AN ORDINANCE AMENDING THE SEMINOLE COUNTY COMPREHENSIVE PLAN PURSUANT TO CHAPTER 163, PART II, FLORIDA STATUTES; AMENDING THE PUBLIC SCHOOL FACILITIES, INTERGOVERNMENTAL COORDINATION ELEMENT, AND CAPITAL IMPROVEMENT ELEMENT TO REORGANIZE, UPDATE TEXT AND REVISE THE FACILITY PROGRAM- PUBLIC SCHOOL FACILITIES EXHIBIT OF THE CAPITAL IMPROVEMENTS EXHIBITS: ANNUAL CIE UPDATE TO ENSURE COMPLIANCE WITH THE RECENTLY EXECUTED 2021 INTERLOCAL AGREEMENT FOR PUBLIC SCHOOL FACILITY PLANNING AND SCHOOL CONCURRENCY FOR SEMINOLE COUNTY, FLORIDA; AMENDING THE INTRODUCTION ELEMENT AND TRANSPORTATION ELEMENT TO PROVIDE A DEFINITION FOR MICRO-TRANSIT AND TO IDENTIFY MICRO-TRANSIT AS ELIGIBLE FOR FUNDING THROUGH VARIOUS SOURCES; PROVIDING FOR EXCLUSION FROM CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners of Seminole County enacted Ordinance Number 2008-44 adopting the Seminole County Comprehensive Plan ("the Plan"), which Plan has been subsequently amended from time-to-time and in accordance with State law; and

WHEREAS, the Board of County Commissioners has followed the procedures set forth in Section 163.3184, Florida Statutes, to further amend certain provisions of the Plan as set forth in this Ordinance relating to Text Amendments to the Plan; and

WHEREAS, the Board of County Commissioners has substantially complied with the procedures set forth in the Implementation Element of the Plan regarding public participation; and

WHEREAS, the Seminole County Planning and Zoning Commission held a public hearing, with all required public notice, on September 3, 2025, for the purpose of providing recommendations to the Board of County Commissioners on the Plan amendments set forth herein; and

WHEREAS, the Board of County Commissioners held public hearings on September 23, 2025, and November 18, 2025, with all required public notice for the purpose of hearing and considering the recommendations and comments of the general public, the Planning and Zoning Commission, required State reviewing agencies, other public agencies, and other jurisdictions prior to final action on the Plan amendments set forth in this Ordinance; and

WHEREAS, the Board of County Commissioners hereby finds that the Plan, as amended by this Ordinance, is consistent and in compliance with the provisions of State law, including, but not limited to, Sections 163.3177, and 163.3184, Florida Statutes, and with the Strategic Regional Policy Plan of the East Central Florida Regional Planning Council; and

WHEREAS, the Plan amendments set forth in this Ordinance have been reviewed by the required state reviewing agencies and comments prepared by those reviewing agencies have been considered by the Board of County Commissioners; and

WHEREAS, prior to enactment of a proposed ordinance, Section 2.2.D. of the Seminole County Home Rule Charter requires that an economic impact statement be prepared to address the potential fiscal impacts and economic costs of each Text Amendment enacted by this Ordinance upon the public and taxpayers of Seminole County; and

WHEREAS, similarly, Section 125.66(3)(c), Florida Statutes requires that a business and economic impact estimate be prepared for comprehensive plan amendments initiated by the County; and

WHEREAS, such Business and Economic Impact Statement has been prepared and has been made available for public review and copying prior to the enactment of this Ordinance in accordance with the Seminole County Home Rule Charter and Florida Statutes.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF SEMINOLE COUNTY, FLORIDA:

Section 1. Recitals/Legislative findings. The above recitals are true and correct and form and include legislative findings which are a material part of this Ordinance.

Section 2. AMENDMENT TO COUNTY COMPREHENSIVE PLAN. The text of the Plan is hereby further amended as set forth in Exhibit "A" (attached to this Ordinance and incorporated in this Ordinance by this reference) as described in the following table. Words that are ~~stricken~~ are deletions; words that are <u>underlined</u> are additions.

Ord Exhibit	Amendment Number	Amended Elements	Planning and Zoning Commission Hearing Date	Board Hearing Dates
A	2025.TXT.01	INTRODUCTION, TRANSPORTATION, PUBLIC SCHOOL FACILITIES, INTERGOVERNMENTAL COORDINATION, AND CAPITAL IMPROVEMENT	09/03/2025	09/23/2025 11/18/2025

Section 3. Severability. If any provision of this Ordinance or the application to any person or circumstance is held invalid, it is the intent of the Board of County Commissioners that the invalidity will not affect other provisions or applications of this

Ordinance which can be given effect without the invalid provision or application and, to this end, the provisions of this Ordinance are declared severable.

Section 4. Exclusion from County Code/Codification:

(a) It is the intent of the Board of County Commissioners that the provisions of this Ordinance will not be codified into the Seminole County Code, but that the Code Codifier will have liberal authority to codify this Ordinance as a separate document or as part of the Land Development Code of Seminole County in accordance with prior directions given to this Code Codifier.

(b) The Code Codifier is hereby granted broad and liberal authority to codify and edit the provisions of the Seminole County Comprehensive Plan to reflect adopted amendments to the Plan.

Section 5. Effective Date:

(a) A certified copy of this Ordinance will be provided to the Florida Department of State and the State Land Planning Agency in accordance with Section 125.66, and Section 163.3184, Florida Statutes.

(b) This Ordinance shall take effect upon filing a copy of this Ordinance with the Department of State by the Clerk of the Board of County Commissioners; provided, however, that the effective date of the Plan amendments set forth in this Ordinance, if the amendment is not challenged in a timely manner, will be no earlier than thirty-one (31) days after the State Land Planning Agency notifies the County that the Plan amendment package is complete. If challenged within the appropriate time period, the amendments will become effective on the date the State Land Planning Agency or the State Administration Commission enters a final order determining the adopted

amendments to be in compliance. No development orders, development permits or land uses dependent upon the amendments may be issued or commence before it has become effective.

ENACTED this 18th day of November, 2025

BOARD OF COUNTY COMMISSIONERS
OF SEMINOLE COUNTY, FLORIDA

By: _____
JAY ZEMBOWER, CHAIRMAN

Attachment: Exhibit A

EXHIBIT A

EXHIBIT A

INTRODUCTION
Purpose, History, and Definitions

PURPOSE OF THE INTRODUCTION ELEMENT

The Introduction Element is an optional element intended to explain to the reader the purpose of a Comprehensive Plan, provide a brief historical overview of comprehensive planning in Seminole County and to offer definitions of terms used in the Seminole County Comprehensive Plan.

PURPOSE OF THE COMPREHENSIVE PLAN

The purpose of a community comprehensive or 'long-range' plan can be explained in many ways. Two examples are provided.

To the authors of *The Latest Illustrated Book of Development Definitions* (Harvey S. Moskowitz and Carl G. Lindstrom, published in 2004 by The Center for Urban Policy Research), the document, known alternately as a 'Master Plan', has this purpose:

> "A comprehensive, long-range plan intended to guide the growth and development of a community or region for a set period of time and which typically includes inventory and analytic sections leading to recommendations for the community's land use, future economic development, housing, recreation and open space, transportation, community facilities and community design, all related to the community's goals and objectives for these elements."

According to Section 163.3177, Florida Statutes:

> "The comprehensive plan shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements. These principles and strategies shall guide future decisions in a consistent manner and shall contain programs and activities to ensure comprehensive plans are implemented. The sections of the comprehensive plan containing the principles and strategies, generally provided as goals, objectives and policies, shall describe how the local government's programs, activities and land development regulations will be initiated, modified, or continued to implement the comprehensive plan in a consistent manner."

Both definitions focus on one major role of a comprehensive plan: guidance. The comprehensive plan serves the community by providing a guidebook for decision makers to use in spending public funds and approving private development.

BRIEF HISTORY OF COMPREHENSIVE PLANNING IN SEMINOLE COUNTY

The Exhibit for this chapter or 'element' of the Seminole County Plan contains the detailed history of long-range, comprehensive planning in Seminole County. The details reveal the changing projections and expectations for the County over a period encompassing the 1970s through 2025, including changing population projections and economic trends, changing policy directions and the evolving view of the County's character.

Seminole County initiated its planning program in 1974 through the Seminole County Comprehensive Planning Act, one year before passage of the Local Government Comprehensive Planning Act of 1975, the state legislation mandating local planning statewide. The County's first Comprehensive Plan was adopted in 1977 and was extensively revised in 1987. The 1991 Plan Update was adopted to meet the requirements of the Growth Management Act (also known as the

Local Comprehensive Planning and Land Development Regulation Act). The 1991 plan Update, as amended, provided the policy framework for growth management in Seminole County for the ten years following its adoption.

Vision 2020 was the first major update to the County's comprehensive growth management plans since the 1991 Plan Update was adopted. Vision 2020 addressed the findings of the 1999 Evaluation and Appraisal Report (EAR) and extended the planning horizon of the Plan from 2013 to 2020.

The 2008 County Plan was based on the findings of the 2006 EAR, the six regional growth principles of the Central Florida Regional Growth Vision, the US 17-92 CRA 2006 Corridor Strategy, the 2006 Rural Character Study and changes to State Law. Updates adopted in 2010 and 2012 were based on changes in State Law and local conditions. The County Plan currently provides direction and guidance for the County to maintain and enhance features that create the character of the County as a desirable place to live, work, learn and play. The County Plan features:

- Long Term Goals for future development, redevelopment, and provision of services;
- Objectives or benchmarks to meet in attaining goals; and,
- Specific Activities (Policies) to be taken to meet the benchmarks.

The County Plan includes goals, objectives, and policies for each of the State required elements, some of which contain level of service standards and require that development be managed to maintain the adopted standard (concurrency). The Plan contains this Introduction Element to meet an important local need for a more 'user-friendly' comprehensive plan. The Plan also contains an Implementation Element that establishes how and when the goals, objectives and policies are to be achieved, and who is responsible for the implementation.

Required Elements:

- Capital Improvements
- Conservation
- Drainage*
- Future Land Use
- Housing
- Intergovernmental Coordination
- Recreation and Open Space*
- Potable Water*
- Public School Facilities*
- Sanitary Sewer*
- Solid Waste*
- Transportation* (including: Mass Transit, Ports, Aviation and Related Facilities, Traffic Circulation)

Optional Elements:

- Implementation
- Introduction

* Elements subject to concurrency policies and management system. Note: Transportation concurrency applies to that portion of unincorporated Seminole County that is not contained within the Dense Urban Land Area (DULA) Transportation Concurrency Exception Area (TCEA). *(*See *TRA Exhibit: Transportation Strategy Areas.)*

VISION 2020 – CREATING THE FRAMEWORK FOR THE COUNTY PLAN

Seminole County adopted its Vision 2020 Plan in two cycles during 2001. The vision that Seminole County described in its adopted Vision 2020 Comprehensive Plan created a solid foundation for future planning and included:

A An adopted future land use map and facility strategy which limited urban sprawl;

B A natural lands acquisition and management program designed to restore key ecosystems and protect wildlife and natural areas;

C An economic incentives program to attract targeted industries and create new high paying jobs;

D An urban design element and program to maintain community quality and create neighborhood compatibility; and

E A secure infrastructure support system.

The Vision 2020 Plan was the first major update to the County's Comprehensive Plan since adoption of the 1991 Comprehensive Plan Update. The Vision 2020 Plan addressed the findings of the County's 1999 Evaluation and Appraisal Report (EAR).

Vision 2020 provided policy guidance and direction toward ensuring a sustainable community for the residents of Seminole County:

- By protecting neighborhoods, rural, and conservation areas;
- By focusing growth in centers and development corridors; and
- By providing for facilities and services.

THE COUNTY COMPREHENSIVE PLAN (2008)

Vision 2020 did not significantly focus upon revitalization of older areas or guiding infill development. The Seminole County Comprehensive Plan, containing the 2006 Evaluation and Appraisal Report (EAR)-based amendments adopted in 2008, shifted to this approach. The EAR findings reflected that Seminole County is maturing and entering a period in which most changes will occur as renovation, revitalization, restoration, and infill development. Population increases are still projected, but not of the magnitude experienced during initial "greenfield" growth, nor at the same rate. The updated population projections for the year-round (resident only) population was projected to reach a total of 492,260 for the entire county by 2025, and 255,075 for the unincorporated portion of the County. Employment was projected to generate a total of 328,020 jobs by 2025.

The focus of the County Plan shifted to providing performance standards to guide redevelopment and infill development, to ensure compatibility with existing, high quality neighborhoods and to protect rural areas and environmental assets. Issues such as ensuring by an attainable housing supply for essential service personnel and those attracted to the jobs desired by Seminole County emerged as important. Ensuring greater coordination of land use and transportation planning – both to support the new commuter rail and to enable a greater range of mobility choices – led to a re-examination of the desired future land use pattern and increased consideration of mixed-use development. Consideration of mixed-use development was increasingly important within redeveloping areas and areas surrounding major transportation facilities. Other important issues that shaped the 2008 County Plan included: the six regional growth principles and four key themes of the Central Florida Regional Growth Vision ("How Shall We Grow?"); reinforcing Seminole County's emphases on protection of local and regional environmental assets (or "greenprint", per the Central Florida Regional Growth Vision) and protecting viable neighborhoods while revitalizing declining areas; the findings of the Seminole County Task Force on Workforce Housing; the US 17-92 CRA 2006 Corridor Strategy and the increased need to link land use planning with transportation planning in order to fully benefit from the regional commuter rail system.

THE COUNTY COMPREHENSIVE PLAN (2010)

The Seminole County Comprehensive Plan was amended in 2010 to respond more fully to House Bill 697, enacted in 2008, and to respond to Senate Bill 360, enacted in 2009. The House Bill required all local plans to identify "energy conservation areas" in need of redevelopment into more compact, energy-efficient land patterns, and to identify strategies to reduce greenhouse gases. Seminole County had responded to the requirement to identify strategies to reduce greenhouse

gases in its 2008 text amendments, with the adoption of ***Policy FLU 2.5.1 Efficient Land Use Patterns.***

The Senate Bill identified "Dense Urban Land Areas" (DULAs), including the nonrural portion of unincorporated Seminole County. Senate Bill 360 of 2009 designated these DULAs as Transportation Concurrency Exception Areas (TCEAs) and also allowed them to be exempted from the use of the State's Development of Regional Impact (DRI) review process for future large scale developments that affect more than one local government. Those local governments containing DULAs that were designated as TCEAs were directed to develop strategies to support and fund mobility within the exception area, including alternative modes of transportation.

During 2008 and 2009, the national economy experienced a recession that also affected Seminole County. The Bureau of Economic and Business Research (BEBR) at the University of Florida issued population estimates in 2008 for counties in Florida that showed the effect of the economic downturn. BEBR projections for Seminole County showed a slight population decline, followed by a slight gain in 2010 and consistent growth of approximately 23% through 2030. This gain is slightly more than the original redevelopment pace anticipated by Seminole County for its 2008 amendments; however, given the growth anticipated to result in areas surrounding the four SunRail commuter rail stations, and the adoption of strategies to encourage redevelopment and infill development in response to the presence of commuter rail, Seminole County is anticipated to attract a greater share of the regional population and jobs growth projected by the Central Florida Regional Growth Vision.

THE COUNTY COMPREHENSIVE PLAN (2014)

The Seminole County Comprehensive Plan was amended in 2014 to respond to the provisions of "The Community Planning Act" enacted by the State Legislature in 2011 (House Bill 7207, codified as Chapter 2011-139, Laws of Florida). The Community Planning Act revised Chapter 163, Part II of Florida Statutes significantly. Changes resulting from the Community Planning Act included, but are not limited to: Elimination of the requirement to create land development patterns that reduce greenhouse gases; revised requirements for the Future Land Use element (identification of the 'long term end toward which land use programs and activities are ultimately directed'); a revised emphasis for the Transportation Element (which must now concentrate on multimodal strategies, where feasible); major changes to the way that a local government may amend and must evaluate and appraise its plan; and the option for local governments to rescind, or 'opt out' of formerly mandated concurrency requirements for parks, public schools, and transportation through an amendment to the local government comprehensive plan.

The first series of text amendments adopted in 2014 included these major changes: identifying the required 'long term end' for the Future Land Use Element; revising policies that addressed greenhouse gases to instead focus on more efficient land use patterns; revising the Planned Development and High Intensity Planned Development Future Land Use designations to further support the Central Florida Regional Growth Vision; and clearly delineating the urban versus rural area of the County.

THE COUNTY COMPREHENSIVE PLAN (2024)

The Seminole County Comprehensive Plan was in amended in 2024 based on the adopted Envision Seminole 2045 Plan and the 2022 Evaluation and Appraisal Report. Over the course of six months in 2022, Seminole County and Canin Associates, the County's Planning Consultant, engaged with citizens, stakeholders, and experts to conceptualize the next 20 years of growth, change, and conservation within Unincorporated Seminole County.

The outcome of the Plan is a vision for protecting and enhancing the County's natural assets that supports diverse wildlife, maintains rural character, accommodates new growth, grows walkable communities, and supports active lifestyles. Following a series of Board work sessions, community meetings, a countywide survey, and a listening tour, the Board adopted Envision Seminole 2045 in Fall 2022. The Envision Seminole 2045 informed and inspired the updates to the Comprehensive Plan through the EAR Process.

The 2024 EAR based amendments reorganized the future land use element Goals based on the Envision Seminole 2045 Plan as well as created enabling language to establish rural enclaves in the urban area of the County. Other amendments included updates to the Sanitary Sewer element as required by 2023 HB 1379 and the addition of policies regarding missing middle housing standards and mixed-use development.

DEFINITIONS

The following section of this Element contains definitions that have been created for use with the Seminole County Comprehensive Plan and the Land Development Code of Seminole County, or definitions taken from identified government programs, laws or publications, or publicly funded planning efforts, such as the Central Florida Regional Growth Vision. All other terms are as defined in Chapter 163, Florida Statutes and shall also apply within the Land Development Code of Seminole County.

ACCESSORY USE

A use of land or of a building or portion thereof; customarily incidental and subordinate to the principal use of the land or building and located on the same lot as the principal use. Examples include features such as sheds located in the rear yard of a single-family home and recreational uses included in condominium or apartment complexes to serve the residents.

ADAPTIVE REUSE

The installation of a new use within an older building, or within a building originally designed for a special or specific purpose, while retaining historic features, if any, of the original building.

ADJACENT

For purposes of determining compatibility of land uses and/or the necessity of buffering land uses, 'adjacent' means properties that share a boundary or lot line, properties that touch at a point; properties that are separated by pedestrian, equestrian or bicycle paths (paved or unpaved); or properties that are separated by an alley or a local road.

AFFORDABLE HOUSING

A dwelling unit for which monthly rents or monthly mortgage payments, including taxes, insurance and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for households or persons indicated in Section 420.0004, Florida Statutes (i.e., Low income, moderate income and very low income households or persons as defined herein). Affordable housing definitions that are prescribed by housing programs administered by the US Department of Housing and Urban Development or the State of Florida may also be used by Seminole County when implementing such programs.

AGRICULTURAL USES

Uses of land or water for the following purposes: crop cultivation (including crops for biomass purposes), plant nurseries and greenhouses; poultry and livestock production; grazing and pasturing of animals, including horses; veterinary services for livestock and horses; fish hatcheries; dairies; apiculture; silviculture; structures such as stables, barns, sheds, silos, granaries, windmills and related agricultural structures and supportive appurtenances, such as machinery for harvesting

and processing of crops and the sale of such machinery; and farm worker and farm owner housing directly associated with land and water in bona fide agricultural use.

ANCILLARY USES

Uses that are supportive of and subordinate to the principal use or uses of a property or structure; such uses may not be customarily located with the principal use.

ANTIQUATED PLAT

A subdivision of land that does not comply with current zoning district and/or subdivision requirements, or that has limited development potential due to inadequate public facilities, services, or environmental constraints. These generally include lands platted prior to modern land development regulations adopted in 1970. Examples include plats with substandard designs for lot size, configuration, roads, or drainage facilities.

ANTIQUATED SUBDIVISION

A subdivision of land that was created prior to modern land development regulations adopted in 1970 and does not comply with current zoning and/or subdivision standards, typically in terms of lot size, road access, stormwater management or utility service.

AQUIFER

A subsurface rock layer that contains water and releases it in appreciable amounts. Aquifers are important reservoirs storing large amounts of water relatively free from evaporation loss or pollution. An aquifer may be porous rock, unconsolidated gravel, fractured rock, or cavernous limestone.

AREAS OF SPECIAL FLOOD HAZARD (ALSO KNOWN AS SPECIAL FLOOD HAZARD AREAS)

Land in the floodplain of a community subject to a one percent or greater chance of flooding in any given year."

AREA MEDIAN INCOME

Median income is that income which divides the income distribution into two equal parts, with one-half of the cases falling below the median income and one-half falling above. HUD uses the median income for families in metropolitan and non-metropolitan areas to calculate income limits for eligibility in a variety of housing programs, and adjusts the median for different family sizes so that family income is expresses as a percentage of the area median income.

BACKLOGGED FACILITY

Road on the State Highway System operating at a level of service below the minimum level of service standards, which is not a constrained facility, and which is not programmed for construction adequate to bring it up to the applicable minimum level of service standard in the first three years of the Department's adopted work program or in a local government's capital improvements element.

BASIN MANAGEMENT ACTION PLAN (BMAP)

A five-year plan of actions and projects to reduce pollutant loading discharged to impaired water bodies with an adopted TMDL (Total Maximum Daily Load) that is adopted by FDEP (Florida Department of Environmental Protection).

BEST MANAGEMENT PRACTICES (BMPS)

Control techniques used for a given set of conditions to provide stormwater management and treatment in the most cost-effective manner. Categories of BMPs include structural BMPs, non-structural BMPs or source controls, and Low Impact Development (LID) BMPs.

BIOMASS
Organic matter produced by plants. The solar energy contained within the plants can be converted to electricity or fuel.

BONA FIDE AGRICULTURAL USE
Land or water areas currently in active use for one or more of the agricultural uses specified herein and eligible for federal, State, and local recognition as such for tax purposes.

BUFFER, OPEN SPACE
A specified setback between land uses that contains no buildings or signage; a physical dimension intended to reduce the impact of a more intense use on a less intense use.

BUFFER, VEGETATIVE
A permanent strip of perennial native vegetation (or vegetation with low water demands) of a specified width, established and maintained in accordance with an approved landscape plan to minimize the risk of pollutants reaching surface waters, to treat stormwater, and/or to provide a protective transition between land uses and reduce the impact of a more intense use on a less intense use.

BUILD-TO LINE
The line defining where construction of a building façade is to occur on a lot. A build-to line runs parallel to, and is measured from, the front property line and is established in areas where pedestrian walkability is to be encouraged. Front yard surface parking lots are generally not permitted where a build-to line is established.

CENTRAL FLORIDA REGIONAL GROWTH VISION
A community-generated guide for the future development of the seven-county Central Florida region that includes Seminole County and contains six regional growth principles to be used by participating governments when making future public and civic investment decisions. (Also known as "How Shall We Grow?")

CENTRAL TREATMENT FACILITY/PLANT
A large water or sewage treatment facility providing service to numerous customers over a broad area.

CLOSED LOOP SIGNAL SYSTEM
A series of coordinated traffic signals that contains a high level of communication intelligence capable of being truly traffic responsive and user friendly. The system is a relatively inexpensive tool to maintain road-way capacity.

CLUSTER DEVELOPMENT
A development in which structures and infrastructure are grouped together, lot sizes are reduced and the overall density or intensity is not increased; grouping together of structures creates common open space areas which are permanently restricted from development through recorded binding legal instruments. Clustering may be used to preserve rural character of an area, or to preserve a valued land or water resource.

COMMUNITY COMMERCIAL CENTER
This type of commercial center is designed to serve the general retail and service needs of a populated area lying 3 to 5 miles from the facility. Allowable uses include grocery stores, department stores, personal services, offices, restaurants, and entertainment establishments. The intensity of a community commercial center generally ranges from 75,000 square feet to 400,000 square feet, with 150,000 square feet representing a typical facility. Because community centers are supported by a

large population base of 40,000 to 150,000 people and draw both local and passerby traffic, they are most appropriately located at the intersection of collector and arterial roadways.

COMMUNITY PARK

A community park typically ranges in size between 10 to 20 acres. The core experience features a mixture of uses, including team and league sports. The facility is intended to provide "something for everyone" and to be located not far from home. A community park may be in urban, suburban, or rural areas. Access may be by walking, biking, driving or transit. Common facilities may include sports courts, ballfields, paths and trails, open spaces, playgrounds, restrooms, dog parks and vehicular and bicycle parking. The service area for urban and suburban development is 5 miles; for rural development the service area is 10 miles.

COMMUNITY RESIDENTIAL HOME

The term "community residential home" shall be defined as set forth in Section 419.001, Florida Statutes, or its successor provisions.

COMPACT DEVELOPMENT

A land use development pattern that features most of the following: clustering of structures and shared or reduced infrastructure and infrastructure costs; preserved agricultural, environmentally significant or historic areas; a mix of uses that enables a concentration of population and/or employment; interconnected streets that enable multimodal mobility; innovative and flexible parking approaches and medium to high densities of population where appropriate. Compact development patterns can also be used for a single use (such as an employment center or a single family or townhouse development), and are appropriate in rural, suburban, and urban settings, wherever preservation of land and reduced infrastructure costs are appropriate.

COMPATIBILITY

A condition in which land uses can coexist in relative proximity to each other in a stable fashion over time such that no use is unduly negatively impacted directly or indirectly by another use.

COMPLETE STREET

Streets that are planned and designed in a context sensitive manner, operated, and maintained to safely accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists and freight and service operators. Depending upon context, urban complete streets may include sidewalks, marked and signalized crosswalks, pedestrian islands or medians, bicycle facilities and transit lanes; rural complete streets may include widened, paved, or stabilized shoulders, trails, and riding paths. A complete streets program recognizes that streets may serve multiple uses, including through travel, local access, recreational activities, social, and retail needs. While there is no singular design for a complete street, the intent of a complete street is to improve safety for all users while increasing mobility options.

CONCURRENCY

A requirement of Florida Statutes mandating that certain public services and facilities meet or exceed the level of service standards established in the Capital Improvements Element required by Section 163.3177, Florida Statutes, and are available for a development in accordance with the requirements of Florida Statutes, or that development orders and permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development without reduction in Level of Service. The Concurrency requirement does not apply to public transit facilities, defined by state law to include transit stations and terminals, transit station parking, park-and-ride lots, intermodal public transit connection or transfer facilities and fixed bus, guideway, and rail stations.

CONSERVATION AND RECREATIONAL LANDS PROGRAM

Created by the Florida Legislature (Section 253.023, Florida Statutes). and implemented by the Florida Department of Environmental Protection, this program was originally dedicated to acquiring and managing environmentally sensitive lands and other lands for recreation, water management and preservation of significant archaeological and historical sites. The areas to be purchased were selected by the Land Acquisition Selection Committee which annually ranks proposed projects according to criteria in Chapter 18.8, Florida Administrative Code. The Governor and Cabinet make final selection for acquisition based on recommendations made by the Committee. The program was replaced first by the Preservation 2000 Act, and then by the Florida Forever Act.

CONSTRAINED FACILITY

Road on the State Highway System operating at a level of service below the minimum level of service standards and on which it is not feasible to add two or more through-lanes to meet current or future traffic needs because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads making expansion costs prohibitive. Environmental or policy constraints primarily occur when decisions are made not to expand a road based on environmental considerations, operational considerations, or documented policy. *(Source: FDOT definition.)*

CONSUMPTIVE USE PERMIT

A permit issued by a Florida Water Management District (such as the St. Johns Water Management District) that specifies the maximum amount of water that can be withdrawn from a regulated water resource by the permit holder.

CONTEXT SENSITIVE SOLUTIONS

A collaborative, interdisciplinary planning approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. (Federal Highway Administration definition).

CONTEXT SENSITIVE DESIGN

An engineering design process that emphasizes features that help a transportation project fit harmoniously into a community, such as inclusion of brick paver or contrasting color crosswalks, curbing detail, form liners for bridges and similar aesthetic features. (Federal Highway Administration definition.)

CORRIDOR OPEN SPACE

Corridor open spaces are areas through which wildlife and/or people may travel, and which may connect residential or recreational areas. They may also be designed to provide leisure activities and for aesthetics. Typical corridors include rivers, creeks, utility easements, thoroughfares, scenic roads, and recreation trails. Wetland and floodplain areas are often associated with water-based corridors.

COUNTRYSIDE

Land areas which historically contained agricultural uses and may continue to do so, but which are generally characterized by a relationship to natural and environmental systems, either in private or public ownership. Human habitation is found in one of the following forms: large tracts of land that may allow agricultural uses and roadside produce stands; estate subdivisions developed in harmony with natural systems and not visible from transportation corridors; rural settlements (pockets of development that have historic significance and include residential densities greater than one dwelling unit per net acre) and rural commercial 'crossroad' centers providing services to residents of the countryside. Unlike Urban Centers, the Countryside is characterized by open lands that are not landscaped. The cross sections of transportation corridors that serve the Countryside do not contain urban features such as streetlights, sidewalks, or curb and gutter drainage systems. Residential

structures (other than farmhouses) are not visible from the roadways. (Definition from Central Florida Regional Growth Vision)

COUNTY ROAD SYSTEM

All collector roads in the unincorporated areas of a county and all extensions of such collector roads into and through any incorporated areas; all local roads in the unincorporated areas and all urban minor arterial roads not in the State Highway System.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

A multi-disciplinary approach to deterring criminal behavior using strategies that rely on the ability to influence a potential offender's decisions that precede criminal acts. These design strategies emphasize the use of 'defensible space' design features, such as natural surveillance and natural access control, that enhance the perceived risk of detection, thus deterring criminal action.

DENSE URBAN LAND AREA

A county, including the municipalities located therein, which has an average of at least 1,000 people per square mile of land area. The Office of Economic and Demographic Research (Office) within the Legislature shall annually calculate the population and density criteria needed to determine which jurisdictions qualify as dense urban land areas by using the most recent land area data from the decennial census conducted by the Bureau of the Census of the United States Department of Commerce and latest available population estimates determined pursuant to section 186.901, Florida Statutes. If any local government has had an annexation, contraction or new incorporation, the Office shall determine the population density using the new jurisdictional boundaries as recorded in accordance with section 171.091, Florida Statutes.

DENSITY

An objective measurement of the number of people or residential units allowed per net unit of developable land. (Source: Section 163.3164, Florida Statutes)

DEVELOPMENT

The carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels. This term does not include the use of land for the purpose of growing plants, crops, trees, and other agricultural or forestry products, or the raising of livestock, or for other agricultural purposes. *[Sources: Section 380.04(1) and 380.04(3)(f), Florida Statutes (Florida Statutes.)]*

DEVELOPMENT ORDER

An order granting, denying, or granting with conditions an application for a development permit. *(Source: Section 163.3164, FS)*

DEVELOPMENT PERMIT

A building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, conditional use, or any other official action of local government having the effect of permitting the development of land. *(Source: Section 163.3164, FS)*

DWELLING UNIT, ACCESSORY (ADU)

A dwelling unit, subordinate in size to the principal dwelling unit, which is attached to a principal unit, or located on the same lot, and having an independent means of entry. There shall be a maximum of one (1) accessory dwelling unit per single family lot or parcel.

DWELLING UNIT, PRINCIPAL

The larger of the two dwelling units on a lot or parcel wherein an accessory dwelling unit (ADU) is located. Where an ADU is proposed as new construction, the principal dwelling unit shall be constructed prior to or concurrently with an accessory unit.

ECOLOGICAL FOOTPRINT

A tool for determining the sustainability of a way of life; the 'footprint' is the total amount of productive land required to produce the food, housing, transportation, consumer goods and services needed to sustain the way of life.

ENVIRONMENTALLY SENSITIVE LANDS OVERLAY

Seminole County defines the "Environmentally Sensitive Lands Overlay" to mean areas inundated during the 100-year flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps, and lands identified as Wetlands contained within Seminole County on the maps of the St. Johns Water Management District. Nothing in this definition shall be construed to prohibit silviculture operations which employ the Florida Department of Agriculture and Consumer Affairs Best Management Practices as revised in 1993. The *FLU Exhibit: FLU Series -Environmentally Sensitive Lands Overlay* shall be updated and adopted as an amendment to the Seminole County Comprehensive Plan each time the National Flood Insurance Rate Maps and/or District Wetlands maps are updated. The Environmentally Sensitive Lands Overlay shall apply to unincorporated Seminole County.

EFFLUENT TAKEBACK PROGRAM

Program allowing or requiring the piping of reuse water back to a development for use in commercial activities or landscape irrigation. This water cannot be used for any purpose that may involve human consumption (fruit eaten raw, showers, etc.).

ENERGY-EFFICIENT LAND USE PATTERNS

An arrangement of land uses that will reduce energy use by the transportation sector and increase energy efficiency by electric power generation and transmission systems, as well as enable use of multiple forms of sustainable energy.

ESSENTIAL SERVICES PERSONNEL

Households in which one or more of the wage-earners, employed by either the private or the public sector, are compensated for provision of services essential to Seminole County, including but not limited to: teachers and educators; police and fire personnel; government employees; healthcare personnel; and skilled building trades personnel.

EXCLUSIVE TRANSIT FACILITY (TRANSIT WAY, FIXED GUIDEWAY)

A physically separated rail or road lane reserved for multi-passenger use by rail cars, busses, or van pools. Exclusive transit facilities or transit ways do not include high occupancy vehicle lanes.

EXISTING URBANIZED AREA

Area consisting of an incorporated place and adjacent densely settled area that together have a population of 50,000 or more and generally an overall population density of at least 1,000 people per square mile.

EXTREMELY LOW-INCOME HOUSEHOLDS (FORMERLY KNOWN AS POVERTY LEVEL HOUSEHOLDS)

One or more persons or a family, the total annual adjusted gross income of which does not exceed 30 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

FIVE ACRE RESOLUTION OR FIVE ACRE SUBDIVISION

A division of land permitted prior to March 30, 1992 (Ord. 92-5), and which was not subject to the normal requirements of the subdivision regulations. This provision allowed a subdivision with lots of 5 acres or more, and no new roads or easements were required to be created. After the date of March 30, 1992, no additional subdivisions of this nature were permitted, but those created prior to this date are legal conforming uses.

FLOODPRONE AREAS

Areas inundated during a 100-year flood event or areas identified by the National Flood Insurance Program as an A Zone on flood insurance rate maps or flood hazard boundary maps.

FLOODWAY

The channel of a river and the portion of the overbank floodplain that carries most of the flood.

FLOOR AREA RATIO (FAR)

The square feet of building divided by the net buildable acres within a development site, used as a measure of the intensity of nonresidential development.

FLORIDA FOREVER PROGRAM

Created by the Florida Legislature (Section 259.105, Florida Statutes) and implemented by the Division of State Lands in the Department of Environmental Protection through Rules 9K-7 and 9K-8, Florida Administrative Code, this program provides a means of preserving and managing unique natural resources, archaeological and historic sites through acquisition. The program is a successor to the Preservation 2000 Program (which was, in turn, a replacement for the Conservation and Recreational Lands or 'CARL' Program). Projects may be nominated for consideration for the Florida Forever Program by any federal, State, or local agency, or a private citizen or conservation group, but property owners must be notified. The program provides greater focus on urban and community parks; emphasis on purchasing water resources and water supply and a new emphasis on purchasing conservation easements that do not have to be held in fee title by the state. Funds are also allowed to be used for facilities development, ecological restoration, and invasive species removal, and for conducting species inventories and land management planning. Acquisition recommendations are considered by the Acquisition and Restoration Council (nine members representing state agencies and four additional members with scientific backgrounds nominated by the Governor). The overall Florida Forever list is submitted to the Governor and Cabinet for approval.

FLORIDA-FRIENDLY LANDSCAPING

Quality landscapes that conserve water, protect the environment, are adaptable to local conditions, and are drought tolerant. The FFL principles include planting the right plant in the right place, efficient watering, appropriate fertilization, mulching, attraction of wildlife, responsible management of yard pests, recycling yard waste, reduction of stormwater runoff, and waterfront protection.

FLORIDA INTRASTATE HIGHWAY SYSTEM

A system of limited access and controlled access facilities on the State Highway System which has the capacity to provide high-speed and high-volume traffic movements.

FOSTER CARE FACILITY

The term "foster care facility" shall be defined as set forth in Section 393.063, Florida Statutes, or its successor provisions.

FREEWAYS

Multilane divided highways having a minimum of two lanes for exclusive use of traffic in each direction and full control of ingress and egress. This includes all fully controlled limited access principal arterials, excepting Toll Roads.

FUNCTIONAL CLASSIFICATION

Assignment of roads into systems according to the character of service they provide in relation to the total road network. Basic functional categories include arterial roads, collector roads and local roads.

GEOGRAPHIC SERVICE AREA

For recreational facilities, a geographic service area identifies the time or distance which a resident is willing to travel to use a given park of facility.

GOAL

The long-term end toward which programs or activities are ultimately directed. (Source: Section 163.3164, Florida Statutes).

GREEN BUILDING PRACTICES

Green building design and construction practices address: sustainable site planning; safeguarding water; energy efficiency; conservation of materials; and resources and indoor environmental quality. (Website of US Green Building Council, Atlanta Chapter)

GREENFIELD DEVELOPMENT

Development on lands that have been used for agricultural, forestry or other private open space uses, and have not previously contained residential, commercial, or industrial uses.

GREEN INFRASTRUCTURE, REGIONAL SCALE

A strategically planned and managed network of natural areas, parks, greenways, working landscapes (such as agricultural areas with conservation values and floodways) and other open spaces that supports native plant and animal species, ensures clean water; conserves ecosystem values and functions; protects, restores or mirrors the natural water cycle; and provides a wide array of benefits to people and wildlife.

GREEN INFRASTRUCTURE, NEIGHBORHOOD OR SITE SCALE

Stormwater management systems that imitate nature by using vegetation, soil and other small scale or larger scale elements to absorb and infiltrate or manage stormwater. Green infrastructure may be used instead of or together with 'gray infrastructure', such as conventional storm sewers and stormwater treatment facilities that discharge to surface water bodies. Green infrastructure principles or BMPs include rain harvesting (disconnecting downspouts and using rain barrels); planter box filters; rain gardens; green roofs and bioswales. Other BMPs include permeable pavements for sidewalks, trails and parking lots; rainfall interceptor trees; 'green' streets and alleys (use of swales, permeable pavements, trees, rain gardens, and planter box filters); Green infrastructure also includes designated conservation areas, open space areas and preservation easements on sites and within neighborhoods.

GREENPRINT

The network of Central Florida's critical lands and waters, other open space and recreational areas that are exceptional natural resources to be preserved either using public funds or private incentives. (Concept identified by Central Florida Regional Growth Vision – "How Shall We Grow?".)

GREEN ROOFS

A LID/GI BMP for stormwater treatment and management where the roof of a building is partially or completely covered with vegetation and a growing medium, planted over a root barrier and waterproofing membrane. It usually also includes a cistern to store stormwater to irrigate the plants on the roof. Green roofs also improve a building's thermal insulation, absorb less heat, produce oxygen, absorb carbon dioxide, filter air pollution, and make solar systems more efficient.

GROUP HOME FACILITY

The term "group home facility" shall be defined as set forth at Section 393.063, Florida Statutes, or its successor provisions.

HEADWAY

Time interval between vehicles moving in the same direction on a particular route.

HOME OCCUPATION

Any occupation or activity carried on by a member of the family residing on the premises, provided no article is sold or offered for sale, except such as may be produced by members of the immediate family residing on the premises, and no sign is used other than a name plate not more than one (1) square foot in area, attached to, and not projecting from, the building or no display that will indicate from the exterior that the building is being utilized in part for any purpose other than that of a dwelling. Home occupation shall include the use of premises by a physician, surgeon, dentist, lawyer, clergyman, or other professional persons for consultation or emergency treatment, but not for the general practice of his profession. Any home occupation that creates objectionable noise, fumes, odor, dust, or electrical interference shall be prohibited. Floor area utilized for home occupations shall not exceed twenty-five (25) percent of the total floor area of the dwelling structure.

IMPAIRED WATER BODY

A water body with sufficient monitoring data to determine that it is not meeting its applicable water quality standards and beneficial uses because of excessive pollutant loadings.

INTENSITY

An objective measurement of the extent to which land may be developed for nonresidential purposes. (An example is 'Floor Area Ratio', defined above.)

JOINT PLANNING AGREEMENT

An interlocal agreement enabled by Chapter 163.3171 and adopted through appropriate official action that provides for joint policies and programs on annexation, future land use designations, provision of services and conflict resolution.

LAND DEVELOPMENT CODE

The Land Development Code of Seminole County is a set of ordinances enacted by the Board of County Commissioners to regulate the development of private property in unincorporated Seminole County in accordance with the zoning districts within the Code, including such aspects of development as allowable uses, required yards, maximum building heights, parking and signage. The Land Development Code implements the policies of the Seminole County Comprehensive Plan.

LAND USE DESIGNATION

Classification of land use that explains the allowed range of densities (number of housing units per acre or other similar measure) and/or intensities (number of square feet of nonresidential building or similar measure), general types of uses allowed, and zoning district or districts allowable within that land use classification. Land use designations represent the long-range desired use of a property A land use designation is not a development order or development permit; it does not

grant permission to begin construction and does not automatically assure rezoning to a particular zoning district. The uses identified in the definitions for land use designations are intended to identify the range of uses allowable within each designation. All uses noted as examples are not permitted within each zoning classification permitted within the designation. The Land Development Code identifies the uses permitted within particular zoning classifications.

LAND USE OVERLAY

A geographic area specified within the Future Land Use Element of the Seminole County Comprehensive Plan that is placed over an existing Future Land Use designation or designations and which identifies special conditions in addition to, or overriding, the provisions of the underlying base future land use under set circumstances as specified by the overlay. The overlay can share common boundaries with the underlying future land use designation(s) or may cut across the boundaries of the underlying designations. The purposes of the overlay may include preservation of a specific resource or public asset, protection of public safety from a hazard, or identification of areas in which urban development of a specified form is desired and for which incentives may be offered to encourage such development.

LEACHATE COLLECTION SYSTEM

A pipe system buried in the landfill designed to remove water and other liquids which soak through the landfill mass. The leachate is then transported to a sewage disposal plant or sprayed back over the landfill to reduce the water content.

LEED

Leaders in Energy and Environmental Design, a building environmental certification program developed and operated by the United States Green Building Council.

LEVEL OF SERVICE (PARKS)

An indicator of the extent or degree of service provided, based on the operational characteristics of a facility both from a programming and maintenance standard.

LEVEL OF SERVICE (TRAFFIC)

For highways is a qualitative measure describing operating conditions within a traffic stream and driver perception of the quality of traffic flow. Levels range from A to F with level of service A representing the best operating conditions and level of service F representing the worst operating conditions as defined by the Transportation Research Board "Special Report 209 Highway Capacity Manual".

LEVEL OF SERVICE (UTILITIES)

An indicator of the extent or degree of service provided by or proposed to be provided by a facility based on the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each facility, providing a measure indicating the planned operating condition or capacity of a service according to a measurable unit, as in 'gallons per capita' for water or wastewater service.

LIMITED ACCESS FACILITY

A street or highway especially designed for through traffic, and over, from or to which owners or occupants of abutting land or other persons have no right or easement of access, light, air or view by reason of the fact that their property abuts upon such limited access facility or any other reason. Such highways or streets may be facilities from which trucks, buses and other commercial vehicles may be excluded or they may be facilities open to use by all customary forms of traffic.

LOCAL ROAD

A route providing service which is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property.

LOT

A lot is the least fractional part of subdivided lands with limited fixed boundaries, and an assigned number, letter, or other name through which it may be identified. A lot is included in a subdivision plat that has been recorded in the Public Records of Seminole County, Florida.

LOT OF RECORD

All lots located within a platted residential subdivision recorded before October 14, 1991 and all lots located in approved, but unrecorded, residential subdivision plats for which any required streets, stormwater management facilities, utilities and all other infrastructure required for the development have been completed or are under construction before October 14, 1991.

LOW IMPACT DEVELOPMENT – LID (aka Low Impact Design or Green Infrastructure)

An approach to land and stormwater management that integrates land planning and Best Management Practices to reduce stormwater volume and pollutant loading. The goal of LID is to mimic the pre-development runoff conditions of the development site with the post-development conditions. LID BMPs promote infiltration, evapotranspiration, or harvesting of stormwater close to its source. LID principles encourage preservation of natural resources, retaining vegetation, reducing impervious area, especially directly connected impervious area. Integrating the BMPs into a BMP treatment train, and into the site's landscaping and open space can reduce costs of development and stormwater management systems.;

LOW INCOME PERSONS, LOW INCOME HOUSEHOLD

One or more persons or a family, the total annual adjusted gross income of which does not exceed 80 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

MAJOR PRIMARY STRUCTURES (DRAINAGE)

These are defined as drainage structures that have an equivalent opening equal to or larger than a single 48-inch diameter circular conduit.

MANUFACTURED HOUSING

The term "manufactured housing" shall be defined consistent with the provisions of Section 320.01(2)(b), Florida Statutes, which state that this term applies to a mobile home fabricated on or after June 15, 1976, in an off-site manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the Federal Manufactured Home Construction and Safety Standard Act. See "Mobile Home" definition below.

MATERIALS RECOVERY FACILITY

A facility that receives, processes and markets mixed recyclable materials that are source separated from municipal water streams.

MICRO-TRANSIT

A demand responsive transportation service that offers flexible routing and/or flexible scheduling of vehicles shared with other passengers, which may be privately or publicly operated and can be funded by the County as part of the County's transportation system.

MINOR PRIMARY STRUCTURES (DRAINAGE)

Drainage structures which have equivalent clear openings equal to or larger than a single 30-inch circular conduit but no larger than a single 48-inch diameter circular conduit.

MISSING MIDDLE HOUSING

A grouping of innovative housing types intended to create a range of housing choices in central locations having access to public facilities and services, as a means of increasing housing affordability. They are generally located on infill or redevelopment sites at medium densities consistent with the applicable future land use designation. Missing Middle development may include any of the following housing types, which may be provided as a single use or in combinations of multiple typologies:

a) Small Lot Single-Family: Single-family homes on small sized lots designed to increase yield while remaining detached. These types often use unconventional lot dimensions and site plans responsive to the specific unit design and layout.
b) Cottage Court: A group of small, detached structures arranged around a shared court visible from the street. The shared court replaces the function of a rear yard. Unit entrances should be from the shared court.
c) Duplex – Side-by-Side: A detached structure that consists of two dwelling units arranged side-by-side, each with an entry from the street. This type has the appearance of a small-to-medium single-unit house.
d) Duplex – Stacked: A detached structure that consists of two dwelling units arranged one above the other, each with an entry from the street. This type has the appearance of a small-to-medium single-unit house and fits on narrower lots than the side-by-side duplex
e) Townhouses – An attached structure that consists of 4 to 6 multi-story dwelling units placed side-by-side. Entries are on the narrow side of the unit and typically face a street or courtyard.
f) Triplex – Stacked: A detached structure that consists of 3 dwelling units typically stacked on top of each other on consecutive floors, with one entry for the ground floor unit and a shared entry for the units above.
g) Four-Plex – Stacked: A detached structure with four dwelling units, two on the ground floor and two above, with shared or individual entries from the street. This type has the appearance of a medium-sized single-unit house.
h) Six-plex: A detached structure that consists of 6 dwelling units arranged side-by-side and/or stacked, typically with a shared entry from the street.
i) Courtyard Building: A medium sized (1 to 3.5-story) detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards. Each unit is accessed from the courtyard or a public sidewalk and shared stairs each provide access up to 3 units.
j) Live-Work: An attached or detached structure consisting of one dwelling unit above or behind a fire-separated flexible ground floor space that can accommodate a range of non-residential uses. The flex space and residential unit typically have separate street entrances.

MITIGATION, WETLANDS

Restoration of existing degraded wetlands or creation of man-made wetlands in areas adjacent or contiguous to the impacted wetland. If on-site mitigation is not practical, off-site mitigation should be undertaken in proximity and, to the extent possible, within the same watershed. In compliance with ***Policy FLU 5.4.7 Determination of Compatibility in the Planned Development Zoning Classification***, development activities that may impact wetlands, and mitigation of such development activities, are prohibited within the Wekiva River Protection Area.

MOBILE HOME

The term "mobile home" is defined in Section 320.01(2)(a), Florida Statutes, or its successor provisions as follows: a structure, transportable in one or more sections, which is 8 feet or more in width and which is built on an integral chassis and designed to be used as a dwelling when connected

to the required utilities and includes the plumbing, heating, air-conditioning, and electrical systems contained therein.

MODERATE INCOME PERSONS, MODERATE INCOME HOUSEHOLDS

One or more persons or a family, the total annual adjusted gross income of which is less than 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

MODULAR HOME

A modular home is a home that is built in sections (modules) at a factory and assembled on site. It may also require finishing work (such as carpet, paint, installation of appliances) on site, and it may have multiple stories. A modular home must be designed, permitted, built, and inspected in accordance with the Florida Building Code and installed on a permanent foundation built specifically for that particular home. To be acceptable in Florida, a modular home must bear the insignia of the Florida Department of Business and Professional Regulation on the inside of the cover of the home's electrical panel and be installed by a contractor licensed by the Construction Industry Licensing Board to build site built homes.

MULTIMODAL TRANSPORTATION SYSTEM

A transportation system that provides for the safe and efficient use of multiple modes of transportation for people and goods, and the seamless transfer of people and goods from one mode to another.

NATURAL CREEK, STREAM OR RIVER

A natural stream of water flowing in a channel that is not manmade but may be maintained to reduce flood hazards and insure stormwater conveyance.

NATURAL LAKE

A naturally occurring of water (e.g., not a constructed wet detention system) with at least two acres of open water.

NATURAL WATERBODY

A naturally occurring, non-manmade waterbody, including a natural lake, a natural creek, stream, or river.

NEIGHBORHOOD COMMERCIAL CENTER

The neighborhood commercial center is the smallest of three types of commercial centers (neighborhood, community and regional) and is intended to serve the daily retail and service needs of the immediate residential area. Retail space needed to serve a neighborhood area generally ranges from 2,500 square feet to 30,000 square feet but should not exceed 75,000 square feet of gross leasable area. Excluded uses are those that serve the larger community market such as merchandise stores, department stores, and specialty retail.

NEIGHBORHOOD PARK

The Neighborhood Park is walkable, close-to-home recreation of approximately 5 acres or less. Typical amenities include benches, pavilions, picnic areas, bicycle paths, basketball or sports courts, playgrounds, walking and jogging trails, and unprogrammed open space.

NEIGHBORHOOD SCALE BUSINESS

A neighborhood scale business ranges in size between 6,500 to 10,000 square feet. The neighborhood scale retail business provides frequently needed goods for household consumption. (Examples: prepared breakfast and lunch sandwiches; carry-out family or single-serve meals and baked goods;

prepackaged foods such as baby food, prepackaged beverages, including dairy and dairy substitute products; frozen foods; fresh produce; prewrapped meat and fish; limited household cleaning supplies; personal sanitation products and paper goods.) No fuel pumps or car repair services are provided, and no outside storage or outside activities are permitted.

The neighborhood scale service business provides frequently needed personal services. (Examples: clothing alteration; haircuts and/or styling; homework assistance; optician service; tax preparation and watch and jewelry repair).

NET BUILDABLE ACRES

Net Buildable Acres is defined as:

1. Within the area described as the "Urban Core" as defined as the lands bounded by I-4 on the west and within a ¼ mile boundary of US 17/92 on the east and all the land within a ¼ mile of SR 436, any parcel that is crossed by this boundary is considered wholly within the "Urban Core" - the total number of acres within the boundary of a development excluding natural lakes and wetlands or floodprone areas.
2. Within all other areas of Seminole County - the total number of acres within the boundary of a development excluding areas devoted to road rights of way, transmission power line easements, natural lakes, and wetlands or floodprone areas.

For purposes of this definition, a development is defined as:

1. For properties with PD (Planned Development) zoning – all property included within the legal description of the approved PD zoning ordinance and/or Development Order; or
2. For properties in all zoning districts other than PD (Planned Development) – all property included within the final subdivision plat or site plan.

Developments with an unexpired Final Development Order or Preliminary Subdivision Plan approval between December 31, 2014 and June 14, 2022, in which the *Net Buildable Acres* were calculated based on a prior definition of such term, may continue to utilize the prior definition of such term when calculating Net Buildable Acres.

Also, any unexpired development application submitted prior to June 15, 2022, or any applicant with an executed contract to purchase a property signed prior to June 15, 2022, which application or contract utilizes or relies upon the prior definition of Net Buildable Acres when calculating project density may submit for a vested rights certificate to allow a twelve month period for the project to obtain Final Development Order or Preliminary Subdivision Plan utilizing the prior definition of Net Buildable Acres.

NET RESIDENTIAL DENSITY

The number of dwelling units per net buildable acre.

NOISE CONTOUR

The line encompassing an area exposed to the same noise level as measured by average day-night noise level (DNL). The 65 DNL noise contour, for example, encompasses the airport and surrounding area exposed a noise level of 65 DNL or higher. Noise contours for both existing and future airport conditions are depicted on the Orlando Sanford International Airport Master Plan.

NORMAL HIGH-WATER LINE

Generally, that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other

appropriate means that consider the characteristics of the surrounding area, as determined by the applicable governing authority.

OBJECTIVE

A specific, measurable, intermediate end that is achievable and marks progress toward a goal. (Source: Section 163.3164, Florida Statutes).

OPERATING CONDITIONS

The situation under which a road is performing. Operating conditions are determined by the traffic, roadway, and signalization characteristics of a road; and can be described by such factors as speed and travel time, freedom to maneuver, traffic interruption, comfort and convenience, and safety.

OVERRIDING PUBLIC INTEREST

A situation where an action is taken by Government after a finding that the public's health, safety, and welfare clearly override the goals, objectives, policies, or provisions of the Comprehensive Plan.

PARCEL OF LAND

Any quantity of land capable of being described with such definiteness that its location and boundaries may be established, which is designated by its owner or developer as land to be used, or developed as a unit, or which has been used or developed as a unit.

PARCEL OF RECORD

PARCELS CREATED AS OF JULY 28, 1970.

PATIO HOME

A dwelling on a separate lot with open space setbacks on three sides. Such a dwelling may also be called a zero-lot line dwelling; however, a zero-lot line dwelling may have more than one side resting on a lot line.

PEDESTRIAN AND BICYCLE FRIENDLY

The density, layout and infrastructure that encourages walking and biking within an area, subdivision, neighborhood or development, including 'build-to lines' for structures, accessible sidewalks and street lighting, clearly marked and signalized crosswalks, street furniture and shade trees, transit shelters where transit is available, and bike paths or multi-purpose paths, including connectivity to other trails, bike paths or sidewalks.

PERMANENT OPEN SPACE

Currently undeveloped rural lands such as forests, wetlands and open pastures which are prohibited from future development either through public ownership or legally binding use restrictions.

PLANNING HORIZON

The time period encompassed by a comprehensive plan.

PLAT

A map or delineated representation of the subdivision of lands, being a complete, exact representation of the subdivision and other information in compliance with the requirement of all applicable statutes and of local ordinances and may include the terms "replat".

POLICY

A principle or rule to guide decisions; the way in which programs and activities are conducted to achieve an identified goal. (Source: Section 163.3164, Florida Statutes)

POPULATION

According to the 2020 Decennial Census the Official Population of Seminole County and its seven municipalities as of April 1, 2020 was 470,856; and an unincorporated Seminole County population of 224,494.

POTABLE WATER

Water suitable for drinking purposes that conforms to the drinking water standards of federal, State, and local authorities for human consumption.

PRESERVATION 2000

A 10-year program established by the State of Florida that raised $300 million a year for, for a total of $3 billion, for the purpose of acquiring and preserving almost two million acres of land for conservation and resource-based recreation. The program was replaced by the Florida Forever Program.

PRIMARY STRUCTURES (DRAINAGE)

Drainage structures that have a clear opening equivalent to or larger than a single 30-inch diameter circular conduit.

PROPORTIONAL CAPACITY

The percentage of permitted capacity of shared water or sewer treatment facilities, which is dedicated to serving customers in other jurisdictions.

PUBLIC FACILITY

Capital improvements and systems of each of the following: arterial, collector and local roads; mass transit; stormwater management; potable water; sanitary sewer; solid waste; parks and recreation; library service; fire-rescue service; and other county, city, state or federal facilities.

PUBLIC HEARING

A meeting held in conformance with all required public notice requirements where the public is invited to provide oral and/or written input, and at which time a decision by the body holding the hearing is usually rendered.

PUBLIC MEETING

A meeting held in conformance with all required public notice requirements, if any, at which time the proposed material is generally discussed.

PROPORTIONATE SHARE, PUBLIC EDUCATIONAL FACILITIES

A program established in accordance with Section 163.3180~~(13)(e)~~(6), Florida Statutes that allows the school district and local government to enter into a legally binding agreement with a developer to provide mitigation proportionate to the demand for public school facilities to be created by actual development of a property.

PROPORTIONATE SHARE, TRANSPORTATION

A program established in accordance with Subsection 163.3180(16), Florida Statutes (FS), that shall apply to all developments in the County that impact a road segment in the County Concurrency Management System for which the developer has been notified of a failure to achieve transportation concurrency on a roadway segment or segments. This program shall not apply to Developments of Regional Impact (DRIs) using proportionate share under Subsection 163.3180(12), FS, developments meeting the de minimis standards under Subsection 163.3180(6), FS, or to developments exempted from concurrency as provided in the Seminole County Land Development Code. An eligible applicant may choose to satisfy the transportation concurrency requirements of the County by making a proportionate share contribution if the proposed development is otherwise consistent with the Comprehensive Plan of Seminole County and applicable land development

codes, and if the County's five-year capital improvement program (CIP) and the Capital Improvements Element (CIE) of the County's Comprehensive Plan includes a transportation improvement or improvements that, upon completion, will accommodate the additional trips generated by the proposed development. The County may choose to allow an applicant to satisfy transportation concurrency through the Proportionate Share program by contributing to an improvement that, upon completion, will accommodate the additional trips generated by the proposed development.

QUALITY/LEVEL OF SERVICE (Q/LOS)

For bicycle and pedestrian transportation, the Q/LOS is a measure of the user's perception of the quality of a transportation service and the traveler's satisfaction with that service. For bicycle Q/LOS, the measure is based on the bicyclist's perception of these variables: presence or absence of designated bike lane/bike path or paved outside through lane; motorized vehicle volumes; motorized vehicle speeds and pavement condition. For pedestrian Q/LOS, the measure is based on these variables: existence and width of a sidewalk; presence of ADA ramps; street lighting; distance of separation of pedestrians from motorized vehicles; safety of crosswalks (presence of crosswalk marking, accessible signalization and accessible medians); motorized vehicle volumes and motorized vehicle speeds.

For fixed transit (bus), the Q/LOS for Seminole County is based primarily on measurable service frequency, measured either in frequency of buses per hour, or headway (time between arrival of each bus.) However, since transit users are also pedestrians, the Q/LOS is also affected by the transit rider's perception of safety, including variables such as presence or absence of accessible transit shelters, safety and accessibility of crosswalks, street lighting, and presence or absence of sidewalks.

RARE UPLAND HABITAT

The term "rare upland habitats" means those vegetative communities identified by the County as scrub, longleaf pine - xeric oak, sand pine scrub, and live oak hammock. The vegetative communities referred to above are defined in the Florida Land Use Cover and Forms Classification System which is published by the Florida Department of Transportation.

RECLAIMED WATER

Water resulting from treatment of domestic, municipal, or industrial wastewater and sewage that is suitable for reuse for purposes such as irrigation of landscaping.

RECREATIONAL FACILITY

A place designed and equipped for the conduct of sports and leisure-time activities.

RECREATIONAL FACILITY, PRIVATE

A recreational facility operated by a private organization and open only to bona fide members and their guests.

RECREATIONAL FACILITY, PUBLIC

A recreational facility open to the general public; ownership need not be a governmental agency.

RECREATIONAL FACILITY, RURAL

A recreational facility designed and equipped for the conduct of sports and leisure-time activities that support and are compatible with rural areas, including active agricultural uses. Such facilities do not use lighting visible from adjacent properties at night and noise levels are regulated. Examples include but are not limited to canoeing and kayaking clubs; fishing clubs; hiking clubs; horse boarding stables with riding arena, trails and/or classes; hunting clubs; rodeos; trails and trailheads.

RECYCLING

The removal of such items as glass, metal and newspaper from the waste stream going to the landfill for permanent disposal. These materials are redirected to recycling centers for reuse.

REGIONAL COMMERCIAL CENTER

This is the largest type of commercial center and is designed to serve the full range of a region's merchandise needs. Generally, regional centers require a minimum trade area population of 150,000, and in urbanizing areas are located so that traveling time and distance are a maximum of 20 minutes and 8 miles. The gross leasable area of regional commercial centers ranges from 400,000 square feet to 1,000,000 square feet or larger.

REGIONAL PARK

Regional parks are typically 20 or more acres in size. The core experience for the user of a regional park is a day-long excursion with multiple things to do. Facilities common to regional parks include bandshells, ballfields, community centers, trails, passive recreational opportunities (such as campgrounds), skate parks, dog parks, vehicular and bicycle parking, and restrooms.

REGIONAL WATER SUPPLY PLAN

Adopted by the Governing Board of a Water Management District pursuant to Section 373.0361, Florida Statutes, for each water supply planning region within the District where it has been determined that the existing sources of water are not adequate to supply water for all existing and future reasonable-beneficial uses, and to sustain the water resources and related natural systems for the planning period. Each regional water supply plan shall be based on a 20-year planning period and include, but not be limited to: a water supply development component for each water supply planning region that includes a quantification of water supply needs for existing the future reasonable-beneficial uses within the planning horizon, based on best available data, and a list of water supply development project options from which local government, government-owned, privately owned utilities and other water suppliers may choose for water supply development. Water conservation and other demand management measures, as well as water resources constraints, must be considered in developing the plan.

REUSE WATER

Any mix of non-potable water sources, including reclaimed waters that are made available for irrigation.

REVITALIZATION

The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock to the extent feasible, as well as historic character. Re-establishing the economic and social vitality of urban areas using techniques such as infill development and incentives, to take advantage of existing investments in public infrastructure and reduce potential urban sprawl.

RURAL AREA (EAST RURAL AREA)

That portion of the County characterized by agricultural uses, natural vegetation, and large lot low density (3 acres or greater) residential uses served primarily by on-site water wells and septic tanks; rural roads (most two-laned, some roads unpaved or graveled, rather than paved), without sidewalks and street lights, limited commercial encroachments, ample views of wooded areas and open spaces and occasional rural villages that provide the commercial and community support services required by the residents and rural businesses.

RURAL CHARACTER

Within the Wekiva River Protection Area, the term "rural character" means those characteristics which convey a sense of rural lifestyle including agricultural uses, limited residential density at one

unit per net buildable acre or less, large lots, ample views of wooded areas and open space, preservation of greenway and wildlife corridors, narrow pavement widths, rural roadway corridors, public and private roads predominantly no more than two lanes in width, development of commercial land uses set forth on the Future Land Use Map in effect on December 15, 1999, and a preference for rural vernacular architecture. Such characteristics preclude any further commercial development on lands not designated for commercial land uses on the Future Land Use Map in effect on December 15, 1999. For the purpose of ensuring consistency with the Wekiva River Protection Act, rural character within the Wekiva River Protection Area within Seminole County is maintained through a pattern of land use designations consisting of predominantly Suburban Estates, Conservation, and Recreation (for the purpose of protecting natural resources). It is the express intent of this definition to ensure that, within the Wekiva River Protection Area but outside of the East Lake Sylvan Transitional Area, each development order approved by the County limits the density of the residential development subject to that development order to (a) the current adopted density of the subject development existing at the time of the enactment of this definition or (b) a density no greater than one dwelling unit per net buildable acre.

RURAL ROADWAY CORRIDOR

Designated roadways which are regulated to preserve or enhance the aesthetic character of a Rural Area; land clearing restrictions, extraordinary building setbacks, supplemental tree planting programs, control of driveway cuts and control of signs are typical components used in establishing such corridors.

RURAL SUBDIVISION

A subdivision which creates lots of five acres or more subject to standards designed for rural, large lot development rather than those for urban subdivisions; narrower pavement widths, optional sidewalks, reduced drainage areas and the use of only rustic materials for fences are examples of rural standards.

SECONDARY STRUCTURES (DRAINAGE)

Drainage structures that have equivalent clear opening smaller than a 30-inch diameter circular conduit.

SPECIAL FACILITIES

These facilities include boat ramps, canoe trails, roadway rest-stops and other recreational areas that are used for specific purposes.

SPECIAL ACT AREA

An area designated for special environmental protection by Florida Statute, typically providing for procedures for review of local comprehensive plans land development regulations and certain development permits applicable to a protection area delineated by the Act; and other duties and requirements of County, regional and State agencies. The Wekiva Protection Act (Part II of Chapter 369, FS) was the State's first such Special Act Area within Seminole County.

STANDARD HOUSING

Housing units being in good and inhabitable condition, not lacking complete plumbing facilities or heating facilities, or being overcrowded with more than 1.01 persons per room.

STATE HIGHWAY SYSTEM

A roadway system to which access is regulated and which includes the interstate system; all rural arterial routes and their extensions through urban areas; all urban principal arterial routes; and urban minor arterial mileage on the existing State Highway System as of July 1, 1987.

STATE LAND PLANNING AGENCY
Florida Department of Economic Opportunity.

STEPPING DOWN, STEPPING BACK
When applied to land uses, stepping down is a method by which the assignment of different land use designations is used to create a decrease of residential density in an incremental fashion, or to create an intensity or density gradation between differing urban land use designations. When applied to development design, stepping down or stepping back involves designing a structure in a manner that sets higher stories back from the build-to line established for the first story of a structure, in a 'wedding cake' fashion, so as to reduce shadows cast by upper elevations on adjacent property, and to provide greater distance between upper elevation windows and adjacent properties.

STREET TREES
Trees located in the public space between curb and sidewalk along urban streets, generally placed each 15 to 20 feet. Street trees are used to provide shade for pedestrians and to clarify the location of the edge of the street for the motorist; such trees also serve to reduce urban air temperatures resulting from asphalt and concrete paving, improve air quality by absorbing pollutants, and function as a part of the drainage system by absorbing a portion of rainwater.

STRIP COMMERCIAL
Strip commercial development is shallow-depth, free standing commercial development with front yard parking lots located along a road and multiple vehicular access points across potential pedestrian pathways, as opposed to commercial development that enables safe and easy pedestrian access; or commercial development concentrated in an urban center, such as the downtown of a city, a village or a center concentrated around a major intersection; or within a planned development that allows access by multiple modes of transportation; or a mixed-use development. Strip commercial is characterized by:

- Relatively small and narrow parcels (lot depths of approximately 300 feet or less), often resulting in parking that may be inadequate; or,
- Frequent curb cuts, lack of coordinated access such as cross access drives or joint use driveways, causing safety hazards to passing traffic and pedestrians; or
- Lack of coordinated parking between commercial uses.

SUBSTANDARD HOUSING
Housing units being in a dilapidated condition lacking complete plumbing facilities, lacking heating facilities, and/or being overcrowded with more than 1.01 persons per room. For purposes of this Plan, substandard housing requiring "substantial rehabilitation," as defined by 24 CFR Part 92.2, in order to meet U S Department of Housing and Urban Development Minimum Housing Quality Standards, shall be considered dilapidated and shall be considered for demolition.

SUSTAINABLE, SUSTAINABILITY
A community is 'sustainable' if it meets the needs of the present without compromising the ability of future needs to be met.

TOTAL MAXIMUM DAILY LOAD
A calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards, and an allocation of that amount to the pollutant's sources.

TRANSIT-ORIENTED DEVELOPMENT

Higher density mixed-use development within walking distance, or one half mile, of a transit station or stop, designed to: facilitate "location efficiency" (ability to walk, bicycle and ride transit to a destination); boost transit ridership and minimize car traffic; provide a mix of housing, shopping and transportation choices; generate revenue for the public and private sectors, and create a 'sense of place' for new and existing residents.

TRANSIT, PUBLIC

A system of transportation facilities including, but not limited to, local (shuttle) buses, dial-a-ride (advance registration) vehicles, express buses, commuter trains, light rail and high speed rail that is open to the public for a fee, serves local and/or regional customers and may be publicly or privately owned.

TRANSIT SUPPORTIVE USE

A mix of land uses that reinforces the transit system by attracting transit riders (providing quick access, good location and usefulness), and potentially stimulating ridership growth. Examples of uses attractive to riders include coffee and tea houses; fast casual and fast-food restaurants; personal service providers (barbers, beauticians, opticians, and the like); and retail sales of easily carried goods. Examples of uses that potentially stimulate increased ridership include office uses, technical and community/state college campuses, multi-family residential development and mixed uses. The supportive nature of this mix of uses is also related to location within a ¼ mile walking distance or ½ mile bicycling distance of a transit stop or station, and the manner in which the uses are arranged (with 'build-to' lines rather than setbacks from sidewalks, and with no front yard parking lots that can discourage pedestrians).

TRANSPORTATION CONCURRENCY EXCEPTION AREA

A specified geographic area delineated in a local comprehensive plan within which, under limited circumstances, exceptions to the transportation concurrency requirement are allowed to reduce the adverse impact transportation concurrency may have on urban infill development and redevelopment, and the achievement of other goals and policies of the state comprehensive plan, such as promoting public transportation. The exceptions apply to all land uses within the designated areas. When a local government designates a TCEA, data and analysis must support the designation, and guidelines and/or objectives and policies within the plan must specify how transportation needs will be met. Programs may include improvements to public transportation, transportation demand management programs, transportation system management programs and creative financing tools for public transportation. A TCEA may transcend jurisdictional boundaries when appropriate and must be designated in each applicable comprehensive plan.

TRANSPORTATION DEMAND MANAGEMENT

A program that improves the operation of a transportation system by reducing demand on that system, using low-cost alternatives as telecommuting, ridesharing, transit system improvements, staggered work hours, improved bicycle transport, flex time and parking management. TDM measures improve the efficiency of existing transportation facilities by changing demand patterns, rather than by capital improvements.

TRANSPORTATION STRATEGY AREA

A portion of the Dense Urban Land Area (DULA)/Transportation Concurrency Exception Area (TCEA) located within the nonrural portion of Seminole County for which a mobility strategy pursuant to Senate Bill 360 of 2009 has been created.

TRANSPORTATION SYSTEM MANAGEMENT

A program that improves transportation system capacity without the construction of new roadway capacity through the use of such approaches as computerized Intelligent Transportation Systems

(ITS) to manage congestion through timing of traffic signals; lane management techniques, such as High Occupancy Vehicle (HOV) lanes; or time-of-day pricing on toll lanes that increases tolls during peak periods.

URBAN CENTER

A developed or developing area that has an investment in urban facilities and services (including centralized public water and wastewater), with a mixture of residential and nonresidential uses. Public uses, including but not limited to libraries, parks, police substations, public schools, and central public squares supportive of place making may also be included. The development pattern includes walkability and supports multiple modes of mobility (pedestrian, bicycle, and transit). An urban center may also be concentrated around or adjacent to a major employment base, such as a college or university campus, a major tourism or recreational facility, a full-service hospital, or a city.

URBAN CENTERS AND CORRIDORS OVERLAY

An overlay located on urban centers and corridors within urban unincorporated Seminole County that have been identified as in need of redevelopment. The redevelopment is needed to encourage future development patterns that can be served by a multi-modal transportation system.

URBAN INFILL DEVELOPMENT AREA

Urban infill development areas are developable vacant lands located in otherwise built up urban areas where public facilities such as sewer systems, roads, schools and recreation areas area already in place or are in close proximity and the average residential density is at least five dwelling units per net acre. Urban infill development areas may be located within residential, nonresidential, or mixed-use urban areas.

URBAN REDEVELOPMENT

Demolition, reconstruction or substantial renovation of existing buildings and infrastructure within urban infill or existing urban service areas.

URBAN SUBDIVISION

A subdivision which creates lots under 5 acres in size and complies with the requirements of the urban subdivision regulations.

URBAN OPEN SPACE

Defined in two ways:

A Functional open space areas located within urban developments that are connected and not isolated; that contain features to support pedestrian use of a development, (such as shade trees, shaded pedestrian and bicycle paths, decorative paving on pedestrian ways that are grade-separated from roadways, sculpture gardens, plazas with seating and interactive fountains); and that serve to connect structures within the mixed-use development to each other and to outside pedestrian features such as sidewalks and transit facilities. Urban open space also includes: natural preserve areas intended primarily to preserve environmental features that can be observed via elevated walkways but are not intended for recreational use; and open green areas containing native vegetation and serving as part of on-site stormwater retention facilities.

B Open space areas that serve a portion of a mixed-use or high density/high intensity development and are intended as amenities primarily for that portion of the development. Examples include features such as green roofs/rooftop gardens; rooftop swimming pools and spas; green areas within the interior of a building (such as a plant conservatory) and passive recreational areas, outdoor seating areas and outdoor exercise areas reserved for residents and/or employees of a particular building or portion of a development.

URBAN SERVICE AREA

A built up area where public facilities and services, including, but not limited to, central water and sewer, roads with curb and gutter, schools, and recreational areas are already in place, are planned to be in place within the time horizon of a local comprehensive plan, or are allowable uses when installed by providers other than the local government, in support of allowable urban land uses. In Seminole County, this shall include all areas not within the Charter Rural Area.

URBAN SPRAWL

Urban sprawl means a development pattern characterized by low density, automobile dependent development with either a single use or multiple uses that are not functionally related, requiring extension of public facilities and services in an inefficient manner and failing to provide a clear separation between urban and rural uses. The future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl. The primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are:

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

(VI) Fails to maximize use of existing public facilities and services.

(VII) Fails to maximize use of future public facilities and services.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

(IX) Fails to provide a clear separation between rural and urban uses.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

(XI) Fails to encourage a functional mix of uses.

(XII) Results in poor accessibility among linked or related land uses.

(XIII) Results in the loss of significant amounts of functional open space.

(Sources: Section 163.3164 (52) and Section 163.3177 (6)(a).9.a., Florida Statutes)

VERY LOW-INCOME HOUSEHOLDS

One or more persons or a family, the total annual adjusted gross income of which does not exceed 50 percent of the median annual adjusted gross income for households within the metropolitan

statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

WALKABLE DEVELOPMENT; WALKABILITY OF DEVELOPMENT

A built environment that supports and accommodates frequent pedestrian activity through features such as, but not limited to: well-lighted and ADA-compliant continuous and connected sidewalks or pedestrian paths (as part of a street network or on sites with multiple buildings); land uses oriented toward pedestrians rather than automotive and freight management land uses; surface parking at side or rear of properties rather than between sidewalk/pedestrian path and main entrances; sidewalks/pedestrian paths visible from main entrances and front windows of buildings; street trees and/or covered building entrances (particularly at transit stops) for shelter and shade without obstructing sight distances; directional signs and self-guided informational maps along sidewalks or pedestrian paths on sites with multiple buildings; street furniture (benches, garbage receptacles, drinking fountains, planting areas) to allow brief respite to walkers; number of driveways crossing sidewalks or pedestrian paths reduced/consolidated to minimize car-pedestrian conflicts and sidewalk or path is continued across driveway; traffic calming devices or lower speed limits to slow vehicular traffic near signalized raised and/or striped pedestrian crosswalks; curb extensions at intersections; pedestrian-priority signalization; and either shorter blocks or mid-block pedestrian crossings and ADA-compliant medians.

WATERSHED

The area defined by topographic boundaries which contributes stormwater to a stormwater system or a water body including all areas artificially added to the watershed. Also called a "catchment" or "drainage basin".

WETLANDS

Those areas that are inundated or saturated by surface or ground water at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, can grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. (Subsection 373.019(17), Florida Statutes. The landward extent of wetlands is delineated pursuant to sections 62-340.100 through 62-340.550, Florida Administrative Code, as ratified by Section 373.4211, Florida Statutes, (Subsection 40C-4.021(30), Florida Administrative Code

WORKFORCE HOUSING

Housing affordable to Seminole County working households that earn up to 140 percent of Area Median Income (AMI). Seminole County further defines Workforce Housing to include households in which one or more of the wage-earners, employed by either the private or the public sector, are compensated for provision of services essential to Seminole County, including but not limited to: teachers and educators, police and fire personnel, government employees, healthcare personnel, and skilled building trades personnel.

WORKFORCE HOUSING DEVELOPMENT

Owner or renter occupied developments consisting of single family or multi-family units in which a minimum of 20 percent of the total units are attainable by households at or below 140 percent of Area Median Income (AMI).

WORKSHOP

A meeting that usually involves staff level review of the subject material and may or may not necessarily involve the general public. Workshops are informal meetings that do not replace public hearings but can be used to discuss draft material with the public and policy makers and collect public input. Workshops are also used to revise proposed material pursuant to, or in preparation for public hearings/meetings.

ZERO LOT LINE DEVELOPMENT

A residential development in which the structures are permitted at or very near the property line, or a boundary wall between structures is built on the property line.

ZONING DISTRICT

A specifically delineated area shown on a 'Zoning Map' within which regulations govern the use, placement, spacing and size of buildings, lots, and yards.

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TRANSPORTATION ELEMENT

PURPOSE

The Transportation Element provides for a safe, convenient mobility system coordinated with the Future Land Use pattern of Seminole County, supporting the Central Florida Regional Growth Vision ("How Shall We Grow?") and Envision Seminole 2045, emphasizing multimodal mobility and public transportation systems where feasible, and serving the unique characteristics of Seminole County's Conservation, Countryside, and Urban Centers and Corridors. ~~The Seminole County 2045 Transportation Mobility Plan shall implement the goals and objectives of this Element.~~

TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

GOAL TRA 1 COUNTRYSIDE AND CONSERVATION

The County shall develop and maintain an effective, convenient and economically feasible transportation system in its Rural Countryside and Conservation Areas that provides regional access for people and goods, is compatible with environmental conservation, provides access to recreational opportunities, and that preserves the rural quality of life.

OBJECTIVE TRA 1.1 LEVEL OF SERVICE STANDARDS

The County shall establish and utilize level of service standards for the provision of the County Transportation System and for the portion of the State Highway System in the Rural Area of the County that will measure progress toward achieving the stated goal through implementation of the following policies. These levels of service shall be used for development review purposes, except as otherwise provided in ***Policy TRA 1.1.10 Alternative Land and Mobility Development Proposals***.

Policy TRA 1.1.1 County Road Level of Service Standards

The County shall establish operational level of service standards for the peak operating hours based on the latest edition of the Highway Capacity Manual. For rural arterial and collector roadway segments on the County's major road system, the adopted level of service standards shall be as follows:

A All arterial and collector County Roads in the Countryside and Conservation Area: Level of Service (LOS) E

B Special Transportation Areas: LOS E as determined in accordance with provisions of the Comprehensive Plan

C Facilities parallel to exclusive mass transit or toll facilities: LOS E

D Physically/Policy constrained facilities: Not degrade more than 20% below applicable standard

Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways **shows maximum service volumes for rural arterial and collector roadways**.

Policy TRA 1.1.2 State Highway Level of Service Standards

The operational level of service standards, as defined by the Seventh Edition of the Highway Capacity Manual, for roadway segments in the unincorporated areas of the County on the Strategic Intermodal System (SIS) (Interstate 4 and SR 417) shall be based by the County on the Statewide minimum level of service standards established by the Florida Department of Transportation (FDOT). The FDOT minimum level of service standard "D" shall also apply to roadway segments classified as SIS connector facilities, including I-4 and the SIS connectors, Persimmon Avenue between SR 46 and the Amtrak Station entrance and SR 46 between I-4 and Persimmon Avenue; the emerging SIS facility, US

17-92 between I-4 and Volusia County and the emerging SIS connector, Lake Mary Boulevard between SR 417 and the airport. For other State roads on the State highway system that are not part of the Strategic Intermodal System, the operational level of service standards shall be "E", as listed in ***Exhibit TRA: Level of Service Standards for State Highways***. Level of service standards based on travel time data are shown in ***Exhibit TRA: Travel Time Level of Service Criteria***.

Policy TRA 1.1.3 Policy Constrained County Facilities

For County roadways within Countryside (East Rural) and Conservation areas, all arterial road segments shall be constrained to four lanes and all collector road segments shall be constrained to two lanes.

Policy TRA 1.1.4 County Functional Classification of Roads

The County shall continue to establish and use functional classifications that provide greater detail and direction than those assigned by Federal Highway Administration, but are consistent with Federal Highway Administration's designations. ***Exhibit TRA: Existing FDOT Functional Classifications, and Exhibit TRA: Future County Functional Classifications*** depict the respective functional classifications. *Exhibit TRA: Functional Classifications - County Roadways and Exhibit TRA: Functional Classifications - State Roadways* list both classifications for State and County roadways.

Policy TRA 1.1.5 Techniques for Determining Roadway Level of Service

For the evaluation of existing and near term traffic conditions, the County has used: (1) Travel Time Delay Studies for selected County roadway segments; and (2) the maximum service volume table for roadways which were not evaluated using Travel Time and Delay Studies. ***Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways*** *and* ***Exhibit TRA: Generalized Maximum Service Volumes for State Roadways*** will be used where more specific analysis is not available.

Traffic operation models and other assessment techniques may be used where the County determines that a more detailed analysis is desired. In determining levels of service, the County shall follow procedures and techniques based on the latest edition of the Highway Capacity Manual.

Policy TRA 1.1.5.1 Refined Roadway Level of Service Analysis Techniques

Subject to prior approval by the County, the County may authorize refined methodologies and techniques to be used in the review and evaluation of development proposals for the determination of existing and future levels of service on specific roadway segments, the development of specific mitigation plans, corridor or intersection design analysis or other situations where more precise input data and analysis is desired by the County prior to final action on the development proposal. Acceptable methodologies and techniques may include, but are not limited to:

A Trip generation studies;

B Traffic studies;

C Trip characteristics studies;

D Travel time/speed/delay studies;

E Passer-by and internal trip analysis;

F Person trip analysis;

G Planning level models;

H Traffic operation models;

I Intersection analysis;

J Corridor/subarea analysis; and

K Multimodal analysis.

Policy TRA 1.1.5.2 Multimodal Transportation Long-Term Strategies

The County, in concert with its cities, shall continue to develop and adopt long-term strategies to support and fund mobility within the designated exception areas located in the nonrural portion of Seminole County (the Dense Urban Land Area/Transportation Concurrency Exception Area). When appropriate, the County shall adopt strategies and standards that recognize that:

A Improvements in overall operation of the County's overall mobility system outweigh localized deficiencies, and

B Improvements in the overall multimodal transportation system outweigh deficiencies in the roadway system, and

C Improvements in the overall urban environment benefit the rural area by attracting redevelopment to the urban area, thus reducing pressure on the rural area to develop.

These multimodal level of service standards shall address accessibility for vehicular traffic, pedestrians, cyclists, transit and other modes.

Policy TRA 1.1.6 Measurement of Roadway Operational Level of Service

The Seminole County Generalized Maximum Service Volumes for Arterial and Collector Roadways is an appropriate guideline for comparing the Level of Service (LOS) for different years, in order to establish the extent of traffic service improvement or deterioration over time.

The generalized guidelines are not an appropriate indicator of the actual operational LOS or of the improvement needed to correct a LOS that is deemed "deficient". Rather, the generalized guidelines, when applied to a specific road link, should be interpreted as meaning that under worst-case conditions, the "deficient" link might need improvement of some type, and that further analysis using the procedures of the latest edition of the Highway Capacity Manual is warranted. It is further emphasized that even where a road link is found to be deficient according to Highway Capacity Manual methods, the appropriate remedy to restoring a satisfactory LOS is not necessarily widening of the link, but could instead be:

A Intersection improvements;

B Signal timing changes;

C Turning or auxiliary lanes;

D Access management;

E Reclassification of the road;

F Signal removal;

G Improvements in parallel corridors;

H Mass transit improvements;

I Improvement in other modes of travel; or

J Numerous other traffic engineering measures including roundabouts.

Current roadway operating level of service is displayed in ***Exhibit TRA: Existing Roadway Level of Service 2007***. Operating roadway level of service for 2025 is shown in ***Exhibit TRA: Projected Level of Service 2025***.

Policy TRA 1.1.7 Concurrency Management System, Mobility Management, and Ongoing Monitoring Program

The County shall maintain its Concurrency Management System (CMS) that monitors transportation level of service for facilities and services for which the County has established minimum acceptable level of service standards for those portions of the County that are not included within a Transportation Concurrency Exception Area (TCEA), and shall monitor mobility strategy success for those areas within a TCEA. The purpose of the CMS is to ensure that adequate public facilities and services are available or are scheduled to be available in a manner which is consistent with State law. The purposes of the Mobility Strategy are to ensure the availability of multiple modes of transportation while enabling the revitalization/redevelopment of urban areas and preventing urban sprawl. The County shall continue an ongoing program to:

A Monitor operating conditions on transit, arterial, and collector roadways;

B Collect and evaluate data for the evaluation of existing transit level of service and possible updating of that level of service in certain areas;

C Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways, where needed;

D Establish strategies for measuring and improving bicycle and pedestrian facility availability and use; and

E Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes, where needed.

In implementing the program the County shall utilize methodologies, techniques, and procedures based on the latest edition of the Highway Capacity Manual, such as, Travel Time and Delay Studies, arterial analysis procedures and other operational analysis techniques. The County shall collect transportation system characteristics data in support of the program utilizing various data collection activities, which may include:

A Pedestrian and bicycle studies and counts;

B Transit ridership studies;

C Travel time and delay studies;

D Traffic counts;

E Traffic crash reports;

F Speed studies;

G Intersection studies;

H Data from the transportation system characteristics inventory; and

I Data reported by the closed loop signal system.

The County shall coordinate its efforts with other public and private entities.

Policy TRA 1.1.8 Annual Evaluation of State Constrained/Backlogged Facilities

At least annually, the County shall determine the need to evaluate the operating conditions on constrained and backlogged State roadway facilities in order to determine whether operating conditions have been maintained.

Policy TRA 1.1.9 Transportation Facility Transfer Standards

The County shall oppose any transfer of roadways to the County's jurisdiction unless the roadways are improved to meet County established operational level of service and design standards and are accompanied by a commensurate level of operating funding or additional local authority to generate funding without referendum.

Policy TRA 1.1.10 Alternative Land and Mobility Development Proposals

In order to avoid a taking or to support the Central Florida Regional Growth Vision, the County shall evaluate the potential positive impacts of approval of land development projects within that portion of the County that is not included within the Transportation Concurrency Exception Area (TCEA) when such projects meet one of the following criteria: the project incorporates public transit-related mobility projects as listed and defined herein or the project involves the use of development agreements or the project involves the use of development phasing. This policy shall apply when a development order is subject to denial on the basis of backlogged substandard operational level(s) of service on the major road system outside of the TCEA under the following circumstances:

A When the following conditions are met:

1 Seminole County's Comprehensive Plan is in compliance with State law at the time of the development approval;

2 The proposed development would be consistent with the future land use designation for the specific property and pertinent parts of the Seminole County Comprehensive Plan, as determined by the Board of County Commissioners;

3 The Seminole County Comprehensive Plan includes a financially feasible capital improvements element that provides for transportation facilities to serve the proposed development, and Seminole County has not implemented that element;

4 Seminole County has provided the means by which a landowner will be assessed a fair share of the cost of the transportation facilities necessary to serve the proposed development; and

5 The landowner has made a binding commitment to Seminole County to pay the fair share of the cost of providing the transportation facilities to serve the proposed development.

B The following specific project components that may be a part of a development project located outside of the boundary of the Seminole County Transportation Concurrency Exception Area (TCEA) are not subject to transportation concurrency, and the inclusion of one or more of these transit-

related mobility projects within a land development proposal that is consistent with the Central Florida Regional Growth Vision shall enable the County to evaluate the potential positive impacts of the proposal:

1 Transit stations and terminals;

2 Vehicular parking associated with transit stations and terminals;

3 Park and ride facilities;

4 Intermodal public transit connection or transfer facilities; and

5 Fixed busways, guideways and rail stations and associated park and ride facilities.

C In recognition of the need in rural communities such as Geneva (outside of a TCEA) for job creation, capital investment and economic development, transportation concurrency shall not be applied to the following job-generating specific project components that may be a part of a development proposal and that support the agricultural nature of the area, including:

1 Produce markets for sale of locally grown produce (permitted under the Right to Farm laws);

2 Agritourism uses, including bed and breakfast uses, farm tours, horse and buggy rental services, hayrides, canoe and nonmotorized water tourism rides, fishing guide services and bicycle rental;

3 Ecotourism uses, such as wetland, birding, and hiking tourism services; photography safaris, and tourism-related natural lands remediation projects;

4 Cultural tourism uses, including locally operated rural history museums, historical re-enactment theatrical activities, and locally operated arts and crafts studios and galleries; and

5 Seasonal roadside produce stands operated by the owners or renters of the land, selling produce, baked goods, locally produced eggs, dairy products, canned and bottled goods, local crafts, and the like (permitted under the Right to Farm laws).

Policy TRA 1.1.11 Prior Development Order Conditions Remain Valid

Developments approved prior to the adoption of this Plan with conditions to improve the transportation system shall not be exempted from those conditions as a result of adoption of any level of service standard or any County Comprehensive Plan provision. To that end, nothing in this Plan shall be deemed or construed to eliminate or obviate any development condition placed upon a development as a condition of approval.

OBJECTIVE TRA 1.2 LAND USE AND DESIGN COORDINATION

The County shall establish and enforce land use, performance frameworks and transportation policies, standards and regulations in the countryside area that coordinate the development of the transportation system with the land development activities shown on the Future Land Use Map exhibit and which discourage urban sprawl through implementation of the following policies.

Policy TRA 1.2.1 Consistency with Future Land Use Element

In terms of all development proposals, the County shall require consistency between the Future Land Use Element and the Transportation Element and all land development activities shall be consistent with the adopted Future Land Use Element.

Policy TRA 1.2.2 Transportation/Land Development Coordination

To provide adequate accessibility to land use activities and to preserve the mobility function of major roadways and to discourage urban sprawl, the County shall continue to adopt and enforce policies, standards and regulations which relate the design and function of the roadway to the type, size, and location of the land uses which they serve.

Policy TRA 1.2.3 Coordinating Compatibility with Future Land Use Designations

The County shall coordinate with the Florida Department of Transportation, Florida's Turnpike Enterprise, MetroPlan Orlando, and other appropriate entities to ensure that new roadways or improvements to existing regional roadways in Rural Areas are designed in a way that is compatible with surrounding Future Land Use designations. The County shall ensure that proposed projects are designed in a context-sensitive fashion that addresses the physical, social, and environmental character of the area by requesting that the agencies responsible for the roadway improvements use the Federal Highway Administration process for Context Sensitive Solutions, or a similar process, for ensuring a collaborative, interdisciplinary planning process that involves all stakeholders in developing a transportation facility that (1) complements its physical setting; (2) preserves scenic, aesthetic, historic and environmental resources; and (3) maintains safety and mobility.

OBJECTIVE TRA 1.3 SAFE, EFFICIENT, AND LIVABLE TRANSPORTATION SYSTEM

The County shall establish and enforce policies, standards, and regulations as one means of providing for a safe, efficient and livable transportation system that provides convenient intermodal connections among automobiles and more energy efficient transportation modes in the Rural Area through implementation of the following policies.

Policy TRA 1.3.1 Rely on Existing Ordinances

The County shall continue to rely on Chapter 1 of the Engineering Manual (Transportation Standards) and other appropriate chapters of the Land Development Code of Seminole County and other related laws, rules, ordinances and resolutions to provide for a safe, convenient and efficient transportation system.

Policy TRA 1.3.2 Update Ordinances

The County shall review and, as deemed necessary, amend the Land Development Code and other related ordinances to ensure compliance with changes to State law and the text of the Comprehensive Plan.

Policy TRA 1.3.3 Require Construction to County Standards

The County shall require that all new or improved transportation facilities be constructed to County standards and shall review, on an annual basis, and amend, as deemed necessary, construction inspection practices. The County

requires transportation facilities be brought up to standard prior to development of unincorporated lands.

Policy TRA 1.3.4 Require Context-Sensitive Design

The County shall require that all new or improved roadways be designed and constructed in a manner that is supportive and reflective of adjacent land uses and development patterns. In accordance with the Future Land Use Element, the County shall adopt design standards that address the entire right-of-way to include complete street concepts.

Policy TRA 1.3.4.1 Context-Sensitive Landscape Standards.

The County shall amend its Engineering Manual to provide context-sensitive landscape standards for both rural and urban roadways within the County's rights-of-way.

Policy TRA 1.3.4.2 Required Context Sensitive Design or Use of Context Sensitive Solution Planning Process for Regional Roadway Projects in Rural Areas.

When new regional roadways are proposed or existing roadways are proposed for widening in the Rural Areas, Seminole County shall request that the Florida Department of Transportation or other agencies responsible for the project to employ either the principles of Context- Sensitive Design, or to initiate a Context Sensitive Solution Planning Process to ensure that the project occurs within an appropriate land use context. At a minimum, impacts to the following issues shall be evaluated: viewsheds, landscaping, water resources, historic and/or archaeological resources, environmental protection, and the continuing operation of existing Rural uses. Low Impact Development principles and BMPs shall be used to minimize impacts on water resources, landscaping, and environmental protection.

Policy TRA 1.3.5 Enforce Performance Frameworks for Rural Areas

The visual and functional characteristics of streets are important in the community. The performance frameworks are:

A Streets should be recognized as public open space.

B Where consistent with the Future Land Use Element, streets should be designed to accommodate a mix of travel modes including vehicles, equestrians, bicycles, possible future transit service, and pedestrian access.

C Streets should be designed holistically, considering the pavement, adjacent rural land uses, drainage needs, and pedestrianways where safe and consistent with the Future Land Use Element, and preservation of existing canopy trees and Florida-Friendly vegetation.

Policy TRA 1.3.6 Safety Considerations for New or Expanded Roadways

For new or expanded roadways, the County shall continue to consider adding an additional width of the outside lanes on rural roads to enhance safe operating conditions on the roadways for both motorized and non-motorized roadway users.

Policy TRA 1.3.7 Consideration of Intermodal Connections in Transportation Improvements

In the planning, design and construction of transportation improvements, the County shall consider the safety and efficiency of features at intermodal

connections, should any be included on rural roads. These features may include: bus stops, bus shelters, signage, pedestrian and bicycle/trail access, and handicapped access.

Policy TRA 1.3.8 Access Management

The County shall continue to establish and enforce policies, standards and regulations for the management of access points and connections to the County road system to include, but not be limited to, provisions for the location, design and frequency of access points and connections. Implementation of the State Access Management Program and the control of access connections to the State highway system consistent with Chapter 14-96 and 14-97, Florida Administrative Code and the Florida Department of Transportation (FDOT) Access Management Rule will be coordinated with the FDOT through the County's access permitting process.

Policy TRA 1.3.9 Park Access and Accessibility

The County shall ensure access to parks and accessibility within parks:

A The County shall ensure, through the Land Development Code, adequate vehicular, pedestrian and bicycle access provided to on-site and adjacent park sites during the development of planned unit developments and residential developments.

B The County shall coordinate with all appropriate transportation providers to evaluate and expand, if necessary, transportation routes to parks and recreational facilities to provide access for special groups including the people with disabilities, lower income residents, senior citizens, and the general public.

C The County shall continue to require sidewalk connectors to public park sites and additional pavement width to be installed with new development and the expansion of public roadways.

Policy TRA 1.3.10 Bicycle and Recreational Trail Planning and Coordination

The County shall continue to fund and construct a countywide network of pedestrian, bicycle, recreational and equestrian trails. The County shall continue to coordinate with the Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a pedestrian and bicycle/trail networks.

Policy TRA 1.3.11 Livable Transportation System

To ensure the implementation of a livable transportation system, the County will strive to provide its residents and business community multiple travel choices and the ability to move from one mode of travel to another with ease, such as, parking one’s car at a park and ride lot and accessing rail, express bus or local transit circulator, to reach one’s destination in a timely fashion. A livable, multimodal transportation system is depicted in ***Exhibit TRA: 2025 Multimodal Transportation*** map exhibit and will be used by the County to conceptually plan for future transportation needs.

GOAL TRA 2 CENTERS AND CORRIDORS

Seminole County shall continue to improve and manage a multimodal mobility system that supports the long range future land use pattern within the unincorporated urban area established in the Future Land Use Element. The long range future land use pattern encourages infill development and redevelopment at appropriate locations within the unincorporated urban area (a Dense Urban Land Area, or "DULA") to support the Central Florida Regional Growth Vision "Centers and Corridors" concept. The multimodal mobility system emphasizes a full range of modes of mobility in the built up urban area, including public transit, bicycle, and walking, as well as cars, vanpools and trucks for freight delivery. Use of alternative modes of mobility allows for development of infill parcels and redevelopment of declining areas in centers and corridors in a manner compatible with surrounding uses, avoiding or greatly reducing the emphasis on roadway capacity expansion as the main method of mobility. Capacity expansion alone undermines the desired future land use pattern by eliminating 'downtowns', 'main streets', and older historic neighborhoods while encouraging sprawl development.

OBJECTIVE TRA 2.1 MOBILITY STRATEGIES AND QUALITY/LEVEL OF SERVICE STANDARDS AND TRANSPORTATION/LAND USE COORDINATION

Seminole County revised its Long Range Future Land Use pattern in 2008 to more closely align with the principles of the Central Florida Regional Growth Vision Centers and Corridors concept.

The County previously established the Urban Centers and Corridors Overlay as a component of the established long range future land use pattern. Quality/Level of Service standards set in the following Policies will guide the County's capital and operating expenditures on mobility toward achieving the stated goal of mobility within the unincorporated urban area, will be used to evaluate development proposals in accordance with the provisions for the TCEA in Chapter 10 of the County's Land Development Code, and will ensure coordination of the transportation network with the future land use plan.

Policy TRA 2.1.1 Transit Quality/Levels of Service for the TCEA

Fixed Route Bus Transit Q/LOS:

LOS	Headway (Minutes)	Comment
A	<10	Passengers do not need schedules
B	10-14	Frequent service, passengers consult schedules
C	15-20	Maximum desirable time to wait if bus is missed
D	21-30	Service is unattractive to choice riders
E	31-60	Service available during the hour
F	>60	Service unattractive to all users

Source: Transit Capacity and Quality of Service Manual, Transportation Research Board

Existing LOS

Route	LOS
1	E
23	E
34	D
45	D
46E & 46W	E
102	C
103	C
106	D
434	E
436N & 436S	D

Level of Service will be increased when a route reaches 90% bus capacity over 80% of the route length.

Policy TRA 2.1.1.1 Pedestrian and Bicycle Quality/Levels of Service for the TCEA

Pedestrian Q/LOS (2017 - 2022): Identify locations needing ADA-compliant paved sidewalk on any side of corridor where SunRail station is located, or along major corridor where major employer, mixed use development, multifamily development, public park, libraries or public school is located, and program improvements; identify locations on side of corridor directly opposite the use to be served with sidewalk, and program improvements if needed; identify presence or absence of marked and signalized crosswalk within ¼ mile of the use to be served with sidewalk on corridor; program improvements where needed. If such a gap is identified within ¼ mile of the boundary of a proposed development, the Development Review process shall identify the development's fair share contribution toward such program improvements.

Pedestrian Q/LOS (2027): Paved ADA compliant sidewalk connecting the nearest intersection to SunRail station, or to major employers, mixed use developments, multifamily developments, public parks, libraries and public schools on both sides of corridor, and on side streets feeding the corridor; special emphasis or elevated and signalized crosswalk within ¼ mile of the major trip attractor and at intersections where high pedestrian or bicycle and vehicle accident rates have been reported.

Bicycle Q/LOS (2017 - 2022) Identify presence or absence of paved outside shoulder on each side of major corridors linking to SunRail stations, or major corridors serving major employers, mixed use developments, multifamily developments, public parks, libraries, and public schools; program improvements where needed. Identify locations for bicycle parking at any Seminole County park and Seminole County office building located on the corridor and program improvements. If such a gap in paved outside shoulder is identified within ¼ mile of the boundary of a proposed development, the Development Review process shall identify the development's fair share contribution toward such program improvements.

Long Range Bicycle Q/LOS (2027) Paved outside shoulder on each side of corridor serving SunRail station or major corridor serving major employer, mixed use, multifamily development, public parks, libraries and public schools; bicycle parking at all County owned facilities along the corridor. On major collectors and arterials with greater than 3,500 ADT transition to FDOT standard bike lanes.

Policy TRA 2.1.2 County Road Level of Service Standards within and outside of the Dense Urban Land Area/Transportation Concurrency Exception Area

Florida Statutes require the inclusion of local roadway level of service standards within local comprehensive plans, even within a Transportation Concurrency Exception Area (TCEA), when roadway level of service is not the measure by which development is approved.

The County shall, therefore, use the Level of Service standards for roadways as shown in this Policy for all Transportation Strategy Areas within the Dense Urban Land Area (DULA)/TCEA for monitoring purposes, in order to identify areas where multimodal improvements are needed, and not for development approvals based on roadway capacity. If the multimodal improvements needed require roadway improvements, first emphasis shall be upon intersection improvements to improve safety and reduce conflicts between modes; signalization/Transportation Demand Management improvements (especially those providing transit and pedestrian priority signalization); bicycle facility improvements, and pedestrian crosswalk/median improvements.

The level of service standards established within this policy for County roadways outside of the DULA/TCEA shall continue to be used for concurrency management purposes.

The following level of service standards for the peak operating hours are based on the 2000 Highway Capacity Manual. For arterial and collector roadway segments on the County's major road system the level of service (LOS) standards, applied as described in this Policy, shall be as follows:

A All County Roadways within Development/Redevelopment/Energy Conservation Corridors: LOS E + 10%

B All County Roadways within, or impacted by, traffic from Urban Energy Conservation and Mixed Use Centers: LOS E + 10%

C All other roadways in neighborhoods: LOS E

D Special Transportation Areas: LOS E or determined in accordance with provisions of the Comprehensive Plan

E Facilities parallel to exclusive rail or bus rapid transit facilities: LOS E + 10%

F Physically/Policy constrained facilities: Not degrade more than 20% below applicable standard: LOS E + 20%

G County roadways outside of the DULA/TCEA: LOS D

Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways shows maximum service volumes for urban arterial and collectors roadways

Policy TRA 2.1.3 State Highway Level of Service Standards

State Law requires that planning for a local government Transportation Concurrency Exception Area (TCEA) must consider and mitigate possible impacts

upon the State's Strategic Intermodal System (SIS), and must consult with the Florida Department of Transportation (FDOT) to ensure that operation of the SIS is not negatively affected. The mobility strategy for the Seminole County TCEA emphasizes incentives to attract riders to multiple modes of travel other than the SIS system, including the Central Florida Commuter Rail (SunRail) regional system, the LYNX routes that serve the TCEA, and pedestrian and bicycle paths. Quality/level of service standards have been defined for those modes to serve as guides in determining capital and operating expenses; annual evaluation of expenses will also provide an opportunity to determine if alternate modes are increasing in ridership. The County shall continue to coordinate its efforts with FDOT to ensure the optimal operation of both the County mobility strategy and the SIS facilities.

