



## **ASSESSMENT OF MULTI-USE TRAIL ACCOMMODATION**

**WEKIVA PARKWAY (SR 429)/SR 46 REALIGNMENT PD&E STUDY**

**Orange, Lake, and Seminole Counties, Florida**

**Financial Project ID: 238275 1 22 01 and 240200 1 22 01**

**Federal Aid Project Number: TBD**

**Prepared for  
Orlando-Orange County Expressway Authority  
and  
Florida Department of Transportation, District Five**

**Prepared by**



**October 2008**

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and Conceptual Trail Alignments in Orange, Lake and Seminole Counties**

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## 1.0 Background

As part of the Wekiva Parkway (SR 429)/SR 46 Realignment Project Development and Environment (PD&E) Study, an assessment of whether the proposed project could accommodate a multi-use trail was undertaken and completed. The scope of the assessment was limited to the following:

- arrange an initial meeting with the appropriate representatives of Orange, Lake and Seminole Counties to define and outline an approach to evaluation of trails in the PD&E Study; this approach will address accommodating or making provisions for a trail only in defined areas of the project.
- request from the counties their potential trail alignments outside the project limits and then prepare alternatives for accommodating trail segments only within defined areas of the project limits; this will allow the local governments to determine how they wish to connect their trails.
- the services provided will not include assisting local governments in the process of evaluating or analyzing future intercounty trail corridors or connections outside the project limits.
- in coordination with local government representatives, evaluate no more than two alternative trail alignments in defined areas of the project corridor; the two areas of the project corridor to be evaluated for trails are: 1) from CR 435 in Orange County through east Lake County across the Wekiva River to Lake Markham Road in Seminole County and 2) along the SR 46 corridor in west Lake County from US 441 to the point where the SR 46 Realignment turns south toward a connection to Wekiva Parkway (see **Figure 1**).
- after evaluation, schedule a second meeting with representatives of Orange, Lake and Seminole Counties and other trail stakeholders to present concepts for the multi-use trails within the defined areas of the project corridor.
- after receipt of review comments from the local government representatives and other trail stakeholders, prepare a final report on the assessment of accommodation for multi-use trails within the Wekiva Parkway/SR 46 Realignment preferred alternative concept.

## 2.0 Meetings with Trail Stakeholders

Two meetings with local government representatives from Orange, Lake and Seminole Counties, as well as other trail stakeholders, were held. The first meeting was held on July 24, 2007. The second meeting was held on September 19, 2008. The agendas and sign-in sheets from those meetings, and the trail stakeholders contact list, are included in **Appendix A**.

## 3.0 Trail Assessment and Concepts

A memorandum entitled “*Trail Assessment for the Wekiva Parkway/SR 46 Realignment PD&E Study*” was prepared, along with conceptual trail alignments developed in coordination with representatives of the affected local governments. After review, revision and updating, the memorandum and trail alignment concepts (as provided in **Appendix B**) were transmitted to the local government representatives and other stakeholders. That information, and the related discussions at the meeting on September 19, 2008, formed the basis for the comments from trail stakeholders which are provided in **Appendix C**.

## 4.0 Conclusions

At the trail stakeholders meeting on September 19, 2008, it was the consensus opinion that the trail assessment and concepts had demonstrated the Wekiva Parkway/SR 46 Realignment preferred alternative could accommodate a multi-use trail. However, some stakeholders indicated that there are different trail users (recreation, transportation, etc.), so different types of trails, and other trail locations away from the proposed roadway, should be considered. The stakeholder group indicated that a follow-on, more detailed trail study should be funded and undertaken. Related comments and suggestions are included in stakeholder correspondence in the previously referenced **Appendix C**.

