



SR 436 (Semoran Boulevard) Corridor Planning Study

From U.S. 17-92 to Wilshire Drive

ALTERNATIVES & STRATEGIES

CHAPTER 7:

WORKING TOWARD THE CORRIDOR VISION & NEXT STEPS



7 WORKING TOWARD THE CORRIDOR VISION & NEXT STEPS

The implementation plan is intended to outline the process and actions that will aid in the development and transportation planning decisions to achieve the corridor vision. This is intended to identify tasks, processes and agreements necessary to advance the proposed improvement projects. Elements of the interim alternative can be accomplished as spot improvements and are discussed in section 7.1 below; however the concept is proposed to be completed as a single project.

7.1 Potential Spot Improvements

Elements proposed by interim alternative have the potential to be implemented independently of the entire corridor improvement recommendation. These include the following:

- Sidewalks from Oxford Road to Wilshire Drive– Widening sidewalks from existing to eight feet, with minor changes to driveway and side street approaches. This spot improvement will not require any additional right-of-way.
- Bike Lane Striping – Striping of existing eight-foot paved shoulder to serve as a buffered bike lane. This improvement will not require any right-of-way or additional asphalt.
- Transit connectivity to sidewalks – Additional sidewalk for connectivity to transit stops. This could also incorporate stop pads for a place for transit users to wait. This spot improvement will not require any additional right-of-way.

Spot improvement strategies may be implemented based on available funding.

7.2 Next Steps

The interim alternative will meet a categorical exclusion exemption, and will not need a Project Development and Environment Study. Concept development would be the recommended next step, followed by design.

7.3 Potential Funding Sources

Seminole County has listed as part of the Seminole County Potential Major Projects list \$5,000,000 to SR 436 Multimodal Improvements from U.S. 17-92 to Orange County Line. The improvements would be concurrent with MetroPlan Orlando's Priority List.

Other potential funding sources include City of Casselberry or federal funds. FDOT will require a Local Funding Agreement (LFA) or a Joint Participation Agreement (JPA) depending on the nature of the funding. Certain improvements, such as landscaping constructed within the FDOT jurisdiction may also require that a maintenance agreement be secured.

