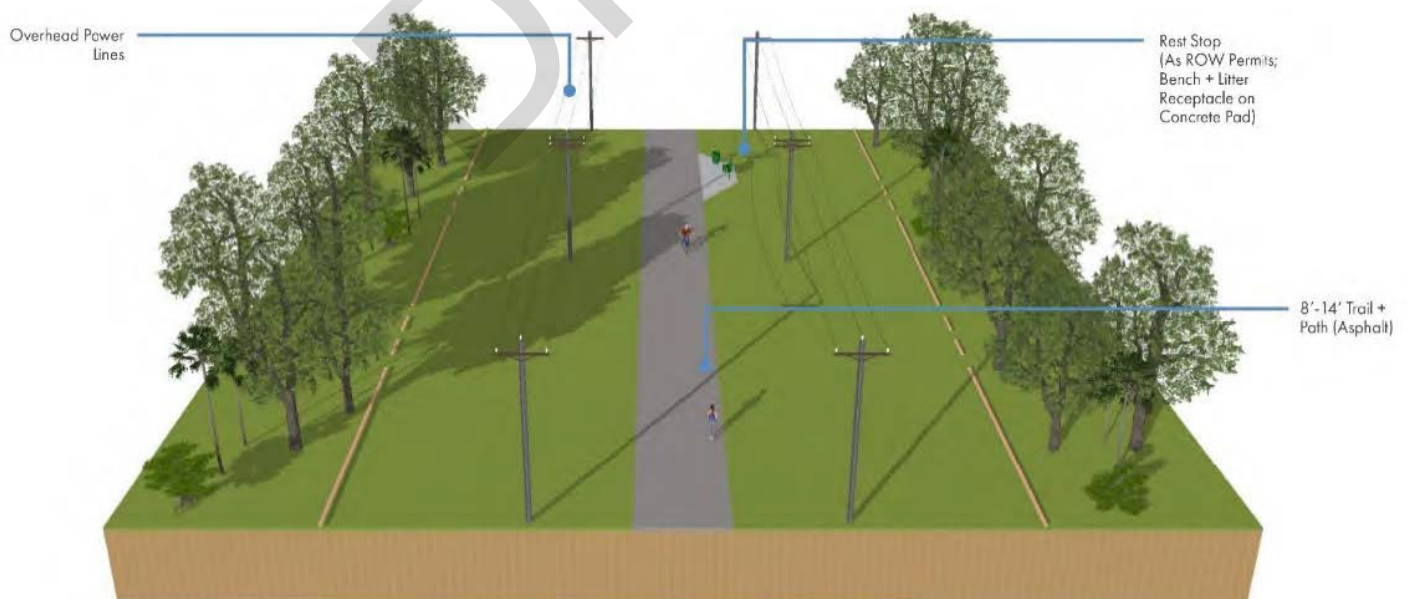
- **Signature Trails:** Paved 12- to 14-foot-wide urban and unpaved rural multipurpose trails with Countywide and regional connections
- **Pathways:** Paved 8- to 10-foot-wide urban and unpaved rural multipurpose trails for travel between and within cities and major activity centers, or connections to Signature Trails
- **Connectors:** Paved 8-foot-wide sidewalks (urban and rural) linking shorter distances such as in and between neighborhoods
- **Wilderness Trails:** Unpaved paths for pedestrians, mountain bikes, and equestrian usage within and between Preserved Lands

Seminole County has four existing Signature Trails: Seminole Wekiva Trail, Cross Seminole Trail, Flagler Trail, and Lake Monroe Loop Trail. Each trail is designed for shared use to accommodate pedestrians and bicyclists.

The Trails Master Plan identified network gaps in the existing trail system to maintain and improve the quality of future development and community revitalization efforts throughout Seminole County. In total, the Trails Master Plan recommended approximately 150 miles of new or existing trail improvements, estimated to cost approximately \$130 million.



Seminole Wekiva Trail



Seminole County Signature Trail Standards – Trails Master Plan

SAFETY

Improving safety for all transportation users – especially pedestrians, bicyclists, and aging road users – is a core commitment of Seminole County and drives the design of every transportation initiative.

As part of the 2045 Plan, the County continues to apply the guiding principles of Florida’s Target Zero into a local Vision Zero approach to road safety, as adopted by the County in 2024, as well as the Federal Highway Administration, the Institute of Transportation Engineers, and MetroPlan Orlando. Five of the seven cities within the County have adopted policies supporting Vision Zero and all jurisdictions are part of the coordinated Vision Zero Central Florida initiative led by MetroPlan Orlando.

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Vision Zero acknowledges that traffic deaths are preventable, that transportation systems should anticipate human error, and that speed is the fundamental factor in crash severity. The initiative continues to differentiate itself from traditional safety planning by focusing on fatality and serious injury elimination rather than reduction.

A review of five years of crash data from 2016 to 2020 showed that there were 67,121 reported crashes of various types in Seminole County during that period.

Dangerous by Design

The 2024 Dangerous by Design Report by Smart Growth America ranks more than 100 of the largest metro areas in the country by the Pedestrian Danger Index (PDI). PDI calculation considers the number of pedestrian commuters in an area relative to the total number of pedestrian fatalities. Since 2019, the Orlando-Kissimmee-Sanford area, which includes Seminole County, improved its ranking from first to 18th, representing a drastic improvement in reducing pedestrian danger within the region.

While the Orlando-Kissimmee-Sanford metropolitan area PDI score has continued to improve over the years, improvements are still needed throughout the transportation network. The County and region must continue to place an emphasis on prioritizing bicyclist and pedestrian safety. The 2045 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.

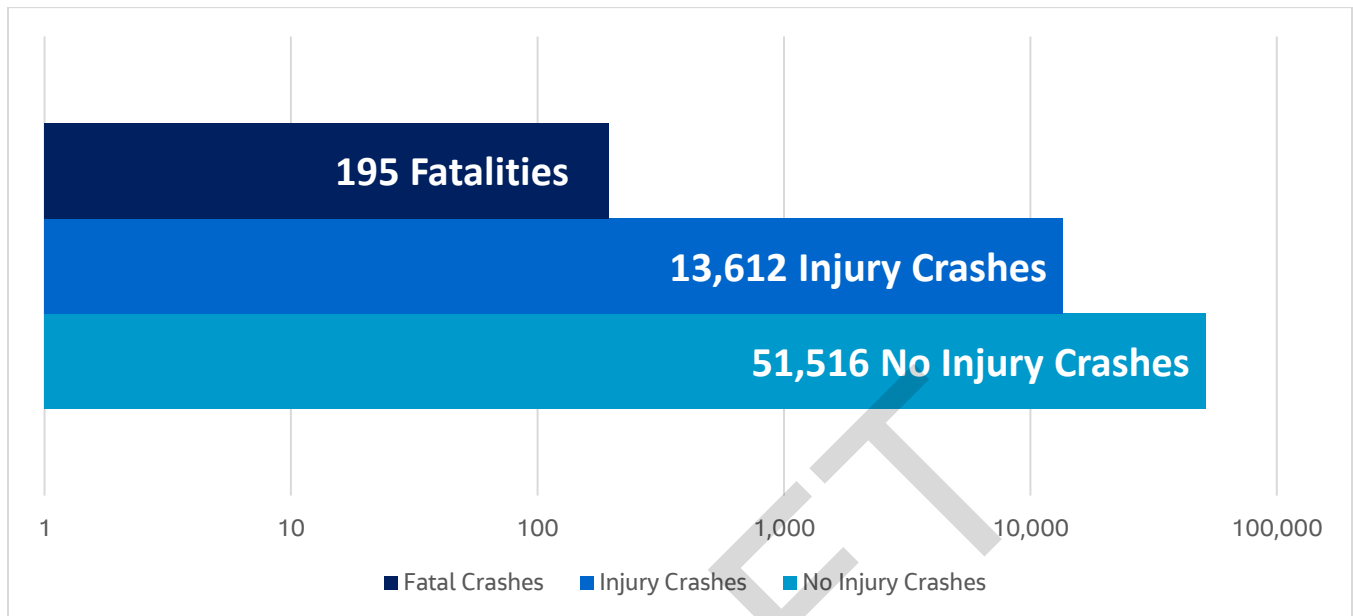


Source: UNC Highway safety research center, 2010, Pedestrian Safety Program Strategic Plan p. 14, accessed on October 27, 2017 from https://safety.fhwa.dot.gov/ped_bike/pssp/background/psafety.cfm#toc255811404

PLAN OVERVIEW

2016–2020 SEMINOLE COUNTY TOTAL CRASH DATA

(5-YEAR TOTAL)



2016–2020 HIGH VEHICLE CRASH LOCATIONS ON COUNTY OR LOCAL ROADS

(5-YEAR TOTAL)

Major Street	Minor Street	Crashes
Lake Mary Blvd.	Primera Blvd./ Lake Emma Rd.	301
Red Bug Lake Rd.	Tuskawilla Rd.	211
Rinehart Rd.	CR 46A	186
Lake Mary Blvd.	Rinehart Rd.	153
Lake Mary Blvd.	Sanford Ave./ Ronald Reagan Blvd.	145
CR 419	Lockwood Blvd.	135
Lake Mary Blvd.	Country Club Rd.	134
Lake Mary Blvd.	International Pkwy.	116
Howell Branch Rd.	Lake Howell Rd.	110
Red Bug Lake Rd.	Dodd Rd.	111

2016–2020 HIGH BICYCLE AND PEDESTRIAN CRASH INTERSECTIONS ON COUNTY OR LOCAL ROADS

(5-YEAR TOTAL)

Major Street	Minor Street	Crashes
Lake Mary Blvd.	Sun Dr.	4
CR 46A/25th St.	Hartwell Ave.	4
Airport Blvd.	Sanford Ave.	4
Red Bug Lake Rd.	Pine Bark Pt./Citrus Rd.	4
International Pkwy.	Village Oak Ln.	4
Sand Lake Rd.	East Exit of Forest City Elementary School	4
W. 13th St.	Mangoustine Ave.	4

Distracted Driving

Any activity that diverts a driver's attention from control of the vehicle is considered distracted driving. Common distracted driving activities include phone use (talking, texting, or handling), eating, drinking, conversing with others, changing radio stations, adjusting the air conditioning, or altering the navigation system.

Nationwide, according to the National Highway Traffic Safety Administration, distracted driving claimed 3,308 lives in 2022. Among all drivers and age groups, teens are the largest age group reported as distracted at the time of fatal crashes. Among drivers, the National Occupant Protection Use Survey found 2.1 percent of drivers nationwide use handheld cellphones while operating a motor vehicle. Distracted driving can disrupt traffic flow and lead to increased congestion. It also can cause an increase in crashes because of more erratic driving behaviors.

The Seminole County Sheriff's Office coordinates with local jurisdictions to address distracted driving. The Florida Highway Patrol, FDOT, and MetroPlan Orlando also are significant partners in potential solutions to curb distracted driving.

Florida has enacted two primary enforcement laws related to distracted driving: Florida State Statutes 316.305 and 316.306. These laws have the following purposes:

- Restricting the operation of a motor vehicle while manually typing or entering multiple letters, numbers, or symbols into a wireless communications device to text, email, and instant message
- Restricting the operation of a motor vehicle while using a wireless communications device in a handheld manner in a designated school crossing, school zone, or active work zone area

Secondary enforcement laws against distracted driving also have been enacted to further curtail this dangerous behavior.



It is important to note that Florida has preemption laws that exclude Seminole County and the cities from developing their own distracted driving laws.

FUTURE TECHNOLOGIES

The technology revolution that transformed mobile phones in the last couple of decades is now transforming motor vehicles and the fundamental ways in which we travel. Intelligent transportation systems, such as adaptive signal timing and dynamic message boards, provide real-time traffic information to travelers, allowing for more efficient use of existing infrastructure. Mobile 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. Integration and consolidation of tolling equipment and systems are allowing ease of access for the traveling public.

Concurrent with these advances, private industry is playing an active role in the functionality of the transportation system. Global positioning system (GPS) enabled applications provide real-time traffic information to drivers and allows the existing system to use 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.

As these technologies are quickly becoming commonplace, major automakers and TNCs are attempting to change the way we traditionally think about cars and how we use them.

Autonomous vehicles (AVs; also called self-driving, driverless, or robotic vehicles) include at least some aspects of a safety-critical control function, such as steering or braking, which occur without direct driver input.

PLAN OVERVIEW

The Society of Automotive Engineers developed five levels of vehicle automation, with Level 1 corresponding to vehicles that can sometimes assist drivers to complete some driving tasks (such as cruise control) and with Level 5 corresponding to vehicles that can complete all driving tasks without driver intervention.

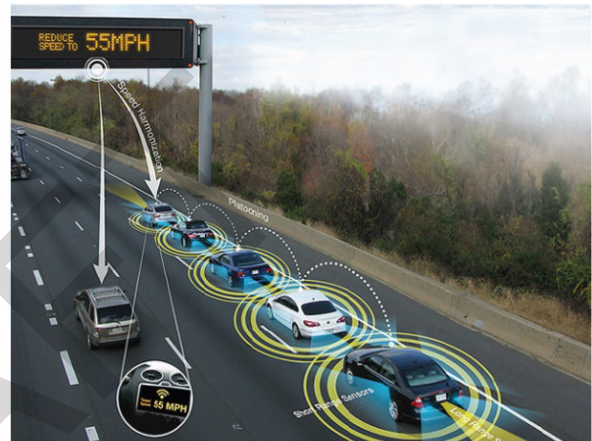
A fully autonomous vehicle can sense its environment and navigate without any human input. Level 1 and Level 2 personal vehicles are available on the market today. Level 3 personal vehicles have been available for purchase in Europe and were approved for sale by Mercedes-Benz in Nevada and California in 2023. Car manufacturers continue testing Level 3 and Level 4 vehicles, with additional deployments anticipated in the late 2020s and early 2030s.

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

The addition of these technologies may change our current understanding of roadway capacity. Connected cars can safely travel at closer following distances and possibly in narrower lanes. With closer spacing of vehicles and the coordination of signal operations, capacity improvements in the future may need to be evaluated in new ways.

Although no new infrastructure is necessary for the initial deployment of these technologies, the deployment of autonomous and connected vehicle technologies faces several challenges which the US 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.



Cities within Seminole County have had a head start in exploring the possibilities of these public-private partnerships. In July 2023, the City of Altamonte introduced an AV shuttle program designed to offer an eco-friendly and convenient transit option. The initiative helps residents and visitors easily reach key activity hubs. Two self-driving shuttles operate along a designated route in Uptown Altamonte, making stops at four key locations near popular shopping and recreational spots.

REGIONAL CONTEXT AND TRANSPORTATION PARTNERSHIPS

The 2045 Plan was developed in consideration of regional transportation partner priorities and projects and, within the greater regional perspective, of ongoing projects of regional significance.



SunRail

SunRail is a 61.5-mile commuter rail service connecting Volusia, Seminole, Orange, and Osceola counties. SunRail operates over the Central Florida Rail Corridor (CFRC), which is currently owned by FDOT. The construction of SunRail was divided into three phases, connecting DeLand in Volusia County with Poinciana in Osceola County. Phase 1, a span of 31.5 miles, opened in 2014, connecting DeBary in Volusia County to Sand Lake Road in Orange County, with a total of 12 commuter rail stations, most having parking lots and direct connectivity to transit routes. Phase 2 South opened in 2018, extending the system 17.2 miles south from Sand Lake Road in Orange County to Poinciana in Osceola County, and included a total of four commuter rail stations, all with park-and-ride facilities and direct connectivity to transit routes. Phase 2 North opened in 2024 and is a 12-mile extension from DeBary to the DeLand Amtrak Station, both of which are in Volusia County.

Future expansions of SunRail are proposed for the “Sunshine Corridor,” which is a vision for a shared-use rail corridor. Limits of this corridor are expected to be from Disney Springs in the west to the Orlando International Airport in the east. The connection to the CFRC is expected to be between Sand Lake Road and Meadow Woods. The Sunshine Corridor is currently in the preliminary stages of project development. This expansion would include Phase 3 to the Orlando International Airport, which also is in the project development stage. These expansions would provide east-west connectivity from SunRail in south Orlando, including the attractions, International Drive, and the Orlando International Airport. In January 2025, the Seminole County Board of County Commissioners approved \$500,000 towards a Project Development and Environment (PD&E) Study for the Sunshine Corridor.

Within Seminole County, SunRail has four commuter rail stations. These stations are in the cities of Altamonte Springs, Lake Mary, Longwood, and Sanford. All the stations have a parking lot and transit connectivity. The Longwood Station also

features a shared parking garage with an adjacent apartment complex.

The CFRC has 35 grade crossings, including private and pedestrian crossings, on its main line in Seminole County. This line allows passenger trains to operate at a maximum operating speed of 79 miles per hour in many areas of the County. Recently, a Countywide quiet zone was implemented on the CFRC, which brings corridor consistency with quiet zones south of Seminole County. Quiet zones allow train engineers to not sound their horns at at-grade crossings, unless entering a station or during an emergency. The train engineer always has discretion to err on the side of caution in any situation, even with a quiet zone implemented.

Seminole County shares maintenance and response duties with the cities in compliance with the established Joint Use and Interlocal Agreements that have been established. These responsibilities include the entire parking lot area, along with any sidewalks approaching the station platform. Responsibilities on the station platform include cleanliness and security. FDOT maintains the track, pedestrian crossings, grade crossings, intertrack fencing, and transit equipment on the platforms.

The stations themselves and their parking areas are the responsibility of Seminole County. These station sites and surrounding areas continue to hold significant potential for future transit-oriented development, supporting the County’s multimodal mobility strategy. This type of development has already come to fruition at the Longwood and Lake Mary stations.

The transition of operating control of SunRail from FDOT to the Central Florida Commuter Rail Commission (CFCRC) is planned to occur over the next few years. The CFCRC took financial control of the service on January 1, 2025, which was the planned sunset of the FDOT funding period. Seminole County is part of the funding partner consortium that makes up the CFCRC and includes Volusia, Orange, and Osceola counties, as well as the City of Orlando. As such, this 2045 Plan will include a focus on last-mile connectivity to SunRail and multimodal improvements in and around the commuter rail stations.

PLAN OVERVIEW



Wekiva Parkway (SR 429)

The Wekiva Parkway, completed in early 2024, directly connects SR 417 and I-4 in Seminole County.

The 25-mile Wekiva Parkway completed the beltway around Orlando to provide traffic relief to the heavily congested I-4 corridor. The Parkway also relieves congestion on US 441, SR 46, and other local roads in northwest Central Florida. Much of the Parkway travels through the environmentally sensitive Wekiva River Basin, 3,400 acres of which are protected for conservation. The project cost was \$1.6 billion, with \$500 million of non-toll road improvements, including the following:

- 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
- Shifting the CR 46A connection to SR 46 to allow wildlife to move safely between habitats



I-4 Ultimate / I-4 Express

The I-4 Ultimate project was the culmination of decades of studies and design by FDOT. It covered the area of I-4 from west of SR 435 (Kirkman Road) in Orange County to east of SR 434 in Seminole County. The project included major reconstruction of



I-4 EXPRESS

two interchanges in Seminole County, SR 436 in Altamonte Springs, which was converted to a Single Point Urban Interchange and SR 434 in Longwood. This 21-mile improvement project included construction of two tolled, managed lanes in each direction of I-4, known as I-4 Express, which officially opened in 2022. Motorists have the option to enter the lanes via limited access points. In Seminole County, motorists can access westbound I-4 Express

where the managed lanes begin, east of SR 434, via a direct connect ramp from Central Parkway and a slip ramp from the westbound I-4 general use lanes, just west of SR 436.