Policy TRA 2.1.3.1 Reserved

Policy TRA 2.1.4 Policy Constrained County Facilities

Policy constrained facilities are roadway segments on which it is not feasible to add at least two additional through-lanes to meet current or future traffic needs because of the need to achieve other important County goals, objectives or policies as determined by the Board of County Commissioners (Board). Based on prior and current direction of the Board, the following County arterial and collector roadway segments are currently identified as policy constrained regarding improvements:

A Bear Lake Road from Orange County line to S.R. 436 (permanent constraint to 2 lanes).

B Howell Branch Road from S.R. 436 to S.R. 426 (permanent constraint to 4 lanes).

C Lake Howell Road from Orange County line to S.R. 436 (permanent constraint to 2 lanes).

D Lake Markham Road from Markham Road to State Road 46 (permanent constraint to 2 lanes).

E Longwood Markham Road from Markham Road to State Road 46 (permanent constraint to 2 lanes).

F Markham Road from Orange Boulevard to Longwood-Markham Road (permanent constraint to 2 lanes).

G Markham Woods Road from S.R. 434 to Markham Road (permanent constraint to 2 lanes).

H Palm Springs Drive from Central Parkway to S.R. 434 (permanent constraint to 2 lanes).

I Red Bug Lake Road: from Eagle Circle to Tuskawilla Road (permanent constraint to 4 lanes).

J South Lake Sylvan Drive from Orange Boulevard to Lake Markham Rd. (permanent constraint to 2 lanes with alternative surface treatment program allowed to control erosion).

K General Hutchison Parkway from US 17-92 to Timocuan Way (permanent constraint to 2 lanes).

L Wymore Road from SR 436 to Orange County Line (permanent constraint to 2 lanes).

M All County facilities constructed or improved after December 15, 1999 that are located within the Wekiva River Protection Area are permanently constrained to their existing number of lanes. Exempted facilities are Orange Boulevard and those roads scheduled for improvement in the Capital Improvements Element in effect on December 15, 1999 (such as County Road 46A).

Policy TRA 2.1.5 Policy Constrained State Facilities

The County, the Florida Department of Transportation and the Metropolitan Planning Organization have identified the following State roadway segments as constrained facilities:

A SR 46 from US 17-92 to Mellonville Avenue (permanent constraint to 4 lanes).

B US 17-92 from Lake Monroe to Park Drive (permanent constraint to 4 lanes).

Policy TRA 2.1.6 County Functional Classification of Roads

The County shall continue to establish and use functional classifications that provide greater detail and direction than those assigned by Federal Highway Administration, but are consistent with Federal Highway Administration's designations. ***Exhibit TRA: Existing FDOT Functional Classifications,*** and ***Exhibit TRA: Future County Functional Classifications*** depict the respective functional classifications. ***Exhibit TRA: Functional Classifications of County Roads*** and ***Exhibit TRA: Functional Classification for State Roads*** list both classifications for State and County roadways.

Policy TRA 2.1.7 Techniques for Determining Degree of Achievement of Mobility Strategy and Multimodal Quality/Level of Service

At least annually, the County shall use ridership, revenue miles of service data reported by all transit service providers (including SunRail) and estimates of functional population within the transit service area developed by the County's Growth Management Department to determine the degree of achievement of the County's strategy to shift trips to multiple modes of transportation. Data will also be requested from all transit service providers on ridership of bicyclists. Possible impacts on the Strategic Intermodal System will be examined at that time. Analysis will also be conducted to determine degree of reduction of greenhouse gases. Findings will be made as to degree of achievement and the need, if any, to alter the quality/level of service or to increase or alter financial commitments.

Policy TRA 2.1.8 Techniques for Determining Roadway Level of Service

For the evaluation of existing and near term traffic conditions, the County has used: (1) Travel Time Delay Studies for selected County roadway segments; and (2) the maximum service volume table for roadways which were not evaluated using Travel Time and Delay Studies. ***Exhibit TRA: Generalized Maximum Service Volumes for County Arterial and Collector Roadways*** and ***Exhibit TRA: Generalized Maximum Service Volumes for State Roadways*** will be used where more specific analysis is not available.

Traffic operation models and other assessment techniques may be used where the County determines that a more detailed analysis is desired. In determining

levels of service, the County shall follow procedures and techniques based on the 2000 Highway Capacity Manual.

For Transportation Strategy Areas, this determination will be used to monitor the efforts of the County to implement a multimodal mobility strategy, and to determine the need for either increased efforts to attract ridership to alternate modes, or to identify Transportation System Management (TSM) improvements within existing corridors (such as intersection improvements and the use of Intelligent Transportation signalization). For the Northeast Mobility Area, containing the Orlando Sanford International Airport, this determination may also be used to schedule roadway improvements needed to ensure safe and effective service to the airport.

Policy TRA 2.1.8.1 Refined Quality/Level of Service Analysis Techniques

Subject to prior approval by the County, the County may authorize refined methodologies and techniques to be used in the review and evaluation of development proposals for the determination of the ability of the County's mobility strategy to succeed within specified Mobility Areas, given the trips to be generated by the proposed development or redevelopment. Acceptable methodologies and techniques may include, but are not limited to:

A Multimodal analysis;

B Vehicle miles traveled from center of proposed development/ redevelopment to nearest SunRail station, major employer, major retail center and County park;

C Trip generation studies and greenhouse gas generation;

D Traffic studies, including impacts on Strategic Intermodal System (SIS) Facilities;

E Trip characteristics studies;

F Travel time/speed/delay studies (for the Northeast Mobility Area only);

G Passer-by and internal trip analysis, including internal trip capture for mixed use projects;

H Person trip analysis;

I Planning level models;

J Traffic operation models;

K Intersection analysis;

L Corridor/subarea analysis; and

M Impact on SIS facilities

Policy TRA 2.1.8.2 Multimodal Transportation Quality/Level of Service Analysis Techniques/Standards

The County has developed and shall continue to develop special area plans as needed, for areas of special concern, in consultation with local governments and the Florida Department of Community Affairs. By July 1, 2011, the County shall adopt multimodal transportation quality/level of service standards and methods of analyzing results of those standards (including impacts on greenhouse gases) that recognize the following:

A Improvements in the overall multimodal mobility system outweigh periodic congestion on individual roadways, and

B Improvements in the overall urban environment (including reduction of vehicle miles traveled, greenhouse gas production, revitalization of declining areas and creation of vibrant, safe areas to live, work, shop and play) outweigh periodic congestion in the roadway system.

These multimodal quality/level of service standards shall address accessibility for vehicular traffic, pedestrians, cyclists, transit and other modes, and shall be used as guidelines for public expenditure, to determine if mobility strategies are succeeding, and to determine possible fair share contributions for developments. These standards shall not be used to deny approval of a development that is otherwise consistent with the Seminole County Comprehensive Plan and does not negatively impact the Strategic Intermodal System of the State of Florida.

Policy TRA 2.1.8.3 Measurement of Roadway Operational Level of Service

The Seminole County Generalized Maximum Service Volumes for Arterial and Collector Roadways are an appropriate guideline for comparing the level of service for different years, in order to establish the extent of mobility improvement or deterioration over time.

The generalized guidelines are not an appropriate indicator of the actual operational level of service or of the improvement needed to correct a level of service that is deemed "deficient". Rather, the generalized guidelines, when applied to a specific road link, should be interpreted as meaning that under worst-case conditions, the "deficient" link might necessitate mobility improvement of some type, and that further analysis is warranted. It is further emphasized that even where a road link is found to be deficient according to Highway Capacity Manual methods, the appropriate remedy to restoring a satisfactory level of service is not necessarily widening of the link, but could instead be:

A Mass transit or other mode improvements;

B Intersection improvements;

C Signal timing changes;

D Turning or auxiliary lanes;

E Access management;

F Reclassification of the road;

G Signal removal;

H Improvements in parallel corridors; or

I Numerous other mobility strategy measures.

Current roadway operating level of service is displayed in ***Exhibit TRA: Existing Roadway Level of Service 2007***. Operating roadway level of service for 2025 is shown in ***Exhibit TRA: Projected Level of Service 2025***.

Policy TRA 2.1.9 Concurrency Management System and Ongoing Monitoring Program

Outside of the Dense Urban Land Area/Transportation Concurrency Exception Area (DULA/TCEA), the County shall maintain its Concurrency Management System (CMA) that monitors transportation level of service for facilities and services for which the County has established minimum acceptable level of

service standards. The purpose of the CMS is to ensure that adequate public facilities and services are available or are scheduled to be available in a manner which is consistent with State law. The County shall continue the ongoing program in order to:

A Monitor operating conditions on transit, arterial and collector roadways;

B Collect and evaluate data for the potential establishment of multimodal quality levels of service where possible;

C Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways; and

D Establish procedures for measuring bicycle and pedestrian facility availability and use; and

E Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes.

In implementing the program, the County shall utilize methodologies, techniques and procedures based on the latest edition of the Highway Capacity Manual, such as, Travel Time and Delay Studies, arterial analysis procedures, and other operational analysis techniques. The County shall collect transportation system characteristics data in support of the program utilizing various data collection activities, which may include:

A Pedestrian and bicycle studies;

B Transit ridership studies and counts;

C Travel time and delay studies;

D Traffic counts;

E Traffic crash reporting and speed studies;

F Intersection studies;

G Data from the roadway characteristics inventory; and

H Data reported by the closed loop signal system.

The County shall coordinate its efforts with other public and private entities.

Policy TRA 2.1.10 Annual Evaluation of State Constrained/Backlogged Facilities

At least annually, the County shall determine the need to evaluate the operating conditions on constrained and backlogged State roadway facilities in order to determine whether operating conditions have been maintained.

Policy TRA 2.1.11 Florida Department of Transportation Programs/Plans for Backlogged/Constrained Facilities

The County shall request the Florida Department of Transportation, following consultation with the County, to annually adopt strategies and a schedule to maintain/improve the operating conditions on State backlogged and constrained facilities and to incorporate these mitigation strategies into its improvement programs and longer-range plans. Such strategies may include, but are not limited to:

A Additional through lanes (backlogged facilities);

B Access management techniques;

C Traffic operations improvements;

D Construction or improvements of parallel facilities; and

E Alternative modal investments, such as, public transit, bicycle and pedestrian facilities.

Exhibit TRA: Backlogged and Constrained Facilities is a listing with maintenance of service thresholds and recommended actions.

Policy TRA 2.1.11.1 Alternative Mitigation Strategies for Backlogged and Constrained Facilities

Following consultation with the Florida Department of Community Affairs and appropriate local governments, the County shall devise alternative strategies and schedules for mitigating substandard conditions based on a determination of the extent or magnitude of the adverse condition, the relative significance of contributing factors, the degree of urgency to mitigate a deficiency and the relative priority of the adverse condition.

Policy TRA 2.1.12 Transportation Facility Transfer Standards

The County shall oppose any transfer of roadways to the County's jurisdiction unless the roadways are improved to meet County established operational level of service and design standards and are accompanied by a commensurate level of operating funding or additional local authority to generate funding without referendum.

Policy TRA 2.1.13 Approval of Developments Utilizing Backlogged and Constrained Facilities

For State and County roadway facilities designated as constrained facilities outside of the Transportation Concurrency Exception Area (TCEA), Seminole County shall evaluate how well the County's multimodal mobility strategy is operating, in order to ensure that the mobility system overall is not compromised by development approvals. Multimodal mitigation strategies may be developed as needed, on a case by case basis, and fair share calculations performed, where a proposed development results in either a 5% increase in peak hour traffic volume or a 10% decrease in average peak hour travel speed over the designated service threshold.

A For facilities with Existing Acceptable Operating Conditions, the designated threshold is the appropriate minimum acceptable level of service standard.

B For facilities with Existing Substandard Operating Conditions, the designated threshold is existing operating conditions.

This policy does not apply to development within designated TCEA, or to development affecting County policy constrained roads to which two or more lanes can be added without exceeding the constrained number of lanes.

Policy TRA 2.1.14 Enhancement Techniques and Activities for Developments Utilizing Backlogged Facilities

New or expanded developments whose traffic is projected to utilize roadways designated as backlogged facilities outside of the Transportation Concurrency Exception Area shall be subject to additional enhancement techniques and activities to maintain and improve the roadway's average peak hour operating

speeds at the time of plan adoption. These techniques and activities shall include, but are not limited to: ride-sharing; access control; signal optimization; transit accessibility; and staggered work hours. Other service enhancement techniques and activities may include:

A Site design shall provide a stacking lane or lanes to permit vehicles to wait on-site and enter the traffic flow when gaps occur;

B No new traffic signals which will reduce peak hour travel speeds will be permitted, unless a high accident rate exists;

C New or revised median openings will only be permitted where they do not impede flow of traffic;

D Out-parcels, created in previously approved developments, shall have no inherent right of direct access to major collector or arterial streets unless such access is the only access available to the property. New out-parcels may be denied direct access to arterial or collector streets;

E Where appropriate, primary access on backlogged streets should be directed to adjacent nonresidential collector streets, with limited secondary access to adjacent arterials;

F Access points to collector and arterial streets should be limited to one major access point or curb cut along each roadway frontage. Additional access and egress points may be granted for unusually large parcels, based on site characteristics or as considered appropriate by the Traffic Engineer and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street; and

G As a condition of site plan or subdivision plat approval for development or redevelopment, the access or egress points to collector or arterial streets may be relocated, restricted or otherwise controlled to facilitate traffic flow along the adjacent thoroughfare.

Policy TRA 2.1.15 Alternative Land Development Proposals

The County may consider some alternative reasonable use, development agreement or development phasing when a development order is subject to denial on the basis of substandard operational level(s) of service on the major road system outside of the Transportation Concurrency Exception Area.

Policy TRA 2.1.16 Prior Development Order Conditions Remain Valid

Developments approved prior to the adoption of this Plan with conditions to improve the transportation system shall not be exempted from those conditions as a result of adoption of any LOS standard or any County Comprehensive Plan provision. To that end, nothing in this Plan shall be deemed or construed to eliminate or obviate any development condition placed upon a development as a condition of approval.

Policy TRA 2.1.17 Transportation Concurrency Exception Area (TCEA): Strategies to Support and Fund Mobility Integrated into Mobility Strategy for Dense Urban Land Area/Transportation Concurrency Exception Area (DULA/TCEA) for Nonrural Unincorporated Seminole County

The Seminole County Board of Commissioners, in coordination with the municipalities of Sanford and Casselberry, had established and designated a Transportation Concurrency Exception Area (TCEA) as one of the Evaluation and

Appraisal -based amendments to the Seminole County Comprehensive Plan in 2008. The original intent of establishing this TCEA was to allow for redevelopment and infill opportunities along the expired US 17-92 Community Redevelopment Area (CRA) corridor. The TCEA corridor within unincorporated Seminole County was intended to link together those larger TCEA redevelopment areas identified by the cities of Sanford and Casselberry, and joint planning with those cities as part of the 2009 update of the original CRA Plan was intended to ensure the creation of a unified, regional system of alternative mobility options to support the walkable, transit-oriented redevelopment desired by the participants in the expired US 17-92 CRA.

The Florida Legislature enacted Senate Bill 360 during its 2009 session, designating the nonrural portion of unincorporated Seminole County, and the majority of its cities, as Dense Urban Land Areas (DULAs) and allowing Transportation Concurrency Exception Areas (TCEAs), in order to enable those areas to redevelop, or encourage infill development, and to prevent sprawl into the rural portion of the County. As a result of this designation, joint planning efforts to coordinate mobility strategies expanded beyond the participation of only those cities that participate in the expired US 17-92 CRA. An overall Mobility Strategy was developed that includes the entire urban portion of Seminole County (including municipalities). The details of this Mobility Strategy are provided in ***Objective TRA 2.1 Mobility Strategies and Quality/Level Of Service Standards*** and ***Policy TRA 2.1.1 County Transit, Pedestrian and Bicycle Multimodal Mobility Strategy and Quality/Levels of Service***.

OBJECTIVE TRA 2.2 URBAN CENTERS AND CORRIDORS LAND USE, PERFORMANCE FRAMEWORKS, AND MOBILITY COORDINATION

The County shall establish and enforce land use, performance frameworks and mobility policies, quality/level of service standards and land development regulations in major transit development/redevelopment corridors and mixed-use centers that coordinate the transportation system with the land uses shown in the Future Land Use map, and that discourage urban sprawl, encourage energy conservation, reduce vehicle miles traveled, and reduce greenhouse gas emissions through implementation of the following policies.

Policy TRA 2.2.1 Consistency with Future Land Use Element

In terms of all development proposals, the County shall ensure a linkage between the Future Land Use Element and the Transportation Element and all land development activities shall be consistent with the adopted Future Land Use Element.

Policy TRA 2.2.2 Promote Mixed Use Centers

To reduce trip lengths and greenhouse gas emissions, reduce the demand for automobile travel and discourage urban sprawl, the County shall adopt and enforce land use policies, performance frameworks and regulations that increase the County's share of the Central Florida Regional Growth Vision urban retail and employment activities, promote vibrant mixed use development centers that feature a range of housing opportunities (including workforce and affordable housing, and affordable housing for senior citizens) and provide convenient shopping and recreational opportunities easily accessible by multiple modes of travel.

Policy TRA 2.2.3 Promote Clustering of Development

The County shall incentivize policies, performance frameworks and regulations that promote and encourage the clustering of urban development into patterns more easily served by multiple modes of transportation, to reduce greenhouse gases.

Policy TRA 2.2.4 Transportation/Land Development Coordination

To provide adequate accessibility to land use activities and to ensure mobility while discouraging urban sprawl, the County shall adopt and enforce policies, performance frameworks, and regulations that relate the design and function of the mobility options to the type, size, and location of the land uses they serve.

Policy TRA 2.2.5 Transportation/Affordable and Workforce Housing Coordination

The County shall continue to provide incentives through policies, performance frameworks, and land development regulations that encourage and promote affordable and workforce housing in close proximity to employment, shopping, and recreational opportunities and multimodal mobility opportunities, and shall also support the provision of affordable housing for the elderly.

Policy TRA 2.2.6 Promote Shared and Reduced Parking

The County shall adopt and enforce performance frameworks, policies, and land development regulations that encourage and incentivize shared parking and reduced parking requirements within mixed use centers and major transit development/redevelopment corridors, especially as a part of development approvals including ride sharing, vanpooling, and other Transportation Demand Management (TDM) agreements.

The County shall evaluate and, as deemed necessary, modify its land use policies, performance frameworks, and land development regulations to incentivize the use of TDM measures, to establish parking ratio maximums for mixed use centers and major transit development/redevelopment corridors, and the evaluate the success of these measures.

Policy TRA 2.2.7 Require Multimodal Facilities in Site Planning and Design

Through the policies and performance frameworks of the Comprehensive Plan, and land development regulations in the Land Development Code, the County shall continue to require the accommodation of desirable multimodal features in site planning and design. Such features may include, but not be limited to:

A Parking requirements (including shared parking, structured parking "wrapped" with other uses, recharge stations for electric and hybrid vehicles, and parking ratio maximums);

B Parking management;

C Pedestrian/bicycle/transit facilities (including, but not limited to, bicycle lockers for employees and transit shelters attached to multi-use structures);

D Pedestrian/bicycle/transit access (including sidewalk and bicycle path connections to adjacent parcels and to transit stops within ¼ mile of entrance to a development or a SunRail station within ½ mile of the entrance to a development);

E Taxi stands;

F Lot sizes;

G Land use intensities;

H Mixed-uses;

I Internal circulation; and

J Car pools/van pools.

Policy TRA 2.2.8 Evaluate Transit Corridor Land Use Policies, Regulations

The County shall evaluate and, as deemed necessary, modify its land use policies, performance framework and land development regulations to allow higher density, mixed-use development along designated transit corridors to encourage increased transit ridership and discourage urban sprawl.

Policy TRA 2.2.9 Criteria for Designation of New Mixed Use Centers

The County's establishment of new mixed use centers shall be coordinated with the County's approval of plans for multimodal mobility, which include, at a minimum, integrated roadway, transit, pedestrian and bikeway systems designed to reduce demand for automobile travel and reduce greenhouse gas emissions.

Policy TRA 2.2.10 Joint Use of Public Lands, Facilities

In the planning, siting, and design of transportation system facilities, the County shall take into consideration the potential benefits and/or cost savings that may accrue from joint use of the site with other existing or planned public facilities or multi-use of the facilities.

Policy TRA 2.2.11 Orlando Sanford International Airport Area

The County shall evaluate the need to amend the Comprehensive Plan and Land Development Code to designate airport compatible land uses in the Airport flight paths and noise zones. At a minimum, the amendments shall include:

A Designation of uses and development forms which will not prohibit expansion of Airport operations or pose a safety danger to aircraft;

B Strategies to permit the conversion of existing neighborhoods to airport compatible uses and to minimize nonresidential impacts during the conversion process; and

C Identification of services and facilities needed to support the future land use designations assigned.

Policy TRA 2.2.11.1 Coordination of Land Development Standards

The County shall continue to coordinate with the City of Sanford to create land development performance frameworks and planning criteria in the vicinity of Orlando Sanford International Airport that further the long-range goals for both the County and the City.

Policy TRA 2.2.11.2 Continued Cooperation and Coordination Efforts

The County will continue its cooperation and coordination with the Orlando Sanford International Airport and City of Sanford.

Policy TRA 2.2.11.3 Consistency in Planning Efforts

The County will ensure all planning efforts for future aviation transportation are consistent with the State, regional, adjacent county, and municipal transportation plans.

Policy TRA 2.2.11.4 Roadway Design Compatibility

The County will work with the City of Sanford and the Florida Department of Transportation to ensure that roadway improvements in the Orlando Sanford International Airport area are designed to support safe operating conditions for freight and industrial uses, where appropriate.

Policy TRA 2.2.12 Use of requirements in Development Orders to Regulate Airport Area Uses

The County shall, where necessary, continue to impose requirements such as avigation easements to ensure that developments in proximity to the Orlando Sanford International Airport (OSIA) are compatible land uses consistent with the OSIA Noise Compatibility Program approved by the Federal Aviation Administration.

Policy TRA 2.2.13 Purchase of Noise Impacted Land

In order to minimize land use/noise conflicts, the County shall continue to recommend that the Sanford Airport Authority purchase lands where noise contours are 65 and greater Day/Night Levels consistent with the FAA Part 150 OSIA Noise and Land Use Compatibility Program approved by the Federal Aviation Administration.

Policy TRA 2.2.14 Interstate 4 High Tech Corridor

The County shall continue to encourage the growth of high tech industries in the HIP-Target Industry designation in keeping with efforts of economic development agencies such as Enterprise Florida and the Florida High Tech Corridor Council which have designated I-4 as the "I-4 High Tech Corridor" from Tampa to Volusia County.

Policy TRA 2.2.15 Seminole Way Land Use/Transportation Coordination

As part of the implementation of any future land use changes associated with the proposed Seminole Way employment centers located at interchange areas along SR 417, Seminole County shall ensure that transportation impacts are addressed through the policies identified as part of this Objective. Additional land use/transportation coordination activities shall include, but not be limited to, the following:

A Funding and implementation of transit service concurrent with areawide increases in employment;

B Transportation demand management requirements to reduce peak period roadway impacts;

C Site planning and access requirements to protect interchange operating conditions;

D Implementation of local street network to protect arterial level of service conditions; and

E Coordination with Florida Department of Transportation and Florida's Turnpike Enterprise regarding the timing of roadway improvements

Policy TRA 2.2.16 Mitigation of Traffic Impacts on Redevelopment and Infill Projects

Seminole County shall adopt performance frameworks in its Land Development Code to guide infill development and redevelopment projects in the mitigation of traffic and other impacts on adjacent residential areas. In part, the performance

frameworks shall ensure reduction of traffic impacts by ensuring the availability of multiple modes of mobility.

Policy TRA 2.2.16.1 Requirements for Mitigating Traffic Impacts

The County performance frameworks shall require site plan layout/phasing that supports reduced travel demand, shortened trip lengths, higher internal capture, and balanced trip demand.

Policy TRA 2.2.16.2 Discourage Speeding and Cut-Through Automobile Traffic

The County's performance frameworks shall require infill and redevelopment projects to be designed to discourage speeding and cut-through automobile traffic onto adjacent residential streets. This shall be accomplished through appropriate methods, such as gateway treatments, roundabouts, reduced roadway width and turn radii, or other treatments as identified by the County. Pedestrian and bicycle connections between infill and redevelopment projects and adjacent neighborhoods may be encouraged along major transit corridors where transit stops serve the adjacent neighborhoods, in order to create safe and convenient pedestrian and bicycle access to transit.

Policy TRA 2.2.16.3 Discourage Arterial Automobile Traffic on Local Streets

The County's performance frameworks shall require infill and redevelopment projects to discourage arterial automobile traffic on local streets in residential neighborhoods through planning that emphasizes access to multiple modes of travel, and directs automobile traffic toward arterial and collector roads and away from local streets.

Policy TRA 2.2.16.4 Coordinate Project Design with Transit, Bicycle, and Pedestrian Systems

To encourage the use of transit in redevelopment areas, Seminole County shall require site and building design for infill and redevelopment projects within the transit service area to be coordinated with public transit, bicycle, and pedestrian systems. Requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, bus pull-offs, transfer centers, shelters, pedestrian and bicycle connections to allow neighborhood access to nearby transit stops and shelters via dedicated paths rather than limiting such access to vehicular rights-of-way only, and bicycle facilities. Further guidance is provided in the Future Land Use Element.

Policy TRA 2.2.17 Increase Local Street Connectivity for Redevelopment Projects

In order to reduce the traffic impacts caused by infill and redevelopment projects on existing collector and/or arterial roadways within mixed development centers and major transit development/redevelopment corridors, the County shall require all infill and redevelopment projects to improve local street connectivity by creating new local streets, where feasible.

Policy TRA 2.2.17.1 Encourage Travel between Neighborhoods

The County shall ensure that existing and new developments are connected by local roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system.

Policy TRA 2.2.17.2 Preserve or Restore Roadway Connections

The County shall preserve existing roadway connections and restore connections that previously were severed, where appropriate.

Policy TRA 2.2.17.3 Stubouts to Adjacent Parcels

The County shall ensure that streets, pedestrian ways and bicycle ways in redevelopment areas are designed with stubouts to connect to abutting undeveloped lands and/or land with redevelopment potential. Provisions for future connections shall be provided in all directions whether the streets are public or private, except where land is undevelopable.

Policy TRA 2.2.17.4 Align Roadways to Connect to Stubouts

The County shall ensure that new development and redevelopment projects align their roadways, pedestrian ways and bicycle ways to connect with the stubouts provided by adjacent developments. Where a transit stop exists, particular care shall be exercised to ensure that pedestrian ways and bicycle ways connect with the stubouts to enable the creation of connections to transit.

OBJECTIVE TRA 2.3 SAFE, EFFICIENT AND LIVABLE TRANSPORTATION SYSTEM

The County shall continue to enforce policies, performance frameworks and regulations as one means of providing for a safe, efficient and livable transportation system that provides convenient intermodal connections among automobile and more energy efficient transportation modes within development corridors and mixed use centers through implementation of the following policies.

Policy TRA 2.3.1 Rely on Existing Ordinances

The County shall continue to rely on Chapter 1 of the Engineering Manual (Transportation Standards) and other appropriate chapters of the Land Development Code of Seminole County and other related laws, rules, ordinances and resolutions to provide for a safe, convenient and efficient transportation system.

Policy TRA 2.3.2 Update Ordinances

The County shall review and, as deemed necessary, amend the Land Development Code and other related ordinances to ensure compliance with changes to State law and the text of the Comprehensive Plan.

Policy TRA 2.3.2.1 Evaluate Land Development Code for Pedestrian and Bicycle Design

The County shall annually evaluate the Land Development Code requirements, guidelines and incentives that encourage the design of well-connected pedestrian and bicycle facilities and circulation systems that promote walking and biking and encourage the use of alternatives to the single-occupant vehicle as a mode of transportation.

Policy TRA 2.3.2.2 Evaluate Regulations and Policies for Multimodal Design Standards

The County shall annually evaluate Land Development Code requirements, guidelines, and incentives and County investment policies and incentives to implement integrated, multimodal transportation/ development/ redevelopment corridor design standards ("Complete Streets") for transportation improvements throughout the Dense Urban Land Area/Transportation Concurrency Exception Area.

Policy TRA 2.3.2.3 Include Regulations for High Technology Development

The County shall update the Land Development Code when needed to stay current with guidelines, and incentives that provide for high-technology ("smart building") upgrades for telecommunications, energy efficiency, Leadership in Energy and Environmental Design (LEED), Green Design and other emerging innovative features.

Policy TRA 2.3.3 Transit Planning Considerations

In its transit planning activities, including the funding of existing services, the addition or removal of services, and the development of new systems the County and its transit service providers shall consider:

A Existing and proposed major trip generators and attractors;

B Coordination with the SunRail commuter rail service;

~~**C** Triggers that show the need for changes in service, per ***Policies TRA 2.1.1.1 Northwest Transportation Strategy Area – Need Indicators*** through ***TRA 2.1.1.4 Southeast Transportation Strategy Area – Need Indicators***;~~

~~**D**~~**C** Service improvements to attract riders;

~~**E**~~ **D** Accommodation of the special needs of the service population;

~~**F**~~ **E** The provision of safe and convenient transit stops, transit shelters, mass transit terminals, transfer stations and other facilities;

~~**G**~~ **F** The financial feasibility, costs and benefits of potential transit service options; and

~~**H**~~ **G** The overall improvement in the intermodal transportation system.

Policy TRA 2.3.3.1 Evaluate Transit Service Options and Mobility Strategies

The County shall continue to evaluate and, as deemed necessary, fund and implement additional mass transit, paratransit and transportation demand management strategies and programs which support the Future Land Use Element, improve the Mobility Strategy for the Dense Urban Land Area/Transportation Concurrency Exception Area, address the special needs of the service population, and increase the efficiency of transit services. Such strategies and programs may include Micro-Transit services provided by the County, improved services at rail stations, carpools/vanpools, Park-and-Ride, Dial-a-Ride, parking management, express bus services, transfer stations, and increasing frequency of bus service. The County shall continue to evaluate and, as deemed necessary, modify its policies, standards, and regulations to promote increased usage of taxi, limousine, and other "for hire" paratransit services~~.~~ , such as Lyft and Uber services.

Policy TRA 2.3.3.2 Monitor Transit Services

The County shall monitor the provision of transit services within the County and, as deemed necessary, actively pursue improvements that increase the safety, efficiency, and livability of transit services.

A The County shall monitor the marketing and public information programs and internal management of local transit providers and, as deemed necessary, actively pursue improvements in these programs to increase the efficiency of transit services.

B The County shall encourage local transit providers to coordinate and provide adequate mass transit and paratransit services for the transportation disadvantaged in compliance with federal and State requirements.

C The County shall continue to support efforts of local transit providers to provide bicycle racks on all transit vehicles.

D The County shall encourage local transit providers to evaluate the provision of service to the Orlando Sanford International Airport.

E The County shall support efforts by LYNX to operate a possible bus rapid transit line on State Road 436.

F The County shall support efforts by LYNX and FDOT to offer NeighborLink service in areas not now served, such as the Red Bug Lake Road area, in order to create a more "transit ready"' mobility system.

G The County shall continue to support the efforts of LYNX to improve air quality by converting its fleet to biodiesel, ~~and~~ compressed natural gas, and electric vehicles.

Policy TRA 2.3.4 Evaluate Desirability of Transportation Management Associations

The County shall continue to evaluate the desirability of requiring the establishment of private/semi-private transportation management associations within mixed use centers and other concentrations of major trip generators and attractors to sponsor worker van pools, car pools and other transportation management programs.

Policy TRA 2.3.5 Require Construction to County Standards

The County shall require that all new or improved transportation facilities be constructed to County standards and shall review, on a time to time basis, and amend, as deemed necessary, construction inspection practices. The County requires transportation facilities be brought up to standard prior to development of unincorporated lands.

Policy TRA 2.3.6 Require Context-Sensitive Design

The County shall require that all new or improved roadways be designed and constructed in manner that is supportive and reflective of adjacent land uses and development patterns. In accordance with the Future Land Use Element, the County shall adopt performance frameworks that address the entire right of way and enable creation of "Complete Streets"' in all areas where feasible. Low Impact Development (LID) principles and BMPs shall be used in the creation of "Complete Streets".

Policy TRA 2.3.7 Enforce Performance Frameworks

The visual and functional characteristics of streets are important in the creation of the community. The performance frameworks include:

A Streets should be recognized as public open space.

B Streets should accommodate a mix of travel modes including vehicles, bicycles, transit and pedestrians per the Complete Streets principles.

C Streets should be examined holistically, considering the pavement, curbing, bikeways, pedestrian ways, lighting signs, front yard setback areas and building facades.

Policy TRA 2.3.8 Require Multimodal Facilities

The County shall require the construction of sidewalks on both sides of new and improved County urban arterials and collectors and all transit routes, and on at least one side of new and improved County local urban roads unless deemed unsafe. Bicycle trails linking new or redeveloped projects to transit stops on major transit corridors shall be incorporated into the planning for the projects. Bicycle lanes may be incorporated into new or improved road projects unless deemed unnecessary or unsafe. In coordination with LYNX, the County shall require the inclusion of transit stops or transit shelters during the redevelopment of parcels on current or future transit corridors.

Policy TRA 2.3.9 Energy Conservation Features along County Roads

The County shall promote the use of energy conservation features, such as greenways and treed roadway corridors, to absorb portions of greenhouse gases through native tree planting, landscaping, and other programs and techniques within development corridors and mixed use centers. This shall also include protection of existing canopy roadways such as General Hutchison Parkway and those roadways located within the East Seminole County Scenic Corridor Overlay District.

Policy TRA 2.3.10 Safety Considerations for New or Expanded Roadways

For new or expanded roadways, the County shall utilize Complete Streets principles to enhance safe operating conditions on the roadways for both motorized and non-motorized roadway users.

Policy TRA 2.3.11 On-Street Parking in Retail Districts

Within retail districts adjacent to designated development corridors and within mixed use centers, the County shall encourage the inclusion of on-street parking except where deemed unsafe or unnecessary in accordance with Complete Streets principles.

Policy TRA 2.3.12 Consideration of Intermodal Connections in Transportation Improvements

In the planning, design and construction of transportation improvements, the County shall consider the safety and efficiency of features at intermodal connections, such as: bus stops, bus shelters, signage, pedestrian and bicycle access, handicapped access and park-and-ride lots. ***Exhibit TRA: Greenways and Trails Linkages*** **and** ***Exhibit TRA: 2025 Multimodal Transportation*** map exhibits display potential points where proposed park and ride lots connect to conceptual neighborhood transit circulators, express buses, or major roadways and potential connections between transit and trails.

Policy TRA 2.3.13 Dedication of Access Rights

The County shall continue to require parcels adjacent to collector or arterial streets to dedicate all access rights to the County when lawful access has been granted to the property owners.

Policy TRA 2.3.14 On-Site Traffic Flow

The County shall continue to establish and enforce policies, performance frameworks and regulations that provide safe and convenient on-site mobility, considering site access, pedestrian and bicyclist circulation, car traffic circulation, and parking for both motorized and non-motorized vehicles.

Policy TRA 2.3.15 Access Management

The County shall continue to establish and enforce policies, performance frameworks, and regulations for the management of access points and connections to the County Road System to include, but not be limited to, provisions for the location, design, and frequency of access points and connections. Implementation of the State Access Management Program and the control of access connections to the State highway system consistent with Chapter 14-96 and 14-97, Florida Administrative Code and the Florida Department of Transportation Access Management Rule will be coordinated with the Florida Department of Transportation through the County's access permitting process.

Policy TRA 2.3.16 Park Access and Accessibility

The County shall ensure access to parks and accessibility within parks:

A The County shall ensure, through the Land Development Code, adequate vehicular, pedestrian, and bicycle access provided to on-site and adjacent park sites during the development of planned developments, mixed use developments, and residential developments, and shall ensure pedestrian and bicycle access to County parks located in cities wherever possible.

B The County shall coordinate with all appropriate transportation providers to evaluate and expand, if necessary, transportation routes to parks and recreational facilities to provide access for special groups including the handicapped, lower income residents, senior citizens and the general public.

C The County shall continue to require sidewalk connectors to public park sites and additional pavement width to be installed with new development and the expansion of public roadways.

Policy TRA 2.3.17 Bicycle and Recreational Trail Planning and Coordination

The County shall continue to fund and construct a countywide network of pedestrian, bicycle, recreational, and equestrian trails. The County shall continue to coordinate with the Metropolitan Planning Organization, Florida Department of Transportation, municipalities and other appropriate agencies to study and implement options for coordinated provision of a bike/trail network.

Policy TRA 2.3.18 Require Multimodal School Access

In coordination with the Seminole County School Board, the neighborhood associations, and affected developers, and consistent with the provisions of the 2007 Interlocal Agreement with the School Board, as amended in 2008, and approved by State agencies, the County shall coordinate with School Board, throughout the County’s Development Review process, the provision of sidewalks and bicycle paths for all roadways within two miles of each elementary, middle, and high school for all new, improved and existing roadways in the urban area.

Policy TRA 2.3.19 Identifying Airport Transportation Needs

The County shall assist the Sanford Airport Authority in identifying transportation improvements and funding sources needed for the expansion of the Airport in order to correct existing access problems and to provide efficient and safe access to the Airport.

Policy TRA 2.3.20 Livable Transportation and Mobility System

To ensure the implementation of a livable transportation and mobility system, the County will strive to provide its residents and business community multiple travel choices and the ability to move from one mode of travel to another with ease, such as an express bus or local transit circulator from a SunRail station and/or park and ride lot to reach one's destination in a timely fashion. A livable, multimodal transportation system is depicted in ***Exhibit TRA: 2025 Multimodal Transportation*** map exhibit and will be used by the County to conceptually plan for future transportation needs.

Policy TRA 2.3.21 Florida Strategic Intermodal System

To protect the interregional and intrastate functions of the Florida Strategic Intermodal System (SIS), the County will continue to:

A Provide alternatives to SIS for local travel: complete and maintain parallel arterial or collector roads, encourage connections among non-SIS roads;

B Coordinate the implementation of the Mobility Strategy for Seminole County's Dense Urban Land Area/Transportation Concurrency Exception Area with the Florida Department of Transportation;

C Support the Florida Department of Transportation's efforts to enhance operating conditions for SIS facilities through multimodal transportation improvements; and

D Implement supporting land use and economic development policies that further the SIS goals of safety, preservation, mobility, economic development and community/ environment.

OBJECTIVE TRA 2.4 NEIGHBORHOOD ENHANCEMENT AND PRESERVATION

The County shall develop and maintain an effective, convenient and economically feasible multimodal transportation system in its neighborhoods that provides local accessibility for travelers of all modes, favors pedestrian and bicycle mobility over automobile use, provides access to neighborhood developments and attractors, and that preserves and strengthens the residential quality of life. The County shall also establish and enforce land use, performance and transportation policies, frameworks and regulations applicable within neighborhoods to coordinate the transportation system with the residential and residential-supportive land uses shown on the Future Land Use map exhibit and that promote the mixing of uses on a neighborhood scale.

Policy TRA 2.4.1 Consistency with Future Land Use Element

In terms of all development proposals, the County shall ensure a linkage between the Future Land Use Element and the Transportation Element and all land development activities shall be consistent with the adopted Future Land Use Element.

Policy TRA 2.4.2 Promote Neighborhood Scale Retail, Office, and Services

To reduce trip lengths and greenhouse gas emissions, reduce the demand for automobile travel, and discourage urban sprawl, the County shall continue to allow the conversion of residential units within the Medium Density Residential (MDR) land use designation to residential professional offices at neighborhood scale, continue to allow small scale neighborhood commercial comprehensive plan amendments on lands designated for residential land use as permitted by ***Policy FLU 5.4.3 Neighborhood Commercial Uses***, continue to allow conversion of

existing residential structures to office and restricted neighborhood commercial uses as allowed by ***Policy FLU 5.4.5 Conversion of Residential Structures***, and continue to allow properties with Commercial land use designation to develop as mixed use developments in compliance with the performance framework contained in the Land Development Code to ensure compatibility, as required by ***Policy FLU 4.2.3 Mixed Commercial/Residential Use Development***. These policies provide increased opportunities to reduce vehicle miles traveled, in order to reduce greenhouse gases, and also allow for a mixture of land uses that enable use of alternative forms of mobility.

Policy TRA 2.4.3 Promote Infill Development

To make the most efficient use of the existing transportation network, encourage multimodal transportation and reduce greenhouse gas emissions within existing urban areas, and to discourage urban sprawl, the County shall enforce policies, performance frameworks and regulations that promote the redevelopment of neighborhoods and neighborhood scale nonresidential development consistent with the Future Land Use Element.

Policy TRA 2.4.4 Transportation/Land Development Coordination

To provide adequate accessibility to land use activities and to preserve the mobility function of major roadways and to discourage urban sprawl, the County shall continue to adopt and enforce policies, standards, and regulations which relate the design and function of the roadway to the type, size, and location of the land uses which they serve.

Policy TRA 2.4.5 Transportation/Affordable Housing Coordination

The County shall continue to establish policies, standards, and regulations that promote affordable housing in close proximity to employment opportunities and transit services.

Policy TRA 2.4.6 Require Multimodal Facilities in Site Planning and Design

Through the policies, standards and regulations in the Land Development Code, the County shall require the construction of desirable multimodal features in site planning and design for nonresidential development within neighborhoods. Such features may include, but not be limited to:

A Parking requirements (including shared parking and parking ratio maximums);

B Parking management;

C Pedestrian/bicycle/transit facilities;

D Pedestrian/bicycle/trail/transit access (including sidewalk and bicycle path connections to adjacent parcels);

E Taxi stands;

F Lot sizes;

G Land use intensities;

H Mixed-uses;

I Internal circulation; and

J Carpools/vanpools.

Policy TRA 2.4.7 Joint Use of Public Lands, Facilities

In the planning, siting and design of transportation system facilities, the County shall take into consideration the potential benefits and/or cost savings that may accrue from joint use of the site with other existing or planned public facilities or multi-use of the facilities.

OBJECTIVE TRA 2.5 NEIGHBORHOOD CUT-THROUGH TRAFFIC

The County shall establish a coordinated set of policies, standards and regulations designed to discourage neighborhood automobile cut-through traffic in new and existing residential subdivisions through the implementation of the following policies.

Policy TRA 2.5.1 Interconnecting System of Internal Streets

The County shall enforce all policies, performance framework and regulations for the inclusion of convenient pedestrian, bicycle and vehicular linkages between abutting residential areas, transit stops, rail stations, parks, schools, libraries, and shopping.

Policy TRA 2.5.2 Discourage Through Traffic

The County shall endeavor to ensure that vehicular connections between subdivisions are designed to serve local residents and preclude automobile through traffic.

Policy TRA 2.5.3 Review of Development Applications

As part of the review of development applications, the County shall evaluate the potential impacts of the proposed development on surrounding residential neighborhoods (particularly cut-through automobile traffic impacts) and, as may be required, conditions for approval which will mitigate the potential impacts of the proposed development on surrounding neighborhoods.

Policy TRA 2.5.4 Review Regulations

The County shall continue to evaluate and, as deemed necessary, revise its transportation and land use policies, performance frameworks and regulations so as to continue to discourage neighborhood cut-through traffic.

Policy TRA 2.5.5 Consideration of Techniques to Reduce Traffic Impacts

In the planning, design and construction of transportation improvements, the County shall take into consideration design and operational techniques to mitigate adverse impacts on established neighborhoods and planned residential areas.

Policy TRA 2.5.6 Discourage Direct Access

The County in partnership with other public and private entities shall continue to discourage the creation of individual lots and parcels that require direct access and connections to any county roadway with the exception of residential subdivision streets.

Policy TRA 2.5.7 Prohibit Direct Access

The County shall continue to prohibit the creation of any individual lots within a residential subdivision that have direct access to any county roadway with the exception of residential subdivision streets.

Policy TRA 2.5.8 Approval of Developments Utilizing Backlogged and Constrained Facilities

For State and County roadway facilities designated as constrained facilities outside of the Transportation Concurrency Exception Area, Seminole County shall not approve development that results in either a 5% increase in peak hour traffic volume or a 10% decrease in average peak hour travel speed over the designated service threshold.

A For facilities with Existing Acceptable Operating Conditions, the designated threshold is the appropriate minimum acceptable level of service standard.

B For facilities with Existing Substandard Operating Conditions, the designated threshold is existing operating conditions.

This policy does not apply to County policy constrained roads to which two or more lanes can be added without exceeding the constrained number of lanes.

Policy TRA 2.5.9 Access Control to Protect Residential Uses

The County shall require that access to properties fronting on more than one roadway shall be designed to minimize impact to adjacent residential areas. Access should be permitted on adjacent collector or arterial roadways and not on the adjacent local or residential streets. However, where improved traffic control can be achieved with minimum impact to adjacent residential neighborhoods, access may be considered on a local or residential street.

GOAL TRA 3 COUNTYWIDE

The County shall develop and maintain an effective, convenient, and economically feasible multimodal transportation system throughout the County that is financially feasible, in cooperation with local and regional mobility planning agencies and groups and is compatible with protection of environmentally significant areas.

OBJECTIVE TRA 3.1 PROTECTION OF RIGHTS-OF-WAY

The County shall establish policies, performance frameworks and regulations as one means of providing for the acquisition, reservation and protection of existing and future transportation rights-of-way throughout the County through the implementation of the following policies.

Policy TRA 3.1.1 Rights-of-Way and Building Setback Policies, Regulations

The County shall continue to adopt and enforce policies, standards and regulations which specify the County's right-of-way and building setback standards based on generally accepted planning principles adopted by the County and the needs identified in the County's long range transportation plans.

Policy TRA 3.1.2 Dedication of Rights-of-Way

The County shall continue to require, as set forth in the Land Development Code and as authorized by law, the dedication of rights-of-way and appropriate building setbacks as conditions of approval for all development proposals and subdivision plats.

Policy TRA 3.1.3 Evaluation of Rights-of-Way and Building Setback Policies, Regulations

The County shall continue to review and, as deemed necessary, revise its right-of-way and building setback policies, standards and regulations to include new or additional provisions for the acquisition, reservation and protection of mass transit rights-of-way and designated rail/mass transit corridors.

Policy TRA 3.1.4 Designation of Future Enhanced Transit Corridors

The County shall designate the Interstate 4, CSX, and State Road 436 corridors as future enhanced high capacity mass transit corridors. ***Exhibit TRA: Future Enhanced Transit Corridor*** depicts this area.

Policy TRA 3.1.5 Identification of Future Enhanced Transit Corridors

The County shall continue to evaluate deed reservations, rail rights-of-way, major utility corridors and undeveloped platted road rights-of-way for potential use as future multi-use corridors and make a determination of consistency of these corridors with other elements of the Plan.

Policy TRA 3.1.6 Designation of Future Rail/Enhanced Mass Transit Corridors

No new or additional rail/enhanced high capacity mass transit corridors shall be designated, designed, engineered or improved within Seminole County without the express consent and approval of the Board of County Commissioners.

Policy TRA 3.1.7 Review of Development Proposals

The County shall continue to review all proposals for new or expanded land development activities for consistency with future transportation improvements in order to address rights-of-way (existing and future) and the viability of the property in the post road construction state.

Policy TRA 3.1.8 Review Requests to Vacate or Abandon Rights-of-Way

The County shall continue to review all requests to vacate or abandon rights-of-way for consistency with the Plan and future transportation improvement needs.

Policy TRA 3.1.9 Rail Sidings

The County shall review all plans to eliminate freight sidings and, at a minimum, estimate the public economic cost and benefit from the loss of industrial infrastructure.

Policy TRA 3.1.10 Utility of Railroad Spurs and Sidings

The County shall recommend that the Orlando Sanford Airport Authority consider, in updates of the Orlando Sanford International Airport Master Plan, the potential utility of the Airport's existing railroad siding and spurs.

Policy TRA 3.1.11 Evaluate Rail Rights-of-Way, Utility Corridors, Etc.

The County shall continue to evaluate rail rights-of-way, major utility corridors, Murphy Deed reservations, and undeveloped platted road rights-of-way for potential use as future transportation corridors and, as deemed necessary, establish rights-of-way standards and building setback requirements which will enhance their use as future multi-use corridors.

Policy TRA 3.1.12 Coordinate Transportation/Other Public Facilities

As part of the process for the acquisition or development of land for public uses, such as, parks, open space, environmental protection, or other public purpose, the County shall evaluate the impacts of the proposed project on the future transportation system and the potential for the development of future transportation corridors as a joint use.

OBJECTIVE TRA 3.2 COORDINATION WITH NATURAL RESOURCES, ENVIRONMENTAL QUALITY

The County shall continue to implement policies, performance frameworks, and regulations as one means of coordinating the future development of the multimodal transportation system with the County's desire to conserve natural resources, protect the East Rural Area, maintain the quality of the environment and to improve the aesthetic and sensory quality of the urban community through the implementation of the following policies.

Policy TRA 3.2.1 Consideration of Techniques to Protect Natural Resources, Environmental Quality

In the planning, design, and construction of multimodal transportation improvements, the County shall take into consideration:

A Design techniques, including LID principles and BMP's, to mitigate adverse impacts on natural resources, the quality of the environment, and surrounding development;

B Design and operational techniques which complement adjacent development, preserve existing tree canopy to enable absorption of carbon dioxide and provide shade for pedestrians, and enhance the aesthetic and sensory quality of the transportation corridor; and

C Operational techniques to minimize fuel consumption, conserve energy, and reduce greenhouse gas emissions through increased transit use, ridesharing, walking, and bicycling.

Policy TRA 3.2.2 Prohibit Use of Roadway Improvements as Sole Justification for Land Use Amendments

The County shall prohibit the use of new or expanded roadway facilities as the sole justification for amendments to the Future Land Use Element where new or expanded development will adversely impact resource/environmentally sensitive areas or neighborhoods or will otherwise be deemed to adversely affect the problem.

Policy TRA 3.2.3 Consideration of Multi-Use in Acquisition of Land

In the planning and design of transportation improvements, the County shall take into consideration the acquisition of land for other public purposes as a joint use in order to provide buffers for the control of access to new or expanded transportation facilities and to make them more compatible with the surrounding environment.

Policy TRA 3.2.4 Enforcement of Environmental Regulations

In the planning, design, and construction of new transportation facilities, the County shall continue to enforce policies, standards, and regulations which provide for the protection of wetland areas by requiring documented evidence of an overriding public interest and appropriate mitigation of any unavoidable disturbance of the wetland areas as required by other environmental agencies.

Policy TRA 3.2.5 Aesthetics and Visual Appearance of Transportation Facilities

The County shall promote the aesthetic and visual enhancement of roadways through the programs and standards contained in the Future Land Use Element.

Policy TRA 3.2.6 Evaluate Transportation Systems Management Activities

The County shall evaluate and, as deemed necessary, support transportation systems management activities that reduce travel demands or increase the use of alternative modes of transportation in order to conserve energy, reduce noise, water and air pollution, greenhouse gas emissions, and discourage urban sprawl.

Policy TRA 3.2.7 Support Quality of Environment

The County shall continue to consider mass transit, paratransit, and transportation demand management activities as one means of supporting the County's goals, objectives, and policies to conserve natural resources, maintain the quality of the environment, reduce greenhouse gas emissions, improve the aesthetic and sensory quality of the urban community, and discourage urban sprawl.

Policy TRA 3.2.8 Conservation Compliance

The County shall maintain close coordination with the Sanford Airport Authority during the expansion of existing or new facility siting improvements and shall endeavor to ensure compliance with the Conservation Element and conservation and natural resource laws, rules and regulations and to ensure protection and conservation of natural resources within the Airport.

Policy TRA 3.2.9 Conservation Information

The County shall provide the most current information available on wetland boundaries, floodplains, threatened or endangered species and other environmentally regulated areas and transmit them to the Sanford Airport Authority and rail companies as necessary.

OBJECTIVE TRA 3.3 FINANCING AND PROGRAMMING TRANSPORTATION IMPROVEMENTS

The County shall provide a financially feasible program for funding transportation improvements necessary to support the growth forecasts and redevelopment efforts, goals, objectives, and policies of the Future Land Use Element and as one means of providing for a safe, convenient, and efficient transportation system through implementation of the following policies.

Policy TRA 3.3.1 Adopt Capital Improvements Program

The County shall continue to maintain a Capital Improvements Program (CIP) that shall be updated annually. The CIP shall list planned improvements for all vehicular, transit, pedestrian, and bicycle modes and their interconnections. At the time of update of the CIP, the County shall also update the Capital Improvements Element of the Seminole County Comprehensive Plan, which shall identify necessary improvements for the intermodal transportation system.

Policy TRA 3.3.2 Programming of Transportation Improvements

The County shall plan, program, and implement transportation improvements based on the costs and benefits of individual projects as they relate to improving the overall performance of the transportation system and in coordination with the land development program reflected in the Future Land Use Element. The County shall consider existing and projected mobility strategies, mobility system capacity deficiencies, safety deficiencies, physical and policy constraints, required right-of-way needs, design deficiencies, and system continuity considerations in the prioritization of transportation improvements.

Policy TRA 3.3.3 Funding of Transportation Improvements

The County shall continue to fund transportation improvement costs and operation and maintenance costs of the County Mobility Road System, including roadways, transit, and bicycle and pedestrian facilities through available sources of revenue, such as:

A State and federal funds;

B Constitutional gas tax;

C Countywide road and bridge ad valorem tax;

D Local option fuel~~gas~~ tax;

E Local option sales tax;

F Special assessment districts;

G Developer Fair-Share contributions; and

H Impact fees.

Policy TRA 3.3.4 Use of Transportation Plans as Basis for Funding Improvements

The County shall use its transportation plans at the regional and State levels as the basis for securing federal and State funds for improvements to the major mobility system.

Policy TRA 3.3.5 Pursue Alternate Forms of Funding

The County shall pursue funding outside the normal funding process for transportation projects that are needed by Seminole County residents but are not listed in either the financially feasible transportation plans or in the 5-year work programs at the regional and State levels.

The County will pursue additional and alternative funding, as appropriate, for Multimodal Transportation System improvements to roadways, Micro-transit and mass transit services indicated in ***Exhibit TRA: Roadway Number of Lanes 2025*** and ***Exhibit TRA: Transit Service 2025***. A list of high priority transportation projects not included in the MetroPlan Orlando Financially Feasible Plan 2025 Revised can be found at ***Exhibit TRA: Needed Unfunded Transportation Improvements***.

Policy TRA 3.3.6 Promote Increased Funding Support

The County shall support legislative initiatives to increase existing funding and provide new State funding sources for the County road system, the State highway system within the County, the city street system, transit capital and operations, pedestrian and bicycle facilities, and other transportation facilities and services of regional significance such as SR 417. The County shall request the Legislature to support legislative initiatives to establish dedicated sources of revenue for the provision of transit services without a requirement for a local referendum.

Policy TRA 3.3.7 Evaluate Local Funding Options

The County shall continue to evaluate and, as deemed necessary, establish new or alternative assessments, fees or charges for the improvement, operation, and maintenance of the major road system and for the provision of mass transit, paratransit, transportation demand management, and/or pedestrian and bicycle services, facilities, and equipment.

Policy TRA 3.3.8 Mitigation of Transportation Impacts Generated by New or Expanded Land Development Activities

The County shall continue to require new or expanded land development activities to be responsible for the costs of transportation improvement needs generated by new growth and development.

Policy TRA 3.3.9 Update Impact Fee Program

As required, the County shall evaluate the need to update its Impact Fee Program to ensure that it is responsive to the transportation needs generated by new growth and development. The County shall ensure that transit service and Orlando Sanford International Airport and rail facility expansion plans are adequately reflected in Road Impact Fee Program Updates.

Policy TRA 3.3.10 Mitigation of Site Related Transportation Impacts

In addition to the payment of Impact Fee Assessments, the County shall continue to require new or expanded land development activities to provide transportation improvements for: (1) safe and convenient on-site traffic circulation; and (2) safe and adequate access to the major mobility system when such land development

activities cause, in whole or part, the need for new improvements or the earlier completion of the improvement.

Policy TRA 3.3.11 Support Private Initiatives

The County shall support private initiatives for the implementation of transportation improvements that are consistent with the Plan.

Policy TRA 3.3.12 Coordinated Capital Plans with Airport Authority and Rail Companies

The County shall coordinate with the Sanford Airport Authority and rail companies during annual Capital Improvements Element updates to ensure participation in the County roads and utilities programs.

Policy TRA 3.3.13 Consideration of Economic Vitality and Environmental Quality

In its planning activities, the County shall consider the role that the multimodal transportation system plays in maintaining the economic vitality and environmental quality of the County.

Policy TRA 3.3.14 Public Participation

The County shall continue to require public notice of and public meetings on the planning and design of transportation improvements as required by law or as established by policy of the Board of County Commissioners.

Policy TRA 3.3.15 Consideration of Transportation Systems Management Activities

In order to make more efficient use of the existing transportation infrastructure and available financial resources, the County shall continue to consider and implement transportation systems management activities which discourage urban sprawl, reduce travel time, increase capacity at a relatively low cost, and increase the use of alternative modes of transportation.

Policy TRA 3.3.16 Adopted Future Transportation System Map Series

The County adopts the Future Transportation System Map Series as depicted in the Exhibits.

Policy TRA 3.3.17 Transportation Element Exhibit

The County acknowledges that the policies and exhibits included in this Element are based on the transportation analysis documented in the Transportation Element Exhibit.

Policy TRA 3.3.18 Demonstration of Financial Feasibility

The County shall demonstrate a financially feasible Transportation Element that supports the proposed Future Land Use designations and is coordinated with the Capital Improvements Element of the Plan. The County's Five-Year Capital Improvement Program addresses mobility improvement needs identified in the transportation analysis included in the Exhibit. For constrained roadway segments identified as deficient, the County shall employ policies included in this Element to maintain safe mobility system operating conditions.

OBJECTIVE TRA 3.4 INTERGOVERNMENTAL COORDINATION

The County shall coordinate its transportation plans and programs with the plans and programs of appropriate federal, State, regional and local agencies and authorities as one means of providing for a safe, convenient, and efficient transportation system.

Policy TRA 3.4.1 Coordination of Plans and Programs

Through its transportation planning program, comprehensive planning program, representation on boards and committees, and through other activities, the County shall continue to coordinate its transportation plans and programs with those of:

A Florida Department of Transportation;

B East Central Florida Regional Planning Council;

C METROPLAN Orlando;

D Central Florida Regional Transportation Authority (aka LYNX);

E SunRail;

F Other transit providers;

G Transportation authorities;

H Orlando Sanford International Airport;

I Other counties and municipalities; and

J With any other plans or programs prepared pursuant to Chapter 380, Florida Statutes.

In addition, the County shall coordinate airport and rail expansion plans with the appropriate agencies and plans, including, but not limited to, the:

A Army Corps of Engineers;

B Federal Aviation Administration;

C METROPLAN Orlando;

D Military services;

E Approved Resource Management Plan;

F Department of Transportation 5-Year Transportation Plan;

G Adopted Continuing Florida Aviation System Planning Process; and

H All Joint Planning Agreements.

Policy TRA 3.4.2 Monitor and Update Data

In cooperation with federal, State, regional and local agencies, the County shall continue to monitor and, at least annually, update its information on land development activities and transportation system characteristics.

Policy TRA 3.4.3 Coordination with the Florida Department of Transportation

The County shall coordinate the development of the State Highway System with the planning, construction, maintenance, and permitting functions of the Florida Department of Transportation through the County programs and activities which parallel these Florida Department of Transportation functions.

Policy TRA 3.4.4 Mitigation of Impacts of Extra-Jurisdictional Traffic

The County shall coordinate with the Florida Department of Transportation, the Florida Department of Community Affairs, and appropriate local governments, on a program and schedule for mitigating the impacts of extra-jurisdictional traffic on the County and State road system.

Policy TRA 3.4.5 Efficient Use of International Airport Capacity

The County shall endeavor to ensure full utilization of the Orlando Sanford International Airport by requesting the East Central Florida Regional Planning Council (ECFRPC), the Federal Aviation Authority and the Florida Department of Transportation to include a policy in the Metropolitan Aviation Systems Plan and their appropriate agency plans that supports full utilization of the ECFRPC's existing Airport capacity when new capacity is planned.

Policy TRA 3.4.6 Active Participation

The County shall continue to actively participate on the technical advisory committees and the policy making boards such as those of the East Central Florida Regional Planning Council, METROPLAN Orlando, and Central Florida Regional Transportation Authority (aka LYNX) in order to represent the County's transportation policies, needs, and desires.

Policy TRA 3.4.7 Support Regional Transportation Planning

The County shall actively participate in transportation planning efforts for projects that are outside Seminole County when those projects impact the regional travel needs of Seminole County residents.

Policy TRA 3.4.8 Regional Approach for Provision of Mobility and Accessibility

The County shall continue to work with the Florida Department of Transportation, the Metropolitan Planning Organization, local governments and other public/private entities to identify, promote and construct transportation improvements of various modes and intermodal facilities that will:

A Increase the mobility options for the movement of people, freight and goods, and

B Enhance the accessibility of the County from the balance of the Central Florida Region and the urban/economic centers.

Policy TRA 3.4.9 Support Transit Programs of Other Agencies

The County shall continue to support and promote the adoption of policies and programs by federal, State and local agencies and transit service providers that ensure that the County receives its fair share of federal and State transit funds and that the County can contract for transit services at a fair and reasonable price.

Policy TRA 3.4.10 Support Establishment of Mechanisms to Enhance Intergovernmental Coordination

The County shall continue to support the establishment of coordinating committees, interlocal agreements, and other formal mechanisms to enhance intergovernmental coordination efforts through continued participation/representation of policy, technical and coordinating committees, related to by way of examples:

A Monitoring of land development activities and transportation system characteristics;

B Conducting transportation studies;

C Planning and programming transportation improvements;

D Evaluation of development impacts on transportation facilities;

E Protection of existing and future rights-of-way;

F Compatibility among adopted transportation standards; and

G Maintaining level of service standards on transportation facilities.

Policy TRA 3.4.11 Municipal Participation

The County shall promote and actively pursue the cooperation and participation of the several municipalities in funding their share of the cost for the delivery of transit services. The County shall continue to implement the Road Impact Fee Program on a Countywide basis.

Policy TRA 3.4.12 Multi-Jurisdictional Review

The County shall continue to support multi-jurisdictional participation in the development review and approval process of development projects through standing committees and boards, interlocal agreements, and other mechanisms.

Policy TRA 3.4.13 Encourage Coordination with Educational/Training Institutions

The County shall encourage local transit providers to coordinate with the Seminole County School Board, Seminole State College, University of Central Florida, and other educational and training institutions to provide efficient transit services to students and faculty and for educational activities. The County shall continue to coordinate with the School Board in providing safe access to existing and future school sites through the proper design of future roadway, pedestrian, and bicycle improvements and by requiring access control, and sidewalks for new developments.

Policy TRA 3.4.14 Encourage Public Agencies to Provide Transit Related Programs for Employees

The County shall encourage public agencies to provide transit, paratransit, and transportation demand management programs for employees.

Policy TRA 3.4.15 Economy Studies

The County shall include the Orlando Sanford International Airport facilities as economic factors when preparing an economic plan and when coordinating with the Economic Development Commission of Mid-Florida, the Private Industry Council, chambers of commerce, and other economic development agencies.

Policy TRA 3.4.16 Airport Economic Role

The County shall recommend that the Orlando Sanford International Airport include in its Master Plan an evaluation of the relative impact that different aviation activities may potentially have on the Airport's overall economic development.

Policy TRA 3.4.17 Tourism Potential of Airport

The County shall coordinate its tourism development program with the Orlando Sanford International Airport by promoting Airport facilities and capacity for tourist development activities.

Policy TRA 3.4.18 Provision of Socio-economic Data

The County shall assist the Sanford Airport Authority in attracting passenger and cargo service by providing the Airport Authority with copies of County socio-economic projections and economic/demographic data relevant to attracting Airport industries.

Policy TRA 3.4.19 Preservation of Rail Service

The County shall monitor the service plans of railroad companies servicing the County (Amtrak, CSX, and SunRail) to endeavor to ensure that passenger and freight service to Seminole County is maintained as required by the Florida Department of Transportation's Florida Rail System Plan.

Policy TRA 3.4.20 Florida Trail/Rails to Trails

The County shall coordinate with the Florida Trail Association, the Rails to Trails Conservancy, and other organizations involved in the acquisition and development of trail systems within Seminole County.

Policy TRA 3.4.21 State Road 13

The County shall continue to permit the use of the Old SR 13 property by the Florida Trail Association and shall encourage the expansion of the Flagler Trail within Seminole County.

Policy TRA 3.4.22 Adopted Standards

As the County's adopted standards for transportation facility planning and to adhere to the provisions of State law relating to same, it shall continue to utilize:

A Manual of Uniform Standards for Design, Construction and Maintenance for Streets and Highways ("The Green Book"),

B Manual of Uniform Traffic Control Devices,

C Seminole County Land Development Code,

D Seminole County Transportation Guidelines, and

E Florida Department of Transportation's, 1986 Standard Specifications for Road and Bridge Construction.

Policy TRA 3.4.23 Wekiva Parkway

The County shall continue to support and coordinate with the Florida Department of Transportation, and the Central Florida Expressway Authority regarding construction of the Wekiva Parkway within Seminole County, as authorized by Section 369.317(5), Florida Statutes. The County shall represent the interests of County residents to ensure that design and construction of the Parkway and related transportation improvements occur in a cost effective and environmentally sensitive manner that will:

A Avoid or minimize negative impacts from the Wekiva Parkway to existing neighborhoods, wildlife corridors, natural areas, existing vegetation, parks, trails, lakes, most effective recharge areas, karst features, sensitive natural habitats, and public lands; and

B As a part of representing the interests of County residents, Seminole County shall endeavor to ensure safe access to properties adjacent to the Wekiva Parkway through appropriate frontage roads or other measures integrated into the Parkway design to ensure safe and efficient traffic flow.

Policy TRA 3.4.24 Coordination on Regionally Significant Transportation Corridors.

The County shall coordinate with all appropriate local, regional, State, and federal agencies, particularly the municipalities in Seminole County, the Counties of Orange, Lake, and Volusia, Florida Department of Transportation, and the Central Florida Regional Transportation Authority (LYNX) regarding the location,

classification, planning, and construction of needed transportation system improvements within the County. The County shall fully evaluate newly proposed regionally significant transportation projects not identified in the Comprehensive Plan to ensure that they support the vision of the County with regard to mobility, land use, environmental protection, and other provisions of the Comprehensive Plan.

Policy TRA 3.4.25 Central Florida Commuter Rail (SunRail)

The County shall continue to support the Florida Department of Transportation in its implementation of the SunRail system in Seminole County along the rail corridor. This support shall occur through the implementation of transit-supportive policies in the Transportation and Future Land Use Elements as well as financial support for the operation of SunRail and the LYNX bus routes serving the stations.

Policy TRA 3.4.26 Development of Station Area Plans

Seminole County shall continue to coordinate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs in the development of transit-supportive land uses surrounding the SunRail stations. In addition, with the use of a grant from the US Department of Housing and Urban Development (HUD) administered by the East Central Florida Regional Planning Council, the County shall work with the East Altamonte neighborhood and the City of Sanford to develop plans for areas surrounding the Altamonte Springs and Sanford SunRail stations. These Station Area Plans will serve as the basis for potential amendments to the County Comprehensive Plan and Land Development Code, which will be coordinated with amendments to the City of Sanford Comprehensive Plan and Land Development Code. The Station Plans will address improved and safe access to the SunRail station from the surrounding areas to enable them to benefit from proximity to commuter rail, as well as identifying potential types of land uses desired around the stations (including mixed use development and employment based land uses), and may identify specific transportation and development implementation actions related to key parcels.

Policy TRA 3.4.26.1 Affordable and Workforce Housing

Seminole County shall coordinate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs to explore options for providing affordable and/or workforce housing options within walking distance of commuter rail station areas, considering inclusion of the findings of the HUD-financed Station Area Plans.

Policy TRA 3.4.26.2 Transportation Demand Management for Station Area Land Uses

For each of the Commuter Rail Station Areas, Seminole County shall evaluate with the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs the potential implementation of demand management strategies to increase transit use and reduce the vehicular impacts of new development. Findings of the HUD-financed studies shall be considered during this evaluation.

Policy TRA 3.4.26.3 Revisions to Comprehensive Plan and Land Development Code

Seminole County shall, upon completion of the HUD-financed Station Area Plans, and in conjunction with the City of Sanford, identify any needed amendments to the County and City Comprehensive Plans and Land Development Codes to accommodate the implementation of transit-supportive development around the station areas in accordance with Station Area Plans. Seminole County shall seek to coordinate these amendments where possible with those of the City of Sanford.

Policy TRA 3.4.26.4 Context Sensitive Street Design

Seminole County shall, in conjunction with the Florida Department of Transportation and the cities of Longwood, Lake Mary, Sanford, and Altamonte Springs, develop and implement context-sensitive street improvements within SunRail station areas that prioritize pedestrian movement and safety based on the Complete Streets principles.

Policy TRA 3.4.26.5 Coordination with Fixed Route Service

Seminole County shall continue to support the viability of the Central Florida Commuter Rail (SunRail) by supporting transit service improvements within the County that provide connections to SunRail. The County shall coordinate with the Central Florida Regional Transportation Authority (LYNX) and local governments with respect to this issue.

Policy TRA 3.4.26.6 Pedestrian and Bicycle Access to Station Areas

Seminole County shall Complete Streets principles the station areas.

Policy TRA 3.4.26.7 Support of Expanded Rail Transit Service

Seminole County shall support the Metropolitan Planning Organization (MetroPlan) in its study of the potential for expansion of any multimodal transportation alternatives that may be realized through exercising the Aloma Spur option to extend service to the Orlando Sanford International Airport and to areas beyond the Airport, consistent with the stated mobility goals of the County, to provide meaningful non-auto travel choices for County residents and workers.

SEMINOLE COUNTY
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PUBLIC SCHOOL FACILITIES ELEMENT INTRODUCTION

The Public Schools Facility Element includes objectives and policies to support the provision of public school facilities in a timely manner. The Board of County Commissioners does not have the authority to directly provide school facilities, but is required by State Law (Florida Statutes 163.3177, 163.31777, 1013.36, and 163.3180) to work with the Seminole County School Board to address the coordination of public school facility planning with land use planning and development approvals.

Legislation enacted by the 2005 Florida Legislature mandated a comprehensive approach to school planning by revising laws that govern both s~~S~~chool d~~D~~istricts and local government planning. ~~A 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency as Amended January 2008~~ Since that time, the County and School District have entered into interlocal agreements for public school facility planning and school concurrency in 2007, 2008, and 2021. These interlocals include ~~that included~~ procedures for coordinating land use planning, development approvals and school planning~~, was the first step in this process. The Interlocal Agreement, including~~ and the process for 'school concurrency' (coordination of planning to ensure school capacity availability as needed by new developments in accordance with State Law)~~. was adopted by t~~The Board of County Commissioners, City Commissions, and the Seminole County School Board ~~in 2007 and amended in January 2008~~ entered into the 2021 Interlocal Agreement for Public School Facility Planning and School Concurrency ("2021 School Interlocal Agreement"), effective December 9th 2024, which is the most recent agreement.

The ~~new~~ requirements of the 2005 Legislation also included adoption of a Public School Facilities Element containing a proportionate-share mitigation methodology and the following additional amendments:

A Adoption within the County's Capital Improvements Element of the Level of Service standards applicable countywide that establish maximum permitted school utilization rates relative to capacity;

B Adoption within the County's Capital Improvements Element of the financially feasible Public School Capital Facilities Program addressing school capacity improvements that is adopted as part of the Seminole County School Board's overall Capital Improvements Program;

C Amendments to the County's Implementation Element to include school concurrency in the Concurrency Management System; and

D Amendments to the County's Intergovernmental Coordination Element to revise objectives and policies that address the County's process of coordination with the School Board.

Exhibits illustrating the following were included in the Public School Facilities Element: locations of existing schools; locations of proposed capital improvements to existing school facilities (as identified in the Exhibit ***Proposed Public School Additions***), and existing ancillary plant facilities. No new ancillary plant facilities were~~are~~ planned. Locations of proposed new schools are included in the Exhibit. The Concurrency Service Area (CSA) boundary maps were included in the Exhibit.

PUBLIC SCHOOL FACILITIES GOALS, OBJECTIVES AND POLICIES

As a basic tenet of community life, it is the goal of Seminole County to contribute to and maintain a high quality public school environment and diverse education system.

OBJECTIVE PSF 1 LEVEL OF SERVICE STANDARDS AND SERVICE BOUNDARIES

The County shall coordinate with the School Board in the School Board's efforts to correct existing deficiencies and address future needs through implementation of adopted level of service standards and appropriate public school facility service area boundaries. The level of service standard is a countywide standard specified in the 2021~~2007~~ School Interlocal Agreement ~~for Public School Facility Planning and School Concurrency as Amended January 2008~~, wherein the following terms are used: ~~Permanent~~ FISH (Florida Inventory of School Houses), meaning data, inventory and numbering system used by the Florida Department of Education, Office of Educational Facilities for parcels of land, buildings and rooms in public educational facilities to include permanent and portable student stations ~~the permanent facilities within the inventory of land, buildings, and rooms in public educational facilities used by the Florida Department of Education, Office of Educational Facilities~~; and Level of Service (LOS) Standard, meaning a standard or condition established by the School District to measure utilization ~~of capacity~~ within a Concurrency Service Area (CSA). Current LOS within a CSA is determined by ~~dividing~~ the sum of the Fall Semester ~~full-time equivalent~~ Sstudent Ccount ~~(FTE) for the Fall Semester~~ at the same type of schools divided by the sum of the Program School ~~permanent FISH c~~Capacity of the same type of schools within a concurrency service area. Projected or future LOS is determined by the dividing the projected enrolled students at the same type of schools within a CSA by the planned ~~permanent~~ Program School Capacity ~~FISH capacity~~ of the same type of schools.

Policy PSF 1.1 Adoption of Level of Service Standards

To ensure that the capacity of schools is sufficient to support student growth, Seminole County, the cities within the County and the School Board agree that the desired LOS standard shall be 100% of the aggregate Program School ~~permanent FISH c~~Capacity, as defined by the 2021 School Interlocal Agreement for each school type within each Concurrency Service Area (CSA). To financially achieve the desired LOS standard, the following tiered LOS standard is established as follows:

	2008 - 2012	Beginning 2013	Beginning 2021
Elementary School ~~and Middle~~ CSA	100% of Permanent FISH Capacity	100% of Permanent FISH Capacity	95% of Program Capacity
Middle School CSA	100% of Permanent FISH Capacity	100% of Permanent FISH Capacity	90% of Program Capacity
High School CSA	110% of Permanent FISH Capacity	100% of Permanent FISH Capacity	Program Capacity per po5120 and 6A-2.0010 F.A.C

Policy PSF 1.2 Use of Level of Service Standards (LOS)

The County shall operate its Concurrency Management System (CMS) with the

input of the School Board regarding compliance with the level of service standard (LOS) that has been established for each type of school in order to ensure that the LOS is maintained.

Policy PSF 1.3 Use of Concurrency Service Area Boundaries

School concurrency shall be implemented in Seminole County using Concurrency Service Area Boundaries (CSAs) as adopted by the Seminole County School Board.

Policy PSF 1.4 CSAs for Each Type of School

The CSA boundaries established by the School Board will be based on clustered attendance zones for each school type (elementary, middle, and high school) and will be re-evaluated by the School Board as needed.

Policy PSF 1.5 Review of Boundary Changes

The County shall review proposed public school facility service area boundary changes and submit comments to the School District within 45 days of receipt.

Policy PSF 1.6 Coordination of School District Capital Program and Potential Service Area Boundary Changes

The School Board annual update of its Capital Improvements Schedule will include review of service area boundaries, and, if necessary updates to the CSA map.

OBJECTIVE PSF 2 DEVELOPMENT REVIEW COORDINATION TO ACHIEVE CONCURRENCY
The County will coordinate its development review efforts with the Seminole County School Board and the cities to achieve concurrency in all public school facilities serving students who reside in the unincorporated area.

Policy PSF 2.1 Development Review Process

No site plans, final subdivision or functional equivalent shall be approved by the County until a School Capacity Availability Letter (SCALD) has been issued, pursuant to the availability standard specified in Section 163.3180(6)~~163.3180(13)(e)~~, F.S., unless the development has been found exempt from school concurrency.

Policy PSF 2.2 Adoption of School Concurrency Regulations

Seminole County shall adopt school concurrency provisions into its Land Development Code (LDC) consistent with the requirements of the 2021~~2007~~ Interlocal Agreement for Public School Facility Planning and School Concurrency ~~as Amended January 2008, adopted in 2007 and amended in January 2008~~.

OBJECTIVE PSF 3 COORDINATION OF EXISTING AND FUTURE SCHOOL FACILITY PLANNING WITH THE FUTURE LAND USE ELEMENT AND DEVELOPMENT APPROVAL PROCESS

The County shall coordinate future siting of schools and capacity needs with development permitting and changes to the Future Land Use Plan Map (FLUM).

Policy PSF 3.1 Coordination of Comprehensive Plan Amendments and Facility Planning

The County will coordinate the timing and approval of administrative and privately submitted comprehensive plan land use map amendments with the availability of school facility capacity.

Policy PSF 3.2 Site Sizes and Co-Location in Unincorporated Seminole County

The County shall follow the site selection process identified in the 2021~~2007~~ Interlocal Agreement for Public School Facility Planning and School Concurrency ~~for Public School Facility Planning and Concurrency as Amended January 2008~~. In addition, the County will work with the School District staff to identify sites for future educational facilities in the unincorporated area that meet the minimum standards of the School Board where possible and where consistent with the provisions of the Seminole County Plan and 1013.36, F.S. *Site Planning and Selection for Educational Facilities, Florida Education Code*. When the size of available sites does not meet the minimum School Board standards, the County will support the School Board in efforts to use standards more appropriate to a built urban environment. To the extent feasible, as a solution to the problem of lack of sufficiently sized sites, the County shall work with the School Board to achieve co-location of schools with County facilities such as libraries, parks, and other County facilities.

Policy PSF 3.3 County Participation in Planning Technical Advisory Committee

The County shall be represented at the Planning Technical Advisory Committee meetings, as provided in the 2021 Interlocal Agreement for Public School Facility Planning and School Concurrency ~~as Amended January 2008~~ for purposes of discussing population projections and other data.

Policy PSF 3.4 Determining Impacts

The County and School District staff shall coordinate the determination of school capacity demands of new residential development through the development review process, during which time the School District staff shall apply student generation multipliers consistent with those applied by the Seminole County School Board as well as supplemental multipliers for mixed use development, and the Department of Education student enrollment projections.

Policy PSF 3.5 Notification of Submittal of Residential Applications

The County shall notify the School Board's Planner of the submittal of all residential development pre-applications or formal applications within 10 ~~15~~ days of submittal to the County and, upon request, shall provide copies of subdivision plans and site plans with residential development for review.

Policy PSF 3.6 Notification of Agendas

The County shall continue to provide the School Board Planner with agendas containing proposed residential developments for pre-application conference, Development Review Committee, Local Planning Agency, and County Commission meetings.

OBJECTIVE PSF 4 CONCURRENCY

The County shall require that public school facility capacity is available concurrent with the impacts of new residential development, as required by ~~Section 163.3180(13)(e)~~ Section 163.3180(6), Florida Statutes.

Policy PSF 4.1 Timing of Concurrency Review

Seminole County shall require that all new residential development be reviewed for school concurrency at the time of final subdivision, site plan, or functional equivalent submittal.

Policy PSF 4.2 Results of Concurrency Review

In compliance with the availability standards of ~~Section 163.3180(13)(e)~~ Section 163.3180(6), FS, the County shall not deny a final subdivision plan, site plan, or functional equivalent due to failure to achieve the adopted Level of Service for public school facilities when the following occurs:

A Adequate school facilities are planned and will be in place or under construction within three (3) years of the date of approval of a final subdivision plan or site plan.

B The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities consistent with the methodology in the 2021~~2007~~ Interlocal Agreement for Public School Facility Planning and School Concurrency ~~as Amended in January 2008~~ which has been adopted into the County's Land Development Code.

Policy PSF 4.3 Residential Uses Exempt from the Requirements of School Concurrency

The following residential uses shall be exempt from the requirements of school concurrency:

~~A All single family lots of record at the time the school concurrency implementing ordinance became effective;~~

~~B Any new residential development that has a preliminary plat or site plan approval or the functional equivalent for a site specific development order prior to the commencement date of the School Concurrency Program;~~

A Any amendment to a previously approved residential development which does not increase the number of dwelling units or change the type of dwelling units (i.e., single family to multi-family, for example); and

B Any ~~age restricted~~ community subject to a restrictive covenant on all residential units that results in no permanent residents under the age of eighteen (18) ~~with no permanent residents under the age of 18 (a restrictive covenant limiting the age of residents to 18 and older shall be required)~~.

C De minimus impact residential single-family developments with four (4) or less units, or multi-family developments with eight (8) or less units. Such de minimus impact exempt developments would still be required to go through other approval processes required by the local governments(s).

Policy PSF 4.4 Use of Revenues Received Through Proportionate Share Mitigation

Any revenues received for proportionate share mitigation are to be spent on capital improvement projects to expand the capacity of school facilities to enable them to accommodate students.

Policy PSF 4.5 Development Agreement for ~~Proportionate Share~~ Mitigation

In the event there is no available school capacity to support a development, the

School Board ~~may~~will entertain a development agreement for ~~proportionate share~~ mitigation options consistent with Section 163.3180(6)(h), F.S., and, if accepted, shall enter into an enforceable and binding agreement with the developer to mitigate the impact of the development through the creation of additional school capacity.

A When the anticipated student impacts from a proposed development cause the adopted LOS to be exceeded, the developer's mitigation ~~proportionate share~~ will be based on the number of additional student stations necessary to achieve the established LOS. The amount to be paid will be calculated by the cost per student station for elementary, middle and high school as determined and published by the State of Florida.

B The methodology used to calculate a developer's agreement for ~~proportionate share~~ mitigation credit shall be as follows:

Development Mitigation ~~Proportionate~~ Share = ([1]Development students minus Available Capacity) times [2]Total Cost per student station

Where:

[1]Development students = those students from the development that are assigned to a CSA and have triggered a deficiency of the available capacity.

[2]Total Cost = the cost per student station as determined and published by the ~~State of Florida~~ Seminole County Public Schools Impact Fee Study Update in effect as of the date of issuance of the SCALD (School Capacity Availability Letter of Determination).

C ~~The applicant shall be allowed to enter a 90-day negotiation period with the School Board in an effort to mitigate the impact of the development through the creation of additional capacity. Upon identification and acceptance of a mitigation option deemed financially feasible by the School Board, the developer shall enter into a binding and enforceable development agreement with the School Board.~~ The applicant shall accept a sixty (60) day encumbrance of available school capacity, and within the same sixty (60) day period enter into negotiations with the Local Government(s) with jurisdiction in the effected CSA and the School Board in an effort to mitigate the impact from the development through the creation of additional capacity. Upon identification and acceptance of a mitigation option deemed financially feasible by the Local Government(s) with jurisdiction in the effected CSA and the School Board, the developer shall enter into a binding and enforceable development agreement with the Local Government(s) with jurisdiction in the effected CSA and the School Board.

1 A mitigation contribution provided by a developer to offset the impact of a residential development must be directed by the School Board toward a school capacity project identified in the School Board's Five-Year Capital Improvement Plan. ~~Capacity enhancing projects identified within the first three years of the Five-Year Capital Improvement Plan shall be considered as committed in accordance with Section 9.5 of the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency as Amended January 2008.~~

2 If capacity projects are planned in years four (4) or five (5) of the School Board's Five-Year Capital Improvement Plan within the same

CSA as the proposed residential development, the developer may pay his proportionate share to mitigate the proposed development in accordance with the formula provided in Subsection~~Section 12.57~~ (B) of this policy~~the above referenced Interlocal Agreement~~.

3 If a capacity project does not exist in the Capital Improvement Plan, the School Board will add a capacity project to satisfy the impacts from a proposed residential development, if it is funded through the developer's proportionate share mitigation contributions. Mitigation options may include, but are not limited to:

a Contribution of land or payment for land acquisition suitable for and in conjunction with, the provision of additional school capacity or through application of County education system impact fee credits pursuant to Seminole County Ordinance 2018-1, section 105.46; or

b Mitigation banking based on the construction of a educational facility in exchange for the right to receive impact fee credits ~~sell capacity credits~~; or

c Provide modular or permanent student stations acceptable for use as an educational facility; or

d Provide additional student stations through the remodeling of existing buildings acceptable for use as an educational facility; or

e Construction or expansion of permanent student stations at the impacted school within the CSA; or

f Construction of an educational facility in advance of the time set forth in the School Board's Five-Year Capital Improvement Plan.

D For mitigation measures (a) thru (f) above, the estimated cost ~~of to construct~~ the mitigating capacity will reflect the estimated future ~~construction~~ costs at the time of the anticipated construction. Improvements contributed by the developer shall receive school impact fee credit.

E Developer shall receive an impact fee credit for the proportionate share mitigation. Credits will be given for that portion of the impact fees that would have been used to fund the improvements on which the proportionate fair share contribution was calculated. The portion of impact fees available for the credit will be based on the historic distribution of impact fee funds to the school type (elementary, middle, high) in the appropriate CSA. Impact fee credits shall be calculated at the same time as the applicant's proportionate share obligation is calculated. ~~Any school impact fee credit based on proportionate fair share contributions for a proposed development cannot be transferred to any other parcel or parcels of real property within the CSA.~~ Impact fee credits may be transferred pursuant to Section 163.31801, Florida Statutes.

F A proportionate share mitigation contribution shall not be subsequently amended or refunded after final site plan or plat approval to reflect a reduction in planned or constructed residential density.

G Impact fees shall be credited against the proportionate share mitigation total.

H Any proportionate share mitigation must be directed by the School Board toward a school capacity improvement identified in the School Board's Five-

Year Capital Improvement Plan.

I Upon conclusion of the negotiation period, a second School Capacity Availability Letter of Determination (SCALD) ~~Determination Letter~~ shall be issued. If mitigation is agreed to, the School Board shall issue a new ~~Determination Letter~~ SCALD approving the development subject to those mitigation measures agreed to by the local government, developer and the School Board. Prior to, site plan approval, final subdivision approval or the functional equivalent, the mitigation measures shall be memorialized in an enforceable and binding agreement with the local government, the School Board and the Developer that specifically details mitigation provisions to be paid for by the developer and the relevant terms and conditions. If mitigation is not agreed to, the Determination Letter shall detail why any mitigation proposals were rejected and why the development is not in compliance with school concurrency requirements. A SCALD indicating either that adequate capacity is available, or that there is not a negotiated proportionate share mitigation settlement following the ~~90day~~ sixty (60) day negotiation period as described in Section 12.7(B) of ~~this~~ the 2021 Interlocal Agreement, constitutes final agency action by the School Board for purposes of Chapter 120, FS.

Appeal Process. A person substantially affected by a School Board's adequate capacity determination made as a part of the School Concurrency Process may appeal such determination through the process provided in Chapter 120, FS.

The Proportionate Share Mitigation methodology will be contained within the Seminole County Land Development Code ~~after July 1, 2008. The methodology is also included within the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency as Amended in January 2008~~.

Policy PSF 4.6 Use of Adjacent Concurrency Service Areas

If the projected student growth from a residential development causes the adopted LOS to be exceeded in the Concurrency Service Area (CSA), an adjacent CSA which is contiguous with and touches the boundary of, the concurrency service area within which the proposed development is located shall be evaluated for available capacity. An adjacency evaluation review shall be conducted as follows:

A In conducting the adjacency review, the School Board shall first use the adjacent CSA with the most available capacity to evaluate projected enrollment impact and, if necessary, shall continue to the next adjacent CSA with the next most available capacity ~~in order to ensure maximum utilization of school capacity to the greatest extent possible~~.

B Consistent with Rule 6A-3.0171, FAC, at no time shall the shift of impact to an adjacent CSA result in a total morning or afternoon transportation time of either elementary or secondary students to exceed 50 minutes or one (1) hour, respectively. The transportation time shall be determined by the School Board transportation routing system and measured from the school the impact is to be assigned, to the center of the subject parcel/plat in the amendment application, along the most direct improved public roadway free from major hazards.

Policy PSF 4.7 Guidelines and Standards for Modification of Concurrency Service Areas

Any Party to the 2021~~2007~~ Interlocal Agreement for Public School Facility Planning and School Concurrency ~~as Amended in January 2008 (Agreement)~~ may propose a change to the Concurrency Service Area (CSA) boundaries or the designation of which individual school attendance zones comprise the CSAs. Prior to adopting any change to a CSA, the School Board will verify that as a result of the change:

A The adopted level of service standards will be achieved and maintained for each year of the five-year planning period; and

B The utilization of Program S~~s~~chool C~~c~~apacity will be maximized to the greatest extent possible, taking into account transportation costs, court approved desegregation plans and other relevant factors.

The County and other parties to the Agreement shall observe the following process for modifying CSA maps:

A ~~Changes in school attendance boundaries shall be governed by School Board Policy 5.30, Section 120.54, FS and applicable uniform rules for administrative proceedings.~~ Changes in school attendance zone boundaries shall be governed by School Board Policy po5120 – School Attendance Zones and Interzone Transfers, Section 120.54, F.S. and applicable uniform rules governing rulemaking and administrative proceedings. Prior to the School Board holding an initial public meeting to consider whether to begin the School Attendance Zone revision process, the School Board will notify the Local Government(s) with jurisdiction within the impacted CSA of the proposed revision.

B ~~At such time as the School Board determines that a school(s) attendance boundary is appropriate considering the above standards, the School Board shall transmit the revised attendance zones or CSAs and data and analysis to support the changes to all parties to the Agreement and to the PSFPC.~~ At such time as the School Board determines that modification to a school(s) attendance zone boundary is appropriate, the School Board shall make public the revised attendance zone boundary and shall provide notice of the proposed changes to the Cities, the County, and the PSFPC.

C ~~The County, cities and PSFPC shall review the proposed amendment within the time frames prescribed by Section 120.54, FS~~ Concurrency Service Area geographic boundaries shall conform to revised school attendance zone boundaries and shall become effective upon final adoption of the modified school attendance zone boundaries by the School Board pursuant to School Board Policy po5120 – School Attendance Zones and Interzone Transfers, but shall not require amendment to this Agreement or to the local government jurisdiction's comprehensive plan.

To become effective, any proposed change to CSA boundaries that;

a. is not a CSA boundary change resulting from a School Board modification to school attendance zone geographic boundaries pursuant to School Board Policy po5120 – School Attendance Zones and Interzone Transfers; or

b. is a proposed change to the designation of which individual school attendance zones comprise the various CSAs.

~~D The change to a CSA boundary shall conform to revised attendance boundaries and become effective upon final adoption.~~

OBJECTIVE PSF 5 PROCEDURE FOR ANNUAL UPDATE OF CAPITAL IMPROVEMENTS ELEMENT

The County shall be responsible for the update to the Capital Improvements Element of the County Plan to ensure inclusion of those projects adopted within the School District financially feasible Five- Year Capital Improvements Schedule that are necessary to meet levels of service for existing and future demands.

Policy PSF 5.1 Annual Update of Capital Improvements Element

On an annual basis, or as required or necessary, Seminole County shall update the Capital Improvements Element of the County Plan to include the School District of Seminole County Five-Year Capital Improvement Plan ~~Schedule for school capacity~~ no later than December 31st.

Policy PSF 5.2 Addition of New Financially Feasible 5th Year Projects During Each Update

Each annual update to the Capital Improvements Element shall include a new 5th year with its financially feasible school capacity projects that have been adopted by the School District in its update of the Five-Year Capital Improvement ~~Schedule~~ Plan.

Policy PSF 5.3 Compliance with Florida Statute in timing of Capital Improvements Element Update

The County shall amend its Capital Improvements Element to reflect changes to the School District's Five-Year Capital Facilities Plan in compliance with timing requirements of Florida Statutes and adopt the School District's Capital Improvement Plan (CIP) into the Capital Improvement Element (CIE) no later than December 31st following any updates to the CIP by the School District involving one or more capacity improvements.

OBJECTIVE PSF 6 ENSURING COMPATIBILITY WITH SURROUNDING LAND USES, ENCOURAGING CO-LOCATION WITH APPROPRIATE COUNTY FACILITIES, LOCATION IN PROXIMITY TO RESIDENTIAL AREAS TO BE SERVED AND FUNCTION AS A COMMUNITY FOCAL POINT

The County shall ensure compatibility of school facilities with surrounding land use through the County's Development Review Process and shall encourage, to the extent feasible, co- location of new schools with compatible County facilities, and the location of school facilities to serve as community focal points.

Policy PSF 6.1 Allowable Locations of School Sites and Compatibility Standards

A School sites are allowable within any land use designation in unincorporated Seminole County with the following exceptions: school sites proposed within areas identified as contained within the Environmentally Sensitive Lands Overlay are subject to the limitations of those lands, and, within the Rural Residential land use designations (Rural-3, Rural-5 and Rural-10), only elementary school sites are an allowable use. Notwithstanding any other provision of the Seminole County Plan, middle schools and high schools shall not be permitted on property located within the Wekiva River Protection

Area except for 8.7 acres owned by the Seminole County School Board prior to October 26, 1999, which is located in the East Lake Sylvan Transitional Area, which is depicted in ***Exhibit FLU: East Lake Sylvan Transitional Area/School Site***. Compatibility with adjacent land uses will be ensured through the following measures:

B New school sites within unincorporated Seminole County must not be adjacent to any noxious industrial uses or other property from which noise, vibration, odors, dust, toxic materials, traffic conditions or other disturbances would have a negative impact on the health and safety of students.

C Public school sites ~~shall~~ may be located within the County's Urban/Rural Boundary or be compatible with compact urban growth patterns; provided, however, that elementary schools are compatible in rural areas but only when located proximate to existing established residential communities.

D Public school sites shall be compatible with environmental protection, based on soils, topography, protected species, and other natural resources on the site.

E An assessment of critical transportation issues, including provision of adequate roadway capacity, transit capacity and bikeways, shall be performed for proposed school sites prior to any development to ensure safe and efficient transport of students.

F New school sites within unincorporated Seminole County must minimize detrimental impacts on residential neighborhoods, hospitals, nursing homes and similar uses through the Development Review Process by, at a minimum, complying with Performance Standard requirements of the Seminole County Land Development Code (LDC) with respect to noise and light glare; provision of sufficient parking onsite so as to ensure that surrounding neighborhoods are not impacted; provision of sufficient internal vehicular circulation to ensure that unsafe stacking of vehicles on access roads does not occur; and compliance with relevant active-passive bufferyard standards of the LDC.

G New school sites for elementary and middle schools within the Urban Growth Boundary of unincorporated Seminole County shall be located in close proximity to existing or anticipated concentrations of residential development. New school sites for high schools and specialized schools within the Urban Growth Boundary of unincorporated Seminole County are suitable for other locations, due to their special characteristics.

H The Development Review process for unincorporated Seminole County shall ensure that facilities such as sanitary sewer and potable water will be available at the time demanded by the new school site, and services such as public safety can also be provided.

I New school sites in unincorporated Seminole County shall have safe ingress and egress for pedestrians, bicycles, cars, buses, service vehicles, and emergency vehicles. High schools should be located with access to collector or arterial roads, rather than relying solely on local roads.

Policy PSF 6.2 Co-Location and ~~Community Focal Point~~ Shared Use

The co-location and shared use of facilities are important to both the School Board and Seminole County. Pursuant to Section 163.31777(2)(g), F.S., the

School District will seek opportunities to co-locate and share use of school facilities and civic facilities when preparing the School District's Five– Year Capital Improvement Plan. Likewise, co-location and shared use opportunities will be considered by Seminole County when preparing the annual update to the Comprehensive Plan's schedule of capital improvements and when planning and designing new, or renovating existing, community facilities.

Opportunities for co-location and shared use with public schools will be considered for the following:

A. Libraries;

B. Parks and recreation facilities;

C. Community centers;

D. Auditoriums;

E. Learning centers;

F. Museums;

G. Performing arts centers;

H. Stadiums; and

I. Governmental facilities.

New schools are an essential component in creating a sense of community. To the extent feasible, Seminole County shall encourage the co-location of new school sites with appropriate County facilities, and shall encourage, through the Development Review Process, the location of new school sites so they may serve as community focal points. Where co-location takes place, the County may enter into an Interlocal Agreement with the School Board to address shared uses of facilities, maintenance costs, vehicular and bicycle parking, supervision and liability issues, among other concerns.

OBJECTIVE PSF 7 ENSURING PROVISION OF NECESSARY INFRASTRUCTURE

The County will coordinate with the School Board to ensure the provision of public facilities to support the necessary functions of public school facilities.

Policy PSF 7.1 Maximizing Efficiency of Infrastructure

~~During participation in the future school site identification process detailed in the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency as Amended January 2008,~~ Seminole County shall seek to maximize efficient use of existing infrastructure and avoid sprawl development by identifying future school sites that take advantage of existing and planned roads, potable water, sanitary sewer, parks, and drainage systems.

Policy PSF 7.2 Safe Student Access

Seminole County will ensure safe student access to school sites by coordinating the construction of new neighborhoods and residential developments, expansion of existing neighborhoods and developments and redevelopment or revitalization of existing neighborhoods and developments with safe road and sidewalk connections to school sites.

Policy PSF 7.3 Bicycle Access and Pedestrian Connection

Seminole County will coordinate bicycle access to public schools consistent with the Seminole County countywide bicycle plan adopted by the Metropolitan Planning Organization, METROPLAN. In addition, Seminole County shall revise its Land Development Code as needed to specify that performance standards for new residential developments adjacent to existing and proposed school sites, other than age restricted developments, shall include pedestrian connections between the sidewalk network within the development and the adjacent school site as needed.

Policy PSF 7.4 Coordination to Ensure Necessary Off-site Improvements

During the Development Review process for a proposed new school facility in the unincorporated area, Seminole County will work with the School Board to determine responsibility for the costs and construction of any needed off-site improvements, such as signalization, installation of deceleration lanes, roadway striping for crosswalks, safe directional/ warning signage, and installation of sidewalks.

Seminole County shall revise its Land Development Code as needed in compliance with State Law to specify that performance standards for a new development adjacent to or sharing an access road with an existing school or future school site shall mitigate the traffic impacts of the development on safe access to the school. Such mitigation efforts may include but are not limited to: developer striping of crosswalks, developer installation of sidewalks, payment for safe directional/warning signage, and payment for signalization.

Policy PSF 7.5 Inclusion of Provisions for School Buses

Seminole County shall revise its Land Development Code as needed to require the inclusion of school bus stops and turnarounds in new residential developments other than age restricted developments.

OBJECTIVE PSF 8 COORDINATION WITH SCHOOL BOARD AND CITIES

Seminole County shall coordinate with the School Board and Cities as specified by the procedures in the 2021~~2007~~ Interlocal Agreement for Public School Facility Planning and School Concurrency ~~as Amended January 2008~~ and provide information by the School Board and Cities for emergency preparedness issues.

Policy PSF 8.1 Providing Information and Fulfilling All Responsibilities Specified

Seminole County shall provide population projection and development approval data, including site plan and building permit data, to the School Board and shall fulfill all responsibilities as specified by the 2021~~2007~~ Interlocal Agreement for Public School Facilities Planning and School Concurrency ~~as Amended January 2008~~.

Policy PSF 8.2 Providing Representation

Seminole County shall assign representatives to take part in all committees and participate in all meetings as specified by the 2021~~2007~~ Interlocal Agreement for Public School Facilities Planning and School Concurrency ~~as Amended January 2008~~.

~~A staff representative shall be assigned to the Planning Technical Advisory Committee which shall meet as specified in the Interlocal Agreement. An elected official or designee shall be appointed to the Public Schools Facilities Planning Committee which shall meet as specified in the Interlocal Agreement.~~

Policy PSF 8.3 Advising of Proposed Changes

Seminole County shall provide notification to the School Board and any adjacent cities of proposed amendments to the Future Land Use Map that may increase residential densities, and any proposed preliminary site plans, subdivisions and plats, as specified by the 2021~~2007~~ Interlocal Agreement for Public School Facilities Planning and School Concurrency ~~as Amended January 2008~~.

Policy PSF 8.4 Emergency Preparedness

Seminole County, through its Emergency Management Division, shall continue to provide information needed by the School Board and cities for emergency preparedness purposes.

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

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INTERGOVERNMENTAL COORDINATION ELEMENT INTRODUCTION

The Intergovernmental Coordination Element of a comprehensive plan is required by Florida State law. This Element sets forth relationships, principles, and guidelines for coordination of plans of the County with, among others, the School Board of Seminole County, County municipalities, regional authorities, adjacent counties, and State agencies. Seminole County continues to engage in meaningful intergovernmental coordination efforts with municipalities and other agencies and levels of government. Without effective intergovernmental coordination, the goals, objectives and policies in the other elements may not be realized.

The Community Planning Act requires all comprehensive plans to be internally consistent and consistent with regional and State plans, i.e., local plans must be consistent with and further the Strategic Regional Policy Plan (SRPP); and must be consistent with and further the State Comprehensive Plan. Other applicable provisions of law related to intergovernmental coordination include Section 163.3171, (F.S.) which addresses joint agreements. The Seminole County Comprehensive Plan is consistent and compatible with the SRPP and the State Comprehensive Plan through shared policies and through its coordination mechanisms with the municipalities within Seminole County, adjacent counties and bordering municipalities, the School Board of Seminole County, and State, Federal, and other agencies, including independent governmental entities that have no regulatory authority over land.

The Comprehensive Plan Elements or program areas most concerned with intergovernmental issues include land use planning/joint planning and annexation agreements, including water and sewer agreements; coordination with the School Board of Seminole County; transportation planning and concurrency management/mobility strategy coordination with the cities and the State; environmental, conservation and resource protection/mitigation; and stormwater management.

The Intergovernmental Coordination Element's Goals, Objectives, and Policies section contains its own policies in addition to a summary of policies that originate from other Comprehensive Plan Elements and which address coordination efforts. The number of policies from other elements is extensive, demonstrating coordination efforts documented or recommended concerning the topics of the individual elements. The County shall continue the existing intergovernmental coordination programs contained in this Comprehensive Plan.