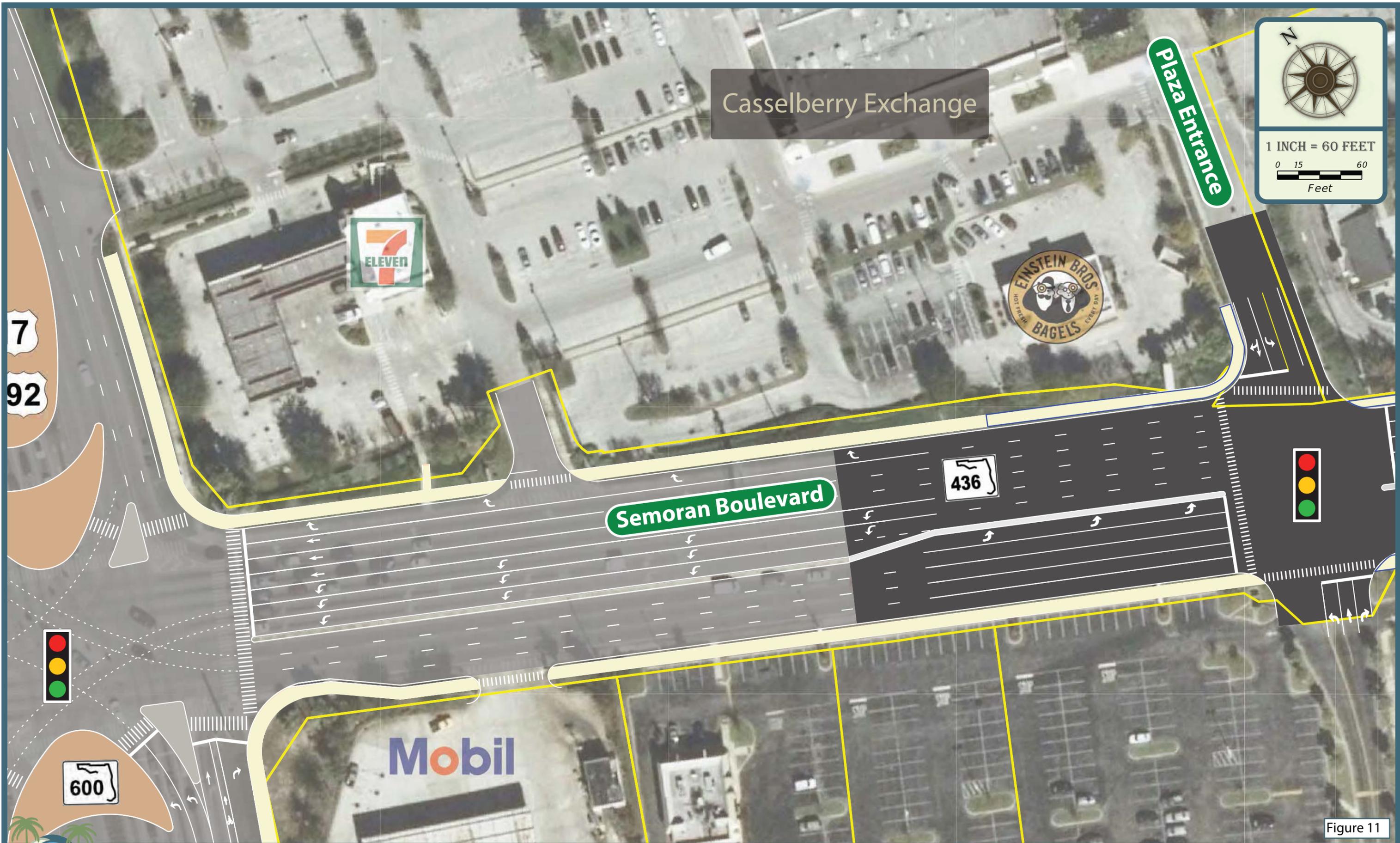
7.4 Ultimate Alternative

The interim alternative satisfies the need for regional traffic efficiency by providing acceptable LOS and delays through 2040, however should an eight lane facility be feasible, the ultimate alternative has been included in this plan. The ultimate alternative is a full corridor widening to eight lanes while encompassing all of the amenities offered in the interim alternative. The existing drainage restrictions would require full reconstruction of the road and added curb and gutter for an urban typical section design. The proposed additional eastbound lane would connect to the existing eastbound lane added with the Red Bug Flyover Project. The sidewalk is separated from the curb by a three feet grassed utility strip. The transit stop

accommodation recommended by the ultimate alternative includes adding benches or relocating existing benches to complement its new surroundings.

The right-of-way required for the ultimate alternative is similar to the interim alternative with the exception of an additional 280 square feet due to curb and gutter. The construction cost for the ultimate alternative, developed using the FDOT generic cost per mile models (April 2014), is estimated at approximately \$9.90 million. Total cost for the ultimate alternative is estimated to be \$18.96 million. This alternative would also require a Project Development and Environment (PD&E) phase. The ultimate alternative concept is illustrated in Figure 11.

A landscape plan was also developed for the ultimate alternative, and is shown in Figures 12a-12c.