In February 2025, FDOT implemented dynamic tolling, on these lanes, a well-established method to reduce congestion and maintain reliable travel times.



I-4 Beyond the Ultimate

To provide the same level of congestion relief to areas of I-4 east and west of the I-4 Ultimate project, FDOT is in the

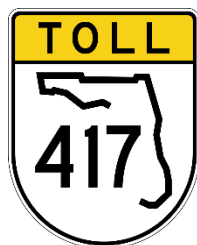
construction phase on segments of I-4 Beyond the Ultimate. This project covers approximately 40 miles of critical portions of I-4 in Central Florida, outside of the I-4 Ultimate project. This project includes the segments of I-4 in the west from SR 435 (Kirkman Road) to Central Florida Parkway in Orange County. and in the east from SR 434 in Seminole County to SR 472 in Volusia County.

The project also includes four new express lanes in the center of the interstate with express lane exits to SR 417 and the Wekiva Parkway (SR 429) in Seminole County.

While the project is not completely funded through construction, interim improvements are being constructed as funding becomes available, taking the final configuration into consideration, when possible.

A project is currently in progress in Seminole County at CR 46A (HE Thomas Jr. Parkway) and Rinehart Road. This project aims to enhance capacity and efficiency while alleviating congestion at the I-4 and CR 46A interchange. Work began in 2023 and is anticipated to be completed in 2025.

In March 2025, a project was completed at the I-4 and US 17-92 interchange as part of the I-4 Beyond the Ultimate initiative. This effort involved realigning the eastbound exit ramp to enhance visibility for drivers, adding a new auxiliary lane on eastbound US 17-92, and constructing additional turn lanes on US 17-92/Monroe Road and Seminole Boulevard.



Seminole Expressway (SR 417)

The Seminole Expressway (SR 417) is an FTE-owned limited-access toll facility running north-south through the center of Seminole County. SR 417 to the south

connects to Orange County, where it continues south into the Orlando area and ends at I-4 in Osceola County. In Seminole County, the facility connects the west side of Oviedo through to Lake Mary and Sanford in the north, ending at I-4, with a direct connection to Wekiva Parkway (SR 429). SR 417 in Seminole County is planned to be widened through its entirety from four to eight lanes. The widening is split into three different projects. The south segment extends from Aloma Avenue/SR 426 to SR 434. As of April 2025, this segment is currently under construction. The middle segment extends from SR 434 to Lake Mary Boulevard, including the Lake Jesup Bridge. This segment is funded for right-of-way acquisition in FY 2026/2027. The north segment extends from Lake Mary Boulevard to I-4/Wekiva Parkway (SR 429). This segment is funded for preliminary engineering in FY 2028.



US 17-92

US 17-92 is a major north-south arterial that runs through the cities of Casselberry,

Lake Mary, Longwood, Sanford, Winter Springs, and unincorporated areas of Seminole County. This link is vitally important because it combines the connectivity of a regional roadway with multimodal transportation options, including walking, bicycling, transit, and other motorized vehicles not intended for freeway travel. The route also has a significant amount of commercial and industrial development based on its proximity to activity centers, cities within the County, and the CFRC.

The capacity improvement of US 17-92 was completed in 2022, making it six lanes from Shepard Road to Lake Mary Boulevard. FDOT has designed a new Truck Parking facility near the I-4 interchange and is scheduled to begin construction in 2026.

The route designation also was redesignated to coincide with SR 46 and Monroe Road in Sanford. This step was taken in anticipation of the I-4 Beyond the Ultimate project.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Central Florida Expressway Authority

The CFX is an independent agency of the state that owns, operates, and maintains a regional network of

expressways for residents in Brevard, Lake, Orange, Osceola, and Seminole counties. CFX's Five-Year Work Plan (FY 2024–2028) includes two major transportation improvements in and adjacent to Seminole County. Design and construction of the John Land Apopka Expressway (SR 414) Extension from US 441 to SR 434 will provide needed capacity and improve system connectivity between SR 429 and I-4. The second project includes a PD&E to consider, analyze, and evaluate the location of an approximately 2-mile proposed expressway connection from SR 417 northeastward to the entrance to the Orlando Sanford International Airport. This proposed connector is anticipated to enhance direct access to the Orlando Sanford International Airport, increase mobility for the area's growing population and economy, and promote regional connectivity.



The Central Florida Regional Transportation Authority

LYNX operates a total of 63 fixed routes for buses, 11 NeighborLinks providing access to the fixed routes, three LYMMO routes, three FastLinks (limited-stop bus service), ACCESS LYNX paratransit, and commuter assistance vanpools. The transit service area includes Orange, Seminole, and Osceola counties. There is one fixed route that enters Lake County in the Four Corners area. Connectivity also is provided to the LakeXpress and Citrus Connection services.

PLAN OVERVIEW

In Seminole County, there are 521 bus stops served by the following 14 fixed routes:

- Link 1 Winter Park/Altamonte Springs/Maitland
- Link 9 Winter Park/Rosemont/Pine Hills
- Link 23 Winter Park/Rosemont/Springs Village
- Link 34 N. US 17-92/Sanford
- Link 45 Lake Mary
- Link 46E E. First Street/Downtown Sanford
- Link 46W West SR 46/Seminole Towne Center
- Link 102 Orange Avenue/South US 17-92
- Link 103 North 17-92/Seminole Centre
- Link 106 N. US 441 (Orange Blossom Trail)/Apopka
- Link 434 SR 434
- Link 436N SR 436/Fernwood/Apopka
- Link 436S SR 436/Orlando International Airport/Fern Park
- Link 443 Winter Park/Lee Road/Pine Hills

Two NeighborLinks, which is an on-call flex service, are also operated within Seminole County (822 Oviedo and 851 Goldsboro). In addition, ACCESS LYNX is a shared-ride paratransit, door-to-door transportation service for those with disabilities who are unable to use other services.

Through an agreement with FDOT, LYNX has continued to improve the network of feeder routes to improve connectivity from the SunRail stations to riders' final destinations. These routes provide last-mile connectivity that otherwise would not exist for transit passengers.

An origin-destination study was conducted by LYNX in 2023. The study reinforced the importance of the NeighborLink services and SunRail in the County.

Additional priorities were developed as part of the LYNX Transit Development Plan and Seminole County Transit Plan.



**Coast-to-Coast
Connector**

The Florida

Department of Environmental Protection's Office of Greenways and Trails is working with FDOT and

partnering counties to complete the Coast-to-Coast Connector (C2C), a 250-mile paved trail linking Florida's Gulf and Atlantic coasts.

The C2C trail crosses through Seminole County from Volusia County. The Orange County Gap (about 3.6 miles) from Hiawasse Road to north of SR 414 is expected to be complete by 2027.

Ultimately, the C2C will link communities between St. Petersburg and Titusville, providing a "safe, scenic, and *sunsational*" multi-use trail that allows 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. Approximately 88% of the connector is complete, with other gaps in the trail expected to be completed by 2028. Connections to and from the C2C to the rest of the network in Seminole County is a top priority.



Emergency Evacuation Routes

Hurricane evacuation analysis is critical when considering the movement of traffic. Seminole County has several hurricane

evacuation routes. East-west evacuation routes in Seminole County include I-4, Wekiva Parkway (SR 429), SR 436, SR 46, and north-south routes include SR 417, US 17-92, and SR 415. SR 46 connects Seminole County to Volusia and Brevard counties. The 2045 Plan includes improvements that would enhance access and mobility to evacuation routes in and around Seminole County.



MetroPlan Orlando

MetroPlan Orlando is the metropolitan planning organization for Orange, Osceola, and Seminole counties. MetroPlan Orlando is responsible for developing the regional Metropolitan Transportation Plan (MTP) 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 MTP to receive federal funding. The region is currently guided by an updated version of the 2045 MTP approved by the MetroPlan Orlando Board on December 9, 2020 (revised December 11, 2024), which states that portions of the County's tax revenues be used to fund MTP projects.



CSX Transportation

CSX Transportation (CSXT) is the main freight rail provider operating in Seminole County. CSXT is a Class I provider that operates on the CFRC, which is part of the Strategic Intermodal System (SIS) railroad tracks. CSXT also owns and services the Aloma Spur freight line which runs from Sanford to Winter Springs. This spur line is where the Amtrak Auto Train facility is located. The CFRC runs from Sanford to Altamonte Springs in Seminole County and traversing four municipalities along the corridor as well as unincorporated areas of the County. On the CFRC, CSXT shares the tracks with SunRail and Amtrak and operates under the Central Florida Operating and Management Agreement between CSXT and FDOT. This agreement generally has freight operations occurring on the corridor in the midday and overnight hours during the weekdays, with more open freight operations on the weekends.



Amtrak

Amtrak operates daily service via the Silver Star and Silver Meteor through Seminole County on the CFRC; however, there are no passenger stations for these routes in Seminole County. Amtrak also operates the Auto Train service between Sanford, Florida, and Lorton, Virginia. This service transports passengers and their vehicles with one train departing north in the afternoon and one train arriving south in the morning. The City of Sanford offers shuttle service between the Auto Train station, SunRail station, and downtown Sanford.



FDOT Truck Parking

FDOT is improving the freight network in Seminole County with the addition of a truck parking lot in Sanford. The facility is to be constructed near the US 17-92 interchange with access to the property on School Street. This provides nearby access to local industrial parks, CSXT's Rand Yard, the Orlando Sanford International Airport, and the Port of Sanford. This location also was planned with the future I-4 Beyond the Ultimate project in mind. The 17.3-acre site will have a parking capacity of 132 trucks. There also will be improvements on School Street, including the reconstruction and widening of the road along with curb and gutter, an 8-foot sidewalk, and 5-foot shoulders. A comfort station with restrooms, vending machines, and other amenities will be included.



Orlando Sanford International Airport

The Orlando Sanford International Airport is within the Sanford city limits, north of Lake Jesup. The airport has four primary runways and is approximately 2,400 acres in size. It serves nearly 3 million passengers annually and ranks in the 100 busiest airports in the United States.

The airport is identified by the Federal Aviation Administration as a small hub primary commercial service airport facility in its National Plan of

PLAN OVERVIEW

Integrated Airport Systems. Terminal A and Terminal B serve commercial flight operations for two passenger airlines. The combined space is 387,000 square feet of air-conditioned facilities with 16 gates to accommodate commercial operations. Orlando Sanford International Airport has generally seen steady growth in passengers.

The airport has five surface parking lots and one parking structure; there also is an onsite rental car facility serving passengers. The primary roadways leading into the airport include the following:

- Red Cleveland Boulevard via East Lake Mary Boulevard
- Airport Boulevard via Sanford Avenue (CR 425)
- Wylly Avenue via Sanford Avenue (CR 425)

Direct transit service is not currently offered at the airport. The nearest LYNX fixed-service routes are Link 34, located on US 17-92, and Link 46E, located on SR 46 (25th Street). Neither of these links provide adequate access to the airport, being over 2 miles from the nearest bus stop. The nearest SunRail stations are in Lake Mary and Sanford, each approximately 4.5 miles away from the airport terminal. Currently, there are no transfer options from these stations to the airport.

In March 2025, the Seminole County Board of County Commissioners approved a \$1 million agreement with the Sanford Airport Authority. The agreement aims to attract airlines to expand flight services and encourage businesses to establish a presence at the airport.



Port of Sanford

The Seminole County Port Authority is a dependent Special District whose board

oversees activities at the Port of Sanford. Located on the St. Johns River just northwest of the I-4 interchange at US 17-92, the Port includes first-class dockage, a private marina, and warehouse and manufacturing spaces. The Port's Small Business Center offers small business support and has 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 2045 Plan is on County-maintained roadways, the Sales Tax Capital Plan (2015–2025) includes both County and city priority projects.

This 2045 Plan has been developed to be consistent with each city's 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.

GOALS & OBJECTIVES

The five goals for the 2045 Plan were updated based on the original goals from the 2040 Plan. The updated goals better align with the changing transportation landscape, reflect a broader multimodal transportation system, and help the County reach its ultimate transportation vision.

They also consider the different elements of the Seminole County Comprehensive Plan and MetroPlan Orlando Long-Range Transportation Plan. The development of these goals and objectives are outlined in Technical Compendium H.



The goals and objectives for this 2045 Plan guided the entire transportation plan development process by creating the basis for a decision-making framework through which projects can be evaluated to define project priorities.

GOAL 1: MOBILITY

Preserve and enhance the existing system's function and performance

- Reduce congestion and delays
- Improve emergency response time and reduce impact to delays
- Repair and maintain infrastructure to a state of good repair
- Improve travel time reliability
- Provide real-time travel information to roadway users and explore uses of innovative technology to enhance user connectivity
- Use a full range of innovative/technological solutions (for example, increased use of intelligent transportation systems, transit signal priority systems, and positive train control)
- Deliver an economically feasible transportation system with appropriate funding for improvements to support future needs while considering changing mobility needs
- Identify multimodal transportation improvements necessary to support the growth forecasts and redevelopment that are consistent with the Future Land Use Element of the Seminole County Comprehensive Plan
- Preserve the function of existing roadways through access management plans
- Follow established policies, performance frameworks, and regulations as a means of strategically providing for the acquisition, reservation, and protection of existing and future transportation rights-of-way
- Support regional connectivity by providing additional roadway connections
- Strengthen coordination of transportation plans and programs with all levels of partners, including local, regional, state, and federal agencies and authorities, to provide a system that is consistent with the goals and objectives of providing a safe, convenient, and efficient regional transportation system

GOAL 2: SAFETY

Be consistent with the Florida Strategic Highway Safety Plans: Target Zero and the Pedestrian and Bicycle Safety Coalition to improve the region's ranking in Dangerous by Design by emphasizing bicycle and pedestrian safety improvement projects

- Focus on safety for vulnerable users, with an emphasis on convenient transit access, bike lanes, corridor crosswalks, and walkable mixed-use centers
- Reduce roadway fatalities and serious injuries
- Provide a safe, secure, efficient, and livable transportation network that supports community needs
- Enhance safety at intersections, shared-use path crossings, and mid-block crosswalks
- Reduce the number of or improve the performance at conflict points
- Discourage speeding and cut-through vehicle traffic with traffic-calming approaches
- Implement grade separation of all user modes when appropriate and feasible
- Partner with public safety officials to improve emergency response times and evacuation routes
- Increase driver education initiatives to improve driver behavior

GOAL 3: MULTIMODAL OPTIONS

Improve access to multimodal options to advance equity, access to all users, and public health

- Develop and maintain an effective, convenient, and economically feasible multimodal transportation system
- Continue to service and facilitate local accessibility and mobility for all modes of travel and consider modal choice in future development of the transportation system
- Eliminate transit service gaps
- Encouraging pedestrian and bicycle mobility in conjunction with transit over vehicle use

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- Enhance access and amenities of multimodal facilities
- Promote initiatives such as enhanced signage, additional bicycle lanes, additional sidewalks, trails, and bicycle racks at key locations
- Support regional initiatives to increase SunRail ridership, by enhancing connectivity to SunRail to and from residential and employment centers and supporting initiatives that improve last-mile services
- Consider connected premium transit services that provides convenient headways, reliable travel times, and direct links to employment and residential hubs
- Support regional and partner agency initiatives related to future transportation technologies, including ride sharing and autonomous and connected vehicle technologies
- Contribute to public health by encouraging active transportation modes
- Continue to expand the County Trail System with increased integration with local and regional trail connectors
- Provide a pedestrian system that integrates neighborhoods with community features, centers, and corridors and that provides convenient and comfortable access to the transportation system

GOAL 4: ENVIRONMENT & ENERGY

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

- Support land use development and preservation of the East Rural Area and protected areas that are consistent with the County Comprehensive Plan
- Promote policies and development that discourage urban sprawl
- Have consistent land use and transportation policies that work together to encourage responsible development
- Remain in attainment with the National Ambient Air Quality Standards

- Focus on providing an environmentally friendly transportation network that prioritizes energy conservation, decreases the single occupancy automobile mode, increases non-automobile mode, decreases vehicle miles traveled, and reduces greenhouse gas emissions
- Maintain compatibility with environmental conservation standards
- Conserve natural resources
- Reduce the number and length of trips
- Provide access to recreational opportunities, enhancing quality of life
- Offer convenient intermodal connections from the automobile to more energy-efficient transportation modes within development corridors and mixed-use centers
- Improve the aesthetic and sensory quality of the urban community
- Preserve and strengthen quality of life by encouraging neighborhood development and attractors that provide accessibility to all modes of transportation

GOAL 5: ECONOMIC VITALITY

Support regional priorities and the connectivity of the regional system for the efficient movement of people and goods

- Adhere to existing policies that encourage land development within the major transit development/redevelopment corridors and mixed-use centers that are consistent with future land use
- Encourage infill development and redevelopment at appropriate locations within the unincorporated urban area (the Dense Urban Land Area)
- Encourage development in a pattern that is consistent with reducing the need for roadway capacity expansion by increasing the development of infill parcels and redevelopment of declining areas within the designated centers and corridors

- Coordinate the transportation system with the residential and residential-supportive future land uses
- Promote the development of mixed-use on a neighborhood scale
- Improve access to tourist destinations
- Consider connections to the Orlando Sanford International Airport and the Port of Sanford as freight needs evolve and support safe operating conditions for the movement of freight
- Support areas that are targeted as economic development and redevelopment areas
- Consider projects that drive development and opportunity for downtowns, main streets, and older historic neighborhoods
- Support a more complex, dispersed, and resilient supply chain

PROJECT TYPES

The project types defined in the 2045 Plan are consistent with Seminole County's CIP and consider MetroPlan Orlando's project types to aid interagency coordination on project funding. A brief overview of these categories is provided.

ROADWAY PROJECTS

Although the 2045 Plan emphasizes modes of travel, roads remain the core of Central Florida's transportation system. As the region grows, roads experience more traffic than they were designed for and built to accommodate. Constructing new roads is difficult and impactful given limited funding, safety concerns, and the fact that many roads are constrained.

Roadway improvements include capacity (such as widening), traffic operations, access management, shoulder enhancements, low-impact solutions, and safety enhancement projects. County tailored improvement projects are also categorized as roadway projects because they potentially improve all modes, not just bicycle and pedestrian modes.

Maintenance improvements, such as pavement rehabilitation and bridge repairs are not included in

the 2045 Plan project list, because they are addressed through annual maintenance programs.

INTERSECTION PROJECTS

Intersection projects include all improvements that cannot be implemented by traffic management techniques alone. They include the addition and extension of turn lanes, capacity improvements, safety improvements, and access management. This project type includes the consideration of alternative intersection design, such as roundabouts, but can also include the overall assessment of the intersection.