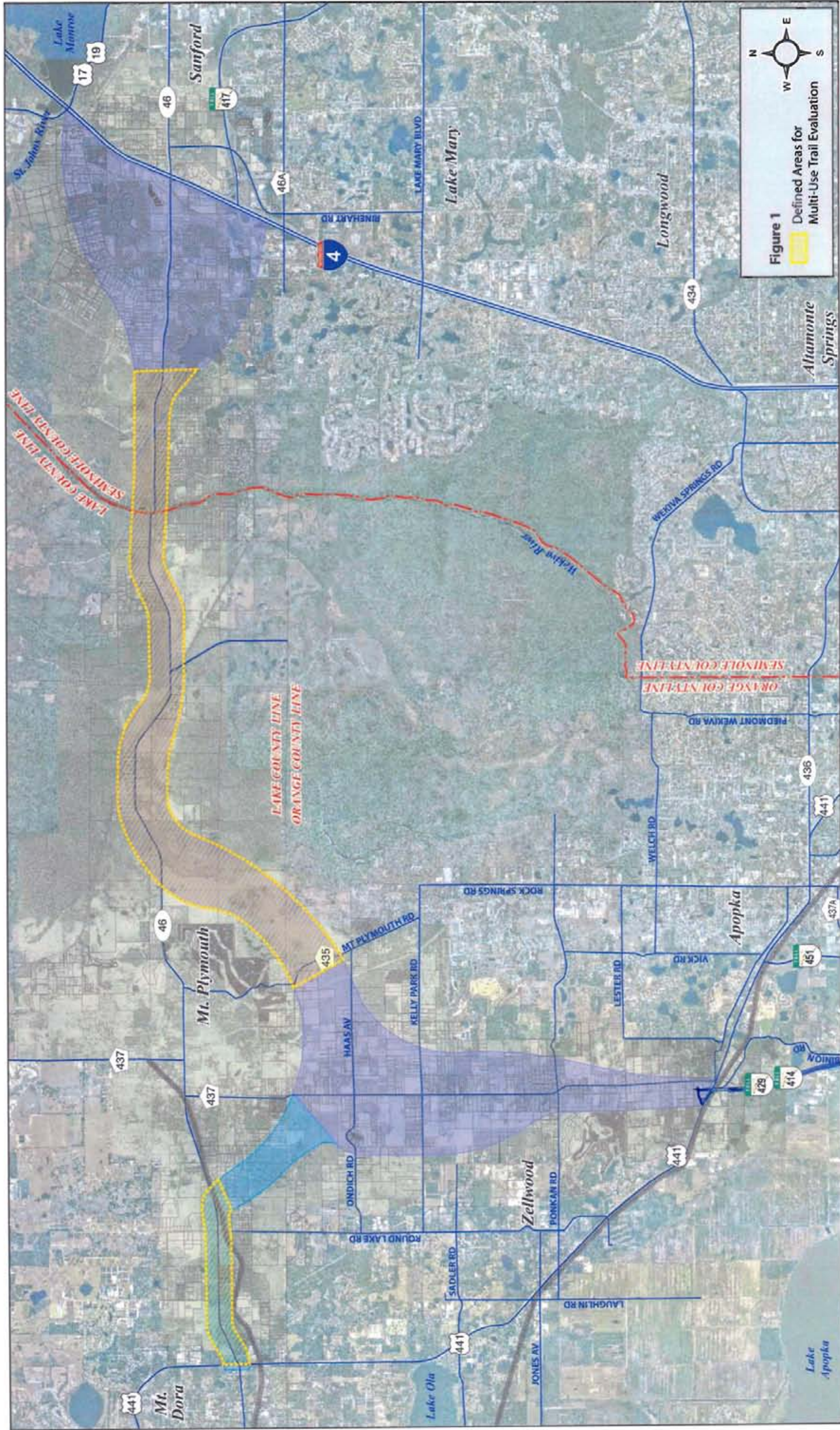


Figure 1  
Defined Areas for  
Multi-Use Trail Evaluation



# PROJECT STUDY AREA

**LEGEND**  
 Wekiva Parkway Study Corridor  
 SR 46 Bypass Study Corridor

## Appendix A

Meeting Agendas, Sign-In Sheets and  
Trail Stakeholders Contact List

## **AGENDA**

### **Trail Interface with Wekiva Parkway**

**CH2MHILL Orlando Office, Main Conference Room**

**July 24, 2007**

**1:00 pm**

- **Introductions**
- **Background on the Wekiva Parkway**
- **Overview of the Preliminary Consultant Recommendation on the Preferred Alternative within the Overall Study Area**
- **Brief Review of Wekiva Parkway/SR 46 Realignment PD&E Study Scope of Services Task 2.25.1 - Evaluation of Multi-Use Trails**
- **Areas of Focus at this Meeting (see attached graphic):**
  - **from CR 435 in Orange County through Lake County across the Wekiva River to Lake Markham Road in Seminole County**
  - **along the SR 46 corridor in Lake County from US 441 eastward to the point where the SR 46 Realignment turns south toward a connection to Wekiva Parkway**
- **Next Steps**

