Section 6.0
Trail Implementation

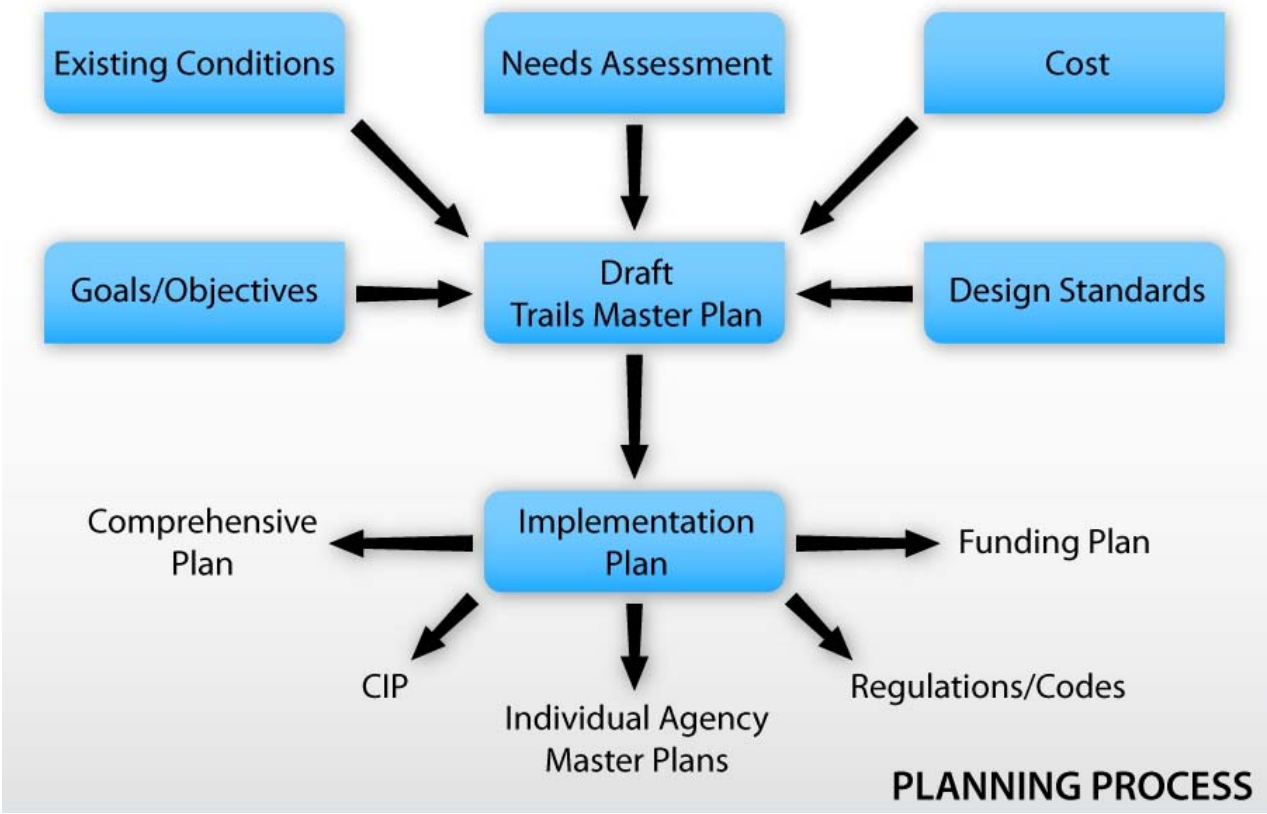
While Section 4.0 – Design Standards provides the design guidelines for the design and construction of the trails and Section 5.0 – Trail Development provides the framework for the development, evaluation, and prioritization of Lake County Trails. The Implementation Plan provides a roadmap to develop the coordination of the funding sources and implementation strategies for the various project phases.

The implementation of the Lake County Trails Master Plan will require the coordinated efforts of 14 municipal governments; an interdepartmental approach by Lake County; approval, coordination, and funding from state and federal agencies; and partnerships with private developers across Lake County. The ultimate goal of an implementation plan is to answer the questions of which trails will be funded, who is providing the funding, when will the funding be available, and how will Lake County coordinate the implementation. These elements serve as a guide for the Lake County Parks and Trails Department, Lake-Sumter MPO BPAC Subcommittee, County commissioners and other County departments to follow as the vision for the regional trails system becomes a reality.

The key elements of this implementation plan include identifying the lead agency responsible for each of the trails, identifying the implementation strategies for right-of-way acquisition and construction, identifying the available funding sources, developing funding goals, and identifying actions necessary to effectively implement the Lake County Trail Master Plan.

Figure 6-1 provides a graphical depiction of the planning process.

Figure 6-1
Planning Process



Section 6 – Trail Implementation

6.1 Trail Manager

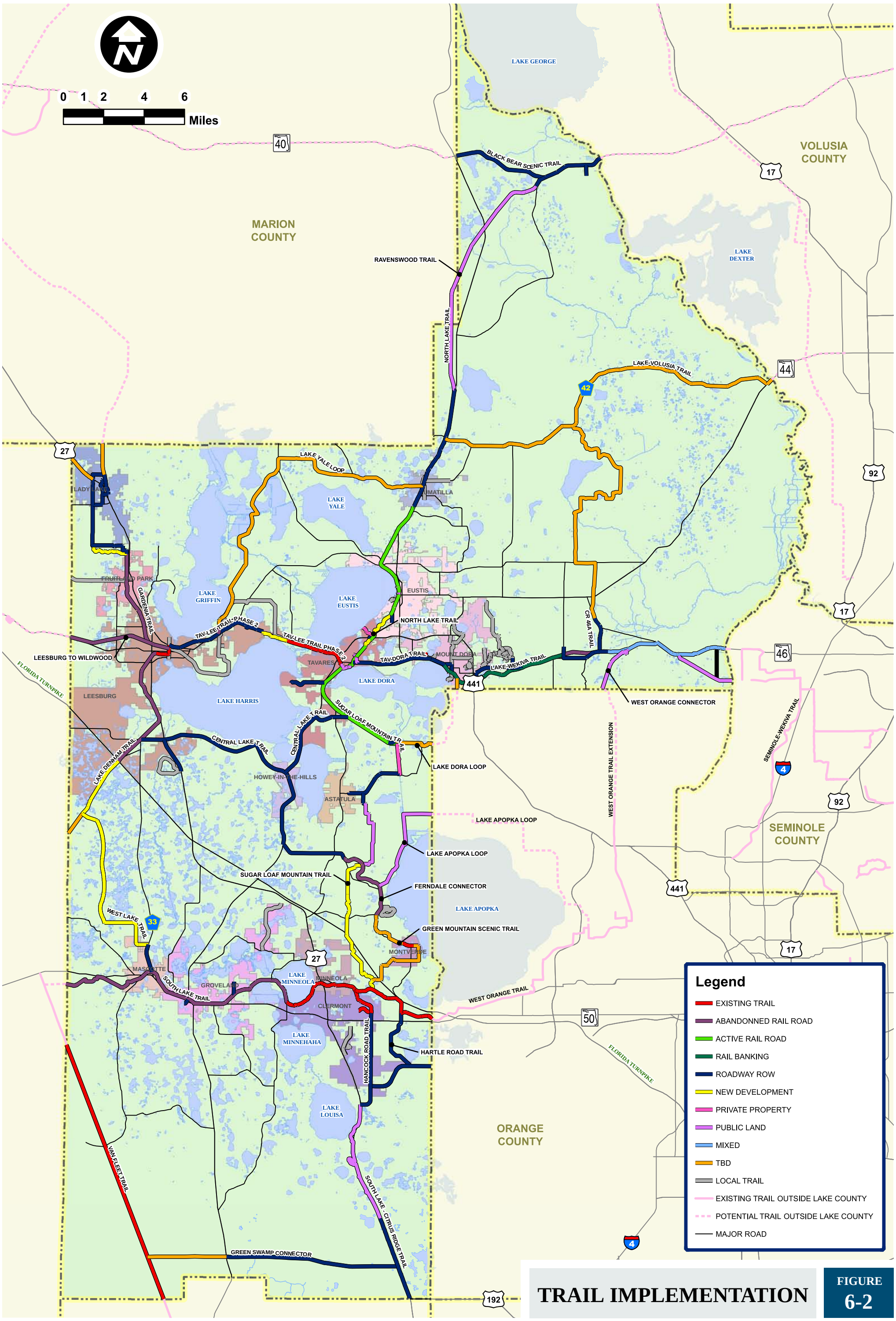
Trails inherently require the coordination of many agencies as they often traverse many jurisdictional boundaries. Identification of a lead agency as a trail manager for trail implementation is, therefore, important in order to coordinate the funding and management of the trail. The trail manager provides the central coordination for participation by the wide range of agencies involved in most trail projects. Often the funding for each of the phases will rely on a variety of participating stakeholders. For example, the funding for the study might be obtained from a federal grant. The right-of-way might include portions of existing publically owned land. The design might be funded by the county. The maintenance provided by the municipality. Therefore, it is imperative to identify the trail manager for each of the trails within the Lake County Trails Master Plan early in the process. The philosophy of Lake County is that if a trail traverses a municipality, the Town or City has the opportunity to control the look and feel of the trail and provide maintenance by work crews that are nearby and can be more responsive to daily trail conditions. The assignment of an agency as a lead agency normally occurs prior to a study being funded. This is necessary to meet the requirements of most funding agencies such as the FDOT. The following is a list of trails where a lead agency is currently assigned:

- Tav-Lee Trail Phase II – City of Leesburg
- Gardenia Trail Phase I – City of Leesburg
- Gardenia Trail Phase II – City of Fruitland Park
- Gardenia Trail Phase III – Town of Lady Lake
- South Lake Trail Phase III – City of Clermont or Groveland
- South Lake Trail Phase IV – Mascotte
- Tav-Dora Trail Phase I – Tavares
- Tav-Dora Trail Phase II – Mount Dora
- Lake-Wekiva Trail Phase I – Mount Dora

6.2 Right-of-Way Acquisition

The single greatest determinant of the success of a planned trail is the ability to acquire right-of-way for construction of the trail. In order to secure right-of-way for trail construction, it is important to identify the various right-of-way acquisition strategies so the agencies or departments responsible for implementation are aware of the right-of-way needs of the trails and can incorporate those needs into the development review processes, Capital Improvement Plans, and grant applications for public works projects within the area of jurisdiction. Often, the acquisition of right-of-way is "opportunistic" in nature because the right-of-way is pieced together over a long period of time utilizing various strategies and acquisition methods. The following section lists the right-of-way acquisition strategies generally available for implementing shared-use trails. The right-of-way acquisition strategies for the Lake County Trails Master Plan are shown in Figure 6-2. Chart 6-1 summarizes the number of miles of trail anticipated to be implemented with each Right of Way acquisition strategy. Chart 6-2 summarizes the percentage of the overall trail network anticipated to be implemented with each right-of-way acquisition strategy. Additional detail for each trail is provided in Chapter 7.0 – Trails and in Appendix F – Trail Concept Plans.