BICYCLE/PEDESTRIAN PROJECTS

Unlike County tailored improvement projects, bicycle and pedestrian projects are improvements for bicycling or pedestrian facilities not designated by the County as a trail facility, per the Trails Master Plan. Seminole County bicycle and pedestrian facilities include sidewalks, wide sidewalks, crosswalks, shared-use paths, bicycle lanes, and paved shoulders.

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 commute. This is especially important for last-mile connections.

The assessment of bicycle and pedestrian projects was largely based on improvement of Q/LOS of the active transportation network. Improvements were geared to increase the Q/LOS to the greatest extent possible without reconstruction of the roadway.

Projects in the 2045 Plan include new or improved sidewalks, sidewalk gap completion, new or improved shared-use paths, ADA reviews and improvements, new or improved crosswalks, (including grade-separated crossings), new or improved bicycle lanes, and bicycle lane pavement markings.

TRAIL PROJECTS

Trail projects largely include those projects outlined as part of Seminole County's Trails Master Plan. This plan includes a comprehensive hierarchy of active transportation facilities that have been identified for

PLAN OVERVIEW

improvements. Also identified are gaps in the active transportation network.

Similar to the bicycle and pedestrian projects, the assessment of the trail network also focused on improvement of the Q/LOS. Improvements were geared to increasing the Q/LOS to the greatest extent possible in the context of the trail network.

Projects in the 2045 Plan include new or improved sidewalks, sidewalk or shared-use path gap completion, new or improved shared-use paths, and new or improved trail crossings, including grade-separated crossings.

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS & INTELLIGENT TRANSPORTATION SYSTEMS PROJECTS

Transportation System Management and Operations (TSM&O) and Intelligent Transportation Systems (ITS) projects are related to modifications to intersection traffic operations that are lower in cost than a typical roadway improvement project and do not require right-of-way acquisition.

These projects utilize equipment that can enhance system operations and can be completed as funding opportunities arise. The projects highlighted in the 2045 Plan are those that Seminole County Traffic Engineering has identified as priorities for improving intersections and traffic operations throughout the network.

Emerging transportation technologies will continue to play a critical role in the movement of people and goods. ITS should be integrated into the County's infrastructure with a forward-looking, countywide perspective. As new technologies are deployed, the County will be well served by reviewing which technologies work in the re.

PRIORITIZED PROJECTS

As outlined, the goals and objectives of the 2045 Plan guided the plan development process by forming the basis for a decision-making framework through which needed projects can be evaluated. The priority lists of projects were established to document the desired transportation improvement projects through 2045.

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 2045 Plan. The generalized evaluation criteria are presented in the following table. The evaluation of each project based on these evaluation criteria culminated in the prioritized project lists.

GOAL	EVALUATION CRITERIA
MOBILITY	<ul style="list-style-type: none"> To what extent would multimodal transportation performance improve with technology such as ITS, Transit Signal Priority, and others? To what extent would existing operations or maintenance be improved with roundabouts, lane reduction, and other methods? How many existing at-grade rail or trail crossings would be reconstructed or improved? To what extent will poor LOS intersections and roadway segments be improved? Does the project improve a designated evacuation route (I-4, US 17-92, SR 46, SR 436)?
SAFETY	<ul style="list-style-type: none"> Does the project implement a recommendation from a safety plan (for example, Safe Routes to School, protected bike lanes, rectangular rapid flashing beacons)? Would intersections or roadway segments with high crashes or fatalities be improved? To what extent would the project improve safety by calming traffic (for example, gateway treatments, roundabouts, reduced width and turning radii)? To what extent would vehicular conflict points with bicycles or pedestrians be addressed (for example, signalization improvements, bicycle/pedestrian crosswalks, median improvements, or mid-block crossings on an arterial roadway)?
MULTIMODAL OPTIONS	<ul style="list-style-type: none"> To what extent would the County trail system be improved? 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 cultural facilities? Does the project improve multimodal transportation within an area with greater than 10 percent poverty? To what extent would transit service be improved outside of the existing transit service area or within a community redevelopment agency? To what extent would bicycle or pedestrian infrastructure be improved to access transit? To what extent is bicycle and/or pedestrian infrastructure separation from vehicle travel lanes increased?
ECONOMIC VITALITY	<ul style="list-style-type: none"> To what extent is access to regional travel improved (for example, interstates, Amtrak, Orlando Sanford International Airport, Port of Sanford)? To what extent is access to tourist destinations improved? To what extent is multimodal and vehicle transportation improved within a community redevelopment agency? To what extent is the project identified in partner agency plans (City, MetroPlan Orlando, LYNX)? To what extent is vehicle or freight movement improved to intermodal facilities?
ENVIRONMENT AND ENERGY	<ul style="list-style-type: none"> To what extent does the project improve a roadway with poor bicycle or pedestrian Q/LOS? To what extent does the project preserve the East Rural Area? To what extent could wildlife or habitat quality be protected from additional vehicles, noise, or pollution? Does project the improve non-motorized travel in low car ownership areas?

While all project types were given a generalized priority score based on these criteria, it is more meaningful to consider comparative rankings by project type. Additionally, holistic reviews and stakeholder input were used to further refine the initial rankings to help develop priorities for each project type. For example, roadways identified as being over capacity by 2030 should be prioritized over roadways that would not be over capacity until 2045, despite receiving a higher priority score. Projects were also separated by project type to avoid conflicting rankings and to avoid overlap with previously ranked projects (for example, the 2021 Trails Master Plan). Technical Compendium I provides more detailed information on the performance metrics and evaluation framework applied to this Plan's projects.

DEVELOPING PROJECT COSTS

Several sources were used to develop the project cost estimates. These data included local, regional, and state data that incorporated direct construction costs based on historical trends, similar projects, and estimates based on existing plans or programs. Guidance for cost development were gathered from Seminole County Public Works, MetroPlan Orlando, FDOT, and LYNX.

An estimate table of project categories and types was developed as a repository for the 2045 Plan. The source and assumptions made for each were documented in Technical Compendium J. General cost estimates then were determined with the source data year and the appropriate unit cost for the project.

To maintain estimate consistency, all costs were converted to a base year of 2023. The adjustment factors to convert the costs to 2023 dollars were developed using the methodology and guidance of MetroPlan Orlando, FDOT, and the Producer Price Index for Construction Inflation. This process resulted in the development of an Inflation Factors Table, covering 2013 to 2045, that was used to determine cost estimates. The details of this development including the estimate table, sources and assumptions, and the Inflation Factors Table are all available in Technical Compendium J.

The cost estimates provided also have a breakdown of the phasing of projects on the final project list. While some projects have specific elements with the costs associated with them already determined, other projects needed a basis of estimate to arrive at a cost of each phase.

These models were adapted for cost estimates in the Plan to include project unknowns, engineering, right-of-way, and operation and maintenance.

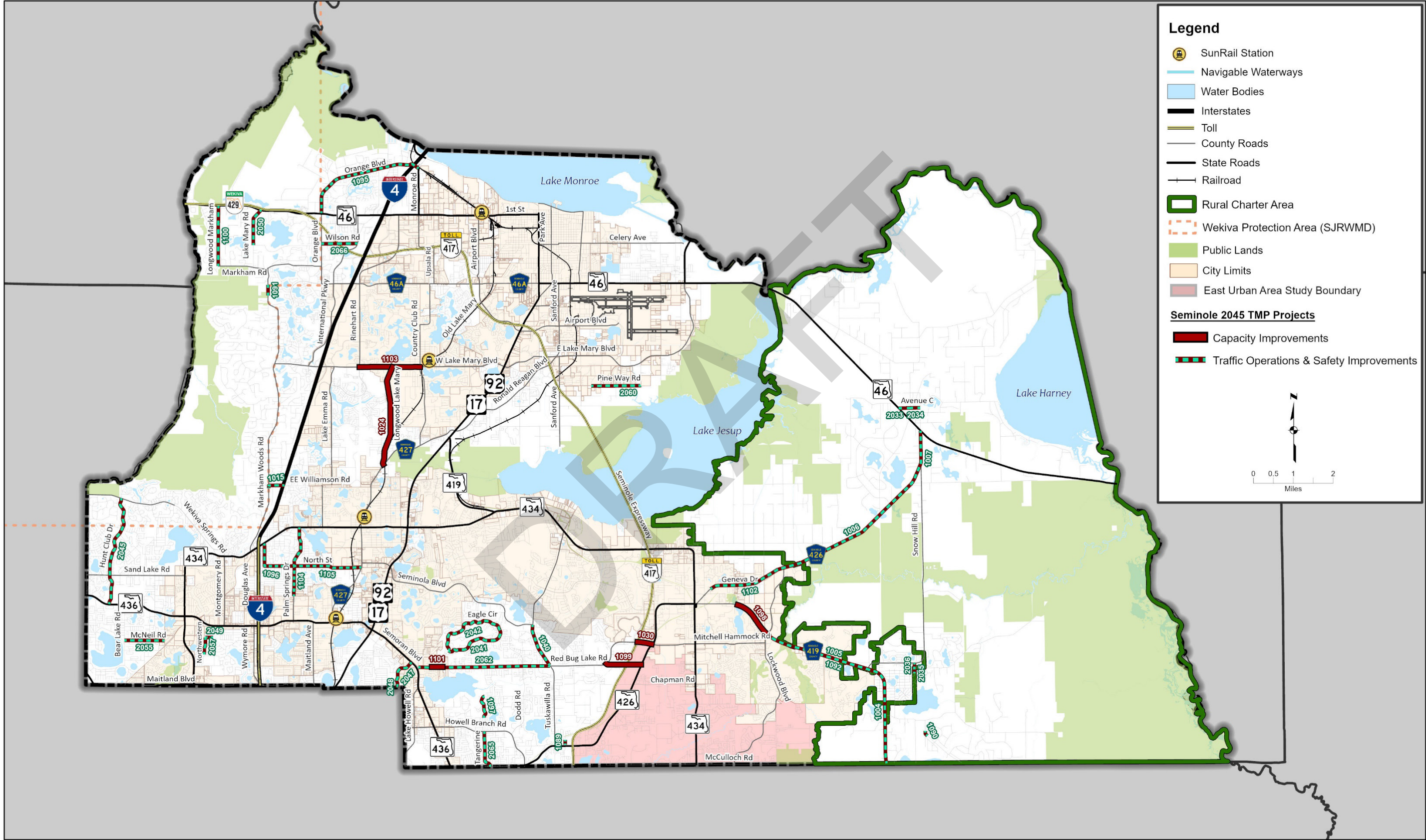
PROJECT NEEDS LIST

The following maps and corresponding tables list the projects that are part of the 2045 Plan. The County projects are organized by project type. State projects are included for reference to give a regional perspective and ensure compatibility with County projects.

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. Project needs were 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) and had its source identified. Projects that were previously identified through review of other documents or previous projects were also identified in the project source column.

As noted in the project description, some of the specific improvements to address project needs identified in this 2045 Plan must be further defined through project-specific studies before design and construction can occur.

COUNTY ROADWAY PROJECT NEEDS MAP



PRIORITIZED PROJECTS

COUNTY ROADWAY PROJECT NEEDS LIST

COUNTY ROADWAY PROJECT NEEDS LIST												
2045 Project Number	2045 Priority	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
1095	1	CR 431 (Orange Blvd) Complete Streets	Gaps in the active transportation network and operations and safety concerns on the corridor.	Roadway	Context Sensitive Improvements	SR 46	US 17-92 (Monroe Rd)	3.1	mi.	This project includes full-depth reconstruction of Orange Blvd from SR 46 to Monroe Rd to improve safety, address drainage deficiencies, and enhance mobility through the addition of new 11-foot travel and turn lanes, 5-foot paved shoulders/bike lanes, 5-foot sidewalks, a 10-foot shared-use path, and a 15.5-foot raised median or two-way center left-turn lane. The design phase of this project is expected to be completed by late-2023 or early-2024.	Seminole County 2022 Capital Improvement Plan/Seminole County Public Works	\$16,279
1096	2	North St Corridor Improvements Phase 1 (Raymond Ave/North St/Palm Springs Dr)	Gaps in the active transportation network and operations and safety concerns on the corridor.	Roadway	Context Sensitive Improvements	Raymond Ave at SR 434 south to North St, east to Palm Springs Dr	North of Palm Springs Dr to SR 434	2.3	mi.	This project is designed to improve road safety and capacity needs; provide traffic calming through roundabouts and intersection and crosswalk improvements; address drainage issues; and provide for bicycle, sidewalk, and trail connections.	Seminole County Public Works	\$21,670
1104	3	North St Corridor Improvements Phase 2 (Palm Springs Dr)	Gaps in the active transportation network and operations and safety concerns on the corridor.	Roadway	Context Sensitive Improvements	Center St	North St	0.8	mi.	This project is designed to improve road safety and capacity needs; provide traffic calming through intersection and crosswalk improvements; address drainage issues; and provide for bicycle, sidewalks, and trail connections.	Seminole County Public Works	\$5,315
1099	4	Slavia Road Capacity Improvement	Identified due to existing congestion and safety concerns	Roadway	Capacity Improvement	Red Bug Lake Rd	SR 426	0.9	mi.	This project includes capacity improvements for Slavia Road while enhancing bicycle and pedestrian facilities and improving drainage.	Seminole County Public Works	\$5,036
1098	5	CR 419 Capacity and Complete Streets Improvement	Identified due to existing congestion and safety concerns	Roadway	Capacity Improvement	Reed Avenue	Lockwood Blvd	1.3	mi.	The Widening and Complete Streets Improvement Project consists of improved travel lanes, median separation, closed drainage system, continuous separated bicycle lanes, and continuous sidewalks.	Seminole County Public Works	\$25,867
1030	6	Red Bug Lake Rd Capacity Improvements	Projected roadway congestion.	Roadway	Capacity Improvement	SR 417	SR 426	0.4	mi.	This project includes widening Red Bug Lake Rd to provide auxiliary lanes between SR 417 and SR 426.	Recommended based on capacity analysis.	\$16,306
1100	7	Longwood Markham Road Safety Improvements	Identified due to existing safety concerns	Roadway	Traffic Operations & Safety	Markham Rd	SR 46	1.5	mi.	Conduct a corridor safety analysis for improvements along Longwood Markham Rd between Markham Rd and SR 46. Cost assumes median treatments, lighting, speed tables, and curb and gutter.	Recommended based on Countywide traffic safety analysis.	\$4,554
1024	8	Longwood Lake Mary Road Capacity, Safety & Bicycle Improvements	Projected roadway congestion.	Roadway	Capacity Improvement, Traffic Operations & Safety, Bicycle/Pedestrian	CR 427 (Ronald Reagan Blvd)	Lake Mary Blvd	2.5	mi.	This project includes widening Longwood Lake Mary Rd from 2 to 4 lanes from CR 427 (Ronald Reagan Blvd) to Greenway Blvd. This project also includes safety improvements along Longwood Lake Mary Rd from Lake Way Rd to Lake Mary Blvd (cost assumed for this section includes median improvements, shoulder widening, additional crosswalks, and restriping). This project will also include bicycle improvements on Longwood Lake Mary Rd between Lake Way Rd and Lake Mary Blvd to address the inadequate Q/LOS for bicycles on the corridor.	Seminole County 2040 Transportation Plan and recommended based on County feedback.	\$55,071
1015	9	EE Williamson Rd and Markham Woods Rd Traffic Study	Projected roadway and intersection congestion.	Roadway	Traffic Operations & Safety	I-4 Overpass	Markham Woods Rd	0.5	mi.	This study will evaluate the PM peak traffic along EE Williamson Rd and Markham Woods Rd and westbound approaches to Markham Woods Rd for improved left-turn movement onto Markham Woods Rd and to identify any improvements to the intersection that may help relieve intersection congestion.	Seminole County 2040 Transportation Plan and recommended based on capacity analysis.	\$1,665
1101	10	Red Bug Lake Road Capacity Improvement	Identified due to existing congestion concerns	Roadway	Capacity Improvement	West of Mark David Court	Eagle Circle	0.3	mi.	Beginning with a feasibility study, this project includes extending the westbound through lane from just west of Mark David Ct to Eagle Cir to provide better traffic flow and operations at the Red Bug Lake Rd and SR 436 intersection.	Recommended based on capacity analysis.	\$2,040

COUNTY ROADWAY PROJECT NEEDS LIST												
2045 Project Number	2045 Priority	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
1093	11	Arterial Connectivity Study (SR 426 to SR 434)	To accommodate traffic growth in the area.	Roadway	Capacity Improvement	SR 426	SR 434	1.4	mi.	This study is designed to identify alternative roadway connections from SR 426 to SR 434 to accommodate traffic growth in the area.	Seminole County Public Works	\$100
1092	12	CR 419 Traffic Study	Capacity and trail connectivity	Roadway	Minor Road Improvements	Twin Rivers Blvd/ Partin Elementary School	Live Oak Reserve Blvd	0.4	mi.	This study evaluates traffic demand, performs a corridor analysis, and reviews potential trail connections at Partin Elementary School between the elementary and middle school to Snow Hill Rd.	Seminole County Public Works	\$50
1105	13	North St Corridor Improvements Phase 3 (North St)	Gaps in the active transportation network and operations and safety concerns on the corridor.	Roadway	Context Sensitive Improvements	Palm Springs Dr	CR 427/Ronald Reagan Blvd	1.7	mi.	This project is designed to improve road safety and capacity needs; provide traffic calming and intersection and crosswalk improvements; address drainage issues; and provide for bicycle, sidewalk, and trail connections.	Seminole County Public Works	\$12,980
1089	14	Clayton Crossing Way Median and Access Improvements	Narrow median resulting in abnormally high number of crashes	Roadway	Minor Road Improvements	Publix Plaza Exit	N/A	0.1	mi.	This project includes potential northbound and southbound lane reductions to accommodate widening the median and storage area, as well as installation of safety signage and removal of landscaping.	Seminole County Public Works	\$1,228
1091	15	Markham Wood Road/Heathrow Elementary School Safety Study	Identified due to existing congestion and safety concerns	Roadway	Minor Road Improvements	Heathrow Elementary School Entrance	N/A	0.3	mi.	This study evaluates traffic and safety issues to identify potential improvements.	Seminole County Public Works	\$50
1090	16	Fort Christmas Road Safety Improvements	Abnormally high number of crashes resulting in property damage.	Roadway	Minor Road Improvements	S of Miracle Lane	N of Miracle Lane	0.1	mi.	This project includes minor realignment of Fort Christmas Rd and reconfiguration of the intersection at Miracle Ln. It includes right-of-way (ROW) acquisition to accommodate new realignment.	Seminole County Public Works	\$1,228
1097	17	Dike Road Safety Improvements	Identified due to existing safety concerns	Roadway	Traffic Operations & Safety	Howell Branch Road	Dodd Road	0.6	mi.	This project uses the existing feasibility corridor study to implement safety improvements on Dike Rd to address horizontal curves between Dodd Rd and Howell Branch Rd. It also includes speed reduction improvements.	Seminole County Public Works	\$2,684
1004	18	CR 419 Safety Improvements	Safety and operational deficiencies.	Roadway	Traffic Operations & Safety	Orange County Line	Snow Hill Rd	2.6	mi.	Beginning with a corridor study, this project proposes several safety improvements along CR 419, between Orange County Line and Snow Hill Rd. Costs are based on safety improvements identified from the CR 419 Safety Study. Improvements may include widening shoulders, adding warning signs, restriping, adding sidewalks, improving intersection lighting, and adding various intersection improvements.	Seminole County 2040 Transportation Plan and CR 419 Safety Study	\$6,901
1040	19	Tuskawilla Rd Corridor Safety Study	Projected roadway congestion.	Roadway	Traffic Operations & Safety	Red Bug Lake Rd	East Lake Dr	1.1	mi.	Beginning with a corridor safety study, this project will evaluate potential improvements to relieve congestion and improve safety along Tuskawilla Rd from Red Bug Lake Rd to East Lake Dr. Cost assumes a corridor study and intersection improvements at two locations.	Seminole County 2040 Transportation Plan and recommended based on capacity analysis.	\$2,439
1005	20	CR 419 Safety Improvements	Safety and operational deficiencies.	Roadway	Traffic Operations & Safety	Snow Hill Rd	Lockwood Blvd	2.7	mi.	Beginning with a study, this project proposes several safety and operational improvements along CR 419, between Snow Hill Rd and Lockwood Blvd. Costs assume turn-lane extensions at the intersection of Lockwood Blvd and CR 419, shoulder widening, and restriping. Assumes no improvement to the bridge over Econ River.	Recommended based on Countywide traffic safety and operational analysis.	\$4,552
1102	21	CR 426 Safety Improvements	Roadway safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Kimble St	Lockwood Blvd	2.0	mi	Beginning with a study, this project proposes safety improvements along CR 426, between Kimble St and Lockwood Blvd. Costs assume median improvements, shoulder widening, and restriping.	Seminole County Public Works	\$700

