

**SEMINOLE COUNTY GOVERNMENT
AGENDA MEMORANDUM**

SUBJECT: New Oxford Road Project

DEPARTMENT: Public Works **DIVISION:** Engineering

AUTHORIZED BY: *W. Gary Johnson* **CONTACT:** Jerry McCollum, P.E. **EXT.** 5651
W. Gary Johnson, P.E., Director

Agenda Date <u>01/24/06</u>	Regular <input checked="" type="checkbox"/>	Consent <input type="checkbox"/>	Work Session <input type="checkbox"/>	Briefing <input type="checkbox"/>
	Public Hearing – 1:30 <input type="checkbox"/>	Public Hearing – 7:00 <input type="checkbox"/>		

MOTION/RECOMMENDATION:

Authorization to move forward with a Preliminary Engineering Study for the realignment of Oxford Road utilizing 2001 Sales Tax Revenue.

District 4 – Commissioner Henley (Jerry McCollum, P.E., County Engineer)

BACKGROUND:

At the December 20, 2005 Board meeting, direction was given to staff to present to the Board the results of the preliminary analysis that has been conducted to develop various alternatives to realign Oxford Road in the Fern Park Area. Also, a funding source was to be identified if the Board chooses to go forward with this project.

A proposed alignment for New Oxford Road was originally presented in the Fern Park Redevelopment Framework Report prepared by Glattig Jackson in 2004. Staff in the Engineering Division has revised that alignment to reflect current design standards and to minimize right-of-way impacts and added three new alternatives to the original alternative. Each alternative ties into a realigned South Street at US Highway 17/92. All of these alternatives are attached. It should be stressed that staff's analysis is very preliminary and needs to be developed further before finalizing a recommendation.

Reviewed by:	<u><i>[Signature]</i></u>
Co Atty:	_____
DFS:	_____
Other:	_____
DCM:	<u><i>[Signature]</i></u>
CM:	<u><i>[Signature]</i></u>
File No.	<u>RPWE01</u>

Further, after the previously discussed alternatives were developed, a Lowe's store is now proposed at the southeast corner of the intersection of US Highway 17/92 and Fernwood Boulevard at the former K-mart Plaza site. The current owner is in the process of applying for permission from the Florida Department of Transportation (FDOT) to install a signal at the entrance to their site at US Highway 17/92 and Prairie Lake Drive. In conjunction with the proposed signal, Civil/Site Engineering, Inc., representing the owners developed a new alignment concept for Oxford Road which ties into Prairie Lake Drive at US Highway 17/92. If this proposed signal is constructed for the Lowe's site, the original Glattig Jackson alignment, as well as the three alternatives developed by County staff, would most likely be obsolete. This is based on the fact that FDOT, in our opinion, would not permit another signal (US Highway 17/92 and South Street) in close proximity to the proposed signal at Prairie Lake Drive for the Lowe's site.

Using May 2005 construction costs, a comparative analysis has been completed to determine preliminary estimates for each of these alternatives as follows:

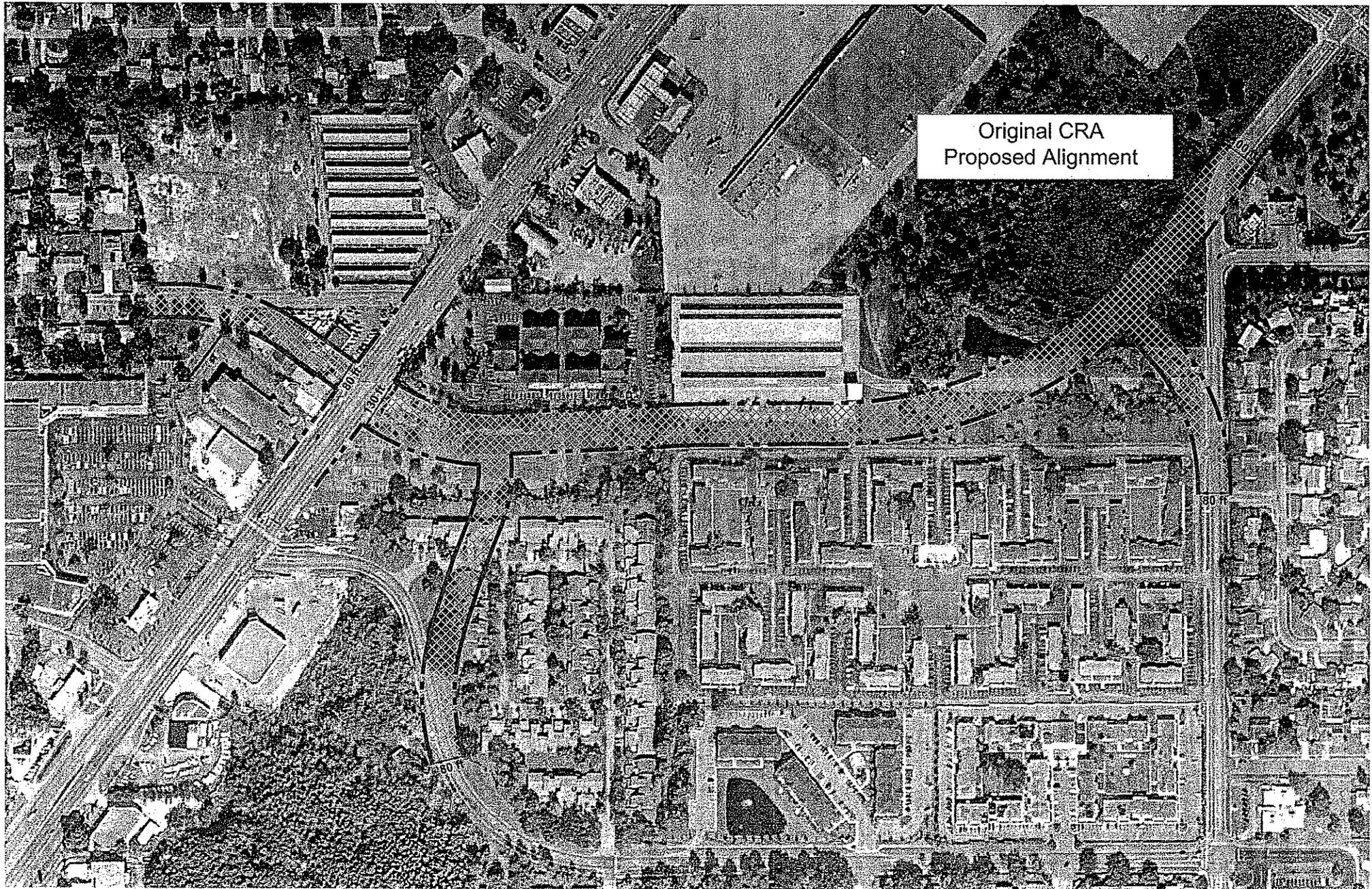
Alternative	Design	Right-of-Way	Construction	CEI	Total
Original Alignment	\$330,000	\$9,453,750	\$2,200,000	\$330,000	\$12,313,750
Alternative 1	\$300,000	\$8,897,500	\$2,000,000	\$300,000	\$12,053,750
Alternative 2	\$262,500	\$6,266,250	\$1,750,000	\$262,500	\$8,541,250
Alternative 3	\$240,000	\$5,710,000	\$1,600,000	\$240,000	\$7,790,000
Lowe's Alignment	\$187,500	\$4,413,450	\$1,250,000	\$187,500	\$6,038,450

Based on the above preliminary assessment, it appears that the Lowe's Alignment would be the most cost effective route for Oxford Road. This is predicated on the FDOT approving a signal at Prairie Lake Drive. If the signal is not approved at Prairie Lake Drive, Alternative 2 for the New Oxford Road Realignment would probably serve the area better than Alternatives 1 and 3. However, further study of all alternatives, which would include detailed traffic analysis, stormwater reviews, development of typical sections, updated cost estimates and refinements of the alternative alignments should be investigated in a Preliminary Engineering Report prior to adopting a final alignment and typical section.