Trail ROW Acquisition Strategy



TRAIL IMPLEMENTATION

FIGURE 6-2

Chart 6-1

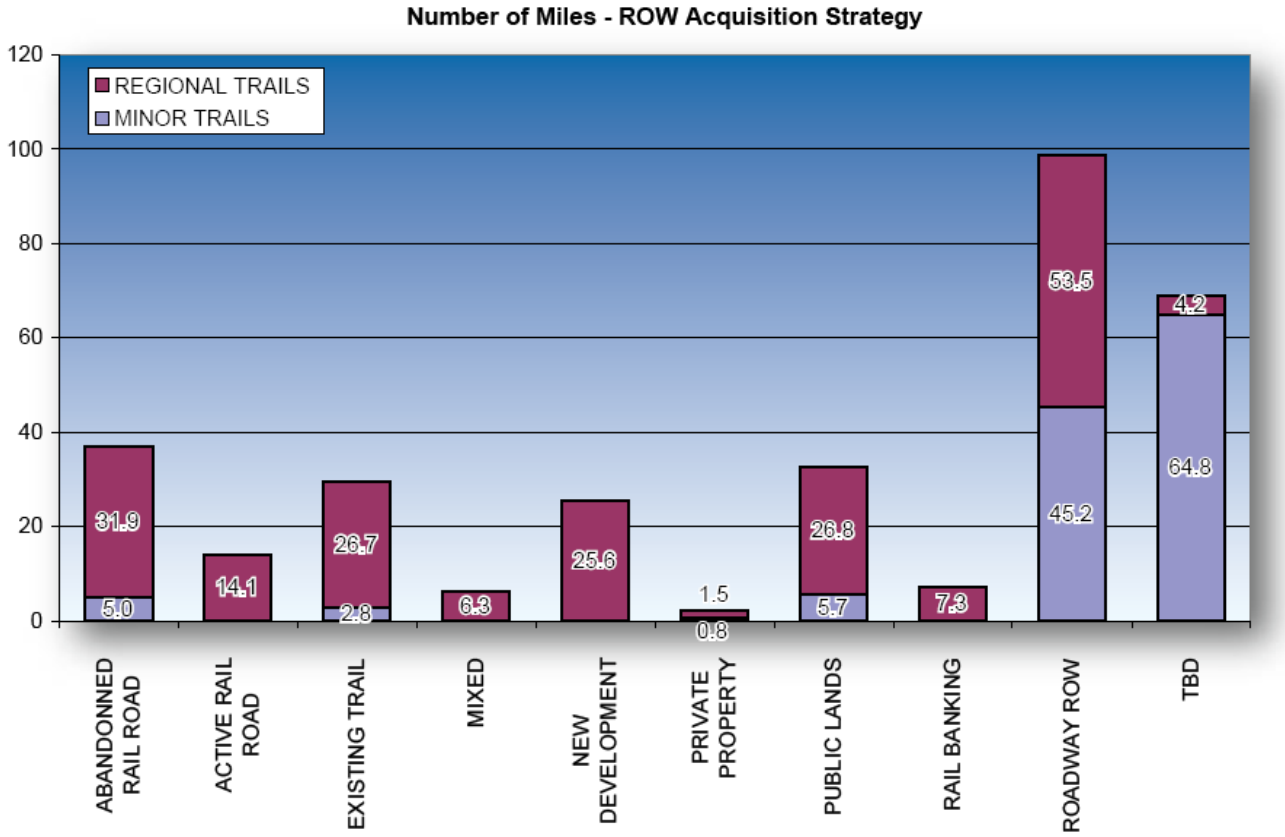
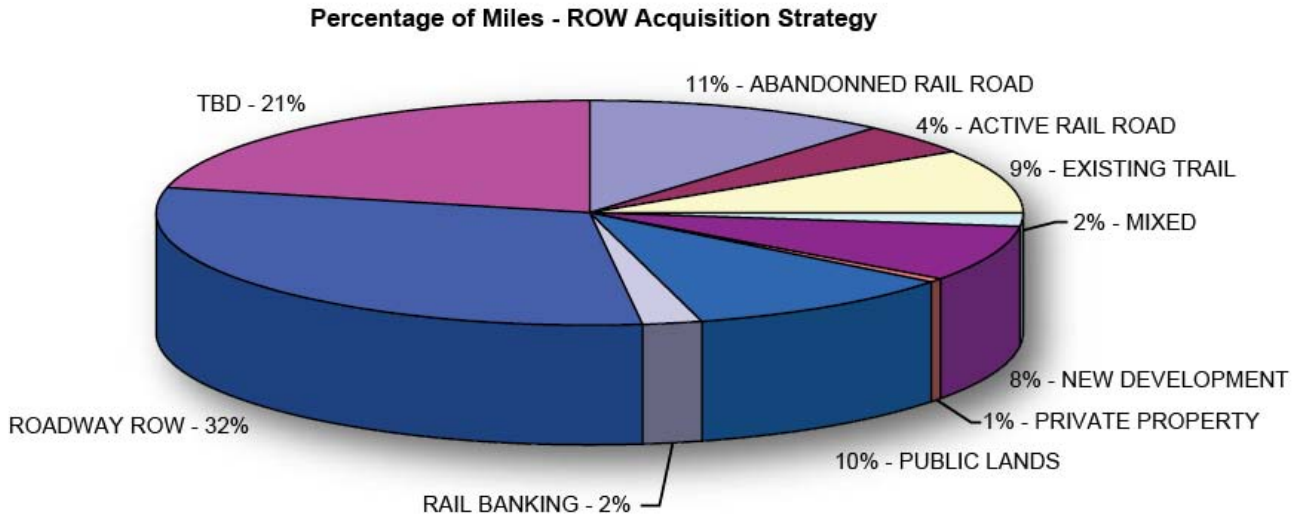


Chart 6-2



6.2.1 Right-of-Way Acquisition Strategies

Fee Simple – This strategy involves the acquisition of a property by a public agency for the purpose of constructing a trail. This strategy is most often utilized in conjunction with railroad abandonments and also small individual parcels that are necessary for filling in small gaps in final right-of-way ownership.

Easements – This strategy includes incorporation of a trail across private property by acquiring, often at no cost, a less than fee simple portion of the total rights to the underlying property. This is most often used in conjunction with other right-of-way acquisition strategies to fill in the gaps in right-of-way availability for the trail.

Railbanking – Railbanking is the process whereby an active railroad line is preserved for future use through the sale, donation, or lease of the right-of-way to a trail manager that is willing to assume responsibility of right-of-way management rather than an abandonment of the railroad. Through railbanking, the underlying ownership of the railroad right-of-way is preserved as a linear transportation corridor that can be used for trails. For more information on railbanking, see the Rails-to-Trails Conservancy publication entitled *Railbanking and Rail-Trails – A Legacy for the Future* located in Appendix G.

Roadway Co-location – This strategy includes the incorporation of a trail adjacent to the roadway and within the roadway right-of-way.

Rails with Trails – This strategy includes the incorporation of a trail adjacent to and within the footprint of an active railroad.

Public Access to Development (DRI) Trails – This strategy involves utilizing trails required to be constructed with a new DRI or other large scale development as part of the Lake County Trail Network.

Publically Owned Property – This strategy involves constructing trails across existing publically owned property such as property owned by the FDEP, SJRWMD, Lake County Water Authority or USDA-USFS.

6.3 Construction Implementation Strategies

The actual construction of trails might be funded as a stand-alone project or as part of another project. Other projects that could be used to indirectly fund trails include private developments, roadway construction, or other capital improvement projects, such as parks. Figure 6-3 identifies the anticipated construction implementation strategy for each of the trails.

6.4 Implementation Phases

The action plan includes a 5-Year, 10-Year, 20-Year, and ultimate build-out scenario for each of the trails in the Lake County Trail Network in the phases below:

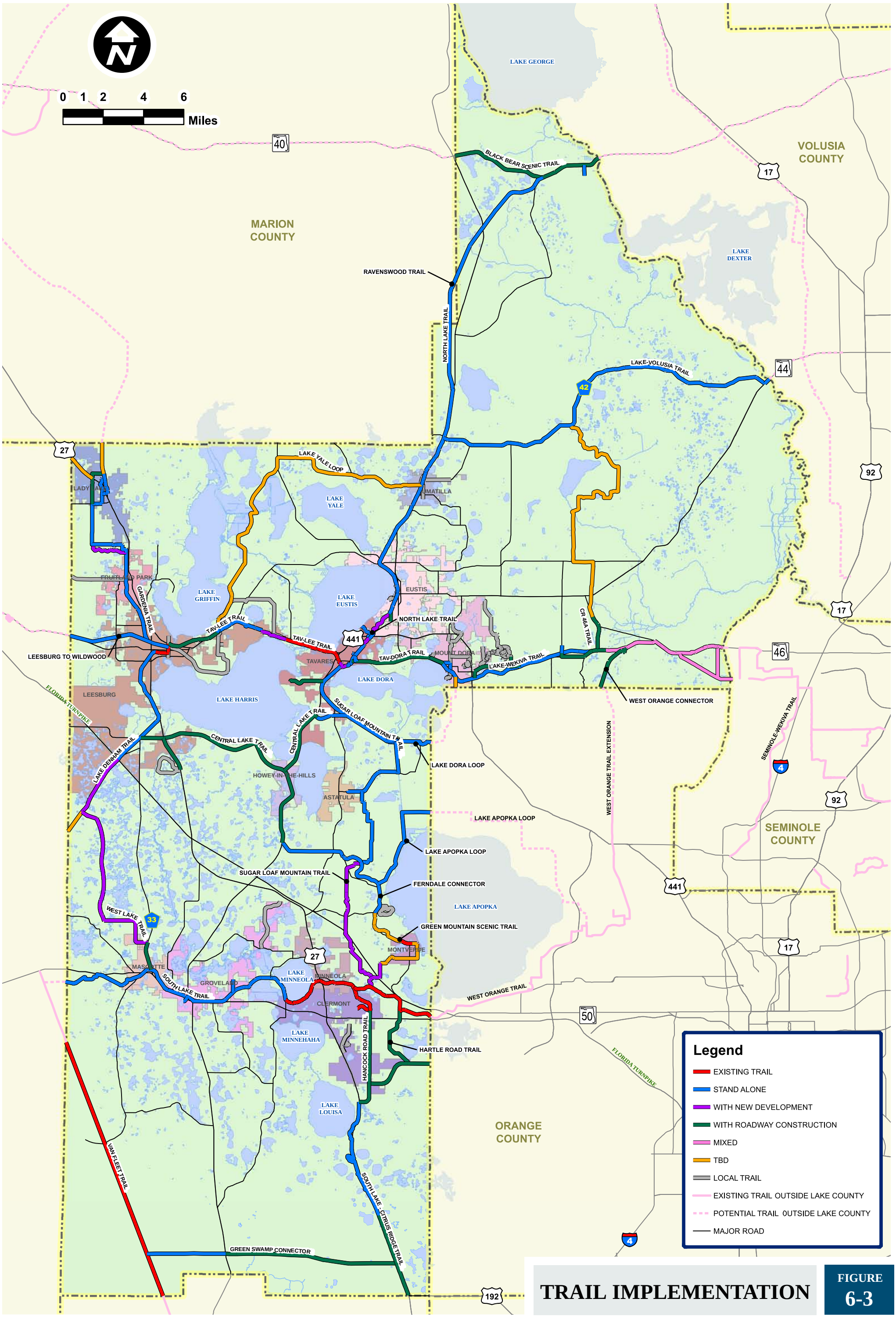
- Planning – Implementation of trails in this phase includes inclusion of the individual trails in the Lake County Comprehensive Plan, the Lake-Sumter MPO Long Range Transportation Plan, and each of the municipalities' Comprehensive Plans.

- Study – The study phase of a trail project includes the identification of specific design criteria and location within either a stand-alone trail project, such as a PD&E Study conducted by the FDOT or County Corridor Study, or inclusion of a trail in another project, such as new residential development or a roadway widening study.

- Design – After the design criteria and location of a trail are developed in a study, the trail is ready for development of construction drawings, specifications, and permitting. This occurs during the design phase. Sometimes the design of a trail is included as part of an overall development design or roadway construction plans.

- Right-of-Way – The right-of-way acquisition process might be as simple as public access to a large DRI trail system; easements granted across land by the property owner for the construction, use, and maintenance of a trail; or actual property acquisition by Lake County. The right-of-way acquisition process generally follows the completion of a study. However, in the case of rails-to-trails projects, the acquisition might precede even the planning phase.