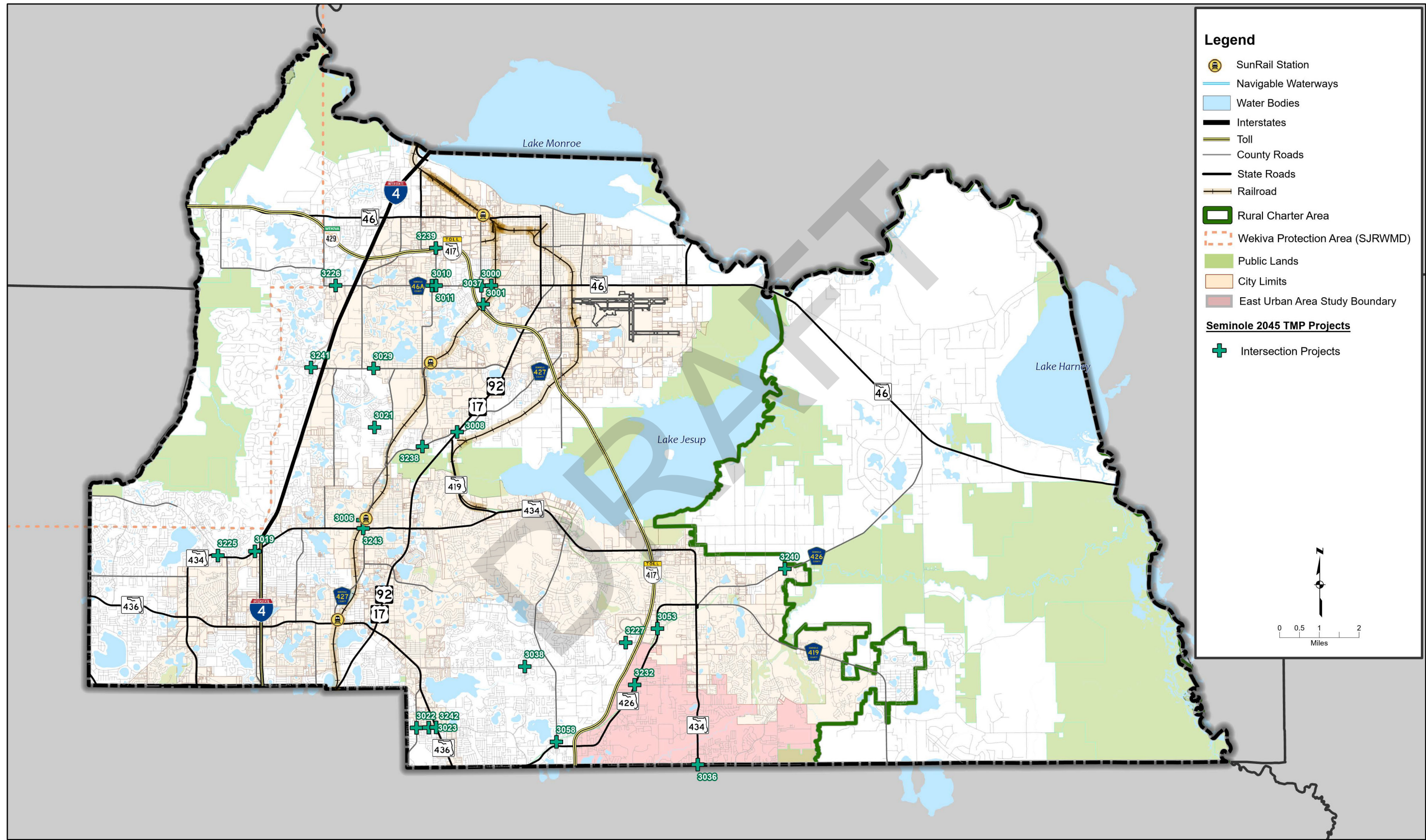
PRIORITIZED PROJECTS

COUNTY ROADWAY PROJECT NEEDS LIST												
2045 Project Number	2045 Priority	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
1006	22	CR 426 Safety Improvements	Roadway safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Lockwood Blvd	Old Mims Rd	3.9	mi.	Beginning with a study, this project proposes safety improvements along CR 426, between Lockwood Blvd and Old Mims Rd. Costs assume median improvements, shoulder widening, and restriping.	Recommended based on Countywide traffic safety and operational analysis.	\$9,098
1007	23	CR 426 Safety Improvements	Roadway safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Old Mims Rd	SR 46	1.4	mi.	Beginning with a study, this project proposes safety improvements along CR 426, between Old Mims Rd and SR 46. Costs assume median improvements, shoulder widening, and restriping.	Recommended based on Countywide traffic safety and operational analysis.	\$3,330
2066	25	Wilson Rd Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Orange Blvd	International Pkwy	0.9	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Wilson Rd corridor between Orange Blvd and International Pkwy.	MetroPlan Orlando Cost Feasible Projects	\$100
2041	26	Eagle Cir Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Eagle Cir	Eagle Blvd	1.5	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Eagle Cir corridor between Eagle Cir and Eagle Blvd.	MetroPlan Orlando Cost Feasible Projects	\$100
2042	27	Eagle Cir Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	S Eagle Cir	Eagle Blvd	2.1	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Eagle Cir corridor between S Eagle Cir and Eagle Blvd.	MetroPlan Orlando Cost Feasible Projects	\$100
1103	28	Lake Mary Blvd. Capacity Improvements	Projected roadway congestion.	Roadway	Capacity Improvement	Rinehart Rd	Country Club Rd	1.5	mi.	This project includes widening Lake Mary Blvd to 6 lanes from Rinehart Rd to Country Club Rd to address high traffic volumes and reduce average intersection delays.	Seminole County Public Works	\$20,000
2047	29	Kewannee Trail Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Derbyshire Rd	SR 436	0.8	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Kewannee Trail corridor between Derbyshire Rd and SR 436.	MetroPlan Orlando Cost Feasible Projects	\$100
2049	30	La Salle Dr Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Northwestern Ave	Weathersfield Ave	0.2	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the La Salle Dr corridor between Northwestern Ave and Weathersfield Ave.	MetroPlan Orlando Cost Feasible Projects	\$100
2065	31	Tangerine Ave Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Citrus Ave	Howell Branch Rd	0.9	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Tangerine Ave corridor between Citrus Ave and Howell Branch Rd.	MetroPlan Orlando Cost Feasible Projects	\$100
2060	32	Pine Way Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Bloom Ln	Sipes Ave	1.3	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Pine Way corridor between Bloom Ln and Sipes Ave.	MetroPlan Orlando Cost Feasible Projects	\$100
2033	33	Avenue C Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	SR 46	Old Geneva Rd	0.3	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Avenue C corridor between SR 46 and Old Geneva Rd.	MetroPlan Orlando Cost Feasible Projects	\$100
2035	34	Avenue H Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	E 2nd St	Brumley Rd	0.1	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Avenue H corridor between E 2nd St and Brumley Rd.	MetroPlan Orlando Cost Feasible Projects	\$100
2055	35	McNeil Rd Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Bear Lake Rd	S Pearl Lake Cswy	1.0	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the McNeil Rd corridor between Bear Lake Rd and S Pearl Lake Cswy.	MetroPlan Orlando Cost Feasible Projects	\$100
2045	36	Hunt Club Blvd Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	SR 436	Wekiva Springs Rd	2.8	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Hunt Club Blvd corridor between SR 436 and Wekiva Springs Rd.	MetroPlan Orlando Cost Feasible Projects	\$100

COUNTY ROADWAY PROJECT NEEDS LIST												
2045 Project Number	2045 Priority	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
2048	37	Kewannee Trail Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Orange County Line	Derbyshire Rd	150	ft.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Kewannee Trail corridor between Orange County Line and Derbyshire Rd.	MetroPlan Orlando Cost Feasible Projects	\$100
2050	38	Lake Markham Rd Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Sylvan Lake Dr	SR 46	0.9	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Lake Markham Rd corridor between Sylvan Lake Dr and SR 46.	MetroPlan Orlando Cost Feasible Projects	\$100
2036	39	Avenue H Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Brumley Rd	Snow Hill Rd	0.1	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Avenue H corridor between Brumley Rd and Snow Hill Rd.	MetroPlan Orlando Cost Feasible Projects	\$100
2034	40	Avenue C Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Old Geneva Rd	1st St	0.3	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Avenue C corridor between Old Geneva Rd and 1st St.	MetroPlan Orlando Cost Feasible Projects	\$100
2057	41	Northwestern Ave Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	Trailwood Dr	La Salle Dr	0.4	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Northwestern Ave corridor between Trailwood Dr and La Salle Dr.	MetroPlan Orlando Cost Feasible Projects	\$100
2062	42	Red Bug Lake Rd Improvements	Future roadway operational and safety concerns on the corridor.	Roadway	Traffic Operations & Safety	S Winter Park Dr	Tuskawilla Rd	3.7	mi.	As identified by MetroPlan Orlando, this project includes a traffic operations and safety review of the Red Bug Lake Rd corridor between S Winter Park Dr and Tuskawilla Rd.	MetroPlan Orlando Cost Feasible Projects	\$100
Total Roadway Costs												\$220,844,046

PRIORITIZED PROJECTS

COUNTY INTERSECTION PROJECT NEEDS MAP



COUNTY INTERSECTION PROJECT NEEDS LIST

COUNTY INTERSECTION PROJECT NEEDS LIST												
2045 Project Number	2045 Priority	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
3227	1	Red Bug Lake Rd at Oviedo Mall Blvd Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Oviedo Mall Blvd	N/A	200	ft.	This project includes intersection improvements at Red Bug Lake Rd and Oviedo Mall Blvd, including adding a second 200-foot westbound left-turn lane.	Seminole County Traffic Engineering	\$193
3000	2	CR 46A (25th St) at Airport Blvd Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Airport Blvd	N/A	185	ft.	This project includes intersection improvements at CR 46A (25th St) and Airport Blvd, including extending the westbound left-turn lane by 185 feet.	Recommended based on 2022 travel time and delay study.	\$179
3010	3	CR 46A (HE Thomas Jr. Pkwy) at CR 15 (Country Club Rd) Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	CR 15 (Country Club Rd)	N/A	175	ft.	This project includes intersection improvements at CR 46A (HE Thomas Jr. Pkwy) and CR 15 (Country Club Rd), including extending the westbound left-turn lane by 175 feet.	Recommended based on 2022 travel time and delay study.	\$169
3243	4	CR 427/Ronald Reagan Blvd at SR 434 Intersection Improvements (Design only)	Intersection congestion.	Intersection	Major Intersection Improvement	SR 434	N/A	1,200	ft.	This project includes an intersection safety improvement, including an updated engineering study, adaptive traffic system, and additional turn lanes.	Seminole County Public Works	\$1,334
3011	5	CR 46A (HE Thomas Jr. Pkwy) at CR 15 (Upsala Rd) Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	CR 15 (Upsala Rd)	N/A	170	ft.	This project includes intersection improvements at CR 46A (HE Thomas Jr. Pkwy) and CR 15 (Upsala Rd), including extending the eastbound left-turn lane by 170 feet.	Recommended based on 2022 travel time and delay study.	\$164
3036	6	McCulloch Rd at SR 434 Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	SR 434	N/A	1	ea.	This project includes intersection improvements at McCulloch Rd and SR 434, including extending the eastbound left-turn lanes, median modifications, and minor roadway realignment along McCulloch Rd. Potential to be a joint project with Orange County.	Recommended based on 2022 travel time and delay study.	\$1,824
3008	7	CR 427 (Ronald Reagan Blvd) at US 17-92 Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	US 17-92	N/A	445	ft.	This project includes intersection improvements at CR 427 (Ronald Reagan Blvd) and US 17-92, including the addition of a third westbound left-turn lane.	Recommended based on 2022 travel time and delay study.	\$430
3238	8	CR 427 (Ronald Reagan Blvd) at CR 15 (Country Club Rd) Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	CR 15 (Country Club Rd)	N/A	480	ft.	This project includes intersection improvements at CR 427 (Ronald Reagan Blvd) and CR 15 (Country Club Rd), including extending the eastbound left-turn lane by 480 feet and analyzing the	Seminole County Traffic Engineering	\$1,692

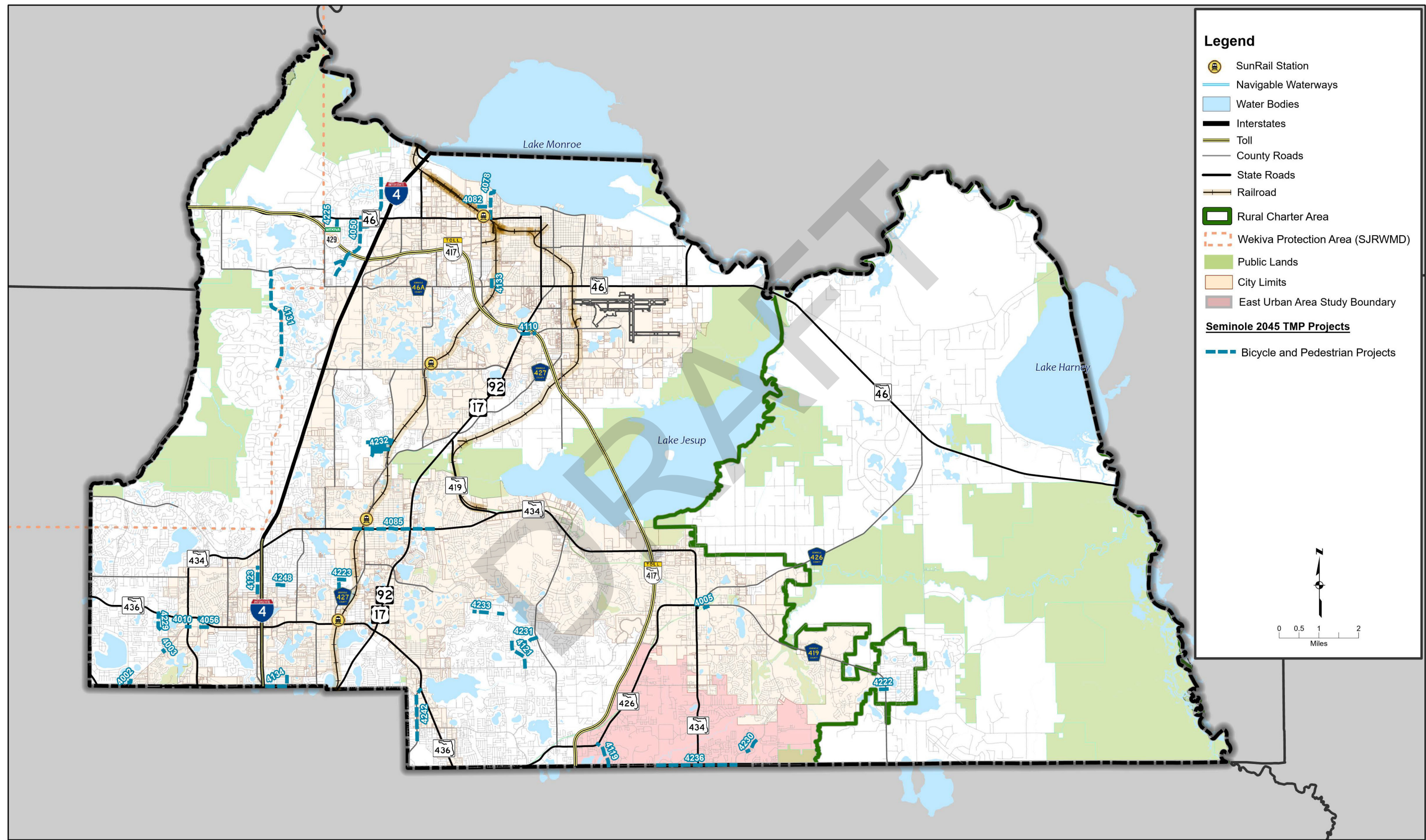
PRIORITIZED PROJECTS

COUNTY INTERSECTION PROJECT NEEDS LIST												
2045 Project Number	2045 Priority	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
										impact of a westbound right-turn lane.		
3226	9	International Pkwy at CR 46A (HE Thomas Jr. Pkwy) Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	CR 46A (HE Thomas Jr Pkwy)	N/A	500	ft.	This project includes intersection improvements at International Pkwy at CR 46A (HE Thomas Jr. Pkwy), including adding a 500-foot southbound right-turn lane.	Seminole County Traffic Engineering	\$483
3053	10	SR 426 at Oviedo Mall Blvd Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Oviedo Mall Blvd	N/A	1	ea.	At the SR 426 at Oviedo Mall Blvd intersection, this project includes converting the southbound lane from a through/right turn to a through lane and adding a new exclusive right-turn lane.	County Engineering Retiming Reports / Corridor Studies	\$227
3232	11	Chapman Rd at SR 426 Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	SR 426	N/A	515	ft.	This project includes intersection improvements at Chapman Rd and SR 426, including adding a 515-foot westbound right-turn lane.	Seminole County Traffic Engineering	\$498
3242	12	Howell Branch Rd at SR 436 Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	SR 436	N/A	500	ft.	This project includes intersection improvements at Howell Branch Rd and SR 436, including extending the eastbound right-turn lane by 500 feet.	Seminole County Public Works	\$483
3037	13	Old Lake Mary Rd at CR 46A (HE Thomas Jr. Pkwy) Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	CR 46A (HE Thomas Jr Pkwy)	N/A	200	ft.	This project includes intersection improvements at Old Lake Mary Rd and CR 46A (HE Thomas Jr. Pkwy), including the addition of a 200-foot southbound right-turn lane.	Recommended based on 2022 travel time and delay study.	\$193
3241	14	Lake Mary Blvd. at International Pkwy. Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	International Pkwy	N/A	500	ft.	This project includes intersection improvements at Lake Mary Blvd. and International Pkwy, including the addition of a 500-foot eastbound left-turn lane.	Seminole County Public Works	\$250
3225	15	Wekiva Springs Ln/Manor Ave at SR 434 Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Wekiva Springs Ln/Manor Ave	N/A	75	ft.	This project includes intersection improvements at Wekiva Springs Ln/Manor Ave and SR 434, including adding a 75-foot southbound right-turn lane.	Seminole County Traffic Engineering	\$72
3240	16	CR 426 and Lockwood Blvd Intersection Improvements	Safety concerns.	Intersection	Major Intersection Improvement	Lockwood Blvd		1	ea.	Beginning with a study, this project will evaluate and determine the feasibility of constructing a roundabout at the existing CR 426 and Lockwood Blvd intersection.	Seminole County Public Works	\$409
3239	17	CR 15 (Upsala Rd) at Central Park Dr Intersection Improvements	Roadway congestion.	Intersection	Major Intersection Improvement	Central Park Dr	N/A	1	ea.	This project includes intersection improvements for the northbound left-turning vehicles, including the	Recommended based on capacity analysis.	\$1,228