To ensure that City-County coordination results in efficient provision of services and compatible land uses, Seminole County will continue existing coordination efforts. Previous steps taken include the following:

- In 1995, the County entered into an agreement with all cities and the School Board of Seminole County that provides for conflict resolution and mediation measures among the jurisdictions in times of dispute.
- The County, the School Board and all cities, except Longwood, entered into an Intergovernmental Planning Coordination Agreement in 1997 that assures notice to each entity for zoning and land use changes that may be of a multi-jurisdictional significance.
- In 2007/2008, the County, County Municipalities and the School Board of Seminole County enacted the 2007/2008 Interlocal Agreement for Public School Facility Planning and School Concurrency. In 2007, the County entered into an Interlocal Agreement for Public School Facility Planning and School Concurrency with the Seminole County School Board and the seven cities, as required by State Law. The 2007 Interlocal Agreement provided for: sharing of data on student enrollment, population projections and educational facilities plans; procedures for joint planning for selection of new school sites, remodeling and closures of schools; inclusion of school capital improvement program for school capacity within the

county and city Capital Improvement Elements in compliance with requirements then included in State Law; procedures for determining how services needed by a public school (such as sidewalks, roads, water or sewer) would be provided and a uniform Public School Concurrency process, as was required at that time by State Law. This 2007 Interlocal Agreement was subsequently amended in January 2008 and was replaced by the 2021 Interlocal Agreement for Public School Facility Planning and School Concurrency ("2021 School Interlocal Agreement") effective December 9th, 2024, to comply with the requirements of State Law at that time.

In addition, the County continues to encourage the pursuit of joint planning agreements or other coordination agreements, with the cities in the County. The County intends to work diligently with the cities and the School Board of Seminole County to improve intergovernmental coordination to ensure livable communities for the County's residents for generations to come.

Various other coordination efforts are in place. Since the County's urban area has been identified as a 'Dense Urban Land Area' (DULA) eligible to be designated as a Transportation Concurrency Exception Area (TCEA), the County has initiated and continued efforts to coordinate Mobility Strategies for the unincorporated portion of the TCEA with the Mobility Strategies of the cities located within the incorporated portion of the TCEA. In addition, the County continues ongoing efforts to coordinate its Mobility Strategy with those of Orange County and the City of Maitland.

Of particular interest are coordination efforts with many environmental interest groups, such as those whose purpose is to share information concerning the lands in both the Big and Little Econlockhatchee and Wekiva River Basins and similar organizations.

The County will continue to participate in regional transportation issues through its interlocal agreement with METROPLAN ORLANDO (the Metropolitan Planning Organization).

The following major activities relating to intergovernmental coordination have occurred since adoption of major Evaluation and Appraisal (EAR)-based amendments to the Seminole County Comprehensive Plan on May 8, 2001, December 9, 2008, and March 26, 2024:

A. Interlocal Service Delivery Agreement Report

In 2003, the County created the Interlocal Service Delivery Agreement Report (ISDAR), as required by Section 163.3177(6)(h), Florida Statutes, which identified all existing or proposed interlocal service-delivery agreement regarding:

1. Education;
2. Sanitary Sewer;
3. Public Safety;
4. Solid Waste;
5. Stormwater Management;
6. Potable Water;
7. Parks and Recreation; and
8. Transportation Facilities

B. Charter Amendment

In 2004, Seminole County voters approved a referendum that established a Rural Area and a Rural Boundary in the Home Rule Charter through a map and a legal description. The Charter Amendment also required the County to add the map and legal description to the Seminole County Comprehensive Plan (see Exhibits FLU Rural Boundary Map and Rural Area Legal Description). The Charter Amendment stated that, for the legally described Rural Area

as shown in the "Rural Boundary Map", the Future Land Use designations contained in the Seminole County Comprehensive Plan shall control the density and intensity of development. Additionally, the Board of County Commissioners must approve all changes to the Future Land Use designations regardless of whether any lands in the Rural Area are located within a municipality.

The City of Winter Springs adopted a comprehensive plan policy and ordinance that provides that the City will not process voluntary annexations east of the DeLeon Street right-of-way.

C. Commuter Rail (SunRail)

Following completion of the County's 2006 Evaluation and Appraisal Report (EAR), the Florida Department of Transportation (FDOT) announced funding for commuter rail to serve Seminole, Orange, Osceola and Volusia counties. The four stations serving Seminole County are located within the cities of Sanford, Lake Mary, Longwood and Altamonte Springs. Most land surrounding the stations is incorporated, but portions of land abutting the Sanford and Altamonte Springs stations are unincorporated. The Altamonte Springs land contains existing neighborhoods that desire to retain their character, but some landowners may be interested in redevelopment supportive of rail commuters. In addition, the stations themselves and their parking areas will be the responsibility of Seminole County, and may become locations acceptable for mixed use redevelopment efforts.

In 2010, as part of the County's Mobility Strategy (for a Transportation Concurrency Exception Area or TCEA) and the identification of an Energy Conservation Overlay (to comply with requirements of House Bill 697 of 2008 that were removed from Chapter 163, Part II, Florida Statutes in 2011), incentives to encourage phased redevelopment of a more energy-efficient and transit-ready compact mixed land use pattern were examined for areas within a ½ mile radius of each commuter rail station. Mobility strategy coordination with the cities will be a continuing process.

Consultants retained with the use of U.S. Housing and Urban Development (HUD) Sustainable Cities grant funds during 2013-2014 further analyzed potential land use and multimodal mobility improvements around the SunRail stations located in the cities of Altamonte Springs and Sanford. Some of the recommendations for pedestrian improvements in the unincorporated neighborhoods abutting the Altamonte Springs SunRail station have already been included in the County's Capital Budget.

D. Seminole Way

A new 'target area' for potential higher wage jobs was identified by the Board of County Commissioners in 2007, and potential amendments to both text and the Exhibit FLU: Future Land Use Map to implement the new target area were examined during the 2008 Evaluation and Appraisal Report (EAR)-based amendment process. This new target area was the "Seminole Way", an area that runs north from State Road 426 in the City of Oviedo to Rinehart Road in the City of Lake Mary, following the State Road 417 "GreeneWay" Corridor. The intent of this target area is to connect to the similar "Innovation Way" in Orange County, fostering a regional corridor of higher paying employment. A variation of the County's High Intensity Planned Development (HIP) land use was considered.

E. Continued Joint Planning for the US 17-92 Community Redevelopment Area

As a part of Seminole County's 2008 Evaluation and Appraisal Report (EAR)-based amendments, intended to respond to the 2006 EAR, the County initiated meetings during 2007 and 2008 with cities that are participants in the US 17-92 Community Redevelopment Area (CRA), interested property owners and interested citizens on discussions about an administrative land use amendment for certain unincorporated portions of the CRA. The amendment, which was included within the County's 2008 EAR-based amendment package,

changed certain properties previously designated as "Commercial" to "Mixed Development", where property owners desired this change.

During 2009 and 2010, this planning effort also initiated the update of the CRA Plan. The updated CRA Plan identified a set of strategies to be used by all CRA participants to ensure provision of services, including but not limited to: a coordinated approach to the provision of multi-modal mobility alternatives within a regional, unified Transportation Concurrency Exception Area (TCEA) identified as a mechanism of the redevelopment efforts of the cities and Seminole County; and the identification of providers of potable water and sanitary sewer service for those areas not currently served within the CRA corridor. The relevant portions of the updated CRA plan will serve as the basis for any additional necessary Interlocal Agreements among the cities and the County.

The policies within the Intergovernmental Coordination Element provide direction for Seminole County's intergovernmental coordination with municipalities within the County, and with adjacent counties and their municipalities, as well as with authorities, independent special districts, utility companies, the School Board of Seminole County, and with State, Federal, and regional agencies. Each of the Elements of this Comprehensive Plan addresses intergovernmental issues where applicable.

INTERGOVERNMENTAL COORDINATION ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 1

The County shall ensure the effectiveness and efficiency of all governmental services and programs by fostering intergovernmental coordination between the County, its municipalities, adjacent counties and cities, utilities and quasi-public agencies, regional agencies, and State and Federal governments.

OBJECTIVE IGC 1 COORDINATION OF COMPREHENSIVE PLAN WITH ADJACENT LOCALITIES AND THE SCHOOL BOARD

Seminole County shall coordinate its comprehensive planning programs and activities with the programs and plans of adjacent municipalities and counties and the Seminole County School Board to ensure effective and efficient delivery of public services through implementation of the following policies:

Policy IGC 1.1 **Intergovernmental Coordination Committees**

The County shall continue to use intergovernmental coordination committees, such as the Planning Technical Advisory Committee (PTAC), to ensure consistency between comprehensive plan programs and issues of adjacent municipalities and counties.

Policy IGC 1.2 **Multiparty Development Agreements**

The County shall continue to seek multiparty agreements (e.g., City/County/developer agreements) as a means to expedite facility improvements and reduce public costs.

Policy IGC 1.3 **Coordinated Concurrency Management Systems and Mobility Strategies**

The County shall continue to coordinate with the cities and School Board in the implementation of their concurrency management system (ordinances and standards) for compatible adopted levels of service, and shall continue to coordinate with the cities, Orange County and the City of Maitland in the ongoing development, monitoring and implementation of mobility strategies.

Policy IGC 1.4 **Policy Coordination**

The County shall continue to participate in the Council of Local Governments of Seminole County (known as CALNO), consisting of Seminole County and County Municipalities, to provide a policy recommending forum to coordinate growth plans and programs and to resolve interlocal disputes.

Policy IGC 1.5 **Advance Notification of Land Use Actions and Changes in Land Use Regulations**

The County shall continue to transmit advance notification of land use actions, such as plan amendments and zonings, and changes in land use regulations

to cities that may be affected, pursuant to the Intergovernmental Planning Coordination Agreement of 1997, or through other formal interlocal agreements with the cities and the School Board of Seminole County as required by the 2021~~2007~~ School Interlocal Agreement ~~for Public School Facility Planning and School Concurrency as Amended January 2008~~.

Policy IGC 1.6 **Joint Planning Interlocal Agreements**

The County shall pursue adoption of Joint Planning Agreements with each County Municipality. JPAs shall address, at a minimum, but not be limited to future annexations, provision of services, and facilities and land use compatibility. JPAs shall also include agreement on future densities and intensities of properties that may be annexed, a procedure for resolution of any conflicts and/or disputes, and standards for cut through traffic.

Editor's Note: Seminole County and the City of Oviedo entered into a JPA in 1999, amended in 2006 and 2008. The term for the Oviedo JPA was 5 years and it was not renewed.

Policy IGC 1.7 **Support to Other Jurisdictions**

The Historical Commission shall continue to provide support to other jurisdictions in their efforts to identify, preserve, protect, and enhance public accessibility to historical resources.

Policy IGC 1.8 **Incorporated Policies**

Additional intergovernmental coordination policies listed below by subject matter related to the issues and to this objective are included within the following Elements of this Plan:

Transportation Element Policies include:

- Municipal Participation

Potable Water Element Policies include:

- Wholesale Agreements –Water

Sanitary Sewer Element Policies include:

- Wholesale Agreements-Sewer

Solid Waste Element Policies include:

- Recycling Program

Future Land Use Element Policies include:

- Joint Planning Agreement (JPAs) with the City of Winter Springs

Future Service Areas

- Planning Technical Advisory Committee

Conservation Element Policies include:

- Countywide Wetland/ Flood Regulations

Stormwater Management Element Policies include:

- Middle Basin Working Group

Housing Element Policies include:

- Housing Program Implementation

Recreation and Open Space Element Policies include:

- Joint Projects

Policy IGC 1.9 **Joint Processes for Collaborative Planning**

The County shall implement the processes for which it has responsibility under the 2021~~"2007~~ School Interlocal Agreement ~~for Public School Facility Planning and School Concurrency as Amended January 2008"~~ which superseded a previous interlocal Agreement of 2007~~2003~~ adopted by the County, the Seminole County School Board and the seven cities. The 2021~~2007~~ School Interlocal Agreement ~~As Amended January 2008~~ sets out processes for, among other issues: sharing of data such as population projection and student enrollment; joint planning for school site selection, remodeling and school closure; joint consideration for necessary off-site improvements such as sidewalks, roadways, water and sewer; inclusion of the School District's capital improvements program for school capacity in the Capital Improvements Elements of Agreement signatories as required by State Law; and the uniform School Concurrency process to be implemented countywide.

Policy IGC 1.10 **Coordinated Efforts to Protect Established Residential Areas, Protected Natural Resources, Stormwater Management Features, Multimodal Mobility Systems, and Historic Rural Areas**

The County shall work diligently with the cities to protect and ensure the viability of established residential uses, protected natural resources, drainage features, multimodal mobility systems, and historic rural areas through formal and informal agreements, such as Joint Planning Agreements.

Agreements with cities in Seminole County will emphasize protecting homes, natural areas, drainage features, multimodal mobility systems, and historic rural areas from adverse impacts caused by incompatible land uses, cut-through traffic, uncontrolled surface water runoff, and costly or duplicative demands for service; will provide for transitional uses or buffers where needed on border parcels; and provide adequate separation of homes, natural areas and historic rural areas from land uses that are sensitive in nature.

Policy IGC 1.11 **Coordination of Trail Protection**

The County shall encourage the cities in Seminole County, through interlocal agreements or other formal agreements, to adopt trail corridor protection regulations similar to the County's regulations.

Policy IGC 1.12 **Advance Notification, Shared Information and Development Review Coordination between Seminole County and Orange County**

The following advance notification, shared information, and development review coordination procedures are intended to assist Seminole County and Orange County in their respective planning efforts in proximity to the Seminole/Orange County line and to further support the Central Florida Regional Growth Vision:

A Seminole County shall notify Orange County within 30 days of receipt of an application affecting land within one-half mile of the Seminole/Orange County line, and no less than 10 working days before consideration by the Development Review Committee or the Planning & Development Division, of the following types of applications: Future Land Use map amendments,

rezonings, subdivisions, final engineering plans for a subdivision, sector plans or sector plan amendments, or site plans that are located within one-half mile of the Seminole/Orange County line;

B The Orange County staff and/or Board of County Commissioners may provide comments relating to appropriate buffering, transitional uses, impacts on the Orange County Comprehensive Plan and Orange County services and/or other mitigating measures;

C Such comments received by Seminole County shall be included in all review materials for the proposal and shall be given consideration during the development review process. Seminole County may request additional information from Orange County regarding the proposals, if needed;

D Notices shall be provided to the attention of the Orange County Mayor, Orange County Manager and Orange County Planning Division Manager; and

E Seminole County reserves the right to exercise the option identified in Sections 125.001 (2) and 125.001 (2)(a), Florida Statutes, to adopt a resolution authorizing participation of the Seminole County Board of County Commissioners in a duly advertised joint public meeting with the governing body of Orange County and the governing bodies of any Seminole County and Orange County cities involved in an issue of joint concern. The joint public meeting may be held to discuss the following: land planning and development; economic development; mitigating the impacts of proposed development on rural areas, natural areas, surface water quality, storm water management, multimodal mobility, and public safety, and any other matters of mutual interest. The meeting would be held in an appropriate public location.

OBJECTIVE IGC 2 COORDINATION OF PLAN WITH OTHER LOCAL AGENCIES

Seminole County shall continue to coordinate its comprehensive planning programs and activities with the programs and plans of the School Board of Seminole County, major utilities, quasi-public agencies, and other local governments providing services but not having regulatory authority over the use of land.

Policy IGC 2.1 Use of School Data for Planning County Infrastructure

The County shall continue to include school enrollment data in transportation planning and capital programs. The County shall exchange data with the School Board of Seminole County for use in the respective capital planning programs.

Policy IGC 2.2 Improving School Board/County Staff Coordination

The County shall continue to coordinate with the School Board of Seminole County to facilitate participation in the County Comprehensive Plan review process and the school planning process.

Policy IGC 2.3 School Board Representation on the Planning Technical Advisory Committee (PTAC)

The County will continue to encourage the active participation of a representative of the School Board of Seminole County on the PTAC and Public Schools Facilities Planning Committee (PSFPC).

Policy IGC 2.4 **School Board Representation on the Development Review Committee**

The County shall continue providing information to and reserving a position for a School Board of Seminole County representative to the County's Development Review Committee.

Policy IGC 2.5 **Policy Coordination between School and County Boards**

The County shall continue to promote effective coordination of the policies and programs of the School Board of Seminole County and Board of County Commissioners.

Policy IGC 2.6 **Coordinated Utility Relocation**

The County shall continue to provide utility companies, both private and public, with road design/construction plans and schedules as they are adopted or changed to ensure timely relocation or removal of utilities as deemed necessary by the County.

Policy IGC 2.7 **County Review of Electrical Transmission Facilities**

The County shall continue to coordinate with local power companies in providing the County sufficient opportunity, at an early stage in the design process, to review and comment on plans to construct electrical substations and transmission lines within the County, consistent with State Law.

Policy IGC 2.9 **Historical Commission**

The Historical Commission shall advise the Board of County Commissioners on historical matters relevant to the County and surrounding jurisdictions, advise the Board of County Commissioners on the execution of Commission duties, as they relate to the history of Seminole County, and shall perform advisory functions as described by ordinance and approved by the Board.

Policy IGC 2.10 **Historical Museum**

The County shall maintain the Historical Museum Complex, which houses, displays, and illustrates to the public, historic records and other materials detailing the County's history, as well as city and regional items of interest pertaining to that history.

Policy IGC 2.11 **2021~~2007~~ Interlocal Agreement for Public School Facility Planning and School Concurrency ~~as Amended January 2008~~**

The County shall enforce the terms and conditions, applicable to Seminole County, contained in the 2021~~2007~~ School Interlocal Agreement ~~for Public School Facility Planning and School Concurrency as Amended January 2008~~, as executed by Seminole County, County Municipalities, and the School Board of Seminole County for coordinating land use, public school facilities planning, and school concurrency.

Policy IGC 2.12 **Landscaping, Creating Energy and Water Conserving Features, and Maintenance of Public Roadways**

The County shall form partnerships with its municipalities to establish consistent policies and regulations governing the visual appearance of major public roadways, such as buffering, preserving, or creating energy conservation features and water-conservative landscaping.

Policy IGC 2.13 Total Maximum Daily Load

The County shall work cooperatively with the Florida Department of Environmental Protection (FDEP) to develop a proactive approach to the Total Maximum Daily Load (TMDL) process through the County's monitoring program, National Pollutant Discharge Elimination System (NPDES) program, Lake Management program, and County's Watershed Atlas project. These projects, and coordination between County and FDEP staff, with assistance from the County's consultant, has and will continue to enable the County to participate and have greater affect upon the development of TMDLs for all impaired water bodies, including those located within municipalities.

Policy IGC 2.14 Incorporated Policies

Additional intergovernmental coordination policies listed below by subject matter related to the issues and to this objective are included within the following Elements of this Plan:

Future Land Use Element Policies include:

- School Sites

Transportation Element Policies include:

- Encourage Coordination with Educational/Training Institutions
- Economy Studies
- Identifying Airport Transportation Needs
- Coordinated Capital Plans with Airport Authority and Rail Companies
- Conservation Compliance

Recreation and Open Space Element Policies include:

- School Facility Joint Use
- Florida Trail/Rails to Trails

Stormwater Management Element Policies include:

- Infrastructure Coordination

Policy IGC 2.15 Co-location of Facilities

The County and the School Board of Seminole County shall continue to coordinate regarding co-location of public facilities, such as parks, libraries, and community centers, with schools to the greatest extent possible. The County shall encourage the School Board of Seminole County to establish or renew cooperative agreements as may be beneficial to the public at large to jointly purchase, develop, maintain, or operate specific properties or facilities such as recreation facilities, libraries, community centers, playgrounds, and emergency shelters.

Policy IGC 2.16 Interlocal Agreement with School Board

The County shall continue to implement those processes for which it is responsible in accordance with the ~~Interlocal Agreement titled~~ 2021~~"2007~~ School Interlocal Agreement ~~for Public School Facility Planning and School Concurrency as Amended January 2008"~~ which the County entered into with

the Seminole County School Board and the seven cities, as required by State Law. The 2021~~2007~~ School Interlocal Agreement ~~As Amended January 2008~~ provides for sharing of data on student t enrollment, population projections and educational facilities plans; procedures for joint planning for selection of new school sites, remodeling and closures of schools; inclusion of school capital improvement program for school capacity within the County and city Capital Improvement Elements in compliance with State Law; procedures for determining how services needed by a public school (such as sidewalks, roads, water or sewer) will be provided and a uniform Public School Concurrency process, as required by State Law. ~~This Interlocal adopted in 2007 and amended in 2008 superseded an Agreement titled "Interlocal Agreement for Public School Facility Planning" that had been adopted in 2003.~~

OBJECTIVE IGC 3 COORDINATION OF PLAN WITH REGIONAL, STATE AND FEDERAL AGENCIES

Seminole County shall continue to coordinate its Comprehensive Plan with the plans and programs of regional, State and Federal agencies in order to more effectively and efficiently address across jurisdictional issues.

Policy IGC 3.1 **Reserved.**

Policy IGC 3.2 **Division of Historical Resources**

The County shall continue to coordinate with the Department of State, Division of Historical Resources on Developments of Regional Impacts and Community Development Block Grant (CDBG)- site reviews, maintenance of the Florida Master Site File (FMSF), and future matching grants for identification, evaluation and planning for the management of historical resources within Seminole County.

Policy IGC 3.3 **Plan Coordination**

Seminole County shall coordinate its comprehensive planning activities with the plans and programs of regional, State and Federal agencies by, at minimum, continuing to coordinate with the following agencies through participation on planning advisory committees, notification of intent to amend the County Comprehensive Plan and sharing of data:

A. East Central Florida Regional Planning Council;
B. St. Johns River Water Management District;
C. Metropolitan Planning Organization (METROPLAN ORLANDO);
D. Central Florida Regional Transportation Authority (LYNX);
E. Central Florida Expressway Authority;
F. Florida Department of Environmental Protection;
G. Florida Department of Agriculture and Consumer Services;
H. Florida Department of State, Bureau of Historic Preservation;
I. Florida Department of Transportation;
J. Florida Department of Economic Opportunity;
K. Florida Fish and Wildlife Conservation Commission;
L. Florida Department of Education;
M. Florida Public Service Commission;

N. Florida Highway Patrol;
O. Federal Agencies of Housing and Urban Development;
P. Federal Transit Administration;
Q. Federal Environmental Protection Agency;
R. Federal Emergency Management Agency; and
S. U.S. Army Corps of Engineers.

The County shall also seek legislative action by the Florida Legislature when the needs of the County so require. The County shall continue to work on issues with the Florida Association of Counties and shall work with the Florida League of Cities as needed.

The Water Supply Facilities Work Plan (Work Plan) – The St Johns River Water Management District (District) updates the District Regional Water Supply Plan (DRWSP) every five (5) years. The County's Work Plan shall be updated within 18 months following an update to the DRWSP per Policy POT 5.5 Coordination and Consistency with District Regional Water Supply Plan. This coordination shall be documented in the text of the Work Plan with each amendment. Additionally, where appropriate and feasible, the Work Plan shall include collaborative approaches with District and other local governments for water supply source use and development, and water resource development per ***Policy POT 5.6 Coordination with District and Local Water Providers***.

Policy IGC 3.4 **Coordination during Major Regional Transportation Construction Projects**

The County shall coordinate with the Florida Department of Transportation, the Central Florida Regional Transportation Authority (LYNX), SunRail, and other jurisdictions and agencies to prepare in advance for the maintenance of car, bicycle, pedestrian and transit traffic during construction of major regional transportation projects.

Policy IGC 3. 5 **Incorporated Policies**

Additional intergovernmental coordination policies listed below by subject matter related to the issues and to this objective are included within the following Elements of this Plan:

Transportation Element Policies include:

- Coordinate Plans and Programs, including mobility strategies
- Coordination with the Florida Department of Transportation
- Mitigation of Impacts of Extra Jurisdictional Traffic
- Bicycle and Recreational Trail Planning and Coordination
- Monitor Transit Services

Future Land Use Policies include:

- Resource Management Plans

Conservation Element Policies include:

- Well Capping Program
- Best Management Practices

- Intergovernmental Coordination
- Agency Regulation Coordination
- Natural Resources Conservation Service
- Air Quality Monitoring

Stormwater Management Element Policies include:

- Land Development Code
- Agency Coordination

Solid Waste Element Policies include:

- Intergovernmental Coordination

Recreation and Open Space Element Policies include:

- St. Johns Water Management District Acquisition
- Acquisition Program - Local Assistance
- Expanded Path Access
- Agency Coordination
- Transit Access
- Bike Trail Provision

OBJECTIVE IGC 4 IMPACTS OF PLAN ON OTHER JURISDICTIONS

To ensure that the impacts resulting from the implementation of the County Comprehensive Plan upon development in adjacent municipalities, counties, regions, and the State are addressed through effective use of the following intergovernmental coordination mechanisms:

Policy IGC 4.1 **Incorporated Policies**

Additional intergovernmental coordination policies listed below by subject matter related to the issues and to this objective are included within the following Elements of this Plan:

Transportation Element Policies include:

- Support Establishment of Mechanisms to Enhance Intergovernmental Coordination

Multi-jurisdictional Review

Conservation Element Policies include:

- Intergovernmental Wellfield Protection

OBJECTIVE IGC 5 COORDINATION OF LEVEL OF SERVICE STANDARDS AND MOBILITY STRATEGIES

The County shall coordinate with responsible local, regional, and State authorities and private utility companies, as appropriate, in the establishment of level of service standards for public facilities and coordination of mobility strategies with local authorities, and, if necessary, initiate further coordination efforts with adjacent local government comprehensive plans to ensure consistency with adopted level of service standards and mobility strategies.

Policy IGC 5.1 **Incorporated Policies**

Additional intergovernmental coordination policies listed below by subject matter related to the issues and to this objective are included within the following Elements of this Plan:

Transportation Element Policies include:

- Mobility Strategies

Capital Improvements Element Policies include:

- Criteria for Public Capital Expenditures
- Adopted Level of Service Standards and Schedules of Capital Improvements.
- Adopted Level of Service Standards and Schedules of Capital Improvements.
- Concurrency Management
- Level of Service Monitoring

OBJECTIVE IGC 6 EXCHANGE OF SUPPORT AND DATA

The County shall increase the effectiveness and efficiency of public programs to minimize costs by providing, seeking, and sharing the following support and data.

Policy IGC 6.1 **Internet Services**

Seminole County shall continue to provide information on its Internet webpage regarding, but not limited to, agendas and minutes of the meetings of the Board of County Commissioners, and many of its supporting citizen and staff committees, information on County Departments, important County documents, and progress statements on major work efforts, such as road construction projects.

Policy IGC 6.2 **Sharing of Geographical Information Systems (GIS) Data**

The County will continue to allow the cities and the Seminole County School Board who have an interlocal for use of the County's fiber optic system to access GIS data. The County will annually provide its GIS data to METROPLAN ORLANDO, the regional metropolitan transportation organization, for their annual socio-economic data update. The County will continue to provide access to its GIS data via the internet webpage. The County will coordinate with private utility companies to attempt to have private utility lines placed in the County's GIS system.

Policy IGC 6.3 **Operation of Seminole Government Television**

The County will continue to operate the Seminole Government Television (SGTV) cable television station and provide a forum for the governments in Seminole County to broadcast local government and educational programming, news, announcements and job listings.

Policy IGC 6.4 **Sharing of Resources**

The County shall continue to provide land use and socio-economic data to the cities, the School Board and other levels of government and agencies.

Policy IGC 6.5 **Incorporated Policies**

Additional intergovernmental coordination policies listed below by subject matter related to the issues and to this objective are included within the following Elements of this Plan:

Transportation Element Policies include:

- Monitor and Update Data
- Conservation Information

OBJECTIVE IGC 7 CONFLICT RESOLUTION

The County shall endeavor to prevent and resolve conflicts and inconsistencies with other governments and agencies through available formal and informal mediation and conflict resolution techniques.

Policy IGC 7.1 **Conflict Resolution**

In cases where the County is unable to resolve intergovernmental conflicts through informal means or existing coordination mechanisms, the County may invoke one of, but not necessarily be limited to, the following mediation and conflict resolution techniques:

A. The Interlocal Planning Coordination Agreement of 1997.

B. The 1995 Interlocal Agreement on Mediation and Intergovernmental Coordination.

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CAPITAL IMPROVEMENTS ELEMENT INTRODUCTION

Overall planning and programming for capital improvements has been formally undertaken by Seminole County dating back to its first Comprehensive Plan (Plan) in 1977. Each subsequent update incorporates refinements to programs and funding strategies which serve as a basis from which Seminole County initiates significant local actions to implement programs and respond to changing conditions. Since 1991, the implementation of a five- year Capital Improvements Element (CIE) linked to the financially feasible Countywide budget and five-year Capital Improvements Program, has helped to provide for the more accurate long-range planning of growth needs and will serve as a platform from which to address larger issues such as water resources, stormwater management and legislative changes which may occur.

The CIE sets out a five-year capital expenditure program designed to implement the Plan's goals, objectives and policies and ensure adopted level of service standards are met and maintained.

As a required element of the Plan, the CIE must meet the following requirements of Chapter 163, Florida Statutes:

A. Ensure that the Comprehensive Plan is economically feasible and encourage the efficient utilization of public facilities (major capital improvements) by:

1. Considering the need for and location of public facilities;
2. Outlining principles for public facilities which are necessary to implement the plan for construction, extension, or increase in capacity and correcting existing public facility deficiencies;
3. Estimating public facility costs, including identification of when facilities will be needed, general location of facilities, and projected revenue sources to fund the facilities; and
4. Setting standards to ensure the availability of adequate public facilities, including acceptable levels of service.

B. Ensure coordination of the several elements of the Plan by requiring consistency of the Capital Improvements Element with the public facility and future land use elements.

C. Ensure that public facilities needed to support development are available concurrent with the impacts of the development or guaranteed in an enforceable development agreement.

The CIE sets out a capital expenditure program designed to meet the goals of the community as reflected in the policies, standards and programs adopted in the Plan. The CIE program is driven by four factors:

A. The community's growth;

B. The community's current and planned facility service programs;

C. The levels of service desired or required by statute for those programs; and

D. The desired quality of life for which the community is willing to pay.

~~**COMPLIANCE WITH CHAPTER 163, FLORIDA STATUTES, REQUIREMENTS FOR PUBLIC SCHOOL CONCURRENCY**~~

~~Public School Facilities Element - The County adopted a public school element on January 22, 2008, which added a new set of capital project tables starting with page Exhibit CIE: Facility Program – Public School Facilities. Two new policies have been added as part of the Evaluation and Appraisal Report update of the Comprehensive Plan: Policy CIE 1.13 Seminole County School Board Responsibilities and Policy CIE 3.6 Monitoring of Public School Facilities Level of Service.~~

~~An update to the capital projects list for the element shall be adopted each year as part of the County's annual CIE Update in compliance with the "2007 Interlocal Agreement for Public School Facility Planning and School Concurrency as Amended January 2008". The Seminole County School Board is responsible for annually preparing and providing to the County and each municipality a financially feasible capital projects list for adoption by local jurisdictions.~~

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

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CAPITAL IMPROVEMENTS ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL

Implement a capital planning program that provides and maintains in a timely, efficient, and fiscally prudent manner public facilities and services which protect the public health, safety and welfare; adequately serve existing and new development; are consistent with Seminole County's future land use plan; achieve and maintain adopted facility levels of service and mobility strategies; maintain the existing infrastructure; and minimize public costs.

OBJECTIVE CIE 1 ADOPTION AND UPDATE OF CAPITAL IMPROVEMENTS ELEMENT

The Capital Improvements Element shall be used to guide the programming and implementation of public facility improvements to correct existing deficiencies, repair and replace worn out or obsolete facilities and to accommodate previously approved projects and new growth in an efficient, cost effective, and timely manner.

Policy CIE 1.1 **County Responsibility for Maintaining Level of Service and Mobility Strategies within the Dense Urban Land Area/Transportation Concurrency Exception Area**

The Capital Improvements Element (CIE) shall include an annual schedule of the capital improvements for which Seminole County has fiscal responsibility to maintain the level of service standards adopted in the public facility elements of the Comprehensive Plan and to support mobility strategies identified in the Transportation Element (see Exhibit CIE: Facility LOS – All Facilities and Mobility Strategies at rear of element). With respect to mobility within the Dense Urban Land Area/Transportation Concurrency Exception Area, the County shall annually evaluate whether conditions that trigger the need to alter quality/level of service standards (as identified in the Transportation Element) have been achieved. If so, necessary improvements shall be included in capital or operating budgets and within the CIE.

Policy CIE 1.2 **Annual Review, ~~and~~ Update and Schedule Coordination**

The Capital Improvements Element shall concentrate on the first five (5) years of capital needs, shall be financially feasible and shall be reviewed and updated by ordinance annually to ensure consistency with the County's Capital Improvement Program (see five-year capital schedules of improvements for each facility~~.~~). Updates shall remain consistent with regional and state agency plans; including the regional water supply plan adopted by St. Johns River Water Management District, Florida Statutes, and any Basin Management Actions Plans and shall be coordinated with the MetroPlan Orlando Transportation Improvement Program, Long-Range Transportation Plan, FDOT Five-year work program, and the most recent version of the School Board's Capital Improvement Plan (CIP), which is updated annually and included in the School Board's Budget Book.

Policy CIE 1.3 **Capital Improvements Element Amendment Procedure**

Annual updates shall ensure that all scheduled projects remain consistent with LOS standards and coordinated with the County budget, the MetroPlan Orlando and FDOT five-year work program.

Policy CIE 1.~~3~~4 Florida Department of Transportation Capital Projects

The schedule of capital improvements shall recognize as financially feasible the transportation projects within Seminole County included in the first three years of the adopted five-year Florida Department of Transportation work program.

~~**Policy CIE 1.4 Capital Improvements Element Amendments**~~

~~A Plan amendment shall be required to eliminate, defer, or delay construction of any road or mass transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the five-year schedule of improvements.~~

Policy CIE 1.5 Capital Improvements Element Consistency with Other Elements

The schedule of capital improvements shall be based upon the Future Land Use and public facility Elements of the Comprehensive Plan and shall be consistent with all other elements of this Plan.

Policy CIE 1.6 Coordination with Annual Budgets

Adoption of annual budgets shall include a specific capital budget, which shall implement adequate funding sources and be consistent with the Capital Improvements Element.

Policy CIE 1.7 Provisions to meet Committed Development Needs

Each major update of the County's socio-economic data, analysis and projections shall include a review of the assumptions, projections and provisions made to serve committed (previously approved) development, including an itemization of existing committed developments. An ongoing update of committed development needs shall be achieved through the use of reports generated by the Concurrency Management System.

Policy CIE 1.8 Criteria for Public Capital Expenditures

The County shall evaluate capital projects for inclusion into the Capital Improvements Element schedule of projects, using as a guide the degree of compliance with the following criteria:

A. Elimination of public health and safety hazards;

B. Replacement or rehabilitation of facilities and the elimination of existing capacity deficiencies necessary to maintain level of service standards;

C. Necessity for compliance with statutory or regulatory requirements;

D. Provision of capacity for redevelopment and new development, based upon projected growth patterns;

E. Coordination of improvement programs with State agencies, such as the St. Johns River Water Management District, that provide facilities within Seminole County;

F. Provision of capacity within service areas and urban centers established in the facility elements of this Plan;

G. Compliance with and support of locational policies established in the Future Land Use, public facilities, and other elements of this Plan;

H. Improved efficiency/cost-effectiveness of County operations; and

I. Cost impacts to annual operating budgets.

Policy CIE 1.9 **Provisions for Renewal/Replacement**

Each annual review and update of the Capital Improvements Element (CIE) shall include a review of the assumptions, projections, needs, and considerations for appropriate and timely renewal and replacement of existing facilities, using as a guide the following criteria:

A. Evaluations of actual operating condition and useful life;

B. Maintenance or enhancement of the operational capacity of public facilities, including opportunities for deficiency correction;

C. Compliance with and support of renewal/replacement policies established in the public facility elements of this Plan;

D. Maintenance or improvement of operating cost-effectiveness/efficiency;

E. Maintenance or enhancement of services through opportunities to incorporate improved technology and materials; and

F. Opportunities for future fiscal efficiencies through such activities as reuse of existing facilities, renewal/rehabilitation to extend useful life, and spreading major periodic renewal/replacement cost burdens over time.

These provisions for renewal/replacement shall be incorporated in the CIE and implemented through annual budget adoptions.

Policy CIE 1.10 **Prioritizing and Funding of Capital Improvements Projects**

The County shall identify necessary Capital Improvements, identify funding sources for those improvements, and identify the priority for funding of those for which funding is not yet available.

A. If funding resources are insufficient to complete projects needed during the CIE's five-year planning period, the County shall identify the priority of the project(s) for funding and may consider options to address this issue including the following: Seeking grant funding from State or Federal funding authorities; considering public/private partnerships to fund improvements; increasing the rates of current revenue sources or implement other available sources such that the schedule of capital improvements is adequately funded in each year; and/or

B. Require that proposed developments whose service demand cannot be met to phase the development plan until such time that capital projects can be completed and ensure that the development provides for its fair share of any capital costs; and/or

C. Amend the Future Land Use, Capital Improvements Element and public facility elements, modify level of service standards, and/or modify the schedule of capital improvements, as appropriate and necessary, such that internal consistency of the Comprehensive Plan is maintained.

Policy CIE 1.11 **Funding of Public Transportation Services**

The Board of County Commissioners shall, at its discretion and in accordance with law, make use of fuel tax revenues and other legal revenue sources for the purpose of funding public transportation capital, operations and maintenance as identified in the Seminole County Comprehensive Plan Capital Improvements Element (CIE). Such revenues may be expended for the public transportation services identified in the CIE including but not limited to capital facilities, operations and maintenance. These services may be provided directly by the County or may be contracted for through public or private service providers.

Policy CIE 1.12 Maintaining Consistency with Water Supply Facilities Work Plan

The County shall include in its annual update of the County's five (5) year capital improvements schedule the first five (5) years of the Ten-year Water Supply Facilities Work Plan (which is adopted by reference in the Potable Water Element), capital improvement schedule to ensure consistency between the Potable Water Element and the Capital Improvements Element as shown in CIE Exhibit *2022* ***10-year Water Supply Facilities Work Plan Five-Year Capital Improvement Schedule***.

Policy CIE 1.13 Seminole County School Board Responsibilities

The Seminole County School Board (School Board) shall be responsible for annually providing a schedule of capital improvements that the Board of County Commissioners (Board) shall recognize as being financially feasible and necessary to maintain the level of service standards detailed in the 2021~~"2007~~ Interlocal Agreement for Public School Facility Planning and School Concurrency ~~as amended January 2008" and adopted by the Board on January 22, 2008~~. The schedule provided will be incorporated into the County's annual Capital Improvements Element Update. Funding for the school projects shall be the responsibility of the School Board.

OBJECTIVE CIE 2 CAPITAL IMPROVEMENTS PROGRAM

The County shall use the Capital Improvements Program (CIP) process for the update and refinement of multi-year projections of fiscal resources such that a financially feasible schedule of capital improvements is maintained.

Policy CIE 2.1 Multi-Year Projections

The Capital Improvements Program shall establish the schedule and process for regular, periodic evaluation and updating of multi-year financial projections and of fiscal policies, practices and strategies for all County programs, services and facilities.

Policy CIE 2.2 Consistency of the Capital Improvements Element with the Capital Improvements Program

The adopted Capital Improvements Element shall be consistent with the Capital Improvements Program and shall be implemented through annual budget adoptions.

Policy CIE 2.3 Multi-Year Fiscal Management

The Capital Improvements Program shall embody and be consistent with the following:

A. Maintenance of existing infrastructure, including renewal/replacement of worn-out facilities and rehabilitation/reuse of existing facilities, shall be specifically projected and funding identified;

B. Debt obligations shall be specifically identified and projected to ensure compliance with debt covenants, including coverage requirements;

C. A debt management strategy and set of criteria which shall be based upon the debt management principles set forth in subsequent ***Policy CIE 2.5 Debt Management Principles***;

D. Maintenance of levels of budgeted undesignated reserves ("contingency" and "fund balance forward") adequate to serve sound public fiscal management purposes; and

E. Equity of the uses of a revenue source relative to the populace generating the revenue.

Policy CIE 2.4 **Multi-Year Operating Budgets**

Concurrent with the inclusion of a capital improvement in the Capital Improvements Program and the Capital Improvements Element, associated impacts to annual operating budgets shall be projected and funding strategies identified.

Policy CIE 2.5 **Financial Management, Debt ~~Management Principles~~ and Developer Commitments**

The County shall continue to issue, manage and evaluate its debt obligations in accordance~~ing~~ with~~to~~ sound fiscal management principles, while ensuring the financial feasibility of the Capital Improvements Program. Debt shall be structured ~~taking into account~~ considering existing legal, economic, financial and debt market considerations. At a minimum, the County shall adhere to the following objectives:

A. Maintain and improve the County's bond rating and market acceptance in order to minimize borrowing costs and preserve the County's access to credit markets.

B. Maintain a position of full compliance with disclosure guidelines for all financial reports, official statements, and continuing disclosure reports.

C. Structure bond issues and other debt instruments to match the useful life of capital improvements using the most appropriate method of borrowing funds.

D. Address pertinent factors before issuance of debt:

1. Legal constraints on debt capacity and various financing alternatives.
2. Urgency of the capital requirements to be met and the economic costs of delays.
3. Willingness and financial ability of the taxpayers to pay for the capital improvements.
4. Determination as to whether to employ a "pay as you acquire" versus a "pay as you use" approach.
5. Proper balance between internal and external financing.

6. Current interest rates and other market considerations.
7. The financial condition of the County.
8. The types, availability and stability of revenues to be pledged for repayment of the debt.
9. Type of debt to be issued.
10. The nature of the projects to be financed (i.e., approved schedule of improvements, non-recurring improvements, etc.).

OBJECTIVE CIE 3 LOS AND DEVELOPMENT AND REDEVELOPMENT APPROVALS

By adoption and implementation of the Seminole County Comprehensive Plan, land use decisions shall require maintenance of adopted level of service standards and mobility strategies and shall be coordinated with the Capital Improvements Element and public facility elements including the adopted schedule of capital improvements.

Policy CIE 3.1 Adopted Level of Service Standards and Schedules of Capital Improvements

Exhibit CIE: Facility LOS - All Facilities and Mobility Strategies shall identify the adopted level of service standards for each public facility. ***Exhibit CIE: Facility Program*** for individual elements or ***Exhibit CIE: Five-Year Capital Schedule of Improvements*** for multiple facility programs shall detail the annually adopted five-year capital expenditure program supporting the goals, objectives and policies of the Plan.

Policy CIE 3.2 Application to New Development and Redevelopment

For the purposes of approving new development and redevelopment, subsequent to adoption of this Comprehensive Plan, all adopted public facility level of service standards and schedules of capital improvements shall be applied and evaluated in any new development and redevelopment reviews and approvals consistent with policies of the Implementation Element. A final development order shall be issued only if this evaluation finds that the needed public facilities that meet the adopted level of service standards are available or are assured to be available concurrent with the impacts of the development. Within the Dense Urban Land Area/Transportation Concurrency Exception Area, Mobility Strategies as detailed in the Transportation Element shall apply, rather than adopted roadway levels of service (except for State roads). Preliminary development orders shall only be issued with the condition that no rights to obtain final development orders or development permits, nor any other rights to develop or redevelop the subject property are granted or implied by the County's approval of the preliminary development order.

Policy CIE 3.3 Five-Year Level of Service and Impact Assessment

To guide provision of adequate public facilities concurrent with the impacts of development, the schedule of capital improvements for each public facility type shall be accompanied by a summary evaluation of capacity needs and availability for at least the five-year period.

Policy CIE 3.4 Concurrency Management and Mobility

Seminole County shall continue to operate a concurrency management system pursuant to the Implementation Element which, in conjunction with Policy CIE 3.2 Application to New Development and Redevelopment and other policies of this Capital Improvements Element, will ensure that development orders and permits are issued in a manner that will assure that the necessary public facilities and services are available at adopted level of service standards concurrent with the impacts of that development. Within the Dense Urban Land Area/Transportation Concurrency Exception Area, Mobility Strategies as detailed in the Transportation Element shall apply, rather than adopted roadway levels of service (except for State roads).

For potable water, adequate water supplies and potable water facilities shall be in place and available to serve new development no later than the issuance by the County of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, the County shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the County of a certificate of occupancy or its functional equivalent.

Policy CIE 3.5 **Level of Service Monitoring**

Seminole County shall maintain a monitoring system which enables the County to determine whether it is adhering to the adopted level of service standards and the schedule of capital improvements. Findings and determinations from the monitoring system shall be used in each annual review and update of this Capital Improvements Element.

Policy CIE 3.6 **Monitoring of Public School Facilities Level of Service**

The County Board shall rely on the Seminole County School Board to provide a demonstration that adopted levels of service are being met. The County shall support the maintenance of the public schools level of service by requiring completion and submission for each site plan, final subdivision or functional equivalent for new residential development a School Capacity Availability Letter of Determination signed by an authorized representative of the School Board.

Policy CIE 3.7 **Level of Service Monitoring for the US 17-92 Corridor**

The County shall verify that the municipal service providers responsible for potable water and sanitary sewer service within individual service areas of the US 17-92 Corridor can continue to provide such services to proposed redevelopment projects, in accordance with their respective levels of service, through the County's Development Review Process and such interlocal agreements as may be necessary. The County shall continue to monitor its own level of service and schedule of capital improvements for those portions of the US 17-92 Corridor that are served by Seminole County.

Policy CIE 3.8 **Accessory Dwelling Units (ADUs)**

As regulated under this Comprehensive Plan and the Land Development Code, ADUs shall be considered to have negligible impacts on available capacities of all public facilities and shall not be counted toward maximum permitted densities under any applicable future land use designation. This policy shall be re-evaluated at two (2) year intervals to determine whether revisions are required to maintain adopted Levels of Service.

OBJECTIVE CIE 4 USER PAYS PRINCIPLE

Development shall bear a proportionate cost of needed facility improvements through equitable and legally available means.

Policy CIE 4.1 Developments Proportionate Share

Development will bear an equitable and proportionate share of the cost of providing new or expanded public facilities required to maintain adopted levels of service through mechanisms such as impact fees; capacity fees; developer dedications; developer contributions pursuant to land development regulations; and special benefit assessment/taxing districts.

Policy CIE 4.2 Fee Assessments

The County shall regularly evaluate whether present fee levies are adequate to address impacts of inflation, whether the County needs to appropriate new impact fees, and whether capacity fees, user charges, special benefit assessment/ taxing districts and other mechanisms are adequately and fairly meeting the fiscal demands placed on the County by new development.

Policy CIE 4.3 Proportionate Fair-Share Program

The Proportionate Fair-Share Program as provided in Section 163.3180(16), Florida Statutes, shall apply to all developments in the County that impact a road segment or transportation facility in the County Concurrency Management System that applies to areas outside of the Seminole County Transportation Concurrency Exception Area (TCEA), where the developer has been notified of a failure to achieve transportation concurrency on the roadway segment or segments, or transportation facility or facilities.

An applicant may choose to satisfy the transportation concurrency requirements by making a proportionate fair-share contribution if the proposed development is consistent with the County's Comprehensive Plan and Land Development Code, and the County's five-year Capital Improvement Program (CIP) and the Capital Improvements Element (CIE) include a transportation improvement or improvements that, upon completion, will accommodate the additional trips generated by the proposed development, or the County agrees to add the transportation improvement to the CIP and CIE no later than the next regular update of those documents. When the Proportionate Fair-Share Program is used by a developer, this source of funding shall be included in the CIP and CIE as a revenue stream for the affected transportation improvement or improvements.

The methodology to calculate proportionate fair-share mitigation, which is specified in the Land Development Code, shall be as provided in Section 163.3180(12), Florida Statutes proportionate fair-share mitigation includes separately or collectively, private funds, contributions of land, and construction and contribution of facilities and may include public funds as determined by Seminole County. Mitigation for development impacts to facilities on the Strategic Intermodal System, as required by Section 163.3180(16)(e), Florida Statutes, and the County's Land Development Code, requires concurrence of the Department of Transportation.

In addition, the Proportionate Fair Share program shall apply to all development and redevelopment within the Seminole County TCEA where a proposal generates a need for expansion of or improvements to existing or planned mobility strategy facilities.

Such mobility strategy facilities may include, but not be limited to pedestrian improvements (such as sidewalks connecting the proposal to a LYNX or SunRail stop, or pedestrian paths connecting a residential proposal to nearby employment opportunities); bicycle improvements (such as bicycle paths connecting the proposal to a LYNX or SunRail stop); transit improvements (such as bus shelters or improvements to a SunRail stop) or roadway mobility improvements (such as pedestrian crosswalks, Intelligent Transportation System or other signalization improvements, pedestrian medians, deceleration lanes or other features).

The methodology to calculate such fair-share shall be as specified in the County's Land Development Code.

SEMINOLE COUNTY
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CAPITAL IMPROVEMENTS EXHIBITS: ANNUAL CIE UPDATE

- Introduction to Annual CIE Update
- Financial Feasibility Statement
- Summary of CIE Funds and Elements
- Individual Fund Detail
- Facility LOS - All Facilities and Mobility Strategies
- Facility LOS - Drainage
- Facility LOS – Seminole County Roads
- Facility LOS - State Highways Criteria
- Facility Program - Drainage
- Facility Program - Potable Water/Sanitary Sewer
- Facility Program - Public School Facilities
- Facility Program - Recreation and Open Space
- Facility Program - Solid Waste
- Facility Program – Transportation



Seminole County Comprehensive Plan Exhibits

The following are Updates to the CIE Capital Improvements Project Schedule only:

- **2011 - Project Schedule Update**
- **2012 - Project Schedule Update**
- **2013 - Project Schedule Update**



Seminole County Comprehensive Plan Exhibits

CAPITAL IMPROVEMENTS ELEMENT
Introduction to the Annual CIE Update - FY 2010/11-2014/15

ANNUAL UPDATE TO THE CAPITAL IMPROVEMENTS ELEMENT

Per sub-section 163.3177 F.S., (3)(b)1 - "The capital improvements element shall be reviewed on an annual basis and modified as necessary in accordance with s. 163.3187 or s. 163.3189 in order to maintain a financially feasible 5-year schedule of capital improvements. Additionally, the sub-section notes: "Amendments to implement this section must be adopted and transmitted no later than December 1, 2008."

This amendment to the Capital Improvements Element (CIE) updates the projected service demand and available/planned capacity for each of the facility elements as well as the list of capital projects during the next five year period of Fiscal Years 2010/11-2014/15. The amendment also includes a Financial Feasibility exhibit.

PURPOSE OF THE CAPITAL IMPROVEMENTS ELEMENT

The primary purpose of the annual update to the CIE is to adopt a five year, financially feasible, schedule of capital improvements for each facility element. These improvements address the expansion of facility capacity to meet projected demands as well as the ongoing maintenance of the County's ability to deliver service at the adopted Level of Service standards. Additionally, the CIE can serve to identify funds dedicated to the achievement of other adopted element policies and program goals. In preparing the document, staff evaluates program and project costs, reviews revenue sources and projections to ensure adequacy to cover the five year period and reviews facility services to ensure maintenance of the adopted Level of Service standards. Following this introduction is a statement attesting to the financial feasibility of the five-year CIE program.

Seminole County's Comprehensive Plan is comprised of the facility elements specified in Rule 9J-5, Florida Administrative Code (see list below). The elements are designed to ensure that the County's growth management plan is supported by adequate services and infrastructure in a timely fashion. The CIE provides an assurance of effective facility element implementation by adopting a financially feasible 5-year schedule of improvements for each type of facility, and by measuring whether those improvements are adequate to meet current and projected demands covering the 5-year period. (Note that the Natural Groundwater Aquifer Recharge is addressed in the Conservation and Future Land Use Elements with capital projects being incorporated in the Drainage, Potable Water, Sanitary Sewer or Transportation capital project programs.)

A Required Elements:
- 1 Drainage
- 2 Potable Water
- 3 Public School Facilities
- 4 Recreation & Open Space
- 5 Sanitary Sewer
- 6 Solid Waste
- 7 Transportation

DESCRIPTION OF THE UPDATED EXHIBIT SECTIONS

The update consists of four sections – an Introduction, Financial Feasibility, Facility Level of Service and Facility Programs:

Introduction to the Annual CIE Update
This section sets out the purpose and requirements of the update, describes how the update is presented, how amended, and makes any special notes of interest.

Financial Feasibility Statement
This section contains a statement and tables demonstrating the financial feasibility of the CIE Update.

Facility Level of Service Descriptions
This section identifies for each element the facility type, service area and adopted levels of service.

Facility Program Description – In general there are three basic parts for each element:

A The "Summary of Policies, Programs and Capital Improvements with Cost Impacts" is a program description summarizing the overall capital program of the facility and identifies funding sources and any special issues faced by the facility. **Note:** The former Trails section of the Transportation Facility Program has been moved to and incorporated into the Recreation and Open Space Facility Program.

B The "Capacity/Improvements Summary" reports current and projected capacity and service demand figures based on the most recently adopted socioeconomic data series. This provides a check on whether any facility deficiencies are projected within the five year planning period. **Note:** Demand figures are always those of the year prior to the start of the five (5) year CIE planning period. This is necessary to have the time to calculate whether any deficiencies exist using the updated socio-economic data (population and employment by traffic analysis zone), and then address those deficiencies during the following year's budget cycle for inclusion in the amendment update to the CIE. For the CIE planning period of FY 2010/11-2014/15, the year used to base service demand on is 2009.

C The "Five Year Capital Schedule of Improvements" section lists the major capital projects and the dollars allotted to their implementation over the coming five year planning period. During the annual CIE amendment process, capital project schedules and funding sources are subject to continuing adjustment to reflect management and funding strategies developed in conjunction with preparation and adoption of each Annual Budget. Once the budget is adopted (September of each year), rebudgets of projects appropriated in the prior fiscal year are incorporated for the final adoption hearing of the CIE Update. By this means, the first year of the CIE is always consistent with the adopted annual budget for that year.

D Note that Drainage, Potable Water/Sanitary Sewer, Transportation - Mobility and Transportation differ somewhat from the above.

SPECIAL NOTES

A **Water Supply Facilities Work Plan** (Water Supply Plan/WSP) – The County adopted a WSP on November 13, 2007. Statute requires the WSP to be updated annually as necessary and that the annual CIE maintain consistency with the WSP. For this reason, the WSP will be updated annually as part of the CIE annual update. Statute also allows that applicable issues, policies, or exhibits of any element of the Comprehensive Plan that are considered to be part of the overall implementation of the WSP can be updated as part of this single amendment.

B **Solid Waste Level Of Service Update** - Within the "Facility Level of Service Descriptions" section, the adopted level of service (LOS) for the Solid Waste Element as shown in *Exhibit CIE: Facility LOS - All Facilities and Mobility Strategies* has been amended to cover the time period from FY 2007/08 through the next Evaluation and Appraisal Report (EAR) due in 2013.

Based on the most current data and analysis which shows that land fill and transfer station capacity will be adequate beyond the planning horizon of 2025, there is no reason to update annually these figures. These LOSs will be reviewed and updated in conjunction with the next EAR based amendments and a determination made as to whether the seven (7) year update cycle remains adequate.

COMPLIANCE WITH CHAPTER 163, F.S., REQUIREMENTS FOR PUBLIC SCHOOL CONCURRENCY

Public School Facilities Element – The County adopted a Public School Facilities element on January 22, 2008. As required by statute, the school level of service, student population projections, capital projects program and financial feasibility information provided by the Seminole County School Board have been incorporated into a new CIE section titled "Public School".

Note that the 2010-2011 CIP approved by the School Board is based upon the 2009-2010 COFTE enrollment vs. capacity analysis. The summary forecast table is included in the CIE. The Public School Element Support Document contains the detailed student projection tables for each school by concurrency area.

SUPPORT DOCUMENT UPDATE

CIE Element support material provided in support of this amendment contains the socioeconomic data used in evaluating each facility's projected service demand and tables demonstrating the calculation.

Financial Feasibility Statement

Section 163.3177, sub-section (3)(b)1, F.S., now establishes December 1, 2011, as the date by which each jurisdiction shall provide a demonstration of financial feasibility for its five-year capital improvements plan. The definition requires that sufficient revenues are currently available or will be available to fund the projected costs of the capital improvements identified in County's five year Capital Improvements Element (CIE) and ensure that adopted level-of-service standards are achieved.

Seminole County will make use of the following committed revenues to fund the capital projects of the Comprehensive Plan's facility elements for fiscal years 2010/11-2014/15. "Committed" revenues are revenues already being collected and/or additional revenue collection measures which the Board can enact at its discretion. "Planned" revenues are revenues requiring voter approval, signed funding agreements, grants, or other revenue sources that the Board cannot commit at its discretion. No "planned" revenues are scheduled for use in funding the five year capital program.

- Ad Valorem and Other General Revenues
- Impact Fees/Utility Connection Fees
- Users Rates and Charges
- Infrastructure Sales Tax
- Locally Imposed Gas taxes
- Bond Proceeds

The revenue sources listed above are deposited into separate funds from which individual capital projects are funded. The following Summary of CIE Funds and Elements shows the amount of revenue allotted by fund for CIE projects reconciled to each CIE Element's total cost of capital projects - the totals matching those found in facility section of each element.

Following the summary table, each fund is further detailed by source(s) of revenue and programmed uses. Within the "Uses" section, the line "Capital Improvement Element Project" identifies the dollars from that fund being assigned to capital projects within the various facility elements of the Comprehensive Plan. In all cases, the total fund balance equals or exceeds the capital improvements element project dollars assigned to the various CIE elements.

Summary of CIE Funds and Elements

CIE Totals by Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Transportation Trust Fund	$ 2,301,570	$ 5,554,149	$ 5,819,356	$ 6,097,824	$ 6,390,215
1991 Infrastructure Sales Tax Fund	11,330,000	-	5,125,000	-	10,125,000
2001 Infrastructure Sales Tax Fund	62,045,069	13,162,328	15,075,000	7,500,000	-
Community Development Block Grant Fund	128,527	-	-	-	-
Community Services Grants Fund	106,236	-	-	-	-
ARRA - Community Services Stimulus Grants Fund	188,247	-	-	-	-
East Collector Transportation Impact Fee Fund	5,945,000	-	-	-	-
Stormwater Fund	3,000,000	-	-	-	-
17/92 Redevelopment Fund	-	775,000	-	-	-
Natural Lands/Trails Bond Fund	-	25,000	-	-	-
Water and Sewer Operating Fund	3,819,863	437,500	437,500	992,360	656,250
Water Connection Fee Fund	2,126,642	4,372,776	1,135,416	135,416	135,416
Sewer Connection Fee Fund	6,351,529	4,541,065	6,370,011	569,883	208,334
Water and Sewer Bond Series 2006 Fund	218,750	2,025,604	218,750	-	-
Water and Sewer Bond Series 2010 Fund	-	-	-	748,537	-
Solid Waste Fund	910,755	1,037,004	701,928	442,720	435,024
	$98,472,188	$31,930,426	$34,882,961	$16,486,740	$17,950,239
	-	-	-	-	-
CIE Totals by Element	**FY 2010/11**	**FY 2011/12**	**FY 2012/13**	**FY 2013/14**	**FY 2014/15**
Drainage	$ 3,273,010	$ -	$ -	$ -	$ -
Recreation/Open Space	150,000	800,000	-	-	-
Transportation	81,621,639	18,716,477	26,019,356	13,597,824	16,515,215
Potable Water	3,189,559	6,544,214	1,500,000	500,000	500,000
Sanitary Sewer	9,327,225	4,832,731	6,661,677	1,946,196	500,000
Solid Waste	910,755	1,037,004	701,928	442,720	435,024
	$98,472,188	$31,930,426	$34,882,961	$16,486,740	$17,950,239

Individual Fund Detail

Transportation Trust Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	6,012,492	7,084,060	5,325,380	5,334,200	5,343,200
Ad Valorem Tax	1,397,210	1,330,000	1,330,000	1,360,000	1,390,000
Taxes - Other	7,000,000	7,070,000	7,140,000	7,280,000	7,430,000
State Shared Revenue	4,905,000	4,960,000	5,010,000	5,110,000	5,210,000
Charges for Services	1,023,000	1,020,000	1,025,000	1,040,000	1,055,000
Other Revenue	181,000	180,000	185,000	190,000	195,000
Operating Revenue	14,506,210	14,560,000	14,690,000	14,980,000	15,280,000
Transfers In	6,078,364	6,208,630	9,274,180	9,427,835	9,578,295
Total Sources	26,597,066	27,852,690	29,289,560	29,742,035	30,201,495
Uses					
Personal Services	10,882,216	10,909,000	11,240,000	11,580,000	11,930,000
Contra Expenditures	(1,866,727)	(2,078,731)	(2,191,893)	(2,311,750)	(2,438,502)
Operating Expenditures	4,492,184	4,626,950	4,765,758	4,908,731	5,055,993
Capital Equipment	24,100	-	1,000,000	1,000,000	1,000,000
Internal Charges / Other	2,729,885	2,811,782	2,896,135	2,983,019	3,072,510
Grants & Aids	10,819	10,000	10,000	10,000	10,000
Constitutional Officers	22,392	20,000	20,000	20,000	20,000
Operating Expenditures	16,294,869	16,299,000	17,740,000	18,190,000	18,650,000
Capital Improvement Element Projects	**2,301,570**	**5,554,149**	**5,819,356**	**6,097,824**	**6,390,215**
Transfers Out	1,241,318	1,253,690	1,249,560	1,252,035	1,251,495
Reserves	6,759,309	4,745,851	4,480,644	4,202,176	3,909,785
Total Uses	26,597,066	27,852,690	29,289,560	29,742,035	30,201,495

1991 Infrastructure Sales Tax Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	94,565,624	83,607,418	84,106,587	79,472,337	79,896,144
Other Revenue	832,667	973,868	979,690	927,416	932,710
Operating Revenue	832,667	973,868	979,690	927,416	932,710
Total Sources	95,398,291	84,581,286	85,086,277	80,399,753	80,828,854
Uses					
Internal Charges	460,873	474,699	488,940	503,608	518,717
Grants & Aids (CIE)	**2,400,000**	-	-	-	-
Capital Improvement Element Projects	**8,930,000**	-	**5,125,000**	-	**10,125,000**
Reserves	83,607,418	84,106,587	79,472,337	79,896,144	70,185,138
Total Uses	95,398,291	84,581,286	85,086,277	80,399,753	80,828,854

2001 Infrastructure Sales Tax Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	49,405,901	29,422,150	26,392,024	10,631,941	
Discretionary Sales Surtax	43,695,230	11,162,021			
Other Revenue	500,000	1,053,110	1,048,335	816,966	
Operating Revenue	44,195,230	12,215,131	1,048,335	816,966	
Total Sources	93,601,131	41,637,281	27,440,359	11,448,907	
Uses					
Internal Charges	1,633,912	1,682,929	1,733,417	1,785,420	
Grants & Aids (CIE)	**42,834,755**	**2,658,000**	-	-	
Capital Improvement Element Projects	**19,210,314**	**10,504,328**	**15,075,000**	**7,500,000**	
Capital Projects (non-CIE)	500,000	400,000	-	-	
Capital Improvements	19,710,314	10,904,328	15,075,000	7,500,000	
Reserves	29,422,150	26,392,024	10,631,941	2,163,488	
Total Uses	93,601,131	41,637,281	27,440,359	11,448,907	

Community Development Block Grant Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Communtity Development Grant	5,286,846				
Total Sources	5,286,846				
Uses					
Personal Services	423,958				
Operating Expenditures	646,919				
Capital Equipment (CIE)	**94,500**				
Internal Charges / Other	3,088				
Grants & Aids	4,084,354				
Operating Expenditures	5,252,819				
Capital Improvement Element Projects	**34,027**				
Total Uses	5,286,846				

Community Services Grants Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Community Services Grants	1,266,518				
Total Sources	1,266,518				
Uses					
Personal Services	45,513				
Operating Expenditures	347,334				
Grants & Aid	767,435				
Operating Expenditures	1,160,282				
Capital Improvement Element Projects	**106,236**				
Total Uses	1,266,518				

ARRA - Community Services Stimulus Grants Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Community Services Grants	914,663				
Total Sources	914,663				
Uses					
Personal Services	69,417				
Operating Expenditures	567,469				
Grants & Aids	89,530				
Operating Expenditures	726,416				
Capital Improvement Element Projects	**188,247**				
Total Uses	914,663				

East Collector Transportation Impact Fee Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	(3,995,616)				
Discretionary Sales Surtax	200,000				
Other Revenue	15,000				
Operating Revenue	215,000				
Total Sources	(3,780,616)				
Uses					
Capital Improvement Element Projects	**5,945,000**				
Capital Projects (non-CIE)					
Capital Improvements	5,945,000				
Reserves	(9,725,616)				
Total Uses	(3,780,616)				

Funding for the deficiency in this fund provided by interfund loan, funded by surplus in the 1991 Infrastructure Sales Tax Fund. It is anticipated that Impact Fee Collections will repay the loan prior to the cessation of the impact fee.

Stormwater Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	977,227				
Other Revenue	187,000				
Operating Revenue	187,000				
Transfers In	5,880,422				
Total Sources	7,044,649				
Uses					
Personal Services	1,826,900				
Contra Expenditures	(431,916)				
Operating Expenditures	1,560,204				
Internal Charges / Other	372,846				
Operating Expenditures	3,328,034				
Capital Improvement Element Projects	**3,000,000**				
Reserves	716,615				
Total Uses	7,044,649				

17/92 Redevelopment Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	5,601,695	4,454,549			
State Shared Revenue	1,804,948	1,804,948			
Other Revenue	50,000	50,000			
Operating Revenue	1,854,948	1,854,948			
Total Sources	7,456,643	6,309,497			
Uses					
Personal Services	181,571	187,018			
Operating Expenditures	509,691	524,982			
Internal Charges	21,740	22,392			
Grants & Aids	4,578,184	4,715,530			
Operating Expenditures	5,291,186	5,449,922			
Capital Improvement Element Projects	-	**775,000**			
Reserves	2,165,457	84,575			
Total Uses	7,456,643	6,309,497			

Natural Lands/Trails Bond Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	5,108,562	5,039,655			
Total Sources	5,108,562	5,039,655			
Uses					
Personal Services					
Operating Expenditures	10,000	10,300			
Internal Charges / Other	58,907	60,674			
Operating Expenditures	68,907	70,974			
Capital Improvement Element Projects	-	**25,000**			
Reserves	5,039,655	4,943,681			
Total Uses	5,108,562	5,039,655			

Water and Sewer Operating Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	20,851,166	12,845,487	8,262,241	6,019,728	6,223,420
Charges for Services	45,728,180	50,185,500	52,293,291	54,777,223	57,516,084
Other Revenue	730,000	650,000	650,000	650,000	650,000
Operating Revenue	46,458,180	50,835,500	52,943,291	55,427,223	58,166,084
Total Sources	67,309,346	63,680,987	61,205,532	61,446,951	64,389,504
Uses					
Personal Services	7,641,876	7,871,135	8,107,266	8,350,484	8,600,999
Contra Expenditures	(695,000)	(707,360)	(573,843)	(502,164)	(477,988)
Operating Expenditures	13,363,104	15,231,259	15,992,822	16,792,463	17,632,086
Capital Equipment	302,000	750,000	750,000	750,000	750,000
Internal Charges / Other	4,165,052	4,290,004	4,418,704	4,551,265	4,687,803
Debt Service	19,710,883	19,109,135	19,916,691	19,919,754	19,921,214
Operating Expenditures	44,487,915	46,544,173	48,611,640	49,861,802	51,114,114
Capital Improvement Element Projects	**3,819,863**	**437,500**	**437,500**	**992,360**	**656,250**
Capital Projects (non-CIE)	7,633,859	9,566,044	6,365,017	4,505,214	2,985,600
Capital Improvements	11,453,722	10,003,544	6,802,517	5,497,574	3,641,850
Reserves	11,367,709	7,133,271	5,791,375	6,087,575	9,633,540
Total Uses	67,309,346	63,680,987	61,205,532	61,446,951	64,389,504

Water Connection Fee Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	7,255,415	7,060,706	3,278,073	2,338,584	2,384,937
Connection Fees	142,100	144,232	146,756	146,691	152,684
Other Revenue	80,000	105,911	49,171	35,079	35,774
Operating Revenue	222,100	250,143	195,927	181,770	188,458
Total Sources	7,477,515	7,310,849	3,474,000	2,520,354	2,573,395
Uses					
Capital Improvement Element Projects	**2,126,642**	**4,372,776**	**1,135,416**	**135,416**	**135,416**
Capital Projects (non-CIE)	-	337,802	-	-	-
Capital Improvements	2,126,642	4,710,578	1,135,416	135,416	135,416
Reserves	5,350,873	2,600,271	2,338,584	2,384,938	2,437,979
Total Uses	7,477,515	7,310,849	3,474,000	2,520,354	2,573,395

Sewer Connection Fee Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	15,900,984	12,574,424	8,435,110	3,622,102	3,765,582
Connection Fees	609,000	618,135	628,952	641,531	654,363
Other Revenue	185,000	188,616	126,527	54,332	56,484
Operating Revenue	794,000	806,751	755,479	695,863	710,847
Total Sources	16,694,984	13,381,175	9,190,589	4,317,965	4,476,429
Uses					
Capital Improvement Element Projects	**6,351,529**	**4,541,065**	**6,370,011**	**569,883**	**208,334**
Capital Projects (non-CIE)	100,000	983,744	-	42,335	-
Capital Improvements	6,451,529	5,524,809	6,370,011	612,218	208,334
Reserves	10,243,455	7,856,366	2,820,578	3,705,747	4,268,095
Total Uses	16,694,984	13,381,175	9,190,589	4,317,965	4,476,429

Water and Sewer Bond Series 2006 Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	29,172,371	11,387,565	1,482,945		
Other Revenue	345,000	170,813	22,244		
Operating Revenue	345,000	170,813	22,244		
Total Sources	29,517,371	11,558,378	1,505,189		
Uses					
Capital Improvement Element Projects	**218,750**	**2,025,604**	**218,750**		
Capital Projects (non-CIE)	21,046,842	9,129,328	1,117,729		
Capital Improvements	21,265,592	11,154,932	1,336,479		
Reserves	8,251,779	403,446	168,710		
Total Uses	29,517,371	11,558,378	1,505,189		

Water and Sewer Bond Series 2010 Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	68,860,959	37,846,262	4,975,794	2,865,654	
Other Revenue	-	567,694	74,637	42,985	
Operating Revenue	-	567,694	74,637	42,985	
Total Sources	68,860,959	38,413,956	5,050,431	2,908,639	
Uses					
Capital Improvement Element Projects	-	-	-	**748,537**	
Capital Projects (non-CIE)	34,402,301	37,696,668	2,567,097	2,037,908	
Capital Improvements	34,402,301	37,696,668	2,567,097	2,786,445	
Reserves	34,458,658	717,288	2,483,334	122,194	
Total Uses	68,860,959	38,413,956	5,050,431	2,908,639	

Solid Waste Fund	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15
Sources					
Beginning Fund Balance	23,197,260	22,182,463	20,574,431	18,827,068	17,095,010
Charges for Services	11,682,000	11,915,640	12,153,953	12,397,032	12,644,972
Other Revenue	731,000	745,620	760,532	775,743	791,258
Operating Revenue	12,413,000	12,661,260	12,914,485	13,172,775	13,436,230
Total Sources	35,610,260	34,843,723	33,488,916	31,999,843	30,531,240
Uses					
Personal Services	3,923,858	4,041,574	4,162,821	4,287,706	4,416,337
Operating Expenditures	3,170,352	3,313,018	3,462,104	3,617,898	3,780,704
Capital Equipment	796,192	1,144,940	1,496,235	1,479,067	2,161,972
Internal Charges / Other	3,484,364	3,588,895	3,696,562	3,807,459	3,921,682
Debt Service	1,142,276	1,143,862	1,142,198	1,142,356	1,140,331
Operating Expenditures	12,517,042	13,232,289	13,959,919	14,334,486	15,421,026
Capital Improvement Element Projects	**910,755**	**1,037,004**	**701,928**	**442,720**	**435,024**
Capital Projects (non-CIE)	-	-	-	127,628	-
Capital Improvements	910,755	1,037,004	701,928	570,348	435,024
Reserves	22,182,463	20,574,431	18,827,068	17,095,010	14,675,190
Total Uses	35,610,260	34,843,723	33,488,916	31,999,843	30,531,240

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

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Facility LOS - All Facilities & Mobility Strategies

Plan Element	Facility Type	Service Area	Adopted Level of Service
Drainage	Drainage Structures Water Quality	By Basin, Countywide	See *Exhibit CIE: Facility LOS - Drainage*
Potable Water	County Water Treatment Plants	Service to portions of the unincorporated area and cities	350 Gallons/Day ERC
Recreation and Open Space	Urban Community Parks - Land and Facilities	Countywide	3.6 total acres/1,000 population 1.8 developed acres/1,000 population
Sanitary Sewer	County Wastewater Treatment Plants	Service to portions of the unincorporated area and cities	300 Gallons/Day/ERC
Solid Waste	County Landfill	Countywide	LOS for 2007/08 - 2011/12 4.2 lbs/capita/day
	County Transfer Station	Countywide	LOS for 2007/08 - 2011/12 4.3 lbs/capita/day
Transportation	County Arterial and Collector Roads 2-lane, 4-lane, 6-lane	Applicable Areas: East Rural, Wekiva River Protection Area	Daily/Peak Hour These levels of service apply only to non-TCEA areas of the County.
	State Roads *	Countywide	Per Transportation Element (FIHS per FDOT LOS Criteria Tables) *(See following Exhibit CIE: Facility LOS - Seminole County Roads and Exhibit CIE: State Highways Criteria)*
	Mobility Improvements	TCEA/DULA	See: *Exhibit CIE: Summary of Mobility Policy and Program* in *Exhibit CIE: Facility Program - Transportation*

* The adopted LOS standards for State Roads applys both within and outside of Transportation Strategy Areas

(Facility LOS - All Facilities and Mobility Strategies.xls)

Level of Service Standards for Development

FACILITY TYPE	*DESIGN STORM (1)*
Retention/Detention Facilities	
With Positive Outfall	25-Year, 24-Hour
Landlocked, No Positive Outfall *(Based on SJRWMD Criteria)*	100-Year / 24-Hour Total Retention or 25-year / 96-Hour Pre/Post Volumetric Discharge *(With DRM approval) (2)*
Closed Drainage System	
Internal to Development	10-Year / 3-Hour *(3)*
Arterial and Collector Streets	10-Year, Hydraulic Gradient Line 1.0 feet below gutter line
Local Streets	10-Year, Hydraulic Gradient Line 0.5 feet below gutter line
Roadside Swale	10-Year / 3-Hour *(3)*
Canal / Major Crossings *(4)*	25-Year or 50-Year / 24 Hour
Bridge	100-Year / 24 Hour

(1) Design storm may be increased if deemed necessary by the DRM to protect upstream or downstream properties.

(2) DRM - Development Review Manager

(3) FDOT Standard

(4) As determined by the County Engineer

Note: See the Drainage Element for additional policies relating to standards and new development.

Facility LOS – Seminole County Roads

Arterials and Collectors Generalized Maximum Service Volumes Interim (5-Year) Planning Application			
LOS Level	**Lanes**		
	2	**4**	**6**
D (1)	17,800	32,320	48,520
E (2)	19,360	42,560	63,840
E+10% (3)	21,296	46,816	70,224
E+20% (4)	23,232	51,072	76,608
RURAL D (5)	15,000	38,000	
(1) For facilities outside of the Transportation Concurrency Exception Area.			
(2) For facilities inside of the Transportation Concurrency Exception Area but outside Development/Redevelopment corridors or Energy Conservation Overlay areas.			
(3) For facilities inside of the Transportation Concurrency Exception Area and inside Development/Redevelopment corridors or Energy Conservation Overlay areas and for facilities parallel to exclusive rail or bus transit.			
(4) This LOS applies to constrained facilities listed in Policies TRA 2.1.2 – County Road Level of Service Standards and TRA 2.1.4 – Policy Constrained County Facilities and based on Policy TRA 1.1.1 - County Road Level of Service Standards and Policy FLU 11.9 Rural Roadway System Level of Service Standards.			
(5) See Policy FLU 11.9 - Rural Roadway System Level of Service Standards			

Facility LOS – State Highways Criteria

Rural Areas and Areas Less Than 5,000 Population

LOS	Freeways	Multi-Lane Arterials	Two-Lane Highways		Interrupted Arterials
(measure)	(v/c)	(v/c)	55 mph (v/c)	45 mph (v/c)	(average travel speed)
LOS A	≤0.35	≤0.30	≤0.12	≤0.09	≤42 mph
LOS B	≤0.54	≤0.54	≤0.24	≤0.21	≤34 mph
LOS C	≤0.77	≤0.71	≤0.39	≤0.36	≤27 mph
LOS D	≤0.93	≤0.87	≤0.62	≤0.60	≤21 mph
LOS E	≤1.00	≤1.00	≤1.00	≤1.00	≤16 mph
LOS F	>1.00	>1.00	>1.00	>1.00	>16 mph

Urbanized Areas, Transitioning Areas, and Areas over 5,000 Population

LOS	Freeways	Uninterrupted Multi-Lane	Two-Lane Arterials		
			Class		
			I	II	III
(measure)	(v/c)	(v/c)	(average travel speed)		
LOS A	≤0.35	N/A	≤35 mph	≤30 mph	≤25 mph
LOS B	≤0.54	≤0.45	≤28 mph	≤24 mph	≤19 mph
LOS C	≤0.77	≤0.60	≤22 mph	≤18 mph	≤13 mph
LOS D	≤0.93	≤0.76	≤17 mph	≤14 mph	≤9 mph
LOS E	≤1.00	≤1.00	≤13 mph	≤10 mph	≤7 mph
LOS F	>1.00	>1.00	>13 mph	>10 mph	>7 mph

Source: Information is extracted from both the 1995 and 1998 LOS Handbook Manuals.

Facility LOS - State Highways Criteria.xls

Facility Program – Drainage

Summary of Policies, Programs and Capital Improvements with Cost Impacts

Drainage

Scheduled Program and Cost Impacts for Fiscal Years 10/1/2010 - 9/30/2015	
Major Work Efforts: - TMDL Implementation - Primary and Secondary Drainage Facility Improvements and Subdivision Rehabilitation Projects no longer funded in current five-year CIP/CIE.	
Total 5 Year Cost	**$3,000,000**

Potential Additional Cost Impacts During/Beyond Five Year Planning Period
• Implementation of water quality program activities based on current NPDES permit. • Funding of the Total Maximum Daily Load (TMDL) program for Seminole County beginning FY2005/06 for NPDES Permit compliance in Lake Jesup Basin as well as the additional 22 other TMDL impaired lakes and water body segments identified. • Lake Jesup Basin Management Action Plan adopted May 17, 2010. • Active Basin Management Action Plans in 2010 include Wekiva and Middle St. Johns River. • EPA 's Proposed Numeric Nutrient Criteria for Lakes and Flowing Waters, initiated on January 26, 2010 will potentially have significant impact on the Stormwater Program. Final rule adoption is scheduled for November 14, 2010.

Available Funding Options - Major revenue sources available to the Board of County Commissioners (either existing or available without voter approval) to fund all or portions of the Drainage list of projects within the Capital Improvement Element Update are: general revenues, stormwater assessments, locallly levied infrastructure sales tax and gas taxes. The current revenue capacities associated with each of the above major revenues provide sufficient funding to enable full implementation of the five year schedule of improvements identified as part of the CIE update, but since a large portion of the projects are funded by a general fund transfer to the stormwater funds, state imposed reductions in ad velorum, taxes will have a direct impact on the stormwater fund. In addition, federal/state/water management district funding partnership funding will continue to be aggressively pursued, but the agencies have made the county aware that other government entities with dedicated funding sources will have priority over Seminole County for future grant/cost share programs. State and water management district funding reductions are expected to result from both state budget reductions and ad valorem mandated cuts to the St Johns River Water Management District.

Capacity/Improvements Summary

Water Quality Section Program Description
History and Current Status October 2010

The Water Quality Program was officially initiated in 1997 because of the federally mandated National Pollutant Discharge Elimination System (NPDES) component of the Clean Water Act. The County, along with the seven cities and FDOT (co-permittees), were required to apply for this federal permit in 1995/1996 due to the County's population size. (Smaller municipalities were required to apply several years later, with lesser permit requirements.)

The overall goal of this permit is to reduce the amount of pollutants in stormwater runoff that is discharged directly into natural waterbodies, streams and rivers systems. Therefore, the Water Quality Section's primary objectives are monitoring, protecting, and maintaining the quality of surface waters in unincorporated Seminole County. These objectives are achieved through a coordinated water chemistry and biological monitoring program, public education and outreach, internal/external education and training, volunteer programs, water quality capital improvement projects, monitoring/improving internal procedures (i.e. maintenance, pollution prevention, etc.), and by providing technical assistance to residents and other agencies. The NPDES program was later transferred to the Florida Department of Environmental Protection (FDEP). Annual reports are required to be submitted to FDEP which track and quantify tasks that are specified in the permit. The County is currently in Year 4 of its second 5 year permit.

Subsequently, the federal and state governments have developed and begun implementation of the Total Maximum Daily Load (TMDL) Program, as also specified in the Clean Water Act. This operates essentially as a second phase to the NPDES program. It requires the identification of "impaired waterbodies" based on the State's water quality standards and the development and implementation of specific management plans which will return the waterbodies to their previously unimpaired state. "Impaired waterbodies" are defined as not meeting their designated uses, and in terms of Seminole County, all water bodies are classified as recreational, meaning "fish-able and swim-able".

The management plans, Basin Management Action Plans (BMAP), require funded water quality CIP projects to be identified with timelines, anticipated results, and post-construction monitoring plans included. These BMAP will then be incorporated into the County's MS4 (Municipal Separate Storm Sewer System) NPDES permit. Other potential impacts from the TMDL may include the revision of land development codes and/or the restriction or elimination of stormwater runoff from new and re-development within the specified watershed.

Staff is coordinating with appropriate municipal staff, as some of these waterbodies are wholly within municipal jurisdictions or shared jurisdictions.

Five Year Capital Schedule of Improvements

Project #	Project Title	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
8302	Sweetwater Cove Tributary Dredging And Drainage Improveme	2,000,000	0	0	0	0
229115	State Road 426 At Aloma Woods Conveyance Improvements	300,000	0	0	0	0
259501	Grace Lake Design Modeling	700,000	0	0	0	0
Drainage Total		**3,000,000**				

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Facility Program - Potable Water/Sanitary Sewer

Summary of Policies, Programs and Capital Improvements with Cost Impacts
Potable Water and Sanitary Sewer

Scheduled Program and Cost Impacts for Fiscal Years 10/1/2010 - 9/30/2015	
Capacity related improvement projects in the five year CIE are among the projects scheduled for Environmental Services is completion of Phase 1 of the Yankee Lake Regional Surface Water Facility and expansion of the reclaimed water transmission system and additional phases of the residential reclaimed system in the Northwest Service Area. Renewal requests for the CUPs for the NE and SE Service Area were incorporated into the consolidated CUP for all four County service areas and was issued in September 2009 by the SJRWMD.	
Total 5 Year Water Cost	**$10,733,773**
Total 5 Year Sewer Cost	**$23,267,829**
Grand 5 Year Cost	**$34,001,602**

Potential Additional Cost Impacts During/Beyond The Five Year Planning Period
The required levels of treatment for sewer and water and programs may change as the EPA continues research that may result in future legislative amendments affecting infrastructure and operations. Implementation of Master Plan recommendations has been initiated with the addition of several plant and distribution improvements.

Available Funding Options - Major revenue sources available to the Board of County Commissioners (either existing or available without voter approval) to fund all or portions of the Potable Water/sanitary Sewer Capital Improvement Element Update are: rates and charges collected from water & sewer system customers, connection fees, proceeds from bond issues backed by revenues of the system and various grant opportunities. The revenue capacities associated with each of the above major revenue sources provide sufficient funding to enable full implementation of the five year schedule of improvements identified as part of the CIE Update.

(facility program potwater sansewer markup.xls 10/22)

Capacity/Improvements Summary

POTABLE WATER DEMAND TABLES

The County adopted a Water Supply Plan on 11/13/2007. In December of 2008, the County adopted its Evaluation and Appraisal (EAR) based amendments – a seven year update of all Comprehensive Plan elements. The transmitted amendments, including policy and text changes affecting the Water Supply Plan, were reviewed by the St Johns River Water Management District (SJRWMD) and Florida Department of Community Affairs (DCA) at that time and found in compliance.

Projected Water Use in Seminole County Tables

The Water Supply Plan and the County's Global Consumptive Use Permit (8213) are based in part on the demand projections prepared by St. Johns River Water Management District in discussions with the County. This set of five tables titled "Projected Water Use in Seminole County" present a projection of water demand, year-by-year, through 2027 for the County as a whole and for each of the four major water service areas. They also take into account the County's plans for the construction of an Alternative Water Supply Capacity facility. The adopted water demand projections shown in these tables are based on current land use development practices and their continuation into the future.

To maintain internal Comprehensive Plan consistency, the required annual update to the Water Supply Plan is accomplished in conjunction with the annual update of the Capital Improvements Element (CIE). The Projected Water Use in Seminole County tables and the ten-year potable water capital project list found in the Potable Water Element update are included in the CIE as well.

(WSP Update Text SS AN SS.docx)

PROJECTED WATER USE IN SEMINOLE COUNTY (CONSOLIDATED)

(The CUP covers the County's Northwest, Northeast, Southeast, and Southwest Service Areas)

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Years	Projected Served Pop	# of Units	Unadjusted Per Capita Usage (gpcd)	Unadjusted Household (mgd)	Commercial/ Industrial (mgd)	Unadjusted Unaccounted (mgd)	Subtotal (mgd)	Original Reclaimed (mgd)	Total Annual (mgd)	Water Conser-vation Factor (%)	Conser-vation (mgd)	Retrofit Reclaimed Offsets (mgd)	Total Reclaim Demand (mgd)	Impact of Increased Population Density (mgd)	Adjusted Unaccounted (mgd)	Total Potable Demand (mgd)	Adjusted per capita (gpcd)	Total Ground-water (mgd)	Total Alternative Source Water (mgd)
2008	110,860	43,475	163.0	18.07	2.44	1.78	22.29	1.48	23.77	0.8	0.17	0.50	2.35	0.01	1.72	21.55	156.8	21.55	0.00
2009	113,641	44,565	163.1	18.54	2.54	1.83	22.91	1.48	24.39	1.2	0.25	0.52	2.38	0.00	1.77	22.07	156.3	22.07	0.00
2010	116,423	45,656	163.2	19.01	2.64	1.88	23.53	1.48	25.01	1.5	0.33	1.09	3.65	0.00	1.76	21.98	151.0	21.98	0.00
2011	119,792	46,977	163.1	19.54	2.74	1.94	24.23	1.48	25.71	1.9	0.42	1.11	3.68	0.02	1.80	22.55	150.2	22.55	0.00
2012	123,162	48,299	163.1	20.08	2.85	1.99	24.93	1.48	26.41	2.2	0.50	1.13	3.72	0.04	1.85	23.11	149.5	23.11	0.00
2013	126,531	49,620	163.0	20.62	2.95	2.05	25.62	1.48	27.10	2.3	0.55	1.15	3.76	0.05	1.90	23.71	149.1	23.71	0.00
2014	129,900	50,941	162.9	21.16	3.05	2.10	26.31	1.48	27.79	3.0	0.74	1.17	3.78	0.06	1.93	24.17	147.7	23.71	0.46
2015	133,270	52,263	162.8	21.70	3.16	2.16	27.01	1.48	28.49	3.5	0.88	2.58	5.68	0.06	1.86	23.19	136.4	23.71	0.00
2016	135,782	53,248	162.8	22.10	3.22	2.20	27.52	1.48	29.00	4.0	1.02	2.63	5.76	0.07	1.88	23.48	135.3	23.71	0.00
2017	138,294	54,233	162.7	22.50	3.29	2.24	28.03	1.48	29.51	4.0	1.04	2.68	5.85	0.09	1.91	23.90	135.2	23.71	0.18
2018	140,806	55,218	162.7	22.91	3.35	2.28	28.55	1.48	30.03	4.0	1.06	2.73	5.93	0.11	1.95	24.31	135.0	23.71	0.60
2019	143,319	56,203	162.7	23.31	3.42	2.32	29.06	1.48	30.54	4.0	1.08	2.78	6.02	0.12	1.98	24.73	134.9	23.71	1.02
2020	145,831	57,189	162.6	23.72	3.49	2.37	29.57	1.48	31.05	4.0	1.10	2.83	6.10	0.14	2.01	25.15	134.7	23.71	1.44
2021	148,356	58,179	162.7	24.13	3.57	2.41	30.11	1.48	31.59	4.0	1.12	2.87	6.18	0.16	2.05	25.59	134.7	23.71	1.88
2022	150,881	59,169	162.7	24.54	3.65	2.45	30.65	1.48	32.13	4.0	1.14	2.92	6.25	0.18	2.08	26.04	134.6	23.71	2.33
2023	153,406	60,159	162.7	24.96	3.73	2.49	31.19	1.48	32.67	4.0	1.16	2.96	6.33	0.20	2.12	26.48	134.5	23.71	2.77
2024	155,931	61,149	162.7	25.37	3.82	2.54	31.73	1.48	33.21	4.0	1.18	3.01	6.40	0.22	2.15	26.93	134.4	23.71	3.22
2025	158,456	62,139	162.7	25.79	3.90	2.58	32.27	1.48	33.75	4.0	1.20	3.06	6.48	0.25	2.19	27.38	134.3	23.71	3.66
2026	160,213	62,829	162.7	26.07	3.98	2.61	32.67	1.48	34.15	4.0	1.21	3.06	6.48	0.27	2.22	27.73	134.4	23.71	4.02
2027	161,971	63,518	162.7	26.36	4.07	2.65	33.07	1.48	34.55	4.0	1.23	3.06	6.48	0.29	2.25	28.10	134.5	23.71	4.38

Table 2 Footnotes (Consolidated) With the exception of columns noted below, all columns are the sum of their respective columns from the individual service areas.

Column D: A flow-weighted consolidated average, which includes the 6% drought factor. Equation: (column E)/ (column B) * 1000000
Column H: Subtotal, calculated as the sum of unadjusted potable demand. Equation: column E + column F + column G
Column Q: Total Potable Demand, calculated as the sum of adjusted potable demand. Equation: (column E + column F + column P - column L - column M - column O)
Column R: Adjusted (residential) per capita, calculated by dividing Total Potable Demand by the population. Equation: [(column E - column L - column M - column O)/(column B)]*1000000
Column S: Total Groundwater, calculated as the Total Potable Demand, but never exceeding the value at year 2013 (cell S10)
Column T: Total Alternative Source Water, calculated as the Total Potable Demand minus the Total Groundwater, starting at year 2014. Equation: (column Q - column S)

PROJECTED WATER USE IN SEMINOLE COUNTY (CONSOLIDATED)
NORTHWEST

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Years	Projected Served Pop	# of Units	Unadjusted Per Capita Usage (gpcd)	Unadjusted Household (mgd)	Commercial/ Industrial (mgd)	Unadjusted Unaccounted (mgd)	Subtotal (mgd)	Original Reclaimed (mgd)	Total Annual (mgd)	Water Conser-vation Factor (%)	Conser-vation (mgd)	Retrofit Reclaimed Offsets (mgd)	Total Reclaim Demand (mgd)	Impact of Increased Population Density (mgd)	Adjusted Unaccounted (mgd)	Total Potable Demand (mgd)	Adjusted per capita (gpcd)	Total Ground-water (mgd)	Total Alternative Source Water (mgd)
2008	26,379	10,345	226.4	6.33	1.10	0.65	8.08	1.48	9.56	0.8	0.06	0.50	2.35	0.00	0.60	7.46	218.5	7.46	0.00
2009	27,097	10,626	226.4	6.50	1.15	0.67	8.32	1.48	9.80	1.2	0.09	0.52	2.38	0.00	0.61	7.66	217.5	7.66	0.00
2010	27,814	10,907	226.4	6.67	1.21	0.69	8.57	1.48	10.05	1.5	0.12	1.09	3.65	0.00	0.58	7.25	196.5	7.25	0.00
2011	28,532	11,189	226.4	6.85	1.26	0.70	8.81	1.48	10.29	1.9	0.15	1.11	3.68	0.00	0.59	7.43	195.6	7.43	0.00
2012	29,249	11,470	226.4	7.02	1.31	0.72	9.05	1.48	10.53	2.2	0.18	1.13	3.72	0.01	0.61	7.61	194.7	7.61	0.00
2013	29,966	11,751	226.4	7.19	1.36	0.74	9.29	1.48	10.77	2.3	0.20	1.15	3.76	0.01	0.62	7.80	194.4	7.80	0.00
2014	30,681	12,032	226.4	7.36	1.40	0.76	9.53	1.48	11.01	3.0	0.27	1.17	3.78	0.02	0.64	7.95	192.6	7.49	0.46
2015	31,395	12,312	226.4	7.53	1.45	0.78	9.77	1.48	11.25	3.5	0.32	2.30	5.22	0.01	0.55	6.91	156.2	6.91	0.00
2016	31,976	12,540	226.4	7.67	1.48	0.80	9.95	1.48	11.43	4.0	0.37	2.33	5.28	0.02	0.56	6.99	154.9	6.99	0.00
2017	32,557	12,768	226.4	7.81	1.50	0.81	10.12	1.48	11.60	4.0	0.38	2.37	5.33	0.02	0.57	7.12	155.1	6.94	0.18
2018	33,138	12,995	226.4	7.95	1.52	0.82	10.30	1.48	11.78	4.0	0.38	2.40	5.39	0.03	0.58	7.25	155.3	6.65	0.60
2019	33,718	13,223	226.4	8.09	1.55	0.84	10.48	1.48	11.96	4.0	0.39	2.43	5.44	0.03	0.59	7.38	155.4	6.36	1.02
2020	34,299	13,451	226.4	8.23	1.57	0.85	10.66	1.48	12.14	4.0	0.40	2.47	5.50	0.03	0.60	7.51	155.5	6.07	1.44
2021	34,961	13,710	226.4	8.39	1.61	0.87	10.87	1.48	12.35	4.0	0.40	2.50	5.55	0.04	0.61	7.68	155.9	5.79	1.88
2022	35,624	13,970	226.4	8.55	1.65	0.89	11.09	1.48	12.57	4.0	0.41	2.53	5.60	0.04	0.63	7.84	156.3	5.52	2.33
2023	36,289	14,231	226.4	8.71	1.69	0.90	11.30	1.48	12.78	4.0	0.42	2.56	5.65	0.05	0.64	8.01	156.6	5.24	2.77
2024	36,955	14,492	226.4	8.87	1.73	0.92	11.52	1.48	13.00	4.0	0.43	2.59	5.70	0.05	0.65	8.18	156.9	4.96	3.22
2025	37,622	14,754	226.4	9.03	1.77	0.94	11.73	1.48	13.21	4.0	0.44	2.62	5.75	0.06	0.67	8.35	157.2	4.69	3.66
2026	38,039	14,917	226.4	9.13	1.80	0.95	11.88	1.48	13.36	4.0	0.44	2.62	5.75	0.06	0.68	8.49	157.8	4.47	4.02
2027	38,457	15,081	226.4	9.23	1.84	0.96	12.03	1.48	13.51	4.0	0.45	2.62	5.75	0.07	0.69	8.63	158.4	4.24	4.38

Table 2 Footnotes (Service Area)

Column A: Year
Column B: Projected Served (residential) Population (single and multi family) estimated from County Planning Department Data.
Column C: Number of (residential) Units served estimated by dividing the Projected Served (residential) Population (column A) by the average persons per unit (column A/2.55).
Column D: Unadjusted per capita (residential) Usage was calculated as the historical five-year average residential flow (2003-2007). See Tables 1a through 1d for historical usage.
Column E: Unadjusted household (potable demand). Note that a 6% drought factor was added. Equation: (column B*column D/1000000) + (column B*column D/1000000)*0.06
Column F: Commercial/industrial. Calculated by applying per employee potable water usage factors by projected employment figures.
Column G: Unadjusted unaccounted for flow, calculated using an 8% flow factor. Equation: [(column E + column F)/0.92] - (column E + column F)
Column H: Subtotal, calculated as the sum of unadjusted potable demand. Equation: column E + column F + column G
Column I: Original Reclaimed (Demand), calculated as existing reclaimed demand (in 2005).
Column J: Total Annual, calculated as the sum of potable demand (column H) and existing reclaimed demand (column I).
Column K: Water Conservation Factor (%), as discussed in Items 7a. And 7b. of the response to RAI 5.
Column L: Conservation, calculated by applying the water conservation factor in column K to the sum of unadjusted household and commercial/industrial potable demand: Equation: (column E + column F) * [column K/100]
Column M: Retrofit Reclaimed Offsets, calculated as outlined in the response to Item 11 of RAI 5.
Column N: Total Reclaimed Demand, calculated as outlined in the response to Item 11 of RAI 5. Note that the total reclaimed demand in column N is required to meet the reclaimed offsets listed in column M.
Column O: Impact of Increased Population Density, calculated by assuming 20% of population growth in RAI 5, in excess of the population figures in RAI 4, uses 80 gpcd, instead of the 5-year average value in column D.
Column P: Adjusted Unaccounted, calculated by applying an 8% factor to the sum of adjusted household and commercial/industrial potable demand.
Equation: [(column E + column F - column L - column M - column O)/0.92] - (column E + column F - column L - column M - column O)
Column Q: Total Potable Demand, calculated as the sum of adjusted potable demand. Equation: (column E + column F + column P - column L - column M - column O)
Column R: Adjusted (residential) per capita, calculated by dividing Total Potable Demand by the population. Equation: [(column E - column L - column M - column O)/(column B)]*1000000
Column S: Total Groundwater, calculated as the Total Potable Demand minus alternative water demands in consolidated water demands (Table 2E)
Column T: Total Alternative Source Water, calculated as the Total Potable Demand minus the Total Groundwater, starting at year 2014. Equation: (column Q - column S)

PROJECTED WATER USE IN SEMINOLE COUNTY (CONSOLIDATED)

NORTHEAST

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Years	Projected Served Pop	# of Units	Unadjusted Per Capita Usage (gpcd)	Unadjusted Household (mgd)	Commercial/ Industrial (mgd)	Unadjusted Unaccounted (mgd)	Subtotal (mgd)	Original Reclaimed (mgd)	Total Annual (mgd)	Water Conser-vation Factor (%)	Conser-vation (mgd)	Retrofit Reclaimed Offsets (mgd)	Total Reclaim Demand (mgd)	Impact of Increased Population Density (mgd)	Adjusted Unaccounted (mgd)	Total Potable Demand (mgd)	Adjusted per capita (gpcd)	Total Ground-water (mgd)	Total Alternative Source Water (mgd)
2008	18,047	7,077	105.7	2.02	0.26	0.20	2.49	0	2.49	0.8	0.02	0.00	0.00	0.00	0.20	2.46	110.9	2.46	0.00
2009	18,271	7,165	105.7	2.05	0.27	0.20	2.52	0	2.52	1.2	0.03	0.00	0.00	0.00	0.20	2.48	110.5	2.48	0.00
2010	18,499	7,254	105.7	2.07	0.27	0.20	2.55	0	2.55	1.5	0.04	0.00	0.00	0.00	0.20	2.51	110.1	2.51	0.00
2011	19,165	7,516	105.7	2.15	0.28	0.21	2.63	0	2.63	1.9	0.05	0.00	0.00	0.00	0.21	2.58	109.5	2.58	0.00
2012	19,834	7,778	105.7	2.22	0.28	0.22	2.72	0	2.72	2.2	0.05	0.00	0.00	0.01	0.21	2.66	109.0	2.66	0.00
2013	20,504	8,041	105.7	2.30	0.29	0.22	2.81	0	2.81	2.3	0.06	0.00	0.00	0.01	0.22	2.74	108.7	2.74	0.00
2014	21,175	8,304	105.7	2.37	0.29	0.23	2.90	0	2.90	3.0	0.08	0.00	0.00	0.01	0.22	2.80	107.7	2.80	0.00
2015	21,848	8,568	105.7	2.45	0.30	0.24	2.99	0	2.99	3.5	0.10	0.00	0.00	0.01	0.23	2.87	107.2	2.87	0.00
2016	22,354	8,766	105.7	2.50	0.31	0.24	3.06	0	3.06	4.0	0.11	0.00	0.00	0.01	0.23	2.93	106.4	2.93	0.00
2017	22,862	8,965	105.7	2.56	0.32	0.25	3.14	0	3.14	4.0	0.12	0.00	0.00	0.01	0.24	2.99	106.3	2.99	0.00
2018	23,371	9,165	105.7	2.62	0.34	0.26	3.21	0	3.21	4.0	0.12	0.00	0.00	0.02	0.25	3.06	106.2	3.06	0.00
2019	23,882	9,365	105.7	2.68	0.35	0.26	3.29	0	3.29	4.0	0.12	0.00	0.00	0.02	0.25	3.13	106.1	3.13	0.00
2020	24,394	9,566	105.7	2.73	0.36	0.27	3.36	0	3.36	4.0	0.12	0.00	0.00	0.02	0.26	3.20	106.0	3.20	0.00
2021	24,877	9,756	105.7	2.79	0.37	0.27	3.43	0	3.43	4.0	0.13	0.00	0.00	0.03	0.26	3.26	105.8	3.26	0.00
2022	25,362	9,946	105.7	2.84	0.37	0.28	3.50	0	3.50	4.0	0.13	0.00	0.00	0.03	0.27	3.32	105.7	3.32	0.00
2023	25,848	10,137	105.7	2.90	0.38	0.29	3.56	0	3.56	4.0	0.13	0.00	0.00	0.03	0.27	3.38	105.6	3.38	0.00
2024	26,335	10,328	105.7	2.95	0.39	0.29	3.63	0	3.63	4.0	0.13	0.00	0.00	0.04	0.28	3.44	105.5	3.44	0.00
2025	26,824	10,519	105.7	3.01	0.40	0.30	3.70	0	3.70	4.0	0.14	0.00	0.00	0.04	0.28	3.50	105.4	3.50	0.00
2026	27,121	10,636	105.7	3.04	0.41	0.30	3.74	0	3.74	4.0	0.14	0.00	0.00	0.05	0.28	3.54	105.2	3.54	0.00
2027	27,419	10,752	105.7	3.07	0.42	0.30	3.79	0	3.79	4.0	0.14	0.00	0.00	0.05	0.29	3.58	105.1	3.58	0.00

Table 2 Footnotes (Service Area)

Column A: Year

Column B: Projected Served (residential) Population (single and multi family) estimated from County Planning Department Data.

Column C: Number of (residential) Units served estimated by dividing the Projected Served (residential) Population (column A) by the average persons per unit (column A/2.55).

Column D: Unadjusted per capita (residential) Usage was calculated as the historical five-year average residential flow (2003-2007). See Tables 1a through 1d for historical usage.

Column E: Unadjusted household (potable demand). Note that a 6% drought factor was added. Equation: (column B*column D/1000000) + (column B*column D/1000000)*0.06

Column F: Commercial/industrial. Calculated by applying per employee potable water usage factors by projected employment figures.