Construction Implementation



TRAIL IMPLEMENTATION

FIGURE 6-3

Implementation Phases Continued

- Construction – The construction phase is generally the most costly phase of a trail project. The construction of a trail might be included in a roadway construction project, the construction of a new development, or as a stand-alone project.

- Maintenance – For each trail, a maintenance plan will be developed prior to funding design or construction to ensure adequate resources are available to support the trail upon completion. Section 6.0 of this report details a comprehensive approach to operations and maintenance of trails. Overall, the maintenance plan identifies who will be responsible for the maintenance of the trail, including trail surface cleaning and repair, tree trimming, trash clean-up, and other necessary routine care.

6.5 Funding

6.5.1 Funding Sources

Funding for trails is available from a wide variety of private, local, county, state, and federal sources. These funding sources are often combined for the successful implementation of each individual trail.

County Funding Sources

Lake County currently has no dedicated funding source for implementation of trails. However, several county funding opportunities are available. Trails that are anticipated to be constructed adjacent to a roadway should be incorporated into the roadway design and construction. Also, when new private development occurs in the vicinity of a trail, the development review process should identify opportunities to construct sections of the trail network. Lake County also has a public lands acquisition program that could participate in the acquisition of greenway corridors. The overall funding goals for the trails master plan only reflected funding from roadway projects and large DRI's. Additional revenue could also be generated from development of impact fees for trails, a bond referendum, special projects funded through general revenue, or user fees. A recommendation of this report is to explore a trail related impact fee to provide dedicated funding for implementation of the trails network. Especially important is providing the necessary funding to match federal and state grants and allocations.

State and Federal Funding Sources

In addition to County funding sources, state and federal funding sources are also available. Table 6-1 shows major sources of federal and state funding. Appendix H provides a more comprehensive list of potential funding sources that was compiled by the FDEP–OGT and additional detail regarding the funding sources listed in Table 6-1.

Table 6-1

Potential Major Funding Sources

Agency Type	Agency Name	Program Name	Eligible Activities	Mechanism	2007 Funding Statewide	Maximum Grant	Applicability Category	Local Match
Federal	Federal Highway Administration	Transportation Enhancements (TE)	Acquistion and Development of Trails	Federal Apportionments and State Selection -FDOT/MPO	$50,000,000		Recreation	0-10%
Federal	Federal Highway Administration	Recreational Trails Program (RTP)	Acquistion and Development of Trails	Federal Apportionments and State Selection - FDEP-OGT	$3,000,000	$200,000	Recreational Trails	20%
Federal	Federal Highway Administration	Safe Routes to School (SRTS)	Non R/W Infrastructure Costs within 2 miles of a school	Federal Apportionments and State Selection- FDOT	$9,000,000		Recreation	0%
State	FDEP	Florida Greenways and Trails Acquisition Program	Land Acquisition	Competitive Selection	$4,500,000		Greenways and Trails	0%
State	DCA-Division of Housing and Community Development	Florida Community Trust's Florida Forever Grant Program	Land Acquisition	Competitive Selection	$66,000,000		Recreation	25%
State	FDEP-Division of Recreation and Parks	Florida Recreation Development Assistance	Acquisition and Development of Land for Outdoor Recreation	Competitive Selection	$33,165,471	$200,000	Outdoor Recreation	0-50%
Federal	National Park Service	Land and Water Conservation Fund (LWCF)	Acquisition and Development of Land for Outdoor Recreation	Federal Apportionment and State Competitive Selection -	$1,209,163	Varies by Year	Outdoor Recreation	50%
County	Lake County	Public Lands Acquisition and Advisory Council (PLAAC)	Acquisition of Right-of-Way	Selection by Committee		Varies by Year	Recreation	

65 Additional Minor Funding sources are identified in the Lake County Trails Master Plan report.

Funding Sources Continued

In order to take advantage of many of the available funding sources and bolster the application for grants, Lake County should coordinate with the FDEP- OGT to ensure the Lake County regional trails are included in the FDEP-OGT Priority Ecological and Trail Corridors.

It is important to note, that while most trails require public funding for the study, design, and construction phases, some trails within the Lake County Trails Master Plan are planned to be designed and constructed by new business and residential developments. Some of these are within large DRI's and some of them are pieces of larger trails coordinated with smaller residential and commercial developments. These trails have been identified as utilizing an implementation strategy of "with new development" but will require close coordination during the development review process to ensure they are implemented properly. Proper implementation includes utilizing appropriate design standards, ensuring the location of the trail is appropriate, and ensuring that the level of connectivity identified within the master plan is maintained. Figure 6-3 shows the 27.3 miles of trails within the Lake County Trails Master Plan that are being designed and constructed as part of private developments.

6.5.2 Funding Goals

The funding of trails within the Lake County Trails Master Plan occurs within three time-frames. The 5-Year Funding Goal, 10-Year Funding Goal and the 20-Year Funding Goal. Trails might be funded from a variety of sources. These funding goals include trails that are anticipated to be constructed either as stand-alone projects or as part of another project. Other projects that could be used to indirectly fund trails include private developments, roadway construction, or other capital improvement projects. Figure 6-3 shows the implementation strategy for construction funding. Chart 6-3 summarizes the number of miles of trails anticipated to be implemented utilizing each of the construction implementation strategies. Chart 6-4 summarizes the percentage of the Lake County Trails Network anticipated to be constructed with each of the construction implementation strategies. More detail for each trail may be found in Section 7.0 of this report.

Chart 6-3

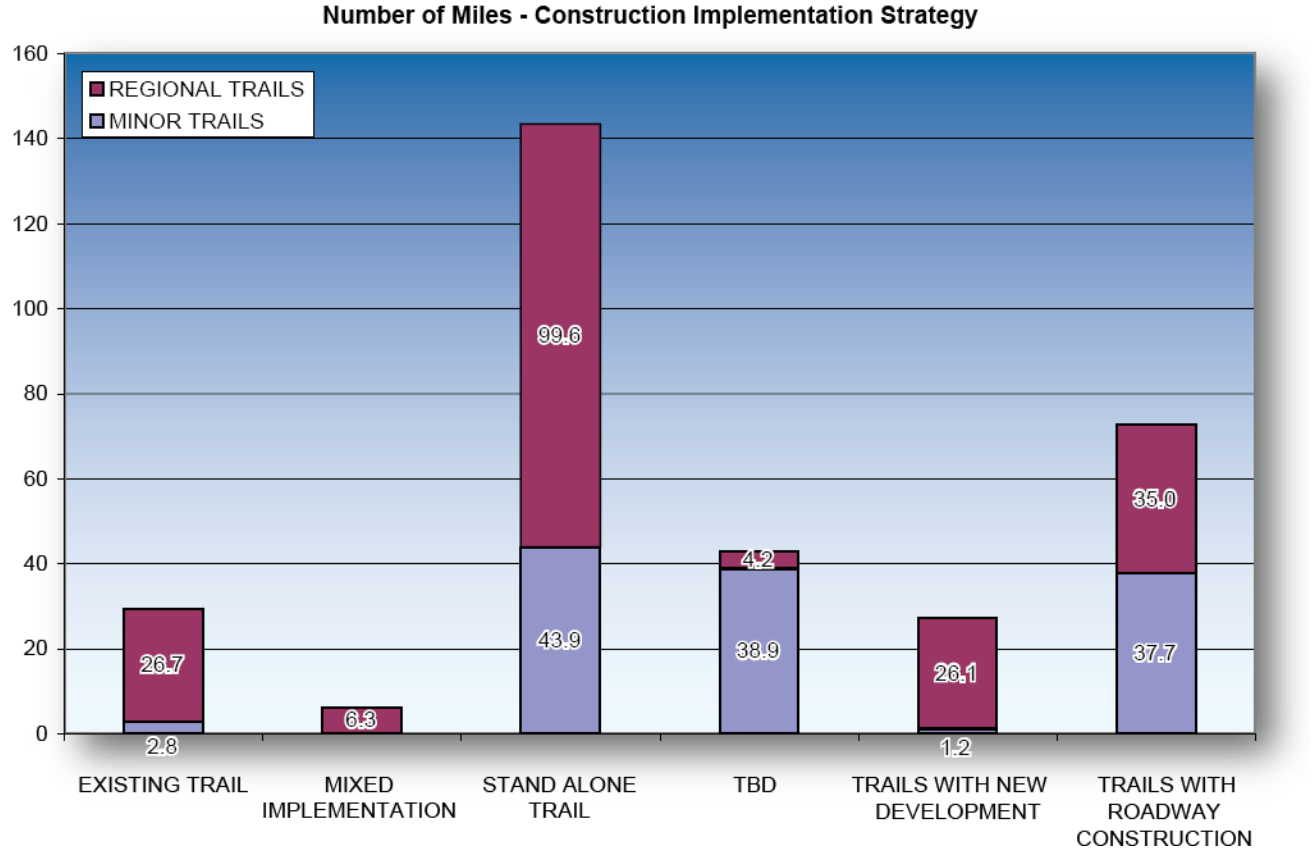
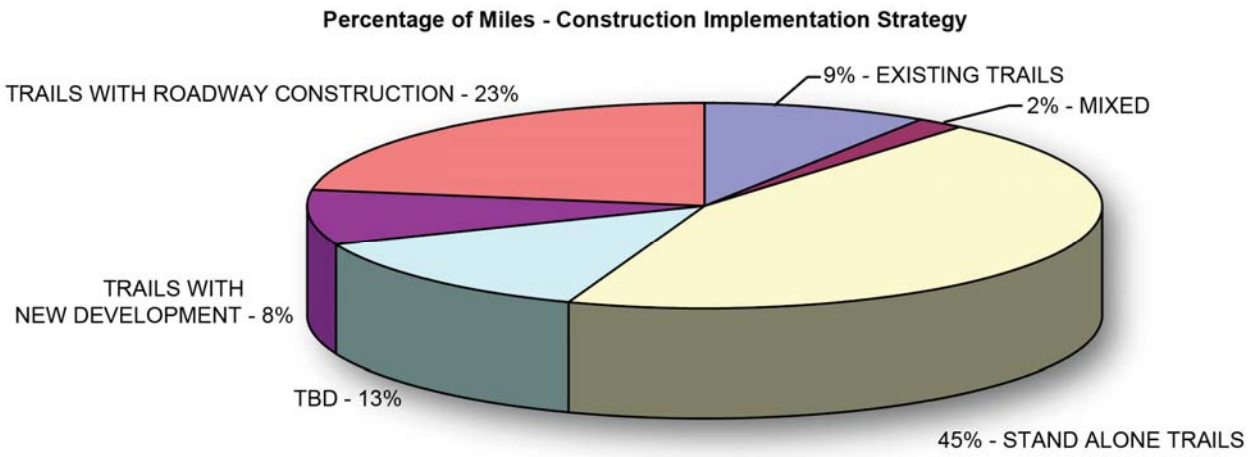


Chart 6-4



Funding Goals Continued

The 5-Year Funding Goal includes trail projects anticipated to be funded within the next five years (2008-2013). This funding goal reviewed the Lake County 2008-2013 Capital Improvements Program, the FDOT 5-year Work Program, and municipal projects within an adopted Capital Improvements Program. It also includes trails within DRI's that are currently under construction. Table 6-2 provides the 5-year funding schedule. Figure 6-4 shows the 5-Year Study Funding Goal, Figure 6-5 shows the 5-Year Design Funding Goal, and Figure 6-6 shows the 5-Year Construction Funding Goal for the Lake County Trails Master Plan in GIS format.

The 10-Year Funding Goal includes trail projects anticipated to be funded within the next ten years (2008-2018). This funding goal reviewed the Lake County 2025 Cost Feasible Transportation Plan, and the FDOT LRTP. It also includes trails within DRI's that are currently approved but not under construction. Table 6-3 provides the 10-year Funding Funding. Figure 6-7 shows the 10-Year Study Funding Goal, Figure 6-8 shows the 10-Year Design Funding Goal, and Figure 6-9 shows the 10-Year Construction Funding Goal in GIS format.