COUNTY INTERSECTION PROJECT NEEDS LIST												
2045 Project Number	2045 Priority	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
										consideration of a single-lane roundabout.		
3001	18	Airport Blvd at Old Lake Mary Rd Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Old Lake Mary Rd	N/A	1	ea.	This project includes intersection improvements at Airport Blvd and Old Lake Mary Rd.	Recommended based on 2022 travel time and delay study.	\$1,228
3006	19	CR 427 (Ronald Reagan Blvd) at Church Ave Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Church Ave	N/A	1	ea.	This project includes intersection improvements at CR 427 (Ronald Reagan Blvd) and Church Ave.	Recommended based on 2022 travel time and delay study.	\$1,228
3019	20	Douglas Ave at SR 434 Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	SR 434	N/A	1	ea.	This project includes intersection improvements at Douglas Ave and SR 434.	Recommended based on 2022 travel time and delay study.	\$1,228
3021	21	Green Way Blvd at Lake Park Dr Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Lake Park Dr	N/A	1	ea.	This project includes intersection improvements at Greenway Blvd and Lake Park Dr.	Recommended based on 2022 travel time and delay study.	\$1,228
3022	22	Howell Branch Rd at Lake Howell Rd Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Lake Howell Rd	N/A	1	ea.	This project includes intersection improvements at Howell Branch Rd and Lake Howell Rd.	Recommended based on 2022 travel time and delay study.	\$1,228
3023	23	Howell Branch Rd at Plaza Entrance Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Plaza Entrance	N/A	1	ea.	This project includes intersection improvements at Howell Branch Rd and Plaza Entrance.	Recommended based on 2022 travel time and delay study.	\$1,228
3029	24	Lake Mary Blvd at Forest Blvd Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Forest Blvd	N/A	1	ea.	This project includes intersection improvements at Lake Mary Blvd and Forest Blvd.	Recommended based on 2022 travel time and delay study.	\$1,228
3038	25	Red Bug Lake Rd at Dodd Rd Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Dodd Rd	N/A	1	ea.	This project includes intersection improvements at Red Bug Lake Rd and Dodd Rd.	Recommended based on 2022 travel time and delay study.	\$1,228
3058	26	Tuskawilla Rd at Cross Seminole Trail Intersection Improvements	Intersection congestion.	Intersection	Major Intersection Improvement	Cross Seminole Trail	N/A	1	ea.	This project includes intersection improvements at Tuskawilla Rd and Cross Seminole Trail.	Recommended based on 2022 travel time and delay study.	\$1,228
											Total Intersection Costs	\$20,880,610

PRIORITIZED PROJECTS

COUNTY BICYCLE AND PEDESTRIAN PROJECT NEEDS MAP



COUNTY BICYCLE AND PEDESTRIAN PROJECT NEEDS LIST

COUNTY BICYCLE AND PEDESTRIAN PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4236	1	McCulloch Rd Multi-Use Pathway	Inadequate Q/LOS for bicycles and gaps in active transportation network.	Bicycle/Pedestrian	Shared-use Path Bicycle Facilities	Rouse Road	Lockwood Blvd	1.94	mi.	The project includes a 10-foot multi-use pathway from Rouse Rd to Lockwood Blvd to improve bike Q/LOS F. Note Seminole County maintenance is from Rouse Rd to Lockwood Blvd. Cost assumes resurfacing, restriping, and wide sidewalk construction on one side of the ROW.	Originally from the Seminole County 2040 Transportation Plan, updated to and recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$2,275
4010	2	Seminole Wekiva Trail Underpasses - at SR 434 and SR 436	Gaps in the active transportation network and safety concerns at the crosswalk.	Bicycle/Pedestrian	Grade Separation	SR 434/SR 436	N/A	2	ea.	The project includes new grade separations for the Seminole Wekiva Trail at SR 434 and SR 436.	MetroPlan Orlando Cost Feasible Projects and Seminole County Public Works	\$35,536
4131	3	Markham Woods Rd Bicycle Improvements	Inadequate Q/LOS for bicycles.	Bicycle/Pedestrian	Shared-use Path Bicycle Facilities	Lake Mary Blvd	Markham Road	2.50	mi.	The project includes construction of an 8-foot paved shoulder for bicycles to address the inadequate Q/LOS for bicycles on the corridor.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$2,450
4229	4	Academy Drive Sidewalks	To complete existing local road sidewalk gap between Varsity Circle and SR 436	Bicycle/Pedestrian	Sidewalks	Varsity Circle	SR 436	0.33	mi.	The project includes installation of sidewalks between Varsity Cir and SR 436. Location of the sidewalk (east or west side of roadway) will be determined during design.	Seminole County Public Works	\$390
4230	5	Lockwood Boulevard Mid-Block Crossing	Identified as a need to provide safer crossing for pedestrians.	Bicycle/Pedestrian	Crosswalks	E of Sterling Lake Circle	N/A	N/A	N/A	The project includes installation of a mid-block crossing between Sterling Lake Cir and Carillon Park Dr. It requires minor reconfiguration of the median and turn lanes to accommodate crossing, as well as milling and resurfacing.	Seminole County Public Works	\$516
4224	6	Wayside Drive Sidewalks	Needed to complete sidewalk connection between Wayside Dr and SR 46	Bicycle/Pedestrian	Sidewalks	International Pkwy	SR 46	0.47	mi.	The project includes the installation of approximately 2,500 feet of sidewalks from International Pkwy to SR 46 (along the southside of Wayside Dr).	Seminole County Public Works	\$555
4225	7	Henderson Lane Sidewalks	Needed to complete sidewalk connection between Wayside Dr and SR 46	Bicycle/Pedestrian	Sidewalks	Wayside Dr	SR 46	0.28	mi.	The project includes the installation of approximately 1,500 feet of sidewalks from Wayside Dr to SR 46 (along the east and west side of Henderson Lane).	Seminole County Public Works	\$333
4232	8	Longwood Park Subdivision Sidewalks	Needed to provide sidewalk connections to Longwood Lake Mary Rd.	Bicycle/Pedestrian	Sidewalks	N/A	N/A	4.80	mi.	The project includes construction of approximately 4.8 miles of 5-foot sidewalks within the Longwood Park subdivision. Sidewalks would be constructed on both sides of the neighborhood streets (Ruth Blvd, Howard Blvd, Middle Ln, Marjorie Blvd, Gary Blvd, Acorn Dr, Ridge Ave, and Hilltop Dr).	Seminole County Public Works	\$5,628
4234	9	Brentwood Ave Sidewalks	Needed to complete gaps in sidewalk connectivity between Spring St and Magnolia St.	Bicycle/Pedestrian	Sidewalks	Magnolia St	Spring St	0.13	mi.	The project includes construction of approximately 700 feet of 5-foot sidewalk between Spring St and Magnolia St.	Seminole County Public Works	\$155
4223	10	Campello St Sidewalks	Sidewalk gap from Brentwood to End of Road	Bicycle/Pedestrian	Sidewalks	End of Road	Brentwood Ave	0.14	mi.	The project includes the installation of approximately 750 feet of sidewalk from Brentwood Ave to the end of road.	Seminole County Public Works	\$167

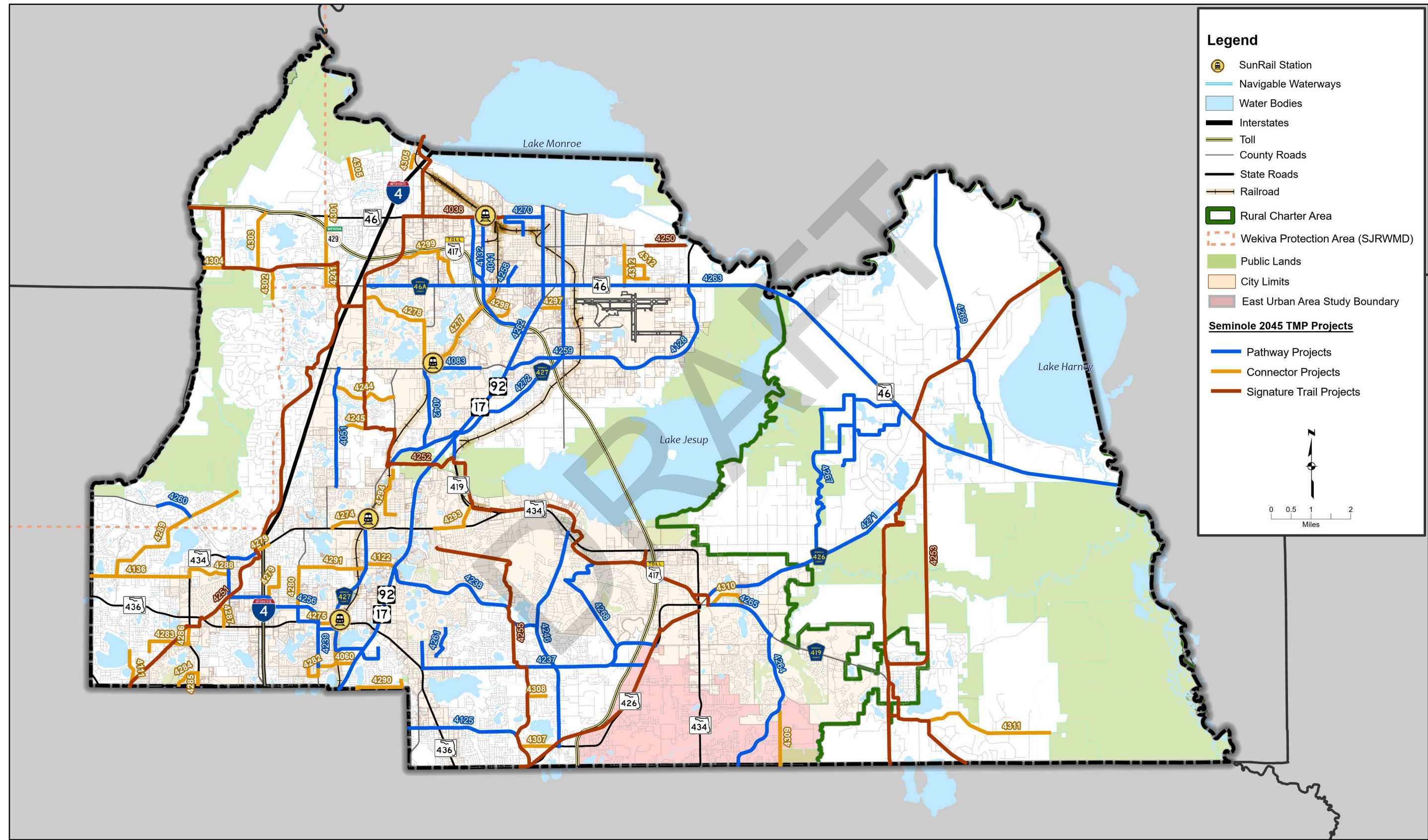
PRIORITIZED PROJECTS

COUNTY BICYCLE AND PEDESTRIAN PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4233	11	Center Dr Sidewalks	Needed to complete gaps in sidewalk along south side of roadway.	Bicycle/Pedestrian	Sidewalks	Wexham Ct	Tuska Reserve Cove	0.42	mi.	The project includes construction of approximately 2,200 feet of 5-foot sidewalk at various locations to complete sidewalk gaps on the south side of the roadway from Wexham Ct and Tuska Reserve Cove.	Seminole County Public Works	\$489
4231	12	Eagle Blvd Sidewalks	Needed to complete sidewalk connection between Buckskin Way and Tuskawilla Rd.	Bicycle/Pedestrian	Sidewalks	Buckskin Way	Tuskawilla Rd	0.44	mi.	The project includes construction of approximately 2,300 feet of 5-foot sidewalk along the north side of Eagle Blvd from Buckskin Way to Tuskawilla Rd.	Seminole County Public Works	\$511
4222	13	7th Street Sidewalks	Sidewalk gap from east of CR 419 to west of Langford Dr..	Bicycle/Pedestrian	Sidewalks	W of Langford Dr	E of CR 419	0.14	mi.	The project will complete the sidewalks along 7th Street from east of CR 419 to west of Langford Dr.	Seminole County Public Works	\$160
4248	14	Alpine Street Sidewalks	Gaps in the active transportation network.	Bicycle/Pedestrian	Sidewalks	Virginia Avenue	N Pressview Avenue	1350	ft	This project will construct approximately 1,350 feet of new sidewalks along Alpine St from Virginia Ave to N Pressview Ave.	Seminole County Public Works	\$150
4050	15	International Pkwy Trail Connector to Orange Blvd. Trail	Gaps in active transportation network.	Bicycle/Pedestrian	Trails	Seminole Wekiva Trail at Colonial Grand Ln & Allure Apartments	Orange Blvd. Trail	4.50	mi.	This project will construct a new link between existing Seminole Wekiva Trail and Orange Blvd Trail. Cost assumes a 12-foot-wide asphalt shared-use path with minimal ROW acquisition.	Seminole County 2040 Transportation Plan	\$19,131
4085	16	Longwood SunRail Station - SR 434 Bicycle Connectivity	Gaps in the active transportation network.	Bicycle/Pedestrian	Shared-use Path Bicycle Facilities	Milwee St	Winter Park Dr	2.00	mi.	This project will construct a 12-foot shared-use path on one side of the ROW on SR 434 from Milwee St to Winter Park Dr to expand access to the active transportation network.	Recommended based on a first- and last-mile analysis around SunRail stations (as part of bike/ped deficiencies analysis)	\$10,397
4005	17	Cross Seminole Trail Connector Crossing Safety	Safety concerns for the active transportation network at the crosswalk.	Bicycle/Pedestrian	Crosswalks	Cross Seminole Trail Connector at Oviedo Blvd and CR 419	N/A	1	ea.	This project includes improvements to the existing CR 419 and Oviedo Blvd crosswalk to enhance safety for Cross Seminole Trail users. Safety improvements may include leading pedestrian intervals, curb extensions, pedestrian refuge islands, high visibility crosswalks, and enhanced lighting.	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	\$260
4078	18	Sanford SunRail Station - Riverview Dr Bicycle Connectivity	Gaps in the active transportation network.	Bicycle/Pedestrian	Bicycle Facilities	1st St	Lake Monroe Loop Trail	0.75	mi.	This project completes the bicycle network on Riverview Dr from 1st St to Lake Monroe Loop Trail. Providing bicycle access to SunRail Station from Downtown Sanford and Volusia County. Cost assumes a 4-foot bike lane on each side of the roadway.	Recommended based on a first- and last-mile analysis around SunRail stations (as part of bike/ped deficiencies analysis)	\$760
4123	19	Douglas Ave Bicycle Improvements	Inadequate Q/LOS for bicycles.	Bicycle/Pedestrian	Bicycle Facilities	Citrus St	North St	0.60	mi.	This project installs bicycle improvements in the form of bike lanes on Douglas Ave between Citrus Rd and North St to address the inadequate Q/LOS for bicycles on the corridor.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$608
4056	20	Orange Ave Trail Connector	Safety concerns for the active transportation network on the corridor.	Bicycle/Pedestrian	Trails	West Town Pkwy	Seminole Wekiva Trail	0.25	mi.	This project is an Orange Ave Trail connector improvement from West Town Pkwy to Seminole Wekiva Trail.	Summary of Additional City of Altamonte Springs Candidate Projects 5-16-17	\$1,163
4003	21	Bunnell Rd at Seminole Wekiva Trail Crossing Safety	Safety concerns for the active transportation network at the crosswalk.	Bicycle/Pedestrian	Crosswalks	Seminole Wekiva Trail at Bunnell Rd	N/A	1	ea.	This project proposes trail crossing safety improvements on Bunnell Rd at Seminole Wekiva Trail. Improvements may include advanced warning signs, a pedestrian refuge island, and lighting.	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	\$99

COUNTY BICYCLE AND PEDESTRIAN PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4134	22	Oranole Rd Bicycle Improvements	Inadequate Q/LOS for bicycles.	Bicycle/Pedestrian	Bicycle Facilities	Wymore Rd	Mt Vernon Pkwy	0.70	mi.	This project includes bicycle improvements on Oranole Rd between Mt Vernon Pkwy and Wymore Rd to address the inadequate Q/LOS for bicycles on the corridor.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$710
4133	23	Old Lake Mary Rd Sidewalk Improvements	Gaps in active transportation network.	Bicycle/Pedestrian	Sidewalks	CR 46A (25th St)	Country Club Rd	0.20	mi.	This project includes sidewalk improvements on Old Lake Mary Rd between CR 46A (25th St) and Country Club Rd to address gaps in the sidewalk network.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$460
4082	24	Sanford SunRail Station - Pedestrian Connectivity	Gaps in the active transportation network.	Bicycle/Pedestrian	Sidewalks	Wilson Bay Ct	Riverview Ave	0.30	mi.	This project implements neighborhood sidewalks along Narcissus Ave between Wilson Bay Ct and Riverview Ave allowing for more pedestrian access points and more comprehensive pedestrian connectivity.	Recommended based on a first- and last-mile analysis around SunRail stations (as part of bike/ped deficiencies analysis)	\$335
4002	25	Bear Lake Rd at Seminole Wekiva Trail Crossing Safety	Safety concerns for the active transportation network at the crosswalk.	Bicycle/Pedestrian	Crosswalks	Seminole Wekiva Trail at Bear Lake Rd	N/A	1	ea.	This project proposes trail crossing safety improvements on Bear Lake Rd at Seminole Wekiva Trail.	Sales Tax Capital Plan (2015-2025) Seminole County Potential Major Projects	\$62
4121	26	Dodd Rd Bicycle Improvements	Inadequate Q/LOS for bicycles.	Bicycle/Pedestrian	Bicycle Facilities	Red Bug Lake Rd	Eagle Blvd	0.90	mi.	This project will complete the bicycle lanes along Dodd Rd between Red Bug Lake Rd and Eagle Blvd to address the inadequate Q/LOS for bicycles on the corridor.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$912
4110	27	Airport Blvd Sidewalk Improvements	Inadequate Q/LOS for pedestrians and gaps in active transportation network.	Bicycle/Pedestrian	Sidewalks	US 17-92	SR 417	0.33	mi.	This project will construct sidewalks along the south side of Airport Blvd between US 17-92 and SR 417 to address the inadequate Q/LOS for pedestrians on the corridor.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$91
4242	28	Lake Howell Rd Bicycle Improvements	Inadequate Q/LOS for bicycles.	Bicycle/Pedestrian	Bicycle Facilities	Linden Rd	SR 436	1.30	mi.	This project will add bike lanes or sharrows on Lake Howell Rd from Linden Rd to SR 436, as speed limit appropriate, to enhance multimodal connections.	Originally from the Seminole County 2040 Transportation Plan, updated to and recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$1,318
4119	29	Dean Rd Bicycle Improvements	Inadequate Q/LOS for bicycles.	Bicycle/Pedestrian	Bicycle Facilities	Orange County Line	SR 426	0.70	mi.	This project includes bicycle improvements on Dean Rd between the Orange County Line and SR 426 to address the inadequate Q/LOS for bicycles on the corridor.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$710
											Total Bicycle and Pedestrian Costs	\$85,622,643

