



City of Casselberry

Public Works Department – Construction & Permitting Manager

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NORTH OXFORD ROAD COMPLETE STREET IMPROVEMENTS PROJECT

WHAT IS THE PROJECT?

The project consists of the total reconstruction of North Oxford Road from Semoran Boulevard (State Road 436) to Southcot Drive. Reconstruction methods include the removal of all existing above ground improvements (pavement, sidewalks, curbing, etc.) and replacement of some portions of existing utility facilities. High emphasis herringbone brick paver crosswalks are being installed with flashing beacon indicators to increase pedestrian safety. The road surface will receive new pavement utilizing the same Warm Mix Asphalt used in the City's other resurfacing projects and will also have a herringbone paver intersection at Carriage Hill Drive. North Oxford Road will be re-striped and receive new pavement markings. New eight (8) foot wide sidewalks will be installed on both sides of the roadway along the entire segment, replacing the existing intermittent six (6) foot wide sidewalks.

DETOUR NOTIFICATIONS

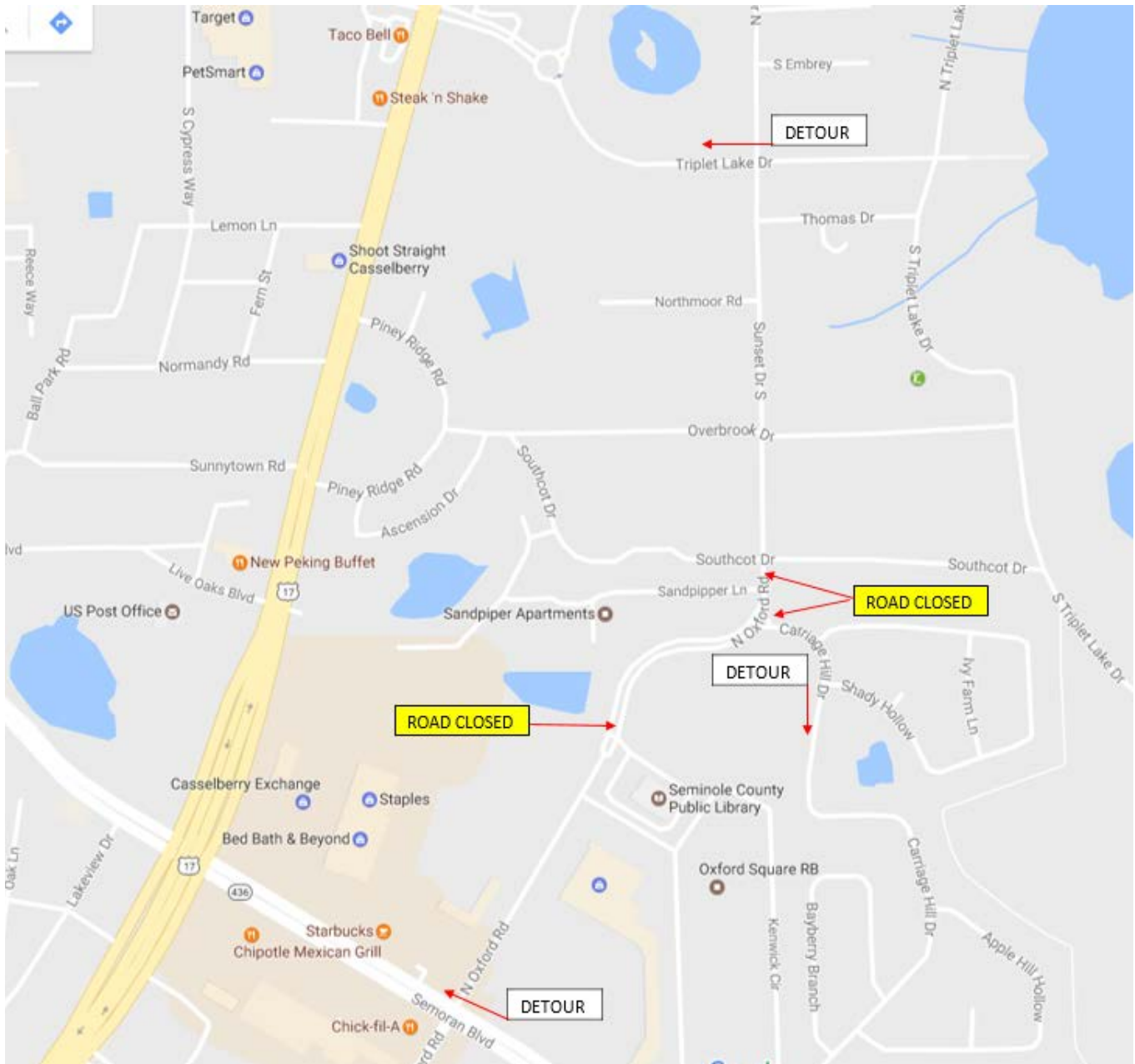
In order to complete the project in a safe and expeditious manner, the City will be allowing the contractor to close a segment of the North Oxford Road corridor to vehicular thru traffic from May 30, 2017 to June 22, 2017. The closure segment will be located just north of the Public Library entrance, extending to Southcot Drive. Road closure barricades and detour notification signage will be posted. A second road closure event will occur in August as the contractor installs the final layer of asphalt to the roadway. An updated FAQ document and web site posting will be transmitted as that date materializes. See page 2 for closure map.