The 20-Year Funding Goal makes assumptions regarding trail construction including that FDOT transportation enhancement funding will remain similar to current levels, DRI's that are currently approved will be fully constructed and roadway projects that are funded for design in the 10-year Funding Goal will be constructed. Figure 6-10 shows the 20-Year Study Funding Goal, Figure 6-11 shows the 20-Year Design Funding Goal and Figure 6-12 shows the 20-Year Construction Funding Goal. Table 6-4 summarizes the 20-Year Funding Schedule.

Trails that have been identified through the trail planning process as being valuable trails but where no funding source has been identified are summarized in Table 6-5. These trails reflect the ultimate build-out of the Lake County Trails Master Plan.

The total number of miles of trails included in the funding goals for each project phase (i.e., Study, Design, or Construction) is summarized in Chart 6-5.

Table 6-2

5 - YEAR FUNDING GOAL						
	TOTAL NUMBER OF MILES	NUMBER OF MILES NEW DEVELOPMENT	NUMBER OF MILES WITH ROADWAY CONSTRUCTION	NUMBER OF MILES STAND ALONE	NUMBER OF MILES OTHER	COST PER MILE
STUDY	50.8	0	11	33.5	6.3	$25,000
DESIGN	15.3	0	2.2	13.1	0	$115,000
CONSTRUCTION	10.9	0	1.7	9.2	0	$750,000

CONSTRUCTION DOLLARS 2008

Table 6-3

10 - YEAR FUNDING GOAL						
	TOTAL NUMBER OF MILES	NUMBER OF MILES NEW DEVELOPMENT	NUMBER OF MILES WITH ROADWAY CONSTRUCTION	NUMBER OF MILES STAND ALONE	NUMBER OF MILES OTHER	COST PER MILE
STUDY	22.5	15.4	0	7.1	0	$25,000
DESIGN	27.3	16.8	0	10.6	0	$115,000
CONSTRUCTION	21.5	16.8	0	4.7	0	$750,000

**CONSTRUCTION DOLLARS 2008*

Table 6-4

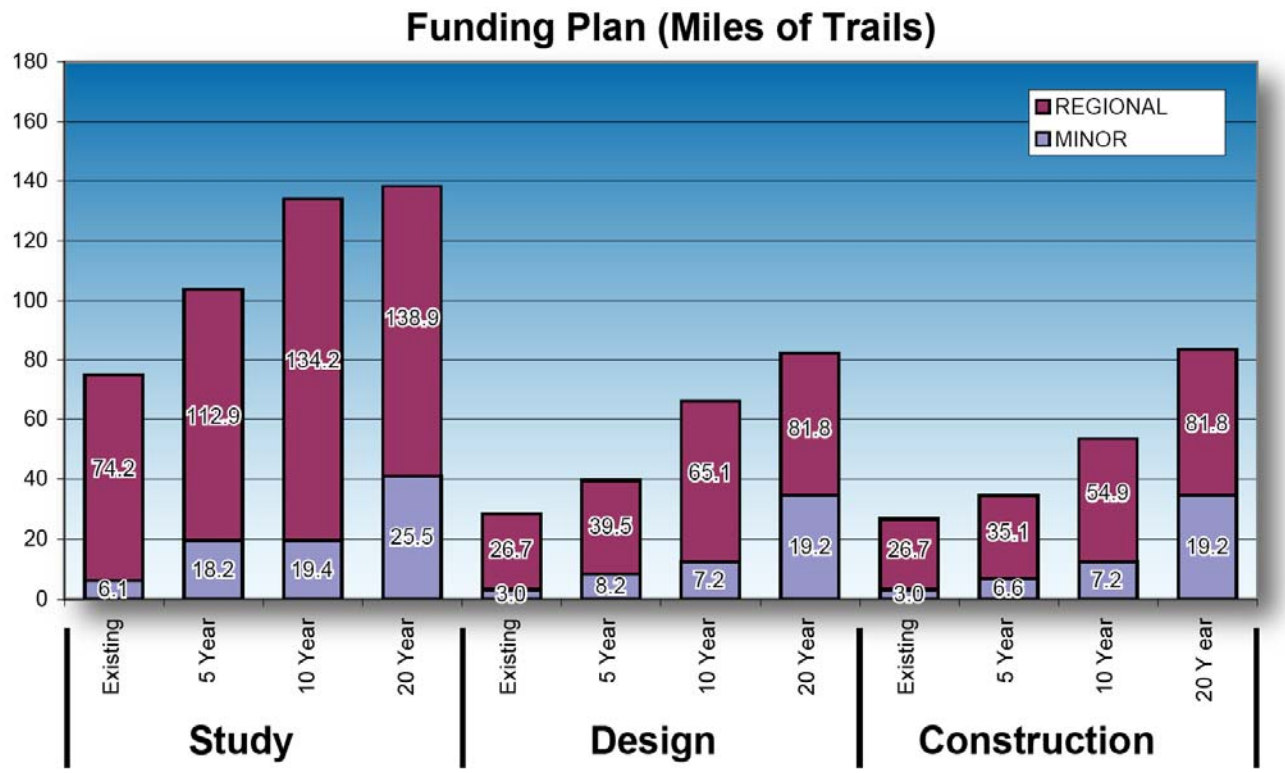
20 - YEAR FUNDING GOAL						
	TOTAL NUMBER OF MILES	NUMBER OF MILES NEW DEVELOPMENT	NUMBER OF MILES WITH ROADWAY CONSTRUCTION	NUMBER OF MILES STAND ALONE	NUMBER OF MILES OTHER	COST PER MILE
STUDY	10.8	4.7	4.6	1.6	0	$25,000
DESIGN	28.7	4.7	17.5	6.5	0	$115,000
CONSTRUCTION	38.9	4.7	18.1	16.1	0	$750,000