Casselberry Exchange

Plaza Entrance

Semoran Boulevard

436

600

Mobil

7
92

1 INCH = 60 FEET

0 15 60

Feet

Figure 11

Oxford improvements proposed by The City of Casselberry to include bike lanes

Oxford Road

Bojangles

Waffle House

1 INCH = 60 FEET

0 15 60

Feet



Semoran Boulevard

436



Proposed right-of-way

Sidewalk widened to 8 feet as part of this study

Shoppes at Fern Park

Proposed right-of-way

Oxford improvements proposed by Seminole County to include bike lanes

Figure 11



Directional median opening proposed to be closed

Potential location of bus shelter

Potential location of bus shelter

Semoran Boulevard

436

AUTOSPORTS
Fine Luxury Automobiles and Sportscars

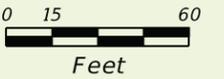
1 INCH = 60 FEET

0 15 60
Feet





1 INCH = 60 FEET



Lamplight Way

Greater Mall

Proposed Concrete Median

Semoran Boulevard



2 foot curb and gutter

AUTOSPORTS
Fine Luxury Automobiles and Sportscars

Figure 11



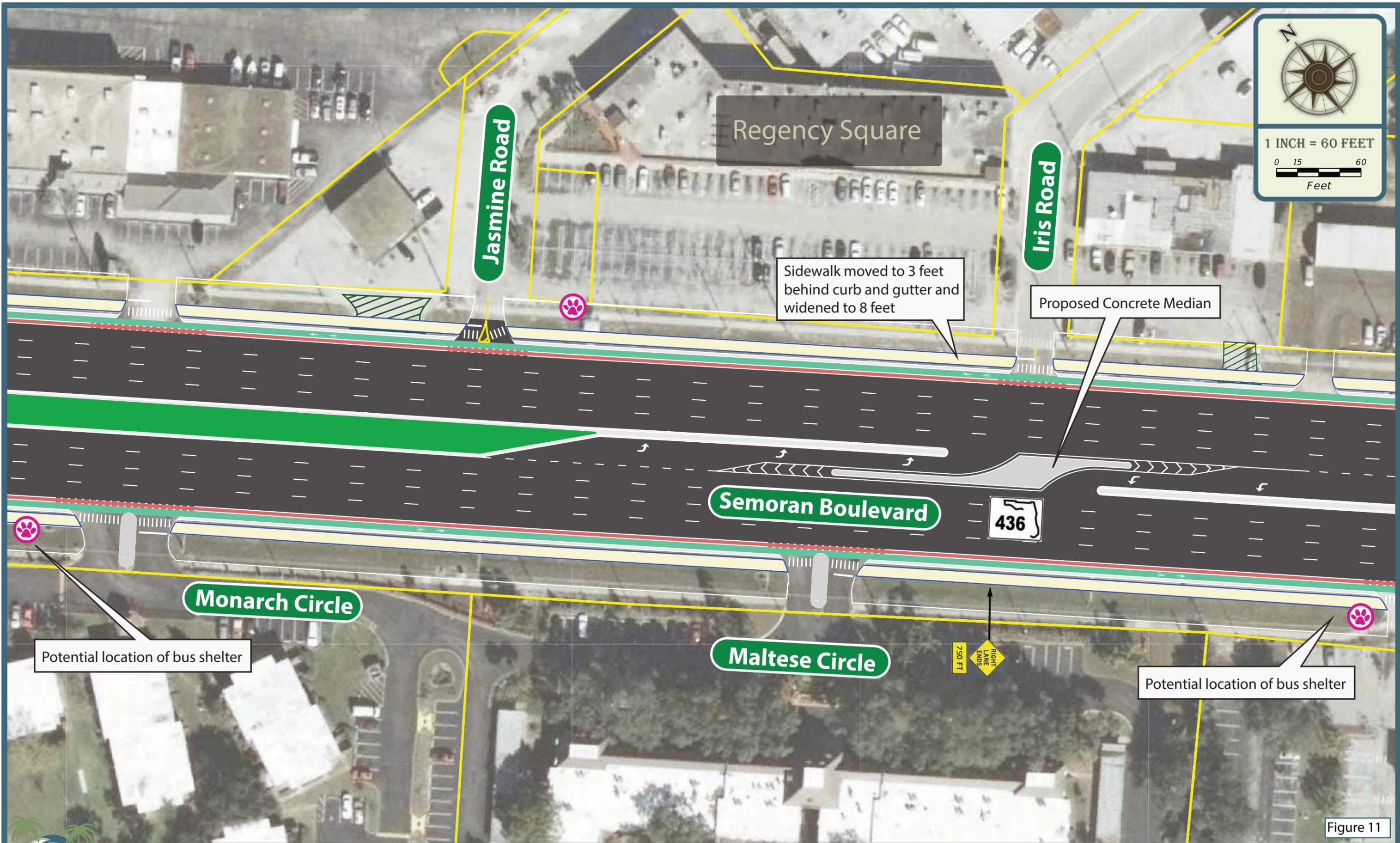
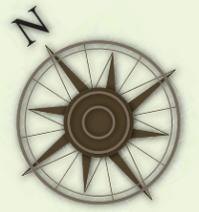
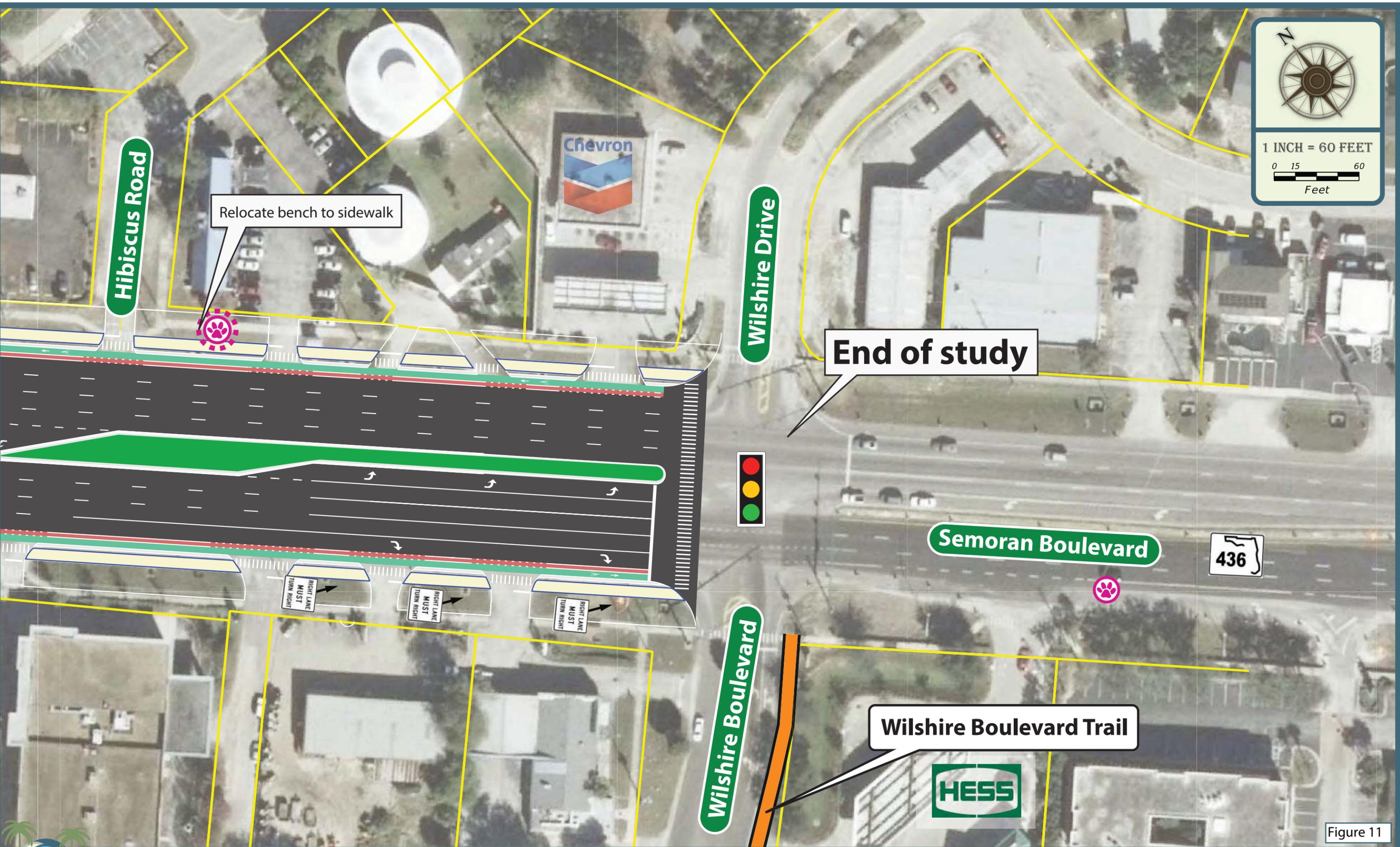
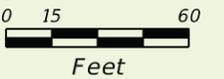