WHAT IS THE PROJECT SCHEDULE?

Construction will commence on Monday, August 22, 2016. Construction is anticipated to be completed in August, 2017. Initial construction will involve contractor mobilization, including the contractor's staging area, and installation of silt fencing and other erosion control measures along both sides of the project corridor. Please check www.casselberry.org/go frequently for updates to this document and the project schedule, as it is subject to change due to a variety of conditions, including weather.

DO I NEED TO DO ANYTHING?

The City's contractor will notify residents in advance of any project activities that may require resident action. Residents along North Oxford Road between Semoran Boulevard (State Road 436) and Southcot Drive may be impacted by construction, which may result in delayed ingress/egress to and from their residences; therefore, patience, understanding and planning for delays are necessary. In the event special needs arise, please contact either the Construction Inspector, Michael Herrera (407) 350-9638 or the City's Construction Manager, Bradley Muckel (407) 262-7725 x1237. Services such as U. S. Postal delivery and other delivery services, solid waste pickup, and emergency services will be maintained throughout the duration of the project.



WHY IS THIS PROJECT BEING DONE?

The Neighborhood Improvement Program was established in 2010 to holistically address needed improvements to the City’s transportation system, especially within its neighborhoods. As part of this program, the City has set aside funds dedicated to paving streets Citywide that are in need of moderate to significant rehabilitation. The City was divided into twelve separate “Project Areas” so that projects could be completed cohesively on a neighborhood-by-neighborhood basis. This project will be a significant contribution to the City’s Neighborhood Improvement Program.

HOW BIG IS THIS PROJECT?

Approximately 2,600 linear feet (½ mile) of transportation right-of-way will be reconstructed.

IS THIS A “GREEN” PROJECT?

Yes. The City of Casselberry is dedicated to sustainability both from an environmental and fiscal perspective. Casselberry is the first City in Florida to comprehensively *require* the use of warm mix asphalt for projects of this nature. Warm mix asphalt is produced at lower temperatures than conventional “hot mix” asphalt. This has the benefit of saving energy; reducing emissions; and improving working conditions, compaction, and pavement longevity.

HOW MUCH DOES THIS PROJECT COST? HOW IS THIS PROJECT BEING FUNDED?

The construction cost of this project is \$1.8 million. This project is being funded by the City’s Stormwater Utility, Water and Sewer Utility and Transportation/Sales Tax funds.

WILL MY WATER AND SEWER UTILITY SERVICES BE INTERRUPTED?

There may be some very short durations when utility services will be interrupted. These will occur when the existing mains are being tied into new service mains. These interruptions should be of short duration, the length of time to make a new connection. Residents should receive notification on the date this will occur. There may be other service interruptions which are the result of unforeseen conditions or breaks in the line. These service interruptions should also be short in duration.

IF I HAVE CONCERNS DURING THE PROJECT, WHO SHOULD I CONTACT?

Questions regarding the project can be directed to the Construction and Permitting Manager, Bradley Muckel: (407) 262-7725 ext 1237 or bmuckel@casselberry.org.

WHAT IS A SHARED LANE MARKING? WHAT DOES IT MEAN? WHERE ARE THEY GOING?

Although nearly 100% of this project calls for dedicated bike lanes, there is a small portion near the Carriage Hill Drive intersection that will require the use of shared lane markings. A shared lane marking (also called a “sharrow” or “SLM”) is special striping symbol added to a road to emphasize shared use by bicycles is appropriate. **It IS NOT a dedicated bike lane**, in which bicycles have their own lane and can ride side-by-side with motorists. Instead, bicycles and automobiles share the road in line rather than side-by-side. These sharrows are added both to help guide bicyclists and also to notify motorists that they should expect (and respect) bicyclists on the road. For most streets in Casselberry, roads are too narrow for both bicycles and automobiles to ride side-by-side safely. However, in general bicyclists are allowed to share the road (i.e., ride in line with traffic) in such situations (regardless of whether shared lane markings are present.) **For more information on bicycling and related laws in Florida, visit www.floridabicycle.org.** A picture of a typical shared lane marking is below:



(Last Updated: 5/23/2017)