**CONSTRUCTION DOLLARS 2008*

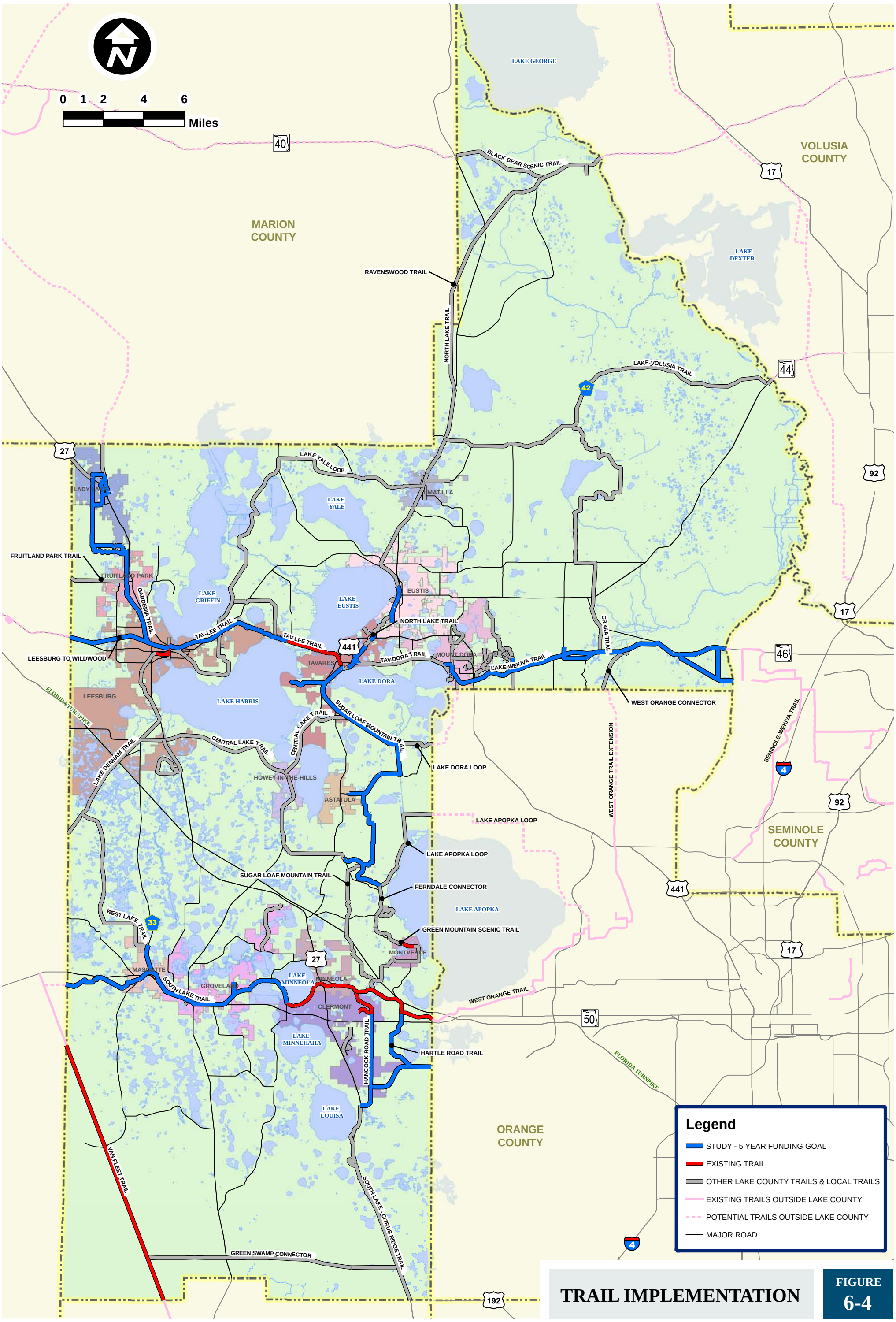
Table 6-5

20 -YEAR UNFUNDED TRAILS	
	TOTAL NUMBER OF MILES
STUDY	157.6
DESIGN	221
CONSTRUCTION	221

Chart 6-5



5 -Year Study Funding Goal



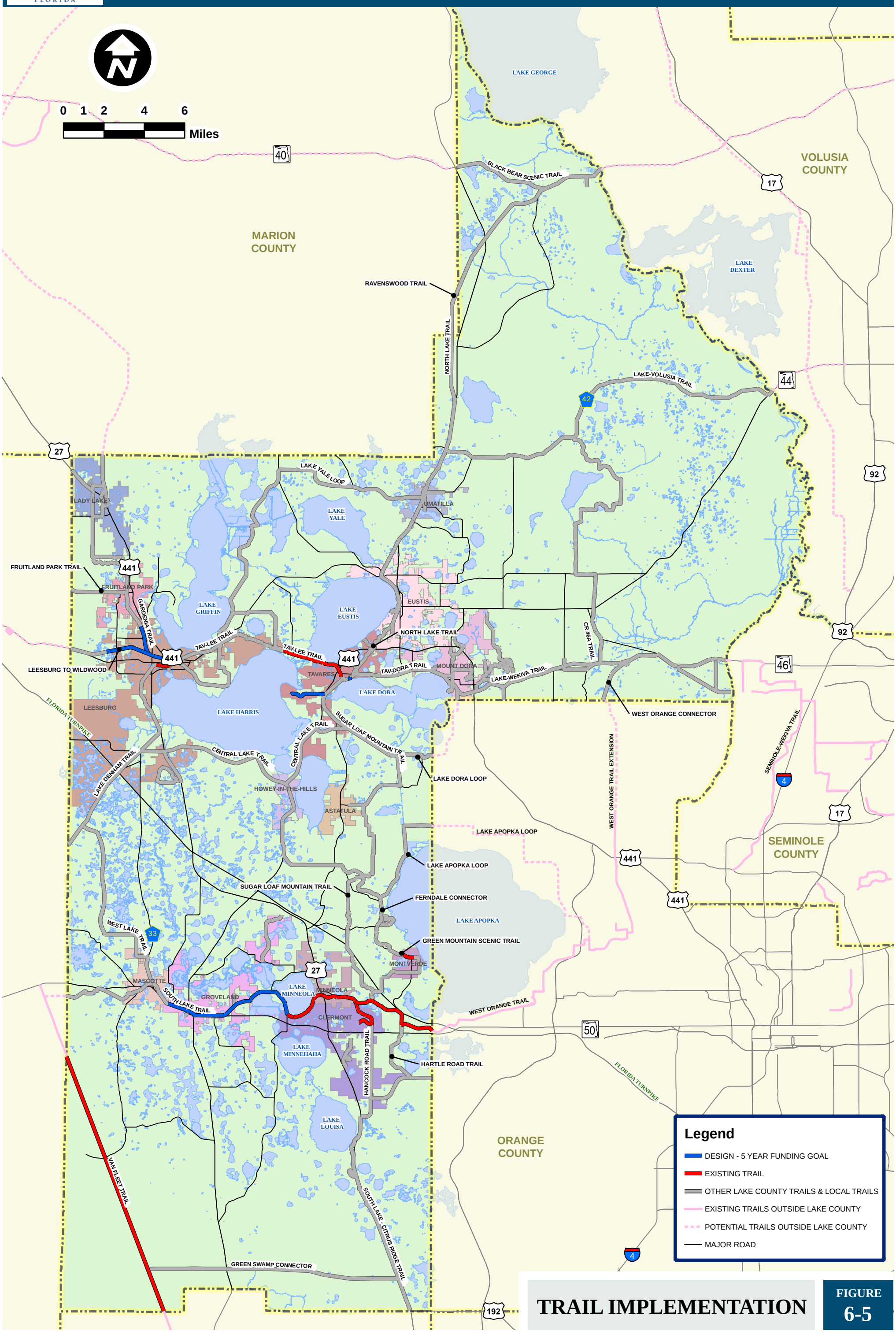
TRAIL IMPLEMENTATION

FIGURE 6-4

LAKE COUNTY FLORIDA

TRAILS MASTER PLAN
JULY 15, 2008

5 - Year Design Funding Goal



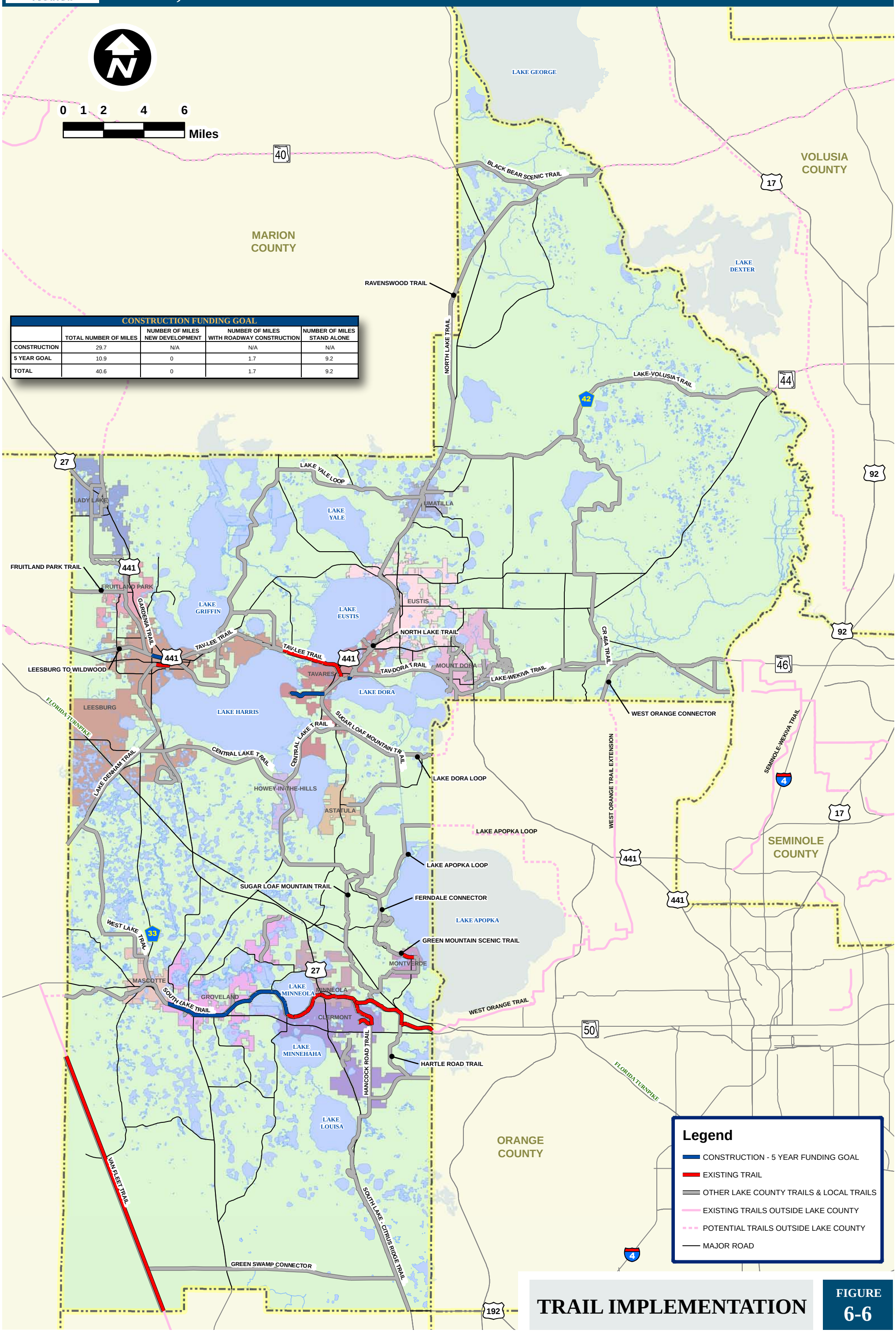
TRAIL IMPLEMENTATION

FIGURE 6-5

LAKE COUNTY FLORIDA

TRAILS MASTER PLAN
JULY 15, 2008

5 - Year Construction Funding Goal



CONSTRUCTION FUNDING GOAL

	TOTAL NUMBER OF MILES	NUMBER OF MILES NEW DEVELOPMENT	NUMBER OF MILES WITH ROADWAY CONSTRUCTION	NUMBER OF MILES STAND ALONE
CONSTRUCTION	29.7	N/A	N/A	N/A
5 YEAR GOAL	10.9	0	1.7	9.2
TOTAL	40.6	0	1.7	9.2