Column G: Unadjusted unaccounted for flow, calculated using an 8% flow factor. Equation: [(column E + column F)/0.92] - (column E + column F)

Column H: Subtotal, calculated as the sum of unadjusted potable demand. Equation: column E + column F + column G

Column I: Original Reclaimed (Demand), calculated as existing reclaimed demand (in 2005).

Column J: Total Annual, calculated as the sum of potable demand (column H) and existing reclaimed demand (column I).

Column K: Water Conservation Factor (%), as discussed in Items 7a. And 7b. of the response to RAI 5.

Column L: Conservation, calculated by applying the water conservation factor in column K to the sum of unadjusted household and commercial/industrial potable demand: Equation: (column E + column F) * [column K/100]

Column M: Retrofit Reclaimed Offsets, calculated as outlined in the response to Item 11 of RAI 5.

Column N: Total Reclaimed Demand, calculated as outlined in the response to Item 11 of RAI 5. Note that the total reclaimed demand in column N is required to meet the reclaimed offsets listed in column M.

Column O: Impact of Increased Population Density, calculated by assuming 20% of population growth in RAI 5, in excess of the population figures in RAI 4, uses 80 gpcd, instead of the 5-year average value in column D.

Column P: Adjusted Unaccounted, calculated by applying an 8% factor to the sum of adjusted household and commercial/industrial potable demand.
Equation: [(column E + column F - column L - column M - column O)/0.92] - (column E + column F - column L - column M - column O)

Column Q: Total Potable Demand, calculated as the sum of adjusted potable demand. Equation: (column E + column F + column P - column L - column M - column O)

Column R: Adjusted (residential) per capita, calculated by dividing Total Potable Demand by the population. Equation: [(column E - column L - column M - column O)/(column B)]*1000000

Column S: Total Groundwater, calculated as the Total Potable Demand

Column T: Total Alternative Source Water is zero for this service area.

PROJECTED WATER USE IN SEMINOLE COUNTY (CONSOLIDATED)

SOUTHEAST

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Years	Projected Served Pop	# of Units	Unadjusted Per Capita Usage (gpcd)	Unadjusted Household (mgd)	Commercial/ Industrial (mgd)	Unadjusted Unaccounted (mgd)	Subtotal (mgd)	Original Reclaimed (mgd)	Total Annual (mgd)	Water Conser-vation Factor (%)	Conser-vation (mgd)	Retrofit Reclaimed Offsets (mgd)	Total Reclaim Demand (mgd)	Impact of Increased Population Density (mgd)	Adjusted Unaccounted (mgd)	Total Potable Demand (mgd)	Adjusted per capita (gpcd)	Total Ground-water (mgd)	Total Alternative Source Water (mgd)
2008	57,155	22,414	140.6	8.52	0.91	0.82	10.25	0	10.25	0.8	0.08	0.00	0.00	0.00	0.81	10.17	147.6	10.17	0.00
2009	58,894	23,096	140.6	8.78	0.96	0.85	10.58	0	10.58	1.2	0.12	0.00	0.00	0.00	0.84	10.45	147.0	10.45	0.00
2010	60,627	23,775	140.6	9.04	1.00	0.87	10.90	0	10.90	1.5	0.15	0.00	0.00	0.00	0.86	10.74	146.5	10.74	0.00
2011	62,379	24,462	140.6	9.30	1.04	0.90	11.23	0	11.23	1.9	0.19	0.00	0.00	0.01	0.88	11.01	145.8	11.01	0.00
2012	64,131	25,149	140.6	9.56	1.08	0.93	11.56	0	11.56	2.2	0.23	0.00	0.00	0.02	0.90	11.29	145.1	11.29	0.00
2013	65,883	25,836	140.6	9.82	1.12	0.95	11.89	0	11.89	2.3	0.26	0.00	0.00	0.03	0.93	11.58	144.7	11.58	0.00
2014	67,634	26,523	140.6	10.08	1.16	0.98	12.22	0	12.22	3.0	0.34	0.00	0.00	0.03	0.94	11.81	143.5	11.81	0.00
2015	69,386	27,210	140.6	10.34	1.20	1.00	12.55	0	12.55	3.5	0.41	0.28	0.46	0.03	0.94	11.77	138.7	11.77	0.00
2016	70,604	27,688	140.6	10.52	1.22	1.02	12.76	0	12.76	4.0	0.47	0.29	0.49	0.04	0.95	11.89	137.6	11.89	0.00
2017	71,822	28,165	140.6	10.70	1.24	1.04	12.98	0	12.98	4.0	0.48	0.31	0.52	0.05	0.97	12.07	137.4	12.07	0.00
2018	73,037	28,642	140.6	10.89	1.25	1.06	13.19	0	13.19	4.0	0.49	0.33	0.54	0.06	0.98	12.25	137.1	12.25	0.00
2019	74,252	29,118	140.6	11.07	1.27	1.07	13.41	0	13.41	4.0	0.50	0.34	0.57	0.06	0.99	12.42	136.8	12.42	0.00
2020	75,465	29,594	140.6	11.25	1.28	1.09	13.62	0	13.62	4.0	0.51	0.36	0.60	0.07	1.01	12.60	136.6	12.60	0.00
2021	76,618	30,046	140.6	11.42	1.31	1.11	13.84	0	13.84	4.0	0.51	0.38	0.63	0.08	1.02	12.78	136.3	12.78	0.00
2022	77,767	30,497	140.6	11.59	1.34	1.12	14.05	0	14.05	4.0	0.52	0.39	0.65	0.09	1.04	12.95	136.1	12.95	0.00
2023	78,914	30,947	140.6	11.76	1.36	1.14	14.26	0	14.26	4.0	0.53	0.41	0.68	0.10	1.05	13.13	135.8	13.13	0.00
2024	80,057	31,395	140.6	11.93	1.39	1.16	14.48	0	14.48	4.0	0.54	0.42	0.70	0.12	1.06	13.31	135.6	13.31	0.00
2025	81,198	31,842	140.6	12.10	1.41	1.18	14.69	0	14.69	4.0	0.55	0.44	0.73	0.13	1.08	13.48	135.4	13.48	0.00
2026	82,099	32,196	140.6	12.24	1.44	1.19	14.87	0	14.87	4.0	0.55	0.44	0.73	0.14	1.09	13.64	135.3	13.64	0.00
2027	83,000	32,549	140.6	12.37	1.47	1.20	15.05	0	15.05	4.0	0.56	0.44	0.73	0.15	1.10	13.80	135.2	13.80	0.00

Table 2 Footnotes (Service Area)

Column A: Year

Column B: Projected Served (residential) Population (single and multi family) estimated from County Planning Department Data.

Column C: Number of (residential) Units served estimated by dividing the Projected Served (residential) Population (column A) by the average persons per unit (column A/2.55).

Column D: Unadjusted per capita (residential) Usage was calculated as the historical five-year average residential flow (2003-2007). See Tables 1a through 1d for historical usage.

Column E: Unadjusted household (potable demand). Note that a 6% drought factor was added. Equation: (column B*column D/1000000) + (column B*column D/1000000)*0.06

Column F: Commercial/industrial. Calculated by applying per employee potable water usage factors by projected employment figures.

Column G: Unadjusted unaccounted for flow, calculated using an 8% flow factor. Equation: [(column E + column F)/0.92] - (column E + column F)

Column H: Subtotal, calculated as the sum of unadjusted potable demand. Equation: column E + column F + column G

Column I: Original Reclaimed (Demand), calculated as existing reclaimed demand (in 2005).

Column J: Total Annual, calculated as the sum of potable demand (column H) and existing reclaimed demand (column I).

Column K: Water Conservation Factor (%), as discussed in Items 7a. And 7b. of the response to RAI 5.

Column L: Conservation, calculated by applying the water conservation factor in column K to the sum of unadjusted household and commercial/industrial potable demand: Equation: (column E + column F) * [column K/100]

Column M: Retrofit Reclaimed Offsets, calculated as outlined in the response to Item 11 of RAI 5.

Column N: Total Reclaimed Demand, calculated as outlined in the response to Item 11 of RAI 5. Note that the total reclaimed demand in column N is required to meet the reclaimed offsets listed in column M.

Column O: Impact of Increased Population Density, calculated by assuming 20% of population growth in RAI 5, in excess of the population figures in RAI 4, uses 80 gpcd, instead of the 5-year average value in column D.

Column P: Adjusted Unaccounted, calculated by applying an 8% factor to the sum of adjusted household and commercial/industrial potable demand.
Equation: [(column E + column F - column L - column M - column O)/0.92] - (column E + column F - column L - column M - column O)

Column Q: Total Potable Demand, calculated as the sum of adjusted potable demand. Equation: (column E + column F + column P - column L - column M - column O)

Column R: Adjusted (residential) per capita, calculated by dividing Total Potable Demand by the population. Equation: [(column E - column L - column M - column O)/(column B)]*1000000

Column S: Total Groundwater, calculated as the Total Potable Demand, but never exceeding the value at year 2013 (cell S10)

Column T: Total Alternative Source Water is zero for this service area.

PROJECTED WATER USE IN SEMINOLE COUNTY (CONSOLIDATED)

SOUTHWEST

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Years	Projected Served Pop	# of Units	Unadjusted Per Capita Usage (gpcd)	Unadjusted Household (mgd)	Commercial/ Industrial (mgd)	Unadjusted Unaccounted (mgd)	Subtotal (mgd)	Original Reclaimed (mgd)	Total Annual (mgd)	Water Conser-vation Factor (%)	Conser-vation (mgd)	Retrofit Reclaimed Offsets (mgd)	Total Reclaim Demand (mgd)	Impact of Increased Population Density (mgd)	Adjusted Unaccounted (mgd)	Total Potable Demand (mgd)	Adjusted per capita (gpcd)	Total Ground-water (mgd)	Total Alternative Source Water (mgd)
2008	9,279	3,639	121.6	1.20	0.16	0.12	1.48	0	1.48	0.8	0.01	0.00	0.00	0.00	0.12	1.46	127.7	1.46	0.00
2009	9,380	3,678	121.6	1.21	0.17	0.12	1.49	0	1.49	1.2	0.02	0.00	0.00	0.00	0.12	1.48	127.1	1.48	0.00
2010	9,483	3,719	121.6	1.22	0.17	0.12	1.51	0	1.51	1.5	0.02	0.00	0.00	0.00	0.12	1.49	126.7	1.49	0.00
2011	9,716	3,810	121.6	1.25	0.17	0.12	1.55	0	1.55	1.9	0.03	0.00	0.00	0.00	0.12	1.52	126.0	1.52	0.00
2012	9,948	3,901	121.6	1.28	0.18	0.13	1.59	0	1.59	2.2	0.03	0.00	0.00	0.00	0.12	1.55	125.4	1.55	0.00
2013	10,179	3,992	121.6	1.31	0.19	0.13	1.63	0	1.63	2.3	0.03	0.00	0.00	0.00	0.13	1.59	125.1	1.59	0.00
2014	10,410	4,082	121.6	1.34	0.19	0.13	1.67	0	1.67	3.0	0.05	0.00	0.00	0.01	0.13	1.61	123.9	1.61	0.00
2015	10,641	4,173	121.6	1.37	0.20	0.14	1.71	0	1.71	3.5	0.06	0.00	0.00	0.00	0.13	1.64	123.3	1.64	0.00
2016	10,847	4,254	121.6	1.40	0.21	0.14	1.75	0	1.75	4.0	0.06	0.00	0.00	0.01	0.13	1.67	122.4	1.67	0.00
2017	11,053	4,335	121.6	1.42	0.23	0.14	1.80	0	1.80	4.0	0.07	0.00	0.00	0.01	0.14	1.71	122.2	1.71	0.00
2018	11,260	4,416	121.6	1.45	0.24	0.15	1.84	0	1.84	4.0	0.07	0.00	0.00	0.01	0.14	1.76	122.1	1.76	0.00
2019	11,466	4,497	121.6	1.48	0.26	0.15	1.89	0	1.89	4.0	0.07	0.00	0.00	0.01	0.14	1.80	122.0	1.80	0.00
2020	11,673	4,578	121.6	1.50	0.27	0.15	1.93	0	1.93	4.0	0.07	0.00	0.00	0.01	0.15	1.84	121.8	1.84	0.00
2021	11,900	4,667	121.6	1.53	0.28	0.16	1.97	0	1.97	4.0	0.07	0.00	0.00	0.01	0.15	1.88	121.7	1.88	0.00
2022	12,127	4,756	121.6	1.56	0.29	0.16	2.02	0	2.02	4.0	0.07	0.00	0.00	0.01	0.15	1.92	121.5	1.92	0.00
2023	12,355	4,845	121.6	1.59	0.30	0.16	2.06	0	2.06	4.0	0.08	0.00	0.00	0.02	0.16	1.96	121.4	1.96	0.00
2024	12,583	4,934	121.6	1.62	0.31	0.17	2.10	0	2.10	4.0	0.08	0.00	0.00	0.02	0.16	2.00	121.3	2.00	0.00
2025	12,812	5,024	121.6	1.65	0.32	0.17	2.15	0	2.15	4.0	0.08	0.00	0.00	0.02	0.16	2.04	121.1	2.04	0.00
2026	12,954	5,080	121.6	1.67	0.33	0.17	2.17	0	2.17	4.0	0.08	0.00	0.00	0.02	0.16	2.06	121.0	2.06	0.00
2027	13,096	5,136	121.6	1.69	0.34	0.18	2.20	0	2.20	4.0	0.08	0.00	0.00	0.02	0.17	2.09	120.9	2.09	0.00

Table 2 Footnotes (Service Area)

Column A: Year

Column B: Projected Served (residential) Population (single and multi family) estimated from County Planning Department Data.

Column C: Number of (residential) Units served estimated by dividing the Projected Served (residential) Population (column A) by the average persons per unit (column A/2.55).

Column D: Unadjusted per capita (residential) Usage was calculated as the historical five-year average residential flow (2003-2007). See Tables 1a through 1d for historical usage.

Column E: Unadjusted household (potable demand). Note that a 6% drought factor was added. Equation: (column B*column D/1000000) + (column B*column D/1000000)*0.06

Column F: Commercial/industrial. Calculated by applying per employee potable water usage factors by projected employment figures.

Column G: Unadjusted unaccounted for flow, calculated using an 8% flow factor. Equation: [(column E + column F)/0.92] - (column E + column F)

Column H: Subtotal, calculated as the sum of unadjusted potable demand. Equation: column E + column F + column G

Column I: Original Reclaimed (Demand), calculated as existing reclaimed demand (in 2005).

Column J: Total Annual, calculated as the sum of potable demand (column H) and existing reclaimed demand (column I).

Column K: Water Conservation Factor (%), as discussed in Items 7a. And 7b. of the response to RAI 5.

Column L: Conservation, calculated by applying the water conservation factor in column K to the sum of unadjusted household and commercial/industrial potable demand: Equation: (column E + column F) * [column K/100]

Column M: Retrofit Reclaimed Offsets, calculated as outlined in the response to Item 11 of RAI 5.

Column N: Total Reclaimed Demand, calculated as outlined in the response to Item 11 of RAI 5. Note that the total reclaimed demand in column N is required to meet the reclaimed offsets listed in column M.

Column O: Impact of Increased Population Density, calculated by assuming 20% of population growth in RAI 5, in excess of the population figures in RAI 4, uses 80 gpcd, instead of the 5-year average value in column D.

Column P: Adjusted Unaccounted, calculated by applying an 8% factor to the sum of adjusted household and commercial/industrial potable demand.
Equation: [(column E + column F - column L - column M - column O)/0.92] - (column E + column F - column L - column M - column O)

Column Q: Total Potable Demand, calculated as the sum of adjusted potable demand. Equation: (column E + column F + column P - column L - column M - column O)

Column R: Adjusted (residential) per capita, calculated by dividing Total Potable Demand by the population. Equation: [(column E - column L - column M - column O)/(column B)]*1000000

Column S: Total Groundwater, calculated as the Total Potable Demand

Column T: Total Alternative Source Water is zero for this service area.

Capacity/Improvements Summary

SANITARY SEWER DEMAND

Service Area	Operating Topic	2010	2015	2020	2025	2030
Northeast and Northwest (1)	Permitted Disposal Capacity mgd	7.000	6.500	8.000	8.000	8.000
	Demand mgd (2)	4.088	4.107	4.905	5.892	6.196
	Surplus(Deficit) mgd	2.912	2.393	3.095	2.108	1.804
Southeast Regional	Permitted Disposal Capacity mgd	8.506	8.506	8.506	8.506	8.506
	Demand mgd (2)	5.250	6.141	6.853	7.610	7.883
	Surplus(Deficit) mgd	3.256	2.365	1.653	0.896	0.623
Southwest (3)	Wholesale Purchase Capacity mgd	0.837	0.837	0.837	0.837	0.837
	Demand mgd (2)	0.500	0.630	0.802	0.972	1.014
	Surplus(Deficit) mgd	0.337	0.207	0.035	-0.135	-0.177

1 Northwest and Northeast service areas are interconnected.

2 Incremental sewer demand is based on 86% of projected incremental water demand added to the 2010 actual demand - 300gpd sewer ERU / 350gpd water ERU.

3 The Southwest service area is served by wholesale agreements with the City of Altamonte Springs and Utilities, Inc.

(Source: Seminole County Growth Mangement & Environmental Services)

(Facility Program - PotWater SanSewer Markup.xlsx)

Five Year Capital Schedule of Improvements

Project #	Potable Water Project Names	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
00021700	Oversizings & Extensions	0	83,333	83,333	83,333	83,333
00021799	Oversizings & Extensions (Reactive)	83,333	0	0	0	0
00021704	Lakes Hayes Restoration	15,559	0	0	0	0
00064500	WATER DISTRIBUTION IMPROVEMENTS (Parent)	0	250,000	250,000	250,000	250,000
00064599	WATER DISTRIBUTION IMPROVEMENTS (Reactive)	250,000	0	0	0	0
00065200	MINOR ROADS UTILITY UPGRADES (Parent)	0	166,667	166,667	166,667	166,667
00065299	MINOR ROADS UTILITY UPGRADES (Reactive)	166,667	0	0	0	0
00214301	Balmy Beach Drive Water Main	0	2,430,506	0	0	0
00164301	YANKEE LK ALTERNATIVE WATER	0	0	1,000,000	0	0
00212901	SW WATER MAIN IMPROVEMENTS	0	1,908,781	0	0	0
00214801	Dodd Road Potable Water Main Phase II	0	1,311,936	0	0	0
00214901	Grand Road Potable Water Main Replacement	0	392,991	0	0	0
00216601	MARKHAM WATER TREATMENT PLANT UPGRADES	126,500	0	0	0	0
00255201	Utilities Master Plan	1,047,500	0	0	0	0
Total Potable Water		**1,689,559**	**6,544,214**	**1,500,000**	**500,000**	**500,000**

FS CIE Projects List 2010 POT SAN SOL for 2011-2015 rev1 B.xlsx

Project #	Sanitary Sewer Project Names	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
00021700	Oversizings & Extensions (Parent)	0	166,667	166,667	166,667	166,667
00021705	Douglas Grand	85,000	0	0	0	0
00021799	Oversizings & Extensions (Reactive)	166,667	0	0	0	0
00065200	MINOR ROADS UTILITY UPGRADES (Parent)	0	333,333	333,333	333,333	333,333
00065299	MINOR ROADS UTILITY UPGRADES (Reactive)	333,333	0	0	0	0
00082911	Tuskawilla Forest Lift Station Improvements	0	0	0	448,147	0
00082913	Tuska Ridge Lift Station Improvements	0	0	0	998,049	0
00083103	Econ River Place Force Main	0	1,940,064	0	0	0
00181601	YANKEE LK SURFACE WATER PLANT	1,500,000	0	0	0	0
00182302	Markham Road Reclaim Main	0	734,944	2,099,829	0	0
00204001	Tri-Party Optimization Program	1,100,000	0	0	0	0
00217101	Heathrow Boulevard Reclaimed Water Main	200,000	0	0	0	0
00217201	Residential Reclaimed Water Main Retrofit Phase	225,000	0	0	0	0
00218301	NW COLLECTION SYSTEM UPGRADES	0	1,657,723	0	0	0
00219701	SR 46 Force Main Extension	4,669,725	0	0	0	0
00223101	Residential Reclaimed Water Main Retrofit Phase	0	0	4,061,848	0	0
00255201	Utilities Master Plan	1,047,500	0	0	0	0
00223001	Residential Reclaimed Water Main Retrofit Phase	*Future timing and dollars to be determined*				
00223201	Residential Reclaimed Water Main Retrofit Phase	*Future timing and dollars to be determined*				
Total Sanitary Sewer		**9,327,225**	**4,832,731**	**6,661,677**	**1,946,196**	**500,000**

Seminole County Government Project Listing by Department
Fiscal Year 2009/10 - Adopted Budget

Potable Water and Sanitary Sewer Projects Adopted and Funded in FY 2010
Some of the projects were completed in FY 2010, some will carry forward into 2011 and beyond.

Project #	Project Name	Total FY 2010
00021701	Oversizings & Extensions	1,930,803
00024803	SCADA System Upgrades	1,292,779
00056601	Water Plant Rehabilitations	171,649
00064501	Water Distribution Upgrades	2,293,324
00064606	East Lake Drive Potable Water Main	23,348
00065101	Lk Emma Rd Utility Adjustment	1,726,301
00065201	Minor Roads Utility Upgrades	1,270,547
00067201	CR 15 Utility Adjustments	21,309
00082904	Pump Station Upgrades	2,145,237
00083101	Collection System Enhancements	2,640,711
00164301	Yankee Lk Alternative Water	433,837
00164501	Eastern Regional Reclaimed Water System	85,258
00168801	SE / Lk Hayes Water Main Phase II	241,643
00178101	Bunnel Rd Utility Adjustment	42,999
00178301	Country Club Well #3	751,056
00181201	Yankee Lake Road / SR 46 Reclaimed Water Transmission Main	43,918
00181601	Yankee Lk Surface Water Plant	17,627,761
00182301	Markham Woods Road Utilities	72,474
00193101	Markham Woods Road Water Main	2,146
00193201	Fire Flow Improvements	6,221
00193301	Lk Monroe Ground Storage Tank	172,488
00193601	Bear Lake Woods Road Potable Water Main Interconnect	214,729
00194301	Utility Information Systems	8,423
00195201	Yankee Lake Plant Expansion Rerate	450,786
00195701	Water Quality Plant Upgrades	5,368,369
00199901	Greenwood Lk Sludge System	4,295
00200401	Markham Aquifer Storage Well	140,870
00201101	Consumptive Use Permit Consolidation	159,884
00201201	Emergency Power Systems	12,948
00201501	Potable Well Improvements	214,772
00203201	FWS Water System Upgrades	24,172
00203301	FWS Water Plant Upgrades	189,452
00203901	Apple Valley Pump Station Replacement	17,807
00204001	Tri-Party Optimization Program	269,767
00207801	Orange Boulevard Utilities	72,915

Project #	Project Name	FY 2010
00216401	Iron Bridge Improvements	1,807,289
00216501	Elder Road / Orange Boulevard Potable Water Main	195,000
00216601	Markham Plant Wells 4 & 5	331,382
00216701	Markham Plant H_2S Treatment	1,823,722
00217101	Heathrow Boulevard Reclaimed Water Main	4,538,864
00217201	Residential Reclaimed Water Main Retrofit Phase II	935,905
00217301	Residential Reclaimed Water Main Retrofit Phase I	114,507
00217601	Northwest Reclaimed Water System Augmentation Well	76,675
00217701	Orange Blvd Utility Adjustments	87,571
00217801	Markham Reclaimed Water Storage & Repump Facility	55,184
00218001	Sylvan Lake Force Main	116,467
00218301	NW Collection System Upgrades	53,506
00219701	SR 46 Force Main Extension	990,454
00223001	Residential Reclaimed Water Main Retrofit Phase III	24,999
00223101	Residential Reclaimed Water Main Retrofit Phase IV	25,000
00223201	Residential Reclaimed Water Main Retrofit Phase V	1,289,631
00227401	Greenwood Reclaim Plant Rerate	5,212,885
00243501	Indian Hills Water Plant Upgrade	2,531,501
00247901	Orange Blvd Utility Adjustments	87,573
00249801	CRA Fern Park Utilities	13,748
00253701	Pump Station Odor Control	5,577
00254201	I-4 at 17/92 Ramp B-1 Interchange Utilities Replacement	5,712
00255201	Wastewater / Reclaim Master Plan	100,000
00283001	Aloma Ave / SR 436 - Red Bug Rd Flyover Force Main Relocation	1,250,000
90000009	AMR Meter Replacement Program	700,000
90000034	Prescribed Burns - Environmental Services	47,000
Total		**22,420,152**

Project #	POTABLE WATER PROJECT NAMES (continued)	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Start	Finish
00021700	Oversizings & Extensions	0	83,333	83,333	83,333	83,333	0	0	0	0	0	07/27/200	11/01/201
	To oversize and/or extend as necessary, potable water, reclaimed water and sewer mains that are developer constructed in support of the County's Master Plan Requirements. Design and construction reimbursements to developer are via amendments to their utility agreements. Projects CIP 000217-01 oversizing/extensions - sewer, and CIP 000217-01 oversizing/extensions - water have been combined.Project is necessary to oversize and/or extend as necessary, potable water, reclaim water and sewer mains that are developer constructed in support of the County's Utility Master Plan Requirements.Project is necessary to oversize and/or extend as necessary, potable water, reclaim water and sewer mains that are developer constructed in support of the County's Utility Master Plan Requirements.												
00021799	Oversizings & Extensions (Reactive)	83,333	0	0	0	0	0	0	0	0	0	10/1/2010	9/30/2011
	To oversize and/or extend as necessary, potable water, reclaimed water and sewer mains that are developer constructed in support of the County's Master Plan Requirements. Design and construction reimbursements to developer are via amendments to their utility agreements. Projects CIP 000217-01 oversizing/extensions - sewer, and CIP 000217-01 oversizing/extensions - water have been combined.Project is necessary to oversize and/or extend as necessary, potable water, reclaim water and sewer mains that are developer constructed in support of the County's Utility Master Plan Requirements.Project is necessary to oversize and/or extend as necessary, potable water, reclaim water and sewer mains that are developer constructed in support of the County's Utility Master Plan Requirements.												
00021704	Lakes Hayes Restoration	15,559	0	0	0	0	0	0	0	0	0	11/1/2010	3/30/2012
	New water mains, service lines and potable meters to serve residences in the Lake Hayes area. Project is cost-share with FDEP through the Water Supply Restoration ProgramProject is necessary to comply with regulatory requirements.Project is necessary to comply with regulatory requirements.												
00064500	Water Distribution Improvements (Parent)	0	250,000	250,000	250,000	250,000	0	0	0	0	0	07/20/200	10/14/201
	Rehabilitation to existing County-wide water distribution systems. Ongoing program to improve and sustain reliability of the water piping and valving within systems. This work shall include installation of valves, system interconnections and line looping.Project is necessary to restore/improve hydraulic line capacity in conjunction with other defined CIP Distribution projects from Utility Master Plan.Project is necessary to restore/improve hydraulic line capacity in conjunction with other defined CIP Distribution projects from Utility Master Plan.												
00064599	Water Distribution Improvements (Reactive)	250,000	0	0	0	0	0	0	0	0	0	40452	40816
	Rehabilitation to existing County-wide water distribution systems. Ongoing program to improve and sustain reliability of the water piping and valving within systems. This work shall include installation of valves, system interconnections and line looping.Project is necessary to restore/improve hydraulic line capacity in conjunction with other defined CIP Distribution projects from Utility Master Plan.Project is necessary to restore/improve hydraulic line capacity in conjunction with other defined CIP Distribution projects from Utility Master Plan.												
00065200	MINOR ROADS UTILITY UPGRADES (Parent)	0	166,667	166,667	166,667	166,667	0	0	0	0	0	40817	42643
	Design, permitting and construction of adjustments to existing utilities during minor roadway improvements, stormwater improvements, intersection improvements and sidewalk improvements associated with Public Works Minor Roads Program.This group of projects are necessary to support various stormwater, traffic and roadway construction projects.This group of projects are necessary to support various stormwater, traffic and roadway construction												
00065299	MINOR ROADS UTILITY UPGRADES (Reactive)	166,667	0	0	0	0	0	0	0	0	0	40452	40816
	Design, permitting and construction of adjustments to existing utilities during minor roadway improvements, stormwater improvements, intersection improvements and sidewalk improvements associated with Public Works Minor Rds Program.This group of projects are necessary to support various stormwater, traffic and roadway construction projects.This group of projects are necessary to support various stormwater, traffic and roadway construction projects.												
00214301	Balmy Beach Drive Water Main	0	2,430,506	0	0	0	0	0	0	0	0	41183	41578
	New 8-inch water mains in the Southwest Service area along Holiday Avenue and Balmy Beach Drive to improve water system hydraulics.Project is necessary to maintain water quality and system hydraulicsProject is necessary to maintain water quality and system hydraulics												
00164301	YANKEE LK ALTERNATIVE WATER	0	0	1,000,000	0	0	0	0	0	0	0	37043	41172
	Prepare plan for a regional surface water facility on the county's Yankee Lake site to include a surface water intake structure, treatment plant and storage facilities. Conduct workshops with potential partners regarding a regional approach to alternative water supply developmentProject is necessary to provide additional potable water supply due to St Johns River Water Management District requirements to cap groundwater withdrawals in 2013Project is necessary to provide additional potable water supply due to St Johns River Water Management District requirements to cap groundwater withdrawals in 2013												

Project #	POTABLE WATER PROJECT NAMES (continued)	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Start	Finish
00212901	SW WATER MAIN IMPROVEMENTS	0	1,908,781	0	0	0	0	0	0	0	0	08/05/200	11/09/201
	Design permit and construct replacement of 6,500 feet of pipe on Everet St, Jerome Way, Timothy St, Caufield St, and Martex Dr and replace with new 8-inch water mainThis project is necessary due to deteriorated infrastructure and the need to maintain service levels.This project is necessary due to deteriorated infrastructure and the need to maintain service levels.												
00214801	Dodd Road Potable Water Main Phase II	0	1,311,936	0	0	0	0	0	0	0	0	04/03/200	40855
	Design, permit and construct a 16 inch water main on Dodd Road from Red Bug Road to Biscayne Drive and on Howell Branch Road from Dodd Road to Bear Gully RoadThe Project is required to improve system hydraulics consistent with the Utilities Master Plan.The Project is required to improve system hydraulics consistent with the Utilities Master Plan.												
00214901	Grand Road Potable Water Main Replacement	0	392,991	0	0	0	0	0	0	0	0	02/08/201	11/30/201
	Design, permit and construct 2,000 feet of 16-inch water main to replace an existing 10-inch water main on Grand Rd from Dike Rd to Old Wharf Run.Project is necessary as identified in the 2003 Utility Master Plan to improve system hydraulics.Project is necessary as identified in the 2003 Utility Master Plan to improve system hydraulics.												
00216601	MARKHAM WATER TRTMT PLANT UPGRADES	126,500	0	0	0	0	0	0	0	0	0	07/24/200	40543
	Design, permit and construct two Floridan Aquifer wells and associated yard piping, electrical and control systems.The project is necessary to increase the capacity of Markham Regional Water Treatment Plant from 10.368 million gallons per day to 13.824 million gallons per day to meet projected demands and provide redundancy in the wellfield.The project is necessary to increase the capacity of Markham Regional Water Treatment Plant from 10.368 million gallons per day to 13.824 million gallons per day to meet projected demands and provide redundancy in the wellfield.												
00255201	Utilities Master Plan	1,047,500	0	0	0	0	0	0	0	0	0	38446	41186
	Update wastewater effluent disposal and reclaimed water master planning elements of the Utilities Master Plan.Project is necessary to update existing planning information regarding wastewater and reclaimed water plans through 2025.Project is necessary to update existing planning information regarding wastewater and reclaimed water plans through 2025.												
	Total Potable Water	**1,689,559**	**6,544,214**	**1,500,000**	**500,000**	**500,000**	**0**	**0**	**0**	**0**	**0**		

Project #	SANITARY SEWER PROJECT NAMES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Start	Finish
00181601	YANKEE LK SURFACE WATER PLANT	1,500,000	0	0	0	0	0	0	0	0	0	38991	41182
	Construct a 10 MGD surface Water Treatment Plant to provide an augmented reclaimed water supply with base components sized for a potential increase to 45 MGD. Project is necessary to augment alternative water supplies in support of Consumptive Use Permit and existing water demand.												
00182302	Markham Road Reclaim Main	0	734,944	2,099,829	0	0	0	0	0	0	0	41183	41942
	Design, permit and construct a 16-inch reclaimed main along Markham Road between Markham Woods road and Orange Blvd. Project is necessary to maintain water quality and system hydraulics												
00204001	Tri-Party Optimization Program	1,100,000	0	0	0	0	0	0	0	0	0	03/05/200	40574
	Cooperative project with Cities of Lake Mary and Sanford to optimize the storage and distribution of reclaimed water. Project is necessary to provide reliable reclaimed water service to the County's Northwest and Northeast service												
00217101	Heathrow Boulevard Reclaimed Water Main	200,000	0	0	0	0	0	0	0	0	0	38991	40724
	Design, permit and construct a 16-inch reclaimed water main along CR 46A from International Pkwy to Orange Blvd along Heathrow Blvd and a 12-inch main from Orange Blvd to Bridgewater Dr. To provide reclaimed water to several subdivisions within Heathrow in conjunction with Residential Reclaimed Retrofit Phases III through V.												
00217201	Residential Reclaimed Water Main Retrofit Phase II	225,000	0	0	0	0	0	0	0	0	0	38777	40514
	Design, permit and construct reclaimed water distribution system to retrofit the Alaqua Lakes subdivision with reclaimed water service for an estimated groundwater offset of 0.62 MGD. Project is necessary to comply with the District's Northwest CUP requirement for the County to reduce potable water demand from groundwater supplies.												

Project #	SANITARY SEWER PROJECT NAMES (continued)	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Start	Finish
00218301	NW COLLECTION SYSTEM UPGRADES	0	1,657,723	0	0	0	0	0	0	0	0	10/1/2006	9/30/2012
	Design and construct 5,200 linear feet of 12-inch force main along Orange Blvd from Indiana St to Maryland Ave. Design and construct 2,900 linear feet of 8-inch force main along Orange Blvd from Dolgner St to Oregon St. Project is necessary to address deficiencies in collection hydraulics in the Northwest service area identified in the 2003 Utilities Master Plan.												
00219701	SR 46 Force Main Extension	4,669,725	0	0	0	0	0	0	0	0	0	39356	40724
	Design, permit and construct 13,000 linear feet of 24 inch force main on SR 46 from Orange Blvd to Yankee Lake Rd. Design and construct 3,600 linear feet of 30-inch force main on Yankee Lake Rd from SR 46 to the Yankee Lake Regional Water Reclamation Facility. Project is necessary to provide required transmission capacity to accommodate increased system demands in the Northwest service area.												
00223101	Residential Reclaimed Water Main Retrofit Phase III	0	0	4,061,848	0	0	0	0	0	0	0	38991	41274
	Design, permit and construct reclaimed water distribution system to retrofit Stonebridge, Breckenridge Heights, Wembly Park, Wyntree and Lakeside subdivisions, with reclaimed water service for an estimated groundwater offset of 0.33 MGD. Project is necessary to comply with District's Northwest CUP requirement for the County to reduce potable water demand from groundwater supplies.												
00255201	Utilities Master Plan	1,047,500	0	0	0	0	0	0	0	0	0	38446	41186
	Update wastewater effluent disposal and reclaimed water master planning elements of the Utilities Master Plan. Project is necessary to update existing planning information regarding wastewater and reclaimed water plans through 2025.												
00223001	Residential Reclaimed Water Main Retrofit Phase IV	*Timing of future need and funding to be determined*										38991	40908
	Design, permit and construct reclaimed water distribution system to retrofit Alaqua, Lake Markham Preserve Phase I and Carisbrook subdivisions with reclaimed water service for an estimated groundwater offset of 0.34 MGD. Project is necessary to comply with the District's Northwest CUP requirements for the County to reduce potable water demand from groundwater supplies.												
00223201	Residential Reclaimed Water Main Retrofit Phase V	*Timing of future need and funding to be determined*										38991	41274
	Design, permit and construct reclaimed water distribution system to retrofit Stonebridge, Breckenridge Heights, Wembly Park, Wyntree and Lakeside subdivisions, with reclaimed water service for an estimated groundwater offset of 0.33 MGD. Project is necessary to comply with District's Northwest CUP requirement for the County to reduce potable water demand from groundwater supplies.												
	Total Sanitary Sewer	**8,742,225**	**2,392,667**	**6,161,677**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		

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Facility Program – Public School Facilities

Summary of Policies, Programs and Capital Improvements with Cost Impacts
Public School Facilities

Scheduled Program and Cost Impacts for 10/1/2010 - 9/30/2015
The Seminole County School Board Capital Improvements Plan includes the significant renovation and replacement of existing structures to maintain the existing infrastructure system of the District.
Total 5 Year Cost $ 260,143,623

Potential Additional Cost Impacts During/Beyond The Five Year Planning Period
Unknown impact of recent tax changes and uncertainty in the economy make future student enrollment more difficult to project.
Available Funding Options – Major revenue sources available to the School Board are Millage, Sales Tax, Impact Fees, Gasoline Tax Refund, COPS, RAN, Local Cap Improvement/Interest.

Souce: SCPS 2010-2011 FIVE YEAR CAPITAL IMPROVEMENT PLAN - Sept 14,2010
(New element added: Amendment 07EX1.TX02.1, Ordinance 2008-5, 01/22/2008)

Level of Service

Seminole County adopts the following level of service standards by type of school based on the permanent Florida Inventory of School Houses (FISH) capacity established by the Seminole County School Board.

	2008-2012	Beginning 2013
Elementary and Middle CSA	100% of Permanent FISH Capacity	100% of Permanent FISH Capacity
High School CSA	110% of Permanent FISH Capacity	100% of Permanent FISH Capacity

Seminole Total

2010-11 to 2020-21 Capital Outlay FTE Forecast

Grade	Projected 2010-2011	Projected 2011-2012	Projected 2012-2013	Projected 2013-2014	Projected 2014-2015	Projected 2015-2016
Birth Data *	4,807	4,848	4,766	4,785	4,492	4,227
PreK	269	267	260	244	235	233
Grade K	4,466	4,508	4,439	4,454	4,198	3,952
Grade 1	4,458	4,612	4,668	4,609	4,626	4,382
Grade 2	4,381	4,349	4,505	4,575	4,533	4,558
Grade 3	4,363	4,461	4,443	4,602	4,687	4,657
Grade 4	4,680	4,313	4,409	4,393	4,551	4,637
Grade 5	4,654	4,712	4,349	4,452	4,442	4,608
Grade 6	5,020	4,926	4,986	4,628	4,722	4,722
Grade 7	4,949	5,055	4,982	5,047	4,721	4,802
Grade 8	5,056	4,909	5,005	4,934	4,992	4,676
Grade 9	5,617	5,760	5,637	5,724	5,672	5,729
Grade 10	5,411	5,214	5,305	5,212	5,270	5,231
Grade 11	4,901	5,005	4,828	4,874	4,780	4,804
Grade 12	4,485	4,454	4,537	4,364	4,394	4,299
	62,711	62,545	62,354	62,114	61,823	61,291

** Lagged birth data for K*

NOTE:

The Capital Outlay FTE Forecast figures are one of the inputs to the School Board's annual budget process. The latest FTE Forecast table comes out in July/August of each year, just after the School Board has prepared, in June/July, a draft budget for the new fiscal year scheduled for adoption in September. For this reason, the School Board always uses the prior year's FTE Forecast projections for budget preparation. (For instance, FY 2008/09 Budget uses the 2007 FTE Forecast). While actual student figures for the prior year are available at the time of the School Board's budget adoption and the CIE update they are different from the projected figures used in producing the new budget and are therefore not included in the CIE. (The difference between the projected total student count and the actual is often less than 1%).

School Financial Feasibility and Capital Improvements Program

2010 - 2011 Five Year Capital Improvement Plan
Seminole County School Public Schools
Board Approved: September 14, 2010

REVENUE	2010/11	2011/12	2012/13	2013/14	2014/15
STATE					
CLASSROOMS FOR KIDS					
PECO NEW CONSTRUCTION	$0	$171,890	$884,790	$1,885,983	$1,304,021
PECO MAINTENANCE	$2,366,607	$3,154,759	$3,381,177	$3,797,786	$4,013,838
CO&DS	$280,380	$280,380	$280,380	$280,380	$280,380
LOCAL					
1.50 MILL	$38,920,697	$41,287,472	$43,310,558	$45,519,397	$48,068,483
COPS					
SALES TAX	$1,172,000	$341,000			
IMPACT FEES	$2,400,000	$2,400,000	$2,400,000	$2,400,000	$2,400,000
GASOLINE TAX REFUND	$100,000	$100,000	$100,000	$100,000	$100,000
INTEREST	$100,000	$100,000	$500,000	$500,000	$500,000
SUB-TOTAL	$45,339,684	$47,835,501	$50,656,905	$54,483,546	$56,666,522
PRIOR YEAR CARRYOVER	$8,319,641	$7,291,325	$3,618,673	$7,222,413	$7,828,244
	$54,659,325	$55,126,826	$54,275,578	$61,705,959	$64,494,766

EXPENDITURES	2010/11	2011/12	2012/13	2013/14	2014/15
SUPPORT GENERAL FUND					
CATASTROPHIC LOSS/MAINT RESERVE					
PROPERTY & CASUALTY PREMIUM		$2,700,000	$2,700,000	$2,700,000	$2,700,000
MAINTENANCE	$7,341,000	$9,241,000	$9,241,000	$11,241,000	$9,241,000
SCHOOL INSTRUCTIONAL EQUIPT PURCH	$650,000	$650,000	$1,450,000	$1,450,000	$1,450,000
BUS REPLACEMENT	$450,000	$0	$500,000	$500,000	$500,000
VEHICLES	$50,000	$0	$250,000	$250,000	$250,000
FLOOR CVRNG	$100,000	$100,000	$200,000	$200,000	$200,000
HVAC	$1,100,000	$1,000,000	$1,000,000	$1,000,000	$3,900,000
REROOF	$100,000	$100,000	$1,000,000	$1,000,000	$3,000,000
PAVEMENT	$100,000	$100,000	$150,000	$150,000	$2,150,000
PAINTING	$100,000	$100,000	$200,000	$200,000	$200,000
LEASED PORTABLES	$100,000	$100,000	$300,000	$300,000	$300,000
SCHOOL CAP OUTLAY	$800,000	$500,000	$500,000	$500,000	$500,000
MAGNET SCHOOL EQUIPT	$100,000	$100,000	$100,000	$100,000	$100,000
EQUIPMENT REPLACEMENT	$0	$0	$700,000	$800,000	$750,000
CROOMS TECH REPLACEMENT	$265,000	$265,000	$265,000	$300,000	$300,000
COMMUNICATIONS	$125,000	$100,000	$150,000	$150,000	$150,000
TECHNOLOGY UPGRADES	$800,000	$500,000	$900,000	$1,100,000	$1,100,000
DISTRICT LEVEL SUPPORT EQUIPT	$0	$50,000	$50,000	$50,000	$50,000
MISC.	$115,000	$150,000	$200,000	$250,000	$250,000
INSTRUCTIONAL TECH EQUIPT	$347,000	$347,000	$347,000	$347,000	$347,000
DATA & VOICE NETWORK	$0	$50,000	$50,000	$1,500,000	$1,500,000

DEBT SERVICE					
COPS PAYMENT	$22,585,000	$22,795,153	$22,800,165	$22,799,715	$22,798,590
NEW CONSTRUCTION					
LAND					
REMODELING & ADDITIONS					
JACKSON HEIGHTS	$8,640,000	$8,360,000			
SMALL PROJECTS	$1,500,000	$1,400,000	$1,200,000	$1,200,000	$1,700,000
MISC.					
CONTINGENCY	$2,000,000	$2,900,000	$2,800,000	$6,000,000	$6,900,000
TOTAL	$47,388,000	$51,508,153	$47,053,165	$53,877,715	$60,336,590
FUND BALANCE	$7,291,325	$3,618,673	$7,222,413	$7,828,244	$4,158,176

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Facility Program – Recreation and Open Space

Summary of Policies, Programs and Capital Improvements with Cost Impacts Recreation and Open Space		
Scheduled Program and Cost Impacts for Fiscal Years 10/1/2010 - 9/30/2015		
Scheduled Program is found under Capital Improvement Program. Costs are related to Park, Natural Lands and Trail development/maintenance.		
Total 5 Year Cost	**$**	**950,000**
Potential Additional Cost Impacts During/Beyond Five Year Planning Period		
Individual cost impacts relating to Capital Improvement Projects can be found under Capital Improvement Detail Sheets		
Available Funding Options - Natural Lands/Parks/Trails Major revenue sources available to the Board of County Commissioners (either existing or available without voter approval) to fund all or portions of the Recreation and Open Space Capital Improvement Element Update are: general revenues, impact fees, proceeds from bonds backed by general revenues, and various grants/contributions/donations. An initial endowment fund towards long-term Natural Lands management costs has also been established. As master plans for preservation and passive use of Natural Lands sites are developed over the coming years, these properties will begin to be counted towards meeting the County's park acreage level of service standards. Bond proceeds for trails will be leveraged with various grants, State/Federal reimbursements, and local operating budget activities to advance implementation of the full referendum-based program over the coming decade.		
(facility program - recreation and open space.xlsx0		

Capacity/Improvements Summary

RECREATION & OPEN SPACE Calculation of ability to meet projected service demands					
	2010	**2015**	**2020**	**2025**	**2030**
Total County Functional Baseline Population (1)	434,142	457,293	484,583	510,666	534,836
Level of Service - Total Acres/1000 Pop (2)	3.6	3.6	3.6	3.6	3.6
Level of Service - Developed Acres/1000 Pop	1.8	1.8	1.8	1.8	1.8
Supply: Total Recreational Acres (3)	7,422	7,422	7,422	7,422	7,422
Supply: Developed Recreational Acres (3)	966	966	966	966	966
Demand: Total Recreational Acres	1,563	1,646	1,744	1,838	1,925
Demand: Developed Recreational Acres	781	823	872	919	963
Surplus (Deficit): Total Acres	**5,859**	**5,776**	**5,678**	**5,584**	**5,497**
Surplus (Deficit): Developed Acres	**185**	**143**	**94**	**47**	**3**

(1) The Energy Overlay scenario differs only by a rounding error from the Baseline so it is not separately calculated.

(2) Total Acres is the sum of developed and passive acres

(3) Source: Seminole County Leisure Services - 7/2010

Five Year Capital Schedule of Improvements

Project #	Project Title	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
187760	Seminole Wekiva Trl Phase IV	0	25,000	0	0	0
282601	Sun Land Park	0	775,000	0	0	0
285201	Winwood Park Improvements (Total)	150,000	0	0	0	0
Recreation & Open Space Total		**150,000**	**800,000**			

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Facility Program - Solid Waste

Summary of Policies, Programs and Capital Improvements with Cost Impacts Solid Waste	
Scheduled Program and Cost Impacts for Fiscal Years 10/1/2010 - 9/30/2015	
The Solid Waste Management Division's planned capital improvement costs are related to work intended to maintain the solid waste management system and delivery of the level of service adopted in the Comprehensive Plan. Planned expenditures include the construction of a Citizens Service Area at the Central Transfer Station, replacement and upgrades of existing systems (e.g., pumping systems, tipping floor surfaces, etc.) and renewal of Florida Department of Environmental Protection (FDEP) permits. NOTE: The level of service (LOS) for solid waste is defined as the projected weight of waste (pounds) per capita per day to be managed.	
Total 5 Year Cost	**$ 3,527,431**
Potential Additional Cost Impacts During/Beyond the Five Year Planning Period	
Potential changes in legislation and EPA/FDEP regulatory requirements may alter future implementation and cost of various solid waste programs. Changes in FDEP rules and regulations concerning the operation of slurry-walled landfills could require the need for future landfill construction. No changes in these regulations are anticipated at this time.	
Available Funding Options - Major revenue sources available to the Board of County Commissioners (either existing or available without voter approval) to fund all or portions of the Solid Waste Capital Improvement Element Update are: fees and charges collected from Solid Waste system customers, as well as proceeds from bond issues backed by revenues of the system, recyclable materials, occasional grant opportunities and landfill gas-to-energy. The revenue capacities associated with each of the above major revenues and reserves provide sufficient funding to enable full implementation of the five year schedule of improvements identified as part of the CIE Update.	
(facility program - solid waste.xls)	

Capacity/Improvements Summary

SOLID WASTE Calculation of ability to meet projected service demands					
	2010	**2015**	**2020**	**2025**	**2030**
Population, Total County Functional Baseline (1)	434,142	457,293	484,583	510,666	534,836
Level of Service - Osceola Landfill (lbs/cap/day)	4.2	4.2	4.2	4.2	4.2
Level of Service - Central Transfer Station (lbs/cap/day)	4.3	4.3	4.3	4.3	4.3
Supply: Total Landfill Disposal Capacity Projected	22,823,000	21,159,151	19,477,556	17,775,044	16,052,539
Supply: Transfer Station Processing Capacity (2)	1,900	2,500	2,500	2,500	2,500
Demand: Annual Landfill Disposal	332,770	350,515	371,433	391,425	409,952
Demand: Daily Transfer Station Processing	933	983	1,042	1,098	1,150
Surplus (Deficit): Landfill Capacity, Total tons	**22,490,230**	**20,808,636**	**19,106,123**	**17,383,619**	**15,642,587**
Surplus (Deficit): Transfer Station Capacity, Total tons	**967**	**1,517**	**1,458**	**1,402**	**1,350**

(1) The Baseline differs from the Energy Overlay scenario only by a rounding error so an Energy evaluation is not separately calculated.

(2) Daily capacity under current operationing conditions. A Citizens Area adding 600 tons of processing capacity is scheduled for completion in 2011

Source: Seminole County Environmental Services Department, Solid Waste Division

Five Year Capital Schedule of Improvements

Project	Project Title	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
0020190	Tipping Floor Resurfacing	200,000	600,000	0	0	0
0021580	Upgraded PreFabricated Hazardous Material	0	0	0	77,055	0
0021600	Osceola Landfill NPDES Permit	0	0	0	0	40,203
0024450	Osceola Road Landfill Monitoring Well	0	0	0	44,670	0
0024450	CTS Scale Automation Upgrade	0	0	234,517	0	0
0024450	Osceola Road Landfill Telemetry (SCADA)	250,000	0	0	0	0
0024450	Transfer Station Refurbishment	0	0	200,000	0	0
0024451	Landfill Maintenance/Operation Bldg.	0	0	0	40,213	0
0024460	Landfill Gas System Expansion	400,000	254,678	267,411	280,782	394,821
0024480	Landfill Title Five Air Permit Renewal	60,755	0	0	0	0
0024510	Landfill Solid Waste Operating Permit -	0	182,326	0	0	0
Total Solid Waste		**910,755**	**1,037,004**	**701,928**	**442,720**	**435,024**

Seminole County Government Project Listing by Department
Fiscal Year 2009/10 - Adopted Budget

Solid Waste Projects Adopted and Funded in FY 2010
Some of the projects were completed in FY 2010, some will carry forward into 2011 and beyond.

Project #	Project Name	FY 2010
00137102	Osceola Road Resurfacing	2,000,000
00137801	Citizens' Service Area at Central Transfer Station	2,527,297
00160801	Landfill Roadways Repairs	873,409
00201901	Tipping Floor Resurfacing	671,080
00215801	Upgraded Prefabricated Hazardous Material	57,500
00216001	Osceola Landfill NPDES Permit	37,949
00216101	Renewal Central Transfer Station	77,806
00244501	Landfill Scalehouse	775,788
00244502	Osceola Road Landfill Leachate Tank Refurb.	347,288
00244503	Osceola Road Landfill Monitoring Well Refurb.	40,517
00244504	Osceola Road Landfill Lift Pump Station Pumps Replacement	23,153
00244509	Transfer Station Refurbishment	480,000
00244510	Landfill Maintenance/Operation Bldg. Improvements	33,075
00244601	Landfill Gas System Expansion	357,983
00244801	Landfill Title Five Air Permit Renewal	20,600
00245101	Landfill Solid Waste Operating Permit - Renewal	34,151
00276701	Landfill Fuel Island Roof	70,000
00276801	Fence - Central Transfer Station	40,000
00281201	Landfill Yard Waste Area Rehabilitation	627,000
00281301	Landfill Scrap Metal Area - Storage Pad Addition	350,000
00281401	Central Transfer Station - Hoppers Rehabilitation	350,000
Total		**9,794,596**

(FS Funds 2009_10 Projects from FC.xlsx)

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Facility Program - Transportation

Summary of Policies, Programs and Capital Improvements with Cost Impacts Transportation	
Scheduled Program and Cost Impacts for Fiscal Years 10/1/2010 - 9/30/2015	
Costs include funding for: - State Road Network Improvements - County Road Network Improvements and joint projects with the Cities - Traffic Management Improvements - Pedestrian Overpasses - Mobility Improvements - LYNX Public Transit - SunRail	
Total 5 Year Roads and Mobility Cost	**$156,470,511**
Total 5 Year Transit (LYNX) Cost	**$ 20,419,740**

Potential Additional Cost Impacts During/Beyond Five Year Planning Period
The September, 2001 referendum renewal of the local option sales tax has enabled programming of specific projects to provide a wide variety of transportation improvements, including previously identified needs on the State Road system. Evolving needs still not fully addressed, however, include major road network improvements in the vicinity of key economic drivers in Seminole County.

Available Funding Options - Major revenue sources available to the Board of County Commissioners (either existing or available without voter approval) to fund all or portions of the Road Capital Improvement Element Update are: general revenues, special district ad valorem assessments, locally levied infrastructure sales tax, gas taxes, impact fees, proceeds from bond issues backed by general revenues or specified revenues, contributions from local benefiting agencies and various grant opportunities. The revenue capacities associated with each of the above major revenues provide sufficient funding to enable full implementation of the five year schedule of improvements identified as part of the CIE Update. *(facility program - transp roads.xls)*

Capacity Evaluation Summary: County & State Roads

	Roadway Name	From - To	Note*	Adopted LOS Std.	2010 Existing Deficiency	Projected 2015 Deficiency if No Imprvmt	Projected 2015 Deficiency With Imprvmt
1	SR 46	Lake County Line to Orange Boulevard	1	E+20%	Yes	Yes	
2	SR 46	SR 415 to Osceola Road	2	D		Yes	
3	SR 46	Osceoal Road to CR 426	2	D		Yes	
4	SR 46	CR 426 to Volusia County Line		C			
5	CR 431 (Orange Blvd)	SR 46 to Wayside Drive		E+20%			
6	CR 431 (Orange Blvd)	Wayside Drive to CR 46A		E+20%			
7	Markham Woods Rd	Markham Road to Michigan Street		E+20%			
8	Markham Woods Rd	Michigan Street to Bridgewater Drive		E+20%			
9	Markham Woods Rd	Bridgewater Drive to Lake Mary Boulevard		E+20%			
10	Markham Woods Rd	Lake Mary Boulevard to EE Williamson Rd		E+20%			
11	Wekiva Springs Rd	Fox Valley Road to Hunt Club Boulevard		E+20%			
12	Wekiva Springs Rd	Hunt Club Boulevard to Org County Line		E+20%			
13	CR 426	Lockwood Blvd to Old Mims Road		E+20%			
14	CR 426	Old Mims Road to SR 46		E+20%			
15	Snow Hill Road	Brumley Road to CR 426		E+20%			

Note*

(1) Preliminary Engineering Phase (PE) for SR 429/Wekiva Expressway from US 441 to I-4 Interchange, a new 4-lane parallel expressway to SR 46 is listed in the latest TIP (2009/2010 - 2014/2015).

(2) PD&E Study added in the latest year TIP (2009/2010 - 2014/2015) for the year 2010.

Five Year Capital Schedule of Improvements

Project #	Project Title	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
6301	Chapman Rd Widen From 2 To 4 Lanes	14,500,000	0	0	0	0
8702	Seminola Blvd/Cumberland Farms Remediation	25,000	0	0	0	0
14601	Wymore Rd - Orange County Line To SR 436	0	0	5,125,000	0	10,125,000
191652	CR 426 Safety Improvements	370,000	2,285,929	0	0	0
191655	Howell Creek Dam At Lake Howell Rd	1,000,000	0	0	0	0
191663	Future Project Benefit Cost Study	200,000	0	75,000	0	0
191669	Wymore Rd And Oranole Rd Intersection Improvements	350,000	0	0	0	0
191671	CR 427 (S. R. Reagan Blvd) And North St Intersection Imprvmts	300,000	0	0	0	0
191676	CR 46A (W 25th St) Safety Project	0	65,200	0	0	0
192509	Dike Rd Sidewalk	675,000	0	0	0	0
192541	County Sidewalk Program - Future Years	0	1,000,000	0	0	0
192592	Midway Elementary School Sidewalk	500,000	0	0	0	0
192909	Wilson Rd Sidewalk	0	303,199	0	0	0
192910	Walker Elementary Sidewalks	250,000	0	0	0	0
192911	Eastbrook Elementary Area Sidewalks	250,000	0	0	0	0
192912	Sterling Park Elementary/Eagle Cir Sidewalks	300,000	0	0	0	0
192917	Airport Blvd Sidewalk	50,000	0	0	0	0
192918	Grand Rd Sidewalk	350,000	0	0	0	0
192919	Hattaway Dr Sidewalk	425,000	0	0	0	0
192920	20th St Sidewalk	175,000	0	0	0	0
192921	Add Truncated Domes And Curb Ramps	100,000	0	0	0	0
192922	East Altamonte Area Sidewalks	125,000	0	0	0	0
198101	Dean Rd - SR 426 To Orange County Line	0	4,000,000	0	7,500,000	0
198102	CR 419 Widening Lanes	0	0	15,000,000	0	0
205202	SR 426 CR 419 Widening From 2 To 4 Lanes	375,069	0	0	0	0
205303	SR 434 - I-4 To Rangeline Rd **(TRIP)**	12,750,000	0	0	0	0
205304	SR 434 - Rangeline Rd To CR 427 **(TRIP)**	4,000,000	2,658,000	0	0	0
205402	Sr 46 (Mellonville To Sr 415) Land For Widening	2,400,000	0	0	0	0
205541	UPS Systems For Signals	110,000	0	0	0	0
205545	Rinehart At Oregon Ave – New Signal	180,000	0	0	0	0
205546	Howell Branch Rd At Fire Station 23 - Mast Arm Conversion	180,000	0	0	0	0
205547	Red Bug At Fire Station 27 – Mast Arm Conversion	180,000	0	0	0	0
205548	Lake Mary Blvd Traffic Adaptive System	150,000	0	0	0	0
205625	US Hwy 17-92 @ SR 417 Fiber Cabinet Upgrade	70,000	0	0	0	0
205626	Lake Mary Blvd At Rinehart Rd Fiber Hub Cabinet Upgrade	70,000	0	0	0	0
205627	SR 434 @ Sand Lake Rd Fiber Cabinet Upgrade	60,000	0	0	0	0
205738	Alternative TMC Improvements	150,000	0	0	0	0
205739	Core Switch Upgrade	200,000	0	0	0	0
205740	Sign Verification Device Upgrade	100,000	0	0	0	0
209115	Upsala Rd_CR 15	250,000	0	0	0	0
226301	State Road 436 At Red Bug Lake Road Interchange	32,000,000	0	0	0	0
227001	Lake Mary Blvd At Sun Drive Secondary Drainage	0	350,000	0	0	0
227012	Arterial / Collector Roads Pavement Rehab	0	1,500,000	0	0	0
227050	Brisson Ave, Roadway And Base Reconstruction	1,000,000	0	0	0	0
227052	Dike Rd Roadway & Base Reconstruction	375,000	0	0	0	0
227053	Sand Lake Rd Roadway & Base Reconstruction	275,000	0	0	0	0

Project #	Project Title	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
227054	N Hunt Club Blvd Roadway & Base Reconstruction	1,200,000	0	0	0	0
227055	CR 425 Roadway & Base Reconstruction	370,000	0	0	0	0
227056	Red Bug Lake Rd Roadway & Base Reconstruction	1,500,000	0	0	0	0
227057	Wekiva Springs Rd Road And Base Reconstruction	250,000	0	0	0	0
283401	Dyson Dr At Lake Howell Creek Bridge	900,000	0	0	0	0
283501	Bridge - Lake Howell Road At Howell Creek	100,000	1,000,000	0	0	0
284801	SR 46 Pd&E Study	180,000	0	0	0	0
90000115	Asphalt Surface And Pavement Management	2,051,570	5,304,149	5,569,356	5,847,824	6,140,215
90000116	Bridge Rehabilitation And Repairs	250,000	250,000	250,000	250,000	250,000
Transportation Total		**81,621,639**	**18,716,477**	**26,019,356**	**13,597,824**	**16,515,215**

Project #	Project Title	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
NA	LYNX Transit Service Funding (operating cost, not capital)	4,083,948	4,083,948	4,083,948	4,083,948	4,083,948
Total Transit		**4,083,948**	**4,083,948**	**4,083,948**	**4,083,948**	**4,083,948**

The following lists transportation projects of note approved and found financially feasible in prior budget years. This listing serves to verify to regional and state agencies that projects of shared interest or matched funding were in fact adopted into the County's FY 2010 budget. There may be additional funding approved in prior years that does not shown in FY 2010 funding. **NOTE: Rail Related Transit (SunRail) funding has been carried forward to FY 2011 - see project note.**

Project #	Project Title	FY 2010
6202	Bunnell Rd - Eden Park Ave (Construction)	3,385,161
54101	Lake Emma Rd - Sand Pond Rd To Longwood Hills Rd	14,211,038
191646	Tuskawilla Rd To SR 417	113,220
191652	CR 426 Safety Improvements	915,053
191656	Longwood - Lake Mary Road	800,758
191660	CR 46A At International Parkway Intersection Improvement	241,944
191672	W Lake Mary Blvd & Lake Emma Rd Intersection Improvements	125,000
192584	County Road 46A Sidewalk	375,000
192902	Country Club Road (C-15) Sidewalk	100,000
192909	Wilson Rd Sidewalk	50,000
192914	Upsala Rd. Sidewalk	300,000
196901	Red Bug Pedestrian Overpass At Elementary School	3,925,516
197001	US 17-92 Sanford Lakefront Project	2,900,000
198101	Dean Road - SR 426 To Orange County Line	980,000
198102	CR 419 Widening Lanes	5,756,407
205302	SR 434 - Montgomery Rd To I-4 **(TRIP)**	1,902,284
205303	SR 434 - I-4 To Range Line Road **(TRIP)**	138,731
205304	SR 434 - Rangeline Rd To CR 427	1,697,348
251401	**Rail Related Transit (SunRail)** ***(Note: On 10/12/2010, the Board voted to approve by Resolution 2010-R- 211 Budget Amendment Request 11-01 in order to carry forward available project funds from the FY 2009/10 Budget to the FY 2010/11 Budget and containing Project 00251401 - Rail Related Transit - for $2,310,000).***	2,310,000
255801	SR 46 Gateway Sidewalk - Hickman Dr To Airport Blvd/JPP	104
278501	SR 46 And SR 415 / East Lake Mary Blvd Intersection	750,081
Total Transportation		**40,977,645**

(FS CIE Projects List 2010 DRA REC TRA.xlsx)

Summary of Mobility Policy and Program

Scheduled Initial Capital Improvements with Cost Impacts

Major Work Efforts:

- Continue coordination planning with cities to identify triggers that signal need to change quality/level of service for components of mobility strategy
- Identify funding sources for pedestrian facilities (sidewalks) and bicycle 'Lynx' and 'SunRail' trails.
- Design pedestrian and bicycle facilities.
- Install pedestrian and bicycle facilities.

The urban portion of unincorporated Seminole County is a Transportation Concurrency Exception Area (TCEA), a mobility strategy has been included within Policy TRA 2.1.1. - County Transit, Pedestrian and Bicycle Level of Service Standard Multi-Modal Mobility Strategy and Quality/Levels of Service.

The policy emphasizes the establishment of quality/levels of service for multiple modes of mobility, including;

- Public transit
- Pedestrian facilities (sidewalks to serve transit stops and rail stations)
- Bicycle trails (to connect residential areas to transit stops and rail stations)

The following pages summarize proposed projects, timing and costs.

Budgeted/Planned Sidewalk Projects that Support the Mobility Strategy

Notes	Roadway Name	From	To	Design Costs	Constr. Costs	Constr. Fiscal Year
1	Wymore Rd	Lake Destiny Dr	SR 436	$ 75,000	$ 200,000	2009/2010
2	Greenwood Blvd	Lake Emma Rd	Heather Down Ln	In-H Design	$ 75,000	2009/2010
3	CR 46A	Ridgewood Ave	Hartwell Ave	In-H Design	$ 100,000	2009/2010
4	Country Club Rd	Frederick Ave	Alma Ave	In-H Design	$ 100,000	2009/2010
5	Hattaway Dr	SR 436	Sharon Dr	$ 75,000	$ 350,000	2010/2011
6	Airport Blvd	Academy Ave	McCracken Rd	In-H Design	$ 50,000	2010/2011
7	Midway Area Sidewalks	Various locations		$ 100,000	$ 500,000	2010/2011
8	East Altamonte Sidewalks	Various locations		$ 125,000	$ 300,000	2011/2012
9	SR 46 Gateway Sidewalks	Rinehart Rd	Airport Blvd	$ 400,000	$ 3,000,000	2010/2011

Future Potential Sidewalk Projects that Support the Mobility Strategy

10	Rinehart Rd	CR 46A	SR 46	$ 75,000	$ 200,000	2016/2020
11	Lake Hayes Rd	SR 434	Riverdale Ct	$ 50,000	$ 175,000	2016/2020
12	Carrigan Ave	SR 434	Division St	$ 50,000	$ 125,000	2016/2020
13	Forest City Sidewalks	Various locations		$ 100,000	$ 450,000	2016/2020
14	Hillview Dr	SR 434	E.of Durango Way	In-H Design	$ 75,000	2016/2020
15	Mobile Manor Sidewalks	Various locations		$ 75,000	$ 300,000	2016/2020
16	Sanlando Estates Sidewalks	Various locations		$ 75,000	$ 200,000	2016/2020
17	Weathersfield Sidewalks	Various locations		$ 100,000	$ 400,000	2016/2020
18	Goldie Manor Area Sidewalks	Various locations		$ 100,000	$ 300,000	2016/2020
19	Ridge Rd	Driftwood Dr	US 17-92	$ 50,000	$ 150,000	2016/2020

NOTE: Projects 1 through 9 are funded by the County's 1 Cent Sales Tax. Projects 10 through 19 are planned for the next five year period.

1 Connects to bus stops along Wymore Rd. We coordinated with LYNX on access to the bus stops from the sidewalk. Construction is underway.

2 Connects to bus stops on Lake Emma Rd.

3 Connects bus stops and provides access to Seminole High School and Millenium Middle School

4 Fills in a missing gap of sidewalk within 1/2 mile of the Lake Mary commuter rail station.

5 Connects to bus stops on SR 436.

6 Connects to bus stops on the old section of Airport Blvd.

7 Will add sidewalks on Brisson Ave, Crawford Dr, Byrd Ave and Kings Rd. Connects to bus stops and Midway Elem. Sch.

8 Will add sidewalks in the East Altamonte Target Area including Station St, Marker St and Morse St to connect to rail station and SR 436 bus stops.

9 Will connect to bus stops on SR 46 and the Sanford commuter rail station. To be FDOT Local Agency Program funded.

10 Will connect to bus stops and provide pedestrian connectivity (by filling the missing gaps) to commercial on Rinehart Rd.

11 Connects to bus stops on SR 434 and is within 1 mile of Evans Elementary School.

12 Connects to bus stops on SR 434 and is within 1 mile of Evans Elementary School.

13 Add sidewalks on Forest City Dr, Academy Dr, Pisgah Ave, Willow Ave and Jewel Dr to connect to bus stops on SR 436 and Pearl Lake Cswy.

14 Add sidewalks to connect to bus route on SR 434. Also connects to Seminole State College Campus

15 Add sidewalks on Lakeshore Dr, Mobile Ave, Manor Ave and Vagabond Ave to connect to bus stops on SR 434.

16 Add sidewalks on Pine St, Gum St, Oak St and North St to connect to bus stops on SR 434 and Montgomery Rd.

17 Add sidewalks on various streets including Tulane Dr, Notre Dame Dr and Clemson Dr to connect to bus stops on SR 436.

18 Add sidewalks on various streets including Jay Dr, Grace Blvd, Eileen Ave & Francis Dr to connect to bus stops on SR 436.

19 Add sidewalk connection to bus stops on US 17-92. *(Sidewalk Projects List for Mobility….xls)*

Associated Mobility Improvements

Project #	Project Title	Bike Lane	Side Walk	Trail	Its	Safety	Stor m Wate	Trip	Added Capa-city	Lynx Con-nect
6301	Chapman Rd Widen From 2 To 4 Lanes	X	X	-	-	-	-	-	X	X
8702	Seminola Blvd/Cumberland Farms Remediation	-	-	-	-	-	-	-	-	-
191652	Cr 426 Safety Improvements	X	-	-	-	X	-	-	-	-
191655	Howell Creek Dam At Lake Howell Rd	-	-	-	-	-	X	-	-	-
191663	Future Project Benefit Cost Study	-	-	-	-	-	-	-	-	-
191669	Wymore Rd And Oranole Rd Intersection Improvements	-	-	-	-	-	-	-	X	X
191671	CR 427 (S Ronald Reagan Blvd) And North St Intersection Im	-	-	-	-	-	-	-	X	-
192509	Dike Rd Sidewalk	-	X	-	-	-	-	-	-	-
192592	Midway Elementary School Sidewalk	-	X	-	-	-	-	-	-	X
192910	Walker Elementary Sidewalks	-	X	-	-	-	-	-	-	-
192911	Eastbrook Elementary Area Sidewalks	-	X	-	-	-	-	-	-	-
192912	Sterling Park Elementary/Eagle Cir Sidewalks	-	X	-	-	-	-	-	-	-
192917	Airport Blvd Sidewalk	-	X	-	-	-	-	-	-	-
192918	Grand Rd Sidewalk	-	X	-	-	-	-	-	-	-
192919	Hattaway Dr Sidewalk	-	X	-	-	-	-	-	-	X
192920	20th St Sidewalk	-	X	-	-	-	-	-	-	-
192921	Add Truncated Domes And Curb Ramps	-	-	-	-	-	-	-	-	-
192922	East Altamonte Area Sidewalks	-	-	-	-	-	-	-	-	-
205202	SR 426 CR 419 Widening From 2 To 4 Lanes	X	X	-	-	-	-	-	X	X
205541	Ups Systems For Signals	-	-	-	-	-	-	-	-	-
205545	Rinehart At Oregon Ave – New Signal	-	-	-	-	-	-	-	-	-
205546	Howell Branch Rd At Fire Station 23 - Mast Arm Conversion	-	-	-	-	-	-	-	-	-
205547	Red Bug At Fire Station 27 – Mast Arm Conversion	-	-	-	-	-	-	-	-	-
205548	Lake Mary Blvd Traffic Adaptive System	-	-	-	X	-	-	-	-	-
205625	Us Hwy 17-92 @ SR 417 Fiber Cabinet Upgrade	-	-	-	X	-	-	-	-	-
205626	Lake Mary Blvd At Rinehart Rd Fiber Hub Cabinet Upgrade	-	-	-	X	-	-	-	-	-
205627	SR 434 @ Sand Lake Rd Fiber Cabinet Upgrade	-	-	-	X	-	-	-	-	-
205738	Alternative TMC Improvements	-	-	-	X	-	-	-	-	-
205739	Core Switch Upgrade	-	-	-	X	-	-	-	-	-
205740	Sign Verification Device Upgrade	-	-	-	X	-	-	-	-	-
209115	Upsala Rd_CR 15	-	-	-	-	-	X	-	-	-
226301	State Rd 436 At Red Bug Lake Rd Interchange **(TRIP)**	X	X	-	-	-	-	X	X	X
227050	Brisson Ave, Roadway And Base Reconstrucion	-	-	-	-	-	-	-	-	-
227052	Dike Rd Roadway & Base Reconstruction	-	-	-	-	-	-	-	-	-
227053	Sand Lake Rd Roadway & Base Reconstruction	-	-	-	-	-	-	-	-	-
227054	N Hunt Club Blvd Roadway & Base Reconstruction	-	-	-	-	-	-	-	-	-
227055	CR 425 Roadway & Base Reconstruction	-	-	-	-	-	-	-	-	-
227056	Red Bug Lake Rd Roadway & Base Reconstruction	-	-	-	-	-	-	-	-	-
227057	Wekiva Springs Rd Road And Base Reconstruction	-	-	-	-	-	-	-	-	-
283401	Dyson Dr At Lake Howell Creek Bridge	-	-	-	-	-	-	-	-	-
283501	Bridge - Lake Howell Road At Howell Creek	-	-	-	-	-	-	-	-	-
284801	SR 46 Pd&E Study	-	-	-	-	-	-	-	-	-
90000101	Minor Road Program – GECS	-	-	-	-	-	-	-	-	-
90000102	Collector Roads Program – GECS	-	-	-	-	-	-	-	-	-
90000103	Future Years State Road System - GECS	-	-	-	-	-	-	-	-	-
90000104	Safety/Sidewalk Program GECS	-	-	-	-	-	-	-	-	-
90000115	Asphalt Surface And Pavement Management	-	-	-	-	-	-	-	-	-
90000116	Bridge Rehabilitation And Repairs	-	-	-	-	-	-	-	-	-

Associated Mobility Improvements

The following lists transportation projects of note approved and found financially feasible in prior budget years. This listing serves to verify to regional and state agencies that projects of shared interest or matched funding were in fact adopted into the County's FY 2010 budget. There may be additional funding approved in prior years that does not show in FY 2010 funding.

Project #	Project Title	Bike Lane	Side Walk	Trail	Its	Safety	Stor m Wate	Trip	Added Capa-city	Lynx Con-nect
6202	Bunnell Rd - Eden Park Ave (Construction)	X	X	-	-	-	-	-	-	X
54101	Lake Emma Rd - Sand Pond Rd To Longwood Hills Rd	X	X	-	-	-	-	-	X	X
191646	Tuskawilla Rd To SR 417	X	-	-	-	-	-	-	X	-
191652	CR 426 Safety Improvements	X	-	-	-	X	-	-	-	-
191656	Longwood - Lake Mary Road	-	-	-	-	-	-	-	-	-
191660	CR 46A At International Parkway Intersection Improvement	-	-	-	-	-	-	-	X	-
191672	W Lake Mary Blvd & Lake Emma Rd Intersection Imprvmts	-	-	-	-	-	-	-	X	X
192584	County Road 46A Sidewalk	-	X	-	-	-	-	-	-	X
192902	Country Club Road (C-15) Sidewalk	-	X	-	-	-	-	-	-	-
192909	Wilson Rd Sidewalk	-	X	-	-	-	-	-	-	-
192914	Upsala Rd. Sidewalk	-	X	-	-	-	-	-	-	-
196901	Red Bug Pedestrian Overpass At Elem. School	-	-	X	-	X	-	-	-	-
197001	US 17-92 Sanford Lakefront Project	-	-	X	-	-	-	-	-	X
198101	Dean Road - SR 426 To Orange County Line	X	X	-	-	-	-	-	X	-
198102	Cr 419 Widening Lanes	X	X	-	-	-	-	-	X	-
205302	SR 434 - Montgomery Rd To I-4 **(TRIPS)**	X	-	-	-	-	-	X	X	X
205303	SR 434 - I-4 To Range Line Road **(TRIPS)**	X	-	-	-	-	-	X	X	X
205304	SR 434 - Rangeline Rd To CR 427	X	-	-	-	-	-	-	X	X
251401	Rail Related Transit **(SunRail)**	-	-	-	-	-	-	-	-	X
255801	SR 46 Gateway Sidewalk - Hickman Dr To Airport Blvd/JPP	-	X	X	-	-	-	-	-	X
278501	SR 46 And SR 415 / East Lake Mary Blvd Intersection	X	-	-	-	-	-	-	X	-

(FS CIE Projects List 2010 DRA REC TRA.xlsx)

METROPLAN ORLANDO - Transportation Improvement Program - Seminole County/August 2010
Interstate Highway Projects

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
2425922	I-4	Orange/Seminole Co. Line	0.25 mi. N of Central Pkwy.	2.54	Add 2 Special Use Lanes *(2030 LRTP - page 10)*	56 422					ACNH DI	PE ENV
2425923	I-4	0.25 mi. N of Central Pkwy.	1.0 mi. N of SR 434	2.53	Add 2 Special Use Lanes *(2030 LRTP - page 10)*	12 11					NHAC ACNH	PE ENV
2427022	I-4	at SR 15/600/US 17/92		1.21	Reconstruct Eastbound Exit Ramp	1,306 3					BNIR DIH	ROW ROW
4075731	I-4	at SR 46		3.52	Minor Interchange Improvements	3 4,265	 105 44				DIH BNIR DIH	PE ROW ROW
4084171	I-4 Master Plan	Countywide		14.14	Advance Right-of-Way Acquisition	11 100 293 88,517					BNIR DIH DIH NHAC	ROW ROW ROW ROW
4226321	I-4	Westbound Rest Area	Lake Mary Blvd.	4.60	Landscaping	47					DIH	CST

METROPLAN ORLANDO - Transportation Improvement Program - Seminole County/August 2010

State Highway Projects

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
2401631	SR 46	Bridge over St. Johns River		1.57	Replace Low Level Bridge	19 118					DIH BRAC	PE DSB
2401671	SR 434/Alafaya Tr.	McCulloch Rd.	W of Mitchell Hammock Rd.	3.22	Widen to 6 Lanes	28 1,288					DS SA	ROW ROW
2401961	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.65	Widen to 6 Lanes *(2030 LRTP - page 10)*	16 2,048	 28	 750 2,045 55	 9,167 50	 50	DIH EB DDR DIH	PE PE ROW ROW
						97	484	224		55,633 501	SU DDR DIH	ROW CST CST
2402001	SR 46	Lake/Seminole Co. Line	Orange Blvd.	4.94	Project Development and Environment Study	1					DIH	PD&E
2402162	SR 46	Mellonville Ave.	SR 415	2.64	Widen to 4 Lanes *(2030 LRTP - page 10)*	42 591					DDR DDR	PE ENV
2402163	SR 46	Mellonville Ave.	SR 415	2.64	ROW for Future Capacity *(2030 LRTP - page 10)*	570 34 96 6,855	7,931				ACSA DDR DS SA	ROW ROW ROW ROW
2402164	SR 46	SR 415	CR 426	7.39	Project Development and Environment Study	36 534					SA TCSP	PD&E PD&E
2402313	SR 434	SR 414/Maitland Blvd.	Lotus Landing Blvd.	0.71	Widen to 6 Lanes	143					DIH	DSB
2402332	SR 434	Montgomery/ Wekiva Springs Rd.	I-4	0.89	Widen to 6 Lanes	1 163 89 330 3,961 2,458 18					DIH DDR DIH LF LFP TRIP DIH	PE ROW ROW ROW ROW ROW CST

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METROPLAN ORLANDO - Transportation Improvement Program - Seminole County/August 2010

State Highway Projects

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
					(2030 LRTP - page 10) (see TIP page V-12)	592					LF	ROW
						12,783					LFP	ROW
						362					TRIP	ROW
						1,000					LFP	RRU
							3,414				TRIP	RRU
							16				DIH	CST
							5,264				LFP	CST
							7,606				TRIP	CST
4044181	SR 15/600/US 17/92	at SR 436		0.50	Grade Separated Interchange *(2030 LRTP - page 10)*		150				ACSA	PE
						1					DIH	PE
						65		277			DIH	ROW
						5,430		8,330	9,001	7,774	SU	ROW
4045251	SR 426	Mitchell Hammock Rd.	Pine Ave.	1.06	Widen to 4 Lanes	5					DIH	PE
4073551	SR 415	SR 46	Seminole/Volusia Co. Line	0.90	Widen to 4 Lanes	1					DIH	PE
						269					DDR	ROW
						139					DIH	ROW
						895					DS	ROW
4115201	SR 436 & CR 46A	over I-4		0.05	Bridge Repair/Rehabilitation	38					BRRP	PE
						168					BRRP	CST
						33					DIH	CST
4117421	SR 15/600/US 17/92	Airport Blvd.	Seminole Blvd.	3.03	Resurfacing	2					DIH	CST
4147791	SR 15/600/US 17/92	Orange/Seminole Co. Line	Lake-of-the-Woods Blvd.	1.04	Reconstruct from Rural to Urban	2					DIH	PE
4150301	SR 426/CR 419	Pine Ave.	Lockwood Blvd.	3.00	Widen to 4 Lanes	5					DIH	PE
4150302	SR 426/CR 419	at SR 434		0.40	Widen to 4 Lanes	1,000					ST10	ROW
						267					TCSP	ROW

METROPLAN ORLANDO - Transportation Improvement Program - Seminole County/August 2010

State Highway Projects

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
						217 95 148 42 10,797					SA DDR DDR LF SA	RRU CST CST CST CST
4171781	SR 46	1,056 ft. E of SR 415	Seminole/Volusia Co. Line	12.25	Resurfacing	128					DIH	CST
4193691	SR 436	Willshire Blvd.	Lake Howell Rd.	1.17	Flyover at Red Bug Lake Rd. *(2030 LRTP - page 10)* *(see TIP page V-12)*	8,130 1,369 18,258		 1,141 10,000			LFP DDR DS LFP TRIP	ROW CST CST CST CST
4196791	CR 426	Division St.	SR 46	7.83	Pave Shoulders	872 3,242					HRRR HSP	CST CST
4196792	CR 426	Division St.	SR 46	7.83	Right-of-Way Acquisition	923					LFP	ROW
4207521	Advanced ROW Acquisition	Countywide			Right-of-Way Acquisition	99 2 777					DDR DIH DS	ROW ROW ROW
4220131	SR 15/600/US 17/92	Seminole Blvd.	I-4	3.15	Resurfacing	5 3 2					DIH ACSA DS	PE CST CST
4220151	SR 419/434	Jetta Pt.	SR 426/CR 426	3.86	Resurfacing	10 300		 214 2,761			DIH EB DIH EB	PE PE CST CST
4227071	SR 436	W of Oxford Rd.	W of Wilshire Blvd.	0.68	Resurfacing	1,983					DDR	CST
4227081	SR 46	W of Mills Creek Bridge	SR 15/600/US 17/92	0.45	Resurfacing	33					DIH	CST

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METROPLAN ORLANDO - Transportation Improvement Program - Seminole County/August 2010

Florida's Turnpike Enterprise Projects

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
2402592	SR 417	E of Old Lake Mary Rd.	2,157' E of Rinehart Rd.	2.66	New 4-Lane Expressway	2,482	2,482	2,482	2,482	2,482	PKYI	Payback
4136692	SR 417	Milepost 37.7	Milepost 46.3	6.90	Thermoplastic for Resurfacing	2					PKYR	CST
4175451	SR 417	Orange/Seminole Co. Line	SR 434	6.40	Widen to 6 Lanes	861					PKYI	ROW
4175452	SR 417	at Lake Jesup Toll Plaza		0.05	Modify to 4 Express Lanes	1 11 2,300					PKYI PKYI PKBD	PE CST INC
4175457	SR 417	Lake Jesup Toll Plaza			Signing/Pavement Markings		44				PKYI	CST
4195671	SR 417	Milepost 46.1	Milepost 49.9	3.80	Resurfacing	1					PKYI	CST
4195672	SR 417	Countywide			Thermoplastic for Resurfacing	29					PKYI	CST
4195673	SR 417	Countywide		17.45	Guardrail Improvements	1					PKYI	CST

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METROPLAN ORLANDO - Transportation Improvement Program - Seminole County/August 2010

Management & Operations Projects

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
2402334	SR 434	at Florida Pkwy.		0.67	Intersection Improvement	7 70 4,000	 70 2,083				DIH DIH LFP	PE ROW ROW
2402335	SR 434	at Ronald Reagan Blvd.		0.27	Intersection Improvement	6					DIH	PE
2402691	Congestion Mitigation	Regionwide			Projects to be Identified by Congestion Management System	381	2,000	2,000	2,000	2,000	SU	CST
4176891	Countywide				Traffic Control Devices Funding Set-Aside	1,165	465	465	465	465	SU	CST
4233111	SR 426	W of Tuskawilla Rd.	W of SR 417 Ramps	0.56	Add Turn Lane(s)	2 5 259					DIH DIH LF	PE CST CST
4238301	SR 436	at Orange Ave.		0.08	Traffic Signals	38 11 235					DIH DS HSP	CST CST CST
4270464	Traffic Signal Retiming	Countywide			Retiming of Traffic Signals (On-System Roads)	185					SU	PE

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METROPLAN ORLANDO - Transportation Improvement Program - Seminole County/August 2010

Maintenance Projects

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
2445491	City of Casselberry MOA				Routine Maintenance	70	70	70	70	70	D	MNT
2448521	Seminole Co. MOA				Routine Maintenance	8	8	8	8	8	D	MNT
2448531	City of Longwood MOA				Routine Maintenance	52	52	52			D	MNT
2448801	City of Winter Springs MOA				Routine Maintenance	62	62	62	62		D	MNT
2452854	I-4 Rest Area				Security Guard Service	285					D	MNT
2455321	I-4 Rest Area				Routine Maintenance	206					D	MNT
4136157	Lighting Agreements				Lighting	171	176				DDR	MNT
4181101	Primary Roads MOA				Routine Maintenance	3,461	3,607	3,703			D	MNT
4220411	City of Oviedo MOA				Routine Maintenance	44	44	44			D	MNT
4220421	Aesthetic/Vegetation	Countywide			Routine Maintenance	1,221					D	MNT
4220423	Mill & Resurface	Various Locations			Routine Maintenance	1					D	MNT
4271961	Lighting Agreements	Countywide			Routine Maintenance	10	11	11			DDR	MNT
4278101	Pavement Markings	Countywide			Routine Maintenance	593					D	MNT
4280201	I-4 Ground Cover Rehab.	Countywide			Routine Maintenance	500					D	MNT

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METROPLAN ORLANDO - Transportation Improvement Program - Seminole County/August 2010

Miscellaneous Projects

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
4130197	Countywide				Traffic Signal Maintenance Reimbursement	255	263	270	279	287	DDR	OPS
4222849	Safe Routes to School Projects Agreement				Training	10	10				SR2N	OPS

METROPLAN ORLANDO
Transportation Improvement Program
Locally Funded Highway Projects
Seminole County

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
2402333	SR 434ⓐ	I-4	Rangeline Rd.	1.10	Reconstruct to 6 Lanesⓑ	15,800					OCST	CST
77004	SR 434ⓐ	Rangeline Rd.	CR 427	1.60	Major Intersection Improvements	4,000	2,082				OCST	ROW
								2,500			OCST	CST
4193691	SR 436ⓐ	at Red Bug Lake Rd.			Flyoverⓐ	32,000					LOGT/RIF/ OCST	CST
77001	CR 419	Orange/ Seminole Co. Line	Chuluota Bypass	2.50	Reconstruct to 4 Lanesⓑ			15,000			OCST	CST
77002	Chapman Rd.	SR 426	SR 434	1.55	Reconstruct to 4 Lanesⓑ	14,500					LOGT/RIF/ OCST	CST
77003	Dean Rd.	Orange/ Seminole Co. Line	SR 426	1.10	Reconstruct to 4 Lanesⓑ		4,000				OCST	ROW
									7,500		OCST	CST
77005	Wymore Rd.	Orange/ Seminole Co. Line	SR 436	1.30	Reconstruct to 4 Lanesⓑ			500			LOGT/RIF/ OCST	PE
								4,625			LOGT/RIF/ OCST	ROW
										10,125	LOGT/RIF/ OCST	CST
77007	Traffic Signals & Signal Systems				TSM Activities	800	800				OCST	CST
77008	Traffic Communications Network				TSM Activities	200	200				OCST	CST
77009	ITS/ATMS				TSM Activities	450	450				OCST	CST

ⓐ These projects were on the list of state road projects to be primarily funded by revenues from the 2001 Seminole County sales tax referendum. FDOT is providing a total of $26.4 million in TRIP funds and $3.4 million in CIGP funds for right-of-way and construction of the SR 434 six-laning projects from Montgomery Road to Rangeline Road, as well as $10 million in TRIP funds for construction for the SR 436/Red Bug Lake Road project.

ⓑ Project includes bicycle lanes and sidewalk facilities.
ⓢ Project includes sidewalk only.

METROPLAN ORLANDO
Transportation Improvement Program
Federal & State Funded Bicycle & Pedestrian Projects
Seminole County

						Project Status and Cost ($000's)						
FDOT FM #	Project Name or Designation	From	To	Length (miles)	Work Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Project Phases
4174611	Kewannee Trail	Wilshire Blvd.	Brittany Ct.		Construct Shared Use Path	1,000					SE	CST
4174841	SR 46 Gateway	Rinehart Rd.	Airport Blvd.	2.20	Sidewalk	3,128					SU	CST
4248941	SR 15/600/ US 17/92	N Side of SR 436	N of Seminole Blvd.	1.66	Sidewalk	1,401					SU	CST
4249291	Seminole-Wekiva Trail	South End	Orange/ Seminole Co. Line		Construct Shared Use Path	300					SE	PE
								2,000			SE	CST
4258221	Avenue B	Broadway St.	Franklin St.		Sidewalk		637				SR2E	CST
4258231	Wilson Rd.	Wilson Elementary School	International Pkwy.		Sidewalk		303				SR2E	CST
4278971	SR 434/Central Ave.	Mitchell Hammock Rd.	Lindsey Ln.	0.32	Sidewalk	60					SU	PE
								350			SU	CST
4278981	CR 46A/ Persimmon Ave.	S of SR 46	Southwest Rd.		Sidewalk		80				SE	PE
									400		SE	CST
4278991	CR 46A	Old Lake Mary Rd.	US 17/92		Sidewalk			90			SE	PE
										500	SE	CST
4279001	Wirz Trail Ph. 3	Winter Park Dr.	N of Magnolia Ave.		Sidewalk			1,000			SE	CST

METROPLAN ORLANDO
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

			Project Status and Cost (000's)						
FDOT FM #	Airport	Project Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Consistent w/ Airport Master Plans?
4051901	OSIA	Rehab/Relocate Taxiway Bravo West of Runway 18/36	3,040① 80① 80①					FAA DS LF	Yes
4052011	OSIA	Relocate Taxiway "K"				2,500 139 139		FAA DPTO LF	Yes
4076521	OSIA	Rehab West Ramp and Apron	167③ 167③ 4,500③					FAA DPTO LF	Yes
4076661③	OSIA	Design & Construct Stub Taxiway from Runway 9R/27L to the East	380 10 10					FAA DPTO LF	Yes
4076672	OSIA	Construct Parking Garage (Phase 2)	156④ 200④	2,000④ 2,000④	2,000④ 2,000④	1,500④ 1,500④	1,500④ 1,500④	DPTO DS LF	Yes
4098041③	OSIA	Aviation Capacity Project	241 241	186 186		130 106 235	72 702 774	DPTO DS LF	Yes

① These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $3,000,000 in FAA funds and $79,948 each in state and local funds allocated in FY 2011/12, 2012/13 and 2013/14.

② These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $5,000,000 in FAA funds and $171,053 each in state and local funds allocated in FY 2010/11, and $1,500,000 in FAA funds allocated in FY 2011/12.

③ This project is shown as programmed in FDOT's Five Year Work Program, but is not included in the Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP).

④ These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $7,000,000 each in state and local funds allocated in FY 2011/12, with no funds allocated in the other fiscal years.

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METROPLAN ORLANDO
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

			Project Status and Cost (000's)						
FDOT FM #	Airport	Project Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Consistent w/ Airport Master Plans?
4100951	OSIA	Extend & Light Runway 9L-27R & Taxiway Bravo to 12,000'		36,922① 54① 918① 972①				FAA DPTO DS LF	Yes
4144541	OSIA	Expand Terminal A			1,672② 1,672②	1,000② 1,000②	1,500② 1,500②	DPTO LF	Yes
4184701	OSIA	Acquire Land to Extend 9L/27R to 11,000'		6,000③ 150③ 150③				FAA DS LF	Yes
4208471	OSIA	Construct Taxiway Alpha		13,254④ 349④ 349④				FAA DPTO LF	Yes
4208481	OSIA	Construct Taxiway Foxtrot	822② 22② 22②					FAA DS LF	Yes

① These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $9,000,000 in FAA funds, and $450,000 each in state and local funds allocated in FY 2010/11.

② These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $2,000,000 in state funds and $45,000,000 in local funds in FY 2010/11, $1,000,000 each in state and local funds allocated each year in FY 2011/12-2014/15, and $2,000,000 in FAA funds in FY 2014/15.

③ These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $8,000,000 in FAA funds and $210,527 each in state and local funds allocated in FY 2009/10.

④ These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $5,000,000 in FAA funds, and $277,777 each in state and local funds allocated in FY 2015/16.

⑤ These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $5,000,000 in FAA funds, and $277,777 each in state and local funds allocated in FY 2013/14.

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METROPLAN ORLANDO
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

			Project Status and Cost (000's)						
FDOT FM #	Airport	Project Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Consistent w/ Airport Master Plans?
s	OSIA	Discretionary Airport Improvement	1,478 1,478	1,462 1,462	280 280	1,142 1,142	552 552	DS LF	Yes
4051991③	OSIA	Design & Construct Large Commercial Maintenance Hangar/Reservation Center					3,500 3,500	DPTO LF	Yes
Candidate ③	OSIA	Construct Access Road for Northside Aviation Complex (Phase 1)	488 13					State LF	Yes
Candidate	OSIA	Construct Two 20,000-Gallon Fuel Storage Tanks	95 95					State LF	Yes
Candidate	OSIA	Design & Engineering for Extension of Runway 9L-27R & Taxiway to 11,000'	1,140 30 30					FAA State LF	Yes
Candidate	OSIA	Acquire Land for Noise Compatibility	3,742 98 98					FAA State LF	Yes
Candidate	OSIA	Improve Airport Entrance at Airport Blvd. & Mellonville Ave.	200					LF	Yes
Candidate	OSIA	Wildlife Management/Bird System & Tools	190 5 5					FAA State LF	Yes

① This project is shown as programmed in FDOT's Five Year Work Program, but is not included in the Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP).

③ Project #4051991 was funded in previous Five Year Work Programs but is not programmed in the FY 2010/11-2014/15 Five Year Work Program. This project is included in the Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) as shown in this spreadsheet.

③ Projects shown as "Candidate" are not currently programmed in FDOT's Five Year Work Program, but are included in the Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP).