PRIORITIZED PROJECTS

COUNTY TRAILS PROJECT NEEDS MAP



COUNTY TRAILS PROJECT NEEDS LIST

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4250	1	Celery/Mellonville Trail (Lake Monroe Loop Phase II)	Gaps in the active transportation network.	Trails	Shared-use Path Bicycle Facilities	343 feet west of Sipes Ave	Chickasaw Dr	1.1	mi.	The project will design and construct a multi-use trail along Celery Ave to complete a missing piece of the Lake Monroe Trail Loop to connect Sanford's Riverwalk to SR 415.	Seminole County Trails Master Plan	\$2,725
4253	2	S3 - Flagler Trail Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Orange County Line	Volusia County Line	16.0	mi.	This project includes multiple improvements to the Flagler Trail. Work on the travel corridor includes: Geneva improvements, a study to fill the gap on CR 426, design multiple trail access points on Snow Hill Rd, Chuluota improvements, and realign main corridor to connect to future Orange County trail on CR 419. Develop new trailhead locations at Lake Catherine as a Tier 2, Lake Mills Park as a Tier 3, Geneva as a Tier 2 and enhance Geneva Wilderness Area facilities as a Tier 2. Safety improvements include a signalized crossing on Snow Hill Rd in Chuluota, enhanced crossing at SR 46, and enhanced crossings in Geneva and Chuluota. Possible overlap with project 4044.	Seminole County Trails Master Plan	\$12,100
4263	3	P8 - CR 46A/SR 46 Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Lake Mary Blvd Cross Seminole Trail	CS Lee Park Mellonville Ave	17.5	mi.	This project extends the CR 46A/SR 46 Pathway, which will be an 8-foot concrete path with segments along various locations on CR 46A (HE Thomas Jr. Pkwy/25th St) and SR 46. Safety improvements include adding shade trees to trail design project (where applicable), adding rest areas, and implementing a wayfinding package to identify the corridor alignment. Trailhead development is expected at the Cameron Wight Park as a Tier 3 and CS Lee Park as a Tier 2.	Seminole County Trails Master Plan	\$16,821
4280	4	C8 - Rolling Hills Park East Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Central Pkwy	Hobson St	1.0	mi.	This project extends the Rolling Hills Park East Connector, which will be an 8-foot concrete path. The segment is along Palm Springs Dr from Central Pkwy to Hobson St. Safety improvements include adding shade trees to trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$1,105
4260	5	P5 - Wekiva Springs Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	River Bend Blvd Wekiva Springs Ln	Sabal Palm Dr Seminole Wekiva Trail	2.0	mi.	This project extends the FDOT US 17-92 Pathway, which will be an 8-foot concrete path. The segments are along various roadways. Safety improvements include adding shade trees to trail design project (where applicable), adding rest areas, and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$2,053
4238	6	Seminola Blvd/E Lake Dr Pathway	Inadequate Q/LOS for bicycles.	Trails	Shared-use Path Bicycle Facilities	US 17-92	Tuskawilla Rd	4.50	mi.	The project builds a 10-foot-wide pathway on one side of the roadway from US 17-92 to Tuskawilla Rd to improve bike Q/LOS F on Seminola Blvd/E Lake Dr. Cost assumes construction will be within the existing ROW and includes a feasibility study to determine the appropriate side of the roadway.	Seminole County 2040 Transportation Plan	\$6,080
4261	7	P6 - City of Casselberry Greenway Trail Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Overbrook Dr	Triplet Lake Dr	0.6	mi.	This project extends the City of Casselberry Greenway Trail Pathway, which will be an 8-foot concrete path. The segment is along Sunset Dr from Overbrook Dr to Triplet Lake Dr. Safety improvements include adding shade trees to trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$1,012
4294	8	C23 - Candyland Park Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Longwood Elementary School	General Hutchinson Pkwy	1.8	mi.	This project builds the Candyland Park Connector, which will be an 8-foot concrete path. The segment is from Longwood Elementary School to General Hutchinson Pkwy. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$1,580
4272	9	P17 - Spring to Lake Pathway	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	US 17-92	Sanford Riverwalk	7.8	mi.	This project builds the Spring to Lake Pathway, which will be an 8-foot concrete path. The segment is along various roadways. Shade trees, rest areas, and wayfinding signage will be included as part of the project. Trailhead development is expected at the Spring Hammock Preserve and the Environmental Studies Center.	Seminole County Trails Master Plan	\$7,093

PRIORITIZED PROJECTS

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4278	10	C6 - City of Lake Mary Sports Complex Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Lake Mary Blvd	Cross Seminole Trail at Rinehart Rd	2.8	mi.	This project builds the City of Lake Mary Sports Complex Connector, which will be an 8-foot concrete path. The segment is along various roadways. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$2,593
4312	11	C43 - Midway Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Lingard Power Easement Brisson Ave Lakefront Corridor	Midway Community Center Washington St	3.3	mi.	This project builds the Midway Connector in 3 segments as an 8-foot concrete path. The segments include the Lakefront Corridor, Brisson Ave to Washington St, and Lingard Power Easement to the Midway Community Center. Shade trees and wayfinding signage will be included as part of the project. This project overlaps with P18, project 4273; therefore, that project is being removed from the list.	Seminole County Trails Master Plan	\$2,152
4256	12	P1 - Kewannee Trail Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Central Pkwy Montgomery Rd	Fern Park Blvd Centerpointe Cir	4.6	mi.	This project extends the Kewannee Trail, which will be an 8-foot concrete path. The segment is along various roadways, including the Lake Adelaide boardwalk. Safety improvements include adding shade trees to the trail design project (where applicable), adding rest areas, and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$4,754
4276	13	C4 - Reiter Park Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	CR 427 (Ronald Reagan Blvd)	Longwood Hills Rd	2.2	mi.	This project builds the Reiter Park Connector, which will be an 8-foot concrete path. The segment is along various roadways. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$1,798
4259	14	P4 - Lake Mary Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	US 17-92	Red Cleveland Blvd	2.6	mi.	This project extends the Lake Mary Pathway, which will be an 8-foot concrete path. The segment is along Lake Mary Blvd between US 17-92 and Red Cleveland Blvd. Safety improvements include adding shade trees to the trail design project (where applicable), adding rest areas, and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$3,268
4265	15	P10 - CR 419 Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Central Ave CR 419	Lockwood Blvd Snow Hill Trailhead	2.9	mi.	This project extends the CR 419 Pathway, which will be an 8-foot concrete path. The segment is along various roadways. Safety improvements include adding shade trees to trail design project (where applicable), rest areas, and to implement a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$2,940
4291	16	C20 - Lyman High School Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Palm Springs Dr	Church Ave	3.0	mi.	This project builds the Lyman High School Connector, which will be an 8-foot concrete path. The segment is along various roadways from Palm Springs Dr to Church Ave. Shade trees will be included as part of the project.	Seminole County Trails Master Plan	\$2,626
4310	17	C40 - Round Lake Park Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Oviedo Blvd	Reed Ave	1.1	mi.	This project builds the Round Lake Park Connector, which will be an 8-foot concrete path. The segment is along CR 419 from Oviedo Blvd to Reed Ave. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$885
4267	18	P12 - Black Hammock Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	CR 426 Black Hammock Wilderness Area	Black Hammock Wilderness Area SR 46	3.8	mi.	This project extends the Black Hammock Pathway, which will be an 8-foot concrete path for 0.8 mile and signed and marked sharrows for 3 miles. The segment is along various roadways. Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment. Trailhead development is expected at the Black Hammock Wilderness Area Trailhead as a Tier 2.	Seminole County Trails Master Plan	\$903
4271	19	P16 - Geneva Pathway	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Oviedo Blvd	Geneva Wilderness Area	6.2	mi.	This project builds the Geneva Pathway, which will be an 8-foot concrete path. The segment is along CR 426 from Oviedo Blvd to the Geneva Wilderness Area. Shade trees, rest areas, and wayfinding signage will be included as part of the project. Trailhead development is expected at the Geneva Wilderness Area.	Seminole County Trails Master Plan	\$4,998

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4311	20	C42 - Curryville Road/Florida National Scenic Trail Connector Improvements	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Fort Christmas Rd	Chuluota Wilderness Area	3.3	mi.	This project includes multiple improvements to the Curryville Rd/Florida National Scenic Trail Connector. New trailheads will be developed at the Chuluota Wilderness Area, Florida National Scenic Trail, and Lake Mills Park. Safety improvements include adding shade trees to the trail design project (where applicable) and implementing wayfinding signage and information.	Seminole County Trails Master Plan	\$551
4283	21	C11 - City of Altamonte Springs Lake Lotus Loop Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	SR 414 (Maitland Blvd)	Bunnell Rd	3.5	mi.	This project extends the City of Altamonte Springs Lake Lotus Loop Connector, which will be an 8-foot concrete path. The segment is along various roadways. Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$3,008
4262	22	P7 - FDOT US 17/92 Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Ridge Rd Melody Ln Lake Mary Blvd	North St Shepard Rd Sanford Riverwalk	7.9	mi.	This project extends the FDOT US 17-92 Pathway, which will be an 8-foot concrete path. The segment is along various segments of US 17-92. Safety improvements include adding shade trees to the trail design project (where applicable), adding rest areas, and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$8,129
4288	23	C16 - City of Altamonte Springs Merrill Park Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Sand Lake Rd	Central Pkwy Montgomery Rd	2.6	mi.	This project extends the City of Altamonte Springs Merrill Park Connector, which will be an 8-foot concrete path. The segment is along various roadways. Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment. Project limits adjusted to match up with project 4136 appropriately, no cost adjustment was made.	Seminole County Trails Master Plan	\$2,272
4289	24	C17 - Wekiva Springs Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Sand Lake Rd Westwood Dr Wekiva Springs Rd Triangle Dr Power Line Easement	Lake Brantley Rd Wekiva Springs Rd Timber Ridge Dr Westwood Dr Sand Lake Rd	4.0	mi.	This project builds the Wekiva Springs Connector, which will be an 8-foot concrete path and a 14-foot asphalt path. The segment is along various roadways. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$4,000
4251	25	S1 - Seminole Wekiva Trail Improvements	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Orange County Line	Lake County Line	18.8	mi.	This project includes multiple improvements to the Seminole Wekiva Trail. Work on the travel corridor includes restoring the urban tree canopy. Trailheads to be developed include the EE Williamson and Bear Lake Rd trailheads. Safety improvements include additional wayfinding and maps at key entrances, a proposed crossing study at CR 46A (HE Thomas Jr. Pkwy), upgrades to areas with flashing beacons, and additional shade trees (where needed). This project does not include the SR 436 and SR 434 tunnel projects; those are separated as their own project. Unknown if Wekiva is included in the estimate.	Seminole County Trails Master Plan	\$1,835
4252	26	S2 - Cross Seminole Trail Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Orange County Line	Volusia County Line	29.1	mi.	This project includes multiple improvements to the Cross Seminole Trail. Work on the travel corridor includes upgrades to the north section and restoring the urban tree canopy (where applicable). Trailhead development includes a new location at Lake Monroe Wayside Park as a Tier 3 location. Safety improvements include SR 46 crossing enhancements, refined crossing on CR 427 (Ronald Reagan Blvd), and specialized signalization on Green Way Blvd. Identified an overlap in the powerline corridor.	Seminole County Trails Master Plan	\$2,152
4279	27	C7 - Rolling Hills Park West Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Central Pkwy Barton St	North St SR 434	1.2	mi.	This project extends the Rolling Hills Park West Connector, which will be an 8-foot concrete path. The segment is along various roadways. Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$890

PRIORITIZED PROJECTS

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4038	28	Sanford SunRail Station - SR 46 Bicycle & Pedestrian Connectivity	Gap in active transportation network.	Trails	Shared-use Path Bicycle Facilities	Cross Seminole Trail at US 17-92 (Monroe Rd)	Terwilliger Ln	2.1	mi.	This project proposes improved bicycle and pedestrian connections to the Sanford SunRail Station. Cost assumes a 12-foot asphalt shared-use path, generally on the north side of SR 46, with minimal ROW acquisition. It assumes the shared-use path uses the CFRC to reach the Sanford Station and continues from the station west to the Cross Seminole Trail at US 17-92 (Monroe Rd). Bike lanes are being added to SR 46 by FDOT; however, they will not be a shared-use path. There is potential for this to be a joint project between FDOT and Seminole County.	Seminole County 2040 Transportation Plan/ Recommended based on a first- and last-mile analysis around SunRail stations (as part of bike/ped deficiencies analysis)	\$10,917
4264	29	P9 - City of Oviedo Twin Rivers Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	McCulloch Rd	Ashland Tr	4.3	mi.	This project extends the City of Oviedo Twin Rivers Pathway, which will be an 8-foot concrete path. The segment is along Lockwood Blvd between McCulloch Rd and Ashland Tr. Safety improvements include adding shade trees to the trail design project (where applicable), adding rest areas, and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$4,140
4270	30	P15 - SR 46 Gateway Pathway Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Town Center Blvd	Marbella Ln	3.4	mi.	This project extends the SR 46 Gateway Pathway, which will be an 8-foot concrete path. The segment is along SR 46 from Town Center Blvd to Marbella Ln. Safety improvements include adding shade trees to the trail design project (where applicable), adding rest areas, and implementing a wayfinding package to identify the corridor alignment. Trailhead development is expected at Wilson's Landing as a Tier 2 and at the Sanford SunRail Station as a Tier 3. This project overlaps with project 4038 (12-foot asphalt path) from the Cross Seminole Trail at Monroe Rd to Marbella Ln.	Seminole County Trails Master Plan	\$3,631
4290	31	C18 - Casselberry Maitland Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Maitland Community Park including the Boardwalk	Kewannee Dr	1.4	mi.	This project builds the Casselberry Maitland Connector, which will be an 8-foot concrete path and a 250-foot boardwalk to connect to Maitland Community Park. The segment is along Derbyshire Rd from the Maitland Community Park to Kewannee Dr. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$1,413
4132	32	Martin Luther King Jr Blvd Pathway	Inadequate Q/LOS for bicycles.	Trails	Shared-use Path Bicycle Facilities	Airport Blvd	SR 46	1.60	mi.	This project constructs an 8- to 10-foot pathway from Airport Blvd to SR 46 to enhance connectivity to the Sanford SunRail Station.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$1,876
4237	33	Red Bug Lake Rd Pathway	Inadequate Q/LOS for bicycles and gaps in active transportation network.	Trails	Shared-use Path Bicycle Facilities	Winter Park Drive	Cross Seminole Trail at Red Bug Lake Rd	7.6	mi.	This project constructs an 8- to 10-foot pathway along the north side of Red Bug Lake Road from Winter Park Drive to the Cross Seminole Trail to improve bike Q/LOS F on Red Bug Lake Rd. Cost assumes 10-foot pathway construction within the existing ROW.	Seminole County 2040 Transportation Plan	\$10,694
4293	34	C22 - Winter Springs Elementary School Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Winter Park Dr	SR 419	1.2	mi.	This project builds the Winter Springs Elementary School Connector, which is an 8-foot concrete path. The segment is along SR 434 and Moss Rd from Winter Park Dr to SR 419. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$1,194
4269	35	P14 - Lake Proctor Trail Pathway	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	SR 46	St. John's River including the Boardwalk	7.7	mi.	This project builds the Lake Proctor Trail Pathway, which will be a 14-foot asphalt path. The segment is along the existing powerline easement from SR 46 to the St. John's River, including a 970-foot boardwalk overlooking the river. Shade trees, rest areas, and wayfinding signage will be included as part of the project. Trailhead development is expected at the Lake Harney Wilderness Area and improvements are planned to the Lake Proctor Wilderness Area Trailhead as a Tier 1.	Seminole County Trails Master Plan	\$7,285

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4241	36	CR 46A (HE Thomas Jr Pkwy) & CR 431 (Orange Blvd) Trail Connector	Inadequate Q/LOS for bicycles.	Trails	Sidewalks	CR 431 (Orange Blvd) at Seminole Wekiva Trail	CR 46A (HE Thomas Jr Pkwy) at International Parkway	0.8	mi.	This project constructs an 8-foot-wide connector on CR 46A (HE Thomas Jr. Pkwy) from CR 431 (Orange Blvd) to International Pkwy and on CR 431 (Orange Blvd) from CR 46A (HE Thomas Jr. Pkwy) to the Seminole Wekiva Trail.	Seminole County 2040 Transportation Plan/Updated based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network. Extension added per County comment.	\$765
4299	37	C28 - Mike Kirby Park Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	CR 46A (HE Thomas Jr Pkwy)	Cross Seminole Trail at Rinehart Rd	2.7	mi.	This project builds the Mike Kirby Park Connector, which will be an 8-foot concrete path. The segment is along Oregon Ave from CR 46 (HE Thomas Jr. Pkwy) to the Cross Seminole Trail at Rinehart Rd. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$2,169
4305	38	C34 - Black Bear Wilderness Area Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	CR 431 (Orange Blvd)	Black Bear Wilderness Area	0.5	mi.	This project extends the Black Bear Wilderness Area Connector, which will be an 8-foot concrete path. The segment is along New York St from CR 431 (Orange Blvd) to the Black Bear Wilderness Area. Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$720
4309	39	C38 - Econ Wilderness Area Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	McCulloch Rd	Lockwood Blvd	1.1	mi.	This project includes improvements to the Econ Wilderness Area Connector. Work on the travel corridor includes extending the trail along Old Lockwood Blvd from McCulloch Rd to Lockwood Blvd. Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$911
4274	40	C1 - Longwood Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	SR 434	CR 427 (Ronald Reagan Blvd)	0.8	mi.	This project extends the Longwood Connector, which will be an 8-foot concrete path. The segment is along Warren Ave from SR 434 to CR 427 (Ronald Reagan Blvd). Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$931
4083	41	Lake Mary SunRail Station - Connectivity	Gaps in the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Lake Mary SunRail Station (Country Club Dr)	Seminole State College (College Dr)	1.2	mi.	This project constructs an 8- to 10-foot pathway on the south side of Lake Mary Blvd from College Drive to Country Club Road to enhance connections to the Lake Mary SunRail Station.	Recommended based on a first- and last-mile analysis around SunRail stations (as part of bike/ped deficiencies analysis)	\$1,173
4246	42	Tuskawilla Rd Pathway	Inadequate Q/LOS for bicycles.	Trails	Shared-use Path Bicycle Facilities	SR 426 (Aloma Ave)	SR 434/SR 419	5.7	mi.	This project constructs an 8- to 10-foot pathway on Tuskawilla Rd from SR 426 (Aloma Ave) to SR 434/SR 419 on one side of the ROW.	Seminole County 2040 Transportation Plan/Updated to and recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$6,684
4277	43	C5 - Old Lake Mary Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	CR 15 (Country Club Rd)	CR 46A (HE Thomas Jr Pkwy)	2.8	mi.	This project builds the Old Lake Mary Connector, which will be an 8-foot concrete path. The segment is along Crystal Lake Ave and Old Lake Mary Rd from CR 15 (Country Club Rd) to CR 46A (HE Thomas Jr. Pkwy). Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$2,467