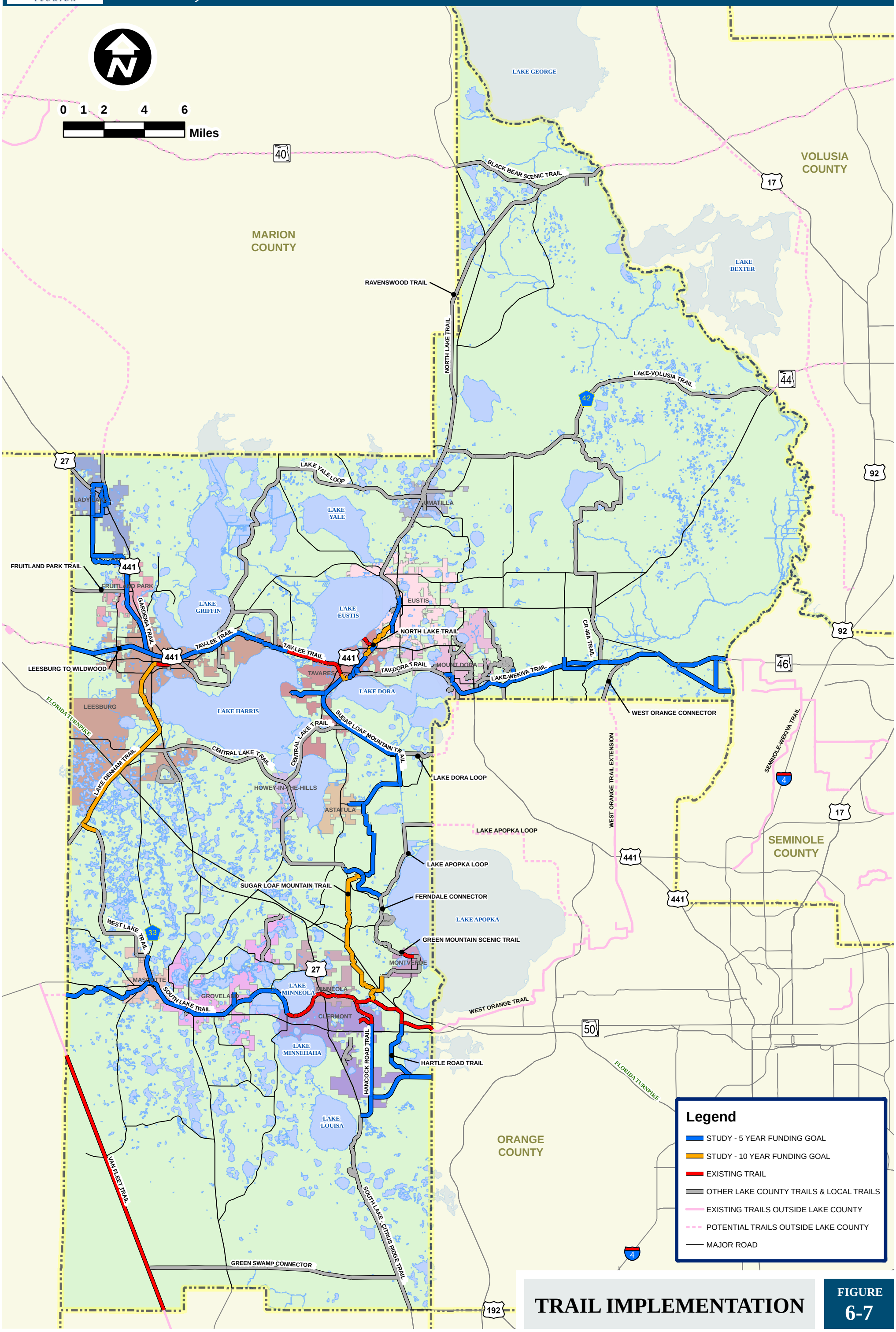
TRAIL IMPLEMENTATION

FIGURE 6-6

LAKE COUNTY FLORIDA

TRAILS MASTER PLAN
JULY 15, 2008

10 - Year Study Funding Goal



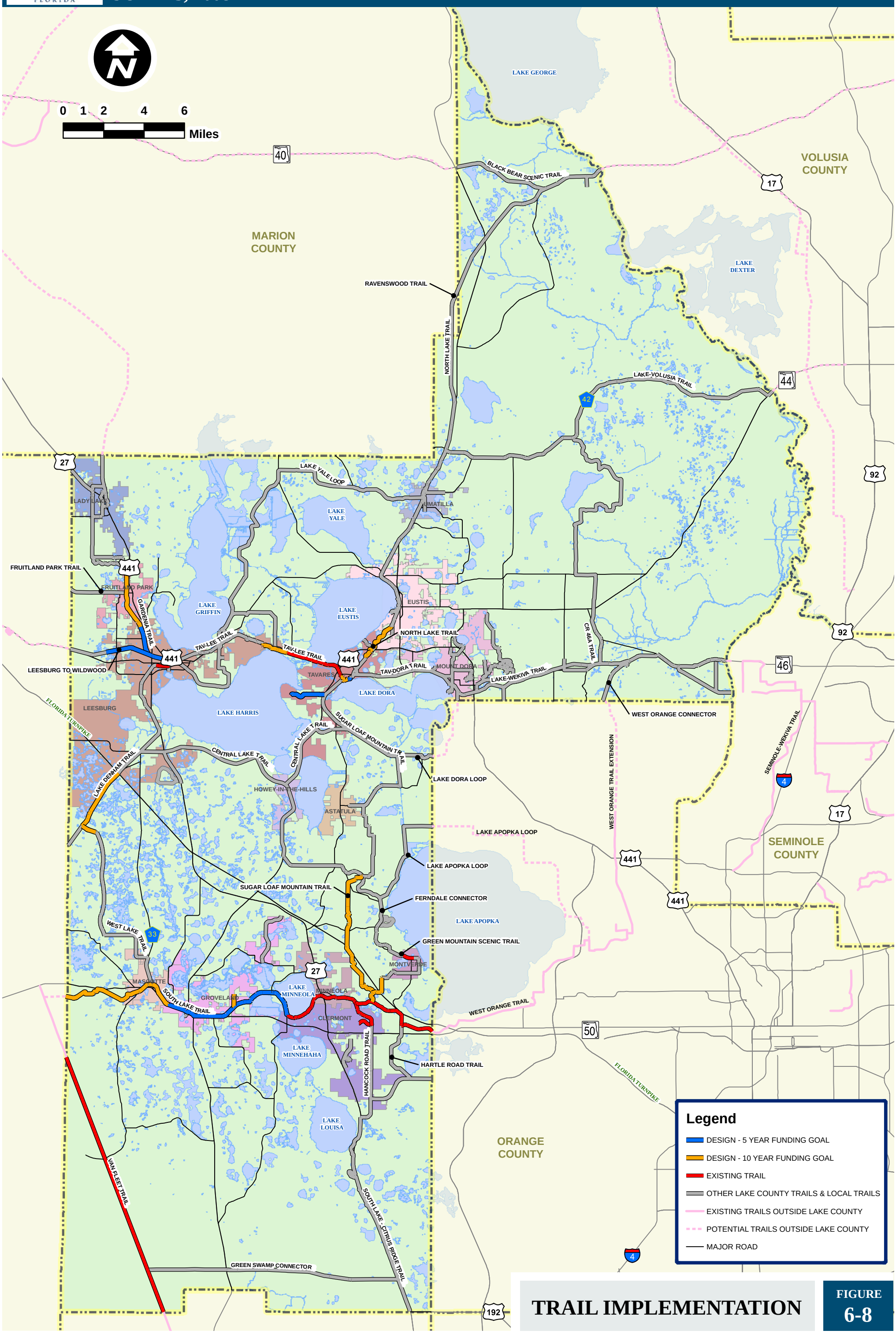
TRAIL IMPLEMENTATION

FIGURE 6-7

LAKE COUNTY FLORIDA

TRAILS MASTER PLAN
JULY 15, 2008

10 - Year Design Funding Goal

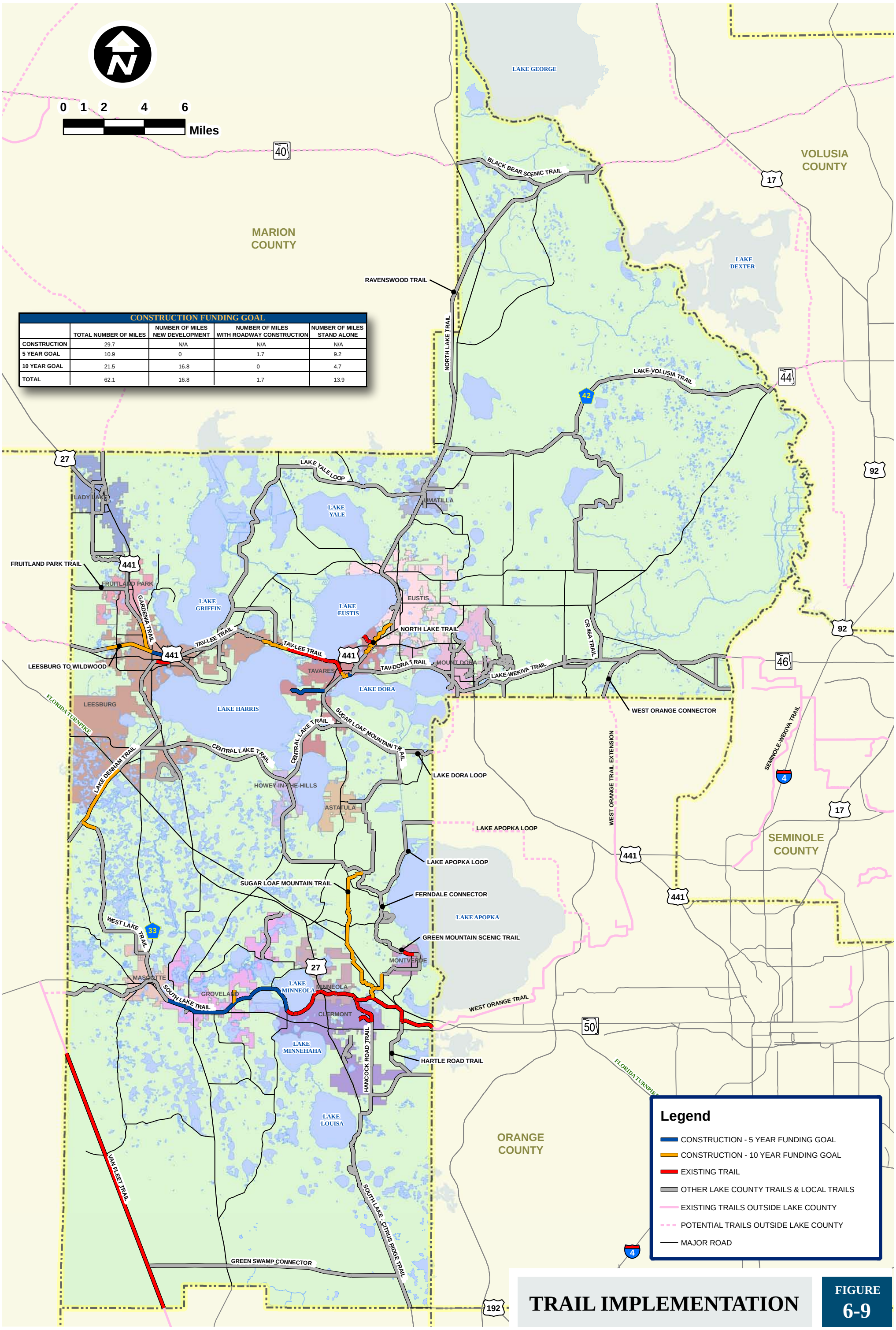


TRAIL IMPLEMENTATION

FIGURE 6-8

TRAILS MASTER PLAN
JULY 15, 2008

10 - Year Construction Funding Goal



CONSTRUCTION FUNDING GOAL

	TOTAL NUMBER OF MILES	NUMBER OF MILES NEW DEVELOPMENT	NUMBER OF MILES WITH ROADWAY CONSTRUCTION	NUMBER OF MILES STAND ALONE
CONSTRUCTION	29.7	N/A	N/A	N/A
5 YEAR GOAL	10.9	0	1.7	9.2
10 YEAR GOAL	21.5	16.8	0	4.7
TOTAL	62.1	16.8	1.7	13.9