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METROPLAN ORLANDO
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

			Project Status and Cost (000's)						
FDOT FM #	Airport	Project Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Consistent w/ Airport Master Plans?
Candidate	OSIA	Replace Terminal Building Passenger Loading Bridges	1,200					LF	Yes
Candidate	OSIA	Widen, Overlay & Light Romeo & Echo		3,500 88 88				FAA State LF	Yes
Candidate	OSIA	Design & Constructy Airfield Perimeter Security/Runway Incursion Prevention/ Emergency Equipment Access Road		2,500 66 66				FAA State LF	Yes
Candidate	OSIA	Install Runway End Identifier on Runway 27C		95 3 3				FAA State LF	Yes
Candidate	OSIA	TSA Passenger Screening Information Display System		95 3 3				FAA State LF	Yes
Candidate	OSIA	In-line Baggage Screening Conveyor System		1,950 975 975				FAA State LF	Yes
Candidate	OSIA	Add 2 Additional TSA Passenger Screening Lanes to Passenger Screening Checkpoint in International Terminal		275 7 7				FAA State LF	Yes
Candidate	OSIA	Acquire Land for Noise Compatibility		6,724 177 177				FAA State LF	Yes

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METROPLAN ORLANDO
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

			Project Status and Cost (000's)						
FDOT FM #	Airport	Project Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Consistent w/ Airport Master Plans?
Candidate	OSIA	Acquire 3,000-Gallon Truck with High-Reach Extendable Turret		893 24 24				FAA State LF	Yes
Candidate	OSIA	Replace Terminal Building Passenger Loading Bridges		2,400				FAA	Yes
Candidate	OSIA	Purchase & Install Automated Vehicle Identifier System		100 100				State LF	Yes
Candidate	OSIA	Construct Apron & Ramp in Northside Aviation Complex (Phase 2)			1,500 40 40			FAA State LF	Yes
Candidate	OSIA	Construct Taxiway Alpha			2,500 63 63			FAA State LF	Yes
Candidate	OSIA	Extend Computerized Access Control System to Remainder of Fenced Perimeter			1,425 38 38			FAA State LF	Yes
Candidate	OSIA	Design & Construct Law Enforcement Firearms Training Facility			800 800			State LF	Yes
Candidate	OSIA	Acquire Land for Noise Compatibility			5,838 154 154			FAA State LF	Yes
Candidate	OSIA	Extend Runway 9C-27C from Existing 3,578 Feet to 5,000 Feet			5,000 132 132			FAA State LF	Yes

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METROPLAN ORLANDO
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

			Project Status and Cost (000's)						
FDOT FM #	Airport	Project Description	2010/11	2011/12	2012/13	2013/14	2014/15	Funding Sources	Consistent w/ Airport Master Plans?
Candidate	OSIA	Replace Terminal Building Passenger Loading Bridges			1,200			LF	Yes
Candidate	OSIA	Design, & Construct Security Gate Apron Connector at Gate 24				300 8 8		FAA State LF	Yes
Candidate	OSIA	Replace Terminal Building Passenger Loading Bridges				1,200		LF	Yes
Candidate	OSIA	Design & Construct Chemical Storage/ Equipment Maintenance					500 500	State LF	Yes
Candidate	OSIA	Construct Taxiway Tango					5,500 306 306	FAA State LF	Yes
Candidate	OSIA	Construct New Airfield Electrial Vault					1,425 38 38	FAA State LF	Yes
Candidate	OSIA	Acquire Land for Noise Compatibility					6,000 158 158	FAA State LF	Yes
Candidate	OSIA	Replace Terminal Building Passenger Loading Bridges					1,200	LF	Yes

2011
CIE Project Schedule Update

Summary of CIE Funding and Expenditures

Planned CIE Funding by Element	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16
1991 Infrastructure Sales Tax Fund	-	5,125,000	-	10,125,000	-
2001 Infrastructure Sales Tax Fund	22,190,929	27,690,000	7,500,000	-	-
Natural Lands/Trails Bond Fund	50,000	-	-	-	-
Water and Sewer Operating Fund	13,918,025	5,646,013	4,883,609	4,616,092	8,416,539
Water Connection Fee Fund	5,878,706	125,153	70,625	70,625	70,625
Sewer Connection Fee Fund	1,536,576	3,721,912	593,694	2,859,838	1,860,818
Water and Sewer Bond Series 2006 Fund	4,149,552	8,708,265	1,062,475	108,232	12,828
Water and Sewer Bond Series 2010 Fund	40,557,143	109,188	3,825	-	-
Solid Waste Fund	575,000	512,500	669,680	439,406	1,099,877
	$88,855,931	$51,638,031	$14,783,908	$18,219,193	$11,460,687

Planned CIE Expenditure by Element	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16
Drainage	1,650,000	-	-	-	-
Recreation/Open Space	50,000	-	-	-	-
Transportation	20,540,929	32,815,000	7,500,000	10,125,000	-
Potable Water	60,862,248	10,659,340	5,488,270	1,983,979	2,894,071
Sanitary Sewer	5,177,754	7,651,191	1,125,958	5,670,808	7,466,739
Solid Waste	575,000	512,500	669,680	439,406	1,099,877
	$88,855,931	$51,638,031	$14,783,908	$18,219,193	$11,460,687

Source: Seminole County Fiscal Services

File: 2011 CIE - Fiscal Services Modified Final Proj Lists.xlsx

Project #	Drainage Project Names	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
00209114	Red Bug Lake Road at Howell Creek Erosion Control	300,000	-	-	-	-
00229001	CASSEL CREEK STORMWATER FACILITY	600,000	-	-	-	-
00277001	LAKE MARY BOULEVARD AT SUN DRIVE SECONDARY DR	750,000	-	-	-	-
Drainage Totals		**1,650,000**	**-**	**-**	**-**	**-**

Project #	Rec/Open Space Project Names					
00187760	SEMINOLE WEKIVA TRAIL PHASE IV	50,000	-	-	-	-
Recreation/Open Space Totals		**50,000**	**-**	**-**	**-**	**-**

Project #	Solid Waste Project Names	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
00201901	Tipping Floor Resurfacing	150,000	150,000	150,000	150,000	175,000
00215801	Upgraded Prefabricated Hazardous Material	-	-	77,055	-	-
00216001	Osceola Landfill NPDES Permit	-	-	61,000	-	-
00216102	Central Transfer Station Permit Renewal/SW	-	-	61,000	-	-
00244502	Osceola Road Landfill Leachate Tank Refurbishment	-	-	-	-	250,000
00244503	Osceola Road Landfill Monitoring Well Refurbishment	-	-	45,000	-	-
00244506	Osceola Road Landfill Telemetry (SCADA)	-	-	-	-	300,000
00244509	Transfer Station Refurbishment	-	100,000	-	-	-
00244601	Landfill Gas System Expansion	250,000	262,500	275,625	289,406	303,877
00244801	Landfill Title Five Air Permit Renewal	-	-	-	-	71,000
00245101	Landfill Solid Waste Operating Permit - Renewal	175,000	-	-	-	-
Solid Waste Totals		**575,000**	**512,500**	**669,680**	**439,406**	**1,099,877**

Project #	Transportation Project Names	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
00014601	WYMORE RD ADD CENTER LANE	-	5,125,000	-	10,125,000	-
00191617	FUTURE MINOR ROADWAY PROJECTS	-	1,425,000	-	-	-
00191652	CR 426 SAFETY IMPROVEMENTS	1,885,929	-	-	-	-
00191663	FUTURE PROJECT BENEFIT COST STUDY	-	75,000	-	-	-
00191676	CR 46A (W 25TH ST) SAFETY PROJECT	300,000	-	-	-	-
00191677	SR 46 INTERSECTION IMPRVEMTS @ JUNGLE RD / REST	125,000	-	-	-	-
00192018	CR 419 @ LOCKWOOD BLVD INTERSECTION IMPROVEMI	125,000	-	-	-	-
00192019	OXFORD RD@FERNWOOD BLVD INTERSECTION IMPROV	75,000	-	-	-	-
00192020	SR 434 @ SAND LAKE RD INTERSECTION IMPROVEMEN	150,000	-	-	-	-
00192514	County Sidewalk Program Parent	-	1,400,000	-	-	-
00192909	WILSON RD SIDEWALK	30,000	-	-	-	-
00192921	Add Truncated Domes and Curb Ramps	100,000	100,000	-	-	-
00192922	EAST ALTAMONTE AREA SIDEWALKS	525,000	-	-	-	-
00192925	ORANOLE RD SIDEWALKS	200,000	-	-	-	-
00192926	Longwood Markham Rd Missing Sidewalk Gaps	150,000	-	-	-	-
00192927	W HIGHLAND ST SIDEWALKS	135,000	-	-	-	-
00192928	EMMA OAKS TRAIL SIDEWALK	200,000	-	-	-	-
00192929	FOREST CITY ELEMENTARY SIDEWALKS	150,000	-	-	-	-
00192930	WEATHERSFIELD AREA SIDEWALKS	125,000	-	-	-	-
00198101	DEAN RD WIDEN FROM 2 TO 4 LANES	4,000,000	-	7,500,000	-	-
00198102	CR 419 WIDENING LANES	-	15,000,000	-	-	-
00205501	FUTURE SIGNAL SYSTEMS	-	500,000	-	-	-
00205549	WEKIVA SPRINGS RD @ FIRE STATION #16 MAST ARMS	120,000	-	-	-	-
00205550	SR 46 @ FIRE STATION 41 MAST ARMS	120,000	-	-	-	-
00205551	SR 46 @ FIRE STATION 42 MAST ARMS	120,000	-	-	-	-
00205552	SIGNAL CABINETS - ATMS PHASE II	100,000	-	-	-	-
00205553	E ALTAMONTE DR @ PALM SPRINGS DR MAST ARMS	150,000	-	-	-	-
00205554	RINEHART RD @ BEST BUY/WAL-MART MAST ARMS	190,000	-	-	-	-
00205628	RINEHART RD FIBER UPGRADE	75,000	-	-	-	-
00205629	VARIOUS FIBER UPGRADES (21 LOCATIONS)	125,000	-	-	-	-
00205741	VARIABLE MESSAGE BOARDS- ATMS PHASE II PROJECT	360,000	-	-	-	-

Project #	Transportation Project Names	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
00205742	ATMS VIDEO DETECTION PROJECT	90,000	-	-	-	-
00227059	SNOW HILL RD DRAINAGE AND PAVEMENT RECONSTRU	240,000	-	-	-	-
00227060	WYMORE RD PAVEMENT RECONSTRUCTION PROJECT	552,000	-	-	-	-
00227061	RINEHART RD PAVEMENT REHABILITATION PROJECT	1,008,000	-	-	-	-
00262121	ASSET PAVEMENT MANAGEMENT INVENTORY	90,000	90,000	-	-	-
00265101	COUNTYWIDE PIPE LINING PARENT PROJECT	350,000	2,000,000	-	-	-
00265201	BROOKSIDE ROAD AT BROOKSIDE COURT - L. JESUP BA	300,000	-	-	-	-
00265202	BEAR GULLY CANAL AT CHAPMAN ROAD RSF-L. JESUP B	350,000	-	-	-	-
00265301	WEKIVA BASIN TMDL PHASE I	125,000	-	-	-	-
00283100	BRIDGE MAINTENANCE PROJECTS	-	500,000	-	-	-
00283501	BRIDGE - LAKE HOWELL ROAD AT HOWELL CREEK	1,000,000	-	-	-	-
90000102	General Engineering Consultants Project I	100,000	-	-	-	-
90000103	General Engineering Consultants Project II	100,000	-	-	-	-
90000115	ASPHALT SURFACE AND PAVEMENT MANAGEMENT	6,000,000	6,000,000	-	-	-
90000116	Bridge Rehabilitation and Repairs	400,000	400,000	-	-	-
90000118	TRAIL RESURFACING PROGRAM	200,000	200,000	-	-	-
Transportation Totals		**20,540,929**	**32,815,000**	**7,500,000**	**10,125,000**	**-**
All Elements Grand Totals		**22,815,929**	**33,327,500**	**8,169,680**	**10,564,406**	**1,099,877**

Source: Seminole County Fiscal Services

File: 2011 CIE - Fiscal Services Modified Final Proj Lists.xlsx

Project #	Potable Water Project Names	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
00021700	Oversizing and Extension (Parent)	32,609	43,500	50,000	50,000	50,000	-	-	-	-	-
00021705	Douglas Grand	93,500	-	-	-	-	-	-	-	-	-
00063601	Chapman Road Utility Relocation	78,215	89,388	-	-	-	-	-	-	-	-
00064500	Water Distribution Improvements (Parent)	147,778	-	-	-	-	-	-	-	-	-
00064522	Miscellaneous Interconnects Phase II	142,506	606,970	-	-	-	-	-	-	-	-
00064523	Large Meter Improvement Program	1,338,094	-	-	-	-	-	-	-	-	-
00064526	Bear Lake Water Main Loop	5,000	-	-	-	-	-	-	-	-	-
00064528	Fire Hydrants	12,000	-	-	-	-	-	-	-	-	-
00065200	Minor Roads Utility Upgrades (Parent)	500,000	250,000	250,000	250,000	250,000	-	-	-	-	-
00065207	SR 436 Flyover Utility Relocate	2,070,945	404,296	-	-	-	-	-	-	-	-
00065209	Dean Road Widening	11,660	1,069,474	-	65,300	-	-	-	-	-	-
00065210	Red Bug Lake Road/SR 426 Pedestrain Overpass	341,432	-	-	-	-	-	-	-	-	-
00065213	Howard Avenue Potable Water Improvements	-	65,386	-	-	-	-	-	-	-	-
00164301	Yankee Lake Alternative Water	-	-	1,000,000	50,000	-	-	-	-	-	-
00178301	Country Club Water Treatment Plant/Ozone Improvemt	15,334,942	106,604	-	-	-	-	-	-	-	-
00178302	Country Club Raw Water Main	2,491,350	-	-	-	-	-	-	-	-	-
00178303	Country Club Consolidation - Greenwood Lake WTP Der	27,000	-	-	-	-	-	-	-	-	-
00195700	Water Quality Plant Upgrades (Parent)	60,000	50,000	50,000	50,000	50,000	-	-	-	-	-
00195702	Lynwood Water Treatment Facility Upgrade/Ozone	500,000	4,000,000	-	-	-	-	-	-	-	-
00195703	South East Regional Water Treatment Plant Improvemt	29,477,628	-	-	-	-	-	-	-	-	-
00195706	Lynwood WTP Interim Chemical Improvements	57,921	798,249	-	-	-	-	-	-	-	-
00195708	Initial Distribution System Evaluation Completion	25,000	-	-	-	-	-	-	-	-	-
00200401	MARKHAM AQUIFER STORAGE WELL	40,000	-	-	475,000	-	-	-	-	-	-
00201101	Consumptive Use Permit Consolidation	18,000	15,000	115,000	15,000	15,000	-	-	-	-	-
00201301	Main Replacement-Public Works County Infrastructural	-	-	883,333	-	-	-	-	-	-	-
00201500	Potable Well Improvements (Parent)	115,000	100,000	100,000	100,000	100,000	-	-	-	-	-
00201503	CUP Required Projects	1,595,500	-	-	-	-	-	-	-	-	-
00201505	Wellhead Protect Improvements	15,000	100,000	-	-	-	-	-	-	-	-
00201509	Potable Well Decommissioning	11,000	-	-	-	-	-	-	-	-	-
00201510	Potable Well Evaluations	22,000	-	-	-	-	-	-	-	-	-
00201511	Druid Hills Well Improvements	17,000	374,000	-	-	-	-	-	-	-	-
00201512	Deepen Heathrow Well #4	19,500	136,500	-	-	-	-	-	-	-	-
00203202	Apple Valley Transmission Main	3,899	77,973	-	-	868,715	-	-	-	-	-
00203203	Apple Valley Well Replacement	15,000	392,000	330,000	650,000	-	-	-	-	-	-
00203204	Apple Valley Water Treatment Plant Upgrades - Phase :	135,000	630,000	-	139,000	778,233	-	-	-	-	-
00203302	Lake Harriet Water Treatment Plant Decomission	9,849	-	-	-	-	-	-	-	-	-
00203303	Druid Hills Water Treatment Plant Yard Pipe Upgrades	5,000	-	-	139,679	782,123	-	-	-	-	-
00203305	Lake Brantley Water Treatment Plant Decomission	12,145	-	-	-	-	-	-	-	-	-
00203306	Dol Ray Water Treatment Plant Decomission	11,067	-	-	-	-	-	-	-	-	-
00203308	Hanover Water Treatment Plant Decomission	10,161	-	-	-	-	-	-	-	-	-
00204001	Tri-Party Optimization Program	55,000	-	-	-	-	-	-	-	-	-
00216602	St Mary's Park Acquisition	-	50,000	-	-	-	-	-	-	-	-
00216701	Markham Water Treatment Plant H2S Improvements	1,407,483	-	-	-	-	-	-	-	-	-
00216702	Heathrow Well Equipment Improvements	702,196	-	-	-	-	-	-	-	-	-
00216703	Heathrow Wellfield Redirect	3,894,868	-	-	-	-	-	-	-	-	-
00216705	Markham Wells Property Acquisition/Replmt-N.W. Serv.	-	1,300,000	1,434,000	-	-	-	-	-	-	-
00254202	I-4/SR 46 Utility Relocate	-	-	1,275,937	-	-	-	-	-	-	-
Potable Water Totals		**60,862,248**	**10,659,340**	**5,488,270**	**1,983,979**	**2,894,071**	**-**	**-**	**-**	**-**	**-**

Project #	Sanitary Sewer Project Names										
00024800	SCADA Master Plan (Parent)	15,000	100,000	100,000	100,000	100,000	-	-	-	-	-
00024803	SCADA SYSTEM UPGRADES	565,863	-	-	-	-	-	-	-	-	-
00082900	Wastewater Pump Station Upgrades (Parent)	1,500,000	1,339,286	214,000	1,414,286	1,414,286	-	-	-	-	-
00082912	Heathrow Master Pump Station Upgrades	165,170	634,470	120,000	669,600	-	-	-	-	-	-
00083100	Collection System Upgrades (Parent)	37,500	-	-	-	-	-	-	-	-	-
00083104	Woodcrest 5 Pump Station	584,801	-	-	-	-	-	-	-	-	-
00083105	Hampton Park Master Pump Station Hydraulic Improve	-	-	-	562,848	2,751,953	-	-	-	-	-
00182302	Markham Road Reclaim Main	-	-	418,319	2,342,574	-	-	-	-	-	-
00194901	Sand Lake Road Force Main Replacement	-	-	273,639	-	-	-	-	-	-	-
00195201	Yankee Lake Water Reclamation Facility Improvements	560,000	-	-	-	-	-	-	-	-	-
00195202	Yankee Lake Wastewater Regional Facility Permit Rene	7,500	50,000	-	-	-	-	-	-	-	-
00195203	Yankee Lake Wastewater Regional Facility Phase 2B	-	-	-	-	500,000	-	-	-	-	-
00216404	Iron Bridge Flow Equalization	-	1,381,900	-	-	-	-	-	-	-	-
00216405	Iron Bridge Low Voltage Improvements	425,200	-	-	-	-	-	-	-	-	-
00216406	Iron Bridge Secondary Clarifier Drives	-	-	-	212,600	-	-	-	-	-	-
00216407	Iron Bridge Super Critical Water Oxidation	-	-	-	318,900	2,126,000	-	-	-	-	-
00216408	Iron Bridge - Flume	212,600	-	-	-	-	-	-	-	-	-
00216409	Iron Bridge - Odor Control Improvements	212,600	-	-	-	-	-	-	-	-	-
00216410	Iron Bridge - Wetland Pump Station	574,020	-	-	-	-	-	-	-	-	-
00219701	SR 46 Force Main Upgrade	148,000	-	-	-	-	-	-	-	-	-
00223001	Residential Reclaimed Water Main Retrofit Phase IV	-	2,653,540	-	-	-	-	-	-	-	-
00223101	Residential Reclaimed Water Main Retrofit Phase III	-	1,441,995	-	-	-	-	-	-	-	-
00227402	Greenwood Lakes/Lake Mary Pump Station Modification	12,000	-	-	-	-	-	-	-	-	-
00227403	NE-NW Reclaimed Pressure Management	-	-	-	50,000	100,000	-	-	-	-	-
00227404	Greenwood Lakes Wastewater Permit Renewal	7,500	50,000	-	-	-	-	-	-	-	-
00227405	Greenwood Lakes Rib Site Reclaim Emergency Power	-	-	-	-	474,500	-	-	-	-	-
00255201	UTILITIES MASTER PLAN	150,000	-	-	-	-	-	-	-	-	-
Sanitary Sewer Totals		**5,177,754**	**7,651,191**	**1,125,958**	**5,670,808**	**7,466,739**	-	-	-	-	-

FOOTNOTES

Project #	Project Scope and Description
00021700	Project is necessary to oversize and/or extend as necessary, potable water, reclaimed water and sewer mains that are typically developer constructed in support of the County's Utility Master Plan Requirements. The Oversizings and Extensions Family of Projects is a series of projects which oversize or extend, as necessary, potable water, reclaimed water, and sewer mains that are developer constructed in support of the County's Utility Master Plan Requirements. Design and construction reimbursements to developers are via amendments to their utility agreements.
00021705	This project is necessary to implement recommendations from the Utilities Master Plan. 1,500 linear feet of 8-inch reclaimed main to serve Douglas Grand development under Exhibit G agreement.
00063601	Project is necessary to relocate existing utilities due to the Transportation / Public Woks Chapman Road Utility Relocation project (00006301). Project is to design, permit and construct 5,900 feet of 16 inch water main, 6700 feet of 12 inch force main to support roadway improvements. This project is to be completed in conjunction with the Transportation / Public Works project (#00006301).
00064500	Project is necessary to restore/improve hydraulic line capacity in conjunction with other defined Capital Improvement Program Distribution projects from the Water & Sewer Utility Master Plan performed every 5 years and is updated to incorporate latest growth projects. The Water Distribution Upgrades Family of Projects is a series of projects which consists of the rehabilitation of existing Countywide water distribution systems. This is an ongoing program to improve and sustain the reliability of the water piping and valving within systems, including the installation of valves, system interconnections, and line loopings.
00064522	This project is necessary to provide system reliability. Emergency potable water interconnects with Altamonte Springs, Maitland, Orange County, Sanford, Casselberry, Longwood, and Oviedo.
00064523	This project is necessary to provide meter reliability. Developing and executing procedures for testing, repair, and replacement of large potable meters (3 inches and larger).
00064526	Project is necessary to improve system hydraulics and reliability. Water main extension to complete hydraulic loop.
00064528	This project is necessary to meet adequate fire flow within existing coverage zones. Addition of 15 new fire hydrants throughout the County on water mains that are 6 inches in diameter and larger.
00065200	In order to maintain the operations of the current infrastructure, it is necessary to occasionally relocate the existing infrastructure. The Minor Roads Utility Upgrades Family of Projects is a series of projects which consists of the design, permitting, and construction of utility relocations impacted by minor roadway, stormwater, intersection, and sidewalk improvements associated with Public Works Minor Roads Program. This group of projects is necessary to support various stormwater, traffic and roadway construction projects.

00065207 This project is necessary to adjust utilities in conflict with road improvements. Relocation and upsize of water main for 5,000 feet with existing water main placed out of service and grouted. 2,500 linear feet of force main to be placed out of service and grouted. All to accommodate traffic flyover at intersection of Red Bug Lake Rd. and SR 436 (#00226301).

00065209 This project is necessary to adjust utilities in conflict with road widening construction project. Relocation of existing wastewater and potable water mains to accommodate road widening project (00198101).

00065210 This project is necessary to adjust utilities in conflict with pedestrian overpass construction. Relocation of utilities to accommodate pedestrian overpass construction activities.

00065213 Relocation needed to accommodate Florida Department of Transporation I-4 widening work. Relocation of 6-inch water main impacted by Florida Department of Transportation roadway improvements.

00164301 Project is necessary to provide additional potable water supply due to St. Johns River Water Management District requirements to cap groundwater withdrawals in 2013. Prepare plan for a regional surface water facility on the County's Yankee Lake site to include a surface water intake structure, treatment plant and storage facilities. Conduct workshops with potential partners regarding a regional approach to alternative water supply development.

00178301 Greenwood Lakes Water Treatment Plant (WTP) will be decommissioned and select wells will be redirected to the Country Club Water Treatment Plant. The project is needed to maintain the capacity of the plant, meet current and future demand projections, and to comply with Florida Department of Environmental Protection water quality regulations in the Northeast service area. Design and permitting for plant upgrades including ozone treatment.

00178302 This project will provide more efficient use of resources and consolidate operations. Project includes approximately 8,500 linear feet of 16" and 20" raw water piping from Greenwood Lakes to Country Club Water Treatment Plant.

00178303 This project will provide more efficiant use of resources and consolidate operations. Decommissioning of the Greenwood Lakes WTP after the upgrades to the Country Club WTP are completed and operational.

00195700 Projects are necessary to maintain compliance with water quality regulatory requirements through Treatment Plant improvements as determined by the Water Quality Master Plan. Projects relating to major upgrades to the water plant (including ozone treatment) and interim improvements to the chemical feed systems.

00195702 This project is necessary to meet state mandated regulatory requirements. This project will provide a liquid oxygen system, ozone generation, side stream pumping and injection, and contact basin. It also includes a ground storage tank, emergency power generation, electrical, instrumentation and control, site/civil improvements, security, and upgrades to water supply well pumps.

00195703 This project is necessary to meet state mandated regulatory requirements. This project includes: high Service Pump modifications, sodium Hypochlorite and Fluoride storage and pumping, ozone system including liquid oxygen system, ozone generation, side stream pumping and injection, and contact basin. Other elements to include emergency power generation, electrical, instrumentation and control, site/civil improvements, security, demolition, GST repair, upgrades to water supply well pumps, lightning protection, UPS, HVAC modifications.

00195706 Project is necessary to meet regulatory requirements. Project includes upgrades and rehabilitation of existing fluoride and sodium hypochlorite systems inclusive of new bulk tanks and pump skids.

00195708 Project is necessary to comply with EPA regulations for water distribution systems. Project consists of field investigation, reporting and monitoring for water quality compliance.

00200401 The project is necessary to provide additional potable water storage capacity for the Northwest Service Area to be used during times of high customer demand. Interlocal agreement with St. Johns River Water Management District to construct an aquifer storage and recovery well on a County easement at the Wilson Elementary School on Orange Boulevard. The project is a pilot study to determine if acquifer storage is feasible.

00201101 Project is necessary to consolidate four service areas and renew the County's CUP to meet growth needs with the most cost effective sources of water. Permitting activities to consolidate the County's CUPs for the Northwest, Northeast, Southeast and Southwest service areas.

00201301 Project is necessary to relocate utilities within the right of way as necessary to support Public Works Road Widening Project/Drainage project funded from County 1-cent surtax. Design, permit and construct water main relocations necessitated by major road projects generated by County's Infrastructure Sale Tax Program

00201500 Project is necessary in order to maintain state mandated regulatory compliance and water quality criteria for all existing groundwater wells. The Potable Well Improvements is a series of projects which consist of Well Head Protection improvements, modifications, and upgrades to the 46 existing groundwater production wells that supply the existing County water treatment facilities.

00201503 This project is necessary to comply with CUP permit conditions. Deepen two wells at the Lynwood Well field as required in the St Johns River Water Management District CUP. Construct Salt Water Intrusion Monitor Well No. 4. Convert Lake Hayes WTP two supply wells to monitor wells. Conduct sanitary survey modifications to South East Regional Well No. 5.

00201505 This project is necessary to meet regulatory requirements. Modify and rehabilitate wells to comply with Florida Department Environmental Protection regulations regarding sanitary protection.

00201509 This project will provide more efficient use of resources and consolidate operations. Decommissioning of Lake Brantley Well 1, Southeast Regional Well 1, Hanover Well 1 and Hanover Well 2.

00201510 This project is necessary to provide system reliability, regulatory compliance and water quality criteria for existing groundwater wells. Evaluations/Investigation into the condition of the following wells: Southeast Regional Wells 5, 6 and 8; Heathrow Well 3; Lake Harriet Wells 1 and 3; Lake Hayes Well 3 in preparation for future decommissioning.

00201511 This project is necessary to provide system reliability, regulatory compliance and water quality criteria for existing groundwater wells. This project will provide more efficient use of resources and consolidate operations. Replacement of Druid Hills Wells 1 and 2.

00201512 The project is necessary to maintain regulatory compliance and water quality criteria for existing groundwater wells. Deepen well to improve water quality and capacity.

00203202 Project is necessary to maitain system reliability. Upgrade to the water transmission main crossing I-4 which connects the east and west segments of the Apple Valley service area.

00203203 This project is necessary to provide system reliability, regulatory compliance and water quality criteria for existing groundwater wells. This project will provide more efficient use of resources and consolidate operations. Addition of a new well for the Apple Valley Water Treatment Plant to replace a deteriorated well at the Water Treatement Plant.

00203204 This project is necessary to provide water storage reliability and system peformance during peak demand. Replacement of deteriorated Ground Storage Tank (GST) 1 with a new glass-lined steel construction 100,000 gallon GST.

00203302 This project will provide more efficient use of resources and consolidate operations. Decommissioning of WTP after Lake Harriet water transmission is constructed and operational.

00203303 This project is necessary to improve system reliability of the facility. This project includes a new ground storage tank, new high service pumps, improvements to the electrical system, and replacement of finished water yard piping and addition of isolation valves.

00203305 This project will provide more efficient use of resources and consolidate operations. Decommissioning of WTP after agreement with Utilities Inc. is finalized for wholesale service.

00203306 This project will provide more efficient use of resources and consolidate operations. Decommissioning of WTP after upgrades to interconnection with Altamonte Springs is complete

00203308 This project will provide more efficient use of resources and consolidate operations. Decommissioning of WTP after upgrades to the Markham Regional WTP are completed and operational.

00204001 Project is necessary to provide reliable reclaimed water service to the County's Northwest and Northeast service areas. The project is the third phase of a long term, cooperative project with Cities of Lake Mary and Sanford to optimize the storage and distribution of reclaimed water. The initial project began in the 1990's and continues on through the present. The physical structures are built and maintained by the City of Sanford.

Phase I and II of this project is complete. The Phase III constructions affect reclaimed water in the Mill Creek area, around County Club Road and State Road 46A. Phase III of the project also relates to reclaimed water systems. In funding this project, the County is acquiring rights to receive future benefits from the City of Sanford's construction.

The tri-party agreement is an intangible asset for Seminole County (and Lake Mary). The City of Sanford owns most of the physical assets. A small amount of transmission facilities relating to final service delivery have been capitalized as physical assets. Provision of reclaimed under the agreement is service area-based.

00216602 Property will provide area for future facility expansion. Acquisition of a land parcel adjacent to the Markham Regional Water Treatment Plant.

00216701 The Project is necessary to comply with new Florida Department of Environmental Protection regulations for the removal of hydrogen sulfide in ground water supply wells. The Markham Water Treatment Plant Improvements project consists of major improvements to the water treatment plant, including the design, permit, and construction of an ozone system to remove hydrogen sulfide, new chemical feed systems, additional ground storage tank, electrical upgrades, new generator and yard piping, electrical and control systems, and an interconnection of a raw water main. This project is a member of the Water Plant upgrades Family of Projects.

00216702 Project is necessary facilitate the redirecting of raw water to Markham Regional WTP. Upgrades to the raw water pumping equipment.

00216703 Project is necessary facilitate the redirecting of raw water to Markham Regional Water Treatment Plant. Design, permit and construct raw water transmission main from the Heathrow wellfield to the Markham Regional Water Treatment Plant.

00216705 Additional well is needed to provide reliable water supply to the Northwest Service Area. Acquisition of land for a new water supply well to serve the Markham Regional Water Treatment Plant.

00254202 The Florida Department of Transportation is constructing a new interchange at I-4 at State Road 46 and utility lines require adjustment. Joint project agreement with with the Florida Department of Transportation for adjusting existing utilities within the new proposed interchange at State Road 46 and SR 400 (I-4).

00024800 These projects are necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance. The County's Supervisory Control and Data Acquisition System (SCADA) family of projects support the monitoring and control of the County's potable water plants, wastewater plants and reclaimed pump station operations.

00024803 Project is necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance of the County's Supervisory Control and Data Acquisition System (SCADA). This is a program that supports monitoring and control of County's potable water plants, wastewater plants and reclaimed pump station operations. Project is necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance of the County's Supervisory Control and Data Acquisition System (SCADA).

00082900 Project is necessary to meet 15 year refurbishment cycle for pump stations and upgrade pump stations identified in the Utilities Master Plan. Current County pump station asset base numbers 315 facilities. With 315 pump stations in service, a fifteen year refurbishment cycle means that potentially twenty-one lift stations may be reburbished annually. The Pump Station Upgrades Family of Projects is a series of projects which consist of the design, permitting, and construction of pump stations upgrades including wet well rehab, control panels, concrete pad repair, odor control and generators as needed to achieve efficient maintenance costs. Other repairs may be required and are determined by condition assessments of each pump station.

00082912 Project is necessary to meet 15 year "Best Management Plan" refurbishment cycle for cost efficient operation and maintenance. Pump Station modifications include wet well rehab, control panels, concrete pad repair, odor control and generators as needed to achieve efficient maintenance costs. Other repairs may be required and are determined by condition assessments during the design.

00083100 Project is necessary to improve the collection system hydraulics in conjunction with ongoing Utility Master Plan. Design, permit and construct improvements in the wastewater collection systems within all of the County's service areas. Project scope includes standardization and prioritization.

00083104 This project is necessary to implement recommendations from the Utilities Master Plan and improve operational efficiency. New gravity sewer to enable decommissioning of the Woodcrest 5 pump station.

00083105 Pump station is manifolded with Longwood system and is approaching capacity limits during peak flows. Upgrades to pumping and piping hydraulic system to increase capacity from the wastewater pump station.

00182302 The project is necessary to maintain water quality and system hydraulics. Design, permit and construct a 16-inch reclaimed main along Markham Road between Markham Woods road and Orange Blvd.

00194901 Project is necessary to adjust the existing force main to avoid conflicts with proposed roadway construction. Design, permit and construct a 6 inch force main on Sand Lake Road in conjunction with County roadway improvements (#00191675, 00227053, 00227054)

00195201 Project is necessary to provide for regulatory compliance given increased flows into the Yankee Lake Regional Water Reclamation Facility and required rehabilitation of existing facilities. Design of Phase 2A of this project which includes new Flow Equalization Tanks; Aeration Basin modifications consisting of new process air blowers, diffusers, pumps, flow mixers; Clarifiers modifications consisting of new internal process mechanisms; Effluent Filter modifications consisting of new or modified sludge holding tanks and pumps; and Backup Power modifications consisting of new emergency power generators.

00195202 This project is necessary to comply with FDEP regulatory requirements. The Wastewater Permit Renewal for the County's WWTPs is due within the next five years.

00195203 Project will be initiated when system growth requires expansion of wastewater treatment system. Design of the expansion of the Wastewater Regional Facility from 3.5mgd. to 5.0 mgd.

00216404 Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area. Agreement with City of Orlando to refurbish existing Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area.

00216405 Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area. Agreement with City of Orlando to refurbish existing Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area.

00216406 Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area. Agreement with City of Orlando to refurbish existing Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area.

00216407 Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area. Agreement with City of Orlando to refurbish existing Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area.

00216408 This project will provide more efficient use of resources and consolidate operations. Agreement with City of Orlando to upgrade the Iron Bridge Wastewater Treatment Plant that treats wastewater from the County's Southeast service area.

00216409 This project will provide more efficient use of resources and consolidate operations. Agreement with City of Orlando to upgrade the Iron Bridge Wastewater Treatment Plant that treats wastewater from the County's Southeast service area.

00216410 This project will provide more efficient use of resources and consolidate operations. Agreement with City of Orlando to upgrade the Iron Bridge Wastewater Treatment Plant that treats wastewater from the County's Southeast service area.

00219701 Project is necessary to provide required transmission capacity to accommodate increased system demands in the Northwest service area. Design, permit and construct 13,000 linear feet of 24 inch force main on SR 46 from Orange Blvd to Yankee Lake Rd. Design and construct 3,600 linear feet of 30-inch force main on Yankee Lake Rd from SR 46 to the Yankee Lake Regional Water Reclamation Facility.

00223001 Project is necessary to comply with the District's Northwest CUP requirements for the County to reduce potable water demand from groundwater supplies. Design, permit and construct reclaimed water distribution system to retrofit Alaqua and Carlsbrook subdivisions with reclaimed water service for an estimated groundwater offset of 0.34 MGD. Service to Lake Markham Preserve subdivision has been removed from this project at the request of the Homeowner's Association.

00223101 Project is necessary to comply with District's Northwest CUP requirement for the County to reduce potable water demand from groundwater supplies. Design, permit and construct reclaimed water distribution system to retrofit Stonebridge, Breckenridge Heights, Wembly Park, Wyntree and Lakeside subdivisions, with reclaimed water service for an estimated groundwater offset of 0.33 MGD.

00227402 Greenwood Lakes WRF has treatment capacity limitations due to site restrictions and therefore additional flow must be redirected. Modifications to pump stations and force mains for the purpose of redirecting flow to Yankee Lake WRF.

00227403 Project is necessary to improve reclaimed service to customers and to sustain system pressures in the Northwest Service Area. Modifications to reclaimed pumps and controls at the Greenwood Lakes RIB site.

00227404 This project is necessary to comply with FDEP regulatory requirements. The Wastewater Permit Renewal for the County's WWTPs is due within the next five years.

00227405 Reliability of pumping system is needed to dispose of reclaimed water during power outages. Emergency power generator to support reclaimed water pumping system.

00255201 Project is necessary to update existing planning information regarding the County's Utilities through 2025. Scope of project is to update the potable water, wastewater and reclaimed water elements of the Utilities Master Plan.

Source: Seminole County Fiscal Services

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MetroPlan Orlando
Transportation Improvement Program
FDOT - Interstate Highway Projects
Seminole County *(TBD = To be determined)*

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
2425922	I-4	Orange/Seminole Co. Line	0.25 mi. N of Central Pkwy.	2.54	Add 2 Special Use Lanes(1)		50	0	0	0	0	NHAC	PE			
							422	0	0	0	0	DI	ENV			
						TBD	472	0	0	0	0	Total		TBD	TBD	
2425923	I-4	0.25 mi. N of Central Pkwy.	1.0 mi. N of SR 434	2.53	Add 2 Special Use Lanes(1)		50	0	0	0	0	NHAC	PE			
							11	0	0	0	0	ACNH	ENV			
						TBD	61	0	0	0	0	Total		TBD	TBD	
2425924	I-4	1.0 mi. N of SR 434	Seminole/Volusia Co. Line	10.30	Add 2 Special Use Lanes(1) *(Amendment - Oct. 2011)*		20	0	0	0	0	DIH	PE			
							0	1,950	3,110	0	0	ACNH	PE			
						TBD	20	1,950	3,110	0	0	Total		TBD	TBD	
2427022	I-4	at SR 15/600/US 17/92		1.21	Reconstruct Eastbound Exit Ramp		41	0	0	0	0	BNDS	ROW			
							1,305	0	0	0	0	BNIR	ROW			
						TBD	1,346	0	0	0	0	Total		TBD	TBD	
4075731	I-4	at SR 46		3.52	Minor Interchange Improvements		5	0	0	0	0	DIH	PE			1-97
							1	0	0	0	0	DS	PE			
							4,242	0	0	0	0	BNIR	ROW			
							44	0	0	0	0	DIH	ROW			
							8,000	0	0	0	0	ACIM	DSB			
							54	0	0	0	0	DS	DSB			
							201	0	0	0	0	IM	DSB			
						TBD	12,547	0	0	0	0	Total		TBD	TBD	
4084171	I-4 Master Plan	Countywide		14.14	Advance Right-of-Way Acquisition		20	0	0	0	0	BNIR	ROW			
							75	0	0	0	0	DIH	ROW			
							73,683	0	0	0	0	NHAC	ROW			
						TBD	73,778	0	0	0	0	Total		0	TBD	
4290801	I-4	W of SR 434	W of Lake Mary Blvd.	4.51	Resurfacing		310	0	0	0	0	ACIM	PE			
							0	0	8,571	0	0	ACIM	CST			
						0	310	0	8,571	0	0	Total		0	8,881	

(1) This project is included in MetroPlan Orlando's 2030 Long Range Transportation Plan - Technical Report #3 - page 9.

MetroPlan Orlando
Transportation Improvement Program
FDOT - State Highway Projects
Seminole County *(TBD = To be determined)*

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
2401671	SR 434/Alafaya Tr.	McCulloch Rd.	W of Mitchell Hammock Rd.	3.22	Widen to 6 Lanes		28	0	0	0	0	DDR	ROW			
							1,288	0	0	0	0	SA	ROW			
						TBD	1,316	0	0	0	0	Total		0	TBD	
2401961	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.65	Widen to 6 Lanes(1)		1	0	0	0	0	DIH	PE			1-19
							0	750	0	0	0	EB	PE			
							3,161	93	40	133	0	DDR	ROW			
							80	0	0	0	0	DIH	ROW			
							0	0	0	38,030	0	DDR	CST			
							0	0	0	484	0	DIH	CST			
						TBD	3,242	843	40	38,647	0	Total		0	TBD	
2401962	SR 15/600/US 17/92	at Soldiers Creek PL.		0.10	Drainage Improvements		2,700	0	0	0	0	DDR	CST			
							2	0	0	0	0	DIH	CST			
						TBD	2,702	0	0	0	0	Total		0	TBD	
2402001	SR 46	Lake/Seminole Co. Line	I-4	4.94	Project Development and Environment Study		45	0	0	0	0	DIH	PD&E			
							29	0	0	0	0	DS	PD&E			
						TBD	74	0	0	0	0	Total		0	TBD	
2402162	SR 46	Mellonville Ave.	SR 415	2.64	Widen to 4 Lanes(1)		7	0	0	0	0	DIH	PE			
						TBD	7	0	0	0	0	Total		TBD	TBD	
2402163	SR 46	Mellonville Ave.	SR 415	2.64	ROW for Future Capacity(1)		524	0	0	0	0	ACSA	ROW			
							2,700	0	0	0	0	CM	ROW			
							495	0	0	0	0	DDR	ROW			
							168	0	0	0	0	DIH	ROW			
							5	0	0	0	0	DS	ROW			
							2,251	0	0	0	0	SA	ROW			
							2,017	0	0	0	0	SU	ROW			
						TBD	8,160	0	0	0	0	Total		0	TBD	
2402164	SR 46	SR 415	CR 426	7.39	Widen to 4 Lanes(1)		25	0	0	0	0	DIH	PD&E			
							0	0	0	6,000	0	DDR	PE			
							0	0	0	50	0	DIH	PE			
						TBD	25	0	0	6,050	0	Total		TBD	TBD	
2402166	SR 46	Mellonville Ave.	SR 415	2.64	Widen to 4 Lanes(1)		0	0	0	0	4,000	SU	CST			
					(Amendment - Sept. 2011)	0	0	0	0	0	4,000	Total		TBD	TBD	

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MetroPlan Orlando
Transportation Improvement Program
FDOT - State Highway Projects
Seminole County

(TBD = To be determined)

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
2402332	SR 434	Montgomery/Wekiva Springs Rd.	I-4	0.89	Widen to 6 Lanes(1)		5	0	0	0	0	DIH	PE			
							163	0	0	0	0	DDR	ROW			
							75	0	0	0	0	DIH	ROW			
							322	0	0	0	0	LF	ROW			
							605	0	0	0	0	LFP	ROW			
							649	0	0	0	0	TRIP	ROW			
							17	0	0	0	0	DIH	CST			
						TBD	1,836	0	0	0	0	Total		0	TBD	
2402333	SR 434	I-4	Rangeline Rd.	1.79	Widen to 6 Lanes(1) *(see TIP page V-12)*		13	0	0	0	0	DIH	PE			1-9
							29	0	0	0	0	DIH	ROW			
							536	0	0	0	0	LF	ROW			
							10,355	0	0	0	0	LFP	ROW			
							1,021	0	0	0	0	TRIP	ROW			
							1,249	0	0	0	0	TRIP	RRU			
							16	0	0	0	0	DIH	CST			
							51	0	0	0	0	LF	CST			
							9,693	0	81	0	0	TRIP	CST			
						TBD	22,963	0	81	0	0	Total		0	TBD	
4044181	SR 15/600/US 17/92	at SR 436		0.50	Flyover(1)		0	0	0	150	0	SA	PE			
							0	517	0	0	0	CM	ROW			
							0	3,597	0	0	0	DDR	ROW			
							201	0	0	0	0	DIH	ROW			
							382	0	0	0	0	EB	ROW			
							72	0	0	0	0	EBNH	ROW			
							84	0	0	0	0	RED	ROW			
							7,278	1,644	0	0	0	SA	ROW			
							10,970	1,617	7,051	7,276	4,000	SU	ROW			
						TBD	18,987	7,375	7,051	7,426	4,000	Total		TBD	TBD	
4073551	SR 415	SR 46	Seminole/Volusia Co. Line	0.90	Widen to 4 Lanes(1)		12	0	0	0	0	DIH	PE			1-105
							2,716	0	0	0	0	DDR	ROW			
							67	0	0	0	0	DIH	ROW			
							366	0	0	0	0	LFP	ROW			
							6,094	0	0	0	0	DDR	CST			
							44	0	0	48	0	DIH	CST			
						TBD	9,299	0	0	48	0	Total		0	TBD	

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MetroPlan Orlando
Transportation Improvement Program
FDOT - State Highway Projects
Seminole County

(TBD = To be determined)

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
4115201	SR 436 & CR 46A	over I-4		0.05	Bridge Repair/Rehabilitation		33	0	0	0	0	DIH	CST			
						TBD	33	0	0	0	0	Total		0	TBD	
4117421	SR 15/600/US 17/92	Airport Blvd.	Seminole Blvd.	3.03	Resurfacing		3	0	0	0	0	DIH	CST			
						TBD	3	0	0	0	0	Total		0	TBD	
4147791	SR 15/600/US 17/92	Orange/Seminole Co. Line	Lake-of-the-Woods Blvd.	1.04	Reconstruct from Rural to Urban		2	0	0	0	0	DIH	PE			
						TBD	2	0	0	0	0	Total		TBD	TBD	
4150301	SR 426/CR 419	Pine Ave.	Lockwood Blvd.	3.00	Widen to 4 Lanes(1)		10	0	0	0	0	DIH	PE			
						TBD	10	0	0	0	0	Total		TBD	TBD	
4150302	SR 426/CR 419	at SR 434		0.40	Widen to 4 Lanes(1)		913	0	0	0	0	DDR	ROW			
							10	0	250	0	0	DIH	ROW			
							10,000	0	0	0	0	LFP	ROW			
							1,000	0	0	0	0	ST10	ROW			
							267	0	0	0	0	TCSP	ROW			
							0	0	7,453	0	0	TRIP	ROW			
						TBD	12,190	0	7,703	0	0	Total		TBD	TBD	
4155871	SR 417 Extension	SR 417 (at I-4)	International Pkwy.	0.98	New 4-Lane Expressway		113	0	0	0	0	DIH	CST			1-10
							10	0	0	0	0	DS	CST			
							15	0	0	0	0	EB	CST			
							32	0	0	0	0	SA	CST			
						TBD	170	0	0	0	0	Total		0	TBD	
4193691	SR 436	Willshire Blvd.	Lake Howell Rd.	1.17	Flyover at Red Bug Lake Rd.(1) *(see TIP page V-12)*		0	0	0	100	0	DDR	CST			1-11
							5	0	0	0	0	DIH	CST			
							0	1,141	0	0	0	DS	CST			
							0	10,000	0	0	0	TRIP	CST			
						TBD	5	11,141	0	100	0	Total		0	TBD	
4196791	CR 426	Division St.	SR 46	7.83	Pave Shoulders		0	849	0	0	0	HRRR	CST			
							0	3,242	0	0	0	HSP	CST			
						TBD	0	4,091	0	0	0	Total		0	TBD	
4196792	CR 426	Division St.	SR 46	7.83	Right-of-Way Acquisition		1,469	0	0	0	0	LFP	ROW			
						TBD	1,469	0	0	0	0	Total		0	TBD	
4207521	Advanced ROW Acquisition	Countywide			Right-of-Way Acquisition		775	0	0	0	0	DDR	ROW			
							20	0	0	0	0	DIH	ROW			
						TBD	795	0	0	0	0	Total		0	TBD	

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MetroPlan Orlando
Transportation Improvement Program
FDOT - State Highway Projects
Seminole County

(TBD = To be determined)

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
4220151	SR 419/434	W of Jetta Pt.	SR 426/CR 426	3.86	Resurfacing		6	0	0	0	0	DIH	PE			
							0	159	0	0	0	DIH	CST			
							0	2,577	0	0	0	EB	CST			
							0	42	0	0	0	LF	CST			
						0	6	2,778	0	0	0	Total		0	2,784	
4220481	SR 436	Orange/Seminole Co. Line	Lake Howell Rd.	2.12	Drainage Improvements		3	0	0	0	0	DIH	PE			
							0	56	0	0	0	DIH	CST			
							0	540	0	0	0	DS	CST			
							0	33	0	0	0	LF	CST			
						0	3	629	0	0	0	Total		0	632	
4227081	SR 46	W of Mills Creek Bridge	SR 15/600/US 17/92	0.45	Resurfacing		4	0	0	0	0	DIH	CST			
						TBD	4	0	0	0	0	Total		0	TBD	
4233591	SR 426	226 ft. W of Orange/Seminole Co. Line	W of Tuskawilla Rd.	1.09	Resurfacing		66	0	0	0	0	DIH	CST			
						TBD	66	0	0	0	0	Total		0	TBD	
4235131	SR 434	at Little Wekiva River Outfall			Drainage Improvements		13	0	0	0	0	DIH	PE			
							10	0	0	0	0	DIH	ROW			
							452	0	0	0	0	DS	ROW			
							24	0	0	0	0	DIH	CST			
							360	0	0	0	0	DS	CST			
							103	0	0	0	0	DDR	ENV			
						0	962	0	0	0	0	Total		0	962	
4249001	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.49	Resurfacing		27	0	0	0	0	DIH	PE			
							146	0	0	0	0	DIH	CST			
							2,357	0	0	0	0	DS	CST			
						0	2,530	0	0	0	0	Total		0	2,530	
4249011	SR 436	Avery Ln.	Lake Harriet Dr.	1.43	Resurfacing		21	0	0	0	0	DIH	PE			
							72	0	0	0	0	ACSA	CST			
							53	0	0	0	0	DDR	CST			
							141	0	0	0	0	DIH	CST			
							1,309	0	0	0	0	SA	CST			
						0	1,596	0	0	0	0	Total		0	1,596	

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MetroPlan Orlando
Transportation Improvement Program
FDOT - State Highway Projects
Seminole County *(TBD = To be determined)*

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
4272591	SR 426	Pine Ave.	SR 434/Central Ave.	0.73	Resurfacing		6	0	0	0	0	DIH	PE			
							484	0	0	0	0	DDR	ROW			
							50	0	0	0	0	DIH	ROW			
							0	61	0	0	0	DIH	CST			
							0	5	0	0	0	DS	CST			
							0	905	0	0	0	SA	CST			
						0	540	971	0	0	0	Total		0	1,511	
4274171	SR 15/600/US 17/92	Lake Mary Blvd.	Airport Blvd.	0.98	Lighting		10	0	0	0	0	DIH	PE			
							0	30	0	0	0	DIH	CST			
							0	451	0	0	0	HSP	CST			
							0	57	0	0	0	LF	CST			
						0	10	538	0	0	0	Total		0	548	
4275651	SR 15/600/US 17/92	Bridge #770002		0.01	Bridge Repair/Rehabilitation		36	0	0	0	0	BRRP	PE			
							5	0	0	0	0	DIH	PE			
							252	0	0	0	0	BRRP	CST			
							19	0	0	0	0	DIH	CST			
						0	312	0	0	0	0	Total		0	312	
4295591	SR 426	SR 417	Red Bug Lake Rd.	3.52	Drainage Improvements		36	0	0	0	0	DIH	CST			
							203	0	0	0	0	DS	CST			
						TBD	239	0	0	0	0	Total		0	TBD	
4310814	Wekiva Pkwy.	Seminole Co. Segments		6.17	Preliminary Engineering *(Amendment - Oct. 2011)*		29	0	0	0	0	DS	PDE			
							2,000	0	0	0	0	DDR	PE			
							100	0	0	0	0	DIH	PE			
						TBD	2,129	0	0	0	0	Total		TBD	TBD	

MetroPlan Orlando
Transportation Improvement Program
Florida's Turnpike Enterprise Projects
Seminole County *(TBD = To be determined)*

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
2402592	SR 417	E of Old Lake Mary Rd.	2,157' E of Rinehart Rd.	2.66	New 4-Lane Expressway		2,482	2,482	2,482	2,482	2,482	PKYI	Payback			
						TBD	2,482	2,482	2,482	2,482	2,482	Total		TBD	TBD	
4136692	SR 417	Milepost 37.7	Milepost 46.3	6.90	Thermoplastic for Resurfacing		2	0	0	0	0	PKYR	CST			
						TBD	2	0	0	0	0	Total		0	TBD	
4175451	SR 417	Orange/Seminole Co. Line	SR 434	6.40	Widen to 6 Lanes(1)		836	0	0	0	0	PKYI	ROW			
						TBD	836	0	0	0	0	Total		0	TBD	
4175452	SR 417	at Lake Jesup Toll Plaza		0.05	Modify to 4 Express Lanes		5	0	0	0	0	PKBD	CST			
							2	0	0	0	0	PKYI	CST			
						TBD	7	0	0	0	0	Total		0	TBD	
4175457	SR 417	Lake Jesup Toll Plaza			Signing/Pavement Markings		72	0	0	0	0	PKYI	CST			
						TBD	72	0	0	0	0	Total		0	TBD	
4175458	SR 417	Lake Jesup Toll Plaza		0.10	Drainage/Retention Pond Repair		3	0	0	0	0	PKYR	CST			
						TBD	3	0	0	0	0	Total		0	TBD	
4195671	SR 417	Milepost 46.1	Milepost 49.9	3.80	Resurfacing		1	0	0	0	0	PKYI	CST			
						TBD	1	0	0	0	0	Total		0	TBD	
4195674	SR 417				Signing/Pavement Markings		74	0	0	0	0	PKYI	CST			
						TBD	74	0	0	0	0	Total		0	TBD	
4276901	SR 417	at Aloma Ave.		0.16	Interchange Improvement		2	0	0	0	0	PKYI	PD&E			
							415	0	0	0	0	PKYI	PE			
							0	3,777	0	0	0	PKYI	CST			
						0	417	3,777	0	0	0	Total		0	4,194	
4290231	SR 417	US 17/92	I-4	5.14	Resurfacing		0	1	0	0	0	PKYI	PE			
							0	662	0	0	0	PKYR	PE			
							0	0	1	0	0	PKYI	CST			
							0	0	8,632	0	0	PKYR	CST			
						0	0	663	8,633	0	0	Total		0	9,296	
4290232	SR 417	US 17/92	Rinehart Rd.	5.22	Signing/Pavement Markings		0	0	0	1	0	PKYI	PE			
							0	0	0	357	0	PKYI	CST			
						0	0	0	0	358	0	Total		0	358	
4290233	SR 417	US 17/92	Rinehart Rd.	5.22	Guardrail Improvements		0	0	0	1	0	PKYI	PE			
							0	0	1,451	0	0	PKYI	CST			
						0	0	0	1,451	1	0	Total		0	1,452	

MetroPlan Orlando
Transportation Improvement Program
FDOT - Management & Operations Projects
Seminole County *(TBD = To be determined)*

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
4293351	SR 417	Orange/Seminole Co. Line	Aloma Ave.	0.69	Widen to 6 Lanes		0	250	0	0	0	PKYI	PE			
							0	0	1,909	0	0	PKYI	CST			
							0	276	0	0	0	PKYI	CAP			
						TBD	0	526	1,909	0	0	Total		0	TBD	
2402334	SR 434	at Florida Pkwy.		0.67	Intersection Improvement		8	0	0	0	0	DIH	PE			
							18	0	0	0	0	DIH	ROW			
							1,337	0	0	0	0	LFP	ROW			
						0	1,363	0	0	0	0	Total		TBD	TBD	
2402691	Congestion Mitigation	Regionwide			Projects to be identified by Congestion Management System		0	0	2,000	0	0	SU	CST			
						0	0	0	2,000	0	0	Total		0	2,000	
4176891	Countywide				Traffic Control Devices Funding Set-Aside		0	278	916	209	278	SU	CST			
						0	0	278	916	209	278	Total		TBD	TBD	
4233111	SR 426	W of Tuskawilla Rd.	W of SR 417 Ramps	0.56	Add Turn Lane(s)		2	0	0	0	0	DIH	CST			
							52	0	0	0	0	LF	CST			
						TBD	54	0	0	0	0	Total		0	TBD	
4238301	SR 436	at Orange Ave.		0.17	Traffic Signals		9	0	0	0	0	DIH	CST			
						TBD	9	0	0	0	0	Total		0	TBD	
4270464	Traffic Signal Retiming	Countywide			Retiming of Traffic Signals (On-System Roads)		188	188	188	188	188	SU	PE			
						TBD	188	188	188	188	188	Total		TBD	TBD	
4295501	Seminole Co. Advanced Traffic Management	Countywide			Traffic Control Devices/ System		4,000	0	0	0	0	SU	CST			
						0	4,000	0	0	0	0	Total		0	4,000	
4295851	CR 46A	W of Georgia Ave.	E of Marshall Ave.	4.12	Intersection Improvements		150	0	0	0	0	HSP	PE			
							3	0	0	0	0	SA	PE			
							200	0	0	0	0	LF	ROW			
							0	0	0	514	0	HSP	CST			
						0	353	0	0	514	0	Total		0	867	

MetroPlan Orlando
Transportation Improvement Program
FDOT - Maintenance Projects
Seminole County

(TBD = To be determined)

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
2445491	City of Casselberry MOA				Routine Maintenance		70	70	70	70	70	D	MNT			
						TBD	70	70	70	70	70	Total		TBD	TBD	
2448521	Seminole Co. MOA				Routine Maintenance		11	11	11	11	11	D	MNT			
						TBD	11	11	11	11	11	Total		TBD	TBD	
2448531	City of Longwood MOA				Routine Maintenance		52	52	52	52	52	D	MNT			
						TBD	52	52	52	52	52	Total		TBD	TBD	
2448801	City of Winter Springs MOA				Routine Maintenance		62	62	62	62	62	D	MNT			
						TBD	62	62	62	62	62	Total		TBD	TBD	
4136157	Lighting Agreements				Lighting		223	227	239	239	229	DDR	MNT			
						TBD	223	227	239	239	229	Total		0	TBD	
4181101	Primary Roads MOA				Routine Maintenance		2,807	3,003	3,100	3,350	3,500	D	MNT			
						TBD	2,807	3,003	3,100	3,350	3,500	Total		TBD	TBD	
4220411	City of Oviedo MOA				Routine Maintenance		44	44	44	44	44	D	MNT			
						TBD	44	44	44	44	44	Total		TBD	TBD	
4220421	Aesthetic/Vegetation	Countywide			Routine Maintenance		513	493	0	0	0	D	MNT			
						TBD	513	493	0	0	0	Total		0	TBD	
4271961	Lighting Agreements	Countywide			Lighting		11	11	11	11	11	DDR	MNT			
						TBD	11	11	11	11	11	Total		0	TBD	
4291641	Drainage Improvement/ Driveway Replacement	Countywide			Routine Maintenance		46	0	0	0	0	D	MNT			
						TBD	46	0	0	0	0	Total		0	TBD	

MetroPlan Orlando
Transportation Improvement Program
FDOT - Miscellaneous Projects
Seminole County

4130197	Countywide				Traffic Signal Maintenance Reimbursement		263	365	387	402	401	DDR	OPS			
						TBD	263	365	387	402	401	Total		TBD	TBD	

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
Seminole County

Project Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Map Ref. #
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16					
77004	SR 434	Rangeline Rd.	CR 427	1.60	Major Intersection Improvements		2,600	0	0	0	0	OCST	ROW			
							0	2,500	0	0	0	OCST	CST			
						5,400	2,600	2,500	0	0	0	Total		0	10,500	
77001	CR 419	Orange/Seminole Co. Line	Chuluota Bypass	2.50	Reconstruct to 4 Lanes(1)		0	15,000	0	0		OCST	CST			1-81
						6,400	0	15,000	0	0		Total		0	21,400	
77003	Dean Rd.	Orange/Seminole Co. Line	SR 426	1.10	Reconstruct to 4 Lanes(1)		4,000	0	0	0	0	OCST	ROW			1-83
							0	0	7,500	0	0	OCST	CST			
						980	4,000	0	7,500	0	0	Total		0	12,480	
77005	Wymore Rd.	Orange/Seminole Co. Line	SR 436	1.30	Reconstruct to 4 Lanes(1)		0	500	0	0	0	LOGT/RIF/OCST	PE			1 &3-91
							0	4,625	0	0	0	LOGT/RIF/OCST	ROW			
							0	0	0	10,125	0	LOGT/RIF/OCST	CST			
						0	0	5,125	0	10,125	0	Total		0	15,250	

(1) Project includes bicycle lanes and sidewalk facilities.

MetroPlan Orlando
Transportation Improvement Program
Federal & State Funded Bicycle & Pedestrian Projects
Seminole County *(TBD = To be determined)*

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16				
4174611	Wirz Trail Section 1	Kewannee Trail/Wilshire Blvd.	Laurel Way		Bike Path/Trail		74	0	0	0	0	ACSE	CST		
							53	0	0	0	0	SE	CST		
						TBD	127	0	0	0	0	Total		0	TBD
4174841	SR 46 Gateway	Rinehart Rd.	Airport Blvd.	2.20	Sidewalk		4	0	0	0	0	DIH	PE		
							2	0	0	0	0	DIH	CST		
							0	3,128	0	0	0	SU	CST		
						0	6	3,128	0	0	0	Total		0	3,134
4225722	Oakhurst St.	Virginia Ave.	Palm Springs Dr.		Sidewalk		3	0	0	0	0	SR2E	CST		
							109	0	0	0	0	SR2S	CST		
						TBD	112	0	0	0	0	Total		0	TBD
4248941	SR 15/600/US 17/92	N Side of SR 436	N of Seminole Blvd.	1.66	Sidewalk		3	0	0	0	0	SU	CST		
						TBD	3	0	0	0	0	Total		0	TBD
4249291	Seminole-Wekiva Trail	South End	Orange/Seminole Co. Line		Bike Path/Trail		0	2,000	0	0	0	SE	CST		
						TBD	0	2,000	0	0	0	Total		0	TBD
4258221	Avenue B	Broadway St.	Franklin St.	0.49	Sidewalk		3	0	0	0	0	SA	CST		
							637	0	0	0	0	SR2E	CST		
						TBD	640	0	0	0	0	Total		0	TBD
4258231	Wilson Rd.	Wilson Elementary School	International Pkwy.		Sidewalk		3	0	0	0	0	SA	CST		
							130	0	0	0	0	SR2E	CST		
						TBD	133	0	0	0	0	Total		0	TBD
4278971	SR 434/Central Ave.	Mitchell Hammock Rd.	Clonts St.	0.13	Sidewalk		1	0	0	0	0	DIH	CST		
							350	0	0	0	0	SU	CST		
						TBD	351	0	0	0	0	Total		0	TBD
4278981	CR 46A/Persimmon Ave.	S of SR 46	Southwest Rd.	0.88	Sidewalk		80	0	0	0	0	SE	PE		
							0	0	400	0	0	SE	CST		
						0	80	0	400	0	0	Total		0	480
4278991	CR 46A	Old Lake Mary Rd.	US 17/92	1.25	Sidewalk		0	90	0	0	0	SE	PE		
							0	0	0	500	0	SE	CST		
						0	0	90	0	500	0	Total		0	590
4279001	Wirz Trail Ph. 3	Winter Park Dr.	N of Magnolia Ave.		Sidewalk		0	1,000	0	0	0	SE	CST		
						TBD	0	1,000	0	0	0	Total		0	TBD

MetroPlan Orlando
Transportation Improvement Program
Federal & State Funded Bicycle & Pedestrian Projects
Seminole County *(TBD = To be determined)*

FDOT Financial Management Number	Project Name or Designation	Project Description				Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's)					Funding Sources	Project Phases	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)
		From	To	Length (Miles)	Work Description		2011/12	2012/13	2013/14	2014/15	2015/16				
4295971	Citrus Ave., Grove Ave., Bear Gulley Rd.				Sidewalks *(Amendment - Sept. 2011)*		75	0	0	0	0	SR2E	PE		
							0	0	239	0	0	SR2E	CST		
						0	75	0	239	0	0	Total		0	314
4295972	Orange Ave. & Seminole Ave.	Citrus Ave.	Grove Ave.		Sidewalk *(Amendment - Oct. 2011)*		230	0	0	0	0	SR2S	CST		
						TBD	230	0	0	0	0	Total		0	TBD
4295981	Snow Hill Rd.	CR 419	Walker Elementary School	0.40	Sidewalk *(Amendment - Sept. 2011)*		50	0	0	0	0	SR2E	PE		
							0	0	1	0	0	SA	CST		
							0	0	128	0	0	SR2E	CST		
						0	50	0	129	0	0	Total		0	179
4296101	Clark St.	Aulin Ave.	SR 434		Sidewalk *(Amendment - Sept. 2011)*		104	0	0	0	0	SR2S	PE		
							0	0	627	0	0	SR2S	CST		
						0	104	0	627	0	0	Total		0	731
4309131	Sanford Riverwalk Ph. 2	French Ave.	Monroe Ave.	1.70	Bike Path/Trail *(Amendment - Oct. 2011)*		2,620	0	0	0	0	ACSE	CST		
							1,500	0	0	0	0	ACSU	CST		
						TBD	4,120	0	0	0	0	Total		0	TBD

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport *(TBD = To be determined)*

FDOT Financial Management Number	Airport	Project Description	Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's) 2011/12	2012/13	2013/14	2014/15	2015/16	Funding Sources	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Consistent with Airport Master Plans?
4051991	Orlando Sanford International Airport	Design & Construct Large Commercial Maintenance Hangar/Reservation Center		5(1)	0	0	0	0	DPTO			Yes
				5(1)	0	0	0	0	LF			
			TBD	10	0	0	0	0	Total	TBD	TBD	
4052011	Orlando Sanford International Airport	Relocate Taxiway "K"		0	0	7,600	0	0	FAA			Yes
				0	0	200	0	0	DPTO			
				0	0	200	0	0	LF			
			0	0	0	8,000	0	0	Total	0	8,000	
4076521	Orlando Sanford International Airport	Rehab West Ramp and Apron		4	0	0	0	0	DPTO			Yes
			TBD	4	0	0	0	0	Total	0	TBD	
4098071	Orlando Sanford International Airport	Expand Terminal Building		0	0	0	1,000	1,000	DPTO			Yes
				0	0	0	1,000	1,000	LF			
			0	0	0	0	2,000	2,000	Total	TBD	TBD	
4098081	Orlando Sanford International Airport	Construct Parking Garage (Phase 2)		0	0	50	129	1,500	DDR			Yes
				0	0	1,000	1,771	0	DPTO			
				0	0	1,050	1,900	1,500	LF			
			0	0	0	2,100	3,800	3,000	Total	TBD	TBD	
4098121	Orlando Sanford International Airport	Aviation Capacity Project		267	0	0	0	0	DDR			Yes
				267	0	0	0	0	LF			
			TBD	538	0	0	0	0	Total	TBD	TBD	
4100951	Orlando Sanford International Airport	Extend & Light Runway 9L-27R & Taxiway Bravo to 12,000'		9,000(2)	0	0	0	0	FAA			Yes
				450(2)	0	0	0	0	DS			
				450(2)	0	0	0	0	LF			
			0	9,900	0	0	0	0	Total	0	9,900	

(1) These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $3,500,000 each in state and local funds allocated in FY 2014/15.

(2) These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $13,561,621 in FAA funds, and $356,885 each in state and local funds allocated in FY 2010/11.

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport *(TBD = To be determined)*

FDOT Financial Management Number	Airport	Project Description	Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's) 2011/12	2012/13	2013/14	2014/15	2015/16	Funding Sources	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Consistent with Airport Master Plans?
4144541	Orlando Sanford International Airport	Design, Engineer & Construct New Third Terminal Building		0	4,940(1)	0	0	0	FAA			Yes
				0	130(1)	0	0	0	DPTO			
				0	130(1)	0	0	0	LF			
			0	0	5,200	0	0	0	Total	0	5,200	
4184701	Orlando Sanford International Airport	Safety Area Improvements		5,890	0	0	0	0	FAA			Yes
				155	0	0	0	0	DPTO			
				155	0	0	0	0	LF			
			0	6,200	0	0	0	0	Total	0	6,200	
4208471	Orlando Sanford International Airport	Construct Taxiway Alpha (Phase 2)		5,400	0	0	0	0	FAA			Yes
				142	0	0	0	0	DPTO			
				142	0	0	0	0	LF			
			0	5,684	0	0	0	0	Total	0	5,684	
4278871	Orlando Sanford International Airport	Land Acquisition		524	0	0	0	0	DDR			Yes
				780	0	0	0	0	DPTO			
				434	0	0	0	0	LF			
			0	1,738	0	0	0	0	Total	0	1,738	
Candidate(2)	Orlando Sanford International Airport	Construct Access Road for Northside Aviation Complex (Phase 1)		488	0	0	0	0	State			Yes
				13	0	0	0	0	LF			
			0	501	0	0	0	0	Total	0	501	
Candidate	Orlando Sanford International Airport	Rehab West Ramp & Apron		6,500	0	0	0	0	FAA			Yes
				171	0	0	0	0	State			
				171	0	0	0	0	LF			
			0	6,842	0	0	0	0	Total	0	6,842	

(1) These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $2,000,000 in FAA funds in FY 2014/15, and $1,000,000 each in state and local funds allocated each year in FY 2014/15 and 2015/16.

(2) Projects shown as "Candidate" are not currently programmed in FDOT's Five Year Work Program, but are included in the Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP).

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

(TBD = To be determined)

FDOT Financial Management Number	Airport	Project Description	Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's) 2011/12	2012/13	2013/14	2014/15	2015/16	Funding Sources	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Consistent with Airport Master Plans?
Candidate	Orlando Sanford International Airport	TSA Passenger Screening Information Display System		95	0	0	0	0	FAA			Yes
				3	0	0	0	0	State			
				3	0	0	0	0	LF			
			0	101	0	0	0	0	Total	0	101	
Candidate	Orlando Sanford International Airport	In-line Baggage Screening Conveyor System		13,928	0	0	0	0	FAA			Yes
				367	0	0	0	0	State			
				367	0	0	0	0	LF			
			0	14,662	0	0	0	0	Total	0	14,662	
Candidate	Orlando Sanford International Airport	Acquire Land for Noise Compatibility		3,742	0	6,724	0	5,838	FAA			Yes
				98	0	177	0	154	State			
				98	0	177	0	154	LF			
			0	3,938	0	7,078	0	6,146	Total	0	17,162	
Candidate	Orlando Sanford International Airport	Acquire 3,000-Gallon Truck with AC Auxiliary Equipment		28	0	0	0	0	State			Yes
			0	28	0	0	0	0	Total	0	28	
Candidate	Orlando Sanford International Airport	Improve Airport Entrance near Airport Blvd. & Mellonville Ave.		200	0	0	0	0	LF			Yes
			0	200	0	0	0	0	Total	0	200	
Candidate	Orlando Sanford International Airport	Install Artificial Turf on SFB Primary Air Carrier Runway to Minimize Wildlife Intrusion		8,890	3,000	3,000	0	0	FAA			Yes
				235	80	80	0	0	State			
				235	80	80	0	0	LF			
			0	9,360	3,160	3,160	0	0	Total	0	15,680	
Candidate	Orlando Sanford International Airport	Replace Terminal Building Passenger Loading Bridges		1,300	1,300	1,300	1,300	1,300	LF			Yes
			0	1,300	1,300	1,300	1,300	1,300	Total	0	6,500	
Candidate	Orlando Sanford International Airport	Design & Construct "Cell Phone" Parking Lot		100	0	0	0	0	State			Yes
				100	0	0	0	0	LF			
			0	200	0	0	0	0	Total	0	200	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport *(TBD = To be determined)*

FDOT Financial Management Number	Airport	Project Description	Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's) 2011/12	2012/13	2013/14	2014/15	2015/16	Funding Sources	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Consistent with Airport Master Plans?
Candidate	Orlando Sanford International Airport	Design & Construct Taxiway Alpha Phase 2 between Taxiway A3 & Runway 18-36		5,400	0	0	0	0	FAA			Yes
				142	0	0	0	0	State			
				142	0	0	0	0	LF			
			0	5,684	0	0	0	0	Total	0	5,684	
Candidate	Orlando Sanford International Airport	Environmental Assessment & Benefit Cost Analysis for Extenstion of Runway 18-36 to 8,000 ft.		17	0	0	0	0	State			Yes
			0	17	0	0	0	0	Total	0	17	
Candidate	Orlando Sanford International Airport	Reconstruct, Widen & Light Taxiways Romeo & Echo		0	4,893	0	0	0	FAA			Yes
				0	129	0	0	0	State			
				0	129	0	0	0	LF			
			0	0	5,151	0	0	0	Total	0	5,151	
Candidate	Orlando Sanford International Airport	Extend Computerized Access Control System to Remainder of Fenced Perimeter		0	1,425	0	0	0	FAA			Yes
				0	38	0	0	0	State			
				0	38	0	0	0	LF			
			0	0	1,501	0	0	0	Total	0	1,501	
Candidate	Orlando Sanford International Airport	Design & Construct Law Enforcement Firearms Training Facility		0	800	0	0	0	State			Yes
				0	800	0	0	0	LF			
			0	0	1,600	0	0	0	Total	0	1,600	
Candidate	Orlando Sanford International Airport	Add 2 TSA Passenger Screening Lanes to Passenger Screening Checkpoint in International Terminal		0	275	0	0	0	FAA			Yes
				0	7	0	0	0	State			
				0	7	0	0	0	LF			
			0	0	289	0	0	0	Total	0	289	
Candidate	Orlando Sanford International Airport	Purchase & Install Automated Vehicle Identifier System		0	100	0	0	0	State			Yes
				0	100	0	0	0	LF			
			0	0	200	0	0	0	Total	0	200	
Candidate	Orlando Sanford International Airport	Airfield Improvements Phase 2 Replace Airfield Incandescent Lighting with LED Illumination		0	1,100	0	0	0	FAA			Yes
				0	28	0	0	0	State			
				0	28	0	0	0	LF			
			0	0	1,156	0	0	0	Total	0	1,156	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport *(TBD = To be determined)*

FDOT Financial Management Number	Airport	Project Description	Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's) 2011/12	2012/13	2013/14	2014/15	2015/16	Funding Sources	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Consistent with Airport Master Plans?
Candidate	Orlando Sanford International Airport	Design & Construct Security Gate Apron Connector at Gate 87E		0	0	300	0	0	FAA			Yes
				0	0	8	0	0	State			
				0	0	8	0	0	LF			
			0	0	0	316	0	0	Total	0	316	
Candidate	Orlando Sanford International Airport	Construct Taxiway Alpha (Phase 3)		0	0	7,000	0	0	FAA			Yes
				0	0	184	0	0	DPTO			
				0	0	184	0	0	LF			
			0	0	0	7,368	0	0	Total	0	7,368	
Candidate	Orlando Sanford International Airport	Construction Parking Garage - Phase 2		0	0	7,000	0	0	State			Yes
				0	0	7,000	0	0	LF			
			0	0	0	14,000	0	0	Total	0	14,000	
Candidate	Orlando Sanford International Airport	Extend Runway 9C-27C from existing 3,578 ft. to 5,000 ft.		0	0	4,000	0	0	FAA			Yes
				0	0	105	0	0	State			
				0	0	105	0	0	LF			
			0	0	0	4,210	0	0	Total	0	4,210	
Candidate	Orlando Sanford International Airport	Replace Airfield Signs Affected by Change in Runway Magnetic Heading		0	0	903	0	0	FAA			Yes
				0	0	24	0	0	State			
				0	0	24	0	0	LF			
			0	0	0	951	0	0	Total	0	951	
Candidate	Orlando Sanford International Airport	Construct Apron & Ramp in Northside Aviation Complex (Phase 2)		0	0	0	1,500	0	FAA			Yes
				0	0	0	40	0	State			
				0	0	0	40	0	LF			
			0	0	0	0	1,580	0	Total	0	1,580	
Candidate	Orlando Sanford International Airport	Design & Construct Chemical Storage/ Equipment Maintenance Building		0	0	0	500	0	State			Yes
				0	0	0	500	0	LF			
			0	0	0	0	1,000	0	Total	0	1,000	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

(TBD = To be determined)

FDOT Financial Management Number	Airport	Project Description	Funding Prior to 2011/12 ($000's)	Project Status and Cost ($000's) 2011/12	2012/13	2013/14	2014/15	2015/16	Funding Sources	Est. Funding After 2015/16 ($000's)	Total Funding ($000's)	Consistent with Airport Master Plans?
Candidate	Orlando Sanford International Airport	Construct New Airfield Electrial Vault		0	0	0	1,425	0	FAA			Yes
				0	0	0	38	0	State			
				0	0	0	38	0	LF			
			0	0	0	0	1,501	0	Total	0	1,501	
Candidate	Orlando Sanford International Airport	Relocate Taxiway Bravo west of Funway 18/36 & Taxiway Kilo		0	0	0	0	7,000	FAA			Yes
				0	0	0	0	184	State			
				0	0	0	0	184	LF			
			0	0	0	0	0	7,368	Total	0	7,368	
Candidate	Orlando Sanford International Airport	Construct Taxiway Alpha (Phase 4)		0	0	0	0	5,000	FAA			Yes
				0	0	0	0	125	State			
				0	0	0	0	125	LF			
			0	0	0	0	0	5,250	Total	0	5,250	
Candidate	Orlando Sanford International Airport	Extend Taxiway Charlie to ARFF Station		0	0	0	0	1,500	FAA			Yes
				0	0	0	0	39	State			
				0	0	0	0	39	LF			
			0	0	0	0	0	1,578	Total	0	1,578	

FIVE (5) YEAR CAPITAL IMPROVEMENT PLAN
SEMINOLE COUNTY PUBLIC SCHOOLS

Board Approved 9/13/11

REVENUE	2011/12	2012/13	2013/14	2014/15	2015/16
STATE					
PECO NEW CONSTRUCTION	$0	$0	$0	$0	$0
PECO MAINTENANCE	$0	$0	$0	$0	$0
CO&DS	$283,000	$285,000	$285,000	$285,000	$985,000
LOCAL					
1.50 MILL	$38,057,239	$37,296,095	$38,042,016	$38,802,857	$39,578,914
COPS	$0	$0	$0	$0	$0
SALES TAX - 20OT	$341,000				
IMPACT FEES	$2,400,000	$2,400,000	$2,400,000	$2,400,000	$2,400,000
GASOLINE TAX REFUND	$100,000	$100,000	$100,000	$100,000	$100,000
INTEREST	$100,000	$100,000	$100,000	$100,000	$100,000
SUB-TOTAL	$41,281,239	$40,181,095	$40,927,016	$41,687,857	$43,163,914
PRIOR YEAR CARRYOVER	$25,040,586	$13,115,825	$7,873,920	$5,027,936	$4,442,793
TOTAL REVENUE	$66,321,825	$53,296,920	$48,800,936	$46,715,793	$47,606,707

EXPENDITURES	2011/12	2012/13	2013/14	2014/15	2015/16
SUPPORT GENERAL FUND - 100					
PROPERTY & CASUALTY PREMIUM	$1,800,000	$1,800,000	$1,800,000	$1,800,000	$1,800,000
ANNUAL MAINTENANCE SUPPORT	$9,241,000	$9,241,000	$9,241,000	$9,241,000	$9,241,000
SCHOOL INSTRUCTIONAL EQUIPT PURCH	$750,000	$750,000	$750,000	$750,000	$750,000
DISTRICT WIDE CAPITAL EXPENDITURES					
BUS REPLACEMENT	$2,100,000	$0	$1,000,000	$0	$1,000,000
VEHICLES	$100,000	$0	$0	$0	$0
FLOOR - MAINTENANCE	$100,000	$50,000	$50,000	$50,000	$50,000
HVAC - MAINTENANCE	$350,000	$150,000	$150,000	$150,000	$150,000
ROOF - MAINTENANCE	$100,000	$50,000	$50,000	$50,000	$50,000
PAVEMENT - MAINTENANCE	$100,000	$50,000	$50,000	$50,000	$50,000
PAINTING - MAINTENANCE	$100,000	$100,000	$100,000	$100,000	$50,000
LEASED PORTABLES	$0	$0	$0	$0	$0
SCHOOL CAP OUTLAY	$750,000	$500,000	$0	$0	$0
MAGNET SCHOOL EQUIPT	$100,000	$100,000	$0	$0	$0
EQUIPMENT REPLACEMENT	$0	$250,000	$0	$0	$0
CROOMS TECH REPLACEMENT	$265,000	$265,000	$265,000	$265,000	$265,000
COMMUNICATIONS	$100,000	$100,000	$0	$0	$0
TECHNOLOGY UPGRADES	$2,700,000	$2,000,000	$1,000,000	$1,000,000	$1,000,000
INSTRUCTIONAL TECH EQUIPT	$300,000	$200,000	$0	$0	$0
DEBT SERVICE					
COPS PAYMENT	$22,675,000	$22,817,000	$22,817,000	$22,817,000	$22,817,000
FACILITIES PLANNING					
MISC. PLANNING	$250,000	$250,000	$250,000	$250,000	$250,000
DISTRICTWIDE RENOVATIONS	$250,000	$250,000	$250,000	$250,000	$250,000
REMODELING & ADDITIONS					
DATA/ VOICE NETWORK	$75,000	$0	$0	$0	$0
ROOFS - CAPITAL	$3,000,000	$2,500,000	$2,250,000	$2,000,000	$2,250,000
HVAC - CAPITAL	$3,000,000	$2,500,000	$2,250,000	$2,000,000	$2,250,000
JACKSON HEIGHTS MS - BLDG CODE MODS	$500,000				
SMALL PROJECTS	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
MISC.					
CONTINGENCY	$3,000,000				
TOTAL EXPENDITURES	$53,206,000	$45,423,000	$43,773,000	$42,273,000	$43,723,000
BUDGETED FUND BALANCE	$13,115,825	$7,873,920	$5,027,936	$4,442,793	$3,883,707

Seminole County Government
Selected Project Adopted Budget (By Department)
FY 2010/11 - as amended through June 30, 2011

Environmental Services - Water and Sewer Element Projects		Budget
Oversizings & Extensions (WS) Family		
00021701	Oversizings & Extensions	354,270
00021704	Lake Hayes Water Restoration	553,399
00021705	Douglas Grand	119,520
00021706	Wholesale Agreements	14,850
00021799	OVERSIZING/EXTENSIONS - FY 11	229,389
	Subtotal	*1,271,428*
General System Improvements (WS) Family		
00024803	SCADA System Upgrades	1,141,272
00201101	Consumptive Use Permit Consolidation	69,534
00203101	HOWELL BR RD DETECT WARNINGS	114,018
00255201	UTILITIES MASTER PLAN	2,152,980
00285101	Northwest Service Area Maintenance Facility	149,960
	Subtotal	*3,627,764*
Water Plant Improvements (WS) Family		
00056602	Lake Hayes Conversion to Repump	867,910
00115701	CHEMICAL FEED SYSTEM UPGRADE	6,583
00164301	Yankee Lk Alternative Water	125,530
00178301	Country Club Water Treatment Plant	4,125,945
00178302	COUNTRY CLUB RW AND FW MAINS	2,718,013
00181601	Yankee Lk Surface Water Plant	25,692,245
00195700	WATER QUALITY PLANT UPGRADES - PARENT	4,500
00195701	Water Quality Plant Upgrades	599,974
00195702	Lynwood Water Treatment Facility Upgrade/Ozone	759,794
00195703	SER Water Treatment Plant Improvements/Ozone	5,391,136
00195706	LYNWOOD WTP INTERIM CHEMICAL UPGRADE	839,047
00195707	SER WTP INTERIM CHEMICAL UPGRADE	369,454
00195799	WATER QUALITY PLANT UPGRADES - FY 11	14,500
00200401	Markham Aquifer Storage Well	705,109
00201501	Potable Well Improvements	189,500
00201502	Heathrow Well Field Modifications	815,496
00201503	CUP Required Projects	1,046,077
00201505	WELLHEAD PROTECT IMPROVEMENTS	33,122
00201507	Indian Hills Well #2 Modifications	10,112
00201508	Miscellaneous Well Projects	30,359
00201599	POTABLE WELL IMPROVEMENTS - FY 11	74,000
00203301	FWS Water Plant Upgrades	38,400
00203302	Lake Harriet Water Treatment Plant Decommission	51,741
00203303	DRUID HILLS WTP UPGRADES	741,593
00216601	Markham Plant Wells 4 & 5	203,692
00216701	Markham Plant H2S Treatment	19,230,528
00216702	HEATHROW WELL EQUIPMENT IMPROVEMENTS	753,936
00216703	HEATHROW WELLFIELD REDIRECT	535,240
00243501	Indian Hills Water Plant Upgrade	2,382,068
	Subtotal	*68,355,604*

Utilty Adjustments (WS) Family		
00063601	CHAPMAN RD UTILITY ADJUSTMENTS	3,080,010
00065101	Lk Emma Rd Utility Adjustment	185,850
00065201	Minor Roads Utility Upgrades (additional PW funding)	424,699
00065203	Markham Woods Rd South of Lake Mary	3,301
00065204	Wekiva Springs/SR 434 Loop/Interconnect #1	39,369
00065205	CR -46A & International Parkway	39,228
00065206	Potable Water Main Replace Minor Rd	2,411
00065207	SR 436 FLYOVER UTILITY RELOCATE	2,407,960
00065209	Dean Road Widening	24,516
00065210	RED BUG LAKE ROAD/SR 426 PEDESTRIAN OVERPASS	450,000
00065211	Lake Mary Pedestrian Tunnel	97,000
00065212	Orange Blvd Bridge Water Main Replacement	150,000
00065299	Reactive Minor Road Utility Upgrade	319,810
00178101	Bunnel Rd Utility Adjustment	19,664
00283001	South Seminole North Orange County Wastewater Trans	675,000
	Subtotal	*7,918,818*
Water Distribution Improvements (WS) Family		
00064501	Water Distribution Upgrades	159,347
00064518	Misc. Interconnect Phase I	758,810
00064519	Lake Harriet Transmission Main	1,059,752
00064520	NE-NW Interconnect @ Rib Site	256,826
00064522	Misc. Interconnect Phase 2	137,693
00064523	LARGE METER IMPROVEMENT PROGRAM	1,682,353
00064524	CYPRESS SPRINGS METER UPGRADES	45,554
00064526	BEAR LAKE WATER MAIN LOOP	43,129
00064527	WELL METER UPGRADES	270,000
00064599	WATER DISTRIBUTION IMPROVEMENTS - FY11	225,911
00182301	Markham Woods Road Utilities	58,848
00193601	Bear Lake Woods Road Potable Water Main Interconnect	580,391
00203201	FWS Water System Upgrades	547,235
00203202	APPLE VALLEY TRANSMISSION MAIN	373,610
00207801	Orange Boulevard Utilities	7,307
00216501	Elder Road / Orange Boulevard Potable Water Main	22,770
	Subtotal	*6,229,536*
Wastewater Pump Station Upgrades (WS) Family		
00082904	Pump Station Upgrades	190,671
00082908	Pump Station Standards/White Sands C	658,496
00082909	Red Willow Pump Station Improvements	170,521
00082910	Emergency Generators/DB	48,102
00082912	HEATHROW MASTER PUMP STATION UPGRADES	933,010
00082999	PUMP STATION UPGRADES - FY 11	303,735
00203901	APPLE VALLEY PUMP STA UPGRADE	12,440
	Subtotal	*2,316,975*
Wastewater Collection System Improvements (WS) Family		
00083101	Collection System Enhancements	159,833
00083102	Fox Hollow Pump Station/Force Main	159,763
00083104	Woodcrest 5 Pump Station	209,348
00194901	Sand Lake Rd Force Main Adjustment	12,801
00217701	Orange Blvd Utility Adjustments	57,456
00218301	NW Collection System Upgrades	36,814
00219701	SR 46 Force Main Extension	5,267,881
	Subtotal	*5,903,896*

Reclaimed Water System Improvements (WS) Family		
00195201	Yankee Lake Plant Expansion Rerate	12,357,595
00204001	Tri-Party Optimization Program	1,111,046
00217101	Heathrow Boulevard Reclaimed Water Main	1,654,376
00217201	Residential Reclaimed Water Main Retrofit Phase II	357,681
00223001	Residential Reclaimed Water Main Retrofit Phase III	160,351
00223101	Residential Reclaimed Water Main Retrofit Phase IV	173,720
00223201	Residential Reclaimed Water Main Retrofit Phase V	462,884
00227401	Greenwood Reclaim Plant Rerate	6,338,421
00227402	GW LAKE MARY PUMP STATION MODIFICATIONS	640,000
00247901	Orange Blvd Utility Adjustments	45,164
	Subtotal	*23,301,238*
Iron Bridge Agreement (WS) Family - NEW		
00216401	Iron Bridge Agreement	20,751
00216402	IRON BRIDGE - EQUIPMENT REPLACEMENT	263,395
00216405	IRON BRIDGE - LOW VOLTAGE	425,200
00216490	IRON BRIDGE - ON GOING PROJECT	36,538
	Subtotal	*745,884*
Environmental Services - Solid Waste Element Projects		
Central Transfer Stations Improvements (SW) Family		
00137801	Citizens' Service Area at Central Transfer Station	1,815,127
00201901	Tipping Floor Resurfacing	152,555
00244509	Transfer Station Refurbishment	300,000
00281401	Central Transfer Station - Hoppers Rehabilitation	245,717
	Subtotal	*2,513,399*
Resurfacing (SW) Family		
00160801	Landfill Roadways Repairs	872,443
00281201	Landfill Yard Waste Area Rehabilitation	609,846
	Subtotal	*1,482,289*
Planning and Permitting (SW) Family		
00216001	Osceola Landfill NPDES Permit	7,949
00244801	Landfill Title Five Air Permit Renewal	81,355
00245101	Landfill Solid Waste Operating Permit - Renewal	124,096
	Subtotal	*213,400*
Scale Management System (SW) Family		
00244501	Landfill Scalehouse	1,136,471
	Subtotal	*1,136,471*
Landfill Environmental Controls (SW) Family		
00244502	Osceola Road Landfill Leachate Tank Refurb.	44,789
00244503	Osceola Road Landfill Monitoring Well Refurb.	17,437
00244504	Osceola Road Landfill Lift Pump Station Pumps Replacement	21,433
00244601	Landfill Gas System Expansion	800,918
	Subtotal	*884,577*
00276701	Landfill Fuel Island Roof	70,000
Leisure Services - Recreation and Open Space Element Projects		
00234601	Jetta Point Park	264,735
00234626	Cameron Wight Park Boating Improvements	96,966
00234627	C. S. Lee Park Boating Improvements	448,189
00234628	Mullet Lake Park Boating Improvements	139,055
00234637	Black Bear Wilderness Area Improvements	800,000
00234647	Lake Harney Wilderness Area Improvements	225,000
00234648	Geneva Wilderness Area Improvements	225,000
80000010	FRDAP Grant - Wilson's Landing	265,926
		2,464,871

Public Works - Includes Transportation and Drainage Element Projects

00006201	Bunnell Rd - Eden Park Rd to West Town Pkwy	22,529
00006202	Bunnell Rd - Eden Park Ave (Construction)	5,495,019
00006203	Bunnell and Eden Park Utility Relocation (Altamonte)	303,283
00006301	Chapman Rd - SR 426 to SR 434	17,586,250
00006602	CR 419 / Eastern Limits	45,026
00007002	Mitigation - County Road 427	186,691
00007202	CR 427 V & VI - US 17-92 to Lake Mary Blvd	42,188
00007203	County Road 427 Phase V & VI Mitigation	62,560
00008302	Sweetwater Cove Tributary	2,381,129
00008702	Seminola Blvd/Cumberland Farms Store	388,107
00009002	Soldiers Creek at 427 RSF	277,477
00011402	County Road 46A Walls and Landscaping	286,214
00012401	Lake Dr - Seminola Blvd to Tuskawilla Rd	112,550
00014602	Wymore Road Sidewalk	69,439
00024202	Howell Branch Rd - Lake Howell Rd to SR 436 - Landscaping	195,000
00054101	Lake Emma Rd - Sand Pond Rd to Longwood Hills Rd	10,861,672
00054102	Laker Emma Road Utility Relocation	84,374
00065201	Minor Roads Utility Upgrades (Env. Services project)	306,000
00137101	Asphalt Surface Maintenance Program	106,403
00137102	Osceola Road Resurfacing	41,653
00174503	SR 434 Sedimentation Basin	1,081,575
00187714	CROSS SEMINOLE TRAIL	56,341
00187718	Riverwalk Trail - County Road 15 to French Avenue	2,000,000
00187757	Big Tree Park Trailhead	325,901
00187759	CROSS SEMINOLE TRAIL MISSING LINK	1,498,750
00187760	Seminole Wekiva Trail Phase 4	600,000
00187761	Longwood Markham Rd. & Markham Road Trail/Sidewalk	311,626

Minor Roads Family

00191636	CR 431 (Orange Blvd) - CR 46A to SR 46	567,866
00191640	Country Club Rd - Rantoul Ln to CR 46A	640,148
00191646	Tuskawilla Rd to SR 417	108,285
00191652	CR 426 Safety Improvements	2,077,946
00191654	Jacobs Trail	366,056
00191655	Howell Creek Dam at Lake Howell Road	11,784
00191656	Longwood - Lake Mary Road	1,286,365
00191660	CR 46A at international Parkway Intersection Improvement	250,794
00191663	Future Projects Preliminary Engineering Evaluations	210,014
00191669	Wymore Rd and Oranole Rd Intersection Improvements	385,816
00191671	CR 427 (S R.Reagan Blvd) and North St Intersection Imprmts	483,034
00191672	W Lake Mary Blvd & Lake Emma Rd Intersection Imprvmts	96,920
00191673	State Road 426 and Mitchell Hammock Road Intersection	48,979
00191674	Palm Springs / E Central Parkway	306,557
00191675	Sand Lake Road / Hunt Club Blvd	175,000
	Subtotal	*7,015,564*

00192007	Wekiva Springs Rd Intersection Improvements	491,854
00192014	Bear Lake Rd - Orange County Line to SR 436	98,111
00192015	Markham Woods Rd (E Williamson to Lake Mary)	334,971
00192017	Markham Woods Road Gravity Well Repair	334,209

Sidewalk Family

00192509	Dike Road Sidewalk	675,000
00192584	County Road 46A Sidewalk	350,021
00192592	Midway Elementary School Area Sidewalk	994,568
00192599	East Hillcrest Street / Alpine Street Sidewalk	99,204
00192902	Country Club Road (C-15) Sidewalk	99,900
00192903	Mikler Road Sidewalk	250,002
00192905	Jamestown Community Sidewalk	31,093
00192909	WILSON RD SIDEWALK	24,119
00192910	Walker Elementary / Snowhill Rd Sidewalk	300,000
00192911	Eastbrook Elementary Area Sidewalks	325,000
00192912	Sterling Park Elementary / Eagle Circle Sidewalks	375,000
00192914	UPSALA RD. SIDEWALK	245,622
00192917	Airport Blvd Sidewalk	50,000
00192918	Grand Rd Sidewalk	350,000
00192919	Hattaway Dr Sidewalk	425,000
00192920	20th Street Sidewalk	175,000
00192921	Add Truncated Domes and Curb Ramps	100,000
00192922	East Altamonte Area Sidewalks	125,000
00192923	Merritt Street Sidewalk Reconstruction	20,000
00192924	Altamonte Elementary School Sidewalk	523,963
	Subtotal	*5,538,492*

00192701	Lake Jesup Basin Navy Canal	6,631
00192703	Mitigation Lake Jesup Basin RSF	120,000
00196901	Red Bug Pedestrian Overpass at Elementary School	3,339,171
00197001	US 17-92 Sanford Lakefront Project	2,900,000
00198101	Dean Road - SR 426 to Orange County Line	690,417
00198102	CR 419 Widening Lanes	5,735,390
00202353	Railroad Crossing Interim Improvements	28,600
00202507	School Traffic Circulation Commitment	166,366
00203002	Elder Creek / CR - 15 Pond	46,408
00205202	SR 426 / CR 419 Oviedo Cost Shared (TRIPS)	6,212,721
00205204	Altamonte Pedestrian Overpass (County / City Shared Cost)	2,000,000
00205302	SR 434 - Montgomery Rd to I-4 (TRIPS)	113,673
00205303	SR 434 Widen from 4 to 6 Lanes	8,620,569
00205304	SR 434 Six Laning - Rangeline Rd to CR 427	5,557,111
00205305	State Road 434 - Mongomery to I-4 - Utility Relocation	153,562
00205402	SR 46 2 to 4 Lanes Widening *[BAR 11-96 FDOT Reimbersement 9/2.*	(1,027,746)

Traffic Signals Family

00205531	Seminola at Button Mast Arms	58,265
00205540	SR434 @ CONSOLIDATED SERVICES	100,000
00205541	UPS Systems for Signals	110,000
00205542	SR436 Traffic Responsive System	340,425
00205545	Rinehart at Oregon Avenue - New Signal	180,000
00205546	Howell Branch Rd at Fire Station 23 - Mast Arm Conversion	180,000
00205547	Red Bug at Fire Station 27 - Mast Arm Conversion	180,000
00205548	Lake Mary Blvd Traffic Adaptive System	150,000
00205555	SR 400 / I-4 at SR 46 Mast Arms	36,800
	Subtotal	*1,335,490*

Traffic Fiber and ATMS Family		
00205623	AERIAL FIBER UPGRADES	6,250
00205625	US Highway 17-92 at SR 417 Fiber Cabine Upgrade	70,000
00205626	Lake Mary Blvd at Rinehart Rd Fiber Hub Cabinet Upgrade	70,000
00205627	SR 434 at Sand Lake Rd Fiber Cabinet Upgrade	60,000
00205726	Network AsBuilts	350,016
00205733	Transponder Reader Stations	150,000
00205738	Alternative TMC Improvements	150,000
00205739	Core Switch Upgrade	200,000
00205740	Sign Verification Device Upgrade	100,000
	Subtotal	*1,156,266*
Secondary Stormwater Family		
00209108	Lincoln Heights Drainage Improvements	2,563,742
00209110	West Crystal Dr. Drainage Improvements	248,994
00209113	Red Bug Lake Rd Outfall Drainage Improvements	504,363
00209114	Red Bug Lake Rd at Howell Creek Erosion Control	864,881
00209115	Upsala Rd CR 15 Drainage Improvements	250,000
00229115	SR 426 at Aloma Woods Conveyence Improvements	500,000
	Subtotal	*4,931,980*
00226301	SR 436 at Red Bug Lake Rd Interchange	23,309,600
00226302	SR 436 / RBL Interchange Casselberry Utility Relocate	1,633,000
00226303	SR 436 / RBL Interchange SNNOCWTA Utility Relocate	1,056,300
Arterial / Collector Pavement Rehabilitation Family		
00227040	County Road 415 / 13th Street Pavement Rehabilitation	250,000
00227041	County Road 415 / Celery Avenue Pavement Rehabilitation	173,393
00227046	County Road 419	7,684
00227050	Brisson Ave. Roadway and Base Reconstruction	1,175,238
00227052	Dike Rd Roadway & Base Reconstruction	375,000
00227053	Sand Lake Rd Roadway & Base Reconstruction	445,000
00227054	N Hunt Club Blvd Roadway & Base Reconstruction	1,200,000
00227055	CR 425 Roadway & Base Reconstruction	370,000
00227056	Red Bug Lake Rd Roadway & Base Reconstruction	1,500,000
00227057	Wekiva Springs Rd Roadway & Base Reconstruction	250,000
00227058	Upsala Road Roadway and Base Reconstruction	615,000
	Subtotal	*6,361,315*
00228301	Sylvan Lake Outfall / Lake Level Control	2,044,140
00229001	Cassel Creek Stormwater Facility	759,254
00229204	Aloma Ave at Red Bug Lake Rd - Pedestrian Overpass	4,740,689
00229205	Lake Mary Blvd at international Pkwy - Pedestrian Crossing	4,380,723
00233801	CLUB II REGIONAL STORMWATER FACILITY/JPP	105,394
00241701	Midway Regional Stormwater Facility (IFAS)/Joint Participant	2,025,280
00251401	Rail Related Transit	38,224,000
00255731	Courtland Loop Tuska Bay	3,428
00255801	SR 46 Gateway Sidewalk - Hickman Dr to Airport Blvd / JPP	138,300
00258401	Lockhart Smith Canal Regional Stormwater Facility	191,046
00259501	Grace Lake Design Modeling	878,132
00262101	Howell Creek Drive Outfall Improvement	170,000
00262111	Canterclub Trail Sinkhole	300,000
00262121	Asset Pavement Management Inventory	212,000
00262141	Celery Avenue Realignment	366,000
00276901	Total Maximum Daily Load Reduction Capital Projects	307,170
00276905	TMDL/BMAP - Wekiva Basin	112,317
00276906	TMDL/BMAP - Lake Jesup	49,642

00277001	Lake Mary Boulevard at Sun Drive Secondary Drainage	189,761
00278501	SR 46 and SR 415 / East Lake Mary Blvd Intersection	734,392
00279401	Osceola Pavement Markings	398,695
00282001	Whispering Winds Pond	99,156
00283101	Orange Blvd At Lockhart Smith Canal Bridge Replacement	1,099,929
00283401	Dyson Dr at Lake Howell Creek Bridge	900,000
00283501	Lake Howell Rd at Howell Creek Bridge	100,000
00283601	W.25th St. (CR46A) Pavement Rehabilitation - Old Lake Mary	218,676
00283801	Lake Mary Blvd Pavement Rehabilitation	151,920
00283901	Cross Seminole Trail Trestle Bridge Repair and Rehabilitation	52,712
00284201	Lake Jesup Evaluation Study	41,209
00284801	SR 46 PD&E Study	750,000
00284901	ARRA - Rinehart Road Resurfacing	20,549
00285001	Lake Hodge Outfall	156,236
00285501	Lake Mary Blvd Reconstruction ARRA	1,198,786
90000101	Minor Road Program - GECs	125,000
90000102	Collector Roads Program - GECs	125,000
90000103	Future Years State Road System - GECs	125,000
90000104	Safety / Sidewalk Program - GECs	125,000
90000115	Asphalt Surface Maintenance Program	2,051,570
90000116	Bridge Rehabilitation and Repairs	250,000
99999999	Project Contingency	4,257,492
		201,166,380

Source: Seminole County Fiscal Services *File: 2011 CIE - Fiscal Services Modified Final Proj Lists.xlsx*

2012
CIE Project Schedule Update

Summary of CIE Funding and Expenditures

CIE Totals by Fund	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17
17/92 Redevelopment Fund	1,750,000.00	1,750,000.00	1,750,000.00	1,750,000.00	1,750,000.00
Anticipated Grants Fund	-	13,037,988.00	1,013,784.00	-	-
Community Development Block Grant	240,000.00	-	-	-	-
Facilities Maintenance Fund	600,107.00	-	-	-	-
Infrastructure Sales Tax Fund - 1991	5,125,000.00	-	10,125,000.00	-	-
Infrastructure Sales Tax Fund - 2001	33,132,900.00	21,592,000.00	1,067,440.00	716,000.00	-
Interlocal Agreements	190,000.00	-	-	-	-
Natural Lands Donation Fund	19,995.00	-	-	-	-
Natural Lands/Trail Bond Fund	1,150,000.00	-	-	-	-
Sewer Connection Fees	4,853,463.00	717,828.00	439,600.00	439,600.00	439,600.00
Solid Waste Fund	412,500.00	531,625.00	646,461.00	1,078,877.00	1,049,071.00
Transportation Trust Fund	20,000.00	500,000.00	500,000.00	500,000.00	500,000.00
Unfunded - 80200	-	13,718,707.00	5,351,000.00	11,428,277.00	3,500,000.00
Water & Sewer (Operating) Capital Fur	13,332,423.00	9,309,224.00	7,161,298.00	5,924,659.00	7,075,503.00
Water & Sewer Bonds, Series 2006	56,000.00	-	-	-	-
Water & Sewer Bonds, Series 2010	3,432,794.00	-	-	-	-
Water & Sewer Operating Fund	979,290.00	979,290.00	979,290.00	979,290.00	979,290.00
Water Connection Fees	576,466.00	373,348.00	48,647.00	48,647.00	48,647.00
GRAND TOTALS	**65,870,938.00**	**62,510,010.00**	**29,082,520.00**	**22,865,350.00**	**15,342,111.00**

CIE Totals by Element	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17
Drainage	625,000.00	14,005,000.00	3,500,000.00	3,500,000.00	3,500,000.00
Mass Transit	-	500,000.00	500,000.00	500,000.00	500,000.00
Potable Water	13,118,145.00	8,489,466.00	5,439,108.00	4,656,990.00	7,103,754.00
Recreation/Open Space	2,010,102.00	4,788,707.00	2,351,000.00	7,928,277.00	-
Sanitary Sewer	10,112,291.00	2,890,224.00	3,189,727.00	2,735,206.00	1,439,286.00
Solid Waste	412,500.00	531,625.00	646,461.00	1,078,877.00	1,049,071.00
Transportation	39,592,900.00	31,304,988.00	13,456,224.00	2,466,000.00	1,750,000.00
GRAND TOTALS	**65,870,938.00**	**62,510,010.00**	**29,082,520.00**	**22,865,350.00**	**15,342,111.00**

Source: Seminole County Resource Management

CIE Funding and	Project #	Project Title	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Drainage	00008303	WEKIVA BASIN TMDL- WEST TRIANGLE DRIVE @ SWEETWATER CREEK RSF	-	1,450,000.00	-	-	-
Drainage	00008304	WEKIVA BASIN TMDL-HUNT CLUB BLVD @ W. WEKIVA TRAIL RSF	-	380,000.00	-	-	-
Drainage	00009002	SOLDIERS CREEK @ CR 427 RSF - LAKE JESUP TMDL PROJECT	-	2,700,000.00	-	-	-
Drainage	00009002	SOLDIERS CREEK @ CR 427 RSF - LAKE JESUP TMDL PROJECT	250,000.00	-	-	-	-
Drainage	00009003	HOWELL CREEK - LAKE JESUP TMDL	-	1,700,000.00	-	-	-
Drainage	00009004	BEAR GULLY CANAL - LAKE JESUP TMDL	-	1,050,000.00	-	-	-
Drainage	00009005	SIX MILE CREEK - LAKE JESUP TMDL PROJECT	-	1,350,000.00	-	-	-
Drainage	00229114	E SETTLERS LOOP CROSS DRAIN AND OUTFALL DITCH IMPROVEMENTS	-	1,500,000.00	-	-	-
Drainage	00255701	SUBDIVISION RETROFIT PROGRAM	-	3,500,000.00	3,500,000.00	3,500,000.00	3,500,000.00
Drainage	00265211	SIX MILE CREEK @ MILLER ROAD - LAKE JESUP BASIN- SIX MILE CREEK SUB BASIN	100,000.00	200,000.00	-	-	-
Drainage	00265212	SIX MILE CREEK @ EAGLE LAKE RSF -LAKE JESUP BASIN TMDL	125,000.00	175,000.00	-	-	-
Drainage	00265301	WEKIVA BASIN TMDL PHASE I	150,000.00	-	-	-	-
Drainage Total			**625,000.00**	**14,005,000.00**	**3,500,000.00**	**3,500,000.00**	**3,500,000.00**
Mass Transit	00251401	RAIL RELATED TRANSIT	-	500,000.00	500,000.00	500,000.00	500,000.00
Mass Transit Total			**-**	**500,000.00**	**500,000.00**	**500,000.00**	**500,000.00**
Potable Water	00021700	Oversizing and Extension (Parent)	25,875.00	25,875.00	22,500.00	22,500.00	22,500.00
Potable Water	00021700	Oversizing and Extension (Parent)	31,625.00	31,625.00	27,500.00	27,500.00	27,500.00
Potable Water	00022901	Small Meter Replacement Program	979,290.00	979,290.00	979,290.00	979,290.00	979,290.00
Potable Water	00063601	Chapman Road Utility Relocation	167,603.00	-	-	-	-
Potable Water	00064522	Miscellaneous Interconnects Phase II	36,946.00	45,752.00	-	-	-
Potable Water	00064523	Large Meter Improvement Program	27,586.00	-	-	-	-
Potable Water	00064525	Meredith Manor Small Pipe Improvements	-	2,158,227.00	-	-	-
Potable Water	00064532	Old Tuskawilla Piping Improvements	-	-	-	-	1,849,272.00
Potable Water	00064533	Apple Valley Distribution Upgrades	-	-	-	-	1,248,149.00
Potable Water	00064534	Druid Hills Distribution Upgrades	-	-	-	-	434,175.00
Potable Water	00064536	Reclaim Main Valve Upgrades	25,000.00	-	-	140,000.00	140,000.00
Potable Water	00065200	Minor Roads Utility Upgrades (Parent)	28,907.00	28,907.00	26,147.00	26,147.00	26,147.00
Potable Water	00065200	Minor Roads Utility Upgrades (Parent)	36,791.00	36,791.00	33,278.00	33,278.00	33,278.00
Potable Water	00065200	Minor Roads Utility Upgrades (Parent)	197,097.00	197,097.00	178,275.00	178,275.00	178,275.00
Potable Water	00065209	Dean Road Widening	228,000.00	18,000.00	1,237,855.00	-	-
Potable Water	00065213	Howard Avenue Potable Water Improvements	77,526.00	-	-	-	-
Potable Water	00065214	Longwood/Markham Road Trail Extension	57,500.00	-	-	-	-
Potable Water	00065215	Cassel Creek Utility Relocates	6,203.00	-	-	-	-
Potable Water	00065215	Cassel Creek Utility Relocates	6,203.00	-	-	-	-
Potable Water	00065218	Wekiva Parkway Utility Relocates	-	-	-	700,000.00	-
Potable Water	00164301	Yankee Lake Alternative Water	62,500.00	62,500.00	-	-	-
Potable Water	00178301	Country Club Water Treatment Plant/Ozone Improvements	423,000.00	252,000.00	-	-	-
Potable Water	00178301	Country Club Water Treatment Plant/Ozone Improvements	423,000.00	252,000.00	-	-	-
Potable Water	00178302	Country Club Raw Water Main	344,344.00	-	-	-	-
Potable Water	00195700	Water Quality Plant Upgrades (Parent)	60,000.00	-	-	-	-
Potable Water	00195702	Lynwood Water Treatment Facility Upgrade/Ozone	3,432,794.00	-	-	-	-
Potable Water	00195702	Lynwood Water Treatment Facility Upgrade/Ozone	1,479,949.00	250,000.00	-	-	-
Potable Water	00195703	South East Regional Water Treatment Plant Improvements/Ozone	1,383,692.00	801,600.00	-	-	-
Potable Water	00200401	MARKHAM AQUIFER STORAGE WELL	-	-	500,000.00	-	-
Potable Water	00201101	Consumptive Use Permit Consolidation	17,500.00	17,500.00	15,000.00	15,000.00	15,000.00

CIE Funding and	Project #	Project Title	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Potable Water	00201500	Potable Well Improvements (Parent)	115,000.00	115,000.00	100,000.00	100,000.00	100,000.00
Potable Water	00201503	CUP Required Projects	896,290.00	3,537.00	-	-	-
Potable Water	00201505	Wellhead Protect Improvements	-	6,000.00	-	-	-
Potable Water	00201510	Potable Well Evaluations	240,000.00	-	-	-	-
Potable Water	00203101	Security Improvements/Enhancements	250,000.00	-	750,000.00	750,000.00	-
Potable Water	00203203	Apple Valley Well Replacement	350,000.00	1,370,000.00	650,000.00	-	-
Potable Water	00203204	Apple Valley Water Treatment Plant Upgrades - Phase 1&2	998,099.00	237,288.00	919,263.00	-	-
Potable Water	00216701	Markham Water Treatment Plant H2S Improvements	242,010.00	914,800.00	-	-	-
Potable Water	00216702	Heathrow Well Equipment Improvements	28,832.00	-	-	-	-
Potable Water	00216703	Heathrow Wellfield Redirect	338,983.00	85,677.00	-	-	-
Potable Water	00216705	Markham Wells Property Acquisition/Replacement-North West Service Area Supply We	100,000.00	600,000.00	-	1,685,000.00	-
Potable Water	00227407	Greenwood Lakes Water Reclamation Facility Improvements	-	-	-	-	1,500,000.00
Potable Water	00254202	I-4/SR 46 Utility Relocate	-	-	-	-	550,168.00
Potable Water Total		***NOTE: Water projects in the second five years have not been adopted by the BCC and therefore are not listed"***	**13,118,145.00**	**8,489,466.00**	**5,439,108.00**	**4,656,990.00**	**7,103,754.00**
Rec/Open Space	00187760	SEMINOLE WEKIVA TRAIL PHASE IV	300,000.00		-	-	-
Rec/Open Space	00187760	SEMINOLE WEKIVA TRAIL PHASE IV		2,000,000.00	-	-	-
Rec/Open Space	00187763	LONGWOOD MARKHAM TRAIL CONNECTOR	850,000.00	-	-	-	-
Rec/Open Space	00234602	Sylvan Lake Park Playground Replacement & Additions	-	200,000.00	200,000.00	-	-
Rec/Open Space	00234603	Sylvan Lake Park - Sports Lighting of Fields C & D	-	330,824.00	-	-	-
Rec/Open Space	00234604	Sylvan Lake Park - Boardwalk Replacement	-	-	30,000.00	500,000.00	-
Rec/Open Space	00234606	Sanlando Park Shade Cover Additions	-	75,000.00	75,000.00	75,000.00	-
Rec/Open Space	00234607	Seminole County Softball Complex-Irrigation Replacement for Sports Fields	-	45,000.00	-	-	-
Rec/Open Space	00234608	Sanlando Park Playground Replacement	-	200,000.00	-	-	-
Rec/Open Space	00234609	Softball Complex Scoreboard Replacement	-	35,000.00	-	-	-
Rec/Open Space	00234611	Red Bug - Park Playground Replacement & Additions	-	300,000.00	-	-	-
Rec/Open Space	00234612	Red Bug Lake Park Shade Cover Additions	-	75,000.00	75,000.00	75,000.00	-
Rec/Open Space	00234613	Red Bug Lake Park - Irrigation Replacement for Sports Fields	-	35,000.00	-	-	-
Rec/Open Space	00234616	Kewannee Playground and Access Improvements	-	200,000.00	-	-	-
Rec/Open Space	00234618	Greenwood Lakes Park Playground Replacement	-	180,000.00	-	-	-
Rec/Open Space	00234619	Bookertown Park Playground Replacement	-	-	160,000.00	-	-
Rec/Open Space	00234620	Jamestown Playground and Site Improvements	-	-	-	135,000.00	-
Rec/Open Space	00234621	Lake Mills Park Playground Replacement	-	-	-	160,000.00	-
Rec/Open Space	00234622	Upgrade Sports Field Lighting	-	-	-	519,277.00	-
Rec/Open Space	00234623	Red Bug Lake Sports Lighting Replacement	-	226,000.00	203,000.00	250,000.00	-
Rec/Open Space	00234624	Sanlando Park - Sports Lighting Replacement	-	300,000.00	-	-	-
Rec/Open Space	00234630	Turf Field Renovations	-	-	200,000.00	-	-
Rec/Open Space	00234631	Maintenance Shop Security Fencing	-	-	-	22,000.00	-
Rec/Open Space	00234632	Fencing Replacement	-	-	38,000.00	-	-
Rec/Open Space	00234633	Multi-Use Turf Field Replacement	-	-	200,000.00	-	-
Rec/Open Space	00234634	Park Boardwalk Re-alignment	-	26,883.00	-	-	-
Rec/Open Space	00234635	Big Tree Park Boardwalk and Lighting	-	-	220,000.00	-	-
Rec/Open Space	00234636	Big Tree Park Potable Water	-	-	50,000.00	-	-
Rec/Open Space	00234638	Bookertown Park Sidewalks and Parking	-	-	-	75,000.00	-

CIE Funding and Project #		Project Title	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Rec/Open Space	00234639	Greenwood Lakes Park Security Lighting	-	-	-	40,000.00	-
Rec/Open Space	00234640	Kewannee Boardwalk Replacement	-	-	-	300,000.00	-
Rec/Open Space	00234641	Lake Jesup Boat Launch and Site Improvements	-	-	-	137,000.00	-
Rec/Open Space	00234642	Lake Mills Park Boardwalk Replacement and Restroom Renovation	-	560,000.00	-	-	-
Rec/Open Space	00234643	Lake Mills Park Traffic Circulation and Safety Lighting	-	-	-	540,000.00	-
Rec/Open Space	00234644	Lake Monroe Wayside Park Improvements	-	-	400,000.00	-	-
Rec/Open Space	00234645	Overlook Park Boardwalk Replacement	-	-	-	100,000.00	-
Rec/Open Space	00234646	Soldiers Creek Park Redevelopment	-	-	-	5,000,000.00	-
Rec/Open Space	00273931	Roof Capital Maintenance - Leisure (Ongoing)	288,072.00	-	-	-	-
Rec/Open Space	00273941	Exterior Building Capital Maintenance - Leisure Services (Ongoing)	184,876.00	-	-	-	-
Rec/Open Space	00273952	Flooring Replacement - Leisure Services (Ongoing)	127,159.00	-	-	-	-
Rec/Open Space	00282601	Sunland Park	-	-	500,000.00	-	-
Rec/Open Space	00285801	City of Oviedo Round Lake Park Improvements/Rehabilitation	240,000.00	-	-	-	-
Rec/Open Space	80000022	Urban and Community Forestry Grant Project	19,995.00	-	-	-	-
Recreation/Open Space Total			**2,010,102.00**	**4,788,707.00**	**2,351,000.00**	**7,928,277.00**	**-**
Sanitary Sewer	00024803	SCADA Systems Upgrades	10,471.00	6,099.00	-	-	-
Sanitary Sewer	00024803	SCADA Systems Upgrades	6,981.00	4,066.00	-	-	-
Sanitary Sewer	00024803	SCADA Systems Upgrades	17,452.00	10,164.00	-	-	-
Sanitary Sewer	00024806	SCADA System Hardware	34,500.00	-	-	-	-
Sanitary Sewer	00024806	SCADA System Hardware	23,000.00	-	-	-	-
Sanitary Sewer	00024806	SCADA System Hardware	57,500.00	-	-	-	-
Sanitary Sewer	00082900	Wastewater Pump Station Upgrades (Parent)	375,000.00	375,000.00	334,822.00	334,822.00	334,822.00
Sanitary Sewer	00082900	Wastewater Pump Station Upgrades (Parent)	1,125,000.00	1,125,000.00	1,004,464.00	1,004,464.00	1,004,464.00
Sanitary Sewer	00082912	Heathrow Master Pump Station Upgrades	323,073.00	50,087.00	-	-	-
Sanitary Sewer	00082912	Heathrow Master Pump Station Upgrades	969,217.00	150,262.00	-	-	-
Sanitary Sewer	00082914	Pump Station Conversion to Digital Radio	208,726.00	11,226.00	-	-	-
Sanitary Sewer	00082914	Pump Station Conversion to Digital Radio	1,878,530.00	101,030.00	-	-	-
Sanitary Sewer	00083104	Woodcrest 5 Pump Station	14,250.00	-	-	-	-
Sanitary Sewer	00083104	Woodcrest 5 Pump Station	4,750.00	-	-	-	-
Sanitary Sewer	00195204	Yankee Lake Wastewater Regional Facility Phase 3 Improvements	-	-	403,000.00	403,000.00	-
Sanitary Sewer	00216402	Iron Bridge Equipment Replacement	73,135.00	25,300.00	34,441.00	-	-
Sanitary Sewer	00216404	Iron Bridge Flow Equalization	127,560.00	-	850,400.00	892,920.00	-
Sanitary Sewer	00216406	Iron Bridge Secondary Clarifier Drives	-	-	212,600.00	-	-
Sanitary Sewer	00216410	Iron Bridge - Wetland Pump Station	510,240.00	510,240.00	-	-	-
Sanitary Sewer	00219701	SR 46 Force Main Upgrade	59,200.00	-	-	-	-
Sanitary Sewer	00219701	SR 46 Force Main Upgrade	88,800.00	-	-	-	-
Sanitary Sewer	00223101	Residential Reclaimed Water Main Retrofit Phase III	3,636,000.00	163,000.00	-	-	-
Sanitary Sewer	00227402	Greenwood Lakes/Lake Mary Pump Station Modifications	179,179.00	-	-	-	-
Sanitary Sewer	00227402	Greenwood Lakes/Lake Mary Pump Station Modifications	59,727.00	-	-	-	-
Sanitary Sewer	00283001	Aloma/436 Red Bug Main Relocate-SSNOCWTA	56,000.00	-	-	-	-
Sanitary Sewer	00283001	Aloma/436 Red Bug Main Relocate-SSNOCWTA	-	56,000.00	56,000.00	56,000.00	56,000.00
Sanitary Sewer	00283001	Aloma/436 Red Bug Main Relocate-SSNOCWTA	44,000.00	44,000.00	44,000.00	44,000.00	44,000.00
Sanitary Sewer	00283002	SSNOCWTA Infilitration & Inflow Correction SE Collection System	230,000.00	258,750.00	250,000.00	-	-
Sanitary Sewer Total		***NOTE: Sewer projects in the second five years have not been adopted by the BCC and therefore are not listed"***	**10,112,291.00**	**2,890,224.00**	**3,189,727.00**	**2,735,206.00**	**1,439,286.00**

IE Funding and	Project #	Project Title	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Transportation	00205631	SR 436 FIBER UPGRADE	50,000.00	-	-	-	-
Transportation	00205743	VIDEO DETECTION INSTALLATION (23 LOCATIONS)	100,000.00	-	-	-	-
Transportation	00205744	VARIABLE MESSAGE SIGN UPGRADES (10 LOCATIONS)	150,000.00	-	-	-	-
Transportation	00227012	ARTERIAL COLLECTOR PAVEMENT REHAB PARENT	-	1,710,000.00	-	-	-
Transportation	00227059	SNOW HILL RD DRAINAGE AND PAVEMENT RECONSTRUCTION PROJECT	1,000,000.00	-	-	-	-
Transportation	00227062	SAND LAKE ROAD PAVEMENT REHABILITATION	110,000.00	-	-	-	-
Transportation	00227063	HUNT CLUB BLVD PAVEMENT REHABILITATION	400,000.00	-	-	-	-
Transportation	00227064	DOUGLAS AVE PAVEMENT REHABILITATION	200,000.00	-	-	-	-
Transportation	00255801	STATE ROAD 46 GATEWAY SIDEWALK	156,400.00	-	-	-	-
Transportation	00255801	STATE ROAD 46 GATEWAY SIDEWALK	-	3,128,000.00	-	-	-
Transportation	00262151	PUBLIC WORKS MINOR PROJECTS	300,000.00	-	-	-	-
Transportation	00262161	DIRT ROAD PAVING PROGRAM	1,500,000.00	717,000.00	717,000.00	716,000.00	-
Transportation	00265101	COUNTYWIDE PIPE LINING PROGRAM	760,000.00	440,000.00	-	-	-
Transportation	00265401	TMDL EVALUATION LAKE MILLS SUB BASIN GROUP	125,000.00	250,000.00	-	-	-
Transportation	00265501	MULLET LAKE PARK RD - MIDDLE ST JOHNS RIVER BASIN	175,000.00	175,000.00	-	-	-
Transportation	00282801	Mast Arms Construction Projects	1,750,000.00	1,750,000.00	1,750,000.00	1,750,000.00	1,750,000.00
Transportation	00283100	BRIDGE MAINTENANCE PROJECTS	500,000.00	500,000.00	-	-	-
Transportation	00285601	Target Area Sidewalks	100,000.00	-	-	-	-
Transportation	00285701	Midway Street Light Upgrade	90,000.00	-	-	-	-
Transportation	90000102	GENERAL ENGINEERING CONSULTANTS PROJECT I	100,000.00	-	-	-	-
Transportation	90000103	GENERAL ENGINEERING CONSULTANTS PROJECT II	100,000.00	-	-	-	-
Transportation	90000115	ASPHALT SURFACE AND PAVEMENT MANAGEMENT	6,000,000.00	6,000,000.00	-	-	-
Transportation	90000116	BRIDGE INSPECTION, REHABILITATION, AND REPAIRS	400,000.00	400,000.00	-	-	-
Transportation	90000118	TRAIL ASPHALT RECONSTRUCT/RESURFACING	200,000.00	200,000.00	-	-	-
Transportation Total			**39,592,900.00**	**31,304,988.00**	**13,456,224.00**	**2,466,000.00**	**1,750,000.00**
Grand Total			**65,870,938.00**	**62,510,010.00**	**29,082,520.00**	**22,865,350.00**	**15,342,111.00**

NOTE: Projects highlighted are either unfunded by the Board or dependent upon additional grant funding. The Board has not committed funding to start or complete these projects.
Mass Transit Project #00251401 is related to maintenance of the SunRail commuter stations only.