Meeting on Trails Interface with Wekiva Parkway  
 at CH2MHILL Orlando Office  
 July 24, 2007 - 1:00 p.m.  
 SIGN-IN SHEET

Name	Representing	Email Address	Phone No.
DAVE LEWIS	CH2MHILL	dlewis4@ch2m.com	(407) 423-0030
MIKE WOODS	LAKE-SUMTER MPO	MUNDO@lake-sumter.com	(352) 315-0170
TOM BURKE	LAKE-SUMTER MPO	TBurke@lake-sumter.MPO.com	(352) 315-0170
Gallus Pigley	Lake County Parks & Trails	gpigley@lakecount.fl.gov	352-742-0992
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MIGHIK WILSON	METROPOLITAN ORLANDO	MULSON@METROPOLITANORLANDO.COM	407-481-5672 x318
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DAVID GRABER	INWOOD (Lake County Trails)	dgrabber@inwoodinc.com	321.303.3677
Bill Thomas	Orange Co. Parks Rec	Bill.Thomas@ocfl.net	407-836-6231
Brian Stanger	FDOT, DS EMU	brian.stanger@dot.state.fl.us	386-943-5391
Michael Quinn	City of New Port	quinn@cityofnewport.com	352-735-7126
Kathleen Jorja	CH2MHILL	Kathleen.Jorja@ch2m.com	407-403-0001 x222
MARK CALLAHAN	CH2MHILL	MARK.CALLAHAN@ch2m.com	(407) 423-0030

## **AGENDA**

### **Trails Interface with Wekiva Parkway**

**CH2MHILL Orlando Office, Main Conference Room**

**September 19, 2008**

**1:30 pm**

- **Attendee Introductions (please sign-in on the provided sheet)**
- **Background on the Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study**
- **Overview of the Wekiva Parkway (SR 429)/SR 46 Realignment Recommended Preferred Alternative within Orange, Lake and Seminole Counties**
- **Brief Review of PD&E Study Limited Scope of Services for Evaluation of Multi-Use Trails Accommodation**
- **Areas of Focus at this Meeting (reference previously distributed Trails Assessment memo and trail alignment concepts):**
  - **From CR 435 in Orange County through Lake County across the Wekiva River to Lake Markham Road in Seminole County**
  - **Along the SR 46 corridor in Lake County from US 441 eastward to the point where the SR 46 Realignment turns south toward a connection to Wekiva Parkway**
- **Next Steps**
  - **Receive Comments on Trail Alignment Concepts from Stakeholders**
  - **Finalize the Trails Accommodation Assessment**



Meeting on Trails Interface with Wekiva Parkway  
 at CH2MHILL Orlando Office  
 September 19, 2008 - 1:30 p.m.  
 SIGN-IN SHEET

Name	Representing	Email Address	Phone No.
DAVE LEWIS	CH2MHILL	dlewist4@ch2m.com	(407) 423-0030
PETE DIRWELL	FLORIDA TRAIL ASSOC.	PeteDirwell@fdl.com	321-443-6264
Mary Brooks	OCEFA (OCA)	MbrooksSR417@FL.RR.COM	407-207-9375
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MICHIK WILSON	METROPOLAN	MWILSON@METROPOLANORLANDO.COM	407-481-5672 x318
Mark Reigentin	Mount Dora	cityofmoutdora.com	352-735-7112
Warren Poplin	DEP Wekiva River Basin	warren.poplin@dep.state.fl.us	407 884-2006
GREGG WALKER	" " "	greggwalker@dep.state.fl.us	407/884-2006
Beth Jackson	OCEFP	beth.jackson@OCEFP.net	407/936-1481
Brian Connor	CH2M	brian@ch2m.com	

**Trails Interface with Wekiva Parkway PD&E Study**  
**Contact List for Stakeholders and Other Involved Parties**

**Lake County:**

Gallus Quigley, Lake County Parks and Trails

Tom Eicher, Lake County Parks and Trails

David Graeber, Inwood Inc. (Lake County trails consultant)

**City of Mount Dora:**

Michael Quinn, City Manager

Mark Reggentin, Director of Planning and Development

**Orange County:**

Bill Thomas, Orange County Parks and Recreation

Beth Jackson, Orange County Environmental Protection Division

**Seminole County:**

David Martin, Seminole County Trails and Greenways

**Metropolitan Planning Organizations:**

Mighk Wilson, METROPLAN ORLANDO Bicycle and Pedestrian Coordinator

Tom Burke, Lake-Sumter MPO Staff

Mike Woods, Lake-Sumter MPO Staff

**Regional Planning Council:**

Tara McCue, East Central Florida Regional Planning Council Staff

**State of Florida:**

Joan Carter, FDOT District Five Bicycle and Pedestrian Coordinator

Joe Bishop, Division of Forestry (Seminole State Forest)