Figure 11



1 INCH = 60 FEET



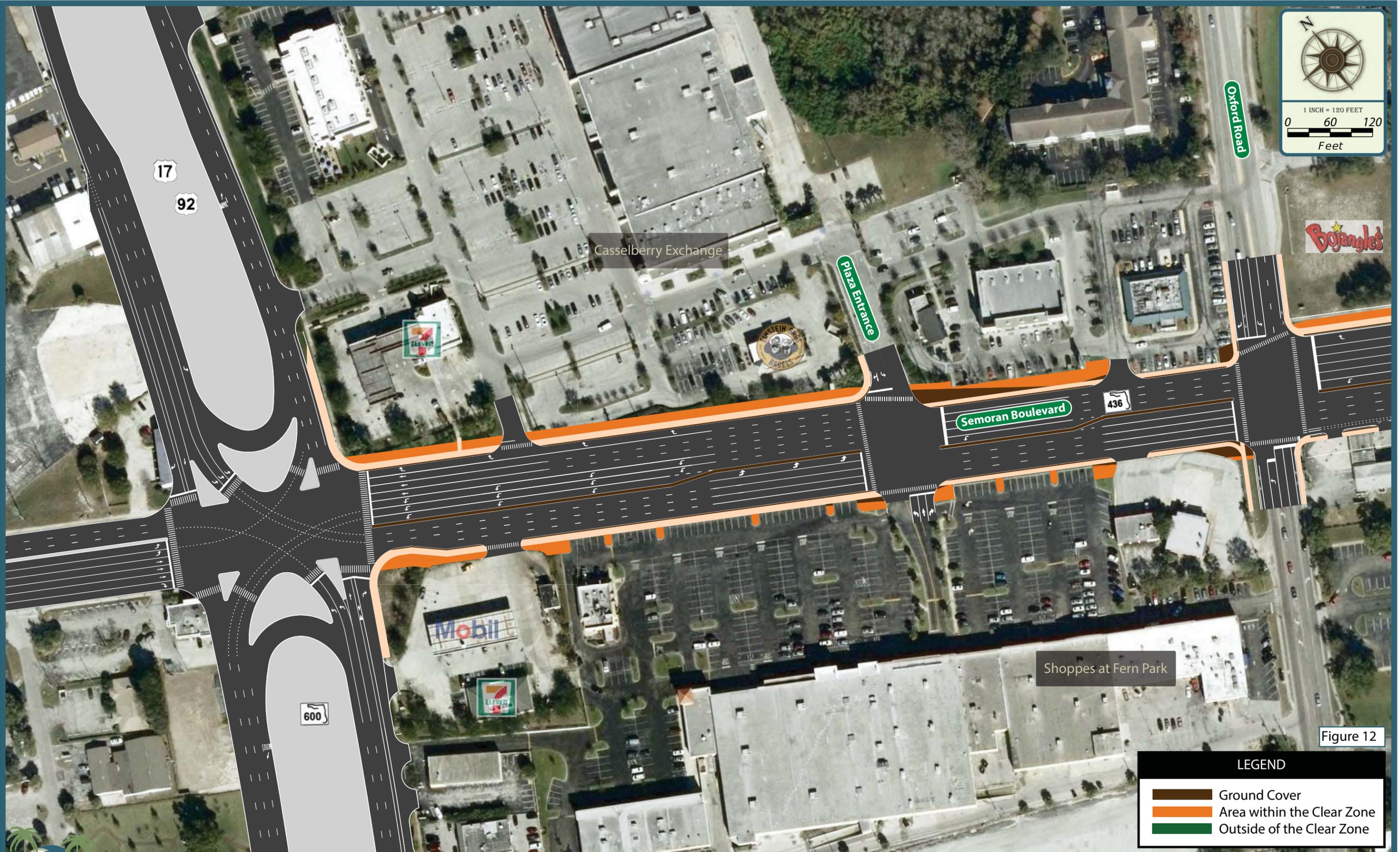
Relocate bench to sidewalk

End of study

Wilshire Boulevard Trail



Figure 11



North Arrow

1 INCH = 120 FEET

0 60 120

Feet

Casselberry Exchange

Plaza Entrance

Semoran Boulevard