PRIORITIZED PROJECTS

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4282	44	C10 - City of Altamonte Springs Kewannee Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Spring Lake Rd	Ballard St	1.6	mi.	This project extends the City of Altamonte Springs Kewannee Connector, which will be an 8-foot concrete path. The segment is along various roadways. Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$1,546
4297	45	C26 - Pinecrest Elementary School Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Pinecrest Elementary School	CR 425 (Sanford Ave)	0.4	mi.	This project builds the Pinecrest Elementary School Connector, which will be an 8-foot concrete path. The segment is along Palmetto Ave and 26th St from Pinecrest Elementary School to CR 425 (Sanford Ave). Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$300
4301	46	C30 - Wilson Elementary School Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Seminole Wekiva Trail at Terra Bona Ct	SR 46	1.2	mi.	This project builds the Wilson Elementary School Connector, which will be an 8-foot concrete path. The segment is along CR 431 (Orange Blvd) from the Seminole Wekiva Trail at Terra Bona Ct to SR 46. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$1,050
4275	47	C3 - Altamonte Springs SunRail Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	CR 427 (Maitland Ave)	CR 427 (Ronald Reagan Blvd)	0.5	mi.	This project extends the Altamonte Springs SunRail Connector, which will be an 8-foot concrete path. The segment is along SR 436 from CR 427 (Maitland Ave) to CR 427 (Ronald Reagan Blvd). Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$540
4303	48	C32 - Lake Sylvan Park Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Markham Rd	SR 46	1.5	mi.	This project builds the Lake Sylvan Park Connector, which will be an 8-foot concrete path. The segment is along Lake Markham Rd from Markham Rd to SR 46. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$1,275
4302	49	C31 - Heathrow Elementary School Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Heathrow Elementary School	Markham Rd	0.6	mi.	This project builds the Heathrow Elementary School Connector, which will be an 8-foot concrete path. The segment is along Markham Woods Rd from Heathrow Elementary School to Markham Rd. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$446
4308	50	C37 - Lake Howell High School Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Lake Howell High School	Dodd Rd	0.3	mi.	This project includes the building of the Lake Howell High School Connector. The connector is to be built as an 8-foot concrete path. The segment is along Dike Rd from Dodd Rd to Lake Howell High School. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$228
4268	51	P13 - Howell Creek Pathway	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Red Bug Lake Rd SR 436 Power Line Trail Corridor	Northern Way Power Line Trail Corridor Cross Seminole Trail	4.7	mi.	This project builds the Howell Creek Pathway, which will be an 8-foot concrete path for 2.4 miles and a 14-foot asphalt path for 2.3 miles. The segment is along various roadways. Shade trees, rest areas, and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$4,790
4286	52	C14 - Sunshine Lane Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Sunshine Ln	Orange Ave	0.4	mi.	This project builds the Sunshine Lane Connector, which will be an 8-foot concrete path. The segment is along SR 434 from Sunshine Ln to Orange Ave. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$410
4287	53	C15 - Spring Oaks Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Seminole Wekiva Trail	Riverbend Dr	0.8	mi.	This project builds the Spring Oaks Connector, which will be an 8-foot concrete path. The segment is along various roadways. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$708

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4295	54	C24 - Seminole State Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Weldon Blvd	CR 427 (Ronald Reagan Blvd)	0.5	mi.	This project extends the Seminole State Connector, which will be an 8-foot concrete path. The segment is along County Home Rd from Weldon Blvd to CR 427 (Ronald Reagan Blvd). Safety improvements include adding shade trees to the trail design project (where applicable) and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$633
4041	55	Airport Blvd Pathway	Gap in active transportation network.	Trails	Shared-use Path Bicycle Facilities	US 17-92	SR 46	3.49	mi.	This project proposes a pathway along Airport Blvd connecting the Sanford SunRail Station to the future US 17-92 Trail. Cost assumes 10-foot-wide pathway with minimal ROW acquisition.	Seminole County 2040 Transportation Plan/ Recommended based on a first- and last-mile analysis around SunRail stations (as part of bike/ped deficiencies analysis)	\$4,092
4298	56	C27 - Seminole High Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Old Lake Mary Rd	Ridgewood Ave	0.8	mi.	This project builds the Seminole High Connector, which will be an 8-foot concrete path. The segment is along Airport Blvd and Live Oak Blvd from Old Lake Mary Rd to Ridgewood Ave. Shade trees and wayfinding signage will be included as part of the project. The project includes the development of a new trailhead.	Seminole County Trails Master Plan	\$684
4111	57	Bear Lake Rd Connector	Inadequate Q/LOS for bicycles.	Trails	Sidewalks	Orange County Line	Bunnell Rd	0.9	mi.	This project includes construction of an 8-foot-wide connector on Bear Lake Rd between the Orange County Line and Bunnell Rd to address the inadequate Q/LOS for bicycles on the corridor.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$804
4307	58	C36 - Bear Gully Road Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Howell Branch Rd	Cross Seminole Trail at SR 426	0.8	mi.	This project builds the Bear Gully Road Connector, which will be an 8-foot concrete path. The segment is along Bear Gully Rd from Howell Branch Rd to the Cross Seminole Trail at SR 426. Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$608
4284	59	C12 - Gateway Drive Connector Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	SR 434	Publix Entry Dr	0.2	mi.	This project extends the Gateway Dr Connector, which will be an 8-foot concrete path. The segment is along Gateway Dr from SR 434 to Publix Entry Dr. Safety improvements include adding shade trees to the trail design project (where applicable) implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$336
4239	60	CR 427 (Maitland Ave) Pathway	Inadequate Q/LOS for bicycles.	Trails	Shared-use Path Bicycle Facilities	Spring Lake Rd	Orienta Ave	0.9	mi.	This project includes construction of an 8- to 10-foot pathway on one side of the ROW from Spring Lake Rd to Orienta Ave to address the inadequate Q/LOS for bicycles on the corridor. Cost assumes construction of the pathway and a feasibility study to determine the appropriate alignment.	Seminole County 2040 Transportation Plan/Updated to and recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$1,129
4285	61	C13 - Maitland Blvd Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	SR 434	Gateway Dr Ramp from SR 414 (Maitland Blvd)	0.3	mi.	This project builds the Maitland Blvd Connector, which will be an 8-foot concrete path. The segment is along SR 414 (Maitland Blvd) from SR 434 to Gateway Dr Ramp from SR 414 (Maitland Blvd). Shade trees and wayfinding signage will be included as part of the project.	Seminole County Trails Master Plan	\$373
4245	62	Green Way Blvd Connector	Gaps in the active transportation network.	Trails	Sidewalks	Lake Emma Rd	Cross Seminole Trail	0.78	mi.	This project includes construction of an 8-foot-wide connector on the north side of the Green Way Blvd from Lake Emma Rd to connect to the Cross Seminole Trail.	Seminole County Public Works	\$732

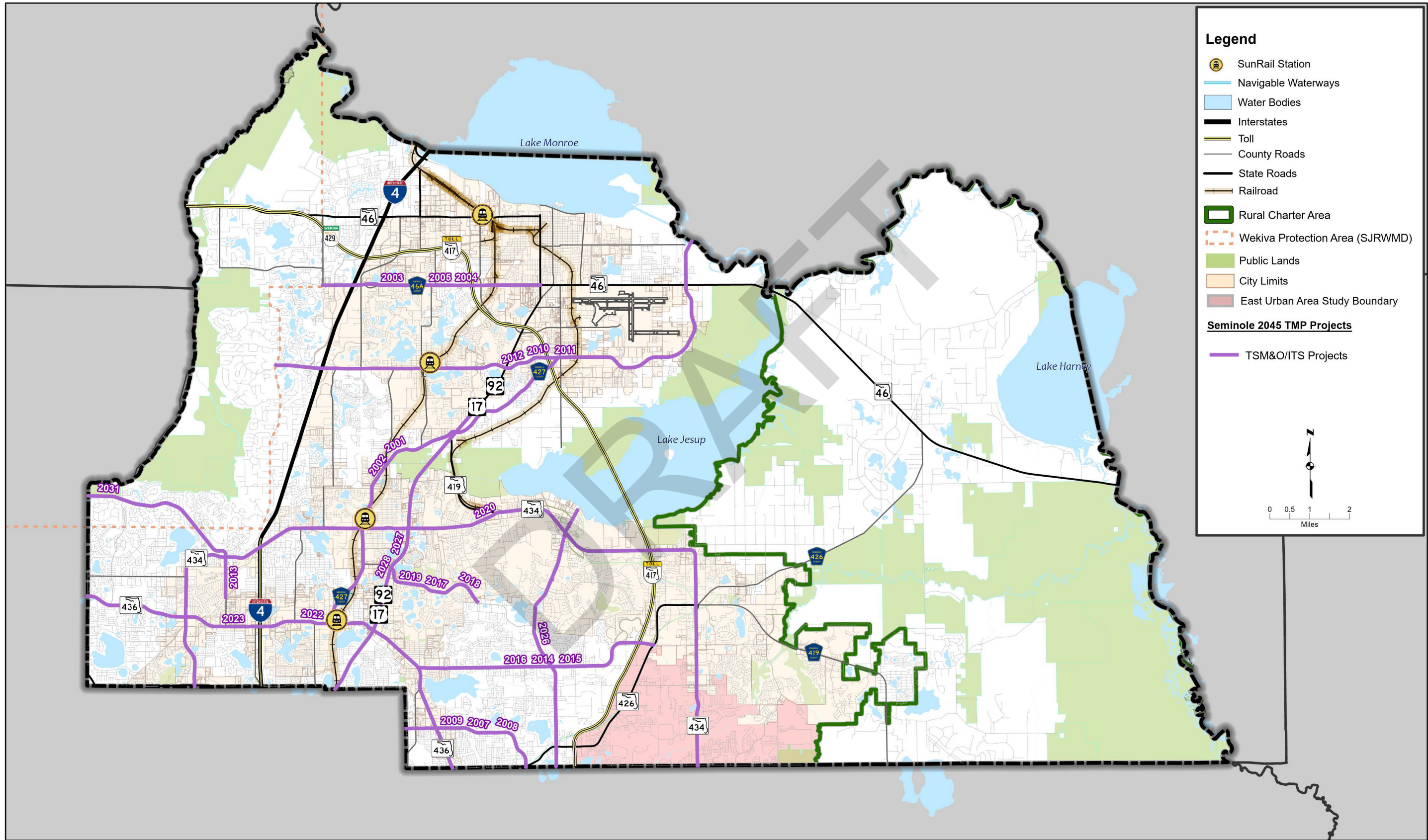
PRIORITIZED PROJECTS

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4304	63	C33 - Wekiva Overlook Connector	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Sidewalks	Wekiva River	Longwood Markham Rd	0.5	mi.	This project builds the Wekiva Overlook Connector, which will be an 8-foot concrete path. The segment is along SR 46 from the Wekiva River to Longwood Markham Rd. Shade trees and wayfinding signage will be included as part of the project. A new boardwalk overlook is also to be part of this project.	Seminole County Trails Master Plan	\$414
4244	64	Greenwood Blvd/Lake Way Rd Connector	Gaps in the active transportation network.	Trails	Sidewalks	Lake Emma Rd	Longwood Lake Mary Rd	1.67	mi.	This project includes construction of an 8-foot-wide connector on the south side of the Greenwood Blvd and Lake Way Rd to connect to the Cross Seminole Trail.	Seminole County Hot List	\$1,567
4042	65	CR 15 (Country Club Rd) Pathway	Inadequate Q/LOS for bicycles and roadway congestion.	Trails	Shared-use Path Bicycle Facilities	CR 427 (Ronald Reagan Blvd)	Lake Mary Blvd	2.01	mi.	This project proposes a pathway between CR 427 (Ronald Reagan Blvd) and Lake Mary Blvd to improve bike Q/LOS D. Cost assumes a 10-foot pathway with minimal ROW acquisition.	Seminole County 2040 Transportation Plan	\$2,351
4060	66	Spring Lake Rd/O'Brien Rd Trail Connector	Gap in active transportation network.	Trails	Sidewalks	Walnut Place	US 17-92	0.4	mi.	This is a joint City/County project to provide connection from Spring Lake Rd Trail to the US 17-92 existing trail. Cost assumes an 8-foot-wide connector with minimal ROW.	Summary of Additional City of Altamonte Springs Candidate Projects 5-16-17	\$375
4051	67	Lake Emma Rd Pathway	Inadequate Q/LOS for bicycles.	Trails	Shared-use Path Bicycle Facilities	Longwood Hills Rd	Lake Mary Blvd	3.00	mi.	This project creates a new pathway to improve bike Q/LOS D on Lake Emma Rd, from Longwood Hills Rd to Lake Mary Blvd. Cost assumes a 10-foot pathway with minimal ROW acquisition.	Seminole County 2040 Transportation Plan	\$3,518
4125	68	Howell Branch Rd Multi-Use Pathway	Inadequate Q/LOS for bicycles.	Trails	Shared-use Path Bicycle Facilities	Orange County Line	Dodd Rd	2.7	mi.	This project builds an 8- to 10-foot pathway from the Orange County Line to Dodd Rd to address the inadequate Q/LOS for bicycles on the corridor. Cost assumes a concrete pathway and a feasibility study to determine the appropriate alignment.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$3,216
4122	69	Dog Track Rd Connector	Inadequate Q/LOS for bicycles.	Trails	Sidewalks	CR 427 (Ronald Reagan Blvd)	US 17-92	0.7	mi.	This project constructs an 8-foot connector on Dog Track Rd from CR 427 (Ronald Reagan Blvd) to US 17-92 on both sides of the ROW to address the inadequate Q/LOS for bicycles on the corridor.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network.	\$1,313
4128	70	Lake Mary Blvd Pathway	Inadequate Q/LOS for bicycles.	Trails	Shared-use Path Bicycle Facilities	Red Cleveland Blvd	SR 46	3.6	mi.	This project constructs an 8- to 10-foot pathway on the north side of the roadway from Red Cleveland Blvd to SR 46 to address the inadequate Q/LOS D for bicycles on the corridor. This project would be an extension of the already identified Trails Master Plan project P4 (Pathway), which is from US 17-92 to Red Cleveland Blvd.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network and the Seminole County Trails Master Plan.	\$4,221
4136	71	Sand Lake Rd Connector	Inadequate Q/LOS for bicycles.	Trails	Shared-use Path Bicycle Facilities	Orange County Line	Mimosa Dr	2.5	mi.	This project constructs an 8-foot connector to address the inadequate Q/LOS for bicycles on the corridor. This project was identified to align with the Seminole County Trails Master Plan Trail Project C16.	Recommended based on an analysis of the Q/LOS for bicycles and pedestrians on the County's roadway network and the Seminole County Trails Master Plan.	\$2,151
4255	N/A	S5 - Central Seminole Trail	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	Cross Seminole Trail at Orange County Line	CR 427 (Ronald Reagan Blvd)	10.0	mi.	This project includes multiple improvements to the Central Seminole Trail. Work on the travel corridor includes completing the northern feasibility study (from Wheel Park to Cross Seminole Trail), beginning a central feasibility study (from Wheel Park south to Red Bug Lake Park), and programming a southern feasibility study (from Red Bug Lake Park south to Cross Seminole Trail/Orange County line). It includes development of new trailheads at Wheel Park as a Tier 2 and Red Bug Lake Park as a Tier 3. Possible overlap with project 4057.	Seminole County Trails Master Plan	\$12,762

COUNTY TRAILS PROJECT NEEDS LIST												
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	Sub-Category	From	To	Length	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
4258	N/A	P3 - City of Sanford Goldsboro Trail Improvements & Extension	Identified as part of the Seminole County Trails Master Plan as a need on the active transportation network.	Trails	Shared-use Path Bicycle Facilities	CR 46A (HE Thomas Jr Pkwy) CR 46A (HE Thomas Jr Pkwy)	Oleander Ave 8th St	1.6	mi.	This project extends the City of Sanford Goldsboro Pathway, which will be a 10-foot concrete path for 1 mile and a 10-foot asphalt path for 0.6 mile. The segment is along various roadways. Safety improvements include adding shade trees to the trail design project (where applicable), adding rest areas, and implementing a wayfinding package to identify the corridor alignment.	Seminole County Trails Master Plan	\$1,787
											Total Trail Costs	\$211,652,172