Source: Seminole County Resource Management

E Funding ar	Project #	Project Description and Scope
POTABLE WATER		
Potable Water	00021700	The Oversizings and Extensions Family of Projects is a series of projects which oversize or extend, as necessary, potable water, reclaimed water, and sewer mains that are developer constructed in support of the County's Utility Master Plan Requirements. Design and construction reimbursements to developers are via amendments to their utility agreements. Projects are necessary to oversize and/or extend as necessary, potable water, reclaimed water and sewer mains that are typically developer constructed in support of the County's Utility Master Plan Requirements.
Potable Water	00021700	The Oversizings and Extensions Family of Projects is a series of projects which oversize or extend, as necessary, potable water, reclaimed water, and sewer mains that are developer constructed in support of the County's Utility Master Plan Requirements. Design and construction reimbursements to developers are via amendments to their utility agreements. Projects are necessary to oversize and/or extend as necessary, potable water, reclaimed water and sewer mains that are typically developer constructed in support of the County's Utility Master Plan Requirements.
Potable Water	00022901	Current inventory of small service meters 5/8 through 2 inch is approximately 46,500 meters. Three thousand (3000) of those units are in service areas acquired eight (8) years ago and records indicate that these meters would be the first units to be changed out. With three (3) meter replacement Technicians designated to this program, the planned target replacement meters should average 4,650 annually. As the oldest meters and associated infrastructure are replaced, efficiencies in replacements should increase. It is anticipated the first cycle of total replacements will take approximately 10 years to complete. Subsequent periods will move at a more efficient pace as infrastructure is upgraded "The primary purpose of the program is to ensure that the cost of water and sewer service is equitable distributed among all customers by accurate meters. A secondary purpose is reduction of current revenue losses that occur because old and worn out meters may under register for long periods without complete stoppage. The program will be ongoing after every meter is changed out at the 10 year cycle. Once the first 10 year cycle is complete the process starts over again."
Potable Water	00063601	Project is to design, permit and construct 5,900 feet of 16 inch water main, 6700 feet of 12 inch force main to support roadway improvements. This project is to be completed in conjunction with the Transportation / Public Works project (#00006301). Project is necessary to relocate existing utilities due to the Transportation / Public Woks Chapman Road Utility Relocation project (00006301).
Potable Water	00064522	Construction of new and upgrade of existing potable water interconnects between Seminole Country and other potable water utilities like Maitland (Druid Hills), Altamonte Springs (Apple Valley, Meredith Manor and Lake Harriett WTP); Casselberry (Red Bug Lake Road/SER); Casselberry (Howell Branch Road/SER); Orange County (McCulloch & Dean/SER); Oviedo (Dunhill/SER); Longwood (427/Northeast Service Area); and Sanford (Seminole Town Center/Lake Monroe) to comply with our water audit. These interconnects will provide support for Seminole County service areas through emergency connections with other utilities in case of loss of pressure or plant shutdown.
Potable Water	00064523	Developing and executing procedures for testing and replacement of large potable meters (3 inches and larger), which measure water use by large commercial accounts. Identifying meters to be replaced requires prior testing. This project is necessary to provide meter reliability and improve customer service.
Potable Water	00064525	Upgrade of existing piping system to improve hydraulic deficiency by increasing the diameter of pipes in the eastern and western portions of the distribution system. Project is necessary to address pressure deficiencies in distribution system.
Potable Water	00064532	Replacement of aging, small water distribution mains in Old Tuskawilla area to current Land Development Code (LDC) requirement of a minimum 6-inch diameter Dyson Dr, Black Acre Trail, Dove lane, Gator lane, Oscelot Trail, Deer run, Elk Court, and Howell Creek Drive. Requirement of the Land Development Code.
Potable Water	00064533	Replacement of aging, small water distribution mains in Apply Valley service area to current Land Development Code (LDC) requirements of a minimum 6-inch diameter including Robin Hill, Peacock Drive, North Street, Virginia Avenue and Pressview Avenue. Land Development Code requirements.
Potable Water	00064534	Replacement of aging, small water distribution mains in Druid Hills service area to current Land Development Code (LDC) requirement of a minimum 6-inch diameter including Flame Avenue, Melanie Way, Cynthis Court, Trinity Woods Lane, and Woodlake Drive. Land Development Code requirements.
Potable Water	00064536	Preliminary engineering services are required to identify 8 existing 24-inch butterfly valves in the reclaimed water distribution system with potential upgrades to gate valves in the future. Improve the ability of operational staff to isolate segments of the reclaimed water distribution system to better perform routine maintenance or repair.
Potable Water	00065200	The Minor Roads Utility Upgrades Family of Projects is a series of projects which consists of the design, permitting, and construction of utility relocations impacted by minor roadway, stormwater, intersection, and sidewalk improvements associated with Public Works Minor Roads Program. This group of projects is necessary to support various stormwater, traffic and roadway construction projects. In order to maintain the operations of the current infrastructure, it is necessary to occasionally relocate the existing infrastructure.

E Funding ar	Project #	Project Description and Scope
Potable Water	00065200	The Minor Roads Utility Upgrades Family of Projects is a series of projects which consists of the design, permitting, and construction of utility relocations impacted by minor roadway, stormwater, intersection, and sidewalk improvements associated with Public Works Minor Roads Program. This group of projects is necessary to support various stormwater, traffic and roadway construction projects. In order to maintain the operations of the current infrastructure, it is necessary to occasionally relocate the existing infrastructure.
Potable Water	00065200	The Minor Roads Utility Upgrades Family of Projects is a series of projects which consists of the design, permitting, and construction of utility relocations impacted by minor roadway, stormwater, intersection, and sidewalk improvements associated with Public Works Minor Roads Program. This group of projects is necessary to support various stormwater, traffic and roadway construction projects. In order to maintain the operations of the current infrastructure, it is necessary to occasionally relocate the existing infrastructure.
Potable Water	00065209	Relocation of existing wastewater and potable water mains to accommodate road widening project (00198101). This project is necessary to adjust utilities in conflict with road widening construction project.
Potable Water	00065213	Relocation of 6-inch water main impacted by Florida Department of Transportation roadway improvements. Relocation needed to accommodate Florida Department of Transporation I-4 widening work.
Potable Water	00065214	Required utility work including adjustments of valve collars and individual service relocations This project is in conjunction with and supports the County Public Works Project (00187761) that is planned for construction during the Fiscal Year 2012/13.
Potable Water	00065215	Relocation of existing utilities due to bridge replacement work in conjunction with Public Works Project #00229001 Cassel Creek Stormwater Facility. This project is necessary to relocate utilities to accommodate Public Works Department Bridget replacement project.
Potable Water	00065215	Relocation of existing utilities due to bridge replacement work in conjunction with Public Works Project #00229001 Cassel Creek Stormwater Facility. This project is necessary to relocate utilities to accommodate Public Works Department Bridget replacement project.
Potable Water	00065218	This project is for the relocation of underground water utility mains to avoid conflicts with construction of the new Wekiva Parkway. The scope of the utility relocation work will be determined when the design for the roadway commences. This project is for the relocation of underground water utility mains to avoid conflicts with construction of the new Wekiva Parkway.
Potable Water	00164301	Prepare design for a future construction of a regional surface water facility on the County's Yankee Lake site to include a surface water intake structure, treatment plant and storage facilities. Project is necessary to provide additional potable water supply due to St. Johns River Water Management District requirements to cap groundwater withdrawals in 2013.
Potable Water	00178301	Design, construction and permitting for plant upgrades including ozone treatment. Greenwood Lakes Water Treatment Plant (WTP) will be decommissioned and select wells will be redirected to the Country Club Water Treatment Plant. The project is needed to maintain the capacity of the plant, meet current and future demand projections, and to comply with Florida Department of Environmental Protection, Chapter 62-550 FAC, water quality regulations in the Northeast service area.
Potable Water	00178301	Design, construction and permitting for plant upgrades including ozone treatment. Greenwood Lakes Water Treatment Plant (WTP) will be decommissioned and select wells will be redirected to the Country Club Water Treatment Plant. The project is needed to maintain the capacity of the plant, meet current and future demand projections, and to comply with Florida Department of Environmental Protection, Chapter 62-550 FAC, water quality regulations in the Northeast service area.
Potable Water	00178302	Project includes approximately 8,500 linear feet of 16" and 20" raw water piping from Greenwood Lakes to Country Club Water Treatment Plant. This project will provide more efficient use of resources and consolidate operations.
Potable Water	00195700	Projects relating to major upgrades to the water plant (including ozone treatment) and interim improvements to the chemical feed systems. Projects are necessary to maintain compliance with water quality regulatory requirements through Treatment Plant improvements as determined by the Water Quality Master Plan.
Potable Water	00195702	This project will provide a liquid oxygen system, ozone generation, side stream pumping and injection, and contact basin. It also includes a ground storage tank, emergency power generation, electrical, instrumentation and control, site/civil improvements, security, and upgrades to water supply well pumps. This project is necessary to meet state mandated regulatory requirements per Florida Administrative Code Ch. 62-550.

E Funding ar	Project #	Project Description and Scope
Potable Water	00195702	This project will provide a liquid oxygen system, ozone generation, side stream pumping and injection, and contact basin. It also includes a ground storage tank, emergency power generation, electrical, instrumentation and control, site/civil improvements, security, and upgrades to water supply well pumps. This project is necessary to meet state mandated regulatory requirements per Florida Administrative Code Ch. 62-550.
Potable Water	00195703	This project includes: high Service Pump modifications, sodium Hypochlorite and Fluoride storage and pumping, ozone system including liquid oxygen system, ozone generation, side stream pumping and injection, and contact basin. Other elements to include emergency power generation, electrical, instrumentation and control, site/civil improvements, security, demolition, GST repair, upgrades to water supply well pumps, lightning protection, UPS, HVAC modifications. This project is necessary to meet state mandated regulatory requirements per Florida Administrative Code Ch. 62-550.
Potable Water	00200401	Interlocal agreement with St. Johns River Water Management District to construct an aquifer storage and recovery well on a County easement at the Wilson Elementary School on Orange Boulevard. The project is a pilot study to determine if aquifer storage is feasible. The project is necessary to provide additional potable water storage capacity for the Northwest Service Area to be used during times of high customer demand.
Potable Water	00201101	Permitting activities to consolidate the County's CUPs for the Northwest, Northeast, Southeast and Southwest service areas. Funds also needed to meet conditions of the consolidated consumptive use permit. Project is necessary to consolidate four service areas and renew the County's CUP to meet growth needs with the most cost effective sources of water.
Potable Water	00201500	The Potable Well Improvements is a series of projects which consist of Well Head Protection improvements, modifications, and upgrades to the 46 existing groundwater production wells that supply the existing County water treatment facilities. Project is necessary in order to maintain state mandated regulatory compliance and water quality criteria for all existing groundwater wells.
Potable Water	00201503	Deepen two wells at the Lynwood Well field as required in the St Johns River Water Management District CUP. Construct Salt Water Intrusion Monitor Well No. 4. Convert Lake Hayes WTP two supply wells to monitor wells. Conduct sanitary survey modifications to South East Regional Well No. 5. This project is necessary to comply with CUP permit conditions.
Potable Water	00201505	Modify and rehabilitate water treatment plant wells to comply with Florida Department Environmental Protection regulations regarding sanitary protection. This project is necessary to meet regulatory requirements per Florida Administrative Code Ch. 62-555.
Potable Water	00201510	Evaluations/Investigation into the condition of the following wells: Southeast Regional Wells 5, 6 and 8; Heathrow Well 3; Lake Harriet Wells 1 and 3; Lake Hayes Well 3 in preparation for future decommissioning. This project is necessary to provide system reliability, regulatory compliance and water quality criteria for existing groundwater wells.
Potable Water	00203101	A new badge security system is needed for Environmental Services Department utility sites, which includes security related hardware (cameras, electronic gates, barbed wire, etc.) Project is necessary to secure the County's utility infrastructure and ensure public health and safety. Work is continuing on the County's existing security infrastructure. Improvements continue to be made to improve the County's detection, assessment and response capabilities at several facilities. County staff continue to identify areas for potential improvement. This project provides funding on an annual (fiscal year) basis.
Potable Water	00203203	Addition of a new well for the Apple Valley Water Treatment Plant to replace a deteriorating well at the Water Treatement Plant. This project is necessary to provide system reliability, regulatory compliance and water quality criteria for existing groundwater wells.
Potable Water	00203204	Phase 1 - Replacement of Ground Storage Tank (GST) 1 with a new glass-lined steel construction 100,000 gallon GST. Phase 2 - includes electrical and security modifications and distribution improvements. This project is necessary to provide water storage reliability and system performance during peak demand.
Potable Water	00216701	The Markham Water Treatment Plant Improvements project consists of major improvements to the water treatment plant, including the design, permit, and construction of an ozone system to remove hydrogen sulfide, new chemical feed systems, additional ground storage tank, electrical upgrades, new generator and yard piping, electrical and control systems, and an interconnection of a raw water main. The Project is necessary to comply with new Florida Department of Environmental Protection regulations for the removal of hydrogen sulfide in ground water supply wells.
Potable Water	00216702	Upgrades to the raw water pumping equipment. Project is necessary facilitate the redirecting of raw water to make the Markham Regional Water Treatment Plant the sole provider of potable water in the Northwest Service Area.
Potable Water	00216703	Design, permit and construct raw water transmission main from the Heathrow wellfield to the Markham Regional Water Treatment Plant. Project is necessary facilitate the redirecting of raw water to make the Markham Regional Water Treatment Plant the sole provider of potable water in the Northwest Service Area.

E Funding ar	Project #	Project Description and Scope
Potable Water	00216705	Acquisition of land for a new water supply well to serve the Markham Regional Water Treatment Plant and subsequent construction of the well. Additional well is needed to provide reliable water supply to the Northwest Service Area.
Potable Water	00227407	Installation of a new 75 ft clarifier Addition of the third clarifier is necessary to improve plant hydraulics
Potable Water	00254202	Joint project agreement with with the Florida Department of Transportation for adjusting existing utilities within the new proposed interchange at State Road 46 and SR 400 (I-4). The Florida Department of Transportation is constructing a new interchange at I-4 at State Road 46 and utility lines require adjustment.
SANITARY SEWER		
Sanitary Sewer	00024803	This is a program that supports monitoring and control of County's potable water plants, wastewater plants and reclaimed pump station operations. Project is necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance of the County's Supervisory Control and Data Acquisition System (SCADA). Project is necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance of the County's Supervisory Control and Data Acquisition System (SCADA).
Sanitary Sewer	00024803	This is a program that supports monitoring and control of County's potable water plants, wastewater plants and reclaimed pump station operations. Project is necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance of the County's Supervisory Control and Data Acquisition System (SCADA). Project is necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance of the County's Supervisory Control and Data Acquisition System (SCADA).
Sanitary Sewer	00024803	This is a program that supports monitoring and control of County's potable water plants, wastewater plants and reclaimed pump station operations. Project is necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance of the County's Supervisory Control and Data Acquisition System (SCADA). Project is necessary to maintain and sustain the regulatory compliance levels and utility infrastructure performance of the County's Supervisory Control and Data Acquisition System (SCADA).
Sanitary Sewer	00024806	Replacement of obsolete computer hardware (computers, servers, RTU's, monitors, keyboards, etc.) to more efficiently support the operation of the County-wide SCADA system that is expanding to accommodate new surface water treatment plant and upgrades to the four regional water treatement plants. Provide more efficient support of County-wide SCADA system by replacement of obsolete computer hardware.
Sanitary Sewer	00024806	Replacement of obsolete computer hardware (computers, servers, RTU's, monitors, keyboards, etc.) to more efficiently support the operation of the County-wide SCADA system that is expanding to accommodate new surface water treatment plant and upgrades to the four regional water treatement plants. Provide more efficient support of County-wide SCADA system by replacement of obsolete computer hardware.
Sanitary Sewer	00024806	Replacement of obsolete computer hardware (computers, servers, RTU's, monitors, keyboards, etc.) to more efficiently support the operation of the County-wide SCADA system that is expanding to accommodate new surface water treatment plant and upgrades to the four regional water treatement plants. Provide more efficient support of County-wide SCADA system by replacement of obsolete computer hardware.
Sanitary Sewer	00082900	The Pump Station Upgrades Family of Projects is a series of projects which consist of the design, permitting, and construction of pump stations upgrades including wet well rehab, control panels, concrete pad repair, odor control and generators as needed to achieve efficient maintenance costs. Other repairs may be required and are determined by condition assessments of each pump station. This project is a holding fund for sourcing unanticipatd pump station upgrades or unanticipated costs in the CIP family. Projects are necessary to meet 15 year refurbishment cycle for pump stations and upgrade pump stations identified in the Utilities Master Plan. Current County pump station asset base numbers 315 facilities. With 315 pump stations in service, a fifteen year refurbishment cycle means that an average of twenty-one lift stations will reburbished annually. The pump station upgrades are identified by condition assessment and input from maintenance staff.
Sanitary Sewer	00082900	The Pump Station Upgrades Family of Projects is a series of projects which consist of the design, permitting, and construction of pump stations upgrades including wet well rehab, control panels, concrete pad repair, odor control and generators as needed to achieve efficient maintenance costs. Other repairs may be required and are determined by condition assessments of each pump station. This project is a holding fund for sourcing unanticipatd pump station upgrades or unanticipated costs in the CIP family. Projects are necessary to meet 15 year refurbishment cycle for pump stations and upgrade pump stations identified in the Utilities Master Plan. Current County pump station asset base numbers 315 facilities. With 315 pump stations in service, a fifteen year refurbishment cycle means that an average of twenty-one lift stations will reburbished annually. The pump station upgrades are identified by condition assessment and input from maintenance staff.
Sanitary Sewer	00082912	This master pump station receives flow from multiple pump stations prior to entering the wastewater treatment plant that requires modifications which include wet well rehab, control panels, concrete pad, odor control and generators as needed to achieve efficient maintenance costs. Other refurbishments may be required and are determined by condition assessments during the design. Project is necessary to meet 15 year "Best Management Plan" refurbishment cycle for cost efficient operation and maintenance.

E Funding ar	Project #	Project Description and Scope
Sanitary Sewer	00082912	This master pump station receives flow from multiple pump stations prior to entering the wastewater treatment plant that requires modifications which include wet well rehab, control panels, concrete pad, odor control and generators as needed to achieve efficient maintenance costs. Other refurbishments may be required and are determined by condition assessments during the design. Project is necessary to meet 15 year "Best Management Plan" refurbishment cycle for cost efficient operation and maintenance.
Sanitary Sewer	00082914	The development and installation of a communication system to enable communication between SCADA system and County lift stations. The County's SCADA system supports the monitoring and control of the county's potable water plants, wastewater plants and recalimed pump station operations. The County will be migrating from our current analog 800Mhz radio system to a new digital (P25) radio platform by 2014. Environmental Services has over 300 sewer pump stations that utilize the County's radio signal to monitor and transmit data. These pump stations will need to be converted to function with the new digital signal format. This project will provide for new equipment, programming and labor to convert to the new signal. The current rebanding effort by Public Safety to the existing communication system will not allow continued use of bandwidth for communication between SCADA system and County lift stations.
Sanitary Sewer	00082914	The development and installation of a communication system to enable communication between SCADA system and County lift stations. The County's SCADA system supports the monitoring and control of the county's potable water plants, wastewater plants and recalimed pump station operations. The County will be migrating from our current analog 800Mhz radio system to a new digital (P25) radio platform by 2014. Environmental Services has over 300 sewer pump stations that utilize the County's radio signal to monitor and transmit data. These pump stations will need to be converted to function with the new digital signal format. This project will provide for new equipment, programming and labor to convert to the new signal. The current rebanding effort by Public Safety to the existing communication system will not allow continued use of bandwidth for communication between SCADA system and County lift stations.
Sanitary Sewer	00083104	New gravity sewer to enable decommissioning of the Woodcrest 5 pump station. This project includes the replacement of existing pump station and construction of new pump station and re-routing of force main and gravity sewer.
Sanitary Sewer	00083104	New gravity sewer to enable decommissioning of the Woodcrest 5 pump station. This project includes the replacement of existing pump station and construction of new pump station and re-routing of force main and gravity sewer.
Sanitary Sewer	00195204	Rehabilitation of equipment identified in Master Plan which will assess condition of existing equipment and recommend additional upgrades to optimize plant performance. Improve efficiency and reliability of equipment nearing end of service life.
Sanitary Sewer	00216402	Agreement with City of Orlando to refurbish and replace existing equipment at Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area. Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area.
Sanitary Sewer	00216404	Agreement with City of Orlando for flow equalization to treat a consistent wastewater flow to the plan at the Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area. Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area.
Sanitary Sewer	00216406	Agreement with City of Orlando to refurbish existing Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area. Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area.
Sanitary Sewer	00216410	Agreement with City of Orlando to upgrade the Iron Bridge Wastewater Treatment Plant that treats wastewater from the County's Southeast service area. This project will provide more efficient use of resources and consolidate operations.

E Funding ar	Project #	Project Description and Scope
Sanitary Sewer	00219701	Design, permit and construct 13,000 linear feet of 24 inch force main on SR 46 from Orange Blvd to Yankee Lake Rd. Design and construct 3,600 linear feet of 30-inch force main on Yankee Lake Rd from SR 46 to the Yankee Lake Regional Water Reclamation Facility. Project is necessary to provide required transmission capacity to accommodate increased system demands in the Northwest service area.
Sanitary Sewer	00219701	Design, permit and construct 13,000 linear feet of 24 inch force main on SR 46 from Orange Blvd to Yankee Lake Rd. Design and construct 3,600 linear feet of 30-inch force main on Yankee Lake Rd from SR 46 to the Yankee Lake Regional Water Reclamation Facility. Project is necessary to provide required transmission capacity to accommodate increased system demands in the Northwest service area.
Sanitary Sewer	00223101	Design, permit and construct reclaimed water distribution system to retrofit Stonebridge, Breckenridge Heights, Wembly Park, Wyntree and Lakeside subdivisions, with reclaimed water service for an estimated groundwater offset of 0.33 MGD. Project is necessary to comply with District's Northwest CUP requirement for the County to reduce potable water demand from groundwater supplies.
Sanitary Sewer	00227402	Modifications to pump stations and force mains for the purpose of redirecting flow to Yankee Lake WRF. Greenwood Lakes WRF has treatment capacity limitations due to site restrictions and therefore additional flow must be redirected.
Sanitary Sewer	00227402	Modifications to pump stations and force mains for the purpose of redirecting flow to Yankee Lake WRF. Greenwood Lakes WRF has treatment capacity limitations due to site restrictions and therefore additional flow must be redirected.
Sanitary Sewer	00283001	Replacement of the force main from Old Howell Branch Road east on Aloma Avenue to Tuscawilla Road and a force main relocation for the SR 436 - Red Bug Flyover. These projects involve the replacement/relocation of infrastructure owned and operated by the South Seminole North Orange County Wastewater Transmission Authority (SSNOCWTA). The State Road 436/Red Bug Lake Road Flyover project is being facilitated with the Public Works Department in conjunction with a roadway project. Aloma Avenue Force Main Replacement: The project is the replacement of 5,800 linear feet of 36 inch diameter ductile iron force main with a new 36 inch diameter PVC/HDPE force main. The project limits are from Old Howell Branch Road east on Aloma Avenue to a point approximately 500 linear feet west of the Tuskawilla Road Intersection. SR 436 Red bug Road Flyover Force Main Relocation. Project is the relocation (new construction) of 3,000 linear feet of 12 inch diameter force main and 2,000 linear feet of 16 inch diameter force main in accordance with the Interlocal Agreement between the SSNOCWTA and its member utilities, Seminole County is obligated to share in the costs for these two projects.
Sanitary Sewer	00283001	Replacement of the force main from Old Howell Branch Road east on Aloma Avenue to Tuscawilla Road and a force main relocation for the SR 436 - Red Bug Flyover. These projects involve the replacement/relocation of infrastructure owned and operated by the South Seminole North Orange County Wastewater Transmission Authority (SSNOCWTA). The State Road 436/Red Bug Lake Road Flyover project is being facilitated with the Public Works Department in conjunction with a roadway project. Aloma Avenue Force Main Replacement: The project is the replacement of 5,800 linear feet of 36 inch diameter ductile iron force main with a new 36 inch diameter PVC/HDPE force main. The project limits are from Old Howell Branch Road east on Aloma Avenue to a point approximately 500 linear feet west of the Tuskawilla Road Intersection. SR 436 Red bug Road Flyover Force Main Relocation. Project is the relocation (new construction) of 3,000 linear feet of 12 inch diameter force main and 2,000 linear feet of 16 inch diameter force main in accordance with the Interlocal Agreement between the SSNOCWTA and its member utilities, Seminole County is obligated to share in the costs for these two projects.
Sanitary Sewer	00283001	Replacement of the force main from Old Howell Branch Road east on Aloma Avenue to Tuscawilla Road and a force main relocation for the SR 436 - Red Bug Flyover. These projects involve the replacement/relocation of infrastructure owned and operated by the South Seminole North Orange County Wastewater Transmission Authority (SSNOCWTA). The State Road 436/Red Bug Lake Road Flyover project is being facilitated with the Public Works Department in conjunction with a roadway project. Aloma Avenue Force Main Replacement: The project is the replacement of 5,800 linear feet of 36 inch diameter ductile iron force main with a new 36 inch diameter PVC/HDPE force main. The project limits are from Old Howell Branch Road east on Aloma Avenue to a point approximately 500 linear feet west of the Tuskawilla Road Intersection. SR 436 Red bug Road Flyover Force Main Relocation. Project is the relocation (new construction) of 3,000 linear feet of 12 inch diameter force main and 2,000 linear feet of 16 inch diameter force main in accordance with the Interlocal Agreement between the SSNOCWTA and its member utilities, Seminole County is obligated to share in the costs for these two projects.
Sanitary Sewer	00283002	Annual allocation of funds to upgrade sewer mains and lift stations to mitigate inflow and infiltration. Mitigation of inflow and infiltration will reduce monthly fees for excess wastewater conveyed to Iron Bridge. Expenses for mitigating inflow and infiltration will be reimbursed by SSNOCWTA.

Source: Seminole County Resource Management

Summary of CIE Funding and Expenditures
FY 2011/12

Department / Family	Number	Description	Adopted
Central Services			
Capital			
Proactive Maintenance Family			
	00273920	HVAC - General Government	41,900
	00273921	HVAC - Libraries	141,150
	00273922	HVAC - Solid Waste	6,850
	00273930	Roof Capital Maintenance - General Government	138,690
	00273931	Roof Capital Maintenance - Leisure	39,405
	00273932	Roof Capital Maintenance - Roads	10,690
			378,685
Other			
	70000601	Wellness Program	100,000
			478,685
Constitutional Officers			
Capital			
	00285401	Corrections Facility Water Main	80,000
Environmental Services / Water & Sewer			
Capital			
Oversizings and Extensions			
	00021700	Oversizing and Extension (Parent)	32,609
	00021705	Douglas Grant	93,500
			126,109
General System Improvements			
	00024800	General System Planning & Improvements (Parent)	15,000
	00024803	SCADA System Upgrades	565,863
	00201101	Consumptive Use Permit Consolidation	18,000
	00255201	UTILITIES MASTER PLAN	150,000
			748,863
Utility Adjustments			
	00063601	Chapman Road Utility Relocation	78,215
	00065200	Minor Utility Roads Upgrades (Parent)	500,000
	00065207	SR 436 Flyover Utility Relocate	2,070,945
	00065209	Dean Road Widening	11,660
	00065210	Red Bug Lake Road/SR 426 Pedestrian Overpass	341,432
			3,002,252
Water Distribution Improvements			
	00064500	Water Distribution Improvements (Parent)	147,778
	00064522	Miscellaneous Interconnects Phase 2	142,506
	00064523	Large Meter Improvement Program	1,338,094
	00064526	Bear Lake Water Main Loop	5,000
Water Distribution Improvements (cont.)			
	00064528	Fire Hydrants	12,000
	00203202	Apple Valley Transmission Main	3,899
			1,649,277
Wastewater Pump Station Upgrades			
	00082900	Wastewater Pumping Improvements (Parent)	1,500,000
	00082912	Heathrow Master Pump Station Upgrades	165,170
			1,665,170
Wastewater Collection System Improvements			
	00083100	Wastewater Conveyance Improvements (Parent)	37,500
	00083104	Woodcrest 5 Pump Station	584,801
	00219701	SR 46 Force Main Extension	148,000
			770,301

Environmental Services / Water & Sewer (cont.)

			Adopted
Capital (cont.)			
Water Plant Improvements			
	00178301	Country Club Well #3	15,334,942
	00178302	Country Club RW and FW Mains	2,491,350
	00178303	Country Club Consolidation - GWL WTP Demo	27,000
	00195700	Water Quality Plant Upgrades - Parent	60,000
	00195702	Lynwood WTF Upgrade/Ozone	500,000
	00195703	Ser WTP Improvements/Ozone	29,477,628
	00195706	Lynwood WTP Interim Chemical Upgrade	57,921
	00195708	Initial Distribution System Evaluation Completion	25,000
	00200401	Markham Aquifer Storage Well	40,000
	00201500	Potable Well Improvements (Parent)	115,000
	00201503	CUP Required Projects	1,595,500
	00201505	San Survey Wellhead Protect Improvements	15,000
	00201509	Potable Well Decommissioning	11,000
	00201510	Potable Well Evaluations	22,000
	00201511	Druid Hills Well Improvements	17,000
	00201512	Deepen Heathrow Well #4	19,500
	00203203	Apple Valley Well Replacement	15,000
	00203204	Apple Valley Treatment Plant Upgrades - Phase 1	135,000
	00203302	Lake Harriet WTP Demolition	9,849
	00203303	Drud Hills WTP Yard Pipe Upgrades	5,000
	00203305	Lake Brantley WTP Demolition	12,145
	00203306	Doi Ray WTP Demolition	11,067
	00203308	Hanover WTP Demolition	10,161
	00216701	Markham Plant H2S Treatment	1,407,483
	00216702	Heathrow Well Equipment Improvements	702,196
Water Plant Improvements (cont.)			
	00216703	Heathrow Wellfield Project	3,894,868
			56,011,610
Reclaimed Water System Improvements			
	00195201	Yankee Lake Plant Expansion Rerate	560,000
	00195202	Yankee Lake Wastewater Regional Facility Permit Renewal	7,500
	00204001	Tri-Party Optimization Program	55,000
	00227402	GW Lake Mary Pump Station Modifications	12,000
	00227404	Greenwood Lakes Wastewater Permit Renewal	7,500
			642,000
Iron Bridge Agreement			
	00216405	Iron Bridge - Low Voltage	425,200
	00216408	Iron Bridge - Flume	212,600
	00216409	Iron Bridge = Odor	212,600
	00216410	Iron Bridge - Wetland Pump Station	574,020
			1,424,420
	99999999	Project Contingency	1,062,452
Other			
	70000010	Wetlands Monitoring Site Installations for CUP #6213	130,000
	70000011	Unidirectional Flushing Program	300,000
			67,532,454

Environmental Services / Solid Waste

Capital			
Central Transfer Station Improvements			
	00201901	Tipping Floor Resurfacing	150,000
Landfill Environmental Controls			
	00244601	Landfill Gas System Expansion	250,000
Planning and Permitting			
	00245101	Landfill Solid Waste Operating Permit - Renewal	175,000
			575,000

			Adopted
Growth Management			
Other			
	70000300	Curascript A.K.A. Priority Healthcare QTI	22,100
	70000303	Pershing QTI	12,150
	70000307	Access Mediquip QTI	29,000
	70000308	Pershing, LLC/BYN Mellon QTI	30,000
	70000309	Advanced Solar Photonics, LLC QTI (4/27/2010)	22,500
	70000310	Fiserv, Inc QTI	20,000
			135,750
Public Safety			
Capital			
	00012804	Traffic Preemption Devices	50,000
	00189304	Renovation to Fire Station 16	200,000
Other			
	70056100	Mobile Data Communications Upgrade	268,376
			518,376
Public Works			
Capital			
	00187760	Seminole Wekiva Trail Phase IV	50,000
	00191676	CR 46A (W 25th St) Safety Project	300,000
	00191677	SR 46 Intersection Imprvmts at Jungle Rd / Rest Haven Rd.	125,000
	00198101	Dean Road - SR 426 to Orange County Line	4,000,000
	00283501	Lake Howell Rd at Howell Creek Bridge	1,000,000
	90000102	General Engineering Consultants Project II	100,000
	90000103	General Engineering Consultants Project II	100,000
Arterial / Collector Pavement Rehabilitation			
	00227059	Snow Hill Rd Drainage and Pavement Reconstruction	240,000
	00227060	Wymore Rd Pavement Reconstruction Project	552,000
	00227061	Rinehard Rd Pavement Rehabilitation Project	1,008,000
			1,800,000
Capital Maintenance Public Works			
	90000115	Asphalt Survace Maintenance Program	6,000,000
	90000116	Bridge Rehabilitation and Repairs	400,000
	90000118	Trail Resurfacing Programs	200,000
			6,600,000
Lake Jesup Basin			
	00209114	Red Bug Lake Rd at Howell Creek Erosion Control	300,000
	00229001	Cassel Creek Stormwater Facility	600,000
	00265201	Brookside Rd @ Brookside Ct	300,000
	00265202	Bear Gully Rd @ Chapman Rd	350,000
	00277001	Lake Mary Boulevard at Sun Drive Secondary Drainage	750,000
			2,300,000
Minor Roads			
	00191652	CR 426 Safety Improvements	1,885,929
	00192018	CR 419 @ Lockwood Blvd	125,000
	00192019	Oxford Rd and Fernwood Blvd	75,000
Minor Roads (cont.)			
	00192020	SR 434 @ Sand Lake Rd	150,000
			2,235,929
Pipe Lining			
	00265101	Countywide Pipe Lining Parent Project	350,000

Public Works (cont.)			
Capital (cont.)			**Adopted**
Sidewalk			
	00192909	Wilson Road Sidewalk	30,000
	00192921	Add Truncated Domes and Curb Ramps	100,000
	00192922	East Altamonte Area Sidewalks	525,000
	00192925	Oranole Rd Sidewalks	200,000
	00192926	Longwood Markham Rd Missing Sidewalks Gaps	150,000
	00192927	W Highland St Sidewalks	135,000
	00192928	Emma Oaks Trail	200,000
	00192929	Forest City Elementary Sidewalks	150,000
	00192930	Weathersfield Area Sidewalks	125,000
			1,615,000
Traffic Fiber and ATMS			
	00205628	Rinehart Rd Fiber Upgrade	75,000
	00205629	Various Fiber Upgrades (21 Locations)	125,000
	00205741	Variable Message Boards - ATMS Phase II Project	360,000
	00205742	ATMS Video Detection Project	90,000
			650,000
Traffic Signals			
	00205549	Wekiva Springs Rd @ Fire Station #16 Mast Arms	120,000
	00205550	SR 46 @ Fire Station #41 - Conversion to Mast Arm	120,000
	00205551	SR 46 @ F.S. #42 Mast Arms	120,000
	00205552	Signal Cabinets - ATMS Phase II (Installation Only)	100,000
	00205553	E Altamonte Dr @ Palm Springs Dr Mast Arms	150,000
	00205554	Rinehart Dr @ Best Buy/Wal-Mart Mast Arms	190,000
			800,000
Wekiva Basin			
	00265301	Wekiva Basin TMDL Phase I	125,000
Other			
	00262121	Asset Pavement Management	90,000
	00262131	Travel Time and Delay Study	50,000
	00276901	Total Maximum Daily Load Reduction Capital Projects	72,000
			22,362,929
	Grand Total		**$ 91,683,194**

NOTE: Projects highlighted are unfunded projects. The Board has not committed funding to start or complete these projects.

Source: Seminole County Resource Management

MetroPlan Orlando
Transportation Improvement Program
Interstate Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status and Cost ($000's)							Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
2425922 *SIS Project*	I-4	Orange/Seminole Co. Line	0.25 mi. N of Central Pkwy.	2.54	Add 4 Special Use Lanes		2	0	0	0	0	NHAC	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 9	TBD	2	0	0	0	0	Total		TBD	TBD	
2425923 *SIS Project*	I-4	0.25 mi. N of Central Pkwy.	1.0 mi. N of SR 434	2.53	Add 4 Special Use Lanes		47	0	0	0	0	NHAC	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 9	TBD	47	0	0	0	0	Total		TBD	TBD	
2425924 *SIS Project*	I-4	1.0 mi. N of SR 434	Seminole/Volusia Co. Line	10.30	Add 4 Special Use Lanes		0	0	1,950	3,110	0	ACNH	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 9		15	0	0	0	0	DIH	PE			
						5	15	0	1,950	3,110	0	Total		455,000	460,080	
2427022 *SIS Project*	I-4	at SR 15/600/US 17/92		1.21	Reconstruct Eastbound Exit Ramp		17	0	0	0	0	BNDS	ROW			FDOT
							3	0	0	0	0	BNIR	ROW			
					2030 LRTP - Tech. Rep. #3 pg. 36		1	0	0	0	0	DIH	ROW			
						TBD	21	0	0	0	0	Total		TBD	TBD	
4075731 *SIS Project*	I-4	at SR 46		3.52	Minor Interchange Improvements		1	0	0	0	0	DIH	PE			FDOT
							1,019	0	0	0	0	IM	DSB			
					2030 LRTP - Tech. Rep. #3 pg. 9	53,419	1,020	0	0	0	0	Total		0	54,439	
4084171 *SIS Project*	I-4 Master Plan	Orange/Seminole Co. Line	Seminole/Volusia Co. Line	14.14	Advance Right-of-Way Acquisition		5	0	0	0	0	DIH	ROW			FDOT
							44,054	0	0	0	0	NHAC	ROW			
					2030 LRTP - Tech. Rep. #3 pg. 9	95,942	44,059	0	0	0	0	Total		0	140,001	
4290801 *SIS Project*	I-4	W of SR 434	W of Lake Mary Blvd.	4.51	Resurfacing		6	0	0	0	0	ACIM	PE			FDOT
					2030 LRTP - Overview pg. 27		0	8,664	0	0	0	ACIM	CST			
						112	6	8,664	0	0	0	Total		0	8,782	

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		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
2401671	SR 434/Alafaya Tr.	McCulloch Rd.	W of Mitchell Hammock Rd.	3.22	Widen to 6 Lanes		1,285	0	0	0	0	SA	ROW			FDOT
						TBD	1,285	0	0	0	0	Total		0	TBD	
2401961	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.65	Widen to 6 Lanes		3	0	0	0	0	DDR	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 11		750	0	0	0	0	EB	PE			
							963	0	0	0	0	DDR	ROW			
							64	0	0	0	0	DIH	ROW			
							0	0	0	0	30,136	DDR	CST			
							0	0	0	0	494	DIH	CST			
							0	0	0	0	6,242	DS	CST			
						5,578	1,780	0	0	0	36,872	Total		195	44,425	
2401962	SR 15/600/US 17/92	at Soldiers Creek PL		0.10	Drainage Improvements		2,700	0	0	0	0	DDR	CST			Seminole Co.
							2	0	0	0	0	DIH	CST			
						0	2,702	0	0	0	0	Total		0	2,702	
2402002	SR 429/46 (Wekiva Pkwy.)	Wekiva River Rd.	Orange Blvd.		New Road Construction		2	0	0	0	0	DIH	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 28		6,200	0	0	0	0	DS	PE			
						441	6,202	0	0	0	0	Total		TBD	TBD	
2402004	SR 429/46 (Wekiva Pkwy.)	Orange Blvd.	W of I-4		New Road Construction		3	0	0	0	0	DIH	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 28	TBD	3	0	0	0	0	Total		TBD	TBD	
2402162	SR 46	Mellonville Ave.	SR 415	2.64	Widen to 4 Lanes		3	0	0	0	0	DIH	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 11	TBD	3	0	0	0	0	Total		TBD	TBD	
2402163	SR 46	Mellonville Ave.	SR 415	2.64	ROW for Future Capacity		624	0	0	0	0	DDR	ROW			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 11		87	0	0	0	0	DIH	ROW			
							4	0	0	0	0	DS	ROW			
							936	0	0	0	0	SA	ROW			
							354	0	0	0	0	SU	ROW			
						5,529	2,005	0	0	0	0	Total		0	7,534	
2402164	SR 46	SR 415	CR 426	4.57	Project Development and Environment Study		21	0	0	0	0	DIH	PD&E			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 11	TBD	21	0	0	0	0	Total		0	TBD	

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		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
2402165	SR 46	Mellonville Ave.	Brisson Ave.	0.75	Widen to 4 Lanes		185	0	0	0	0	DIH	CST			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 11	TBD	185	0	0	0	0	Total		TBD	TBD	
2402167	SR 46	SR 415	CR 426	7.39	Widen to 4 Lanes		0	0	5,200	0	0	DDR	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 11		0	0	100	0	0	DIH	PE			
						0	0	0	5,300	0	0	Total		TBD	TBD	
2402314	SR 434	SR 414/Maitland Blvd.	SR 436	1.75	Landscaping		420	0	0	0	0	DS	CST			Altamonte Springs
					2030 LRTP - Overview pg. 27	0	420	0	0	0	0	Total		0	420	
2402333	SR 434	I-4	Rangeline Rd.	1.79	Widen to 6 Lanes		3	0	0	0	0	DIH	PE			FDOT/ Seminole Co.
					2030 LRTP - Tech. Rep. #3 pg. 11		5	0	0	0	0	DIH	ROW			
							232	0	0	0	0	LF	ROW			
							8,689	0	0	0	0	LFP	ROW			
							165	0	0	0	0	TRIP	ROW			
							10	0	0	0	0	DIH	CST			
							0	78	0	0	0	TRIP	CST			
						44,009	9,104	78	0	0	0	Total		0	53,191	
4044181	SR 15/600/US 17/92	at SR 436		0.50	Flyover		10	0	0	0	0	DIH	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 11		15	0	0	0	0	SA	PE			
							517	0	0	0	0	ACCM	ROW			
							3,597	0	0	0	0	DDR	ROW			
							4	0	0	0	0	DIH	ROW			
							26	0	0	0	0	EBNH	ROW			
							3,448	0	0	0	0	SA	ROW			
							4,086	8,038	6,415	0	0	SU	ROW			
							0	747	0	0	0	ACSA	RRU			
							0	21,793	0	0	0	ACSA	DSB			
							0	115	0	0	0	LF	DSB			
						34,845	11,703	30,693	6,415	0	0	Total		0	83,656	

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4072551	SR 415	SR 46	Seminole/Volusia Co. Line	0.90	Widen to 4 Lanes		1	0	0	0	0	DIH	PE			FDOT
					2030 LRTP - Tech. Rep. #3 pg. 11		182	0	0	0	0	DDR	ROW			
							26	0	0	0	0	DIH	ROW			
							157	0	0	0	0	LFP	ROW			
							26	0	0	0	0	DIH	CST			
							0	0	47	0	0	DS	CST			
						16,192	392	0	47	0	0	Total		0	16,631	
4115201	SR 436 & CR 46A	over I-4		0.05	Bridge Repair/Rehabilitation		25	0	0	0	0	DIH	CST			FDOT
					2030 LRTP - Overview pg. 27	TBD	25	0	0	0	0	Total		0	TBD	
4117421	SR 15/600/US 17/92	Airport Blvd.	Seminole Blvd.	3.03	Resurfacing		3	0	0	0	0	DIH	CST			Sanford
					2030 LRTP - Overview pg. 27	TBD	3	0	0	0	0	Total		0	TBD	
4147791	SR 15/600/US 17/92	Orange/Seminole Co. Line	Lake-of-the-Woods Blvd.	1.04	Reconstruct from Rural to Urban		2	0	0	0	0	DIH	PE			Seminole Co.
					2030 LRTP - Overview pg. 27	TBD	2	0	0	0	0	Total		TBD	TBD	
4150301	SR 434	Smith St.	Franklin St.	3.00	Widen to 4 Lanes		8	0	0	0	0	DIH	PE			FDOT/ Seminole Co.
					2030 LRTP - Tech. Rep. #3 pg. 11	1,506	8	0	0	0	0	Total		TBD	TBD	
4150302	SR 426/CR 419	at SR 434		0.40	Widen to 4 Lanes		0	0	0	553	0	CIGP	ROW			Oviedo
					2030 LRTP - Tech. Rep. #3 pg. 11		852	0	0	0	0	DDR	ROW			
							12	0	0	195	0	DIH	ROW			
							10,000	0	0	0	0	LFP	ROW			
							1,000	0	0	0	0	ST10	ROW			
							267	0	0	0	0	TCSP	ROW			
							0	0	0	7,714	0	TRIP	ROW			
						114	12,131	0	0	8,462	0	Total		2,316	23,023	
4193691	SR 436	Wilshire Blvd.	Lake Howell Rd.	1.17	Flyover at Red Bug Lake Rd.		0	0	100	0	0	DDR	CST			Seminole Co.
					2030 LRTP - Tech. Rep. #3 pg. 11		5	0	0	0	0	DIH	CST			
							1,141	0	0	0	0	DS	CST			
							10,000	0	0	0	0	TRIP	CST			
						40,312	11,146	0	100	0	0	Total		0	51,558	

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		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
4196791	CR 426	Division St.	SR 46	7.83	Pave Shoulders *2030 LRTP - Overview pg. 27*		849	0	0	0	0	HRRR	CST			Seminole Co.
							3,239	0	0	0	0	HSP	CST			
							3	0	0	0	0	SA	CST			
						100	4,091	0	0	0	0	Total		0	4,191	
4196792	CR 426	Division St.	SR 46	7.83	Right-of-Way Acquisition *2030 LRTP - Overview pg. 27*		1,468	0	0	0	0	LFP	ROW			FDOT
						1	1,468	0	0	0	0	Total		0	1,469	
4207521	Wekiva Pkwy.	Countywide			Advanced Right-of-Way Acquisition *2030 LRTP - Tech. Rep. #3 pg. 28*		4,500	0	0	0	0	BNIR	ROW			FDOT
							485	0	0	0	0	DDR	ROW			
							4	0	0	0	0	DIH	ROW			
							2,733	0	0	0	0	SA	ROW			
						11,032	8,295	0	0	0	0	Total		0	19,327	
4220151	SR 419/434	W of Jetta Pt.	SR 426/CR 426	3.86	Resurfacing *2030 LRTP - Overview pg. 27*		12	0	0	0	0	DIH	PE			FDOT
							35	0	0	0	0	LF	RRU			
							156	0	0	0	0	DIH	CST			
							2,519	0	0	0	0	EB	CST			
							41	0	0	0	0	LF	CST			
							325	0	0	0	0	DDR	ENV			
						405	3,041	0	0	0	0	Total		0	3,446	
4220481	SR 436	Orange/Seminole Co. Line	Lake Howell Rd.	2.10	Drainage Improvements *2030 LRTP - Overview pg. 27*		2	0	0	0	0	DIH	PE			FDOT
							55	0	0	0	0	DIH	CST			
							204	0	0	0	0	DS	CST			
							49	0	0	0	0	LF	CST			
						311	615	0	0	0	0	Total		0	926	
4227081	SR 46	W of Mills Creek Bridge	SR 15/600/US 17/92	0.45	Resurfacing		4	0	0	0	0	DIH	CST			FDOT
						TBD	4	0	0	0	0	Total		0	TBD	
4235131	SR 434	at Little Wekiva River Outfall			Drainage Improvements		2	0	0	0	0	DIH	PE			FDOT
							6	0	0	0	0	DIH	CST			
						TBD	8	0	0	0	0	Total		0	TBD	

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		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
4249001	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.49	Resurfacing		52	0	0	0	0	DIH	PE			FDOT
							67	0	0	0	0	DS	CST			
						TBD	119	0	0	0	0	Total		0	TBD	
4249011	SR 436	Avery Ln.	Lake Harriet Dr.	1.43	Resurfacing		5	0	0	0	0	DIH	PE			FDOT
							33	0	0	0	0	DIH	CST			
						TBD	38	0	0	0	0	Total		0	TBD	
4272591	SR 426	Pine Ave.	SR 434/Central Ave.	0.77	Resurfacing		3	0	0	0	0	DIH	PE			FDOT
					2030 LRTP - Overview pg. 27		21	0	0	0	0	SA	PE			
							435	0	0	0	0	DDR	ROW			
							29	0	0	0	0	DIH	ROW			
							128	0	0	0	0	LF	RRU			
							60	0	0	0	0	DIH	CST			
							5	0	27	0	0	DS	CST			
							3	0	0	0	0	LF	CST			
							885	0	0	0	0	SA	CST			
						378	1,569	0	27	0	0	Total		0	1,974	
4274171	SR 15/600/US 17/92	Lake Mary Blvd.	Airport Blvd.	0.98	Lighting		6	0	0	0	0	DIH	PE			FDOT/Sanford
					2030 LRTP - Overview pg. 27		5	0	0	0	0	DDR	CST			
							30	0	0	0	0	DIH	CST			
							371	0	0	0	0	HSP	CST			
							56	0	0	0	0	LF	CST			
						113	468	0	0	0	0	Total		0	581	
4275651	SR 15/600/US 17/92	Bridge #770002		0.01	Bridge Repair/Rehabilitation		2	0	0	0	0	DIH	PE			FDOT
							19	0	0	0	0	DIH	CST			
						TBD	21	0	0	0	0	Total		0	TBD	
4295591	SR 426	SR 417	Red Bug Lake Rd.	3.52	Drainage Improvements		29	0	0	0	0	DIH	CST			FDOT
						TBD	29	0	0	0	0	Total		0	TBD	

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4306751	SR 419/434	SR 419	Tuskawilla Rd.	2.02	Resurfacing *2030 LRTP - Overview pg. 27*		125	0	0	0	0	DIH	PE			FDOT
							0	0	2,370	0	0	DDR	CST			
							0	0	67	0	0	DIH	CST			
						0	125	0	2,437	0	0	Total		0	2,562	
4310814	Wekiva Pkwy.	Seminole Co. Segments		6.17	Preliminary Engineering		5	0	0	0	0	DIH	PE			FDOT
						TBD	5	0	0	0	0	Total		TBD	TBD	
4315271	SR 46	Mellonville Ave.	SR 415	2.64	Funding Action (Reserved for 4-Laning) *2030 LRTP - Tech. Rep. #3 pg. 11*		0	0	0	4,000	0	SU	CST			FDOT
						0	0	0	0	4,000	0	Total		0	4,000	
4318071	Autotrain Gateway Improvements				Project Development & Environment Study *2030 LRTP - N/A*		747	0	0	0	0	ST10	PD&E			FDOT
						5	747	0	0	0	0	Total		0	752	
4319333 *SIS Project*	Wekiva Pkwy. Project Reserve Item	Seminole Co. Segments			Funding Action *2030 LRTP - Tech. Rep. #3 pg. 28*		121	0	0	0	0	DDR	PE			FDOT
							5,673	0	0	0	0	DS	PE			
							0	0	2,967	4,834	0	DDR	ROW			
							0	0	961	4,330	0	DS	ROW			
						0	5,794	0	3,928	9,164	0	Total		0	18,886	

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Florida's Turnpike Enterprise (FTE) Projects
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2402592 *SIS Project*	SR 417	E of Old Lake Mary Rd.	2.157 E of Rinehart Rd.	2.66	New 4-Lane Expressway *2030 LRTP - Tech. Rep. #3 pg. 28*		2,482	2,482	2,482	2,482	2,482	PKYI	Payback			FTE
						54,381	2,482	2,482	2,482	2,482	2,482	Total		20,473	87,264	
4136692 *SIS Project*	SR 417	Milepost 37.7	Milepost 46.3	6.90	Thermoplastic for Resurfacing *2030 LRTP - Overview pg. 27*		2	0	0	0	0	PKYR	CST			FTE
						TBD	2	0	0	0	0	Total		0	TBD	
4175457 *SIS Project*	SR 417	Lake Jesup Toll Plaza			Signing/Pavement Markings *2030 LRTP - Overview pg. 27*		2	0	0	0	0	PKYI	CST			FTE
						TBD	2	0	0	0	0	Total		0	TBD	
4175458 *SIS Project*	SR 417	Lake Jesup Toll Plaza		0.10	Drainage/Retention Pond Repair *2030 LRTP - Overview pg. 27*		3	0	0	0	0	PKYR	CST			FTE
						TBD	3	0	0	0	0	Total		0	TBD	
4195674 *SIS Project*	SR 417				Signing/Pavement Markings *2030 LRTP - Overview pg. 27*		4	0	0	0	0	PKYI	CST			FTE
						TBD	4	0	0	0	0	Total		0	TBD	
4276901 *SIS Project*	SR 417	at Aloma Ave.		0.16	Interchange Improvement *2030 LRTP - Tech. Rep. #3 pg. 28*		2	0	0	0	0	PKYI	PDE			FTE
							2	0	0	0	0	PKYI	PE			
							2,006	0	0	0	0	PKYI	CST			
						482	2,010	0	0	0	0	Total		0	2,492	
4276902 *SIS Project*	SR 417	at Aloma Ave.		0.16	Signing/Pavement Markings *2030 LRTP - Overview pg. 27*		0	57	0	0	0	PKYI	CST			FTE
						0	0	57	0	0	0	Total		0	57	
4290231 *SIS Project*	SR 417	US 17/92	I-4	5.34	Resurfacing *2030 LRTP - Overview pg. 27*		5	0	0	0	0	PKYI	PE			FTE
							662	0	0	0	0	PKYR	PE			
							1	1	0	0	0	PKYI	CST			
							0	8,631	0	0	0	PKYR	CST			
						85	668	8,632	0	0	0	Total		0	9,385	
4290232 *SIS Project*	SR 417	US 17/92	I-4	5.34	Signing/Pavement Markings *2030 LRTP - Overview pg. 27*		0	0	1	0	0	PKYI	PE			FTE
							0	0	431	0	0	PKYI	CST			
						0	0	0	432	0	0	Total		0	432	
4290233 *SIS Project*	SR 417	US 17/92	I-4	5.34	Guardrail Improvements *2030 LRTP - Overview pg. 27*		0	1	0	0	0	PKYI	PE			FTE
							0	1,530	0	0	0	PKYI	CST			
						0	0	1,531	0	0	0	Total		0	1,531	

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FDOT Financial Management Number	Project Name or Designation	Project Description				Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status and Cost ($000's)							Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
4293351 *SIS Project*	SR 417	Orange/Seminole Co. Line	Aloma Ave.	0.69	Widen to 6 Lanes *2030 LRTP - Tech. Rep. #3 pg. 28*		0	250	0	0	0	PKYI	PE			FTE
							0	1,844	0	0	0	PKYI	CST			
						2	0	2,094	0	0	0	Total		0	2,096	
4293352 *SIS Project*	SR 417	Orange/Seminole Co. Line	Aloma Ave.	0.69	Signing/Pavement Markings *2030 LRTP - Overview pg. 27*		0	0	0	16	0	PKYI	CST			FTE
						0	0	0	0	16	0	Total		0	16	

MetroPlan Orlando
Transportation Improvement Program
Management & Operations Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description: From	To	Length (Miles)	Work Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status and Cost ($000's): 2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases	Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Responsible Agency
2402334	SR 434	at Florida Central Pkwy.		0.67	Intersection Improvement *2030 LRTP - Tech. Rep. #5 pg. 46*		1	0	0	0	0	DIH	PE			Seminole Co.
							10	0	0	0	0	DIH	ROW			
							1,300	0	0	0	0	LFP	ROW			
						77	1,311	0	0	0	0	Total		TBD	TBD	
2402691	Congestion Mitigation	Regionwide			Projects to be identified by Congestion Management System *2030 LRTP - Tech. Rep. #5 pg. 46*		0	2,000	0	0	9,147	SU	CST			MetroPlan Orlando
						0	0	2,000	0	0	9,147	Total		0	11,147	
4176891	Traffic Control Devices	Countywide			Funding Set-Aside *2030 LRTP - Tech. Rep. #5 pg. 46*		0	916	209	278	0	SU	CST			MetroPlan Orlando
						0	0	916	209	278	0	Total		0	1,403	
4238301	SR 436	at Orange Ave.		0.17	Traffic Signals *2030 LRTP - Tech. Rep. #5 pg. 46*		1	0	0	0	0	DIH	CST			FDOT
						TBD	1	0	0	0	0	Total		0	TBD	
4270464	Traffic Signal Retiming (On-System Roads)	Countywide			Retiming of Traffic Signals *2030 LRTP - Tech. Rep. #5 pg. 46*		188	188	188	188	188	SU	PE			FDOT
						625	188	188	188	188	188	Total		0	1,565	
4295851	CR 46A	W of Georgia Ave.	E of Marshall Ave.	4.12	Intersection Improvements *2030 LRTP - Tech. Rep. #5 pg. 46*		3	0	0	0	0	SA	PE			Seminole Co.
							0	0	514	0	0	HSP	CST			
							0	0	3	0	0	SA	CST			
						350	3	0	514	0	0	Total		0	867	
4321411	[illegible]	at Jungle Rd. & Rest Haven Rd.		1.81	Add Turn Left Lane *2030 LRTP - Tech. Rep. #5 pg. 47*		562	0	0	0	0	ACSU	CST			Seminole Co.
							7	0	0	0	0	SU	CST			
							5	0	0	0	0	LF	ENV			
						TBD	574	0	0	0	0	Total		0	TBD	

MetroPlan Orlando
Transportation Improvement Program
Maintenance Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status and Cost ($000's)							Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
2445491	City of Casselberry MOA				Routine Maintenance		70	70	70	70	70	D	MNT			Casselberry
					2030 LRTP - Overview pg. 27	965	70	70	70	70	70	Total		280	1,595	
2448521	Seminole Co. MOA				Routine Maintenance		11	11	11	11	11	D	MNT			Seminole Co.
					2030 LRTP - Overview pg. 27	63	11	11	11	11	11	Total		11	129	
2448531	City of Longwood MOA				Routine Maintenance		52	52	52	52	52	D	MNT			Longwood
					2030 LRTP - Overview pg. 27	685	52	52	52	52	52	Total		275	1,220	
2448801	City of Winter Springs MOA				Routine Maintenance		62	62	62	62	62	D	MNT			Winter Springs
					2030 LRTP - Overview pg. 27	696	62	62	62	62	62	Total		248	1,254	
4136157	Lighting Agreements	Countywide			Lighting		222	239	239	229	389	DDR	MNT			Seminole Co./
					2030 LRTP - Overview pg. 27	1,344	222	239	239	229	389	Total		0	2,662	FDOT
4181101	Primary Roads MOA	Countywide			Routine Maintenance		3,003	3,100	3,350	3,500	3,600	D	MNT			Seminole Co./
					2030 LRTP - Overview pg. 27	13,537	3,003	3,100	3,350	3,500	3,600	Total		0	30,090	FDOT
4220411	City of Oviedo MOA				Routine Maintenance		44	44	44	44	44	D	MNT			Oviedo
					2030 LRTP - Overview pg. 27	248	44	44	44	44	44	Total		176	644	
4220421	Aesthetic/Vegetation	Countywide			Routine Maintenance		493	0	0	0	0	D	MNT			Seminole Co./
					2030 LRTP - Overview pg. 27	6,502	493	0	0	0	0	Total		0	6,995	FDOT
4271961	Lighting Agreements	Countywide			Lighting		11	11	11	11	11	DDR	MNT			Seminole Co./
					2030 LRTP - Overview pg. 27	31	11	11	11	11	11	Total		0	86	FDOT
4291632	Pavement Markings	Countywide			Routine Maintenance		1,176	1,000	1,000	1,000	1,000	D	MNT			Seminole Co./
					2030 LRTP - Overview pg. 27	0	1,176	1,000	1,000	1,000	1,000	Total		0	5,176	FDOT

MetroPlan Orlando
Transportation Improvement Program
Miscellaneous Projects
Seminole County

4130197	Traffic Signal Maintenance	Countywide			Reimbursement *2030 LRTP - Tech. Rep. #5 pg. 46*		365 365	387 387	402 402	401 401	401 401	DDR Total	OPS			Seminole Co. / FDOT
						2,094								0	4,050	
4251031	Tropical Storm Debbie	Countywide			Emergency Operations *2030 LRTP - 46*		5 5	0 0	0 0	0 0	0 0	0 Total	MISC			Seminole Co. / FDOT
						TBD								0	TBD	

MetroPlan Orlando

Transportation Improvement Program

Federal & State Funded Bicycle & Pedestrian Projects

Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status and Cost ($000's)							Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
4174611	Wirz Trail Section 1	Kewannee Trail/Wilshire Blvd.	Laurel Way		Bike Path/Trail		1	0	0	0	0	SE	CST			Casselberry
					2030 LRTP - Overview pg. 52	1,677	1	0	0	0	0	Total		0	1,678	
4174841	SR 46 Gateway	Rinehart Rd.	Airport Blvd.	2.20	Sidewalk		1	0	0	0	0	DIH	PE			Seminole Co.
					2030 LRTP - Overview pg. 52		1	0	0	0	0	DIH	CST			
							3,128	0	0	0	0	SU	CST			
						691	3,130	0	0	0	0	Total		0	3,821	
4225722	Oakhurst St.	Virginia Ave.	Palm Springs Dr.		Sidewalk		2	0	0	0	0	SR2S	CST			Seminole Co.
					2030 LRTP - Overview pg. 52	440	2	0	0	0	0	Total		0	442	
4248941	SR 15/600/US 17/92	N Side of SR 436	N of Seminole Blvd.	1.66	Sidewalk		1	0	0	0	0	SU	CST			Casselberry
					2030 LRTP - Overview pg. 52	1,402	1	0	0	0	0	Total		0	1,403	
4249291	Seminole-Wekiva Trail	South End	Orange/Seminole Co. Line		Bike Path/Trail		5	0	0	0	0	SA	CST			Seminole Co.
					2030 LRTP - Tech. Rep. #4 pg. 22		2,000	0	0	0	0	SE	CST			
						300	2,005	0	0	0	0	Total		0	2,305	
4258221	Avenue B	Broadway St.	Franklin St.	0.49	Sidewalk		3	0	0	0	0	SA	CST			Oviedo
					2030 LRTP - Overview pg. 52	712	3	0	0	0	0	Total		0	715	
4258231	Wilson Rd.	Wilson Elementary School	International Pkwy.		Sidewalk		3	0	0	0	0	SA	CST			Seminole Co.
					2030 LRTP - Overview pg. 52		38	0	0	0	0	SR2E	CST			
						138	41	0	0	0	0	Total		0	179	
4278971	SR 434/Central Ave.	Mitchell Hammock Rd.	Clonts St.	0.13	Sidewalk		19	0	0	0	0	DIH	CST			Oviedo
					2030 LRTP - Overview pg. 52	405	19	0	0	0	0	Total		0	424	
4278981	CR 46A/Persimmon Ave.	S of SR 46	Southwest Rd.	0.88	Sidewalk		0	0	3	0	0	SA	CST			Sanford
					2030 LRTP - Overview pg. 52		0	0	400	0	0	SE	CST			
						80	0	0	403	0	0	Total		0	483	

MetroPlan Orlando
Transportation Improvement Program
Federal & State Funded Bicycle & Pedestrian Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status and Cost ($000's)							Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
4278991	CR 46A	Old Lake Mary Rd.	US 17/92		Sidewalk *2030 LRTP - Overview pg. 52*		90	0	0	0	0	SE	PE			Sanford
							0	0	5	0	0	SA	CST			
							0	0	500	0	0	SE	CST			
						0	90	0	505	0	0	Total		0	590	
4279001	Wirz Trail Ph. 3	Winter Park Dr.	N of Magnolia Ave.		Sidewalk *2030 LRTP - Overview pg. 52*		5	0	0	0	0	SA	CST			Casselberry
							1,000	0	0	0	0	SE	CST			
						0	1,005	0	0	0	0	Total		0	1,005	
4295971	Citrus Ave., Grove Ave., Bear Gulley Rd.				Sidewalks *2030 LRTP - Overview pg. 52*		135	0	0	0	0	SR2E	CST			Seminole Co.
							131	0	0	0	0	SR2S	CST			
						75	266	0	0	0	0	Total		0	341	
4295981	Snow Hill Rd.	CR 419	Walker Elementary School	0.40	Sidewalk *2030 LRTP - Overview pg. 52*		0	2	0	0	0	SA	CST			Seminole Co.
							0	128	0	0	0	SR2E	CST			
						50	0	130	0	0	0	Total		0	180	
4296101	Clark St.	Aulin Ave.	SR 434		Sidewalk *2030 LRTP - Overview pg. 52*		0	3	0	0	0	SA	CST			Oviedo
							0	627	0	0	0	SR2S	CST			
						104	0	630	0	0	0	Total		0	734	
4309131	Sanford Riverwalk Ph. 2	French Ave.	Monroe Ave.	1.70	Bike Path/Trail *2030 LRTP - Overview pg. 52*		2,900	0	0	0	0	LF	CST			Sanford
							2,620	0	0	0	0	SE	CST			
							1,500	0	0	0	0	SU	CST			
						610	7,020	0	0	0	0	Total		0	7,630	
4317691	SR 436	Montgomery Rd.	Essex Ave.	1.51	Sidewalk *2030 LRTP - Overview pg. 52*		465	0	0	0	0	DS	CST			Altamonte Springs
						0	465	0	0	0	0	Total		0	465	

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
Seminole County

Project Number	Project Name or Designation	Project Description				Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status and Cost ($000's)							Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description		2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources	Project Phases			
77004	SR 434	Rangeline Rd.	CR 427	1.60	Major Intersection Improvements *2030 LRTP - Tech. Rep. #3 pg. 46*		200	0	0	0	0	OCST	PE			Seminole Co.
							1,800	0	0	0	0	OCST	ROW			
							1,100	0	0	0	0	OCST	CST			
						534	3,100	0	0	0	0	Total		0	3,634	
77003	Dean Rd.	Orange/Seminole Co. Line	SR 426	1.10	Reconstruct to 4 Lanes(1) *2030 LRTP - Tech. Rep. #3 pg. 25*		542	0	0	0	0	OCST	PE			Seminole Co.
							4,000	0	0	0	0	OCST	ROW			
							0	0	7,500	0	0	OCST	CST			
						710	4,542	0	7,500	0	0	Total		0	12,752	
77005	Wymore Rd.	Orange/Seminole Co. Line	SR 436	1.30	Reconstruct to 4 Lanes(1) *2030 LRTP - #1-A*		0	500	0	0	0	LOGT/RIF/OCST	PE			Seminole Co.
							0	4,625	0	0	0	LOGT/RIF/OCST	ROW			
							0	0	0	10,125	0	LOGT/RIF/OCST	CST			
						2,005	0	5,125	0	10,125	0	Total		0	17,255	

(1) Project includes bicycle lanes and sidewalk facilities.

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status & Cost ($000s)						Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
				2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources			
4052011 *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Taxiway Alpha (Phase 3) *2030 LRTP - N/A*		0(1) 0(1) 0(1)	7,600(1) 200(1) 200(1)	0(1) 0(1) 0(1)	0(1) 0(1) 0(1)	0(1) 0(1) 0(1)	FAA DPTO LF			Yes
			0	0	8,000	0	0	0	Total	0	8,000	
4098071 *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Expand Terminal Building *2030 LRTP - N/A*		0 0	0 0	1,000 1,000	1,000 1,000	0 0	DPTO LF			Yes
			0	0	0	2,000	2,000	0	Total	0	4,000	
4098081 *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Parking Garage (Phase 2) *2030 LRTP - N/A*		0 0 0	50(2) 916(2) 966(2)	129(2) 1,682(2) 1,811(2)	1,801(2) 0(2) 1,801(2)	912(2) 0(2) 912(2)	DDR DPTO LF			Yes
			0	0	1,932	3,622	3,602	1,824	Total	0	10,980	
4101001 *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Environmental Assessment/Cost Benefit Analysis for Runway 18-36 Extension *2030 LRTP - N/A*		760 20 20	0 0 0	0 0 0	0 0 0	0 0 0	FAA DPTO LF			Yes
			0	800	0	0	0	0	Total	0	800	
4144531 *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Taxiway F *2030 LRTP - N/A*		0 0 0	0 0 0	0 0 0	0 0 0	5,000 300 300	FAA DDR LF			Yes
			0	0	0	0	0	5,600	Total	0	5,600	

(1) These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $7,000,000 in FAA funds and $388,889 each in state and local funds allocated in FY 2015/16.

(2) These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $7,000,000 each in state and local funds allocated in FY 2016/17.

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status & Cost ($000s)						Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
				2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources			
4144541	Orlando Sanford International Airport/	Design, Engineer & Construct New		0	4,940(1)	0	0	0	FAA			Yes
SIS Project	Sanford Airport Authority	Third Teminal Building		0	130(1)	0	0	0	DPTO			
		2030 LRTP - N/A		0	130(1)	0	0	0	LF			
			0	0	5,200	0	0	0	Total	0	5,200	
4208441	Orlando Sanford International Airport/	Construct Commercial Hangar		405	0	0	0	0	DPTO			Yes
SIS Project	Sanford Airport Authority	*2030 LRTP - N/A*		405	0	0	0	0	LF			
			0	810	0	0	0	0	Total	0	810	
4208461	Orlando Sanford International Airport/	Construct Apron & Ramp		1,000(2)	0	0	0	0	DPTO			Yes
SIS Project	Sanford Airport Authority	*2030 LRTP - N/A*		1,000(2)	0	0	0	0	LF			
			0	2,000	0	0	0	0	Total	0	2,000	
4315981	Orlando Sanford International Airport/	Construct Taxiway T		0	0	0	0	5,500	FAA			Yes
SIS Project	Sanford Airport Authority	*2030 LRTP - N/A*		0	0	0	0	310	DDR			
				0	0	0	0	310	LF			
			0	0	0	0	0	6,120	Total	0	6,120	
4315991	Orlando Sanford International Airport/	Rehab West Ramp & Apron		0	9,500	0	0	0	FAA			Yes
SIS Project	Sanford Airport Authority	*2030 LRTP - N/A*		0	250	0	0	0	DPTO			
				0	250	0	0	0	LF			
			0	0	10,000	0	0	0	Total	0	10,000	

(1) These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $5,850,000 in FAA funds and $325,000 each in state and local funds allocated in FY 2014/15.

(2) These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $2,875,000 in FAA funds and $159,722 each in state and local funds allocated in FY 2014/15.

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status & Cost ($000s)						Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
				2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources			
4316001	Orlando Sanford International Airport/	Discretionary Capacity Airport		395	547	100	92	1,129	DDR			Yes
SIS Project	Sanford Airport Authority	Improvement Project		0	449	57	50	0	DPTO			
		2030 LRTP - N/A		395	996	157	142	1,129	LF			
			0	790	1,992	314	284	2,258	Total	0	5,638	
4317491	Orlando Sanford International Airport/	Extend Runway 9L-27R &		14,250(1)	0	0	0	0	FAA			Yes
SIS Project	Sanford Airport Authority	Taxiway Bravo to 11,000 ft.		416(1)	0	0	0	0	DDR			
		2030 LRTP - N/A		375(1)	0	0	0	0	DPTO			
				791(1)	0	0	0	0	LF			
			2,012	15,832	0	0	0	0	Total	0	17,844	
Candidate(2)	Orlando Sanford International Airport/	Construct Access Road for Northside		0	0	630	0	0	FAA			Yes
SIS Project	Sanford Airport Authority	Aviation Complex (Phase 1)		0	0	35	0	0	State			
		2030 LRTP - N/A		0	0	35	0	0	LF			
			0	0	0	700	0	0	Total	0	700	
Candidate	Orlando Sanford International Airport/	Rehab Southwest Ramp & Apron		0	7,000	0	7,000	0	FAA			Yes
SIS Project	Sanford Airport Authority	*2030 LRTP - N/A*		0	389	0	389	0	State			
				0	389	0	389	0	LF			
			0	0	7,778	0	7,778	0	Total	0	15,556	

(1) These funds are shown as programmed in FDOT's Five Year Work Program. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $892,843 in state funds allocated in FY 2012/13.

(2) Projects shown as "Candidate" are not currently programmed in FDOT's Five Year Work Program, but are included in the Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP).

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status & Cost ($000s)						Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
				2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources			
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	TSA Passenger Screening Information Display System *2030 LRTP - N/A*		135	0	0	0	0	FAA			Yes
				0	8	0	0	0	State			
				8	0	0	0	0	LF			
			0	143	8	0	0	0	Total	0	143	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Add 2 TSA Passenger Screening Lanes to Passenger Screening Checkpoints *2030 LRTP - N/A*		60	0	0	0	0	State			Yes
				60	0	0	0	0	LF			
			0	120	0	0	0	0	Total	0	120	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Inbount & Outbound Baggage System *2030 LRTP - N/A*		900	0	0	0	0	LF			Yes
			0	900	0	0	0	0	Total	0	900	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Acquire Land for Runway 9L-27R Extension - Reimbursement *2030 LRTP - N/A*		3,150	0	0	0	0	FAA			Yes
				175	0	0	0	0	State			
				175	0	0	0	0	LF			
			0	3,500	0	0	0	0	Total	0	3,500	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Improve Airport Entrance near Airport Blvd. & Mellonville Ave. *2030 LRTP - N/A*		0	300	0	0	0	LF			Yes
			0	0	300	0	0	0	Total	0	300	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Install Artificial Turf on SFB Primary Air Carrier Runway to Minimize Wildlife Intrusion *2030 LRTP - N/A*		5,890	3,000	3,000	3,000	3,000	FAA			Yes
				0	80	80	80	80	State			
				327	80	80	80	80	LF			
			0	6,217	3,160	3,160	3,160	3,160	Total	0	18,857	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Terminal Building Passenger Loading Bridges		1,300	1,300	1,300	1,300	1,300	LF			Yes
			0	1,300	1,300	1,300	1,300	1,300	Total	TBD	TBD	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status & Cost ($000s)						Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
				2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources			
Candidate *SIS Project*	Orlando Sanford International Airport	Design & Construct "Cell Phone" Parking Lot		0	0	150	0	0	State			Yes
				0	0	150	0	0	LF			
		2030 LRTP - N/A	0	0	0	300	0	0	Total	0	300	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct Taxiway Alpha Phase 2 between Taxiway A3 & Runway 18-36		0	5,850	0	0	0	FAA			Yes
				0	325	0	0	0	State			
				0	325	0	0	0	LF			
		2030 LRTP - N/A	0	0	6,500	0	0	0	Total	0	6,500	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Purchase Replacement 800 MHz Radios		600	0	0	0	0	FAA			Yes
				30	0	0	0	0	State			
		2030 LRTP - N/A		30	0	0	0	0	LF			
			0	660	0	0	0	0	Total	0	660	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Construct (2) 20,000-Gallon Fuel Storage Tanks, Dispensing Devices & Back-up Generator		0	135	0	0	0	State			Yes
				0	135	0	0	0	LF			
		2030 LRTP - N/A	0	0	270	0	0	0	Total	0	270	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Computerized Access Control System to Remainder of Fenced Perimeter		0	0	1,400	0	0	FAA			Yes
				0	0	80	0	0	State			
				0	0	80	0	0	LF			
		2030 LRTP - N/A	0	0	0	1,560	0	0	Total	0	1,560	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct Law Enforcement Firearms Training Facility		0	1,050	0	0	0	State			Yes
				0	1,050	0	0	0	LF			
		2030 LRTP - N/A	0	0	2,100	0	0	0	Total	0	2,100	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status & Cost ($000s)						Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
				2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources			
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Airfield Incandescent Lighting with LED Illumination *2030 LRTP - N/A*		0	1,400	0	0	0	FAA			Yes
				0	0	78	0	0	State			
				0	78	0	0	0	LF			
			0	0	1,478	78	0	0	Total	0	1,556	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Purchase & Install Automated Vehicle Identifier System *2030 LRTP - N/A*		0	0	150	0	0	State			Yes
				0	0	150	0	0	LF			
			0	0	0	300	0	0	Total	0	300	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	4-Lane Airport Blvd. from Red Cleveland Blvd. to Mellonville Ave. *2030 LRTP - N/A*		0	2,878	0	0	0	State			Yes
				0	2,878	0	0	0	LF			
			0	0	5,756	0	0	0	Total	0	5,756	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Purchase Ramp Sweeper Truck *2030 LRTP - N/A*		0	120	0	0	0	State			Yes
				0	120	0	0	0	LF			
			0	0	240	0	0	0	Total	0	240	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Widen Airport Blvd. from Mellonville Ave. to SR 426 *2030 LRTP - N/A*		0	0	2,453	0	0	State			Yes
				0	0	818	0	0	LF			
			0	0	0	3,271	0	0	Total	0	3,271	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Runway 18-36 - Design *2030 LRTP - N/A*		0	0	1,125	0	0	FAA			Yes
				0	0	55	0	0	State			
				0	0	55	0	0	LF			
			0	0	0	1,235	0	0	Total	0	1,235	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Design/Construct Large Commercial Maintenance Hanger/Reservation Center *2030 LRTP - N/A*		0	0	3,500	0	0	State			Yes
				0	0	3,500	0	0	LF			
			0	0	0	7,000	0	0	Total	0	7,000	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status & Cost ($000s)						Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
				2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources			
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Relocate Taxiway K *2030 LRTP - N/A*		0	0	0	2,790	0	FAA			Yes
				0	0	0	155	0	State			
				0	0	0	155	0	LF			
			0	0	0	0	3,100	0	Total	0	3,100	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Runway 18-36 - Acquire Land *2030 LRTP - N/A*		0	0	0	4,000	0	FAA			Yes
				0	0	0	200	0	State			
				0	0	0	200	0	LF			
			0	0	0	0	4,400	0	Total	0	4,400	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct Chemical Storage/ Equipment Maintenance Building *2030 LRTP - N/A*		0	0	500	0	0	State			Yes
				0	0	500	0	0	LF			
			0	0	0	1,000	0	0	Total	0	1,000	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Construct New Airfield Electrial Vault *2030 LRTP - N/A*		0	0	1,425	0	0	FAA			Yes
				0	0	38	0	0	State			
				0	0	38	0	0	LF			
			0	0	0	1,501	0	0	Total	0	1,501	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Relocate Taxiway Bravo west of Funway 18/36 & Taxiway Kilo *2030 LRTP - N/A*		0	0	0	7,000	0	FAA			Yes
				0	0	0	184	0	State			
				0	0	0	184	0	LF			
			0	0	0	0	7,368	0	Total	0	7,368	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Taxiway Alpha (Phase 4) *2030 LRTP - N/A*		0	0	0	0	4,950	FAA			Yes
				0	0	0	0	275	State			
				0	0	0	0	275	LF			
			0	0	0	0	0	5,500	Total	0	5,500	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	Historic Cost Prior to 2012/13 ($000's)	2012/13-2016/17 Project Status & Cost ($000s)						Estimated Future Cost After 2016/17 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
				2012/13	2013/14	2014/15	2015/16	2016/17	Funding Sources			
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Taxiway Charlie to ARFF Station *2030 LRTP - N/A*		0	0	0	1,500	0	FAA			Yes
				0	0	0	39	0	State			
				0	0	0	39	0	LF			
			0	0	0	0	1,578	0	Total	0	1,578	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Airfield Signs Affected by Change in Runway Magnetic Heading *2030 LRTP - N/A*		0	0	0	0	1,035	FAA			Yes
				0	0	0	0	58	State			
				0	0	0	0	58	LF			
			0	0	0	0	0	1,151	Total	0	1,151	
Candidate *SIS Project*	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Runway 18-36 - Construction *2030 LRTP - N/A*		0	0	0	0	8,000	FAA			Yes
				0	0	0	0	400	State			
				0	0	0	0	400	LF			
			0	0	0	0	0	8,800	Total	0	8,800	

2012-2013
FIVE (5) YEAR CAPITAL IMPROVEMENT PLAN
SEMINOLE COUNTY PUBLIC SCHOOLS

Board approved 9/11/12

REVENUE	2012/13	2013/14	2014/15	2015/16	2016/17
STATE					
PECO NEW CONSTRUCTION	$0	$0	$0	$0	$0
PECO MAINTENANCE	$0	$0	$0	$0	$0
CO&DS	$283,000	$283,000	$283,000	$283,000	$283,000
LOCAL					
1.50 MILL	$37,730,529	$37,736,866	$38,680,288	$39,918,057	$41,434,942
COPS	$0	$0	$0	$0	$0
SALES TAX - 2001					
IMPACT FEES	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
GASOLINE TAX REFUND	$100,000	$100,000	$100,000	$100,000	$100,000
INTEREST	$50,000	$50,000	$500,000	$500,000	$500,000
SUB-TOTAL	$41,163,529	$41,169,866	$42,563,288	$43,801,057	$45,317,942
PRIOR YEAR CARRYOVER	$22,828,141	$14,320,670	$5,019,536	$2,411,824	$2,516,881
TOTAL REVENUE	$63,991,670	$55,490,536	$47,582,824	$46,212,881	$47,834,823

EXPENDITURES	2012/13	2013/14	2014/15	2015/16	2016/17
SUPPORT GENERAL FUND - 100					
PROPERTY & CASUALTY PREMIUM	$2,200,000	$2,200,000	$2,200,000	$2,200,000	$2,200,000
ANNUAL MAINTENANCE SUPPORT	$7,241,000	$9,241,000	$9,241,000	$9,241,000	$9,241,000
SCHOOL INSTRUCTIONAL EQUIPT PURCH	$750,000	$750,000	$750,000	$750,000	$750,000
DISTRICT WIDE CAPITAL EXPENDITURES					
BUS REPLACEMENT	$1,100,000	$700,000	$0	$1,000,000	$1,000,000
VEHICLES	$0	$0	$0	$0	$100,000
FLOOR - MAINTENANCE	$150,000	$150,000	$150,000	$150,000	$150,000
HVAC - MAINTENANCE	$2,300,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
ROOF - MAINTENANCE	$50,000	$50,000	$50,000	$50,000	$50,000
PAVEMENT - MAINTENANCE	$50,000	$50,000	$50,000	$50,000	$50,000
PAINTING - MAINTENANCE	$150,000	$150,000	$150,000	$150,000	$150,000
LEASED PORTABLES	$0	$0	$0	$0	$0
SCHOOL CAP OUTLAY	$500,000	$500,000	$250,000	$250,000	$500,000
MAGNET SCHOOL EQUIPT	$100,000	$100,000	$75,000	$50,000	$50,000
EQUIPMENT REPLACEMENT	$0	$0	$0	$0	$0
CROOMS TECH REPLACEMENT	$265,000	$265,000	$265,000	$265,000	$300,000
COMMUNICATIONS	$100,000	$50,000	$0	$50,000	$100,000
TECHNOLOGY UPGRADES	$2,000,000	$2,000,000	$1,000,000	$1,000,000	$1,000,000
INSTRUCTIONAL TECH EQUIPT	$200,000	$0	$0	$0	$347,000
SCHOOL VIDEO & SECURITY SYSTEMS	$175,000	$0	$0	$0	$0
CATASTROPHIC LOSS RESERVE	$2,000,000	$0	$0	$0	$0
DEBT SERVICE					
COPS PAYMENT	$22,240,000	$22,240,000	$22,240,000	$22,240,000	$22,240,000
FACILITIES PLANNING					
MISC. PLANNING	$250,000	$250,000	$250,000	$250,000	$250,000
DISTRICTWIDE RENOVATIONS	$250,000	$250,000	$250,000	$250,000	$250,000
CAPITAL PROJECTS					
DATA/ VOICE SYSTEMS	$0	$2,500,000	$2,500,000	$0	$0
ROOFS - CAPITAL	$2,500,000	$2,000,000	$2,250,000	$2,250,000	$1,000,000
HVAC - CAPITAL	$0	$3,000,000	$0	$0	$0
LAKE BRANTLEY HIGH - STADIUM REPAIRS	$600,000				
SEMINOLE HIGH - STADIUM REPAIRS		$525,000			
POSSIBLE SCHOOL SUSPENSION OF OPERATIONS - TBD					
SMALL PROJECTS	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
MISC.					
CONTINGENCY	$3,000,000				
TOTAL EXPENDITURES	$49,671,000	$50,471,000	$45,171,000	$43,696,000	$43,228,000
BUDGETED FUND BALANCE	$14,320,670	$5,019,536	$2,411,824	$2,516,881	$4,606,823

2013
CIE Project Schedule Update

Summary of CIE Funding and Expenditures

CIE Totals by Fund	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
17/92 Redevelopment Fund	25,000				
Anticipated Grants Fund		1,513,784			
Enhanced 911 Fund	4,000,000				
Facilities Maintenance Fund	881,151				
Fire/Rescue Impact Fees					2,400,000
Fire Protection Fund		250,000	250,000		
Infrastructure Sales Tax Fund - 1991	6,200,000	12,851,394			
Infrastructure Sales Tax Fund - 2001	23,161,667	1,142,107	791,666		
Natural Lands/Trail Bond Fund	50,000				
North Collector Impact Fee Fund	1,270,000				
Sewer Connection Fees		423,989	143,947		
Solid Waste Fund	705,625	469,406	855,932	939,071	510,024
Transportation Trust Fund	250,000	500,000	500,000	500,000	
Unfunded - Governmental		42,753,524	7,153,160	3,705,000	3,500,000
Unfunded - Enterprise		-	-	8,973,241	15,820,196
Water & Sewer (Operating) Capital Fund	20,173,627	7,927,327	9,097,008	9,395,269	9,153,612
Water & Sewer Bonds, Series 2006	1,945,529				
Water & Sewer Bonds, Series 2010	35,464				
Water & Sewer Operating Fund	1,000,000	1,000,000	1,000,000	1,000,000	
Water Connection Fees	1,023,743				
	60,721,806	68,831,531	19,791,713	24,512,581	31,383,832

CIE Totals by Element	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
Drainage	230,000	10,930,000	3,500,000	3,500,000	3,500,000
General Government	4,429,169	328,700	250,000	-	2,400,000
Potable Water	16,938,815	4,890,000	5,688,000	15,519,093	15,589,977
Recreation/Open Space	148,650	32,244,824	3,653,160	205,000	-
Sanitary Sewer	7,239,548	4,461,316	4,552,955	3,849,417	9,308,831
Solid Waste	758,957	469,406	855,932	939,071	510,024
Transportation	30,976,667	15,507,285	1,291,666	500,000	500,000
	60,721,806	68,831,531	19,791,713	24,512,581	31,808,832

Capital Improvements Element Project Listing

ELEMENT Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
DRAINAGE						
00008303	WEKIVA BASIN TMDL- WEST TRIANGLE DRIVE @ SWEETWATER CREEK RSF	0	1,450,000	0	0	0
00008304	WEKIVA BASIN TMDL-HUNT CLUB BLVD @ W. WEKIVA TRAIL RSF	0	380,000	0	0	0
00009003	HOWELL CREEK - LAKE JESUP TMDL	0	1,700,000	0	0	0
00009004	BEAR GULLY CANAL - LAKE JESUP TMDL	0	1,050,000	0	0	0
00009005	SIX MILE CREEK - LAKE JESUP TMDL PROJECT	0	1,350,000	0	0	0
00229114	E SETTLERS LOOP CROSS DRAIN AND OUTFALL DITCH IMPROVEMENTS	0	1,500,000	0	0	0
00255701	SUBDIVISION RETROFIT PROGRAM	0	3,500,000	3,500,000	3,500,000	3,500,000
00265204	WAVERLY DR CULVERT REPLACEMENT	50,000	0	0	0	0
00265211	SIX MILE CREEK @ MILLER ROAD - LAKE JESUP BASIN- SIX MILE CREEK SUB BASIN	60,000	0	0	0	0
00276906	Lake Jesup TMDL Project - Howell Creek Alum Project	120,000	0	0	0	0
Drainage Total		230,000	10,930,000	3,500,000	3,500,000	3,500,000
GENERAL GOVERNMENT						
00189307	Renovation to Fire Station 36 (Heathrow)	0	250,000	0	0	0
00189311	Renovation of Fire Station 24 (Winter Springs)	0	0	250,000	0	0
00234654	Auditorium Teaching Kitchen Renovation	0	8,700	0	0	0
00234656	Lobby Tiles Replacement at Central Library Branch	0	30,000	0	0	0
00234657	North Branch Public Restrooms	0	5,000	0	0	0
00234658	West Branch Book Shelving	0	35,000	0	0	0
00258001	Fire Station 29 - Aloma Avenue	0	0	0	0	2,400,000
00273920	HVAC - General Government (Ongoing)	7,625	0	0	0	0
00273934	Roof Capital Maintenance - Sheriff (Ongoing)	1,000	0	0	0	0
00273936	Roof Capital Maintenance - Fire (Ongoing)	62,645	0	0	0	0
00273940	Exterior Building Capital Maintenance-General Government (Ongoing)	168,979	0	0	0	0
00273944	Exterior Building Capital Maintenance - Fire (Ongoing)	18,452	0	0	0	0
00273950	Flooring Replacement - General Government (Ongoing)	31,395	0	0	0	0
00273961	Fire Alarm - Leisure (Ongoing)	15,000	0	0	0	0
00273962	Fire Alarm - Fire (Ongoing)	15,000	0	0	0	0
00273965	Parking Lot Improvements - General Government (Ongoing)	49,500	0	0	0	0
00273966	Parking Lot Improvements - Leisure (Ongoing)	59,573	0	0	0	0
00310001	Replace 911 System	4,000,000	0	0	0	0
General Government Total		4,429,169	328,700	250,000	0	2,400,000
POTABLE WATER						
00021709	Oversizing & Extensions-Potable Water	57,500	50,000	50,000	50,000	50,000
00022901	Small Meter Replacement Program	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
00040301	Capitalized Labor Project	1,290,000	1,290,000	1,290,000	1,290,000	1,290,000
00056605	Lake Monroe Water Treatment Deccommission	0	0	0	0	443,593
00064501	Water Distribution Upgrades	0	0	160,000	160,000	0
00064525	Meredith Manor Small Pipe Improvements	0	0	0	799,241	0
00064528	Fire Hydrants	0	0	0	0	25,000
00064533	Apple Valley Distribution Upgrades	0	0	0	1,777,000	0
00064534	Druid Hills Distribution Upgrades	439,504	0	0	0	0
00064536	Reclaim Main Valve Upgrades	0	0	140,000	140,000	0