436

Shoppes at Fern Park

Bojangles

Mobil

7-Eleven

17

92

600

Figure 12

LEGEND

- Ground Cover
- Area within the Clear Zone
- Outside of the Clear Zone

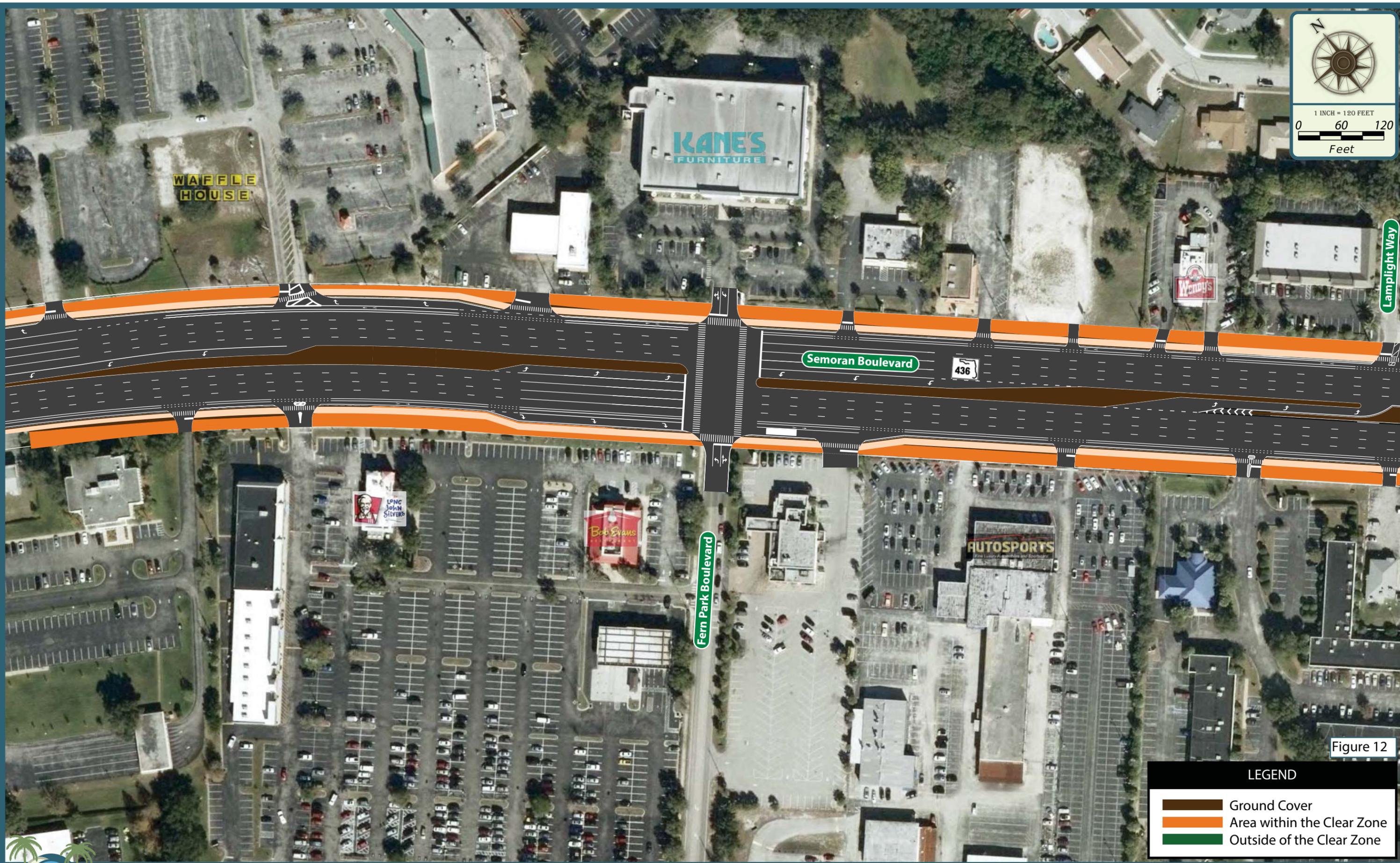
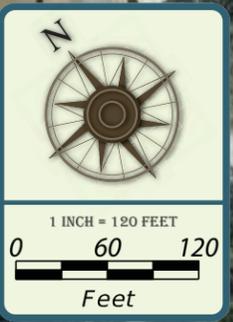