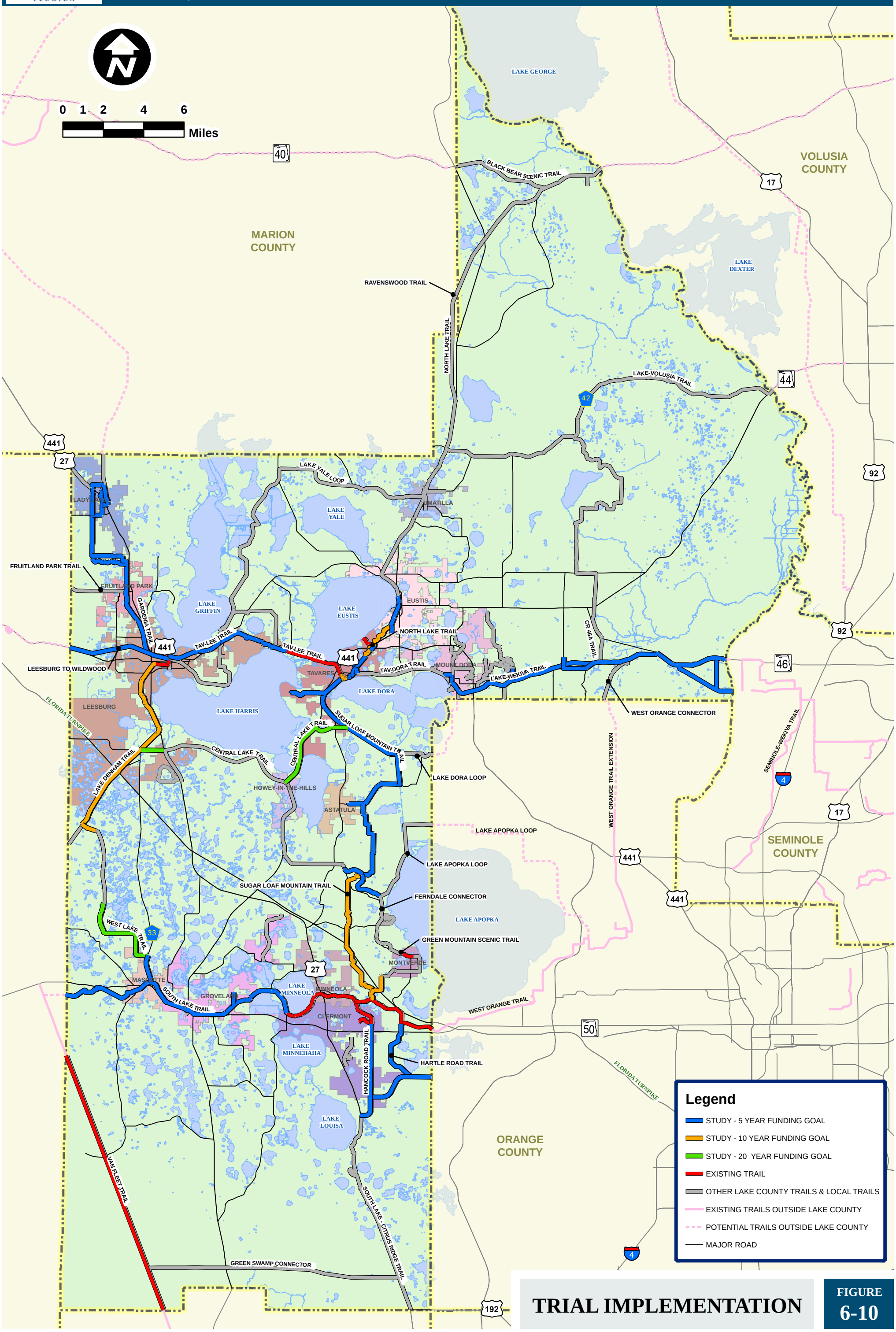
TRAIL IMPLEMENTATION

FIGURE 6-9

LAKE COUNTY FLORIDA

TRAILS MASTER PLAN
JULY 15, 2008

20 - Year Study Funding Goal



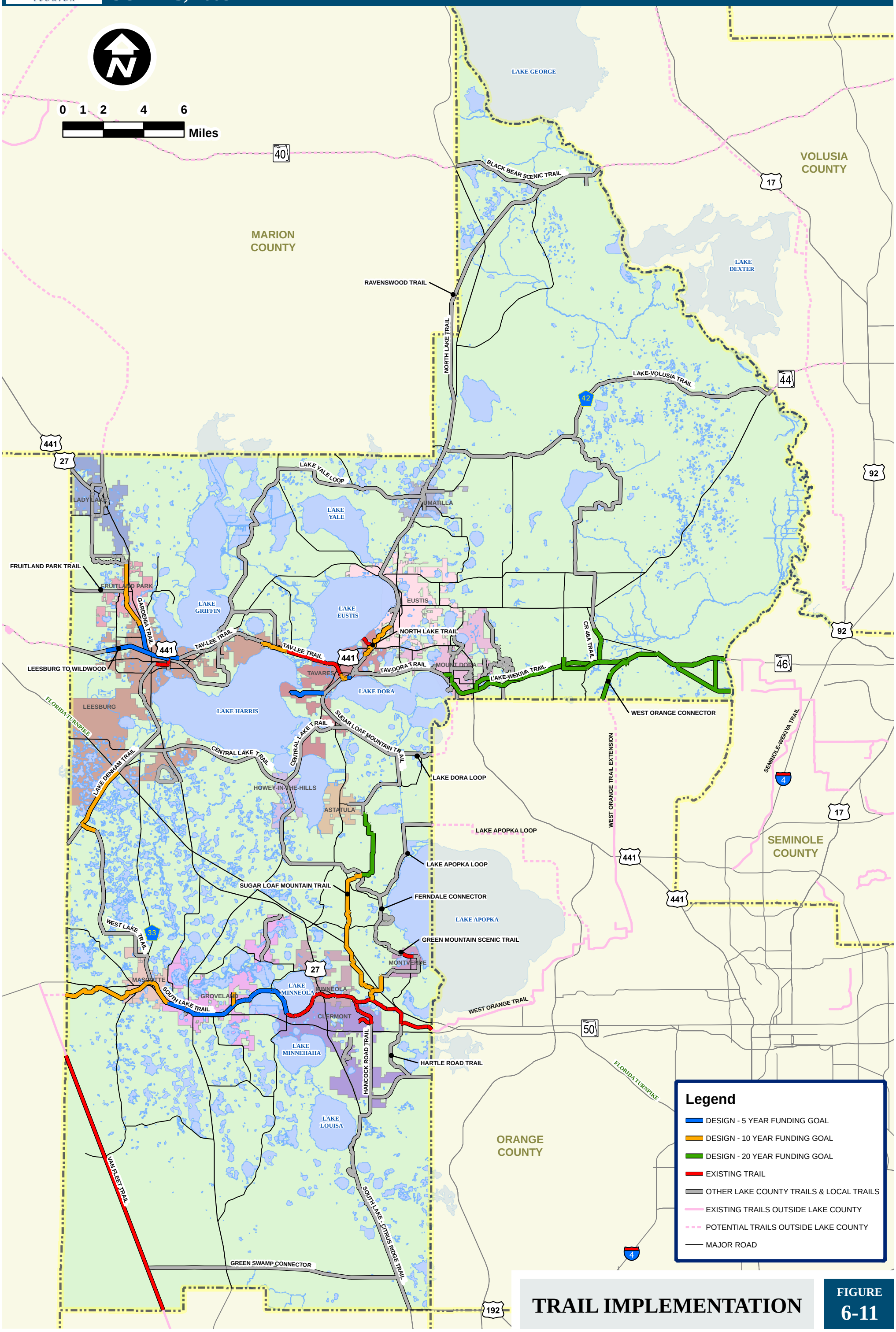
TRIAL IMPLEMENTATION

FIGURE 6-10

LAKE COUNTY FLORIDA

TRAILS MASTER PLAN
JULY 15, 2008

20 - Year Design Funding Goal



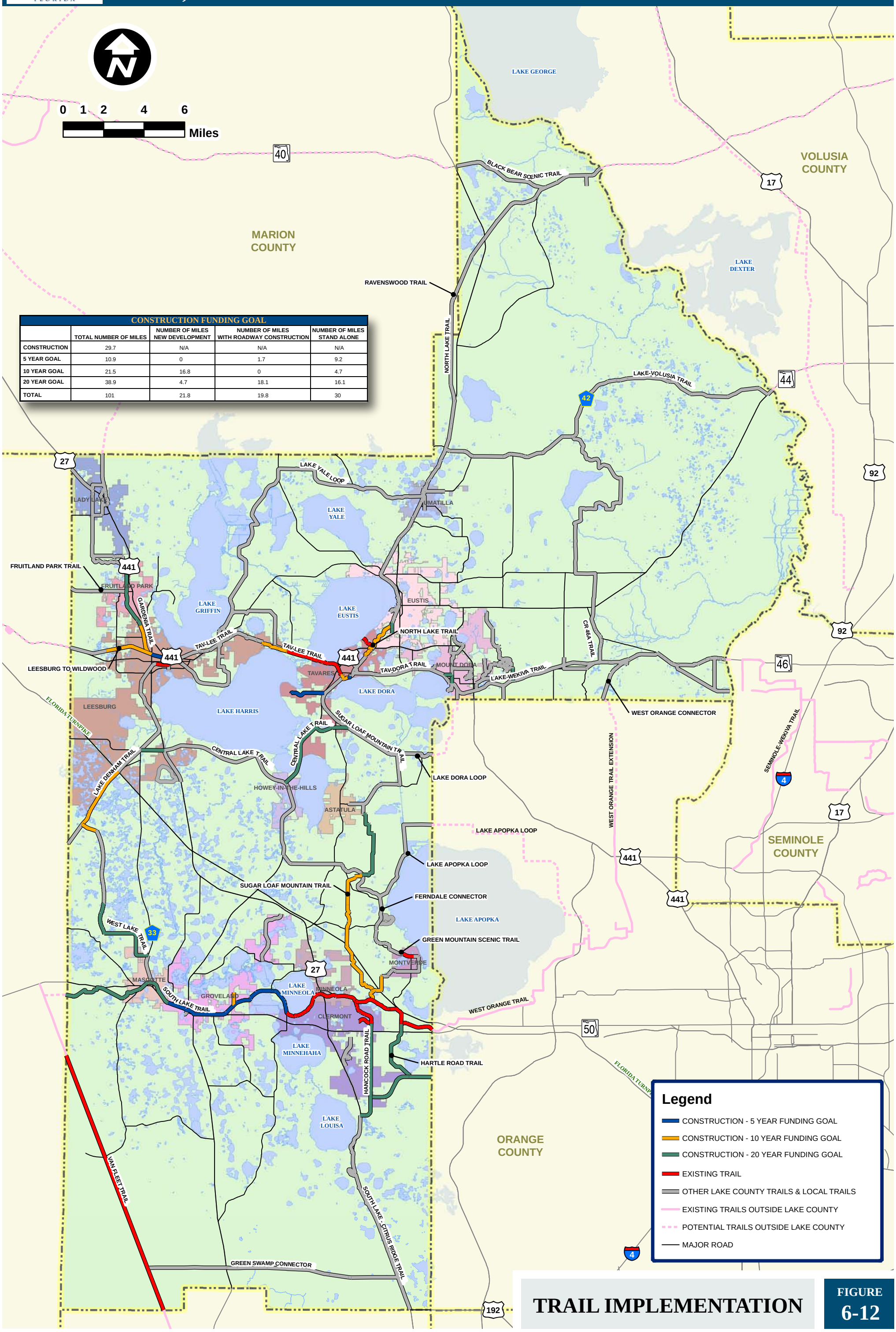
TRAIL IMPLEMENTATION

FIGURE 6-11

LAKE COUNTY FLORIDA

TRAILS MASTER PLAN
JULY 15, 2008

20 Year Construction Funding Goal



CONSTRUCTION FUNDING GOAL

	TOTAL NUMBER OF MILES	NUMBER OF MILES NEW DEVELOPMENT	NUMBER OF MILES WITH ROADWAY CONSTRUCTION	NUMBER OF MILES STAND ALONE
CONSTRUCTION	29.7	N/A	N/A	N/A
5 YEAR GOAL	10.9	0	1.7	9.2
10 YEAR GOAL	21.5	16.8	0	4.7
20 YEAR GOAL	38.9	4.7	18.1	16.1
TOTAL	101	21.8	19.8	30

TRAIL IMPLEMENTATION

FIGURE 6-12

6.6 Trail Costs

General guidelines were developed for the purpose of preliminary estimation of trail costs. In addition, planning level cost estimates were prepared for each of the prioritized trails in the Lake County Trails Master Plan.

Table 6-6 shows the Trail Implementation and Funding Schedule for each of the prioritized trails.

Detailed costs should be included in the PD&E Study for each of the trails. An example of a detailed estimate for one mile of an asphalt trail and one mile of a concrete trail may be found in Appendix I. Appendix I also shows detailed costs for standard intersections.

6.6.1 Study Costs

The estimated costs associated with a shared-use trail vary depending on the complexity of the proposed trail. The scope of a study should include the necessary evaluations to quality the trail for federal funding under NEPA. The types of studies are referred to as PD&E Studies and follow the FDOT PD&E Manual. A PD&E Study will include the evaluation of the viable alternative alignments and design concepts for engineering feasibility, costs, and impacts to the environment. It will also include public involvement. Based on this evaluation, a preferred alternative will be selected. The cost to conduct a PD&E Study is generally about $10,000 per linear mile, per alternative under consideration. Therefore, a ten mile trail with three potential alignments would cost around $300,000 to complete a PD&E Study. Additional complexity that would increase an estimated figure includes the presence of public controversy, pedestrian bridges, and the necessity to coordinate with private property owners.

6.6.2 Design Costs

Design costs for trail may generally be estimated to cost around 10 percent of the estimated trail construction cost.

6.6.3 Construction Costs

The cost to construct a shared-use trail may be estimated for planning purposes by using the length of the trail, the width of the trail, and the surface type.

Shared-Use Trail

The estimated construction cost for a 12-foot-wide shared-use trail is generally around $550,000 per mile for a rural trail and $800,000 per mile for an urban trail. These costs vary depending on the environment in which the trail is being constructed. These estimated costs are valid for either concrete or asphalt. If a trail is constructed wider than 12 feet, the cost should be pro-rated to account for the additional width. Cost breakdowns are shown in Appendix I.

This cost includes miscellaneous handrail, signing, and striping but does not include the cost of constructing intersections at major roadway crossings, pedestrian overpasses or underpasses, boardwalks, or other unusual structural requirements.

Pedestrian Overpasses

The estimated construction cost for a pedestrian overpass will vary depending on what structure type is used and what aesthetic elements are incorporated. Structure types are discussed in Section 4.8.3 of this report. Detailed cost estimates should be developed as part of the PD&E Study.

A prefabricated steel truss superstructure with ramps integrated into single column piers could be constructed for as little as $45 to $55 per square foot, including ramp approaches. A single steel box girder with the approaches constructed on earth with retaining walls could be constructed within the range of $65 to $75 per square foot. A third option is to utilize AASHTO girders. This type of pedestrian overpass could be constructed for $40 to $50 per square foot.

Pedestrian Underpasses

The estimated construction cost for a pedestrian underpass will vary depending on what structure type is used and what aesthetic elements are incorporated into the end treatment. Structure types are discussed in Section 4.8.4 of this report. Detailed cost estimates should be developed as part of the PD&E Study.

A prefabricated structural plat box culvert, such as the Contech Structural Plate MULTI_PLATE®, could be estimated s $2,250 per linear foot for a standard trail underpass. A precast box culvert, such as CONSPAN Bridge Systems® or BEBO® Arch System could be constructed in the price range of $3,000 to $3,250 per linear foot depending on the level of aesthetics for the end treatments.

6.7 Action Items

The following action items should be addressed by Lake County Parks and Trails.

- Explore dedicated funding sources for trails within Lake County including trail impact fees, user fees, and a bond referendum.
- Distribute the Trails Master Plan to all municipalities, county, state, and federal agencies with jurisdiction over property along the alignments.
- Strengthen the review of trails within the development review process.
- Coordinate annual reviews of funding with municipalities through the Lake-Sumter MPO BPAC.
- Coordinate with local governments for adoption of the Lake County Trails Master Plan into local Comprehensive Plans and work to protect trail corridors.
- Develop and maintain relationships with other jurisdictions for the coordination, implementation and management of the trail system.
- Coordinate with other non-government entities on regional planning issues related to the trail system.
- Strengthen relationships with the FHWA, FDEP-OGT and DCA for the purpose of pursuing grant opportunities.