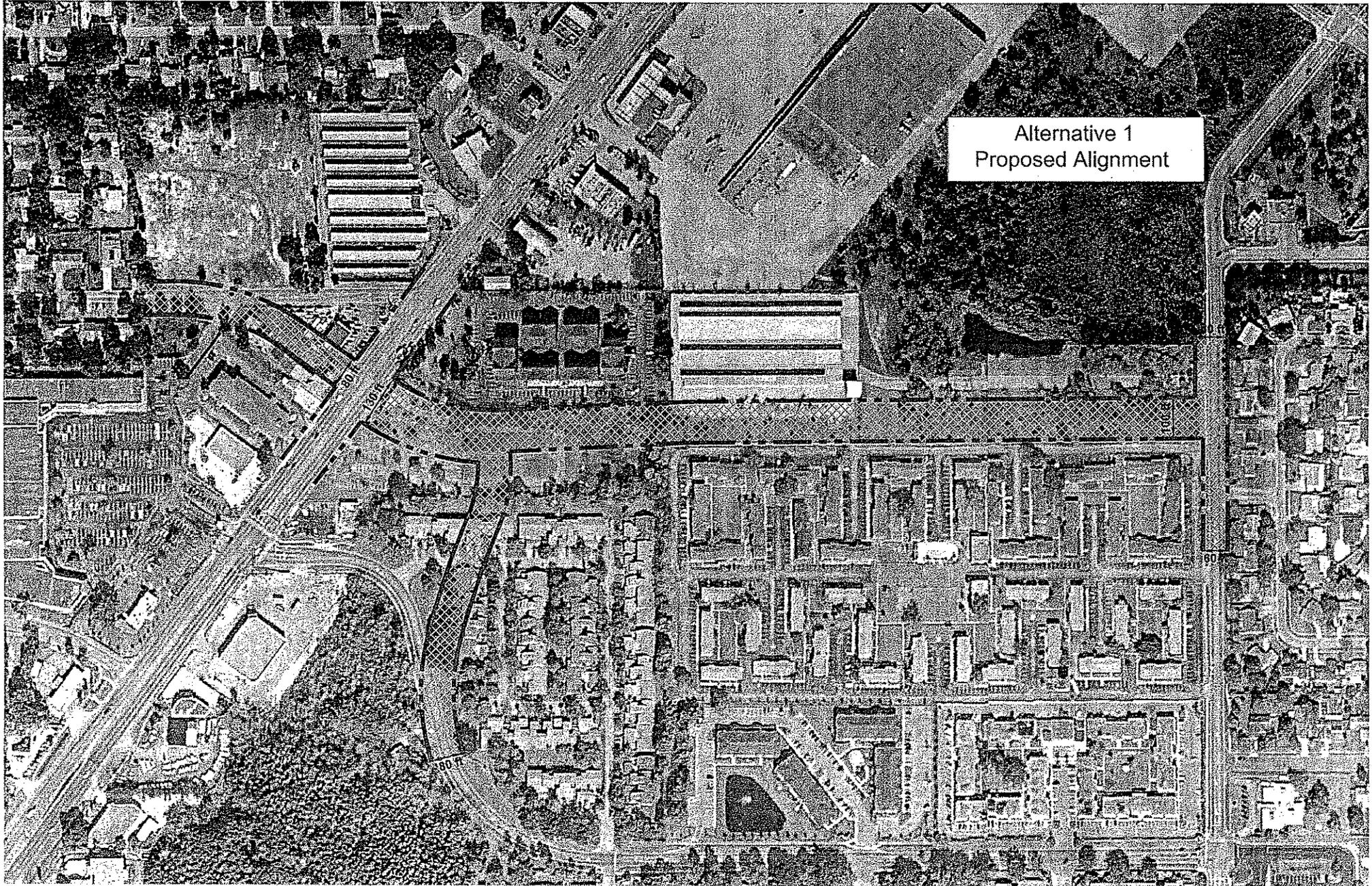
It is estimated that the Preliminary and Final Engineering could be completed by July 2008. Right-of-way acquisition typically requires at least 18 months and construction for a project of this nature would also be 18 months; thereby making the project completion date the summer of 2011.