Capital Improvements Element Project Listing

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
00064537	Miscellaneous Interconnects Phase 3	995,895	0	0	0	0
00064538	Water Wheeling Preliminary Design	150,000	0	0	0	0
00064539	Lake Monroe System Pressure Modifications	130,000	0	0	0	0
00064542	Galvanized Pipe Replacement Program	0	0	1,450,000	2,760,000	0
00064543	Northeast-Northwest Potable Water Transfer Pump Station	0	0	1,287,000	4,828,000	0
00064544	Southwest Service Area Pipeline Improvements	0	0	0	107,852	0
00064545	Southeast Service Area Distribution Main Improvements	0	0	0	2,259,000	0
00064546	Black Hammock Pipline Improvements	0	0	0	0	3,796,000
00064549	Lake Harriet Distribution Improvements	0	0	0	0	855,000
00064550	Meredith Manor Distribution Pipe Replacements	0	0	0	0	234,000
00064551	Northeast Distribution Pipe Replacement	0	0	0	0	519,000
00064552	Apple Valley Distribution Improvement	0	0	0	0	1,398,000
00065209	Dean Road Widening	1,441,841	0	0	0	0
00065214	Longwood/Markham Road Trail Extension	27,500	0	0	0	0
00065218	Wekiva Parkway Utility Relocates	0	0	0	0	700,000
00065220	Minor Roads Utility Upgrades-Potable Water	75,000	75,000	75,000	75,000	75,000
00164301	Yankee Lake Alternative Water	105,000	50,000	0	0	0
00178301	Country Club Water Treatment Plant/Ozone Improvements	504,000	0	0	0	0
00178303	Country Club Consolidation-Greenwood Lk WTP Demolition	0	0	0	0	738,648
00178304	Country Club Water Treatment Plant Rehabiliation/Replacement	0	0	0	0	78,000
00193601	Bear Lake Woods Potable Water Main	0	0	0	0	222,736
00195702	Lynwood Water Treatment Facility Upgrade/Ozone	5,702,140	0	0	0	0
00195703	Southeast Regional Water Treatment Plant Improvements/Ozone	801,600	0	0	0	0
00200401	MARKHAM AQUIFER STORAGE WELL	0	500,000	0	0	0
00201101	Consumptive Use Permit Consolidation	20,000	15,000	15,000	15,000	15,000
00201501	Potable Well Improvements	115,000	100,000	100,000	100,000	100,000
00201515	Markham Water Quality Investigation Phase 3	510,000	0	0	0	0
00201516	Southeast Regional Well #3 Rehabilitation	70,000	0	0	0	0
00201518	Lake Hayes Well #1 Conversion to Monitor Well	0	200,000	0	0	0
00201519	Lakes Hayes Well #3 Conversion to Monitor Well	0	200,000	0	0	0
00203101	Security Improvements/Enhancements	0	50,000	50,000	100,000	50,000
00203202	Apple Valley Transmission Main	58,000	0	0	0	0
00203302	Lake Harriet Water Treatment Plant Decommission	0	0	0	0	380,000
00203304	Meredith Manor Water Treatment Plant Decommission	0	0	0	0	480,000
00203305	Lake Brantley Water Treatment Plant Decommission	0	0	0	0	390,000
00203306	Dol Ray Water Treatment Plant Decomission	0	0	0	0	430,000
00203308	Hanover Water Treatment Plant Decommission	0	0	0	0	370,000
00203309	Apple Valley Water Treatment Plant Demolition	0	0	0	0	400,000
00216701	Markham Water Treatment Plant H2S Improvements	914,800	0	0	0	0
00216702	Heathrow Well Equipment Improvements	40,288	0	0	0	0
00216703	Heathrow Wellfield Redirect	283,339	0	0	0	0
00216704	Heathrow Water Treatment Plant Demolition	0	0	0	0	1,550,000
00216705	Markham Wells Property Acquisition/Replacement-North West Service Area Supply Well	600,000	0	0	0	0
00216707	Heathrow Well #1 Replacement	306,724	980,000	0	0	0
00216708	Heathrow Well #4 Replacement	1,150,684	0	0	0	0

Capital Improvements Element Project Listing

ELEMENT Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
00216709	Markham Water Treatment Plant Discharge Water Main	100,000	0	0	0	0
00216710	Heathrow Raw Water Main Upsize	0	380,000	0	0	0
00243502	Indian Hill Water Treatment Plant Rehabilitation/Replacement	50,000	0	71,000	58,000	0
Potable Water Total		16,938,815	4,890,000	5,688,000	15,519,093	15,589,977
RECREATION/OPEN SPACE						
00187763	LONGWOOD MARKHAM TRAIL CONNECTOR	50,000	0	0	0	0
00234602	Sylvan Lake Park Playground Replacement & Additions	0	400,000	0	0	0
00234603	Sylvan Lake Park - Sports Lighting of Fields C & D	0	330,824	0	0	0
00234604	Sylvan Lake Park - Boardwalk Replacement	0	30,000	500,000	0	0
00234606	Sanlando Park Shade Cover Additions	0	150,000	75,000	0	0
00234607	Softball Complex-Irrigation Replacement for Sports Fields	0	45,000	0	0	0
00234608	Sanlando Park Playground Replacement	0	200,000	0	0	0
00234609	Softball Complex Scoreboard Replacement	0	35,000	0	0	0
00234611	Red Bug Park Playground Replacement & Additions	0	300,000	0	0	0
00234612	Red Bug Lake Park Shade Cover Additions	0	0	225,000	0	0
00234613	Red Bug Lake Park - Irrigation Replacement for Sports Fields	0	35,000	0	0	0
00234616	Kewannee Playground and Access Improvements	0	0	200,000	0	0
00234618	Greenwood Lakes Park Playground Replacement	0	0	0	205,000	0
00234619	Bookertown Park Playground Replacement	0	160,000	0	0	0
00234620	Jamestown Playground and Site Improvements	0	0	135,000	0	0
00234621	Lake Mills Park Playground Replacement	0	0	160,000	0	0
00234622	Upgrade Sports Field Lighting	0	0	519,277	0	0
00234623	Red Bug Lake Sports Lighting Replacement	0	679,000	0	0	0
00234624	Sanlando Park - Sports Lighting Replacement	0	300,000	0	0	0
00234630	Red Bug Lake Park Turf Field Renovations	0	200,000	0	0	0
00234631	Red Bug Lake Park Security Fencing around Maintenance Shop	0	0	22,000	0	0
00234632	Red Bug Lake Park Fencing Replacement	0	0	38,000	0	0
00234633	Multi-Use Turf Field Replacement	0	200,000	0	0	0
00234634	Red Bug Lake Park Boardwalk Re-alignment	0	0	26,883	0	0
00234635	Big Tree Park Boardwalk and Lighting	0	220,000	0	0	0
00234636	Big Tree Park Potable Water	0	50,000	0	0	0
00234638	Bookertown Park Sidewalks and Parking	0	0	75,000	0	0
00234639	Greenwood Lakes Park Security Lighting	0	0	40,000	0	0
00234640	Kewannee Boardwalk Replacement	0	0	300,000	0	0
00234641	Lake Jesup Boat Launch and Site Improvements	0	0	137,000	0	0
00234642	Lake Mills Park Boardwalk Replacement and Restroom Renovation	0	0	560,000	0	0
00234643	Lake Mills Park Traffic Circulation and Safety Lighting	0	0	540,000	0	0
00234644	Lake Monroe Wayside Park Improvements	0	400,000	0	0	0
00234645	Overlook Park Boardwalk Replacement	0	0	100,000	0	0
00234646	Soldiers Creek Park Renovation	0	8,000,000	0	0	0
00234653	Sports Complex	0	20,000,000	0	0	0
00234655	Greenwood Lakes Park Shell Path Top Dressing	0	10,000	0	0	0
00273931	Roof Capital Maintenance - Leisure (Ongoing)	50,900	0	0	0	0
00273941	Exterior Building Capital Maintenance - Leisure Services (Ongoing)	22,750	0	0	0	0

Capital Improvements Element Project Listing

ELEMENT Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
00282601	Sunland Park	25,000	500,000	0	0	0
Recreation/Open Space Total		148,650	32,244,824	3,653,160	205,000	0
SANITARY SEWER						
00021708	Oversizing & Extension-Sanitary Sewer	57,500	50,000	50,000	50,000	50,000
00024806	SCADA System Hardware	250,000	150,000	150,000	100,000	100,000
00065221	Minor Roads Utility Upgrades-Sanitary Sewer	75,000	75,000	75,000	75,000	75,000
00082912	Heathrow Master Pump Station Upgrades	81,315	0	0	0	0
00082915	Pump Station Upgrades	1,500,000	1,415,955	1,415,955	1,415,955	1,415,955
00083106	SR46 Force Main/Orange Blvd to Center Street	315,701	0	0	0	0
00083107	Force Main & Air Release Valve Assessment/Rehabilitation	410,000	450,000	490,000	540,000	590,000
00083108	Gravity Sewer & Manhole Condition Assessment & Rehabilitation	290,000	0	940,000	540,000	540,000
00083109	Southwest Service Area Force Main Mters	60,000	0	0	0	0
00194901	Sand Lake Road Force Main Replacement	0	0	0	788,462	0
00195206	Yankee Lk Wastewater Regional Facility Rehabilitation/Replacement	1,294,000	0	1,192,000	0	37,000
00216402	Iron Bridge Equipment Replacement	25,300	34,441	0	0	0
00216404	Iron Bridge Flow Equalization	0	1,743,320	0	0	0
00216405	Iron Bridge Low Voltage Improvements	1,500	0	0	0	0
00216406	Iron Bridge Secondary Clarifier Drives	0	212,600	0	0	0
00216408	Iron Bridge - Flume Improvements	5,000	0	0	0	0
00216409	Iron Bridge - Odor Control Improvements	2,500	0	0	0	0
00216410	Iron Bridge - Wetland Pump Station Improvements	1,020,480	0	0	0	0
00216411	Iron Bridge Wtr Reclaim Facility Power Generator-Local	90,355	0	0	0	0
00216412	Iron Bridge - Miscellaneous Capital Improvements	0	0	0	300,000	300,000
00216413	Iron Bridge-Wet Weather Flow Improvements	116,000	0	0	0	0
00223001	Residential Reclaimed Water Main Retrofit Phase IV	0	0	0	0	2,002,000
00223101	Residential Reclaimed Water Main Retrofit Phase III	164,847	0	0	0	0
00223201	Residential Reclaimed Water Main Retrofit Phase V	0	0	0	0	4,198,876
00223203	NW-Reclaim Wtr Pipeline Imprmts Reclaim Main @ AAA Drive	20,300	0	0	0	0
00227409	Greenwood Lakes Water Reclaimed Facility Rehabilitation/Replacement	1,201,000	80,000	240,000	40,000	0
00283002	SSNOCWTA Infilitration & Inflow Correction SE Collection System	258,750	250,000	0	0	0
Sanitary Sewer Total		7,239,548	4,461,316	4,552,955	3,849,417	9,308,831
SOLID WASTE						
00201901	Tipping Floor Resurfacing	125,000	150,000	175,000	175,000	175,000
00215801	Upgraded Prefabricated Hazardous Material	0	0	77,055	0	0
00216003	Osceola Landfill NPDES Permit	0	30,000	0	0	0
00216102	Central Transfer Station Permit Renewal/SW	60,000	0	0	0	0
00216103	Spill Prevention, Controls & Countermeasures Plan Compliance	100,000	0	0	0	0
00216104	Central Transfer Station NPDES Permit Renewal	0	0	0	10,000	0
00244504	Osceola Road Landfill Pump Station Pumps Replacement	0	0	0	75,000	0
00244505	CTS Scale Automation Upgrade	0	0	0	250,000	0
00244506	Osceola Road Landfill Telemetry (SCADA)	100,000	0	0	0	0
00244509	Transfer Station Refurbishment	0	0	0	100,000	0
00244601	Landfill Gas System Expansion	275,625	289,406	303,877	319,071	335,024

Capital Improvements Element Project Listing

ELEMENT Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
00244602	Osceola Landfill Monitoring Wells	45,000	0	0	0	0
00244603	Osceola Landfill Leachate Tanks	0	0	250,000	0	0
00244801	Landfill Title Five Air Permit Renewal	0	0	50,000	0	0
00245102	Landfill Solid Waste Operation Permit Renewal (2017)	0	0	0	10,000	0
00273942	Exterior Building Capital Maintenance - Solid Waste (Ongoing)	53,332	0	0	0	0
Solid Waste Total		758,957	469,406	855,932	939,071	510,024
TRANSPORTATION						
00014601	WYMORE RD IMPROVEMENTS	0	8,351,394	0	0	0
00015001	NEW OXFORD RD WIDENING	6,200,000	4,500,000	0	0	0
00132701	MODULAR BUILDINGS FOR ROADS	325,000	0	0	0	0
00137101	ASPHALT SURFACE AND PAVEMENT MANAGEMENT	6,000,000	0	0	0	0
00137121	TRAIL ASPHALT RECONSTRUCT/RESURFACING	200,000	0	0	0	0
00137131	BRIDGE INSPECTION, REHABILITATION, AND REPAIRS	400,000	0	0	0	0
00187765	LAKE MONROE LOOP TRL (MELLONVILLE TO SR415)	400,000	0	0	0	0
00191673	INTERSECTION IMP-SR426 and MITCH HAMMOCK	50,000	0	0	0	0
00191676	CR 46A (W 25TH ST) SAFETY PROJECT	650,000	939,224	0	0	0
00191678	ORANOLE RD DRAINAGE IMPROVEMENTS	170,000	0	0	0	0
00192018	CR 419 @ LOCKWOOD BLVD INTERSECTION IMPROVEMENTS	290,000	0	0	0	0
00192509	DIKE RD SIDEWALK	75,000	0	0	0	0
00192912	STERLING PARK ELEMENTARY/EAGLE CIR SIDEWALKS	40,000	0	0	0	0
00192921	TRUNCATED DOMES RETROFIT	150,000	0	0	0	0
00192922	EAST ALTAMONTE AREA SIDEWALKS	265,000	0	0	0	0
00192925	ORANOLE RD SIDEWALKS	75,000	0	0	0	0
00192931	WALKER ELEMENTARY SCHOOL (SNOW HILL RD) SIDEWALK	100,000	0	0	0	0
00192934	COUNTRY CLUB RD SIDEWALKS	35,000	0	0	0	0
00192935	SPRING VALLEY ROAD SIDEWALKS	170,000	0	0	0	0
00192936	CURB RAMP RETROFIT	300,000	0	0	0	0
00192937	SIDEWALK RECONSTRUCT- ADA DISTRICT 3	325,000	0	0	0	0
00192939	HESTER AVE SIDEWALK	95,000	0	0	0	0
00192940	RINEHART RD SIDEWALK	35,000	0	0	0	0
00192941	CR 46A SIDEWALK	0	500,000	75,000	0	0
00198101	DEAN RD WIDEN FROM 2 TO 4 LANES	6,260,000	0	0	0	0
00198104	CR 46A SIX LANING	1,270,000	0	0	0	0
00205560	SAND LAKE RD @ OAK HAVEN DR MAST ARM	180,000	0	0	0	0
00205561	SAND LAKE RD @ HICKORY DR MAST ARM	180,000	0	0	0	0
00205632	SR 436 FIBER UPGRADE	140,000	0	0	0	0
00227059	SNOW HILL RD DRAINAGE AND PAVEMENT RECONSTRUCTION	100,000	0	0	0	0
00227061	RINEHART RD PAVEMENT REHABILITATION	100,000	0	0	0	0
00227065	ORANOLE RD PAVEMENT REHABILITATION	360,000	0	0	0	0
00227066	W LAKE MARY BLVD PAVEMENT REHABILITATION	1,630,000	0	0	0	0
00227067	INTERNATIONAL PKWY RESURFACING	215,000	0	0	0	0
00227068	LONGWOOD HILLS PAVEMENT REHABILITATION	460,000	0	0	0	0
00227069	SLAVIA RD RESURFACING	300,000	0	0	0	0
00227070	OLD LAKE MARY RD RESURFACING	100,000	0	0	0	0

Capital Improvements Element Project Listing

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
00227071	CR 419 (E BROADWAY ST) RESURFACING	50,000	0	0	0	0
00251401	RAIL RELATED TRANSIT	250,000	500,000	500,000	500,000	500,000
00262151	PUBLIC WORKS MINOR PROJECTS	300,000	0	0	0	0
00262161	DIRT ROAD PAVING PROGRAM	716,667	716,667	716,666	0	0
00265101	COUNTYWIDE PIPE LINING PROGRAM	940,000	0	0	0	0
00265401	TMDL EVALUATION LAKE MILLS SUB BASIN GROUP	150,000	0	0	0	0
00265501	MULLET LAKE PARK RD - MIDDLE ST JOHNS RIVER BASIN	75,000	0	0	0	0
00283100	WEKIVA SPRINGS RD BRIDGE	700,000	0	0	0	0
00283501	BRIDGE - LAKE HOWELL ROAD AT HOWELL CREEK	150,000	0	0	0	0
Transportation Total		30,976,667	15,507,285	1,291,666	500,000	500,000
GRAND TOTAL		60,721,806	68,831,531	19,791,713	24,512,581	31,808,832

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES

Drainage

00008303 DESCRIPTION: PROJECT IS A REGIONAL STORMWATER FACILITY (RSF) TO REMOVE PHOSPHORUS AND NITROGEN FROM SWEETWATER CREEK, ULTIMATELY WEKIVA BASIN, UPSTREAM TRIBUTARY AREA 1200 ACRES SCOPE: THE CURRENT TOTAL MAXIMUM DAILY LOAD REGULATIONS ON THE WEKIVA BASIN REQUIRE SEMINOLE COUNTY TO REMOVE NITROGEN AND PHOSPHORUS FROM THE WATER.

00008304 DESCRIPTION: PROJECT IS A REGIONAL STORMWATER FACILITY (RSF) TO REMOVE PHOSPHORUS AND NITROGEN FROM THE WEKIVA RIVER, ULTIMATELY WEKIVA BASIN, UPSTREAM TRIBUTARY AREA APPROXIMATELY 1200 ACRES SCOPE: CURRENT TOTAL MAXIMUM DAILY LOAD REGULATIONS ON WEKIVA BASIN REQUIRE SEMINOLE COUNTY TO REMOVE NITROGEN AND PHOSPHORUS FROM THE WEKIVA BASIN.

00009003 DESCRIPTION: PROJECT IS A REGIONAL STORMWATER FACILITY (RSF) TO REMOVE PHOSPHORUS FROM HOWELL CREEK, WHICH ULTIMATELY FLOWS TO LAKE HOWELL & LAKE JESUP SCOPE: CURRENT TOTAL MAXIMUM DAILY LOAD REGULATIONS ON LAKE JESUP REQUIRE SEMINOLE COUNTY TO REMOVE A 6411 POUNDS OF PHOSPHORUS IN THE LAKE JESUP BASIN, TO MEET THE BASIN MANAGEMENT ACTION PLAN (BMAP).

00009004 DESCRIPTION: PROJECT IS A REGIONAL STORMWATER FACILITY (RSF) TO REMOVE PHOSPHORUS FROM BEAR GULLY CREEK, WHICH ULTIMATELY FLOWS TO THE LAKE JESUP, TRIBUTARY AREA WHICH IS APPROXIMATELY 1098 ACRES IN SIZE. SCOPE: CURRENT TOTAL MAXIMUM DAILY LOAD REGULATIONS ON LAKE JESUP REQUIRES SEMINOLE COUNTY TO REMOVE 6411 POUNDS OF PHOSPHORUS IN THE LAKE JESUP BASIN, TO MEET THE BASIN MANAGEMENT ACTION PLAN (BMAP).

00009005 DESCRIPTION: PROJECT IS A REGIONAL STORMWATER FACILITY (RSF) TO REMOVE PHOSPHORUS FROM SIX MILE CREEK, WHICH ULTIMATELY FLOWS TO THE LAKE JESUP, UPSTREAM TRIBUTARY AREA WHICH IS APPROXIMATELY 1086 ACRES IN SIZE. SCOPE: CURRENT TOTAL MAXIMUM DAILY LOAD REGULATIONS ON LAKE JESUP REQUIRES SEMINOLE COUNTY TO REMOVE 6411 POUNDS OF PHOSPHORUS IN THE LAKE JESUP BASIN, TO MEET THE BASIN MANAGEMENT ACTION PLAN (BMAP).

00229114 DESCRIPTION: PROJECT WILL DESIGN AND CONSTRUCT A DRAINAGE AND DITCH OUTFALL ON OSCEOLA RD AT E SETTLERS LOOP. SCOPE: THERE HAS BEEN LOCALIZED FLOODING AND EROSION N THE AREA. IMPROVEMENTS ARE NECESSARY TO ACHIEVE AND/OR MAINTAIN SEMINOLE COUNTY'S 10YR/24HR ADOPTED LEVEL OF SERVICE.

00255701 DESCRIPTION: THE RETROFIT PROGRAM IS INTENDED TO ADDRESS OLDER RESIDENTIAL COMMUNITIES WHERE STORM SEWER PIPES HAVE FAILED OR ARE FAILING, OR WHERE MAJOR UPGRADING OF INFRASTRUCTURE TO CREATE A STORM SEWER SYSTEM IS REQUIRED. SCOPE: POOR AND FAILING DRAINAGE CAN CAUSE FLOODING AND EROSION IN THE AREA. IMPROVEMENTS ARE NECESSARY TO ACHIEVE AND/OR MAINTAIN SEMINOLE COUNTY'S 10YR/24HR ADOPTED LEVEL OF SERVICE.

00265204 DESCRIPTION: THERE HAS BEEN LOCALIZED FLOODING AND EROSION IN THE AREA. IMPROVEMENTS ARE NECESSARY TO MAINTAIN SAFETY ON THE ROADWAY. THIS CULVERT REPLACEMENT WILL PROVIDE FLOOD HAZARD REDUCTION ALONG WAVERLY DR IN THE LAKE JESUP BASIN. SCOPE: A RECENT FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) BRIDGE INSPECTION IDENTIFIED THAT THIS CULVERT NEEDS TO BE REPLACED. THIS WILL PROVIDE EMERGENCY ACCESS FOR APPROXIMATELY 70 RESIDENCIAL LOTS . CROSSING THE CULVERT IS THE ONLY ACCESS INTO THE SUBDIVISIONS OF HIGHLAND PINES UNITS 3 & 4.

00265211 DESCRIPTION: THE PROJECT WILL REMOVE NITROGEN AND PHOSPHORUS/AND ALSO PROVIDE FLOOD HAZARD REDUCTION IN THE SIX MILE CREEK SUB BASIN OF LAKE JESUP WHICH OUTFALLS TO THE ST. JOHNS RIVER SCOPE: THE US ENVIRONMENTAL PROECTION AGENCY (EPA) AND THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION WILL ENSURE COMPLIANCE WITH THE CLEAN WATER ACT BY MAINTAINING REGULATORY COMPLIANCE IN A PRO-ACTIVE MANNER. THIS PROJECT WILL RESULT IN A COST EFFECTIVE SOLUTION TO MEETING POLLUTANT LOAD REDUCTION REQUIREMENTS.

00276906 DESCRIPTION: THIS PROJECT WILL CONSTRUCT A REGIONAL STORMWATER FACILITY (RSF) TO REMOVE PHOSPHORUS FROM HOWELL CREEK AND THE LAKE JESUP BASIN. SCOPE: CURRENT TMDL LEVELS IN THE LAKE JESUP BASIN ARE BEING NEGATIVELY IMPACTED BY POLUTANTS FROM THE ROADWAY SYSTEM. SEMINOLE COUNTY IS REQUIRED TO REMOVE 6411 POUNDS OF PHOSPHORUS FROM THE BASIN TO MEET THE BASIN MANAGEMENT ACTION PLAN (BMAP) THAT WAS ADOPTED IN 2009.

General Government

00189307 DESCRIPTION: Renovation of Fire Station 36 to include ADA bathrooms and dressing areas, male/female accommodations, flooring, paint, and remodel of locker and office space. [Project managed by Public Works/Construction Management] SCOPE: Several significant deficiencies exist in this particular station primarily due to the age of the building. Some of these are mandates such as ADA and provision of appropriate bath and dressing areas for a diverse workforce. Other deficiencies include bathroom shower areas with cracked tiles and leaking base pans, inadequate locker space to store uniforms and protective clothing and inadequate office space for required and routine office duties and data collection.

00189311 DESCRIPTION: Renovation of Fire Station 24 to include ADA bathrooms and dressing areas, male/female accommodations, flooring, paint, kitchen appliances, and remodel of locker and office space. [Project managed by Public Works/Construction Management] SCOPE: Several significant deficiencies exist in this particular station primarily due to the age of the building. Some of these are mandates such as ADA and provision of appropriate bath and dressing areas for a diverse workforce. Other deficiencies include bathroom shower areas with cracked tiles and leaking base pans, inadequate locker space to store uniforms and protective clothing and inadequate office space for required and routine office duties and data collection.

00234654 DESCRIPTION: Replace teaching kitchen countertops and cabinets. SCOPE: The current cabinets and countertops were installed in 1982 and show signs of extreme wear due to high usage over the past 30+ years.

00234656 DESCRIPTION: The tiles in the main lobby has mutiple cracks and uneven areas due to foundation settling. SCOPE: The project will replace the lobby floor with new tile to mitigate any trip hazards, prevent any injuries due to trip and falls and make the lobby more astetically pleasing.

00234657 DESCRIPTION: Replace public restroom doors, stall partitions, baby changing tables and hand driers. SCOPE: Restroom fixtures are approximately 28 years old. They are the orginal fixtures when the library was constructed in 1985. Items are past their life expectancy and are extremely worn due to high usage and age.

00234658 DESCRIPTION: Mismatched and older bookshelves will be replaced with traditional style bookshelves SCOPE: New shelving will hold more books, save floor space and will be more astetically pleasing.

00258001 DESCRIPTION: Project development, design, land acquisition and construction of Fire Station 29 in the area of SR 426 and Via Loma Dr. [Project managed by Public Works/Construction Management] SCOPE: Call data indicates a need for increased coverage east of Station 23 to maintain a five minute, or less, response time to emergency service calls. This area is currently being serviced by the Howell Branch Station, Red Bug Station and the City of Oviedo.

00273920 DESCRIPTION: Ongoing capital maintenance of General Government building HVAC systems. The workplan may be changed to accommodate unforeseen damage to facilities. SCOPE: County buildings require ongoing capital maintenance to maintain useful life.

00273934 DESCRIPTION: Ongoing capital maintenance of roofs of Sheriff facilities. The workplan may be changed to accomodate unforseen damage to facilities. SCOPE: County buildings require capital maintenance to maintain useful life.

00273936 DESCRIPTION: Exterior Building Capital Maintenance-General Government (Ongoing) SCOPE: Ongoing capital maintenance of the exterior of general government facilities. The workplan may be changed to accomodate unforseen damage to facilities.

00273940 DESCRIPTION: Ongoing capital maintenance of the exterior of general government facilities. The workplan may be changed to accomodate unforseen damage to facilities. SCOPE: County buildings require capital maintenance to maintain useful life.

00273944 DESCRIPTION: Ongoing capital maintenance of the exterior of Fire facilities. The workplan may be changed to accommodate unforeseen damage to facilities. SCOPE: Fire facilities require ongoing capital maintenance to maintain useful life.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00273950	DESCRIPTION: Ongoing capital maintenance of the flooring of general government facilities. The workplan may be changed to accommodate unforeseen damage to facilities. SCOPE: County buildings require capital maintenance to maintain useful life.
00273961	DESCRIPTION: SCOPE:
00273962	DESCRIPTION: SCOPE:
00273965	DESCRIPTION: SCOPE:
00273966	DESCRIPTION: SCOPE:
00310001	DESCRIPTION: Replace 911 System SCOPE:

Potable Water

00021709 DESCRIPTION: The FY 14 Potable Water Oversizing and Extensions are a series of projects which oversize or extend, as necessary potable water mains that are developer constructed in support of the County's Utility Master Plan. Design and construction reimbursements to developers are via amendments to their utility agreements. SCOPE: Projects are necessary to oversize and/or extend as necessary,potable water mains that are typically developer constructed in support of the County's Utility Master Plan.

00022901 DESCRIPTION: Current inventory of small service meters 5/8 through 2 inch is approximately 46,500 meters. Three thousand (3000) of those units are in service areas acquired eight (8) years ago and records indicate that these meters would be the first units to be changed out. With three (3) meter replacement Technicians designated to this program, the planned target replacement meters should average 4,650 annually. As the oldest meters and associated infrastructure are replaced, efficiencies in replacements should increase. It is anticipated the first cycle of total replacements will take approximately 10 years to complete. Subsequent periods will move at a more efficient pace as infrastructure is upgraded SCOPE: "The primary purpose of the program is to ensure that the cost of water and sewer service is equitably distributed among all customers by accurate meters. A secondary purpose is reduction of current revenue losses that occur because old and worn out meters may under register for long periods without complete stoppage. The program will be ongoing after every meter is changed out in the 10 year cycle. Once the first 10 year cycle is complete the process starts over again."

00040301 DESCRIPTION: Funds to support the Utilities Engineering Division's salaries, wages and benefits associated with labor performed by staff on capital improvement projects. SCOPE: Capital funds in support of capital labor.

00056605 DESCRIPTION: Decommissioning of the Lake Monroe Water Treatment Plant after the upgrades to the Markham Regional Water Treatment Plant and an interconnect with the City of Sanford are completed and operational. SCOPE: This project will provide more efficient use of resources and consolidate operations.

00064501 DESCRIPTION: The Water Distribution Upgrades Family of Projects is a series of projects which consists of the rehabilitation of existing Countywide water distribution systems. This is an ongoing program to improve and sustain the reliability of the water piping and valving within distribution systems, including the installation of valves, system interconnections, and line loopings. SCOPE: Project is necessary to restore/improve hydraulic line capacity in conjunction with other defined CIP Distribution projects from the Utility Master Plan.

00064525 DESCRIPTION: Upgrade of existing piping system to improve hydraulic deficiency by increasing the diameter of pipes in the eastern and western portions of the distribution system. SCOPE: Project is necessary to address pressure deficiencies in distribution system.

00064528 DESCRIPTION: Replacement of 5 new fire hydrants throughout the County on water mains that are 6 inches in diameter and larger. SCOPE: The annual replacement program is necessary to meet adequate fire flow within existing coverage zones.

00064533 DESCRIPTION: Replacement of aging, small water distribution mains in Apply Valley service area to meet current Land Development Code (LDC) requirements of a minimum 6-inch diameter including Robin Hill, Peacock Drive, North Street, Virginia Avenue and Pressview Avenue. SCOPE: Land Development Code requirements.

00064534 DESCRIPTION: Replacement of aging, small water distribution mains in Druid Hills service area to meet current Land Development Code (LDC) requirement of a minimum 6-inch diameter including Flame Avenue, Melanie Way, Cynthis Court, Trinity Woods Lane, and Woodlake Drive. SCOPE: Land Development Code requirements.

00064536 DESCRIPTION: Preliminary engineering services are required in Fiscal Year 2012/13 to identify 8 existing 24-inch butterfly valves in the reclaimed water distribution system with potential upgrades to gate valves in the future. In 2016 Replacement of three to four 24-inch reclaimed valve within the Yankee Lake Water Reclamation Service Area based on recommendations made as a result of the reclaimed main study/evaluation conducted in fiscal year 2013. SCOPE: Improve the ability of operational staff to isolate segments of the reclaimed water distribution system to better perform routine maintenance or repair. Existing valves are not completely closing to isolate portions of the reclaimed distribution system.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00064537	DESCRIPTION: Construction of 2 new potable water interconnects (purchased water) and water main between Seminole County and the City of Altamonte Springs to serve the Apple Valley and Druid Hills service areas. Construction of upgrades to 4 existing potable water interconnects between Seminole County and other potable water utilities including City of Altamonte Springs (Northwest Water Treatment Plant Interconnect and Citrus Street Interconnect, both purchased), City of Lake Mary (Heathrow Interconnect, emergency), and Orange County (Bear Lake Road Interconnect,emergency). SCOPE: Construction of new interconnects are required to enable Seminole County to purchase wholesale water from the City of Altamonte Springs to provide potable water to the Druid Hills and Apple Valley service areas. Upgrades of existing interconnects are required to comply with interconnect construction standards of other utilities that share the interconnect with the County.
00064538	DESCRIPTION: Preliminary design based on the Utilities Master Plan to evaluate transferring finished water from the southeast to the northwest systems. The design supports the construction of infraestructure to interconnect the southeast and northeast potable water sytems. SCOPE: Established in Master Plan to address potable water demands in the Northwest service area.
00064539	DESCRIPTION: Removal of 2 pressure reducing valves between Markham and Lake Monroe Water Treatment facilities. SCOPE: The pressure reducing valves are unnecessary once Markham WTP is upgraded. Valves are also above ground and susceptible to damage.
00064542	DESCRIPTION: Replacement of deteriorated, small-diameter galvanized water mains with new, reliable mains sized that meet current Land Development Code Requirements. Project identified in Utilities Master Plan. SCOPE: Plan is to proactively rehabilitate or replace water mains mains prior to failure; improved quality of service through higher water system pressure and improved water quality.
00064543	DESCRIPTION: Potable water transfer station from the Northeast system to the Northwest system. Project identified in the 2013 Utilities Master Plan. Scope includes water main upgrades to feed the pump station. SCOPE: By transferring excess water capacity from the Northeast to the Northwest system, the implementation of the Yankee Lake Surface Water Treatment Plant may be able to be delayed for two or more years.
00064544	DESCRIPTION: Design and construction of piping replacements in the County's southwest service area that are at risk of failure or undersized. SCOPE: Replacement of aged pipeline that is nearing the end of its service life or piping that is undersized.
00064545	DESCRIPTION: Replacement of undersized distribution piping in the southeast service area. SCOPE: Undersized distribution system piping needs to be upgraded to support development within the County's Southeast service area.
00064546	DESCRIPTION: Replacement of undersized and old distribution piping in the Black Hammock potable water service area. SCOPE: Undersized and old distribution system piping needs to be upgraded to support development within the County's Black Hammock service area.
00064549	DESCRIPTION: Replacement or rehabilitation of piping due to age of pipe material. SCOPE: Need to replace distribution pipe material that is susceptible to leaks and to improve water quality.
00064550	DESCRIPTION: Replacement or rehabilitation of old and deteriorated pipeline that may be susceptible to leaks. SCOPE: Need to replace or rehabilitate distribution piping nearing the end of its service life.
00064551	DESCRIPTION: Replacement or rehabilitation of 16-inch distribution piping within the Northeast service area that are suspected to be in poor condition due to recorded leaks. SCOPE: Need to replace distribution piping that is susceptible to leaks.
00064552	DESCRIPTION: Replacement of undersized distribution piping in the Apple Valley potable water service area. SCOPE: Undersized distribution system piping needs to be upgraded to support development within the County's Apple Valley service area.
00065209	DESCRIPTION: Relocation of existing wastewater and potable water mains to accommodate road widening project (00198101). SCOPE: This project is necessary to adjust utilities in conflict with road widening construction project.

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00065214	DESCRIPTION: Required utility work including adjustments of valve collars and individual service relocations SCOPE: This project is in conjunction with and supports the County Public Works Project (00187761) that is planned for construction during the Fiscal Year 2012/13.
00065218	DESCRIPTION: This project is for the relocation of underground water utility mains to avoid conflicts with construction of the new Wekiva Parkway. The scope of the utility relocation work will be determined when the design for the roadway commences. SCOPE: This project is for the relocation of underground water utility mains to avoid conflicts with construction of the new Wekiva Parkway.
00065220	DESCRIPTION: The Minor Road Utility Upgrades is a series of projects which consist of the design, permitting, and construction of potable water utility relocations impacted by minor roadway, stormwater, intersection, and sidewalk improvements associated with Public Works Minor Roads Program. This group of projects is necessary to support various stormwater, traffic and roadway construction projects. SCOPE: In order to maintain the operations of the current potable water infrastructure, it is necessary to occasionally relocate existing potable water infrastructure.
00164301	DESCRIPTION: Prepare design for future construction of a regional surface water facility on the County's Yankee Lake site to include a surface water intake structure, treatment plant and storage facilities. SCOPE: Project is necessary to provide additional potable water supply due to St. Johns River Water Management District requirements to cap groundwater withdrawals in 2013.
00178301	DESCRIPTION: Design, construction and permitting for plant upgrades including ozone treatment. SCOPE: Greenwood Lakes Water Treatment Plant (WTP) will be decommissioned and select wells will be redirected to the Country Club Water Treatment Plant. The project is needed to maintain the capacity of the plant, meet current and future demand projections, and to comply with Florida Department of Environmental Protection, Chapter 62-550 FAC, water quality regulations in the Northeast service area.
00178303	DESCRIPTION: Decommissioning of the Greenwood Lakes WTP after the upgrades to the Country Club WTP are completed and operational. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00178304	DESCRIPTION: Rehabiltation and replacement of equipment assets at the Country Club Water Treatment Plant that are nearing the end of their useful service life. SCOPE: Replacement of deteriorated, fully-utilized equipment prior to failure.
00193601	DESCRIPTION: The Bear Lake Woods Potable Water Main Project is the design, permitting, and construction of a water main interconnection with Orange County at Bear Lake Woods Road. SCOPE: Project is necessary to provide an emergency source of potable water for the County's Southwest Service Area.
00195702	DESCRIPTION: This project will provide conventional aeration to treat water from deepened wells serving the plant. It also includes a ground storage tank, emergency power generation, electrical, instrumentation and control, site/civil improvements, security, and upgrades to water supply well pumps. SCOPE: This project is necessary to meet state mandated regulatory requirements per Florida Administrative Code Ch. 62-550.
00195703	DESCRIPTION: This project includes: high Service Pump modifications, sodium Hypochlorite and Fluoride storage and pumping, ozone system including liquid oxygen system, ozone generation, side stream pumping and injection, and contact basin. Other elements to include emergency power generation, electrical, instrumentation and control, site/civil improvements, security, demolition, GST repair, upgrades to water supply well pumps, lightning protection, UPS, HVAC modifications. SCOPE: This project is necessary to meet state mandated regulatory requirements per Florida Administrative Code Ch. 62-550.
00200401	DESCRIPTION: Interlocal agreement with St. Johns River Water Management District to construct an aquifer storage and recovery well on a County easement at the Wilson Elementary School on Orange Boulevard. The project is to construct a fluid management system to enable continuation of cycle testing the well. SCOPE: The project is necessary to provide additional potable water storage capacity for the Northwest Service Area to be used during times of high customer demand.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00201101	DESCRIPTION: Permitting activities to consolidate the County's CUPs for the Northwest, Northeast, Southeast and Southwest service areas. Funds also needed to meet conditions of the consolidated consumptive use permit. SCOPE: Project is necessary to consolidate four service areas and renew the County's CUP to meet growth needs with the most cost effective sources of water.
00201501	DESCRIPTION: The Potable Well Improvements is a series of projects which consist of Well Head Protection improvements, modifications, and upgrades to the 46 existing groundwater production wells that supply the existing County water treatment facilities. SCOPE: Project is necessary in order to maintain regulatory compliance and water quality criteria for all existing groundwater wells.
00201515	DESCRIPTION: Investigation of sources of natural contaminants such as dissolved solids (salts) entering the raw groundwater potable water supply in the Markham Regional Water Treatment Plant wellfield. SCOPE: Goal of project is to manage or mitigate dissolved solids entering wellfield and to sustain/extend the performance of the wellfield.
00201516	DESCRIPTION: Southeast Regional Well No. 3 - Sanitary survey upgrade, backplug well, rehab pump. SCOPE: Upgrades needed to comply with FDEP regulations, backplugging to improve water quality, pump rehab to extend equipment service life.
00201518	DESCRIPTION: Modification of the existing Lake Hayes Well #1 to monitor the base of the lower production zone of the Upper Floridan aquifer. SCOPE: This project is required to comply with Condition 46 of the County's Consolidated Consumptive Use Permit No. 8213 issued August 9, 2011 by the St. Johns River Water Management District.
00201519	DESCRIPTION: Modification of the existing Lake Hayes Well No. 3 by August 2015 to monitor the base of the upper production zone of the Lower Floridan aquifer. SCOPE: This project is required to comply with Condition 47 of the County's Consolidated Consumptive Use Permit No. 8213 issued August 9, 2011 by the St. Johns River Water Management District.
00203101	DESCRIPTION: A new badge security system is needed for Environmental Services Department utility sites, which includes security related hardware (cameras, electronic gates, barbed wire, etc.) SCOPE: Project is necessary to secure the County's utility infrastructure and ensure public health and safety. Work is continuing on the County's existing security infrastructure. Improvements continue to be made to improve the County's detection, assessment and response capabilities at several facilities. County staff continue to identify areas for potential improvement. This project provides funding on an annual (fiscal year) basis.
00203202	DESCRIPTION: Upgrade to the water transmission main crossing I-4 which connects the east and west segments of the Apple Valley service area. SCOPE: Project is necessary to maintain system reliability.
00203302	DESCRIPTION: Decommissioning of WTP due to Lake Harriet service area being incorporated into the southwest service area public water system. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00203304	DESCRIPTION: Decommissioning of Meredith Manor Water Treatment plant after agreement with Utilities Inc. is finalized for wholesale service. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00203305	DESCRIPTION: Decommissioning of WTP after agreement with Utilities Inc. is finalized for wholesale service. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00203306	DESCRIPTION: Decommissioning of the water treatment plant after agreement with Altamonte Springs is made to buy wholesale water. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00203308	DESCRIPTION: Decommissioning of WTP after upgrades to the Markham Regional WTP CIP#00216701 are completed and operational. SCOPE: This project will provide more efficient use of resources and consolidate operations.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00203309	DESCRIPTION: Demolition of the existing infrastructure at the Apple Valley Water Treatment Plant site. SCOPE: Infrastructure at the Apple Valley Water Treatment Plant is no longer needed due to an agreement to purchase wholesale water from the City of Altamonte Springs to serve Apple Valley customers.
00216701	DESCRIPTION: The Markham Water Treatment Plant Improvements project consists of major improvements to the water treatment plant, including the design, permit, and construction of an ozone system to remove hydrogen sulfide, new chemical feed systems, additional ground storage tank, electrical upgrades, new generator and yard piping, electrical and control systems, and an interconnection of a raw water main. SCOPE: The Project is necessary to comply with new Florida Department of Environmental Protection regulations for the removal of hydrogen sulfide in ground water supply wells.
00216702	DESCRIPTION: Upgrades to the raw water pumping equipment. SCOPE: Project is necessary facilitate the redirecting of raw water to make the Markham Regional Water Treatment Plant the sole provider of potable water in the Northwest Service Area.
00216703	DESCRIPTION: Design, permit and construct raw water transmission main from the Heathrow wellfield to the Markham Regional Water Treatment Plant. SCOPE: Project is necessary facilitate the redirecting of raw water to make the Markham Regional Water Treatment Plant the sole provider of potable water in the Northwest Service Area.
00216704	DESCRIPTION: Decommissioning of the Heathrow WTP after the upgrades to the Markham Regional WTP CIP#00216701 are completed and operational. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00216705	DESCRIPTION: Acquisition of land for a new water supply well to serve the Markham Regional Water Treatment Plant and subsequent construction of the well. SCOPE: Additional well is needed to provide reliable water supply to the Northwest Service Area.
00216707	DESCRIPTION: Replacement of deteriorated Well #1 with a new well, replacement well including new well equipment. Only the new well will be replaced in Fiscal Year 2014.Additional project cost for well equipment in Fiscal Year 2015. SCOPE: Establishment of reliable raw water supply source to the Markham Regional Water Treatment Plant serving the Northwest service area.
00216708	DESCRIPTION: Replacement of deteriorated Well No. 4 with a new well including new equipment. SCOPE: Establishment of reliable raw water supply source to the Markham Regional Water Treatment Plant serving the Northwest service area.
00216709	DESCRIPTION: Design for the upgrade of approximately 1,330 ft of pipeline beginning at the Markham Regional Water Treatment Plant. The diameter of piping will be increased by 12 inches. SCOPE: Undersized pipes are contributing to lower system pressure at extreme southern portion of the Northwest service area.
00216710	DESCRIPTION: New 16-inch raw water main to parallel existing raw water main between HEA Wells 5 and 6 to provide additional conveyance capacity between Heathrow wellfield and Markham RWTP. SCOPE: Pipeline needed to relieve capacity limitation in existing piping.
00243502	DESCRIPTION: Assessment that identifies and prioritizes assests located at the Indian Hills Water Treatment Plant for scheduled condition assessment to rehabilitate and/or replace assets that have the highest probability of failure. SCOPE: Replacement of deteriorated, fully-utilized equipment.

Recreation/Open Space

00187763 DESCRIPTION: THIS PROJECT WILL CONSTRUCT A TRAIL ALONG LONGWOOD MARKHAM RD BETWEEN THE SEMINOLE WEKIVA TRAIL AND S.R. 46 TO CONNECT TO THE FUTURE WEKIVA PARKWAY TRAIL. SCOPE: THIS PROJECT IS PART OF THE COUNTY'S EXTENSIVE TRAILS NETWORK ENSURING SAFE PEDESTRIAN & BICYCLE ACCESS / CONNECTION TO PARK SITES, NATURAL LANDS, SCHOOLS AND MIXED USE CENTER; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN. THIS PROJECT WAS IDENTIFIED IN THE TRAILS & GREENWAYS MASTER PLAN 1998 AND INCLUDED IN THE 2000 TRAIL AND NATURAL LANDS BOND REFERENDUM APPROVED BY THE VOTERS IN NOVEMER 2000.

00234602 DESCRIPTION: Replace old and outdated, unsafe equipment and surfacing at popular picnic area C.

Develop an additional playground unit/equipment at Sylvan Lake Park with new components, a climbing wall, swings, tot area and safety surfacing.

The playground equipment will be designed and installed by a professional company to include age specific units, creative and challenging heights, slides, colors and will provide ADA accessibility inlcuding the installation of safety surfacing below components in accordance with Consumer Product Safety Guidelines.

This represents a change in scope from playground additons and replacements. The playground replacements was moved to 00234625. SCOPE: Sylvan Lake Park is heavily used for corporate picnics and events. The current playground equipment is showing fatigue and is obsolete. We are requesting replacement of current components in the next FY. The addition of new playground equipment to enhance picnic area and park usage will improve the pavilion rentals and provide additional amenities to park users where there currently are none.

00234603 DESCRIPTION: Replace existing Sylvan Lake Park Sports Lighting with energy efficient green lighting in order to meet current sports lighting standards for tournament play and increase energy conservation that will result in cost savings. SCOPE: Current sports lighting was installed in 1992 and does not meet lighting standards for tournament play thereby impacting opportunities to attract out of town events. In addition, lighting system is not energy efficient thereby costing the County additional expenditures. New green lighting technology will provide for improved energy conservation measures and upgrade lighting to attract more out of town events.

00234604 DESCRIPTION: Replace existing, damaged boardwalk throughout marsh and lake area that was destroyed during the 2005 hurricane season. Replacement to include demolition, design, permitting and installation of at least 300 feet of linear boardwalk. SCOPE: Current boardwalk has been closed to the public and is considered a safety hazard. A new boardwalk would allow for park amenity enhancement allowing the public access to areas that currently are not available, this would include wetland and lake habitat for bird watching, fishing, outdoor education, wildlife observation and more.

00234606 DESCRIPTION: Add new shade coverings over spectator areas for front courts. This would include design, permitting, site preparation and installation. SCOPE: Sanlando Park is Seminole County's largest tennis facility with significant economic impact through lessons and tournaments. Shade coverings over the spectator area for the front bank of courts would provide sun and weather protection for spectators for programs and events.

00234607 DESCRIPTION: Replace timing system and pump control with updated, conservation efficient equipment. SCOPE: Current timer/pump system is not automated and must be manually adjusted to irrigate five fields. This results in additional manpower needs which are not cost effective or efficient.

00234608 DESCRIPTION: Purchase and install new playground equipment for pre-school and elementary age children along with new safety surfacing to meet consumer product safety standards. SCOPE: Existing playground equipment is past its useful life span and parts have had to be removed due to safety hazards. Sanlando Park is heavily used for family reunions, picnics and special events where the playground had been a top attraction. Sanlando Park is in the middle of a heavily populated area of Altamonte Springs and recieves a large amount of walk in traffic in addition to scheduled programs and events.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00234609	DESCRIPTION: Replace exiting scoreboard (5) system with new boards, electronics and technology. SCOPE: The Seminole County Softball Complex is one of the premier locations for tournaments and events in the Central Florida area with over 3 million dollars of economic impact annually. The current Score board system is outdated and expensive to repair. Some components are not available due to outdated parts. Replacement would allow for more efficient use by tournament and event directors and provide improved quality for local leagues.
00234611	DESCRIPTION: Replace existing playground system adjacent to picnic area and lake due to outdated equipment and safety surfacing. This will include demolition, removal, design and installation. New equipment to be ADA accessible and include age appropriate play areas suitable for ages 3 - 12yrs. SCOPE: Current equipment has gone beyond its useful life span and many of its components are considered borderline unsafe and some components have had to be removed or closed. Red Bug Lake Park is the most popular and well used park due to its central location and accessibility to the neighborhood and Red Bug Elementary School.
00234612	DESCRIPTION: Install new shade covers over spectator areas at the Softball Fields. This would include six (6) shade systems, permitting and installation. SCOPE: Red Bug Lake Park is the County's busiest park with heavy spectator participation in all sports. The shade system would provide sun protection for softball users of the park including leagues, tournaments and special events.
00234613	DESCRIPTION: Replace two timing systems and pump control with updated, conservation efficient equipment. SCOPE: Current timer/pump system is not automated and must be manually adjusted to irrigate fields. This results in additional manpower needs which are not cost effective or efficient. New internet based technology will allow for controls through existing office computers.
00234616	DESCRIPTION: Replacement of outdated/aged playground equipment and surfacing. Introduction of new ADA sidewalks for accessibility. SCOPE: Current playground equipment and surface poses trip hazards. New equipment will be installed with shade structures to keep equipment out of the sun. Sidewalks are necessary for access for the handicapped.
00234618	DESCRIPTION: Replacement of Tennis Court Fences. Replace Playground equipment past expected lifespan. Replace cracking surfacing. SCOPE: Court fencing is aged and faded. Playground equipment is dated and spare parts for replacement are unavailable. Surface is cracking and is a trip hazard.
00234619	DESCRIPTION: Replacement of outdated/aged equipment and surfacing. SCOPE: Current playground equipment and surface is past life expectancy and poses a liability to the County.
00234620	DESCRIPTION: Replacement of outdated Playground equipment and surfacing. Improved parking area and addition of sidewalks. SCOPE: Equipment is beyond life expectancy. Surfacing is cracked and poses a trip hazard in some places. Parking is limerock and continues to washout. Sidewalks are necessary for ADA access.
00234621	DESCRIPTION: Replace equipment beyond expected lifespan. Replace surfacing. SCOPE: Equipment is aging and beyond life expectancy with unavailable spare parts. Cracking surface poses a trip hazard.
00234622	DESCRIPTION: Replace existing old technology sports lighting with new green technology system including wiring, fixtures and remote control link capabilities SCOPE: Current lighting system is almost twenty years old and is not energy efficient nor up to tournament grade lighitng standards for National Tournaments. New lighting systems will reduce energy costs, improve safety and visibility for players.
00234623	DESCRIPTION: Replace existing old technology sports lighting with new green technology system including wiring, fixtures and remote control link capabilities for softball, soccer/turf fields and tennis courts. The planned implementation schedule is to update the softball fields, tennis courts, then the turf fields. SCOPE: Current lighting system is almost twenty years old and is not energy efficient nor up to tournament grade lighting standards for National Tournaments. New lighting systems will reduce energy costs, improve safety and visibility for players.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00234624	DESCRIPTION: Design and install new lighting system for all courts and parking lots at Sanlando Park. Includes wiring systems, control link, no spill glare prevention, green/energy saving lighting technology. SCOPE: Current lights are below I.E.S efficiency standards. Existing lighting technology and sports lighting for tennis programs and tournaments is deficient in light lumens to host National Collegiate Athletic Association (NCAA) and United States Tennis Association (USTA) events. Green technology lighting and systems are proposed to be installed to improve safety, meet tournament standards and increase energy efficiency.
00234630	DESCRIPTION: Renovate existing three (3) multi-use turf fields to include removal of old sod, re-grading, lazer leveling, new sod and irrigation. SCOPE: Current turf field sod/surfacing and playability has been compromised through years of use and degredation from weather and sod patching. Uneven surface play increases safety hazards and annual maintenance costs. Renovating the entire play surface will allow for re-crowning of fields, new sod and irrigation that will reduce repairs and maintenance time.
00234631	DESCRIPTION: Install new security fencing around parks maintenance and equipment building. SCOPE: The Parks Maintenance shop currently stores equipment, supplies, vehicles and other park related items that are secured from public access. This is a safety concern in addition to a vandalism issue.
00234632	DESCRIPTION: Remove and replace old chainlink fencing for multi-use turf field "C". SCOPE: Current fencing and fence support posts are old, broken, leaning and fencing material is curled with sharp edges. The turf fields are utlized for many programs including soccer, lacrossee, flag football and youth sports programs.
00234633	DESCRIPTION: Complete turf removal, regrading and crowning of turf fields, lazer laveling, irrigation and sod replacement. Fields C/D in year 2013 and Fields A/B in 2014. SCOPE: Current turf field conditions are inadequate to maintain safe playing conditions due to ongoing use and patching of high use areas. This results in uneven playing surfaces, drainage issues in low spots and increased maintenance costs. Renovation of turf fields will improve safety and reduce operational costs.
00234634	DESCRIPTION: Re-align board walk 100 feet to the west of current entrance. Project to include design, permitting and construction. SCOPE: Current boardwalk entrance is placed right behind the Parks Maintenance Shed which is a safety and vandalism hazard. Re-locating entrance further west along the lakeshore will allow for improved visibility, safety and inhibit vandalism of parks maintenance area.
00234635	DESCRIPTION: Replace aging and unsafe boardwalk to the historic Senator Cypress Tree. Additional lighting for safety. SCOPE: Boardwalk to the Senator is aged with warped boards that continuously need to be replaced.
00234636	DESCRIPTION: Supply park with potable City water. Install plumbing to restroom. Install water fountain. SCOPE: Popular Park and Trailhead currently only has non-potable water.
00234638	DESCRIPTION: Current grass parallel parking along sidewalk is unsafe to pedestrians. Recommend permeable parking with a curb between parking and sidewalk. Install sidewalks throughout park for ADA access to parking. Add lighting to improve safety. SCOPE: Improved access for vehicles and safety/access for pedestrians.
00234639	DESCRIPTION: Addition of lighting within park to deter loitering and increase safety. SCOPE: Park has limited security lighting. Park sees constant vandalism and nighttime loitering. Additional low lighting will deter some activity.
00234640	DESCRIPTION: Replacement of outdated/aged boardwalk SCOPE: Current boardwalk boards are warping and in disrepair with trip hazards. Continual replacement of boards and posts by staff.
00234641	DESCRIPTION: Replace lighting for security in 24 hour park, receptacles, entry sign, and install walks. Resurface boat ramp. Replace aged amenities. Add sidewalks and crosswalks for pedestrian safety. Add informational kiosk. SCOPE: Lighting is limited and aging. Install new lighting with limited spill over for Dark Sky. Resurface aging ramp with steep dropoff. New walks will provide safe pedestrian access.
00234642	DESCRIPTION: Replace aging boardwalk. Replace partitions and fixtures in restrooms. SCOPE: Boardwalk is aged with warped boards in constant repair. Fixtures in restroom are aged and leaking.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00234643	DESCRIPTION: Design and construct loop road that provides access to emergency and larger vehicles to include improved parking. Addition of lighting in 24 hour park with camping. SCOPE: Current drive ends at a small cul-de-sac. Larger vehicles cannot access the beach area. Current lime rock parking continues to erode and washes into the Lake. Lighting will increase safety and dissuade vandals and loitering.
00234644	DESCRIPTION: Park renovation to include: Resurfacing asphalt, replace docks/slips, resurface ramp, add landscaping, improve parking, replace bollards with parking stops and wood fencing, replace site amenities, add/replace lighting, add sidewalks for pedestrian safety. SCOPE: Improved access for vehicles and safety/access for pedestrians, lighting to provide more security in 24 hour park, replace older amenities, landscape for beautification, bollards are aged and continually hit by vehicles, replacement of aged entry sign, docks/slips are aged and in constant repair, ramp is aged and cracked with steep dropoff.
00234645	DESCRIPTION: Replace boardwalk and pier. SCOPE: Boardwalk structure at 13 years old anticipated to be beyond useful life.
00234646	DESCRIPTION: The intial scope of the project is a redevelopment of softball side of park into four baseball fields, improved parking, drainage and addition of Recreational Center. The scope of the project has tentatively increased to include renovatin and reconstruction of the entire park. Renovations/reconstruction to Soldiers Creek Park will be in conjunction with the building of the new Sports Complex. It is anticipated that the park will be renovated after the new Sports Complex is completed. It is anticipated that the renovation will include expansion of baseball facilities for youth in Seminole County. SCOPE: Soldiers Creek Park has original infrastructure that is past its life expectancy and shows signs of extreme age. The current softball field fencing is beyond life expectancy and represents safety issues in some cases. Field lighting is beyond life expectancy, also represents safety issues due to aged supports and does not meet minimal recreational lighting standards.
00234653	DESCRIPTION: Acquisition of land, design, development, and construction of a sports complex in Sanford, Florida. The tentative plans for the complex include multiple baseball fields which may be convertible into multi-purpose open field space. The complex amy also accomodate parking area(s), a concession/scoring building, and covered bleachers. The tentative plans are subject to change based upon funding decision, refined cost estimates, and Board direction SCOPE:
00234655	DESCRIPTION: Place fresh crushed shell on the walking path around the perimeter of the park. SCOPE: Crushed shell is used to stabalize the walking surface on unpaved trails. This will prevent injury to trail users and will be astetically pleasing.
00273931	DESCRIPTION: Ongoing capital maintenance of Leisure Services roofs. The workplan may be changed to accommodate unforeseen damage to facilities. SCOPE: County buildings require ongoing capital maintenance to maintain useful life.
00273941	DESCRIPTION: Ongoing capital maintenance of the exterior of Sheriff facilities. The workplan may be changed to accommodate unforeseen damage to facilities. SCOPE: County buildings require capital maintenance to maintain useful life.
00282601	DESCRIPTION: Renovation and upgrade of Sunland Park to include demolition, parking, pavilion, picnic tables, new tot lot, ball field, multiuse field, tennis and basketball courts, and restroom facilities. SCOPE: Park amenities are outdated, parking is undelineated and the tot lot is currently unsafe. The park is located in the center of a major CRA corridor redevelopment.

Sanitary Sewer

00021708 DESCRIPTION: Fiscal Year 2013/14 Sanitary Sewer Oversizing & Extensions are a series of projects which oversize or extend, as necessary sewer mains and reclaimed water mains that are developer constructed in support of the County's Utility Master Plan. Design and construction reimbursements to developers are via amendments to their utility agreements. SCOPE: Projects are necessary to oversize and/or extend as necessary, sewer mains and reclaimed water mains that are typically developer constructed in support of the County's Utility Master Plan.

00024806 DESCRIPTION: Replacement of obsolete computer hardware (computers, servers, RTU's, monitors, keyboards, etc.) to more efficiently support the operation of the County-wide SCADA system that is expanding to accommodate a new surface water plant and upgrades to the four regional water treatement plants. SCOPE: Provide more efficient support of County-wide SCADA system by replacement of obsolete computer hardware.

00065221 DESCRIPTION: The Minor Road Utility Upgrades is a series of projects which consist of the design, permitting, and construction of wastewater and reclaimed water utility relocations impacted by minor roadway, stormwater, intersection, and sidewalk improvements associated with Public Works Minor Roads Program. This group of projects is necessary to support various stormwater, traffic and roadway construction projects. SCOPE: In order to maintain the operations of the current wasetwater and reclaimed water infrastructure, it is necessary to occasionally relocate existing wastewater and reclaimed water infrastructure.

00082912 DESCRIPTION: The Heathrow master pump station receives flow from multiple pump stations prior to entering the wastewater treatment plant. The pump station requires modifications which include wet well rehab, control panels, concrete pad, odor control and generators as needed to achieve efficient maintenance costs. Other refurbishments may be required and are determined by condition assessments during the design. SCOPE: Project is necessary to meet 15 year "Best Management Plan" refurbishment cycle for cost efficient operation and maintenance.

00082915 DESCRIPTION: The Pump Station Upgrades will consist of the design, permitting and construction of annual pump station upgrades including wet well rehab, control panels, concrete pad repair, odor control and generators as needed to achieve efficient maintenance costs. Otehr repairs may be required and are determined by a condition assessment. SCOPE: The project is necessary to meet 15 year refurbishement cycle for pump stations and upgrade pump stations identified in the Utilities Masetr Plan. Current pump station asset base numbers 315 facilities.

00083106 DESCRIPTION: Replacement of a segment of ductile iron force main piping aong the north side of State Road 46 starting at Orange Boulevard and ending at Center Street SCOPE: Existing ductile iron force main is showing signs of corrosion and needs to be replaced with PVC pipe material which is less susceptible to corrosion

00083107 DESCRIPTION: Assessment of condition of existing force mains and air release valves suspected of being in deteriorated condition due to age or repair records. SCOPE: Plan is to proactively rehabilitate or replace force mains prior to their failure.

00083108 DESCRIPTION: Assessment of condition of existing gravity sewer mains and manholes suspected of being in deteriorated condition due to age or repair records. SCOPE: Plan is to proactively rehabilitate or replace gravity sewer mains and manholes prior to their failure based on the assessment of condition.

00083109 DESCRIPTION: This project includes the construction of two wastewater meters on County owned force mains in the County's Southwest service area located adjacent to Sand Lake Road and Overlook Drive. SCOPE: The two wastewater flow meters are required to measure sewer flows from the County's Southwest service area to confirm rates charged by Sanlando Utilities, Inc. for provdiing wholesale sewer service to the County.

00194901 DESCRIPTION: Design, permit and construct a 6 inch force main on Sand Lake Road in conjunction with County roadway improvements (#00013701) SCOPE: Project is necessary to adjust the existing force main to avoid conflicts with proposed roadway construction.

00195206 DESCRIPTION: Replacement of Return Activated Sludge pumps, jokey blowers and air diffusers that have reached the end of their service life and are in need of replacement. SCOPE: Replacement of deteriorated, fully-utilized equipment.

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00216402	DESCRIPTION: Agreement with City of Orlando to refurbish and replace aging equipment at Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area. SCOPE: Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area.
00216404	DESCRIPTION: Agreement with City of Orlando for additional flow equalization capacity to treat additional wastewater flow to the plant at the Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area. SCOPE: Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area.
00216405	DESCRIPTION: Agreement with City of Orlando for low voltage improvements at the existing Iron Bridge Facilty Improvements include replacement of low voltage switch gear, transformers and meter control centers. This regional wastewater facility treats flow from the Countys Southeast service area. SCOPE: Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area.
00216406	DESCRIPTION: Agreement with City of Orlando to refurbish existing Iron Bridge Facilty. This regional wastewater facility treats flow from the Countys Southeast service area. SCOPE: Project is necessary as a cost effective method to provide regional wastewater service to the Southeast Service area.
00216408	DESCRIPTION: Agreement with City of Orlando to upgrade the Iron Bridge Wastewater Treatment Plant that treats wastewater from the County's Southeast service area. Project includes replacement of sheet piles that form the sidewalls of the flume and injection of contrete grout to compromised areas to strengthen structure. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00216409	DESCRIPTION: Agreement with City of Orlando to upgrade the Iron Bridge Wastewater Treatment Plant that treats wastewater from the County's Southeast service area. Project includes rehabilitation of the biofilter structures and retrofit to replace media with a synthetic material. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00216410	DESCRIPTION: Agreement with City of Orlando to upgrade the Iron Bridge Wastewater Treatment Plant that treats wastewater from the County's Southeast service area. Project is necessary to replace aging equipment and upgrade or replace the wetlands pump station to handle flows. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00216411	DESCRIPTION: Agreement with City of Orlando to upgrade the Iron Bridge Wastewater Treatment Plant that treats wastewater from the County's Southeast service area. Project includes furnishing and installation of local generator, controllers to start up generators at the power generation building and transfer emergency power to the plant. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00216412	DESCRIPTION: Agreement with City of Orlando to upgrade the City's Wastewater Collection System that conveys wastewater from the County's Southeast service area to the Iron Bridge Water Reclamation Facility. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00216413	DESCRIPTION: Agreement with City of Orlando to upgrade the City's Wastewater Collection System that conveys wastewater from the County's Southeast service area to the Iron Bridge Water Reclamation Facility. Rehabiliation of the wet weather flow system that is discharged to the Econ River. SCOPE: This project will provide more efficient use of resources and consolidate operations.
00223001	DESCRIPTION: Design, permit and construct reclaimed water distribution system to retrofit Alaqua subdivision with reclaimed water service for an estimated groundwater offset of 0.34 MGD. SCOPE: Project is necessary to comply with the District's Northwest CUP requirements for the County to reduce potable water demand from groundwater supplies.
00223101	DESCRIPTION: Design, permit and construct reclaimed water distribution system to retrofit Stonebridge, Breckenridge Heights, Wembly Park, Wyntree, Lakeside and Carisbrooke subdivisions, with reclaimed water service for an estimated groundwater offset of 0.33 MGD. SCOPE: Project is necessary to comply with District's Northwest CUP requirement for the County to reduce potable water demand from groundwater supplies.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00223201	DESCRIPTION: Design, permit and construct reclaimed water distribution systems to retrofit Cherry Ridge, Burlington Oakes, Kentford Gardens and Heron Ridge subdivisions with reclaimed water service for an estimated groundwater offset of 0.33 MGD. SCOPE: Project is necessary to comply with the St John River Management District's Consolidated CUP requirement for the county to reduce potable water demand from groundwater supplies.
00223203	DESCRIPTION: Design for the upgrade of approximately 240 ft of 6-inch reclaimed water pipeline with 8-inch pipeline near the International Parkway and AAA Drive intersection. SCOPE: Necessary to reduce water velocity through the pipeline during peak hour conditions.
00227409	DESCRIPTION: Replacement of Effluent Transfer Pumps 1 to 5, sodium hypochlorite feed pump controls, non-potable water pumps 1 to 3 and new 700 gallon per minute return activated sludge pump. SCOPE: Replacement of deteriorated, fully-utilized equipment.
00283002	DESCRIPTION: Annual allocation of funds to upgrade sewer mains and lift stations to mitigate inflow and infiltration. SCOPE: Mitigation of inflow and infiltration will reduce monthly fees for excess wastewater conveyed to Iron Bridge. Expenses for mitigating inflow and infiltration will be reimbursed by SSNOCWTA.

Solid Waste

00201901 DESCRIPTION: Renewal and rehabilitation is needed periodically on the Central Transfer Station tipping floor. The floor has a wear surface composed of an iron-aggregate concrete. As refuse is pushed on the tipping floor, the surface wears out over time. The floor needs to be re-constructed periodically to extend the life of the facility.

Smaller patches have been successful in prolonging the need for a major resurfacing; however, the project will be needed soon. SCOPE: More than 300,000 tons of waste per year moves through the transfer station. The structural concrete is overlain by a sacrificial wear pad that must be refurbished to continue to protect the concrete and embedded rebar. To refurbish the floor, two new term contracts (RFP600992-10/GMG), will be used to install protective patches as needed.

00215801 DESCRIPTION: Replacement of hazardous waste storage lockers. Current lockers at the Transfer Station are corroding. Sanding and refinishing will keep the existing lockers viable for a few more years. SCOPE: Functioning hazardous waste storage lockers are an essential component of the household hazardous waste program and are necessary for the safety of Division employees, as well as the public that utilize the program.

00216003 DESCRIPTION: This project maintaints the Osceola Landfill National Pollution Discharge Elimination System (NPDES) permit. Required 5 year renewal of landfill stormwater - National Pollution Discharge Elimination permit and update old stormwater pollution prevention plan. This project creates an intangible asset, SCOPE: Project complies with federal regulations. All landfills are required to maintain a stormwater pollution prevention plan (SWPPP) and National Pollution Discharge Elimination System Permit.

00216102 DESCRIPTION: Required renewal of the five year Florida Department of Environmental Protection - Solid Waste Operating Permit, Engineering work associated with this renewal. The current permit, S059-0024066-004, is due to expire on February 9, 2015. The renewal application must be submitted at least 60-days prior to expiration which means the work needed to prepare the application must start during Fiscal Year 2013/14. SCOPE: The Permit is required by State Statute. Re-permitting is required every five (5) years, requiring engineer's review of operations, revision of operating plans and certification of activities. The permitting process begins one year prior to permit expiration to allow adequate time for work to be completed and permit to get through the system.

00216103 DESCRIPTION: This project will upgrade certain facilities and equipment at the Osceola Landfill to maintain compliance with recent Spill Prevention, Controls and Countermeasures Plan (SPCC) updates. SCOPE: Recent updates to the county-wide Spill Prevention, contraols and Countermeasures Plan (SPCC) have identified that at some regulated facilities, certain tanks greater than 55 gallons must be upgraded or replaced to maintain compliance with SPCC Plan requirements.

00216104 DESCRIPTION: This project incorporates updating the Solid Waste Management Division's plans for stormwater pollution prevention so that the requisite National Pollutant Discharge elimination System (NPDES) permit may be renewed. SCOPE: The Central Transfer Station is required to maintain an NPDES permit for stormwater discharge. The permit, FLR05H280, is due to expire on January 26, 2017, and must be renewed prior to expiration. Prior to permit renewal, the stormwater pollution prevention plan must be updated. Engineering may be required to review and incorporate any regulatory changes necessitating modifications in operations, monitoring, or reporting.

00244504 DESCRIPTION: The landfill leachate convenience system contains 3 pump stations with 2 pumps per station. The pumps are projected to reach the end of the useful life requiring replacement every 5 years. SCOPE: Current landfill lift station pumps are projected to reached the end of their useful life requiring replacement every 5 years.

00244505 DESCRIPTION: Upgrade Central Transfer Station scales will be upgraded with radio frequency readers and transponders. SCOPE: Improve efficiency of scale operations at the Central Transfer Station. Current scale operations are completely manual. The current transfer station scale automation system requires customers to input data, utilizing keyboard, with material codes and customer account information. Upgrade will automatically populate system with required data thus decreasing customer processing time, decrease data errors, increase operational efficiency, and increase system security with tamper proof transponders.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00244506	DESCRIPTION: Replacement of Leachate Collection and Conveyance System (LCCS) controls. LCCS is a form of Supervisory Control And Data Acquisition (SCADA) system which allow for remote monitoring and control of various systems. SCOPE: Due to the age of the LCCS controls, and the corrosive environment in which they operate, replacement of the control system is anticipate to continue proper function. The LCCS must continue to perform in order to maintain compliance with Florida Department of Environmental Protection (FDEP) regulations and permit.
00244509	DESCRIPTION: Project addresses refurbishment of features at the Transfer Station. Sections of driveway concrete are anticipated to require replacement. SCOPE: The Central Transfer Station has had numerous repairs/refurbishments over the past several years and is projected to need additional refurbishments.
00244601	DESCRIPTION: Design, engineer, permit, and construct an expansion of Landfill Gas Collection System into recently place waste in compliance with Environmental Protection Agency (EPA) Title V regulations and the Landfill's air permit. SCOPE: Landfill gas system must be expanded in compliance with EPA Title V air regulation. EPA requirements state that a municipal solid waste landfills are required to install and operate active landfill gas extraction systems and control the captured gas. The system must extract the gas from all waste within five years or emplacement (or two years if landfill is inactive). Expanding the landfill gas collection system will continue over the life of the facility.
00244602	DESCRIPTION: Seminole County has been monitoring groundwater quality at the Upsala and Sanlando closed landfills for over a decade and monitoring at the Osceola Landfill has been ongoing since the 1970s. Recent regulatory changes have prompted the County to request the cessation of monitoring at Upsala and Sanlando, and modification of monitoring at the Osceola Landfill. If monitoring wells at specific locations are no longer required the wells must be appropriately abandoned. Well refurbishment or modification may also be required at other wells. SCOPE: This is part of a Division effort to reduce unnecessary regulatory expenses associated with excessive groundwater monitoring. The cost savings with reduced monitoring will more than provide adequate funding for the proper abandonment of wells no longer required in an FDEP monitoring plan implementation schedule.
00244603	DESCRIPTION: This project incorporates inspection of the landfill leachate farm which includes four aboveground 35,000-gallon storage tanks, secondary containment, pump station and other appurtenances. Depending on the results of the inspection, elements of the tank farm may need to be refurbished or replaced. SCOPE: Florida Administrative Code requires inspection of aboveground leachate storage tanks every three years. The next inspection will be due in November of 2015. Secondary containment and the pumping facility will also be inspected at that time. Should the inspection reveal the need for refurbishment or replacement of system components, the project is intended to address the need.
00244801	DESCRIPTION: Engineering work needed to prepare detailed permit renewal package. Permit required by the Code of Federal Regulations must be renewed every five years, but the renewal applications must be prepared and submitted 240 days before the permit expires. The current permit was issued in February 2012. SCOPE: Landfill Title V Air Permit renewal is due 02/28/17. Engineering work needed to prepare detailed permit renewal package 240 days before the current permit expires. Without the permit, the Landfill will cease operations.
00245102	DESCRIPTION: Engineering work associated with the renewal of the Landfill's Florida Department of Environmental Protection (FDEP) Operating Permit and permit modifications may be required during the term of other permit. SCOPE: Re-permitting is required every five (5) years, requiring engineer's review of operations, revision of operating plans, and certification of activities. The permitting process begins one year prior to permit expiration to allow adequate time for work to be completed and permit to get through the system. May also require interim permit modifications to make operational changes, borrow pit expansions, or changes to environmental systems.
00273942	DESCRIPTION: Landfill Fuel Island Roof SCOPE: Design, engineer, permit, and construct a canopy at the Osceola Landfill Fuel Island to improve safety and environmental compliance.

Transportation

00014601 DESCRIPTION: THIS PROJECT CONSISTS OF RECONSTRUCTING THE EXISTING TWO LANE ROAD. THE RECONSTRUCTION WILL WIDEN THE ROADWAY FROM ITS CURRENT TWO LANES BY ADDING A CENTER MEDIAN WITH TURN LANES AND OTHER SAFETY AND DRAINAGE IMPROVEMENTS. THIS PROJECT WILL ALSO INCLUDE SIDEWALKS AND BIKE LANES. THE PROJECT LENGTH IS 1.3 MILES. SCOPE: THIS PROJECT WAS IDENTIFIED BY A PAVEMENT INDEX ANALYSIS AS NEEDING REHABILITATION. IT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.

00015001 DESCRIPTION: THIS PROJECT WILL WIDEN APPROXIMATELY 0.5 MILES OF OXFORD RD FROM 2 TO 4 LANES AND IT WILL EXTEND THE ROADWAY AN ADDITIONAL 0.5 MILES TO US HWY 17-92. SCOPE: THIS PROJECT WILL INCREASE TRAFFIC CIRCULATION AND PROMOTE ECONOMIC DEVELOPMENT IN THIS AREA. IT HAS BEEN IDENTIFIED AND APPROVED BY THE BOARD AS A KEY CATALYST SITE IN THE US 17-92 CORRIDOR REDEVELOPMENT MASTER PLAN.

00132701 DESCRIPTION: Purchase and install three trailers to replace existing trailers being used by the Roads-Stormwater Program. SCOPE: Public Works needs to replace two double wide trailers and one single wide trailers, which are used by 91 employees in the Roads-Stormwater Program. The exact age of the trailers is unknown, but they have reached the end of their useful lives.

All three trailers were delivered to Public Works in used condition. One trailer arrived 25 years ago and the other two 13 years ago. There are significant repairs needed for all of the current trailers, which are
estimated to cost at least $10,000 each. The interior layout of the trailers in ineffective and does not allow any privacy for one on one conversations between supervisors and employees.

00137101 DESCRIPTION: ASPHALT OVERLAY, FULL DEPTH RECLAMATION, AND VARIOUS METHODS OF ASPHALT SURFACE REFURBISHMENT THAT ARE APPLIED TO SEMINOLE COUNTY'S PAVED ROAD NETWORK. THIS INCLUDES LOCAL ROAD RESURFACING AND REHABILITATION THAT MAY INVOLVE RECONSTRUCTION ACTIVITY. THIS ALSO INCLUDES RESURFACING OF ARTERIAL/COLLECTOR ROADS NOT INVOLVING THE ROADWAY BASE. SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS.

00137121 DESCRIPTION: THIS PROJECT WILL RESURFACE/RECONSTRUCT TRAILS ON THE COUNTY TRAIL SYSTEM. IT WILL NOT BE USED FOR SMALLER NEIGHBORHOOD TRAILS. SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF THE SEMINOLE COUNTY TRAIL SYSTEM.

00137131 DESCRIPTION: THIS PROJECT FUNDS REQUIRED MINOR BRIDGE, PEDESTRIAN OVERPASS, AND TUNNEL REPAIRS IDENTIFIED DURING THE ANNUAL BRIDGE INSPECTION. THIS PROJECT ALSO TRACKS THE BRIDGE INSPECTION, REHABILITATION, AND REPAIR EXPENDITURES FOR ALL PEDESTRIAN OVERPASSES OR TUNNELS. THIS PROJECT RECEIVES NEW FUNDING OF $250,000 PER YEAR. SCOPE: THE COUNTY IS REQUIRED TO REPAIR ALL COUNTY OWNED BRIDGES, PEDESTRIAN OVERPASSES, AND TUNNELS IN ORDER TO MAINTAIN SAFE TRAVEL WITHIN SEMINOLE COUNTY; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.

00187765 DESCRIPTION: DESIGN AND CONSTRUCTION OF A THREE AND ONE-HALF (3.5) MILE LONG TRAIL AND CONNECTING SIDEWALKS TO EXTEND THE TRAIL FROM SANFORD'S RIVERWALK TO SR 415. SCOPE: THIS PROJECT IS PART OF THE COUNTY'S EXTENSIVE TRAILS NETWORK ENSURING SAFE PEDESTRIAN & BICYCLE ACCESS / CONNECTION TO PARK SITES, NATURAL LANDS, SCHOOLS AND MIXED USE CENTER; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN. THIS PROJECT WAS IDENTIFIED IN THE TRAILS & GREENWAYS MASTER PLAN 1998 AND INCLUDED IN THE 2000 TRAIL AND NATURAL LANDS BOND REFERENDUM APPROVED BY THE VOTERS IN NOVEMER 2000.

00191673 DESCRIPTION: ADDITION OF A SECOND WESBOUND LEFT TURN LANE ON MITCHELL HAMMOCK RD. SCOPE: THIS PROJECT IS AN INTERSECTION IMPROVEMENT PROJECT THAT WILL PROVIDE MOTORISTS A SAFER INTERSECTION BY CONSTRUCTING A LEFT TURN LANE THUS, PROVIDING THROUGH LANES WITH A CONTINUAL FLOW OF TRAFFIC AT THE INTERSECTION AND SAFER LEFT TURN ENTRANCE ON TO ANOTHER ROADWAY.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00191676	DESCRIPTION: THIS PROJECT WILL ADDRESS SAFETY ISSUES ALONG CR 46A FROM APPROXIMATELY 250 FEET WEST OF CLUB ROAD TO ANOTHER 200 FEET EAST OF HARTWELL AVENUE. THE PRIMARY FOCUS WILL BE ON THE INTERSECTIONS OF RIDGEWOOD AVE & HARTWELL AVE. BOTH INTERSECTIONS ARE THE MAIN ACCESS ROADS TO TWO SCHOOLS (SEMINOLE HIGH SCHOOL & MILLENNIUM MIDDLE SCHOOL) SOUTH OF CR-46A. IMPROVEMENTS WILL INCLUDE ADDITIONAL TURN LANE ALONG CR-46A, ROAD WIDENING, STORMWATER IMPROVEMENTS, UTILITY RELOCATIONS, CURB/GUTTER INSTALLATION, SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL INSTALLATION AT BOTH RIDGEWOOD AND HARTWELL AVENUE. SCOPE: ENGINEERING AND TRAFFIC STUDIES OF THE AREA INDICATE HIGH NUMBER OF VEHICULAR ACCIDENTS AT THE INTERSECTIONS OF RIDGEWOOD & HARTWELL AVE. THIS PROJECT WILL IMPROVE TRAFFIC CIRCULATION AT THE INTERSECTIONS, ALLOWING FOR A CONTINUAL FLOW OF TRAFFIC; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00191678	DESCRIPTION: THIS PROJECT WILL DETERMINE THE CAUSES OF THE APPARENT SLIPPAGE AND BANK EROSION OF THE NORTH BANK OF LAKE RUBY ADJACENT TO ORANOLE RD, AND PROPOSE ALTERNATIVE SOLUTIONS WITH COST ESTIMATES TO BE USED IN SELECTING AN ALTERNATIVE FOR FINAL DESIGN. ENGINEERING SERVICES WILL BE ACQUIRED FOR CONSTRUCTION DOCUMENTS FOR THE REPAIR OR REPLACEMENT OF TWO EXISTING HEADWALLS AT LAKE RUBY WHICH WILL BE COMPATIBLE WITH THE PROPOSED SOLUTION TO THE EROSION PROBLEM AT THE NORTH BANK. SCOPE: POOR DRAINAGE IS LEADING TO LOCALIZED FLOODING AND SEVERE EROSION, WHICH IS DESTROYING A HEADWALL ALONG ORANOLE ROAD. FURTHER EROSION WILL LEAD TO DESTRUCTION OF THE ROAD. PROPER DRAINAGE IS REQUIRED TO PROVIDE A SAFE TRAVEL ROUTE FOR VEHICULAR AND PEDESTRIAN TRAFFIC.
00192018	DESCRIPTION: INTERSECTION IMPROVMENTS BASED UPON PRELIMINARY STUDIES, WHICH MAY INCLUDE ADDITIONAL RIGHT/LEFT TURN LANES. CONSTRUCTION ESTIMATES WILL BE DETERMINED UPON COMPLETION OF THE STUDY. SCOPE: THIS PROJECT IS AN INTERSECTION IMPROVEMENT PROJECT THAT WILL PROVIDE MOTORISTS A SAFER INTERSECTION BY CONSTRUCTING A LEFT TURN LANE THUS PROVIDING THOUGH LANES WITH A CONTINUAL FLOW OF TRAFFIC AT THE INTERSECTION AND SAFER LEFT TURN ENTRANCE ON TO ANOTHER ROADWAY: PURSUANT TOT THE COUNTY'S COMPREHENSIVE PLAN.
00192509	DESCRIPTION: THIS PROJECT WILL CONSTRUCT 6,300 LINEAR FEET OF SIDEWALK. SCOPE: THIS SIDEWALK PROJECT WILL IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS AND SCHOOLS AS WELL AS MIXED-USE CENTERS.
00192912	DESCRIPTION: THIS PROJECT WILL FILL IN THE MISSING GAPS ON EAGLE CIRCLE WITHIN THE VICINITY OF STERLING PARK ELEMENTARY SCHOOL. SCOPE: THIS SIDEWALK PROJECT WILL IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS AND SCHOOLS AS WELL AS MIXED-USE CENTERS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00192921	DESCRIPTION: THIS PROJECT WILL ADD TRUNCATED DOMES AND RECONSTRUCT RAMPS ON SIDEWALKS WITHIN SEMINOLE COUNTY AS NEEDED. SCOPE: THIS PROJECT WILL ALLOW THE COUNTY TO BRING SIDEWALK RAMPS INTO COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00192922	DESCRIPTION: CONSTRUCT SIDEWALK ALONG VARIOUS STREETS TO CONNECT E. ALTAMONT COMMUNITY TO THE NEW COMMUTER RAIL STATION. SCOPE: THIS SIDEWALK PROJECT WILL IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS, SCHOOLS, AND MIXED-USE CENTERS (SUCH AS COMMUTER RAIL STATIONS); PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00192925	DESCRIPTION: THIS PROJECT WILL DESIGN AND CONSTRUCT 2,000 FEET OF SIDEWALKS ALONG ORANOLE AVE. SCOPE: THIS SIDEWALK PROJECT WAS IDENTIFIED AS A NEED TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS AND SCHOOLS AS WELL AS MIXED-USE CENTERS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00192931	DESCRIPTION: THIS PROJECT WILL DESIGN AND CONSTRUCT SIDEWALKS ALONG BOTH SIDES OF SNOW HILL RD ADJACENT TO WALKER ELEMENTARY SCHOOL. THE TOTAL LENGHT OF THE SIDEWALKS IS APPROXIMATELY 0.5 MILES. SCOPE: THIS SIDEWALK WAS IDENTIFIED AS A NEED IN ORDER TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS AND SCHOOLS AS WELL AS MIXED-USE CENTERS. IT IS IN COMPLIANCE WITH THE SAFE ROUTES TO SCHOOL PROGRAM (SRTS), WHICH WAS AUTHORIZED IN AUGUST 2005 TO MAKE IT SAFER AND EASIER FOR CHILDREN IN GRADES K THROUGH 8 TO WALK OR BIKE TO AND FROM SCHOOL.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00192934	DESCRIPTION: THIS PROJECT WILL CONSTRUCT 1,995 LINEAR FEET OF SIDEWALKS ON THE EAST SIDE OF THE ROADWAY. SCOPE: THIS SIDEWALK WAS IDENTIFIED AS A NEED IN ORDER TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS AND SCHOOLS AS WELL AS MIXED-USE CENTERS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00192935	DESCRIPTION: TO CONSTRUCT SIDEWALKS ON ONE SIDE OF THE ROAD FROM LIVE OAK LANE TO THE SIDEWALKS ON SPRING CHASE CIR. THIS NEW SIDEWALK WILL CONNECT TO THE SPRING VALLEY PARK. SCOPE: THIS SIDEWALK WAS IDENTIFIED AS A NEED IN ORDER TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS AND SCHOOLS AS WELL AS MIXED-USE CENTERS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00192936	DESCRIPTION: THIS PROJECT WILL BRING CURRENT ADA CURB RAMPS UP TO FEDERAL AND FDOT STANDARDS IN ACCORDANCE WITH SEMINOLE COUNTY'S ADA TRANSITION PLAN. SCOPE: THESE RAMPS HAVE A GREATER SLOPE THAN THE REGULAR SIDEWALK AND REQUIRE RETROFITS TO MEET THE REQUIREMENTS OF THE U.S. AMERICANS WITH DISABILITIES ACT OF 1990.
00192937	DESCRIPTION: THIS PROJECT WILL RECONSTRUCT SIDEWALKS IN DISTRICT 3 IN THE WEKIVA SPRINGS AREA WHICH WILL INCLUDE UPGRADES TO ADA FEATURES SUCH AS RAMPS, HANDRAIL AND SIDEWALK CROSS SLOPES. THESE RECONSTRUCTED AREAS WILL BE COORDINATED WITH ROADS-STORMWATER'S MAINSTAR DATABASE. SCOPE: THIS PROJECT WILL CORRECT CURB RAMP DEFICIENCIES. CURB RAMPS ARE A SMALL BUT VITALLY IMPORTANT PART OF MAKING SIDEWALKS, STREET CROSSINGS, AND THE OTHER PEDESTRIAN ROUTES THAT MAKE THE PUBLIC RIGHT-OF-WAY ACCESSIBLE TO PEOPLE WITH DISABILITIES ANDTO MEET THE REQUIREMENTS OF THE U.S. AMERICANS WITH DISABILITIES ACT OF 1990.
00192939	DESCRIPTION: CONSTRUCTION OF APPROXIMATELY 0.5 MILES OF SIDEWALK. SCOPE: THIS SIDEWALK WAS IDENTIFIED AS A NEED IN ORDER TO IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS AND SCHOOLS AS WELL AS MIXED-USE CENTERS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00192940	DESCRIPTION: THIS PROJECT WILL CONSTRUCT A TOTAL OF APPROXIMATELY 3,550 LINEAR FEET OF CONNECTOR SIDEWALK ON THE WEST SIDE RINEHART RD. SCOPE: CONSTRUCTION OF MISSING GAPS IS REQUIRED TO ENSURE SAFE PEDESTRIAN AND BICYCLE ACCESS TO PARKS, NATURAL LANDS, SCHOOLS, AND OTHER MIXED USE CENTERS. THIS WAS PART OF OVERALL TRAIL PROGRAM UPDATE PRESENTED TO THE BCC ON 1/10/2012.
00192941	DESCRIPTION: THIS PROJECT WILL CONSTRUCT APPROXIMATELY 0.5 MILES OF CONCRETE SIDEWALK ON THE NORTH SIDE OF CR 46A (25TH St.) SCOPE: THIS SIDEWALK PROJECT CONNECT GAPS ALONG THE ROADWAY AND WILL IMPROVE PEDESTRIAN SAFETY AND ENHANCE THE MULTI-MODAL CONNECTIONS TO NEIGHBORHOODS AND SCHOOLS AS WELL AS MIXED-USE CENTERS.
00198101	DESCRIPTION: THIS PROJECT WILL WIDEN THE ROADWAY FROM 2 TO 4 LANES. THE APPROXIMATE LENGTH IS 0.6 MILES. SCOPE: THIS PROJECT WILL PROVIDE TWO ADDITIONAL TRAFFIC LANES ALLOWING FOR A CONTINUAL FLOW OF TRAFFIC INTO ORANGE COUNTY, WHERE THE ROAD CURRENTLY HAS FOUR LANES. PURSUANT TO THE COUNTIES COMPREHENSIVE PLAN.
00198104	DESCRIPTION: THIS PROJECT WILL PERFORM THE DESIGN PHASE TO WIDEN ROADWAY FROM 4 LANES TO 6 LANES. SCOPE: THIS PROJECT WILL IMPROVE TRAFFIC CIRCULATION AT INTERSECTION, ALLOWING FOR A CONTINUAL FLOW OF TRAFFIC.
00205560	DESCRIPTION: CONVERSION OF EXISTING SPAN WIRE SIGNAL TO MAST ARMS. SCOPE: TRAFFIC ENGINEERING IS IN THE PROCESS OF CONVERTING ALL COUNTY OWN SIGNALS FROM SPAN WIRE TO MAST ARMS BECAUSE THEY WITHSTAND HURRICANE FORCE WINDS BETTER THAN SPAN WIRE TYPE SIGNALS AND HAVE A LOWER RATIO OF INTERSECTIONS DAMAGED, WHICH RESULTS IN LOWER REPAIR COSTS.
00205561	DESCRIPTION: CONVERSION OF EXISITING SPAN WIRE SIGNAL TO MAST ARMS. SCOPE: MAST ARM SIGNALS WITHSTOOD HURRICANE FORCE WINDS BETTER THAN SPAN WIRE TYPE SIGNALS DURING THE THREE HURRICANES OF 2004. THE MAST ARM SIGNAL HAD A LOWER RATIO OF INTERSECTIONS DAMAGED WHICH RESULTED IN THE LOWER REPAIR COSTS. THE LESS EXTENSIVE NATURE OF DAMAGE ALLOWS FOR QUICKER SERVICE RESTORAL THAN THE OLDER SPAN WIRE TYPE SIGNALS FOLLOWING AN OUTAGE DUE TO AN EMERGENCY SITUATION.

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00205632	DESCRIPTION: UPGRADE THE FIBER CABLE ON THIS LINK FOR INCREASED CAPACITY AND EFFICIENCY. FIBER PROVIDES COMMUNICATIONS FOR SIGNAL AND INFORMATION TECHNOLOGY SYSTEM (ITS) EQUIPMENT, AS WELL AS BANDWIDTH FOR DATA AND PHONE SERVICE FOR OTHER COUNTY DEPARTMENTS AND PAYING FWAN CUSTOMERS. SCOPE: THIS PROJECT WILL ENHANCE THE COUNTY'S ADVANCED TRAFFIC MANAGEMENT SYSTEM, WHICH ALLOWS REAL-TIME INFORMATION SHARING WITH OTHER JURISDICTIONS REGARDING TRAFFIC FLOW ON MAJOR ARTERIAL AND COLLECTOR ROADWAYS. IT ALSO PROVIDES FOR REAL-TIME COMMUNICATIONS OF EN-ROUTE INFORMATION TO MOTORISTS, ENABLING THEM OR THE TRAFFIC MANAGEMENT CENTER TO MAKE INFORMED DECISIONS TO REDIRECT TRAVEL TO AVOID PROBLEM AREAS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00227059	DESCRIPTION: WIDEN SHOULDERS AND RESTORE THE PAVEMENT SURFACE USING VARIOUS METHODOLOGIES, INCLUDING ASPHALT OVERLAY, MILLING AND RESURFACING AND INSTALLING THERMOPLASTIC STRIPING. PROJECT WILL ALSO PERMORM DRAINAGE IMPROVEMENTS ALONG THE ROADWAY. PHASE 1 WILL WIDEN SHOULDERS OFF ROADWAY. PHASE 2 WILL IMPROVE DRAINAGE AND RESURFACE ROADWAY. SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS.
00227061	DESCRIPTION: THIS PROJECT WILL BE PAVEMENT REHABILITATION WITH BASE RECONSTRUCTION OF 1.4 MILES OF ROADWAY. SCOPE: THIS PROJECT WAS IDENTIFIED BY A PAVEMENT INDEX ANALYSIS AS NEEDING REHABILITATION. IT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00227065	DESCRIPTION: ASPHALT OVERLAY, FULL DEPTH RECLAMATION, AND/OR VARIOUS REHABILITATION METHODS. (I.E. PIPE LINING OR REPLACEMENT, MILL AND RESURFACE). SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN.
00227066	DESCRIPTION: ASPHALT OVERLAY, FULL DEPTH RECLAMATION, AND/OR VARIOUS REHABILITATION METHODS. (I.E. PIPE LINING OR REPLACEMENT, MILL AND RESURFACE). SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN
00227067	DESCRIPTION: ASPHALT OVERLAY, FULL DEPTH RECLAMATION, AND/OR VARIOUS REHABILITATION METHODS. (I.E. PIPE LINING OR REPLACEMENT, MILL AND RESURFACE). SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN
00227068	DESCRIPTION: ASPHALT OVERLAY, FULL DEPTH RECLAMATION, AND/OR VARIOUS REHABILITATION METHODS. (I.E. PIPE LINING OR REPLACEMENT, MILL AND RESURFACE). SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN
00227069	DESCRIPTION: ASPHALT OVERLAY, FULL DEPTH RECLAMATION, AND/OR VARIOUS REHABILITATION METHODS. (I.E. PIPE LINING OR REPLACEMENT, MILL AND RESURFACE). SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN
00227070	DESCRIPTION: ASPHALT OVERLAY, FULL DEPTH RECLAMATION, AND/OR VARIOUS REHABILITATION METHODS. (I.E. PIPE LINING OR REPLACEMENT, MILL AND RESURFACE). SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN
00227071	DESCRIPTION: ASPHALT OVERLAY, FULL DEPTH RECLAMATION, AND/OR VARIOUS REHABILITATION METHODS. (I.E. PIPE LINING OR REPLACEMENT, MILL AND RESURFACE). SCOPE: THIS PROJECT IS DESIGNED TO MAINTAIN OR ENHANCE THE OPERATIONAL LIFE CYCLE OF PUBLIC ROADWAYS; PURSUANT TO THE COUNTY'S COMPREHENSIVE PLAN

ELEMENT

Project #	CAPITAL IMPROVEMENTS PROJECT DESCRIPTIONS AND SCOPES
00251401	DESCRIPTION: COMMUTER RAIL IS DESIGNED TO UTILIZE EXISTING TRACKS AND TRADITIONAL RAIL TECHNOLOGY TO CONNECT CENTRAL FLORIDIANS FROM HOME TO WORK IN A FASTER, LESS CONGESTED AND MORE RELAXED STYLE. ULTIMATE PROJECT IS DESIGNED TO CONNECT POINCIANA BLVD. IN OSCEOLA COUNTY TO DELAND FOR A TOTAL OF 61 MILES. SCOPE: THIS PROJECT WAS APPROVED IN CONCEPT BY THE METROPLAN ORLANDO AND LYNX BOARD IN AUGUST 2004. SEMINOLE COUNTY BOARD OF COUNTY COMMISSIONERS APPROVED RESOLUTOIN NO. 2005-R-126 ON JULY 26, 2005, WHICH PLEDGED SUPPORT. IN THE SUMMER OF 2007, ALL LOCAL FUNDING PARTNERS; ORANGE, OSCEOLA, SEMINOLE AND VOLUISA COUNTIES AS WELL AS THE CITY OF ORLANDO EXECUTED AGREEMENTS WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TO FULLY FUND THE LOCAL SHARE OF THE COMMUTER RAIL PROJECT. THIS PROJECT IS ALSO LISTED IN THE COUNTY'S COMPREHENSIVE PLAN.
00262151	DESCRIPTION: Design and construct minor sidewalks and ramps, driveways, intersection improvements, concrete work, minor drainage, pedestrian count-down signals landscaping, piping, irrigation, striping, access changes, studies, etc. This project will eliminate the need to keep major CIPs open or to create new CIPs for minor countywide projects. SCOPE: This project will be utilized to bring sidewalks into compliance with the Americans With Disabilities Act as well as other roadway/traffic safety issues that need resolution in order to keep the traveling public safe on our roadways.
00262161	DESCRIPTION: THIS PROJECT WILL APPLY AN ALTERNATIVE SURFACE TREATMENT TO EMERGENCY MAINTAINED ROADWAYS TO ALLOW FOR SAFE TRAVEL FOR EMERGENCY VEHICLES. SCOPE: THIS PROJECT WILL PAVE DIRT ROADWAYS WHICH WILL HELP ADDRESS PUBLIC HEALTH, SAFETY AND EVIRONMENTAL ISSUES. IT WILL ALSO IMPROVE EFFEICIENCY FOR COUNTY OPERATIONS.
00265101	DESCRIPTION: THIS PROGRAM WILL INSTALL PIPE LINERS IN THE UNDERGROUND STORMWATER DRAINAGE PIPE SYSTEM. SCOPE: THE INSTALLATION OF PIPE LINERS IN FAILING SECTIONS WILL PROLONG THE LIFECYCLE OF THE UNDERGROUND DRAINAGE PIPE SYSTEM. THIS PROJECT IS DESIGNED TO ELIMINATE ROADWAY BASE EROSION AND TO PROPERLY DRAIN ROADWAY TO PROVIDE FOR A SAFE TRAVEL ROUTE
00265401	DESCRIPTION: PROJECT WILL EVALUATE, RANK , DESIGN AND CONSTRUCT IMPROVEMENTS IN THE LAKE MILLS SUB BASIN FOR POLLUTANT LOAD REDUCTION. SCOPE: CURRENT TMDL FOR THE ECON RIVER REQUIRES SEMINOLE COUNTY TO REDUCE PHOSPHORUS LOADING TO THE ECON BY 25%, TO MEET THE EPA PLAN THAT WAS ADOPTYED SEPTEMBER 2009 BY THE US ENVIRONMENTAL PROECTION AGENCY (EPA), THIS EVENTUALLY WILL BE A CONDITION IN THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM, MUNICIPAL SEPARATE STORM SEWER SYSTEM (PERMIT & TOTAL MAXIMUM DAILY LOADS PROGRAM, UNDER THIS REQUIREMENTS OF THE FEDERAL CLEAN WATER ACT. TO ENSURE COMPLIANCE WITH THE CLEAN WATER ACT, BY MAINTAINING REGULATORY COMPLIANCE IN A PRO-ACTIVE MANNER. THIS WILL RESULT IN A COST EFFECTIVE SOLUTION TO MEETING POLLUTANT LOAD REDUCTION COSTS.
00265501	DESCRIPTION: THE PROJECT WILL REMOVE NITROGEN AND PHOSPHORUS/AND ALSO PROVIDE FLOOD HAZARD REDUCTION IN THE SUB BASIN OF THE ST. JOHNS RIVER MIDDLE BASIN, ST. JOHNS SUB BASIN. SCOPE: CURRENT TMDL ON THE ST. JOHNS MIDDLE BASIN REQUIRES SEMINOLE COUNTY TO REMOVE 7947 POUNDS OF NITROGEN AND 310 POUNDS OF PHOSPHORUS IN THE MIDDLE ST. JOHNS BASIN, TO MEET THE BASIN MANAGEMENT ACTION PLAN (BMAP)THAT WILL BE ADOPTED IN 2012. THE US ENVIRONMENTAL PROECTION AGENCY (EPA) AND THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION - NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM, MUNICIPAL SEPARATE STORM SEWER SYSTEM (PERMIT & TOTAL MAXIMUM DAILY LOADS PROGRAM, UNDER THIS REQUIREMENTS OF THE FEDERAL CLEAN WATER ACT. TO ENSURE COMPLIANCE WITH THE CLEAN WATER ACT , BY MAINTAINING REGULATORY COMPLIANCE IN A PRO-ACTIVE MANNER. THIS WILL RESULT IN A COST EFFECTIVE SOLUTION TO MEETING POLLUTANT LOAD REDUCTION COSTS.
00283100	DESCRIPTION: REPLACE EXISITING WEKIVA SPRINGS RD BRIDGE OVER SWEETWATER CREEK. SCOPE: FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) BRIDGE INSPECTION REPORT FINDINGS AND SUBSEQUENT CONSULTANT EVALUATION OF THIS REPORT LISTED AND RANKED WEKIVA SPRINGS RD BRIDGE AS THE HIGHEST PRIORITY BRIDGE FOR REPAIR AND/OR REPLACEMENT
00283501	DESCRIPTION: REPLACEMENT OF EXISTING BRIDGE THAT IS 42 FEET LONG BY 38 FEET WIDE. SCOPE: BRIDGE INSPECTION REPORT SHOWS THIS BRIDGE TO HAVE A DEFICIENT RATING.