Table 6-6 - Trail Implementation and Funding Schedule

							Costs (Millions)				Short Term Plan															5 Year Plan Overall		
											2008			2009			2010			2011			2012			2008-2013		
Priority Rank	Trail	Trail Length (Miles)	Status	R/W Status	R/W Type	Construction Implementation Strategy	Study Cost (%10)	Design Cost (%10)	Const. Cost ($750 K /Mile)	Annual Maintenance Cost ($7.5 K / Mile)	Phase	Cost	Funding Source	Phase	Cost	Funding Source	Phase	Cost	Funding Source	Phase	Cost	Funding Source	Phase	Cost	Funding Source	Study	Design	Const.
1	**Sugar Loaf Mountain Trail**																											
	Sugar Loaf Mount Trail Phase I (Black West)	1.52	Planned	New Development	New Development	w/ New Development	$0.11	$0.11	$1.14	$0.011																Y	Y	Y
	Sugar Loaf Mount Trail I (Hills of Minneola)	4.33	Planned	New Development	New Development	w/ New Development	$0.32	$0.32	$3.25	$0.032																Y	Y	Y
	Sugar Loaf Mount Trail I (Sugar Loaf)	2.05	Planned	New Development	New Development	w/ New Development	$0.15	$0.15	$1.54	$0.015																Y	Y	Y
	Sugar Loaf Mount Trail II (Sugar Loaf to Ranch Road)	4.05	Planned	Not Started	SJRWMD	Stand Alone	$0.30	$0.30	$3.04	$0.030				Study	$500,000	FDOT										Y		
	Sugar Loaf Mount Trail II (SJRWMD to CR48)	0.511	Planned	Not Started	Roadway R/W, New Development	w/Roadway Construction	$0.04	$0.04	$0.38	$0.004				Study		FDOT										Y		
	Sugar Loaf Mount Trail II (Ranch Road to Beauclair Canal)	2.28	Planned	Not Started	Roadway R/W, New Development	w/Roadway Construction	$0.17	$0.17	$1.71	$0.017				Study		FDOT										Y		
	Sugar Loaf Mount Trail II (CR 48 to CR 448)	1.54	Planned	Not Started	New Development	w/New Development	$0.12	$0.12	$1.16	$0.012				Study		FDOT										Y		
	Sugar Loaf Mount Trail II (Beauclair Canal to Tavares Station)	6.25	Planned	Not Started	Active Rail, Roadway R/W	w/Commuter Rail, CR 448	$0.47	$0.47	$4.69	$0.047				Study		FDOT	Study	w/Rail Study	MPO							Y		
	Woodlea Park Connector	0	Designed	Not Started	Roadway R/W	w/Roadway Construction	Complete	Complete	$0.00	$0.000	ROW		Lake PW	Const		Lake PW										Y	Y	Y
	Ferndale Connector	3.47	Planned	Not Started	Aband Railroad, Public Lands	Stand Alone	$0.26	$0.26	$2.60	$0.026				Study		FDOT										Y		
2	**South Lake Trail (PH III and IV)**																											
	Groveland	7.37	Study Complete	Partial	Ongoing Acquisition	Stand Alone	Complete	$0.55	$5.53	$0.055	Design	$670,000	FDOT							Const	$1,000,000	FDOT	Const	$1,000,000	FDOT	Y	Y	Y
	Mascotte	6.37	Study Complete	Partial	Ongoing Acquisition	Stand Alone	Complete	$0.48	$4.78	$0.048																Y		
3	**Lake Wekiva Trail**																											
	Lake Wekiva Trail Phase I (Tremain Street to CR 437)	6.1	Planned	Partial	Active Railroad	w/Roadway Construction	$0.46	$0.46	$4.58	$0.046				Study	460000	FDOT										Y		
	Lake Wekiva Trail Phase II and III (CR 437 to Seminole County)	8.51	Planned	Partial	Aband Railroad, Public Lands	w/Roadway Construction	$0.64	$0.64	$6.38	$0.064							Study	500000	FDOT							Y		
4	**Tav-Lee Trail Phase II**																											
	Venetian Trail to Bentley	0.53	Study Complete	Roadway	Roadway	w/Roadway Construction	Complete	$0.04	$0.40	$0.004	Design	w/Roadway	FDOT													Y		
	Bentley to Sleepy Hollow	2.2	Study Complete	Roadway	Abandoned RR / New Roadway	w/Roadway Construction	Complete	$0.17	$1.65	$0.017																Y		
	Sleepy Hollow to Cracker Barrel	2.5	Study Complete	Roadway	Roadway	Stand Alone	Complete	$0.19	$1.88	$0.019																Y		
	Cracker Barrel to Lakes Boulevard	1.38	Study Complete	New Development	Aband. RR, Roadway, New Dev.	w/New Development	Complete	$0.10	$1.04	$0.010																Y		
	Tav-Lee Trail (Courthouse Connector)	0.23	Study Complete	Complete	Roadway R/W, New Development	w/New Development	Complete	$0.02	$0.17	$0.002	Design	w/Develop	Lake PW	Const	w/Develop	Lake PW										Y	Y	Y
5	**Tav-Dora Trail Phase I**																											
	Tav-Dora Trail Phase I (North Lake Trail to Bay Road)	2.19	Study Complete	Complete	Roadway R/W	w/Roadway Construction	Complete	$0.16	$1.64	$0.016																Y	Y	
	Tav-Dora Trail Phase I (Bay Road to Coliseum Way)	1.81	Study Complete	Complete	Roadway R/W	w/Roadway Construction	Complete	$0.14	$1.36	$0.014																Y	Y	
	Tav-Dora Trail Phase I (Coliseum Way to Lake-Wekiva Trail)	1.47	Study Complete	Complete	Residential Greenway	Stand Alone	Complete	$0.11	$1.10	$0.011				Study	w/Lake-Wekiva	FDOT										Y		
6	**North Lake Trail Phase I (Tavares Station to Farren Park)**																											
	Tavares Station to Wooten Park	0.28	Planned	Partial	Park, Active RR, New Dev.	Stand Alone	$0.02	$0.02	$0.21	$0.002																Y	Y	Y
	Wooten Park to Eustis	0	Planned	Partial	Park, Active RR, New Dev.	Stand Alone	$0.00	$0.00	$0.00	$0.000							Study	$500,000	FDOT							Y		
	Sunset Island Connector	0	Planned	Partial	Park, Roadway R/W	Stand Alone	$0.00	$0.00	$0.00	$0.000																Y		
	Kurt Street Connector	0.25	Study Complete	Not Started	Roadway R/W	w/Roadway Construction	Complete	$0.02	$0.19	$0.002	ROW	w/Roadway	Lake PW													Y	Y	
7	**Lake Denham Trail**																											
	Lake Denham Trail (Turnpike to Mote Morris House)	6.74	Planned	Partial	Aband RR, Park, New Dev.	Stand Alone	$0.51	$0.51	$5.06	$0.051																		
	Lake Denham Trail (Austin Merritt Road to Turnpike)	3.2	Planned	Partial	Aband RR, Park, New Dev.	w/New Development	$0.24	$0.24	$2.40	$0.024																Y	Y	Y
8	**Gardenia Trail**																											
	Gardenia Trail Phase I (Leesburg)	1.74	Study Complete	Partial	Aband RR	Stand Alone	Complete	$0.13	$1.31	$0.013	Design	$130,000	FDOT													Y	Y	
	Gardenia Trail Phase II (Fruitland Park)	5.11	Study Ongoing	Partial	Aband RR, Park, Roadway, New Dev.	Stand Alone	Complete	$0.38	$3.83	$0.038																Y		
	Gardenia Trail Phase III (Lady Lake)	4.06	Study Ongoing	Partial	Aband RR, Park, Roadway, New Dev.	Stand Alone	Complete	$0.30	$3.05	$0.030																Y		
9	**Leesburg to Wildwood**																											
	Leesburg to Wildwood (Sumter County Line to Jones Road)	1	Study Complete	Ongoing	Abandoned RR	Stand Alone	Complete	$0.08	$0.75	$0.008																Y		
	Leesburg to Wildwood (Jones Road to US 27)	3.18	Study Complete	Complete	Abandoned RR	Stand Alone	Complete	$0.24	$2.39	$0.024	Design	$240,000	FDOT													Y	Y	
	Fountain Lake Trail (US 27 to Venetian Trail)	0.89	Study Complete	Complete	Abandoned RR	Stand Alone	Complete	$0.07	$0.67	$0.007	Const.	$670,000	Leesburg													Y	Y	Y
10	**South Lake to Citrus Ridge Phase I**																											
	Hartle Road Extension	3.33	Study Complete	Partial	Roadway	w/Roadway Construction	Complete	$0.25	$2.50	$0.025																Y	Y	
	Hartwood Marsh Road	2.42	Study Complete	Partial	Roadway	w/Roadway Construction	Complete	$0.18	$1.82	$0.018																Y	Y	
	Hancock Road Extension	1.34	Study Complete	Partial	Roadway	w/Roadway Construction	Complete	$0.10	$1.01	$0.010																Y	Y	
11	**North Lake Trail**																											
	North Lake Trail Phase II (Eustis to Altoona)	8.53	Planning Concept	Not Started	Roadway, Public Lands, Active RR	Stand Alone	Complete	$0.64	$6.40	$0.064																		
	North Lake Trail Phase III (Altoona to Astor)	15.08	Planning Concept	Not Started	Roadway, Public Lands, Aband RR	Stand Alone	Complete	$1.13	$11.31	$0.113																		
13	**Apopka Loop**																											
	Apopka Loop (Lake County)	5.49	Planning Concept	Not Started	Public Lands	Stand Alone	$0.41	$0.41	$4.12	$0.041																		
14	**West Lake Trail**																											
	West Lake Trail (CR 48 to Mascotte)	8.81	Planning Concept	New Development	New Development	w/ New Development	Complete	$0.66	$6.61	$0.066																		
15	**Hancock Road Trail**																											
	Hancock Road Trail	3.61	Planned	Roadway	Roadway	Stand Alone	$0.27	$0.27	$2.71	$0.027													Study		Lake PW	Y		
16	**Green Swamp Connector**																											
	Green Swamp Connector	8.53	Planning Concept	Not Started	Roadway	Stand Alone	Complete	$0.64	$6.40	$0.064																		
18	**Black Bear Scenic Trail**																											
	Black Bear Scenic Trail	7.73	Planning Concept	Not Started	Roadway	w/ Roadway Construction	Complete	$0.58	$5.80	$0.058																		
19	**South Lake to Citrus Ridge Phase II**																											
	South Lake to Citrus Ridge Phase II (LLSP to Polk County)	11.27	Planning Concept	Not Started	Roadway	Stand Alone	Complete	$0.85	$8.45	$0.085																		
17	**Central Lake Trail**																											
	Central Lake Trail	15.35	Planning Concept	Not Started	TBD	TBD	$1.15	$1.15	$11.51	$0.115																		
20	**Lake Yale Loop**																											
	Lake Yale Loop	24.22	Planning Concept	Not Started	TBD	TBD	$1.82	$1.82	$18.17	$0.182																		
N/A	**Green Mountain Scenic Byway Trail**																											
	Green Mountain Scenic Byway Trail	6.51	Planning Concept	Not Started	TBD	TBD	$0.49	$0.49	$4.88	$0.049																		
N/A	**Lake Dora Loop**																											
	Lake Dora Loop	2.49	Planning Concept	Not Started	TBD	TBD	$0.19	$0.19	$1.87	$0.019																		
N/A	**Lake Volusia Trail**																											
	Lake Volusia Trail	8.94	Planning Concept	Not Started	TBD	TBD	$0.67	$0.67	$6.71	$0.067																		
N/A	**Seminole Forest Trail**																											
	Seminole Forest Trail	13.46	Planning Concept	Not Started	TBD	TBD	$1.01	$1.01	$10.10	$0.101																		

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