The 2001 Sales Tax is proposed as the funding source. The Preliminary Engineering Report activities are closely related to the State Road 436/US Highway 17/92 Interchange project for which FDOT is lead. Based on that relationship, the schedule described above presumes that the County would proceed with selecting and retaining a consultant to begin work by October 2006. At the time the recommended typical section and alignment (based on the Preliminary Engineering Report) are adopted at a Public Hearing by the Board of County Commissioners, the 2001 Sales Tax List should be concurrently amended to reflect implementation of the New Oxford Road as a stand-alone project.

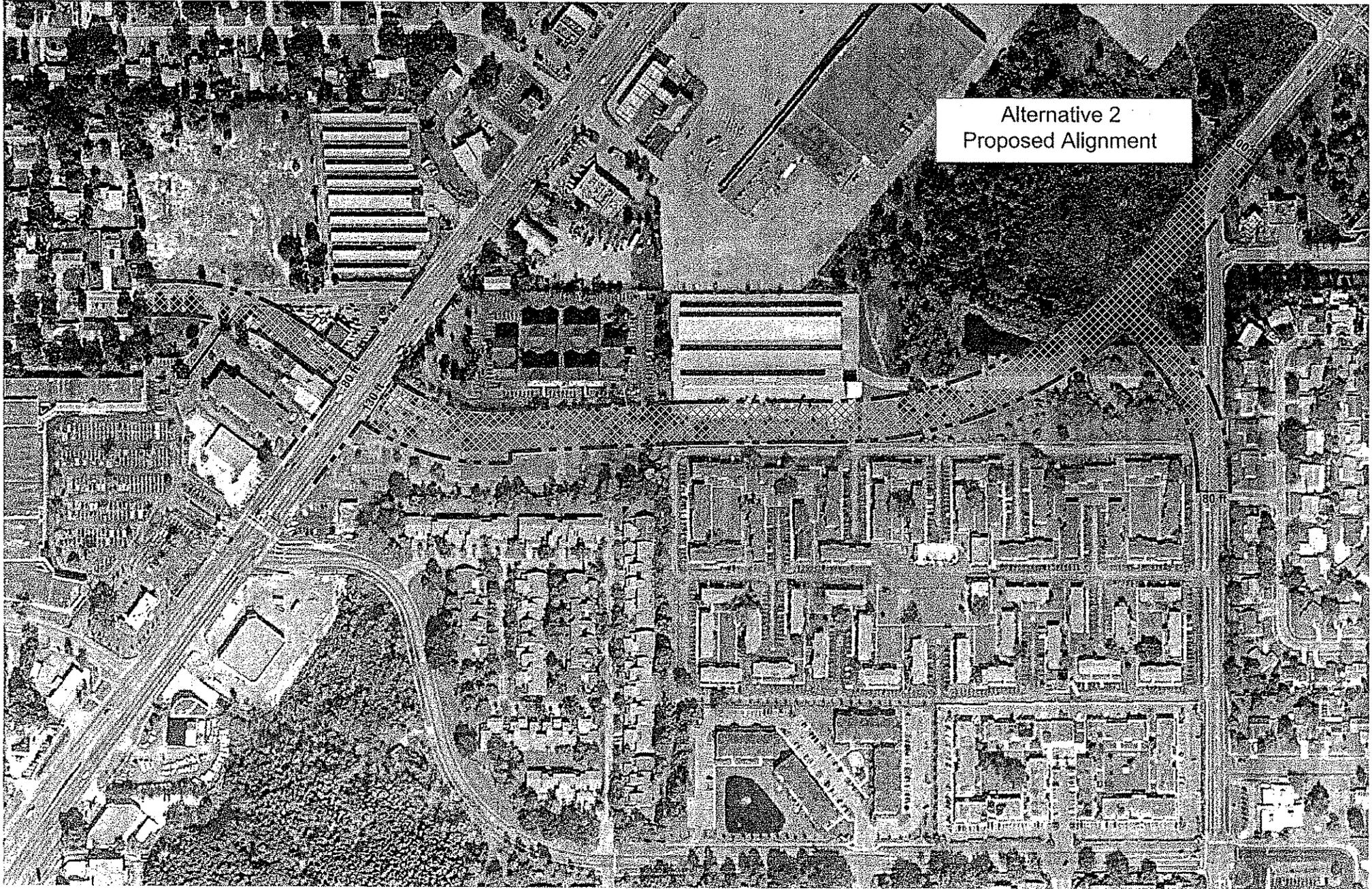
Attachments: Alignments



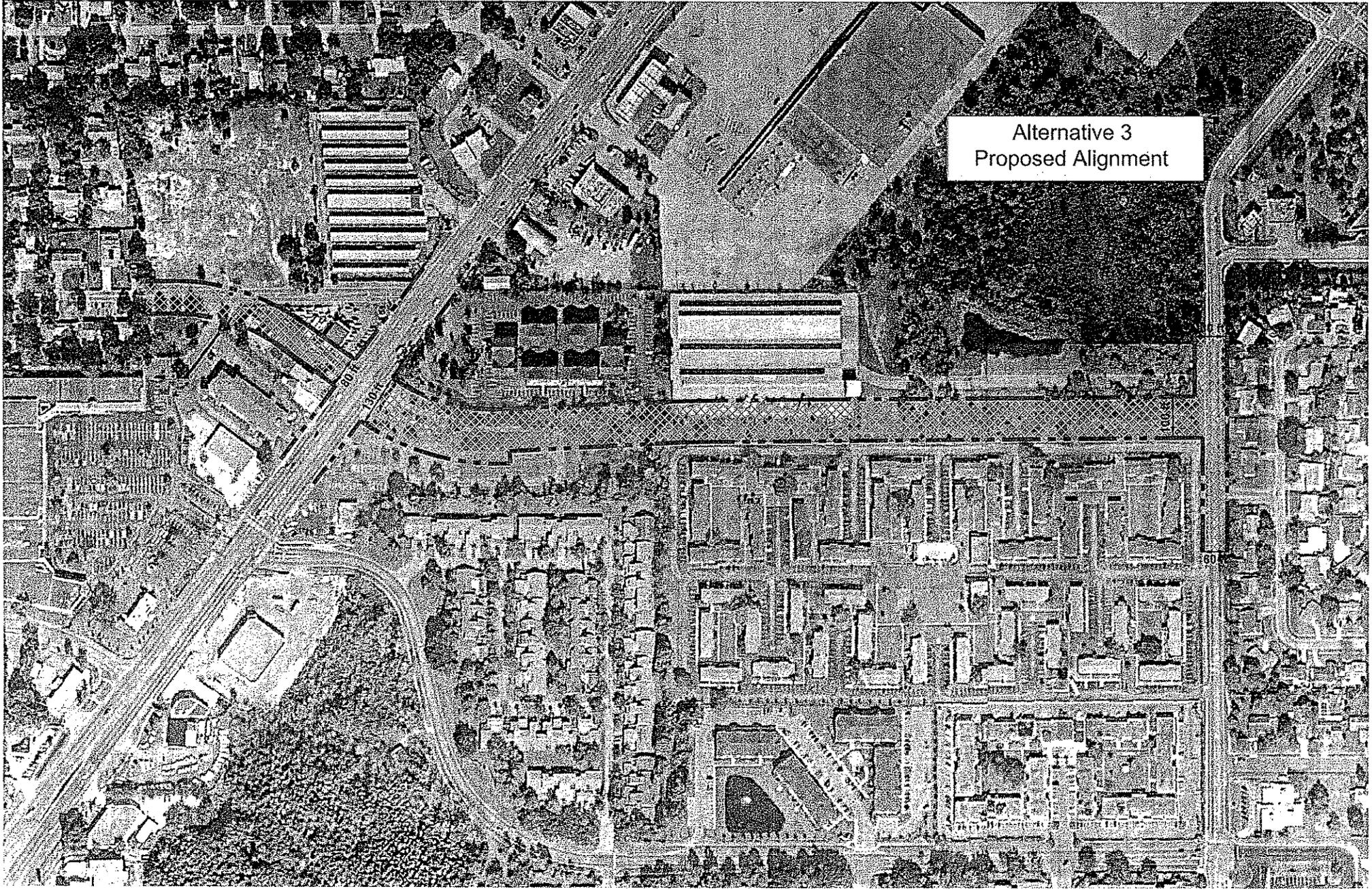
Original CRA
Proposed Alignment



Alternative 1
Proposed Alignment



Alternative 2
Proposed Alignment



Alternative 3
Proposed Alignment