Figure 12

LEGEND

	Ground Cover
	Area within the Clear Zone
	Outside of the Clear Zone

1 INCH = 120 FEET
0 60 120
Feet



Figure 12

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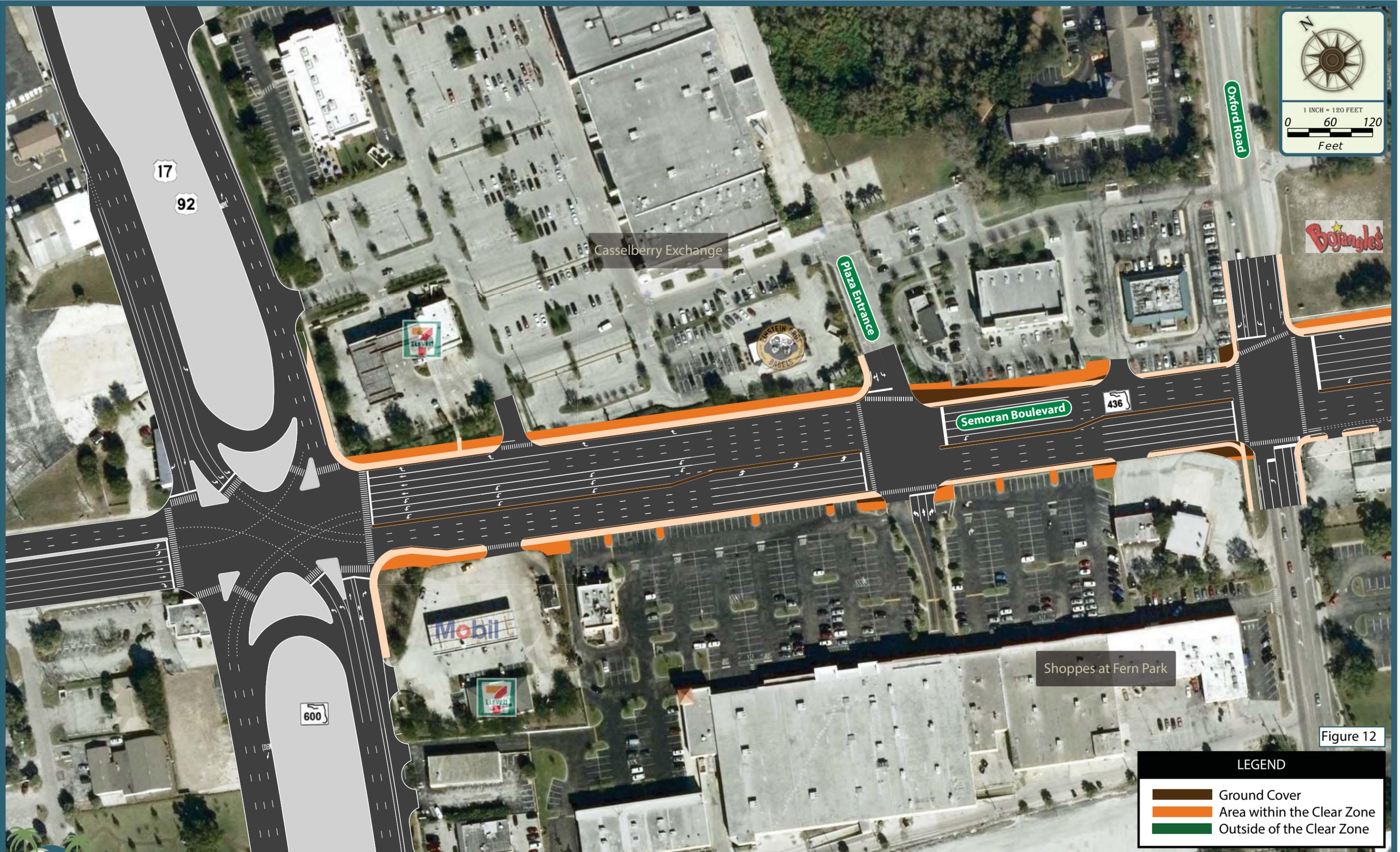