Capital Projects by Department & Family

Fiscal Year 2013-2014 Approved

Department / Family	Number	Description	FY 2012/13 Budget
Community Services			
	00285601	Target Area Sidewalks	$ 100,000
	00285701	Midway Street Light Upgrade	90,000
	00285801	Round Lake Park Improvements / Rehabilitation	240,000
			430,000
Economic & Community Development Services			
	00282801	Mast Arm Construction Projects	1,750,000
			1,750,000
Environmental Services / Solid Waste			
Central Transfer Station Improvements			
	00201901	Tipping Floor Resurfacing	150,000
			150,000
Landfill Environmental Controls			
	00244601	Landfill Gas System Expansion	262,500
			262,500
			412,500
Environmental Services / Water and Sewer			
General System Improvements			
	00024803	SCADA SYSTEM UPGRADES	34,904
	00024806	SCADA System Hardware	115,000
	00201101	Consumptive Use Permit Consolidation	17,500
	00203101	Security Improvements/Enhancements	250,000
			417,404
Iron Bridge Agreement			
	00216402	IRON BRIDGE - EQUIPMENT REPLACEMENT	73,135
	00216404	IRON BRIDGE - FLOW EQUALIZATION	127,560
	00216410	Iron Bridge - Wetland Pump Station	510,240
			710,935
Oversizings and Extensions			
	00021700	Oversizing and Extension (Parent)	57,500
			57,500
Reclaimed Water System Improvements			
	00223101	Residential Reclaimed Water Main Retrofit Phase IV	3,636,000
	00227402	GW LAKE MARY PUMP STATION MODIFICATIONS	238,906
			3,874,906

Department Family Number	Description	FY 2012/13 Budget
Utility Adjustments		
00063601	Chapman Road Utility Relocation	167,603
00065200	Minor Utility Roads Upgrades (Parent)	262,795
00065209	DEAN ROAD WIDENING	228,000
00065213	Howard Avenue Potable Water Improvements	77,526
00065214	Longwood/Markham Road Trail Extension	57,500
00065215	Cassel Creek Utility Relocates	12,406
00283001	Aloma Ave./SR 436-Red Bug Rd. Flyover Force Main Relocation	100,000
00283002	SSNOCWTA Infiltration & Inflow Corrections in SE Collection Sys	230,000
		1,135,830
Wastewater Collection System Improvements		
00083104	Woodcrest 5 Pump Station	19,000
00219701	SR 46 Force Main Extension	148,000
		167,000
Wastewater Pump Station Upgrades		
00082900	Wastewater Pumping Improvements (Parent)	1,500,000
Wastewater Pump Station Upgrades (cont.)		
00082912	HEATHROW MASTER PUMP STATION UPGRADES	1,292,290
00082914	Pump Station Conversion to Ditigal Radio	2,087,256
		4,879,546
Water Distribution Improvements		
00022901	ARM Meter Replacement Program	979,290
00064522	Misc Interconnects Phase 2	36,946
00064523	LARGE METER IMPROVEMENT PROGRAM	27,586
00064536	Reclaim Main Valve Upgrades	25,000
00203203	Apple Valley Well Replacement	350,000
00203204	Apple Valley Water Treatment Plant Upgrades-Phase 1&2	998,099
		2,416,921
Water Plant Improvements		
00164301	YANKEE LK ALTERNATIVE WATER	62,500
00178301	Country Club Well #3	846,000
00178302	COUNTRY CLUB RW AND FW MAINS	344,344
00195700	WATER QUALITY PLANT UPGRADES - PARENT	60,000
00195702	Lynwood WTF Upgrade/Ozone	4,912,743
00195703	Ser WTP Improvements/Ozone	1,383,692
00201500	POTABLE WELL IMPROVEMENTS - PARENT	115,000
00201503	CUP Required Projects	896,290
00201510	Potable Well Evaluations	240,000
00216701	MARKHAM PLANT H2S TREATMENT	242,010
00216702	HEATHROW WELL EQUIPMENT IMPROVEMENTS	28,832
00216703	HEATHROW WELLFIELD REDIRECT	338,983
00216705	Markham Wells Property Acquisition/Replacement-NWSA Supply Well	100,000
		9,570,394
		23,230,436

Department Family Number	Description	FY 2012/13 Budget
Public Safety		
00012804	Traffic Preemption Devices	50,000
00189306	Renovation to Fire Station 43	250,000
		300,000
Public Works		
Arterial / Collector Pavement Rehabilitation		
00227059	SNOW HILL RD DRAINAGE AND PAVEMENT RECONSTRUCTION PROJECT	1,000,000
00227062	SAND LAKE ROAD PAVEMENT REHABILITATION	110,000
00227063	HUNT CLUB BLVD PAVEMENT REHABILITATION	400,000
00227064	DOUGLAS AVE PAVEMENT REHABILITATION	200,000
		1,710,000
Capital Maintenance Public Works		
00265101	COUNTYWIDE PIPE LINING PARENT PROJECT	760,000
00283100	BRIDGE MAINTENANCE PROJECTS	500,000
90000115	ASPHALT SURFACE MAINTENANCE PROGRAM	6,000,000
90000116	BRIDGE INSPECTION, REHABILITATION, AND REPAIRS	400,000
90000118	TRAIL ASPHALT RECONSTRUCT/RESURFACING	200,000
		7,860,000
Lake Jesup Basin		
00265211	SIX MILE CREEK @ MILLER ROAD - LAKE JESUP BASIN- SIX MILE CREEK	100,000
00265212	SIX MILE CREEK @ EAGLE LAKE RSF -LAKE JESUP BASIN TMDL	125,000
		225,000
Minor Roads		
00191673	SR 426 AND W MITCHELL HAMMOCK/RED BUG LAKE RD INTERSECTION IMPR	400,000
00191676	CR 46A (W 25TH ST) SAFETY PROJECT	300,000
00191677	SR 46 INTERSECTION IMPROVEMENTS @ JUNGLE RD / REST HAVEN RD	112,500
00191678	ORANOLE RD DRAINAGE IMPROVEMENTS	150,000
		962,500
Proactive Maintenance		
00273923	HVAC - Water & Sewer	18,725
00273924	HVAC - Sheriff	25,150
00273925	HVAC - Public Works	36,010
00273926	HVAC - Health Department	87,975
00273931	Roof Capital Maintenance - Leisure	288,072
00273934	Roof Capital Maintenance - Sheriff	265,204
00273935	Roof Capital Maintenance - Health Department	478,589
00273940	Building Exterior - General Government	751,468
00273941	Building Exterior - Leisure Services	184,876
00273944	Exterior Building Capital Maintenance - Fire	270,627
00273950	Flooring - General Government	65,404
00273951	Flooring - Water & Sewer	8,986
00273952	Flooring - Leisure Services	127,159
00273953	Flooring - Public Safety	53,090
00273954	Flooring - Public Works	64,402
00273955	Flooring - Sheriff	19,152
00273960	Fire Alarm - General Government	88,250
		2,833,139

Department Family Number	Description	FY 2012/13 Budget
Sidewalk		
00192912	STERLING PARK ELEMENTARY/EAGLE CIR SIDEWALKS	200,000
00192919	HATTAWAY DR SIDEWALK	90,000
00192921	ADD TRUNCATED DOMES AND CURB RAMPS	150,000
00192929	FOREST CITY ELEMENTARY SIDEWALKS	300,000
00192930	WEATHERSFIELD AREA SIDEWALKS	300,000
00192931	WALKER ELEMENTARY (SNOW HILL RD) SIDEWALKS	26,000
00192932	EASTBROOK ELEMENTARY SIDEWALKS (GROVE, CITRUS, BEAR GULLY)	48,000
00192933	KENNEL RD SIDEWALKS	70,000
00192934	COUNTRY CLUB RD SIDEWALKS	300,000
00192935	SPRING VALLEY ROAD	375,000
00192936	CURB RAMP RETROFIT	300,000
00192937	SIDEWALK RECONSTRUCT- ADA DISTRICT 3	600,000
00192938	HEALTH DEPARTMENT PEDESTRIAN ACCESS SIDEWALK	20,000
00192514	COUNTYWIDE SIDEWALK PROGRAM - FUTURE YEARS	-
		2,779,000
Traffic Fiber and ATMS		
00205743	VIDEO DETECTION INSTALLATION (23 LOCATIONS)	100,000
00205744	VMS UPGRADES (10 LOCATIONS)	150,000
		250,000
Traffic Signals		
00192021	PEDESTRIAN SIGNALS - MINOR ROADS/TRAIL CROSSINGS	160,000
00205556	SR 436 MAST ARM CONVERSION (3 LOCATIONS)	200,000
00205631	SR 436 FIBER UPGRADE	50,000
		410,000
Wekiva Basin		
00265301	WEKIVA BASIN TMDL PHASE I	150,000
00265401	LAKE MILLS SUB BASIN-ECONLOCKHATCHEE BASIN TMDL GROUP	125,000
Wekiva Basin (cont.)		
00265501	MULLET LAKE PARK RD - MIDDLE ST JOHNS RIVER BASIN	175,000
		450,000
00009002	LAKE JESUP TMDL PROJECT- SOLDIERS CREEK @ CR 427 RSF	250,000
00014601	WYMORE RD - ORANGE COUNTY LINE TO SR 436	5,125,000
00187760	SEMINOLE WEKIVA TRL PHASE IV	300,000
00187763	LONGWOOD MARKHAM TRAIL CONNECTOR	850,000
00198102	CR 419 WIDENING LANES	15,000,000
00205304	SR 434 - RANGELINE RD TO CR 427 (TRIPS)	1,100,000
00243103	PROBATION RELOCATION PROJECT	425,594
00255801	SR46 GATEWAY SIDEWALK-HICKMAN TO AIRPORT / JPP	156,400
00262151	PUBLIC WORKS MINOR PROJECTS	300,000
00262161	Dirt Road Paving Program	1,500,000
90000102	GENERAL ENGINEERING CONSULTANTS PROJECT I	100,000
90000103	GENERAL ENGINEERING CONSULTANTS PROJECT II	100,000
		25,206,994
		42,686,633
		$ 68,809,569

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
2401671	SR 434/Alafaya Tr.	McCulloch Rd.	W of Mitchell Hammock Rd.	3.22	Widen to 6 Lanes	Tech. Rep. 3 page 38		300	0	0	0	0	SA	ROW			FDOT
							50,847	300	0	0	0	0	Total		0	51,147	
2401961	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.65	Widen to 6 Lanes	Tech. Rep. 3 page 11		293	0	0	0	0	DDR	ROW			FDOT
								57	0	0	0	0	DIH	ROW			
								0	37,398	0	92	0	DDR	CST			
								0	453	0	0	0	DIH	CST			
							6,288	350	37,851	0	92	0	Total		0	44,581	
2401962	SR 15/600/US 17/92	at Soldiers Creek Pl.		0.10	Drainage Improvements	Overview page 27		2	0	0	0	0	DIH	CST			Seminole Co.
							7,000	2	0	0	0	0	Total		0	7,002	
2402001	SR 46	Lake/Seminole Co. Line	I-4	4.94	Project Development and Environment Study	Tech. Rep. 3 page 25		6	0	0	0	0	DIH	CST			FDOT
							1,849	6	0	0	0	0	Total		0	1,855	
2402002 SIS Project	SR 429/46 (Wekiva Pkwy.)	Wekiva River Rd.	Orange Blvd.	3.53	New Road Construction	Tech. Rep. 3 page 28		20	0	0	0	0	DIH	PE			FDOT
								10	0	0	0	0	DS	PE			
								0	1,121	0	0	0	DDR	ROW			
								0	1,270	0	0	0	DIH	ROW			
								0	1,330	0	0	0	DS	ROW			
								0	27,089	25,000	0	0	PKED	ROW			
								0	0	0	0	9,776	DDR	CST			
								0	0	0	0	39,971	DI	CST			
								0	0	0	0	978	DIH	CST			
								0	0	0	0	15,239	DS	CST			
								0	0	0	0	33,971	PKED	CST			
								0	0	0	0	17,992	STED	CST			
								0	0	0	0	19,412	WKOC	CST			
							6,679	30	30,810	25,000	0	137,339	Total		0	199,858	
2402004 SIS Project	SR 429/46 (Wekiva Pkwy.)	Orange Blvd.	W of I-4	2.64	New Road Construction	Tech. Rep. 3 page 28		23	0	0	0	0	DIH	PE			FDOT
								0	125	0	0	0	DIH	ROW			
								0	1,180	0	0	0	PKED	ROW			
								0	11,821	0	0	0	WKOC	ROW			
								0	0	840	0	0	DDR	ENV			
							350	23	13,126	840	0	0	Total		241,796	256,135	
2402162	SR 46	Mellonville Ave.	SR 415	2.64	Widen to 4 Lanes	Tech. Rep. 3 page 11		317	0	0	0	0	DDR	PE			FDOT
								19	0	0	0	0	DIH	PE			
							3,248	336	0	0	0	0	Total		0	3,584	

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FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
2402163	SR 46	Mellonville Ave.	SR 415	2.64	ROW for Future Capacity	Tech. Rep. 3 page 11		100	0	0	0	0	DDR	ROW			FDOT
								76	0	0	0	0	DIH	ROW			
							5,009	176	0	0	0	0	Total		0	5,185	
2402164	SR 46	SR 415	CR 426	4.57	Project Development & Environment Study	Tech. Rep. 3 page 11		17	0	0	0	0	DIH	PD&E			FDOT
							537	17	0	0	0	0	Total		0	554	
2402165	SR 46 Detour Road	Mellonville Ave.	Brisson Ave.	0.75	Widen to 4 Lanes	Tech. Rep. 3 page 11		185	0	0	0	0	DIH	CST			FDOT
							1,288	185	0	0	0	0	Total		0	1,473	
2402167	SR 46	SR 415	CR 426	7.39	Preliminary Engineering	Tech. Rep. 3 page 11		0	5,200	0	0	0	DDR	PE			FDOT
								0	100	0	0	0	DIH	PE			
							0	0	5,300	0	0	0	Total		0	5,300	
2402333	SR 434	I-4	Rangeline Rd.	1.79	Widen to 6 Lanes	Tech. Rep. 3 page 11		8	0	0	0	0	DIH	PE			FDOT/ Seminole Co.
								230	0	0	0	0	LF	ROW			
								6,705	0	0	0	0	LFP	ROW			
								155	0	0	0	0	TRIP	ROW			
								6	0	0	0	0	DIH	CST			
								15	0	0	0	0	DS	CST			
								82	0	0	0	0	TRIP	CST			
							53,442	9,201	0	0	0	0	Total		0	62,643	
4044181	SR 15/600/US 17/92	at SR 436		0.50	Flyover	Tech. Rep. 3 page 11		17	0	0	0	0	DIH	PE			FDOT
								1,039	0	0	0	0	DDR	ROW			
								25	0	0	0	0	DIH	ROW			
								132	0	0	0	0	SA	ROW			
								6,359	0	0	0	0	SU	ROW			
								3,223	3,942	0	5	0	DDR	DSB			
								1,656	0	0	0	0	LF	DSB			
								128	0	0	0	0	LFP	DSB			
								21,268	0	0	29	0	SA	DSB			
							46,356	33,847	3,942	0	34	0	Total		0	84,179	
4073551	SR 415	SR 46	Seminole/Volusia Co. Line	0.90	Widen to 4 Lanes	Tech. Rep. 3 page 11		76	0	0	0	0	DDR	ROW			FDOT
								10	0	0	0	0	DIH	ROW			
								16	0	0	0	0	DIH	CST			
								0	29	0	0	0	DS	CST			
							16,410	102	29	0	0	0	Total		0	16,541	

MetroPlan Orlando
Transportation Improvement Program
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FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
4115201	SR 436 & CR 46A	over I-4		0.05	Bridge Repair/Rehabilitation Red Bug Lake Rd.	Overview page 27		25	0	0	0	0	DIH	CST			FDOT
							129	25	0	0	0	0	Total		0	154	
4147791	SR 15/600/US 17/92	Orange/Seminole Co. Line	Lake-of-the-Woods Blvd.	1.04	Reconstruct from Rural to Urban	Overview page 27		2	0	0	0	0	DIH	PE			Seminole Co.
							11,981	2	0	0	0	0	Total		0	11,983	
4150301	SR 434	Smith St.	Franklin St.	3.00	Preliminary Engineering	Tech. Rep. 3 page 11		2	0	0	0	0	DIH	PE			FDOT/ Seminole Co.
							1,506	2	0	0	0	0	Total		0	1,508	
4150302	SR 434	Smith St.	Franklin St.	0.40	Widen to 4 Lanes	Tech. Rep. 3 page 11		90	30	0	0	0	DDR	ROW			FDOT/Oviedo
								22	0	0	0	0	DIH	ROW			
								500	0	0	0	0	EB	ROW			
								5,233	0	0	0	0	LFP	ROW			
								511	0	0	0	0	ST10	ROW			
								140	0	0	0	0	TCSP	ROW			
								0	5,737	1,756	0	0	TRIP	ROW			
							12,356	6,508	5,767	1,756	0	0	Total		3,400	29,787	
4155871	SR 417 Extension	SR 417 (at I-4)	International Pkwy.	0.98	New 4-Lane Expressway	Not in 2030 LRTP		4	0	0	0	0	DIH	CST			FDOT
							TBD	4	0	0	0	0	Total		0	4	
4193691	SR 436	Wilshire Blvd.	Lake Howell Rd.	1.17	Flyover at Red Bug Lake Rd.	Tech. Rep. 3 page 11		6	0	0	0	0	DIH	CST			FDOT/ Seminole Co.
								0	80	0	0	0	DDR	CST			
							51,469	6	80	0	0	0	Total		0	51,555	
4196791	CR 426	Division St.	SR 46	7.83	Pave Shoulders	Overview page 27		3	0	0	0	0	SA	CST			Seminole Co.
							7,862	3	0	0	0	0	Total		0	7,865	
4207521	Wekiva Pkwy.	Countywide			Advanced Right-of-Way Acquisition	Tech. Rep. 3 page 28		4,500	0	0	0	0	BNIR	ROW			FDOT
								447	0	0	0	0	DDR	ROW			
								8	0	0	0	0	DIH	ROW			
								5,000	0	0	0	0	DS	ROW			
								1,257	0	0	0	0	SA	ROW			
							10,765	11,212	0	0	0	0	Total		0	21,977	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
4220151	SR 419/434	W of Jetta Pt.	N of Mitchell Hammock Rd.	3.72	Resurfacing	Overview page 27		2	0	0	0	0	DIH	PE			FDOT
								35	0	0	0	0	LF	RRU			
								70	0	0	0	0	DDR	CST			
								155	0	0	0	0	DIH	CST			
								1	0	0	0	0	LF	CST			
								16	0	0	0	0	SA	CST			
							3,446	279	0	0	0	0	Total		0	3,725	
4220481	SR 436	Orange/Seminole Co. Line	Lake Howell Rd.	2.10	Drainage Improvements	Overview page 27		2	0	0	0	0	DIH	PE			FDOT
								52	0	0	0	0	DIH	CST			
							926	54	0	0	0	0	Total		0	980	
4227081	SR 46	W of Mills Creek Bridge	SR 15/600/US 17/92	0.45	Resurfacing	Overview page 27		4	0	0	0	0	DIH	CST			FDOT
							315	4	0	0	0	0	Total		0	319	
4235131	SR 434	at Little Wekiva River Outfall			Drainage Improvements	Overview page 27		2	0	0	0	0	DIH	PE			FDOT
								2	0	0	0	0	DIH	CST			
							1,456	4	0	0	0	0	Total		0	1,460	
4249001	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.49	Resurfacing	Overview page 27		52	0	0	0	0	DIH	CST			FDOT
							2,636	52	0	0	0	0	Total		0	2,688	
4249011	SR 436	Avery Ln.	Lake Harriet Dr.	1.43	Resurfacing	Overview page 27		8	0	0	0	0	DIH	PE			FDOT
							432	8	0	0	0	0	Total		0	440	
4272591	SR 426	Pine Ave.	SR 434/Central Ave.	0.77	Resurfacing	Overview page 27		2	0	0	0	0	DIH	PE			FDOT
								180	0	0	0	0	DDR	ROW			
								17	0	0	0	0	DIH	ROW			
								81	0	0	0	0	DS	ROW			
								38	0	0	0	0	LF	RRU			
								38	0	0	0	0	DDR	CST			
								57	0	0	0	0	DIH	CST			
								5	19	0	0	0	DS	CST			
								2	0	0	0	0	LF	CST			
							1,974	420	19	0	0	0	Total		0	2,413	
4274171	SR 15/600/US 17/92	Lake Mary Blvd.	Airport Blvd.	0.96	Lighting	Overview page 27		8	0	0	0	0	DIH	PE			FDOT/Sanford
								24	0	0	0	0	DDR	CST			
								29	0	0	0	0	DIH	CST			
							581	61	0	0	0	0	Total		0	642	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
4275651	SR 15/600/US 17/92	Bridge #770002		0.01	Bridge Repair/Rehabilitation	Overview		2	0	0	0	0	DIH	PE			FDOT
						page 27		18	0	0	0	0	DIH	CST			
							104	20	0	0	0	0	Total		0	124	
4306751	SR 419/434	SR 419	Tuskawilla Rd.	2.21	Resurfacing	Overview		78	0	0	0	0	DIH	PE			FDOT
						page 27		0	2,604	0	0	0	DDR	CST			
								0	97	0	0	0	DIH	CST			
							125	78	2,701	0	0	0	Total		0	2,904	
4310814	Wekiva Pkwy.	Seminole Co. Segments		6.17	Preliminary Engineering	Tech. Rep. 3		8	0	0	0	0	DIH	PE			FDOT
						page 28	2,894	8	0	0	0	0	Total		0	2,902	
4315271	SR 46	Mellonville Ave.	SR 415	2.64	Funding Action	Tech. Rep. 3		0	0	4,000	0	0	SU	CST			FDOT
					(Reserved for 4-Laning)	page 11	0	0	0	4,000	0	0	Total		0	4,000	

MetroPlan Orlando
Transportation Improvement Program
Florida's Turnpike Enterprise (FTE) Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
2402592 *SIS Project*	SR 417	E of Old Lake Mary Rd.	2,157' E of Rinehart Rd.	2.66	New 4-Lane Expressway	Tech. Rep. 3 page 28	56,862	2,482 2,482	2,482 2,482	2,482 2,482	2,482 2,482	2,482 2,482	PKYI Total	Payback	12,408	81,680	FTE
4136692 *SIS Project*	SR 417	Milepost 37.7	Milepost 46.3	6.90	Thermoplastic for Resurfacing	Overview page 27	172	2 2	0 0	0 0	0 0	0 0	PKYR Total	CST	0	174	FTE
4175451 *SIS Project*	SR 417	Orange/Seminole Co. Line	SR 434	6.40	Widen to 6 Lanes	Tech. Rep. 3 page 28	836	2 2	0 0	0 0	0 0	0 0	PKYI Total	PE	TBD	TBD	FTE
4175457 *SIS Project*	SR 417	at Lake Jesup Toll Plaza			Signing/Pavement Markings	Overview page 27	55	2 2	0 0	0 0	0 0	0 0	PKYI Total	CST	0	57	FTE
4175458 *SIS Project*	SR 417	at Lake Jesup Toll Plaza		0.10	Drainage/Retention Pond Repair	Overview page 27	99	3 3	0 0	0 0	0 0	0 0	PKYR Total	CST	0	102	FTE
4195674 *SIS Project*	SR 417				Signing/Pavement Markings	Overview page 27	60	4 4	0 0	0 0	0 0	0 0	PKYI Total	CST	0	64	FTE
4276901 *SIS Project*	SR 417	at Aloma Ave.		0.16	Interchange Improvement	Tech. Rep. 3 page 28	2,492	2 2 1 5	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	PKYI PKYI PKYI Total	PD&E PE CST	0	2,497	FTE
4276902 *SIS Project*	SR 417	at Aloma Ave.			Signing/Pavement Markings	Overview page 27	0	57 57	0 0	0 0	0 0	0 0	PKYI Total	CST	0	57	FTE
4290231 *SIS Project*	SR 417	US 17/92	I-4	5.34	Resurfacing	Overview page 27	652	1 1 6,621 6,623	0 0 65 65	0 0 0 0	0 0 0 0	0 0 0 0	PKYI PKYI PKYR Total	PE CST CST	0	7,340	FTE
4290232 *SIS Project*	SR 417	US 17/92	I-4	5.34	Signing/Pavement Markings	Overview page 27	0	0 0 0	1 415 416	0 0 0	0 0 0	0 0 0	PKYI PKYI Total	PE CST	0	416	FTE
4290233 *SIS Project*	SR 417	US 17/92	I-4	5.34	Guardrail Improvements	Overview page 27	0	1 2,115 2,116	0 0 0	0 0 0	0 0 0	0 0 0	PKYI PKYI Total	PE CST	0	2,116	FTE
4329363 *SIS Project*	SR 417	at I-4		1.95	Landscaping	Overview page 27	0	2 2	0 0	0 0	0 0	0 0	PKYI Total	PE	TBD	TBD	FTE

MetroPlan Orlando
Transportation Improvement Program
Management & Operations Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
2402334	SR 434	at Florida Central Pkwy.		0.67	Intersection Improvement	Tech. Rep. 5 page 46		8	0	0	0	0	DIH	PE			Seminole Co.
								9	0	0	0	0	DIH	ROW			
								1,268	0	0	0	0	LFP	ROW			
							113	1,285	0	0	0	0	Total		TBD	TBD	
2402691	Congestion Mitigation	Regionwide			Projects to be Identified by Congestion Management System	Tech. Rep. 5 page 46		2,000	0	0	9,147	3,020	SU	CST			MetroPlan Orlando
							0	2,000	0	0	9,147	3,020	Total		0	14,167	
4176891	Traffic Control Devices	Countywide			Funding Set-Aside	Tech. Rep. 5 page 46		916	209	278	0	0	SU	CST			MetroPlan Orlando
							0	916	209	278	0	0	Total		0	1,403	
4270464	Traffic Signal Retiming (On System Roads)	Countywide			Retiming of Traffic Signals	Tech. Rep. 5 page 46		188	188	188	188	188	SU	PE			FDOT
							815	188	188	188	188	188	Total		0	1,755	
4295851	CR 46A	W of Georgia Ave.	E of Marshall Ave.	4.12	Intersection Improvements	Tech. Rep. 5 page 46		665	359	0	0	0	LFP	ROW			Seminole Co.
								0	514	0	0	0	HSP	CST			
								0	3	0	0	0	SA	CST			
							0	665	876	0	0	0	Total		0	1,541	
4321411	SR 46	at Jungle Rd. & East Haven Rd.		1.81	Add Left Turn Lane	Tech. Rep. 5 page 47		3	0	0	0	0	ACSU	CST			Seminole Co.
							574	3	0	0	0	0	Total		0	577	
4326421	SR 434	at Winding Hollow Blvd.			Add Turn Lanes	Tech. Rep. 5 page 47		40	0	0	0	0	SU	PE			Winter Springs
							0	40	0	0	0	0	Total		250	290	

MetroPlan Orlando
Transportation Improvement Program
Maintenance Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
2445491	City of Casselberry MOA				Routine Maintenance	Overview page 27	934	70 70	70 70	70 70	70 70	70 70	D Total	MNT	70	1,354	Casselberry
2448521	Seminole Co. MOA				Routine Maintenance	Overview page 27	68	11 11	11 11	11 11	11 11	11 11	D Total	MNT	11	134	Seminole Co.
2448531	City of Longwood MOA				Routine Maintenance	Overview page 27	688	52 52	52 52	52 52	55 55	55 55	D Total	MNT	55	1,009	Longwood
2448801	City of Winter Springs MOA				Routine Maintenance	Overview page 27	758	62 62	62 62	62 62	62 62	62 62	D Total	MNT	62	1,130	Winter Springs
4136157	Lighting Agreements	within Seminole Co.			Lighting	Overview page 27	1,526	232 232	224 224	231 231	243 243	250 250	DDR Total	MNT	0	2,706	Seminole Co./ FDOT
4181101	Primary Roads MOA	within Seminole Co.			Routine Maintenance	Overview page 27	16,618	3,100 3,100	3,022 3,022	2,822 2,822	2,548 2,548	2,600 2,600	D Total	MNT	0	30,710	Seminole Co./ FDOT
4220411	City of Oviedo MOA				Routine Maintenance	Overview page 27	292	44 44	44 44	44 44	44 44	44 44	D Total	MNT	44	556	Oviedo
4291632	Pavement Markings	within Seminole Co.			Routine Maintenance	Overview page 27	854	427 427	427 427	427 427	427 427	900 900	D Total	MNT	450	3,912	Seminole Co./ FDOT

MetroPlan Orlando
Transportation Improvement Program
Miscellaneous Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
4130197	Traffic Signal Maintenance	Countywide			Reimbursement	Tech. Rep. 5 page 46	2,458	387 387	402 402	401 401	401 401	417 417	DDR Total	OPS	0	4,466	Seminole Co./ FDOT
4318071	Autotrain Gateway Improvements				Project Development & Environment Study	Not in 2030 LRTP	752	10 10	0 0	0 0	0 0	0 0	STIO Total	PDE	0	762	FDOT

MetroPlan Orlando

Transportation Improvement Program

Federal & State Funded Bicycle & Pedestrian Projects

Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
4174611	Wirz Trail Section 1	Kewannee Trail/Wilshire Blvd.	Laurel Way		Bike Path/Trail	Overview page 52		1	0	0	0	0	SE	CST			Casselberry
							1,677	1	0	0	0	0	Total		0	1,678	
4174841	SR 46 Gateway	Rinehart Rd.	Airport Blvd.	2.20	Sidewalk	Overview page 52		4	0	0	0	0	DIH	PE			Seminole Co.
								16	0	0	0	0	DIH	CST			
							3,821	20	0	0	0	0	Total		0	3,841	
4225722	Oakhurst St.	Virginia Ave.	Palm Springs Dr.		Sidewalk	Overview page 52		2	0	0	0	0	SR2S	CST			Seminole Co.
							440	2	0	0	0	0	Total		0	442	
4248941	SR 15/600/US 17/92	N Side of SR 436	N of Seminole Blvd.	1.66	Sidewalk	Overview page 52		1	0	0	0	0	SU	CST			Casselberry
							1,402	1	0	0	0	0	Total		0	1,403	
4249291	Seminole-Wekiva Trail	South End	Orange/Seminole Co. Line		Bike Path/Trail	Overview page 52		9	0	0	0	0	SA	CST			Seminole Co.
								311	0	0	0	0	TALU	CST			
							2,005	320	0	0	0	0	Total		0	2,325	
4258221	Avenue B	Broadway St.	Franklin St.	0.49	Sidewalk	Overview page 52		3	0	0	0	0	SA	CST			Oviedo
							712	3	0	0	0	0	Total		0	715	
4278971	SR 434/Central Ave.	Mitchell Hammock Rd.	Clonts St.	0.13	Sidewalk	Overview page 52		19	0	0	0	0	DIH	CST			Oviedo
							405	19	0	0	0	0	Total		0	424	
4278981	CR 46A/Persimmon Ave.	Southwest Rd.	W 8th St.	0.47	Sidewalk	Overview page 52		3	0	0	0	0	SA	CST			Sanford
								400	0	0	0	0	TALT	CST			
							80	403	0	0	0	0	Total		0	483	
4278991	CR 46A	W of Club Rd.	E of Old Lake Mary Rd.	1.25	Sidewalk	Overview page 52		0	107	0	0	0	SA	CST			Sanford
								0	398	0	0	0	TALU	CST			
							90	0	505	0	0	0	Total		0	595	
4279001	Wirz Trail Ph. 3	Winter Park Dr.	N of Magnolia Ave.		Sidewalk	Overview page 52		5	0	0	0	0	SA	CST			Casselberry
							1,000	5	0	0	0	0	Total		0	1,005	
4295971	Citrus Ave., Grove Ave., Bear Gulley Rd.				Sidewalks	Overview page 52		45	0	0	0	0	EB	CST			Seminole Co.
								2	0	0	0	0	SA	CST			
							266	47	0	0	0	0	Total		0	313	

MetroPlan Orlando

Transportation Improvement Program

Federal & State Funded Bicycle & Pedestrian Projects

Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
4295972	Orange Ave. & Seminole Ave.	Citrus Ave.	Grove Ave.		Sidewalk	Overview		4	0	0	0	0	SN	CST			Seminole Co.
						page 52	230	4	0	0	0	0	Total		0	234	
4295981	Snow Hill Rd.	CR 419	Jacobs Tr.	0.40	Sidewalk	Overview		22	0	0	0	0	LF	CST			Seminole Co.
						page 52		133	0	0	0	0	SA	CST			
								88	0	0	0	0	SE	CST			
							50	243	0	0	0	0	Total		0	293	
4296101	Lawton Elementary School Sidewalks				Sidewalk	Overview		3	0	0	0	0	SA	CST			Oviedo
						page 52		627	0	0	0	0	TALT	CST			
							104	630	0	0	0	0	Total		0	734	
4309131	Sanford Riverwalk Ph. 2	French Ave.	Monroe Ave.	1.70	Bike Path/Trail	Overview		4	0	0	0	0	SU	CST			Sanford
						page 52	7,630	4	0	0	0	0	Total		0	7,634	

MetroPlan Orlando
Transportation Improvement Program
Locally Funded Highway Projects
Seminole County

Project Number	Project Name or Designation	Project Description				2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status and Cost ($000's)							Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources	Project Phases			
77003	Dean Rd.	Orange/Seminole Co. Line	SR 426	1.10	Widen to 4 Lanes①	Tech. Rep. 3 page 25	5,205	6,260 6,260	0 0	0 0	0 0	0 0	OCST Total	CST	0	11,465	Seminole Co.
77005	Wymore Rd.	Orange/Seminole Co. Line	SR 436	1.30	Widen to 4 Lanes①	Not in LRTP	3,131	0 0	8,351 8,351	0 0	0 0	0 0	LOGT/RIF/OCST Total	CST	0	11,482	Seminole Co.
77006	New Oxford Rd.	SR 434	US 17/92	1.00	Widen to 4 Lanes & Roadway Extension①	Not in LRTP	1,000	4,200 0 6,200	0 4,500 4,500	0 0 0	0 0 0	0 0 0	OCST OCST Total	ROW CST	0	11,700	Seminole Co.
77007	SR 46A/W. 25th St.	W of Club Rd.	E of Hartwell Ave.		Safety/Stormwater Improvements/ Widen Road/Add Turn Lanes/ Curb & Gutter	Tech. Rep. 5 page 46	1,560	650 0 650	0 864 864	0 0 0	0 0 0	0 0 0	OCST LAP/OCST Total	ROW CST	0	3,074	Seminole Co.
77008	CR 419	at Lockwood Blvd.			Intersection Improvements	Tech. Rep. 5 page 46	125	290 290	0 0	0 0	0 0	0 0	OCST Total	CST	0	415	Seminole Co.
77009	CR 46A	Orange Blvd.	Rinehart Rd.	1.00	Widen to 4 Lanes①	Tech. Rep. 3 page 25	0	1,270 1,270	0 0	0 0	0 0	0 0	RIF Total	PE	TBD	TBD	Seminole Co.

① Project includes bicycle lanes and sidewalk facilities.

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status & Cost ($000s)						Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
					2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources			
4052011	Orlando Sanford International Airport/	Design & Construct Taxiway Alpha	Overview		5,850	0	0	0	0	FAA			Yes
SIS Project	Sanford Airport Authority	Phase 2 between Taxiway A3 &	page 65		325	0	0	0	0	DPTO			
		Runway 18-36			325	0	0	0	0	LF			
				0	6,500	0	0	0	0	Total	0	6,500	
4098071	Orlando Sanford International Airport/	Expand Terminal Building	Overview		0	1,000	1,000	0	0	DDR			Yes
SIS Project	Sanford Airport Authority		page 65		0	1,000	1,000	0	0	LF			
				0	0	2,000	2,000	0	0	Total	0	4,000	
4098081	Orlando Sanford International Airport/	Construct Parking Garage (Phase 2)	Overview		850Ⓓ	1,811Ⓓ	1,801Ⓓ	912Ⓓ	1,800Ⓓ	DDR			Yes
SIS Project	Sanford Airport Authority		page 65		966Ⓓ	1,811Ⓓ	1,801Ⓓ	912Ⓓ	1,800Ⓓ	LF			
				0	1,816	3,622	3,602	1,824	3,600	Total	0	14,464	
4144531	Orlando Sanford International Airport/	Construct Taxiway F	Overview		0	0	0	5,000	0	FAA			Yes
SIS Project	Sanford Airport Authority		page 65		0	0	0	300	0	DDR			
					0	0	0	300	0	LF			
				0	0	0	0	5,600	0	Total	0	5,600	
4144541	Orlando Sanford International Airport/	Taxiway Improvements	Overview		5,850	0	0	0	0	FAA			Yes
SIS Project	Sanford Airport Authority		page 65		325	0	0	0	0	DPTO			
					325	0	0	0	0	LF			
				0	6,500	0	0	0	0	Total	0	6,500	
4315981	Orlando Sanford International Airport/	Construct Taxiway T	Overview		0	0	0	5,500	0	FAA			Yes
SIS Project	Sanford Airport Authority		page 65		0	0	0	310	0	DDR			
					0	0	0	310	0	LF			
				0	0	0	0	6,120	0	Total	0	6,120	

Ⓓ These funds are shown as programmed in FDOT's Five Year Work Program for project #4098081. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $7,000,000 each in state and local funds allocated in FY 2016/17.

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status & Cost ($000s)						Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
					2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources			
4315991	Orlando Sanford International Airport/	Rehab West Ramp & Apron	Overview		5,850	0	0	0	0	FAA			Yes
SIS Project	Sanford Airport Authority		page 65		325	0	0	0	0	DDR			
					325	0	0	0	0	LF			
				0	6,500	0	0	0	0	Total	0	6,500	
4316001	Orlando Sanford International Airport/	Discretionary Capacity Airport	Overview		715	100	92	1,129	1,133	DDR			Yes
SIS Project	Sanford Airport Authority	Improvement Project	page 65		96	57	50	0	0	DPTO			
					811	157	142	1,129	1,133	LF			
				790	1,622	314	284	2,258	2,266	Total	0	7,534	
4332781	Orlando Sanford International Airport/	Extend Runway 18-36 - Construction	Overview		0	0	0	0	4,400①	GMR			Yes
SIS Project	Sanford Airport Authority		page 65		0	0	0	0	4,400①	LF			
				0	0	0	0	0	8,800	Total	0	8,800	
Candidate②	Orlando Sanford International Airport/	Construct (2) 20,000-Gallon Fuel	Overview		135	0	0	0	0	FDOT			Yes
SIS Project	Sanford Airport Authority	Storage Tanks, Dispensing Devices	page 65		135	0	0	0	0	LF			
OSIA - 58		& Back-up Generator		0	270	0	0	0	0	Total	0	270	
Candidate	Orlando Sanford International Airport/	Design & Construct Law Enforcement	Overview		1,050	0	0	0	0	FDOT			Yes
SIS Project	Sanford Airport Authority	Firearms Training Facility	page 65		1,050	0	0	0	0	LF			
OSIA - 20				0	2,100	0	0	0	0	Total	0	2,100	
Candidate	Orlando Sanford International Airport/	TSA Passenger Screening Information	Overview		8	0	0	0	0	FDOT			Yes
SIS Project	Sanford Airport Authority	Display System	page 65	0	8	0	0	0	0	Total	0	8	
OSIA - 33													

① These funds are shown as programmed in FDOT's Five Year Work Program for project #4332781. The Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP) shows $8,000,000 in FAA funds and $400,000 each in state and local funds allocated in FY 2016/17.

② Projects shown as "Candidate" are not currently programmed in FDOT's Five Year Work Program, but are included in the Sanford Airport Authority's Joint Automated Capital Improvement Program (JACIP).

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status & Cost ($000s)						Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
					2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources			
Candidate *SIS Project* OSIA - 9	Orlando Sanford International Airport/ Sanford Airport Authority	Improve Airport Entrance near Airport Blvd. & Mellonville Ave.	Overview page 65		300	0	0	0	0	LF			Yes
				0	300	0	0	0	0	Total	0	300	
Candidate *SIS Project* OSIA - 43	Orlando Sanford International Airport/ Sanford Airport Authority	Install Artificial Turf on SFB Primary Air Carrier Runway to Minimize Wildlife Intrusion	Overview page 65		3,000	3,000	3,000	3,000	0	FAA			Yes
					407	80	80	80	0	FDOT			
					80	80	80	80	0	LF			
				0	3,487	3,160	3,160	3,160	0	Total	0	12,967	
Candidate *SIS Project* OSIA - 30	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Terminal Building Passenger Loading Bridges	Overview page 65		1,300	1,300	1,300	1,300	1,300	LF			Yes
				0	1,300	1,300	1,300	1,300	1,300	Total	0	6,500	
Candidate *SIS Project* OSIA - 46	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Airfield Incandescent Lighting with LED Illumination	Overview page 65		1,400	0	0	0	0	FAA			Yes
					0	78	0	0	0	FDOT			
					78	78	0	0	0	LF			
				0	1,478	156	0	0	0	Total	0	1,634	
Candidate *SIS Project* OSIA - 59	Orlando Sanford International Airport/ Sanford Airport Authority	Widen Airport Blvd. from Red Cleveland Blvd. to Mellonville Ave.	Overview page 65		2,878	0	0	0	0	FDOT			Yes
					2,878	0	0	0	0	LF			
				0	5,756	0	0	0	0	Total	0	5,756	
Candidate *SIS Project* OSIA - 42	Orlando Sanford International Airport/ Sanford Airport Authority	Rehab Southwest Ramp & Apron (Phase 2)	Overview page 65		7,000	0	0	0	0	FAA			Yes
					389	0	0	0	0	FDOT			
					389	0	0	0	0	LF			
				0	7,778	0	0	0	0	Total	0	7,778	
Candidate *SIS Project* OSIA - 60	Orlando Sanford International Airport/ Sanford Airport Authority	Purchase Ramp Sweeper Truck	Overview page 65		120	0	0	0	0	FDOT			Yes
					120	0	0	0	0	LF			
				0	240	0	0	0	0	Total	0	240	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status & Cost ($000s)						Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
					2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources			
Candidate *SIS Project* OSIA - 68①	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Apron & Ramp in Northside Aviation Complex (Phase 2)	Overview page 65		0	2,875	0	0	0	FAA			Yes
					0	160	0	0	0	FDOT			
					0	160	0	0	0	LF			
				0	0	3,195	0	0	0	Total	0	3,195	
Candidate *SIS Project* OSIA - 63	Orlando Sanford International Airport/ Sanford Airport Authority	Design/Construct Large Commercial Maintenance Hanger/Reservation Center	Overview page 65		0	3,500	0	0	0	FDOT			Yes
					0	3,500	0	0	0	LF			
				0	0	7,000	0	0	0	Total	0	7,000	
Candidate *SIS Project* OSIA - 11	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct Chemical Storage/ Equipment Maintenance Building	Overview page 65		0	500	0	0	0	FDOT			Yes
					0	500	0	0	0	LF			
				0	0	1,000	0	0	0	Total	0	1,000	
Candidate *SIS Project* OSIA - 12	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Access Road for Northside Aviation Complex (Phase 1)	Overview page 65		0	630	0	0	0	FAA			Yes
					0	35	0	0	0	FDOT			
					0	35	0	0	0	LF			
				0	0	700	0	0	0	Total	0	700	
Candidate *SIS Project* OSIA - 51	Orlando Sanford International Airport/ Sanford Airport Authority	Construct New Airfield Electrial Vault	Overview page 65		0	1,425	0	0	0	FAA			Yes
					0	38	0	0	0	FDOT			
					0	38	0	0	0	LF			
				0	0	1,501	0	0	0	Total	0	1,501	
Candidate *SIS Project* OSIA - 4	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Computerized Access Control System to Remainder of Fenced Perimeter	Overview page 65		0	1,400	0	0	0	FAA			Yes
					0	80	0	0	0	FDOT			
					0	80	0	0	0	LF			
				0	0	1,560	0	0	0	Total	0	1,560	

① The OSIA - 68 project had the Financial Management number of 4208461 in the Five Year Work Program and TIP in previous years. However, this project is not funded in the FY 2013/14-2017/18 Five Year Work Program and TIP and is therefore shown as an unfunded candidate project.

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status & Cost ($000s)						Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
					2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources			
Candidate *SIS Project* OSIA - 36	Orlando Sanford International Airport/ Sanford Airport Authority	Purchase & Install Automated Vehicle Identifier System	Overview page 65		0	150	0	0	0	FDOT			Yes
					0	150	0	0	0	LF			
				0	0	300	0	0	0	Total	0	300	
Candidate *SIS Project* OSIA - 44	Orlando Sanford International Airport/ Sanford Airport Authority	Design & Construct "Cell Phone" Parking Lot	Overview page 65		0	150	0	0	0	FDOT			Yes
					0	150	0	0	0	LF			
				0	0	300	0	0	0	Total	0	300	
Candidate *SIS Project* OSIA - 61	Orlando Sanford International Airport/ Sanford Airport Authority	Widen Airport Blvd. from Mellonville Ave. to CR 427	Overview page 65		0	2,453	0	0	0	FDOT			Yes
					0	818	0	0	0	LF			
				0	0	3,271	0	0	0	Total	0	3,271	
Candidate *SIS Project* OSIA - 62	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Runway 18-36 - Design	Overview page 65		0	1,125	0	0	0	FAA			Yes
					0	55	0	0	0	FDOT			
					0	55	0	0	0	LF			
				0	0	1,235	0	0	0	Total	0	1,235	
Candidate *SIS Project* OSIA - 52	Orlando Sanford International Airport/ Sanford Airport Authority	Relocate Taxiway Bravo west of Funway 18/36 & Taxiway Kilo	Overview page 65		0	0	7,000	0	0	FAA			Yes
					0	0	184	0	0	FDOT			
					0	0	184	0	0	LF			
				0	0	0	7,368	0	0	Total	0	7,368	
Candidate *SIS Project* OSIA - 71	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Taxiway Alpha (Phase 4)	Overview page 65		0	0	7,000	0	0	FAA			Yes
					0	0	389	0	0	FDOT			
					0	0	389	0	0	LF			
				0	0	0	7,778	0	0	Total	0	7,778	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects
Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status & Cost ($000s)						Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
					2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources			
Candidate *SIS Project* OSIA - 64	Orlando Sanford International Airport/ Sanford Airport Authority	Relocate Taxiway K	Overview page 65		0	0	2,790	0	0	FAA			Yes
					0	0	155	0	0	FDOT			
					0	0	155	0	0	LF			
				0	0	0	3,100	0	0	Total	0	3,100	
Candidate *SIS Project* OSIA - 54	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Taxiway Charlie to ARFF Station	Overview page 65		0	0	1,500	0	0	FAA			Yes
					0	0	39	0	0	FDOT			
					0	0	39	0	0	LF			
				0	0	0	1,578	0	0	Total	0	1,578	
Candidate *SIS Project* OSIA - 67	Orlando Sanford International Airport/ Sanford Airport Authority	Rehab Southwest Ramp & Apron (Phase 3)	Overview page 65		0	0	7,000	0	0	FAA			Yes
					0	0	389	0	0	FDOT			
					0	0	389	0	0	LF			
				0	0	0	7,778	0	0	Total	0	7,778	
Candidate *SIS Project* OSIA - 65	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Runway 18-36 - Acquire Land	Overview page 65		0	0	4,000	0	0	FAA			Yes
					0	0	200	0	0	FDOT			
					0	0	200	0	0	LF			
				0	0	0	4,400	0	0	Total	0	4,400	
Candidate *SIS Project* OSIA - 53	Orlando Sanford International Airport/ Sanford Airport Authority	Construct Taxiway Alpha (Phase 4)	Overview page 65		0	0	0	4,950	0	FAA			Yes
					0	0	0	275	0	FDOT			
					0	0	0	275	0	LF			
				0	0	0	0	5,500	0	Total	0	5,500	
Candidate *SIS Project* OSIA - 50	Orlando Sanford International Airport/ Sanford Airport Authority	Replace Airfield Signs Affected by Change in Runway Magnetic Heading	Overview page 65		0	0	0	1,035	0	FAA			Yes
					0	0	0	58	0	FDOT			
					0	0	0	58	0	LF			
				0	0	0	0	1,151	0	Total	0	1,151	

MetroPlan Orlando
Transportation Improvement Program
Aviation Projects

Orlando Sanford International Airport

FDOT Financial Management Number	Airport/Responsible Agency	Project Description	2030 LRTP Reference	Historic Cost Prior to 2013/14 ($000's)	2013/14-2017/18 Project Status & Cost ($000s)						Estimated Future Cost After 2017/18 ($000's)	Total Project Cost ($000's)	Consistent with Airport Master Plans?
					2013/14	2014/15	2015/16	2016/17	2017/18	Funding Sources			
Candidate *SIS Project* OSIA - 69	Orlando Sanford International Airport/ Sanford Airport Authority	Acquire Land with 65 DNL Contours from Approved 2004 NEM (Phase 8)	Overview page 65		0	0	0	0	7,469	FAA			Yes
					0	0	0	0	197	FDOT			
					0	0	0	0	197	LF			
				0	0	0	0	0	7,863	Total	0	7,863	
Candidate *SIS Project* OSIA - 70	Orlando Sanford International Airport/ Sanford Airport Authority	Extend Runway 9C-27C from Existing 3,578 Feet to 5,000 Feet	Overview page 65		0	0	0	0	4,275	FAA			Yes
					0	0	0	0	238	FDOT			
					0	0	0	0	238	LF			
				0	0	0	0	0	4,751	Total	0	4,751	

metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Orlando Urban Area

FY 2018/19 - 2029/30

Prioritized Project List

Approved by the MetroPlan Orlando Board
on September 11, 2013

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FY 2018/19-2029/30 Prioritized Project List

Introduction

Each year, MetroPlan Orlando prepares a Transportation Improvement Program (TIP), which contains the highway, bicycle/pedestrian, transit, aviation and other transportation-related projects in the Orlando Urban Area that are programmed for funding over the next five years. This process begins in the summer with the development of a Prioritized Project List (PPL). This document contains a list of unfunded highway, Management and Operations, bicycle and pedestrian and transit projects that have been prioritized for funding based on the criteria that are described in the following section. This list of projects is scheduled to cover the period that follows the final fiscal year of the FY 2013/14-2017/18 TIP through the target year of MetroPlan Orlando's currently adopted Long Range Transportation Plan. Therefore, this PPL covers the FY 2018/19 through FY 2029/30 time period.

This document was approved by the MetroPlan Orlando Board on September 11, 2013 and has been submitted to the Florida Department of Transportation (FDOT). FDOT will use the PPL to select projects for funding in their FY 2014/15-2018/19 Tentative Five Year Work Program based on the projects' priorities in the PPL. This Five Year Work Program will then be used by the MetroPlan Orlando staff in preparing the FY 2014/15-2018/19 TIP next spring. The process will begin again in the summer of 2014 with the development of the FY 2019/20-2029/30 PPL. Once a project in the PPL has been fully funded through construction in the TIP, it is taken off the list. The projects remaining on the PPL can then be advanced to a higher priority, and new projects can eventually be added to the list. In addition, the ranking of a project on the PPL can be advanced more quickly if additional funds from local governments or other sources are applied to that project.

Prioritization Methodology

In prioritizing the proposed use of Surface Transportation Program (SU) funds for unfunded transportation projects, the following methodology was utilized:

Highway Projects

In preparing the highway section of the FY 2018/19-2029/30 PPL, the MetroPlan Orlando Board and its subsidiary committees developed several lists of unfunded major highway projects that have been prioritized for funding based on their potential to help relieve traffic congestion in the area. The first list includes improvements to I-4 that are to be funded with Federal National Highway System (NHS) funds (page 7). The main project list includes improvements to major arterials within the urban area, primarily on the state road system (pages 8-12). These projects include traditional road widening projects, intersection improvements, and multimodal projects that utilize bicycle & pedestrian and transit facilities to improve traffic flow on constrained roadways without adding lanes. MetroPlan Orlando has determined that these projects can be implemented in a timelier manner if FDOT combines Federal Surface Transportation Program (SU) and State District Dedicated Revenue (DDR) funds in programming these projects. A list of Management and Operations (M&O) projects is also included in the list (pages 13-16). These projects utilize such methods as intersection and traffic signal improvements to alleviate traffic congestion on a roadway without adding lanes. The M&O category includes projects pertaining to incident management, Transportation Demand Management, and other related activities.

The highway projects in the PPL were ranked based on the consideration of the following criteria:

- The ratio of the projected traffic volume to the existing carrying capacity for each roadway that is proposed for improvement, with those roadways that are the most over-capacity generally having the highest rankings.
- The status of the right-of-way acquisition for a highway project, with those projects for which the right-of-way acquisition is already funded generally having a higher ranking.
- The functional classification of a roadway that is proposed for improvement; i.e. freeway/expressway, principal arterial, minor arterial, etc., with the roadways having the higher functional classification generally being given a higher ranking.

Bicycle & Pedestrian Projects

The list of bicycle and pedestrian projects included in the PPL on pages 17-23 has been prioritized by MetroPlan Orlando's Bicycle & Pedestrian Advisory Committee (BPAC). The majority of the projects on the list are prioritized based on the following criteria:

- Expected facility usage
- Direct connection to transit
- Inclusion in local government bicycle & pedestrian plans
- Linkage with other bikeway facilities
- Connectivity to road network
- Bicycle & pedestrian Level of Service
- Readiness of project for construction

In December 2012, the BPAC adopted a separate set of criteria to be used in prioritizing regionally significant trails in order to improve connectivity within the trail system. These criteria are listed as follows:

- Regional importance
- Economic development potential
- Intermodal connectivity
- Readiness of project for construction

- Trail surface
- MPO funding share

Transit Projects

The list of transit projects included in the PPL on pages 24-27 has been prepared by LYNX based on the projects that are currently programmed in LYNX's Transit Development Plan. LYNX staff ranked these projects by priority based on consideration of the following criteria:

- Basic service and program funding
- Service development projects
- Capital - bus replacement/repair/maintenance
- Customer amenities
- Additional capital - non-basic service related
- Systems development (ITS technology, etc.)
- Studies - all levels (Alternative Analysis, etc)

Estimated Funding Allocations

Since the SU funds are flexible and can be used for various surface transportation modes, it was determined, for the purpose of the FY 2018/19-2029/30 PPL, that the proposed SU funding for the transportation improvements will be allocated based on a percentage split of 34% for highway projects, 31% for transit projects, 20% for M&O projects and 15% for bicycle and pedestrian projects. This percentage split is reevaluated each year.

The funding allocations shown in the PPL are only for the first fiscal year of the document. Thus, the estimated SU, DDR and NHS funding allocations shown below are for FY 2018/19. *(These FY 2018/19 allocations were estimated by averaging the amounts of funding in these categories that were programmed during the previous five fiscal years. The actual allocations will vary from year to year.)*

The SU funding percentage split, the funding allocations, and the prioritization methodology described above, will be subject to revision in developing future Prioritized Project Lists.

FY 2018/19 Funding Allocation Estimates

Surface Transportation Program (SU) funds = Approx. $23.4 million (Annual average of SU funds programmed from FY 2013/14 through 2017/18)

$500,000 for the I-4 Road Ranger program annually comes off the top, leaving a balance of $22.9 million in SU funds.

34% of $22.9 million for Highway Projects = $7.8 million
31% of $22.9 million for Transit Projects = $7.1 million
20% of $22.9 million for Management & Operations Projects = $4.6 million
15% of $22.9 million for Bicycle & Pedestrian (Enhancement) Projects = $3.4 million

District Dedicated Revenue (DDR) funds = Approx. $78.0 million (Annual average of DDR highway funds programmed from FY 2013/14 through 2017/18)

National Highway System (NHS) funds = Approx. $176.8 million (Annual average of NHS funds programmed from FY 2013/14 through 2017/18)

Rental Car Surcharge funds = Approx. $14 million (These funds are being applied to the SR 50 State Infrastructure Bank loan projects over a 12-year period beginning in FY 2009/10)

Abbreviations and Acronyms

Funding Codes

DDR	District Dedicated Revenue (State) highway funds.
FTA	Federal Transit Administration
NHS	National Highway System (Federal) funds. Used on interstate highway projects.
SU	Surface Transportation Program (Federal) funds. May be used on highway, transit, or enhancement (bicycle/pedestrian, beautification, etc.) projects in urban areas of greater than 200,000 population.

Project Phases

CST	Construction
DEIS	Draft Environmental Impact Statement
FEIS	Final Environmental Impact Statement
PD&E	Project Development and Environmental Study
PE	Preliminary Engineering (Design)
ROW	Right-of-Way Acquisition

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Highway Projects
National Highway System (NH) Funded Projects

Priority Number/ County	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
1 Orange Co./ Seminole Co.	4321931	I-4	W of SR 435/Kirkman Rd.	E of SR 434	21.10	Ultimate Configuration for General Use & Managed Lanes	Partial CST 2014/15①	Remaining CST	$349,000,000
2 Orange Co.	2424847	I-4	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	Remaining PE/ ROW/CST	$224,500,000
3 Seminole Co.	2425924	I-4	E of SR 434	Seminole/Volusia Co. Line	10.30	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	Remaining PE/ ROW/CST	$455,000,000
4 Orange Co.	2424848	I-4	Orange/Osceola Co. Line	W of SR 528/Beachline Expy.	5.80	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	Remaining PE/ ROW/CST	$301,200,000
5 Osceola Co.	4314561	I-4	2.8 mi. S of Polk/Osceola Co. Line	Orange/Osceola Co. Line	10.65	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	Remaining PE/ ROW/CST	$70,930,000

① The ultimate configuration of I-4 from west of Kirkman Road to east of SR 434 is being funded with a combination of federal, state, OOCEA and Turnpike funds, along with toll revenues from the managed lanes. The toll revenues will provide the majority of the project's funding, and the managed lanes will be operated and maintained by a private concessionaire through a public/private partnership. The concessionaire will be selected in 2014 and construction of the project is expected to begin in early 2015 and take approximately 6 years.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Highway Projects
Surface Transportation Program (SU/DDR) Funds

Priority Number/ County	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
1 Sanford	2402163	SR 46	Mellonville Ave.	SR 415	2.64	Widen to 4 Lanes	Partial CST 2015/16	Remaining CST	$25,000,000
2 Orange Co./ Orlando	2394221 2394963	SR 434/Forest City Rd. SR 423/John Young Pkwy.	Edgewater Dr. SR 50	Orange/Seminole Co. Line Shader Rd.	2.09 2.20	Widen to 6 Lanes Widen to 6 Lanes	ROW 2015/16 ROW 2015/16	CST CST	$12,850,000 $14,340,000
3 Longwood	--- 	SR 434 SR 434	at CR 427 Range Line Rd.	 US 17/92	 2.10	Improve Intersection/ Multimodal/Context Sensitive Improvements①	--- ---	PE/ROW/CST PE/ROW/CST	$10,000,000 $14,000,000
4 Kissimmee	4283282	Hoagland Blvd. Phase 2	US 17/92	5th St.	2.57	Widen to 4 Lanes/Realign	ROW 2015/16	CST	$24,600,000
5 Maitland	4242171	SR 414/Maitland Blvd.	I-4	Maitland Ave.	1.39	Widen to 6 Lanes	PE 2013/14	ROW/CST	To be determined
6 Oviedo	4150302 --- ---	SR 434 SR 426/CR 419 CR 419	Smith St. Pine Ave. Avenue B	Franklin St. Avenue B W of Lockwood Blvd.	0.40 1.30 1.70	Widen to 4 Lanes - Phase 1 Widen to 4 Lanes - Phase 2 Widen to 4 Lanes - Phase 3	Partial CST 2015/16 Partial ROW 2012/13 PD&E completed	Remaining CST Remaining ROW/CST PE/ROW/CST	$3,400,000 $37,900,000 $13,700,000
7 Orange Co.	2392037	SR 50	E. Old Cheney Hwy.	SR 520	5.50	Widen to 6 Lanes	PE 2017/18	ROW/CST	$22,300,000

① Multimodal/Context Sensitive improvements are non-capacity projects designed to improve traffic flow on constrained roadways without adding lanes. These projects can include such improvements as bicycle & pedestrian facilities (bike lanes, wider sidewalks, etc.), transit improvements (bus rapid transit/BRT, designated transit lanes, bus bays and shelters, etc.) as well as minor intersection improvements, landscaping and drainage improvements.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Highway Projects
Surface Transportation Program (SU/DDR) Funds

Priority Number/ Jurisdiction	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase Remaining Unfunded	Estimated Remaining Cost (Present-Day)
8 Orange Co.	---	SR 527/Orange Ave.	SR 482/Sand Lake Rd.	SR 15/Hoffner Ave.	1.80	Multimodal/Context Sensitive Improvements	Feasibility Study underway	PE/CST	$1,275,000 (PE only)Ⓓ
9 Orange Co.	---	SR 434/Alafaya Tr.	SR 50	McCulloch Rd.	3.00	Multimodal/Context Sensitive Improvements	Feasibility Study underway	PE/CST	$2,347,500 (PE only)
10 Winter Park	4084291	SR 15/600/US 17/92 & Lee Rd. Extension	Norfolk Ave. SR 15/600/US 17/92/	Monroe St. Denning Dr.	2.00 0.25	Construct medians/improve intersections/extend road	PD&E completed	PE/ROW/CST	$16,000,000
11 Seminole Co.	2402164	SR 46	SR 415	CR 426	7.50	Safety Improvements - Phase 1 Widen to 4 Lanes - Phase 2	--- PD&E underway	PE/CST PE/ROW/CST	$2,000,000 $65,000,000
12 Osceola Co./ Kissimmee	4184033	John Young Pkwy.	Pleasant Hill Rd.	Portage St.	2.20	Widen to 6 Lanes	ROW 2016/17	CST	$38,500,000
13 Orange Co.	---	SR 535 SR 535	Orange/Osceola Co. Line SR 536/World Center Dr.	SR 536/World Center Dr. I-4	2.00 1.50	Widen to 6 Lanes Widen to 8 Lanes	---	PD&E/PE/ ROW/CST	$2,390,000 (PD&E only)
14 Ocoee	---	SR 438/Silver Star Rd.	SR 429	Bluford Ave.	0.90	Widen to 4 Lanes	---	PD&E/PE/ ROW/CST	$890,000 (PD&E only)
15 Orlando	---	SR 527/Orange Ave.	Pineloch Ave.	Anderson St.	1.80	Multimodal/Context Sensitive Improvements	Feasibility Study underway	PE/CST	$2,000,000 (PE only)
16 Seminole Co./ Casselberry	---	SR 436	US 17/92	Wilshire Dr.	1.00	Widen to 8 Lanes/ Multimodal/Context Sensitive Improvements	---	PD&E/PE/ ROW/CST	$750,000 (PD&E only)

Ⓓ Priorities 8 and 9 and 13 through 46 were originally in a separate list of candidate projects for state funds for PD&E and design phases. Therefore, the original cost estimates for these projects were for the PD&E and/or design phases only and are the only cost estimates for these projects that are currently available. The full cost estimates for these projects will also include the right-of-way (if applicable) and construction phases, and these full cost estimates will be shown on this list once they have been provided by the local jurisdictions. Once the full cost estimates for these projects have been provided, the projects may eventually be reprioritized in order to maximize funding equity among the three counties. Priorities 8 and 9 were originally ranked at 18 and 19 and were moved to a higher ranking at Orange County's request in order to expedite the projects receiving funding for design once the feasibility studies for the projects have been completed.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Highway Projects
Surface Transportation Program (SU/DDR) Funds

Priority Number/ Jurisdiction	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase Remaining Unfunded	Estimated Remaining Cost (Present-Day)
17 Alt. Springs	---	SR 436	Newburyport Ave.	CR 427/Ronald Reagan Blvd.	0.12	Intersection Improvements	---	PE/ROW/CST	$250,000 (PE only)
18 Seminole Co.	---	SR 434	SR 417	Mitchell Hammock Rd.	3.60	Widen to 4 Lanes	---	PD&E/PE/ ROW/CST	$1,500,000 (PD&E only)
19 Osceola Co.	---	US 17/92	at Pleasant Hill Rd.			Intersection Improvements - Potential flyover & crossover diverted left turn lanes	---	PD&E/PE/ ROW/CST	$1,000,000 (PD&E only)
20 Sanford	---	US 17/92	SR 417	SR 46/1st St.	2.80	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,500,000 (PE only)
21 Orange Co./ Orlando	---	SR 436	Orlando International Airport	Orange/Seminole Co. Line	11.00	Multimodal/Context Sensitive Improvements (to include BRT)	---	PD&E/PE/ ROW/CST	$2,500,000 (PD&E only)
22 Orlando	---	SR 527/Orange Ave.	SR 50	Princeton St.	1.30	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,000,000 (PE only)
23 Orlando	---	US 17/92	SR 50	Princeton St.	1.20	Multimodal/Context Sensitive Improvements	---	PE/CST	$750,000 (PE only)
24 Orange Co.	---	SR 15/Conway Rd.	at Gatlin Ave.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 (PD&E/PE only)
25 Alt. Springs	---	SR 436	I-4	US 17/92	3.00	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,500,000 (PE only)
26 Orange Co.	---	SR 424/Edgewater Dr.	at SR 426/Fairbanks Ave.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 (PD&E/PE only)
27 Orange Co.	---	SR 500/US 441	at Piedmont Wekiva Rd.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 (PD&E/PE only)

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Highway Projects
Surface Transportation Program (SU/DDR) Funds

Priority Number/ Jurisdiction	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase Remaining Unfunded	Estimated Remaining Cost (Present-Day)
28 Orange Co.	---	SR 551/Goldenrod Rd.	SR 408	SR 50	2.00	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,432,500 (PE only)
29 Orlando	---	SR 50	Orange Ave.	Bumby Ave.	1.50	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,500,000 (PE only)
30 Orange Co.	---	SR 424/Edgewater Dr.	at SR 423/Lee Rd.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 (PD&E/PE only)
31 Longwood		US 17/92	Shepard Rd.	Dog Track Rd.	2.50	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,500,000 (PE only)
32 Orange Co./ Orlando	---	SR 436	Orlando International Airport	Orange/Seminole Co. Line	11.00	Multimodal/Context Sensitive Improvements (to include BRT)	---	PD&E/PE/ ROW/CST	$5,400,000 (PE only)
33 Casselberry	---	SR 436	Wilshire Dr.	Orange/Seminole Co. Line	3.50	Multimodal/Context Sensitive Improvements	---	PD&E/PE/ ROW/CST	$2,250,000 (PD&E/PE only)
34 Orange Co.	---	SR 426/Aloma Ave.	SR 436	Orange/Seminole Co. Line	1.50	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,185,000 (PE only)
35 Orange Co.	---	SR 482/Sand Lake Rd.	SR 500/US 441	SR 527/Orange Ave.	2.30	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,695,000 (PE only)
36 Orlando	---	SR 50	Bumby Ave.	Old Cheney Hwy.	1.90	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,500,000 (PE only)
37 Orlando	---	SR 500/US 441	I-4	SR 50	3.00	Multimodal/Context Sensitive Improvements	---	PE/CST	$500,000 (PE only)
38 Orange Co.	---	SR 423/Lee Rd.	at I-4			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 (PD&E/PE only)

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Highway Projects
Surface Transportation Program (SU/DDR) Funds

Priority Number/ Jurisdiction	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase Remaining Unfunded	Estimated Remaining Cost (Present-Day)
39 Orlando	---	SR 435/Kirkman Rd.	SR 482/Sand Lake Rd.	SR 50	7.00	Multimodal/Context Sensitive Improvements	---	PE/CST	$500,000 (PE only)
40 Alt. Springs	---	SR 434	Maitland Blvd.	SR 436	2.00	Multimodal/Context Sensitive Improvements	---	PE/CST	$750,000 (PE only)
41 Seminole Co.	---	US 17/92	Lake Mary Blvd	SR 417	1.00	Widen to 6 Lanes	---	PD&E/PE/ ROW/CST	$500,000 (PD&E only)
42 Orange Co.	---	SR 500/US 441	at Plymouth Sorrento Rd.			Add Turn Lanes	---	PD&E/PE/ ROW/CST	$500,000 (PD&E/PE only)
43 Orlando	---	SR 50	N. Tampa Ave.	Hughey Ave.	1.40	Multimodal/Context Sensitive Improvements	---	PE/CST	$750,000 (PE only)
44 Orlando	---	SR 500/US 441	SR 50	Clarcona-Ocoee Rd.	4.80	Convert roadway segment from rural to urban	---	PE/CST	$750,000 (PE only)
45 Orlando	---	SR 50	SR 435/Kirkman Rd.	N. Tampa Ave.	3.10	Multimodal/Context Sensitive Improvements	---	PE/CST	$500,000 (PE only)
46 Seminole Co.	---	SR 434	SR 436	Montgomery Rd	2.50	Widen to 6 Lanes	---	PD&E/PE/ ROW/CST	$1,000,000 (PD&E only)
47 Osceola Co.	---	SR 500/US 441	US 192	Osceola Pkwy.	2.25	Multimodal/Context Sensitive Improvements	---	PE/CST	$1,000,000 (PE only)

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Management & Operations Projects

Priority Number	Jurisdiction	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
---①	Orange Co. Osceola Co. Seminole Co.	Traffic Signal Coordination	Regionwide			Coordinate traffic signal timing on various corridors	PE underway	CST	$650,000
1②	Orange Co.	Orange County Adaptive Signal System	US 441/SR 482 near Florida Mall			Deployment of adaptive signal control system	---	CST	$1,500,000
2	Winter Springs	SR 434	at Winding Hollow Blvd.			Right turn deceleration lane	PE 2012/13	ROW/CST	$250,000
3	Edgewood	Orange Ave.	Gatlin Ave.	Holden Ave.	0.10	Intersection enhancement	PE 2012/13	ROW/CST	$425,000
4	Altamonte Springs	Maitland Blvd. (westbound)	Maitland Summit Blvd.	SR 434 off-ramp	0.50	Add auxiliary lane	PE 2012/13	ROW CST	$500,000 $1,500,000
5	Kissimmee	John Young Pkwy.	at Oak St.			Intersection rechannelization	---	ROW CST	$400,000 $1,500,000
6③	Seminole Co.	SR 426	at Mitchell Hammock Rd.			Intersection improvements	---	CST	$425,000
7③	Osceola Co.	Osceola Pkwy.	at Dyer Blvd.			Add westbound left turn lane, northbound right turn lane, & signal	---	CST	$400,000
8	Orange Co.	Vineland Ave.	at SR 535			Intersection improvements	---	PE CST	$500,000 $1,500,000
9	Orange Co.	Corporate Blvd.	at Alafaya Tr.			Intersection improvements	---	PE CST	$200,000 $500,000

① The traffic signal coordination project is a high-priority project that will need to be funded in the near future. The TTC recommended including this project at the top of the M&O list without a priority number since this is an ongoing project from year to year.

② The Orange County Adoptive Signal System project had been included in the FY 2016/17-2029/30 PPL and it was assumed that the project would be funded in the TIP, so the project was not included in the FY 2017/18-2029/30 PPL. However, the project was never funded in the TIP, and, as a result, the project has been reinstated in the FY 2018/19-2029/30 PPL and moved to the #1 priority on the M&O list so it will be next in line for funding.

③ It is anticipated that, in the near future, priorities #6 and 7 will be funded through construction in FY 2013/14 in the Five Year Work Program/TIP. Once this funding is programmed, these projects can be removed from the PPL and the projects ranked lower on the list will be able to move up.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Management & Operations Projects

Priority Number	Jurisdiction	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
10	Orange Co.	Charlin Pkwy.	at Fort Jefferson Blvd. Connector Road			Intersection improvements	---	PE CST	$250,000 $400,000
11	Orange Co.	Powers Dr.	at North Ln.			Intersection improvements	---	PE CST	$200,000 $500,000
12	Orlando	Citywide Pedestrian Traffic Signals	throughout City of Orlando			ADA Traffic Signal System Improvement (including audible pedestrian signals)	---	CST	$2,500,000
13	Orange Co.	Orange County ATMS Phase 3	throughout Orange County			Expansion of ATMS	---	Design/Build	$3,300,000
14	Orange Co.	Fort Christmas Rd.	at Wheeler Rd.			Intersection improvements	---	CST	$1,000,000
15	Orange Co.	Wallace Rd.	at Dr. Phillips Blvd.			Intersection improvements	---	PE	$200,000
16	Orange Co.	Barber Park Access Rd.	at Gatlin Ave.			Intersection improvements	---	PE CST	$136,000 $1,000,000
17	Winter Springs	SR 434	at Tuskawilla Rd.			Safety, operational, & pedestrian improvements	PE 2012/13	CST	$500,000
18	Orlando	City of Orlando ATMS	throughout City of Orlando			System Engineering Management Plan	---	PE	$200,000
19	Osceola Co.	Poinciana Blvd.	at Old Tampa Hwy.			Add southbound lane & signalization	---	CST	$1,080,000
20	Seminole Co.	Fiber Expansion Project	Various Links			ITS/Fiber Project	---	Design/Build	$1,100,000
21	Orlando	City of Orlando ATMS	Traffic Management Center			Upgrade TMC		Design/Build	$300,000

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Management & Operations Projects

Priority Number	Jurisdiction	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated(1) Remaining Cost (Present-Day)
22	Kissimmee	Cabinet Upgrades	City of Kissimmee - Various locations in US 192/John Young Pkwy. vicinity			20 traffic signal cabinet upgrades	---	PE CST	$60,000 $700,000
23	Seminole Co.	CR 419	at Lockwood Blvd.			Intersection improvement	---	CST	$275,000
24	Seminole Co.	SR 434	at Sand Lake Rd			Intersection improvement	---	CST	$650,000
25	Orlando	City of Orlando ATMS	Throughout City of Orlando			Travel Time System		PE CST	$200,000 $500,000
26	Osceola Co.	County Adaptive Travel Time System	Various Corridors			ITS Adaptive System Equipment		PE CST	$100,000 $1,000,000
27	Osceola Co.	Cypress Pkwy.	at Pleasant Hill Rd.			Mast Arm Signal	---	CST	$200,000
28	Orange Co.	Orange County ATMS Phase 4	throughout Orange County			Expansion of ATMS	---	Design/Build	$3,691,000
29	Seminole Co.	Seminole County ATMS	throughout Seminole County			Expansion of ATMS	---	Design/Build	$3,119,000
30	Orlando	City of Orlando ATMS	throughout City of Orlando			Expansion of ATMS	---	Design/Build	$3,876,000
31	Osceola Co.	Osceola County ATMS	throughout Osceola County			Expansion of ATMS	---	Design/Build	$1,313,000
32	Kissimmee	City of Kissimmee ATMS Phase 1				15 ATMS traffic signals	---	CST	$2,000,000
33	Orange Co.	Waterford Lakes Pkwy.	at Lake Cypress Cir.			Intersection improvement		PE CST	$75,000 $150,000

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Management & Operations Projects

Priority Number	Jurisdiction	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated(1) Remaining Cost (Present-Day)
34	Orange Co.	Woodbury Rd.	at Lake Underhill Rd.			Intersection improvement		PE CST	$200,000 $910,000
35	Orange Co.	Woodbury Rd.	at Waterford Lakes Pkwy.			Intersection improvement		PE CST	$75,000 $150,000
36	Orange Co.	Woodbury Rd.	at Golfway Blvd.			Intersection improvement		PE CST	$200,000 $480,000
37	Orange Co.	Woodbury Rd.	at SR 50			Intersection improvement		PE CST	$150,000 $360,000
38	Orange Co.	Sand Lake Rd.	at Sandpoint Blvd.			Intersection improvement		PE	$150,000
39	Orange Co.	Curameng Dr.	at Dean Rd.			Intersection improvement		PE CST	$150,000 $500,000

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List

Bicycle and Pedestrian Projects

Priority Number	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
Projects to close gaps in the Coast-to-Coast Trail										
---Ⓓ	RST	Seminole Co.	Rinehart Rd. Path	CR 46A	SR 46	0.88	Shared Use Path/Sidewalk	---	PE/CST	$300,000
---Ⓓ	RST	Orange Co.	Pine Hills Trail Ph. 3	Clarcona-Ocoee Rd.	Orange/Seminole Co. Line	3.00	Shared Use Path	---	PE/ROW/CST	$9,948,000
---Ⓓ	RST	Orange Co.	Clarcona-Ocoee Trail	Pine Hills Trail	Hiawassee Rd.	1.50	Shared Use Path	---	PE/ROW/CST	$4,371,600
1	SRTS	Seminole Co.	Forest City Elementary School	on Camden Rd. & Wessex Rd.		0.52	Sidewalks	---	PE/CST	$345,090
2	SRTS	Osceola Co.	Ventura Elementary School	on Royal Palm Dr. from Boggy Creek Rd. to Buenaventura Blvd.		0.79	Sidewalk	---	PE/CST	$145,372
3	SRTS	Osceola Co.	Highlands Elementary School	on Green Meadow Cir. & N. Beaumont Ave.		0.46	Sidewalks	---	PE/CST	$95,856
4	SRTS	Osceola Co.	East Lake Elementary School	on Boggy Creek Rd. from Turnberry Reserve Blvd. to Biscayne Rd.		0.36	Sidewalk	---	PE/CST	$141,617
5	SRTS	Seminole Co.	Spring Lake Elementary School	on Tulane Dr., Baylor Ave., Lynchfield Ave., Notre Dame Dr., Clemson Dr., & Trinity Ave.		1.04	Sidewalks	---	PE/CST	$399,525
6	SRTS	St. Cloud	Michigan Ave. Elementary School	along 17th St. in St. Cloud		0.83	Sidewalk	---	PE/CST	$421,756

Note: The BPAC recommends that 20% of MetroPlan Orlando's set-aside of Surface Transportation Program (SU) funds for bicycle & pedestrian projects and Transportation Alternative (TALU) funds be set aside each year for Safe Routes to School projects (#1-8). The BPAC also recommends that statewide and district-wide TALU funds be directed toward regionally significant trail projects.

Ⓓ The Rinehart Road Path, Pine Hills Trail Phase 3 and Clarcona-Ocoee Trail projects will help close the gaps in the Coast-to-Coast Trail system within the MetroPlan Orlando area. As a result, the BPAC considers these to be high-priority projects, and is recommending that these projects be placed at the top of the bicycle & pedestrian section of the PPL without priority numbers, since they are candidates for special funding that could become available, and will not be competing for SU funds with the other projects on the list.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List

Bicycle and Pedestrian Projects

Priority Number	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
7	SRTS	Casselberrry	Casselberrry Elementary School	Mark crosswalks on Queens Mirror Cir. & fill sidewalk gap on Lost Lake Ln.		0.01	Sidewalks	---	PE/CST	$85,000
8	SRTS	Osceola Co.	Koa Elementary School	on Koa St. from New Castle Ave. to Laurel Ave.		0.72	Sidewalk	---	PE/CST	$251,352
9a	RST	Orlando	Shingle Creek Trail Phase 2	Sand Lake Rd.	Oak Ridge Rd.	2.25	Shared Use Path	PE 2011/12	ROW/CST	$3,000,000
9c	RST	Orange Co.	Shingle Creek Trail Phase 3b	Orange/Osceola Co. Line	Town Loop Blvd.	2.00	Shared Use Path	PE 2011/12	ROW/CST	$4,000,000
9d	RST	Osceola Co.	Shingle Creek Trail Phase 4	Wellington Woods Cir.	Orange/Osceola Co. Line	2.60	Shared Use Path	PE 2012/13	ROW/CST	$3,000,000
9e	RST	Kissimmee	Shingle Creek Trail Phase 5	Lake Toho City Trail	Wellington Woods Cir.	0.78	Shared Use Path	PE 2012/13	ROW/CST	$3,000,000
10	RST	Orlando	Orlando Urban Trail	over SR 50		0.15	Pedestrian Overpass	---	PE/CST	$4,000,000
11	RST	Oviedo	Florida National Scenic Trail Connections	Lockwood Road	Harrison Street	1.00	Sidewalk along Evans St., CR 419 & Reed Ave.	---	PE/CST	$300,000
12	Mobility	Kissimmee	Downtown Kissimmee Streetscape Phase 1	Broadway Ave. from Neptune Rd. to Ruby Ave. Sproule Ave. from Church St. to Broadway Ave.		0.42	Streetscape		PE/CST	$3,708,000
13	Mobility	Winter Park	St. Andrews Trail	Cady Way Trail	Aloma Ave.	0.50	Shared Use Path	---	PE/CST	$1,800,000
14	RST	Orange Co.	West Orange Trail Phase 4	Rock Springs Rd./ Welch Rd. Intersection	Kelly Park & Wekiva Springs State Park	6.80	Shared Use Path	---	PE/CST	$5,175,000
15	Mobility	Oviedo	Pine. Ave. Sidewalks			0.60	Sidewalks connecting streets & Cross Seminole Trail	---	PE/CST	$308,466
16	Mobility	LYNX	LYNX Systemwide Bicycle Parking				Bike racks & lockers at various LYNX stops	---	PE/CST	$269,000

MetroPlan Orlando
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Bicycle and Pedestrian Projects

Priority Number	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
17	Mobility	Maitland	Maitland & Eatonville Bicycle Wayfinding				Bicycle route & wayfinding signage	---	PE/CST	$252,000
18	Mobility	Orlando	Orlando Main Street District Plans	Audobon Park, College Park, Downtown South, Ivanhoe Village, & Mills/50			Develop plans for bicycle & pedestrian improvements	---	PE	$300,000
19	Mobility	Kissimmee	Central Ave. Bike & Ped Project	Martin Luther King Blvd.	Donegan Ave.	1.50	Improve bicycling & walking conditions	---	PE/CST	$3,000,000
20a	Mobility	Kissimmee	Downtown Kissimmee Streetscape - Phase 2	Dakin Ave. - Church St. to Broadway Ave. Monument Ave. - Church St. to Broadway Ave.		0.15	Streetscape		PE/CST	$2,200,000
20b	Mobility	Kissimmee	Downtown Kissimmee Streetscape - Phase 3	Stewart Ave. - Church st. to Broadway Ave. Darlington Ave. - Church st. to Pleasant St.		0.20	Streetscape		PE/CST	$2,200,000
21a	Mobility	Orlando	Edgewater Dr. Streetscape	Lakeview St.	Par St.	1.50	Streetscape & bicycle & pedestrian improvements	---	PE	$1,000,000
21b	Mobility	Orlando	Edgewater Dr. Streetscape	Lakeview St.	Par St.	1.50	Streetscape & bicycle & pedestrian improvements	---	CST	$4,000,000
22a	Mobility	Orange Co.	Orange Blossom Trail Pedestrian Enhancement Phase 2a	30th St.	Gore St.	1.40	Upgrade sidewalks; remove impediments; correct ADA violations	---	PE/CST	$3,904,000

Note: Due to the high cost estimates for priorities #20, 21 and 22, the Bicycle & Pedestrian Advisory Committee (BPAC) approved the establishment of a cost cap for the bicycle & pedestrian projects in the Prioritized Project List. Based on the cap adopted by the BPAC, any new project beginning with the FY 20015/16-2029/30 List with a cost estimate greater than $4 million will be broken into phases of not more than $4 million per phase. As a result of this action, the original project limits of priorities #20, 21 and 22 were split into phases, and this action applies to all future projects on the list.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List

Bicycle and Pedestrian Projects

Priority Number	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
22b	Mobility	Orange Co.	Orange Blossom Trail Pedestrian Enhancement Phase 2b	Church St.	SR 50	0.90	Upgrade sidewalks; remove impediments; correct ADA violations	---	PE/CST	$2,500,000
23	Mobility	Winter Springs	Town Center Sidewalks			0.93	Connector paths & sidewalks along various streets in Winter Springs Town Center	---	PE/CST	$292,363
24	Mobility	Casselberry	US 17/92 to Sunset Connector			0.20	Shared Use Path	---	PE/CST	$300,000
25	Mobility	Winter Springs	North Village Connectivity			1.40	Sidewalks along various streets in Winter Springs	---	PE/CST	$296,204
26	Mobility	Casselberry	Southcot Dr. Sidewalk	Sunset Dr.	Lake Triplett Dr.	0.25	Sidewalk & shared lane markings	---	PE/CST	$300,000
27	Mobility	Oviedo	Lake Jessup Ave. Sidewalks	Mitchell Hammock Rd.	Artesia St.	2.00	Sidewalks	---	PE/CST	$193,000
28	Mobility	Kissimmee	Downtown Kissimmee Path Connector	US 192	Martin Luther King Blvd.	0.45	Shared Use Path	---	PE/CST	$147,500
29	Mobility	Orlando	Citywide Pedestrian Safety Crossing Improvements	High-Emphasis Crosswalks along S. Orange Ave. & Michigan St.			Crosswalks	---	PE/CST	$300,000
30	Mobility	St. Cloud	St. Cloud Sidewalks	along Delaware Ave., Vermont Ave. & Columbian Ave.		1.45	Sidewalks	---	PE/CST	$294,073
31	Mobility	Osceola Co.	Partin Settlement Rd. Sidewalk	Shady Ln.	Fennel Slough	0.43	Fill sidewalk gap & bridge over canal	---	PE/CST	$162,500

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List

Bicycle and Pedestrian Projects

Priority Number	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
32	Mobility	Longwood	Longwood East Pedestrian Corridors Segments 3 & 4	on Church Ave. & Grant St.		0.60	Widen substandard sidewalks	---	PE/CST	$210,000
33	Mobility	Longwood	Longwood South Pedestrian Corridors Segments 1 & 4	on Church Ave. & Warren Ave.		1.00	Widen substandard sidewalks	---	PE/CST	$270,000
34	Mobility	Orlando	Orlando Southeast Trail	Medical City Area		1.40	Shared Use Path	---	PE/CST	$3,000,000
35	RST	Orange Co.	Little Econ Trail Phase 3	Forsyth Rd.	SR 436	1.07	Shared Use Path with overpass at SR 436	---	PE/CST	$4,000,000
36	Mobility	Casselberry	Sunset Dr. Livable Streets Improvement	Button Rd.	Oxford Rd.	1.10	Widen substandard sidewalk & add shared lane markings	---	PE/CST	$1,704,555
37	Mobility	Longwood	CR 427	Orange Ave.	Bay Ave.	0.33	Widen sidewalks, on-street parking & streetscaping	---	PE/CST	$650,000
38	RST	Sanford	Riverwalk Phase 3	Mangustine Ave.	Central Florida Zoo	2.35	Shared Use Path	---	PE/CST	$4,000,000
39	RST	Seminole Co.	Lake Monroe Loop	along Melionville Ave. & Celery Rd.		3.60	Shared Use Path	---	PE/CST	$3,000,000
40	Mobility	Orlando	Shingle Creek Trail Connector	along Metrowest Blvd. & Kirkman Rd.		0.74	Shared Use Path	---	PE/CST	$300,000
41	Mobility	Longwood	Cross Seminole Trail Connector	along Grant St. from Timocuan Way to Orange Ave.		1.50	Shared Use Path & Shared Lane Markings	---	PE/CST	$300,000
42	Mobility	Kissimmee	Emory Canal Trail South	John Young Pkwy.	Shingle Creek Trail	0.40	Shared Use Path	---	PE/CST	$200,000
43	Mobility	Osceola Co.	International Dr.	SR 417	Gaylord Palms Hotel	0.54	Sidewalk	---	PE/CST	$178,200
44	Mobility	St. Cloud	17th St.	Canoe Creek Rd.	Missouri Ave.	0.20	Sidewalk	---	PE/CST	$62,694

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List

Bicycle and Pedestrian Projects

Priority Number	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
45	Mobility	Osceola Co.	Boggy Creek Rd.	Rustic Dr.	Narcoossee Rd.	0.52	Sidewalk	---	PE/CST	$226,418
46	Mobility	Casselberrry	Oxford Rd./ Triplet Lake Dr.	SR 436 to Carriage Hill Dr./ Southcot Dr. to Queen's Mirror Cir.		0.77	Shared Use Path & Shared Lane Markings	---	PE/CST	$930,180
47	Mobility	Kissimmee	Emory Canal-Trail North	Mabbette St. US 192	John Young Pkwy. Mabbette St.	1.89	Shared Use Path Bicycle Boulevard	---	PE/CST	$580,200
48	RST	Orange Co.	Shingle Creek Trail Phase 3c	Town Loop Blvd.	Central Fla. Pkwy.	3.20	Shared Use Path	---	PE/CST	$4,000,000
49	RST	Osceola Co.	Kissimmee-St. Cloud Connector	along C-Gate Canal from Neptune Rd. to East Lake Shore Blvd.		1.39	Shared Use Path	---	PE/CST	$703,570
50	Mobility	Longwood	Florida Central Pkwy. Connector	along Fla. Central Pkwy., Bennett Dr. & Commerce Way from SR 434 to North Ln.		1.21	Sidewalk & Shared Lane Markings	---	PE/CST	$800,000
51	RST	Orlando	Fill Gaps in Orlando Urban Trail	from Magnolia Ave. to Park Lake St. at Orange Ave. & from South St. to Orlando Health SunRail stop		1.28	Shared Use Path	---	PE/CST	$4,000,000

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List

Bicycle and Pedestrian Projects *(Unranked)*

Priority Number	Project Type	Project Sponsor	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
---①	Mobility	Orlando	I-4 Pedestrian Bridge & Ivanhoe Gateway	New Hampshire St.	Ivanhoe Blvd.	0.30	Pedestrian Bridge across Lake Ivanhoe next to I-4	---	PE/CST	To be determined
---②	Mobility	Longwood	Longwood East Pedestrian Corridors Segment 2	on Grant St. from Candyland Park to Orange Ave.		0.60	Widen substandard sidewalks	---	PE/CST	$170,000
---②	Mobility	Longwood	Longwood South Pedestrian Corridors Segment 2	on Church Ave. from Reiter Park to Transmission Line		1.00	Widen substandard sidewalks	---	PE/CST	$230,000
---②	Mobility	Longwood	Longwood South Pedestrian Corridors Segment 3	on Church Ave. & Rangeline Rd. from Transmission Line to E.E. Williamson Rd.		1.00	Widen substandard sidewalks	---	PE/CST	$220,000

① The I-4 pedestrian bridge and SR 436 projects are unranked since the City of Orlando is requesting funding for the projects other than SU funds.

② These Longwood Pedestrian Corridor projects were added to the list as unranked by the BPAC since they did not meet the BPAC's minimum scoring requirements for prioritization but are considered to be important for linkage with the other Longwood Pedestrian Corridor projects (#32 and 33) and for their proximity to the Longwood SunRail station.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Transit Projects

Project Ranking	Project Description	Estimated Remaining Cost (Present-Day)	Funding Sources	Responsible Agency	Consistent with Transit Development Plan?	Comments
1	Operating Assistance	$1,000,000 $478,000 $9,038,000 $127,300,000	FTA (Sec.5307) DU (Sec. 5311) DS LF, OSR	LYNX	Yes	Fixed Route operating and ADA cost. Includes SunRail feeder service.
1	Capital Cost of Contracting	$2,000,000	FTA Sec. 5307	LYNX	Yes	Federal assistance for the capital costs of contracting with private providers for demand-response and PickUpLine service.
1	Seniors/Individuals with Disabilities Program	$1,500,000 $500,000	FTA 5310 FDOT/Local	LYNX	Yes	Enhanced mobility projects for the special needs of transit dependent populations beyond traditional public transportation and ADA complementary paratransit services.
1	Downtown Orlando Bus Rapid Transit System Expansion Project Development Phase	$3,200,000	FTA Sec. 5309 Candidate Private, LF	LYNX/Orlando	Yes	North/South expansion of the Lymmo system in downtown Orlando. LPA adopted in 2012. Phase includes NEPA, Preliminary Engineering - survey, station areas, typical sections.
2	Purchase 44 Transit Coaches (including associated equipment and styling)	$11,992,000 $6,538,000 $4,366,000	FTA Sec. 5307/5309 Cand. XU LF	LYNX	Yes	New buses for replacement of retired buses and service expansion. Includes 60' buses.
2	Purchase 40 Commuter Vans	$1,068,000 $267,000	FTA Sec. 5307/5309 Cand. LF	LYNX	Yes	New vans for replacement of retired vans and service expansion.
2	Facility Improvements/Equipment	$2,000,000 $500,000	FTA LF	LYNX	Yes	Capital expenditures for upgrades to operating and administrative facilities. This includes the cost of depreciation of vehicles and maintenance facilities provided by private contractors for public transportation service during the contract period.
3	Associated Capital Maintenance and Support Equipment	$13,000,000 $3,250,000	FTA, FDOT, LF Candidate LF	LYNX	Yes	Associated support equipment needed to service and maintain the bus fleet.
4	Passenger Amenities	$2,000,000	FTA, LF, Private	LYNX	Yes	Shelters, signs, benches, trash receptacles and kiosks throughout the region.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Transit Projects

Project Ranking	Project Description	Estimated Remaining Cost (Present-Day)	Funding Sources	Responsible Agency	Consistent with Transit Development Plan?	Comments
4	Downtown Orlando Bus Rapid Transit System Expansion Construction Phase	$32,000,000	To be determined	LYNX/Orlando	Yes	North/South expansion of the Lymmo system in downtown Orlando.
5	Corridor Express Service	$500,000	LF, Private, FDOT Cand.	LYNX	Yes	Expanded express bus service along major corridors in the region. The corridors to be determined by 2012/13 corridor studies & Comprehensive Operations Analysis.
5	Community Circulator Service Point.Route Deviation	$500,000	LF, Private FDOT / FTA	LYNX	Yes	Neighborhood/sub-regional bus service with the ability to deviate from a fixed route to accommodate customers, low-density areas & as feeders to workforce corridors in Vision 2030.
5	Bus Expansion Operational COA Enhancements	$26,086,000	LF Candidate	LYNX	Yes	Funds to improve fixed route transit services as determined by the LYNX Comprehensive Operational Analysis.
5	SunRail Essential Buses (27)	$11,039,000	FTA, LF, FDOT Candidate	LYNX	Yes	Commuter buses essential to support access to SunRail (within 3 miles of SunRail stations). These are replacement buses needed beyond what will be funded by SunRail.
5	SR 436 Corridor Premium Transit (BRT, LRT, etc) Alternatives Analysis Phase	$1,500,000	FTA, FDOT, LF Candidate	LYNX	yes	Based on alternatives analysis study of potential forms of mobility, ie. BRT, LRT, etc., in the SR 436 corridor from Apopka to Orlando International Airport.
6	Marketing and Consumer Information	$500,000	LF, Private FTA Sec. 5307	LYNX	Yes	Expanded customer information and marketing of transit services.
6	Intelligent Transportation Systems/ Customer Information Systems/ Travel Planning	$3,250,000	LF, Private FDOT/FTA	LYNX	Yes	Continued implementation of capital equipment and software to support and implement new ITS initiatives.
7	Transit Centers/Super Stops	$1,650,000 $413,000	FTA 5307/5309 Candidate FDOT, LF	LYNX	Yes	Facilities to accommodate cross town bus routes and connection points for local and regional service.
8	Park-and-Ride Facilities	$600,000	LF, Private	LYNX	Yes	Site selection, acquisition and construction of Park-&-Ride lot(s) for expanded express bus service.

MetroPlan Orlando
FY 2018/19-2029/30 Prioritized Project List
Transit Projects

Project Ranking	Project Description	Estimated Remaining Cost (Present-Day)	Funding Sources	Responsible Agency	Consistent with Transit Development Plan?	Comments
9	West Colonial Corridor Premium Transit (BRT, LRT, etc)	$20,000,000	FTA, FDOT, LF Candidate	LYNX	Yes	Based on alternatives analysis study in the SR 50 corridor from downtown Orlando to the Ocoee/Winter Garden area.
10	SR 436 Corridor Premium Transit (BRT, LRT, etc) Design/Construction Phases	$15,000,000	FTA, FDOT, LF Candidate	LYNX	yes	Based on alternatives analysis study of potential forms of mobility, ie. BRT, LRT, etc., in the SR 436 corridor from Apopka to Orlando International Airport.
10	Kissimmee Corridor Premium Transit (BRT, LRT, etc)	$12,000,000	FTA, FDOT, LF	LYNX	Yes	Based on alternatives analysis study in the US 441 corridor from SR 528 to south of US 192.
10	I-Drive Area Fixed Transit Circulator System Study	To be determined	FTA LF, Private	Orange Co.	Yes	Study to evaluate potential technologies that can be utilized in implementing a circulator transportation system in the vicinity of the Orange Co. Convention Center.
10	International Drive Area Intermodal Station	$15,000,000	FTA/FDOT/LF	LYNX/Orange Co.	Yes	Design and construction of an intermodal station at International Drive and Canadian Court on property owned by Orange Co.
10	LRT from SR 528 to Central Pkwy. System Construction and Fixed Guideway Operating Costs	$1,046,900,000	FTA, FDOT, LF	FDOT	Yes	Costs related to construction and operation of 20-miles of LRT from Altamonte Springs to Orlando to the Orange Co. Convention Center.
10	Fourth Operating Base - Phase II PE, Construction, Equipment	$12,000,000 $3,000,000	FTA Sec. 5309 Candidate LF	LYNX	Yes	Costs related to construction of satellite operating and maintenance base in the northern part of LYNX's service area.
10	US 192 BRT from Main St. in Kissimmee to Walt Disney World	$5,000,000 (PE only)	To be determined	Osceola Co.	Yes	New BRT on US 192 from Main Street to Disney. Alternatives Analysis will be underway in a few months.
11	Kissimmee Circulator Service - Streetcar	$1,500,000 (PE only)	To be determined	Kissimmee	Yes	New streetcar running from proposed SunRail stop location in Kissimmee and back.
12	South Corridor Alternatives Analysis Study	$1,500,000	FTA, FDOT, LF	LYNX	Yes	Alternatives analysis study in the I-4 corridor from Central Florida Pkwy. to US 192 (also known as the Attractions Corridor).

2013-2014
FIVE (5) YEAR CAPITAL IMPROVEMENT PLAN
SEMINOLE COUNTY PUBLIC SCHOOLS

Board Approved 9/10/13

REVENUE	2013/14	2014/15	2015/16	2016/17	2017/18
STATE					
PECO NEW CONSTRUCTION	$0	$0	$0	$0	$0
PECO MAINTENANCE	$0	$0	$0	$0	$0
CO&DS	$283,000	$283,000	$283,000	$283,000	$283,000
LOCAL					
1.50 MILLAGE	$38,702,951	$40,251,069	$41,861,112	$43,535,556	$45,276,979
IMPACT FEES	$3,600,000	$4,000,000	$4,400,000	$4,800,000	$4,800,000
GASOLINE TAX REFUND	$100,000	$100,000	$100,000	$100,000	$100,000
INTEREST	$30,000	$30,000	$30,000	$500,000	$500,000
SUB-TOTAL	$42,715,951	$44,664,069	$46,674,112	$49,218,556	$50,959,979
PRIOR YEAR CARRYOVER	$25,269,289	$13,246,240	$6,786,309	$5,152,421	$4,311,978
TOTAL REVENUE	$67,985,240	$57,910,309	$53,460,421	$54,370,978	$55,271,956

EXPENDITURES	2013/14	2014/15	2015/16	2016/17	2017/18
SUPPORT GENERAL FUND - 100					
PROPERTY & CASUALTY PREMIUM	$2,200,000	$2,200,000	$2,200,000	$2,200,000	$2,200,000
ANNUAL MAINTENANCE SUPPORT	$9,241,000	$9,241,000	$9,241,000	$9,241,000	$9,241,000
SCHOOL INSTRUCTIONAL EQUIPMENT PURCHASES	$750,000	$750,000	$750,000	$750,000	$750,000
DISTRICT WIDE CAPITAL EXPENDITURES					
BUS REPLACEMENT	$2,754,000	$2,000,000	$2,000,000	$2,000,000	$3,500,000
VEHICLES	$114,000				$100,000
CUSTODIAL EQUIPMENT - DISTRICT-WIDE	$25,000	$25,000	$25,000	$25,000	$25,000
FLOORING	$150,000	$150,000	$150,000	$150,000	$150,000
HVAC	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
ROOF	$50,000	$50,000	$50,000	$50,000	$50,000
PAVEMENT	$50,000	$50,000	$50,000	$50,000	$50,000
PAINTING	$300,000	$300,000	$300,000	$300,000	$300,000
PORTABLES	$145,200	$69,000	$69,000	$69,000	$99,000
FURNITURE FOR OCPS PORTABLES	$29,800				
SCHOOL CAPITAL OUTLAY FUNDS	$500,000	$500,000	$500,000	$500,000	$500,000
MAGNET SCHOOL EQUIPMENT	$100,000	$100,000	$75,000	$50,000	$50,000
CROOMS TECHNOLOGY REPLACEMENT	$225,000	$225,000	$225,000	$225,000	$225,000
INFRASTRUCTURE-COMPUTER TESTING	$1,000,000				
COMMUNICATIONS	$100,000	$100,000	$100,000	$100,000	$100,000
SECURITY IMPROVEMENTS	$1,000,000	$1,000,000	$150,000	$150,000	$150,000
BUS COMMUNICATIONS/VIDEO EQUIPMENT REPLACEMENT	$200,000				
DEBT SERVICE					
COPS PAYMENT	$22,055,000	$22,464,000	$22,473,000	$22,449,000	$22,478,000
FACILITIES PLANNING					
MISC. PLANNING	$250,000	$250,000	$250,000	$250,000	$250,000
DISTRICTWIDE RENOVATIONS	$250,000	$250,000	$250,000	$250,000	$250,000
CAPITAL PROJECTS					
DATA/ VOICE SYSTEMS		$1,500,000	$2,500,000		
TECHNOLOGY UPGRADES/AUGMENTATION					$2,180,283
CLASSROOM PRESENTATION SYSTEMS					$1,870,505
ADDITIONS/REMODELING/HEALTH & SAFETY					
SEMINOLE HIGH - STADIUM REPAIRS	$750,000				
JACKSON HEIGHTS MIDDLE-ADDITIONS/REMODELING (BLDG 5 - 1974)	$7,000,000	$7,000,000	$3,000,000		
WEKIVA ELEMENTARY-REMODELING (1977/1988)			$700,000	$4,000,000	
HAMILTON ELEMENTARY-REMODELING (1984)			$750,000	$4,750,000	
SMALL PROJECTS	$2,000,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
BUILDING SEALANTS					$50,000
POSSIBLE SCHOOL SUSPENSION OF OPERATIONS - TBD (PER INTERLOCAL AGREEMENT)					
HVAC PROJECTS					
IDYLLWILDE ELEM-HVAC BLDGS 1, 2, 3 & 5 (1970/1952/1948)					$3,125,000
LAKE ORIENTA ELEM-HVAC BLDGS 3, 5, 6, 7, & 8 (1958)					$1,250,000
MISC.					
CONTINGENCY	$2,500,000				
TOTAL EXPENDITURES	$54,739,000	$51,124,000	$48,308,000	$50,059,000	$50,641,936
BUDGETED FUND BALANCE	$13,246,240	$6,786,309	$5,152,421	$4,311,978	$4,630,118