PRIORITIZED PROJECTS

COUNTY TSM&O AND ITS PROJECT NEEDS MAP



COUNTY TSM&O AND ITS PROJECT NEEDS LIST

COUNTY TSM&O AND ITS PROJECT NEEDS LIST											
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	From	To	Quantity	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
2001	1	CR 427 (Ronald Reagan Blvd) CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	CR 427 (Ronald Reagan Blvd)	N/A	2	ea.	CCTV installations on CR 427 (Ronald Reagan Blvd) corridor, 2.	Seminole County Traffic Engineering	\$12
2002	2	CR 427 (Ronald Reagan Blvd) C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	CR 427 (Ronald Reagan Blvd)	N/A	11	ea.	C-V2X installations on CR 427 (Ronald Reagan Blvd) corridor, 11.	Seminole County Traffic Engineering	\$79
2003	3	CR 46A (HE Thomas Jr. Pkwy) CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	CR 46A (HE Thomas Jr Pkwy)	N/A	11	ea.	CCTV installations on CR 46A (HE Thomas Jr Pkwy) corridor, 11.	Seminole County Traffic Engineering	\$68
2004	4	CR 46A (HE Thomas Jr. Pkwy) C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	CR 46A (HE Thomas Jr Pkwy)	N/A	4	ea.	C-V2X installations on CR 46A (HE Thomas Jr Pkwy) corridor, 4.	Seminole County Traffic Engineering	\$29
2005	5	CR 46A (HE Thomas Jr. Pkwy) IMC Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	CR 46A (HE Thomas Jr Pkwy)	N/A	11	ea.	IMC camera installations on CR 46A (HE Thomas Jr Pkwy) corridor, 11.	Seminole County Traffic Engineering	\$338
2022	6	SR 436 C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	SR 436	N/A	16	ea.	C-V2X installations on SR 436 corridor, 16.	Seminole County Traffic Engineering	\$115
2023	7	SR 436 IMC Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	SR 436	N/A	17	ea.	IMC camera installations on SR 436 corridor, 17.	Seminole County Traffic Engineering	\$523
2027	8	US 17-92 C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	US 17-92	N/A	8	ea.	C-V2X installations on US 17-92 corridor, 8.	Seminole County Traffic Engineering	\$57
2028	9	US 17-92 IMC Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	US 17-92	N/A	20	ea.	IMC camera installations on US 17-92 corridor, 20.	Seminole County Traffic Engineering	\$615
2031	10	Wekiva Springs Rd CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Wekiva Springs Rd	N/A	7	ea.	CCTV installations on Winter Springs Rd corridor, 7.	Seminole County Traffic Engineering	\$43
2010	11	Lake Mary Blvd CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Lake Mary Blvd	N/A	8	ea.	CCTV installations on Lake Mary Blvd corridor, 8.	Seminole County Traffic Engineering	\$49
2011	12	Lake Mary Blvd C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Lake Mary Blvd	N/A	14	ea.	C-V2X installations on Lake Mary Blvd corridor, 14.	Seminole County Traffic Engineering	\$101
2012	13	Lake Mary Blvd IMC Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Lake Mary Blvd	N/A	16	ea.	IMC camera installations on Lake Mary Blvd corridor, 16.	Seminole County Traffic Engineering	\$492
2100A	14	ATC Cabinet Installations	General upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Various Locations	N/A	25	ea.	ATC cabinet installations on roadway system, 25.	Seminole County Traffic Engineering	\$1,250
2090A	15	UPS Installations	General upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Various Locations	N/A	25	ea.	UPS installations on roadway system, 25.	Seminole County Traffic Engineering	\$125
2013	16	Montgomery Rd CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Montgomery Rd	N/A	5	ea.	CCTV installations on Montgomery Rd corridor, 5.	Seminole County Traffic Engineering	\$31
2014	17	Red Bug Lake Rd CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Red Bug Lake Rd	N/A	16	ea.	CCTV installations on Red Bug Lake Rd corridor, 16.	Seminole County Traffic Engineering	\$492
2015	18	Red Bug Lake Rd C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Red Bug Lake Rd	N/A	15	ea.	C-V2X installations on Red Bug Lake Rd corridor, 15.	Seminole County Traffic Engineering	\$462
2016	19	Red Bug Lake Rd IMC Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Red Bug Lake Rd	N/A	16	ea.	IMC camera installations on Red Bug Lake Rd corridor, 16.	Seminole County Traffic Engineering	\$492
2017	20	Seminola Blvd CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Seminola Blvd	N/A	5	ea.	CCTV installations on Seminola Blvd corridor, 5.	Seminole County Traffic Engineering	\$31

PRIORITIZED PROJECTS

COUNTY TSM&O AND ITS PROJECT NEEDS LIST											
2045 Project Number	2045 Priority #	Project Name	Identified Issue	Primary Type	From	To	Quantity	Unit	Project Description	Source	TOTAL PROJECT COST (in thousands)
2018	21	Seminola Blvd C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Seminola Blvd	N/A	5	ea.	C-V2X installations on Seminola Blvd corridor, 5.	Seminole County Traffic Engineering	\$36
2019	22	Seminola Blvd IMC Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Seminola Blvd	N/A	5	ea.	IMC camera installations on Seminola Blvd corridor, 5.	Seminole County Traffic Engineering	\$154
2020	23	SR 434 C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	SR 434	N/A	15	ea.	C-V2X installations on SR 434 corridor, 15.	Seminole County Traffic Engineering	\$108
2026	24	Tuskawilla Rd CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Tuskawilla Rd	N/A	8	ea.	CCTV installations on Tuskawilla Rd corridor, 8.	Seminole County Traffic Engineering	\$49
2007	25	Howell Branch Rd CCTV Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Howell Branch Rd	N/A	6	ea.	CCTV installations on Howell Branch Rd corridor, 6.	Seminole County Traffic Engineering	\$37
2008	26	Howell Branch Rd C-V2X Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Howell Branch Rd	N/A	8	ea.	C-V2X installations on Howell Branch Rd corridor, 8.	Seminole County Traffic Engineering	\$57
2009	27	Howell Branch Rd IMC Installations	Hardening upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Howell Branch Rd	N/A	8	ea.	IMC camera installations on Howell Branch Rd corridor, 8.	Seminole County Traffic Engineering	\$246
2100B	28	ATC Cabinet Installations	General upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Various Locations	N/A	25	ea.	ATC cabinet installations on roadway system, 25.	Seminole County Traffic Engineering	\$1,250
2090B	29	UPS Installations	General upgrades, improvements, and life-cycle replacements.	TSM&O/ITS	Various Locations	N/A	25	ea.	UPS installations on roadway system, 25.	Seminole County Traffic Engineering	\$125
										Total TSM&O and ITS Costs	\$7,466,923

STATE PROJECTS IN SEMINOLE COUNTY LIST

STATE PROJECTS IN SEMINOLE COUNTY LIST							
FDOT Project Number	Project Name	Type	From	To	Project Description	Source	Programmed Funding
415030-4	CR 419 Widening	Roadway	Avenue B	Lockwood Boulevard	Add Lanes and Reconstruct	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$2,640,000
446903-1	East Church Avenue	TSMO	CR 427 (North Ronald Reagan Boulevard)	US 17/92	Miscellaneous Construction	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$2,918,195
455946-1	I-4 (SR 400) Resurfacing	Roadway	EE Williamson Road	S of Lake Mary Boulevard	Resurfacing	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$4,702,741
413615-7	Lighting Agreements	Roadway	N/A	N/A	Lighting	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$1,032,417
453500-1	Mitchell Hammock Rd	Roadway	SR 426/Broadway Street	Lockwood Boulevard	Urban Corridor Improvements	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$407,750
244853-1	Memorandum of Agreement - City of Longwood	Roadway	N/A	N/A	Routine Maintenance	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$360,000
244549-1	Memorandum of Agreement - City of Casselberry	Roadway	N/A	N/A	Routine Maintenance	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$828,262
422041-1	Memorandum of Agreement - City of Oviedo	Roadway	N/A	N/A	Routine Maintenance	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$290,312
244880-1	Memorandum of Agreement - City of Winter Springs	Roadway	N/A	N/A	Routine Maintenance	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$498,984
442849-1	Memorandum of Agreement - City of Altamonte Springs	Roadway	N/A	N/A	Routine Maintenance	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$1,049,000
455271-1	Orlando Sanford International Airport Multimodal Improvements	Aviation	N/A	N/A	Aviation Capacity Project	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$2,500,000
455272-2	Orlando Sanford International Airport Terminal Corridor	Aviation	N/A	N/A	Aviation Capacity Project	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$1,000,000
455109-1	Seminole County Traffic Signal Maintenance and Compensation Agreement	TSMO/ITS	N/A	N/A	Traffic Signals	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$2,854,000
455940-1	Seminole County Eastbound Rest Area	Other	N/A	N/A	Parking Lot Resurfacing	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$250,000
455941-1	Seminole County Eastbound Rest Area	Other	N/A	N/A	Roof Replacement	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$300,000
418110-1	Seminole County In-House	Other	N/A	N/A	Routine Maintenance	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$520,000
413019-7	Seminole County Traffic Engineering Contracts	TSMO/ITS	N/A	N/A	Traffic Signals	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$2,877,020
450919-2	Seminole Wekiva Trail Tunnels at SR 434 and SR 436	Bike/Pedestrian /Trail	SR 434	SR 436	The project includes new grade separations for the Seminole Wekiva Trail at SR 434 and SR 436.	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$36,515,337
456089-1	Orlando Sanford International Airport Taxiway Improvements	Aviation	N/A	N/A	Aviation Capacity Project	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$20,000,000
455000-2	Orlando Sanford International Airport Wildlife Mitigation	Aviation	N/A	N/A	Aviation Preservation Project	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$2,000,000
454089-1	Orlando Sanford International Airport Runway Improvements	Aviation	N/A	N/A	Aviation Preservation Project	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$9,500,000
455305-1	Orlando Sanford International Airport Terminal Chillers	Aviation	N/A	N/A	Aviation Revenue/Operational	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	2,000,000
242592-4	I-4 (SR 400) Widening	Roadway	1 Mile East of SR 434	East of US 17/92	Add Lanes and Reconstruct	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	13,740,871

PRIORITIZED PROJECTS

STATE PROJECTS IN SEMINOLE COUNTY LIST							
FDOT Project Number	Project Name	Type	From	To	Project Description	Source	Programmed Funding
439040-1	SR 434 at CR 427 (Ronald Reagan Boulevard) Intersection Improvements	Intersection	at CR 427 (Ronald Reagan Boulevard)	N/A	Intersection Improvements	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	10,533,801
452912-1	SR 434 Resurfacing	Roadway	McCulloch Road	North of Clonts Street	Pavement only Resurfacing (Flex)	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$10,765,499
443838-1	SR 434 Traffic Operations Improvements	TSMO/ITS	Oleander Street	525 feet West of US 17/92	Traffic Operations Improvements	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	1,627,512
441015-1	SR 434 Resurfacing	Roadway	Rangeline Road	US 17/92	Pavement only Resurfacing (Flex)	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$6,086,642
454207-1	SR 434 Resurfacing	Roadway	US 17/92	SR 419	Resurfacing	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$13,638,113
446491-2	SR 434 Roundabouts	Intersection	West of Jetta Point	South of Artesia Street	Miscellaneous Construction	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$13,154,000
452880-1	SR 436 Resurfacing	Roadway	East of Lake Harriet Drive	West of Wymore Road/Douglas Avenue	Pavement only Resurfacing (Flex)	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	10,224,777
450583-1	SR 436 Resurfacing	Roadway	Lake Howell Road	Orange County Line	Pavement only Resurfacing (Flex)	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$9,572,216
450583-2	SR 436 Intersection Improvements	Intersection	Lake Howell Road	Orange County Line	Intersection Improvements	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$1,845,135
453310-1	SR 46 at Richmond Avenue Intersection Improvements	Intersection	at Richmond Avenue	N/A	Add Left-Turn Lanes	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	3,414,653
454206-1	SR 46 Resurfacing	Roadway	Wayside Drive/Oregon Street	SR 15/Monroe Road	Resurfacing	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$10,663,986
446445-1	Seminole County Truck Parking Facility	Roadway	N/A	N/A	Truck Parking	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$37,666,438
446493-2	Winter Park Drive Complete Streets Improvement - Phase 1	Roadway	Marigold Road	Seminola Boulevard	Urban Corridor Improvements	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$6,291,937
240259-2	SR 417 (Greeneway)	Roadway	East of Old Lake Mary Boulevard	2157 feet East of Rinehart Road	New Road Construction	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$619,864
436730-3	Seminole Expressway (SR 417) Lighting Improvements	Roadway	N/A	N/A	Lighting	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$850,000
439361-1	Wekiva Toll Operations	TSMO/ITS	N/A	N/A	Toll Collection	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$25,000
437953-1	Seminole Expressway (SR 417) Widening from 4 to 8 lanes	Roadway	CR 427 (Ronald Reagan Boulevard)	North of Rinehart Road	Widen 4 to 8 lanes	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$11,072,172
437952-1	Seminole Expressway (SR 417) Widening from 4 to 8 lanes	Roadway	SR 434	CR 427 (Ronald Reagan Boulevard)	Widen 4 to 8 lanes	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$530,000
436436-5	Emergency Access Road	Roadway	Country Club Road	CR 427 (Ronald Reagan Boulevard)	Rail Safety Project	FDOT District 5 Five-Year Work Plan (FY 2025 - FY 2030)	\$7,000,000

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IMPLEMENTING THE PLAN

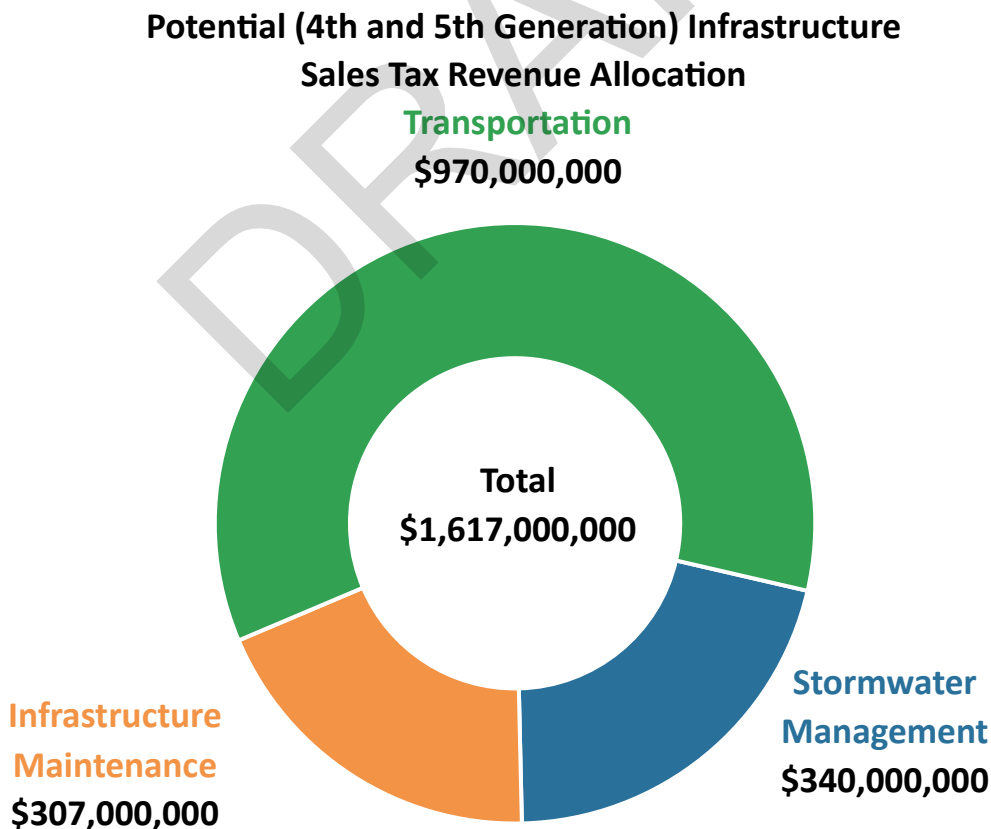
TRANSPORTATION FUNDING ANALYSIS

Projects listed in the 2045 Plan are under the authority and ownership of Seminole County and projects that will be implemented by FDOT. Projects will be funded through a combination of federal, state, county, and city resources.

On November 5, 2024, Seminole County voters approved the Fourth Generation of the One Cent Infrastructure Sales Tax, known as the Penny Sales Tax. Revenue from the Penny Sales Tax is shared between the County, its seven cities, and the School District, supporting a range of infrastructure projects that benefit residents and enhance quality of life across Seminole County. Seminole County's Office of Management and Budget projects approximately \$970 million in available funding through 2045 for transportation projects. The Fourth Generation of the Penny Sales Tax and future infrastructure sales

tax initiatives may provide approximately \$300 million for infrastructure maintenance including roadway resurfacing, sidewalk rehabilitation, and bridge repair, as well as \$340 million for stormwater and drainage improvements.

Future Mobility Fee revenues, previously known as Traffic Impact Fees, generated from new developments were previously allocated as part of MetroPlan Orlando's 2045 Metropolitan Transportation Plan and, therefore, were not considered as a potential funding source for this plan. However, this plan does consider the potential use of state and federal grant funds. A breakdown of potential future infrastructure sales tax revenue is presented in the following figure.



DEVELOPING THE CAPITAL IMPROVEMENT PROGRAM

All the projects on the CIP must be financially feasible, which means that the County cannot show more projects in its CIP than it has funds available for, or funds that are reasonably expected to be available. Not all projects listed in the 2045 Plan are financially feasible under the forecasted funding levels; however, they 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 2045 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 ongoing projects, changing priorities, and actual revenues. Projects within the 2045 Plan can be refined as they are further studied to be better defined within the CIP. It is intended that Plan Period II projects be reviewed as the CIP is developed to ensure that these projects are funded in the appropriate term to align with the County's priorities.

Another critical consideration of CIP development is public support, which was considered extensively in the project prioritization methodology in the 2045 Plan. For example, advisory boards, such as the Seminole County Parks and Preservation Advisory Committee, provided input and direction on specific types of capital improvement priorities. In addition to the project rankings provided in the 2045 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.

The 2045 Plan is a framework for mobility development within Seminole County, not a regulatory document. With this understanding, the Board of County Commissioners may choose to adopt policies that further support the recommendations of the 2045 Plan. As part of the 2045 Plan development, a comprehensive plan and policy review was performed (refer to Technical Compendium K). Implementation of the presented recommendations will reinforce the 2045 Plan vision, goals, and objectives. Other potential policy discussions for the Board of County Commissioners that impact the 2045 Plan include the following:

- Consider implementing periodic updates to the Transportation Element and Exhibits of the Comprehensive Plan to ensure consistency with current standards and conditions
- Evaluate alternatives to alleviate policy-constrained road facilities that are near or are already over capacity (for example, E+10% or E+20%)
- Remove the LOS standard for policy-constrained facilities
- Provide guidelines for determining when a facility should be considered constrained and develop a process for adding facilities to this list
- Update backlogged facilities list
- Consider updating the Generalized Maximum Service Volumes for County Arterial and Collector Roadways
- Update the transit approach to be more consistent and current with other agencies
- Revisit bicycle lane policy to provide consistency among the 2045 Plan, Comprehensive Plan, and Trails Master Plan
- Continue to assess mobility fees and their effectiveness to provide infrastructure funding
- Use the Functional Classification based on FDOT standards

POLICY CONSIDERATIONS

IMPLEMENTING THE PLAN



LOOK TOWARD THE FUTURE

At the time of the 2045 Plan development, many uncertainties still lie ahead for the future of the County's transportation system. In the short-term horizon, FDOT plans to execute the transition of the operation and maintenance of SunRail to the CFCRC, which includes a partnership between the counties and City of Orlando.

Future mobility fees, and the unknowns of future technologies, will have an impact on the transportation system. As such, with so many variables, it is critical that the 2045 Plan continue to be a working document, with updates to continue at

least every 5 years. This regular update interval will keep the document current with changes and be a more effective tool to help develop future CIPs. The County may choose to monitor the progress in reaching the goals and objectives of the 2045 Plan, while in the update process.

Finally, the 2045 Plan identifies future transportation needs exceeding the projects and timeline of the projects listed in the Sales Tax Capital Plan (2015–2025). These future transportation investments are essential to support the economic growth, health, and overall wellbeing of the communities within Seminole County.

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