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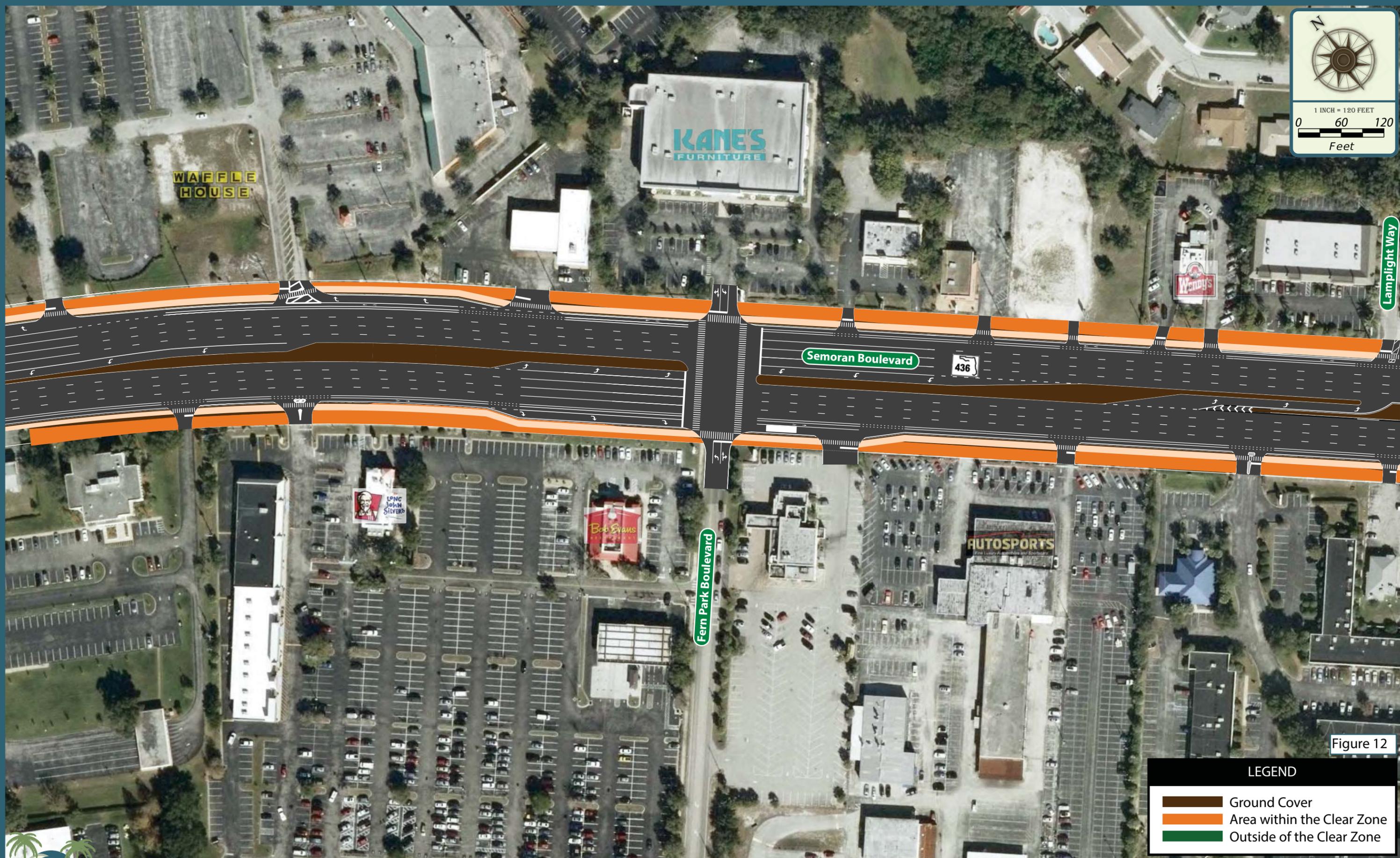
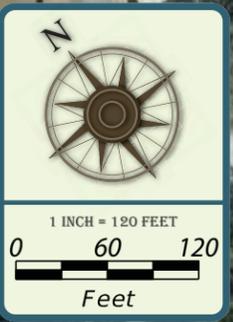


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0 60 120
Feet



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