Warren Poplin, FDEP Wekiva River Basin State Parks

Gregg Walker, FDEP Wekiva River Basin State Parks

Matt Klein, FDEP Office of Greenways and Trails

**Nonprofit Organizations:**

Pete Durnell, Florida Trail Association

Kent Wimmer, Florida Trail Association

Megan Eno, Florida Trail Association

Charles Lee, Florida Audubon Society

Keith Schue, The Nature Conservancy

## Appendix B

*"Trail Assessment for the Wekiva Parkway/SR 46 Realignment  
PD&E Study"* (Memorandum) and Conceptual Trail Alignments  
in Orange, Lake and Seminole Counties

## Trail Assessment for the Wekiva Parkway/SR 46 Realignment PD&E Study

PREPARED FOR: Florida Department of Transportation - District Five

PREPARED BY: CH2M HILL

COPIES: Brian Stanger, FDOT D5  
Frank Hickson, FDOT D5  
David Marsh, FDOT D5  
Joan Carter, FDOT D5  
File 324126 - A8, C20

DATE: March 19, 2008; Revised July 2, 2008; Revised September 10, 2008

The Florida Department of Transportation has incorporated analysis for trail connectivity as a part of the Wekiva Parkway Project Development and Environment (PD&E) Study. The purpose of this evaluation is to identify and coordinate existing, planned and proposed trails within the general study area of the Wekiva Parkway, and to develop concepts to indicate how trail connectivity may be maintained with the introduction of the Wekiva Parkway. The existing trails within the study area are documented in Section 4.1.3 (Pedestrian and Bicycle Facilities) and Section 4.1.4 (Greenways and Trails) in the *Second Draft Preliminary Engineering Report (PER)* for the Wekiva Parkway (SR 429)/SR 46 Realignment PD&E Study. The existing trails, as documented in the *Second Draft PER*, are identified on **Exhibit 1**.

The purpose of this memorandum is to identify locations where existing, planned and proposed trails may be affected by the Wekiva Parkway and to describe the basic concepts developed to address trail connectivity with the Wekiva Parkway at these locations. This memorandum describes the scope and general parameters of the trail assessment and the concepts developed to address trail connectivity.

### **Trail Assessment for the Wekiva Parkway**

A review of existing, planned, and proposed trails overlaid with the proposed Wekiva Parkway alignment indicates that there are four key locations along the Wekiva Parkway corridor where trail connectivity needs to be considered. Those locations, as depicted on **Exhibit 1**, are as follows:

- US 441 near SR 46 - Lake County
- SR 46 Bypass east of Round Lake Road - Lake County
- East of Mount Plymouth - Lake County
- Wekiva River Crossing - Lake and Seminole Counties

The following narrative outlines the general parameters established for the trail assessment and a discussion of each of the key locations identified above.

### **General Parameters**

After initial coordination with local government representatives from Lake, Seminole, and Orange Counties, the Department has developed basic concepts to establish the ability of trail connections within the vicinity of the Wekiva Parkway. Those concepts are shown on **Exhibit 2, Sheets 1 - 9**. Final assessments of the trail location and other design parameters will need to be developed and coordinated by the respective local government. This will include coordination with land owners and public land managers as appropriate.

The trail is not to be located within the limited access areas of the Wekiva Parkway. Certain areas of reconstructed SR 46 in Lake County and Seminole County offer provisions for sidewalks and a potential trail pending local government concurrence and coordination. Those areas include SR 46 from east of US 441 to east of Round Lake Road in Lake County, and from east of the Wekiva River to Lake Markham Road in Seminole County.

The Wekiva Parkway PD&E Study will not provide final environmental clearance for a trail in the area given the various stakeholders and issues that require local government coordination. Also, costs for the trail are not included in the Wekiva Parkway project cost estimate.

### **US 441 near SR 46 - Lake County**

The trail crossing of US 441 is intended to tie to planned trails in the Mount Dora area as well as the Mount Dora park (on Lake Franklin) northwest of the SR 46/US 441 intersection. There are three basic concepts for crossing US 441. First is the use of the existing railroad bridge that spans over US 441 south of SR 46. Lake County has expressed some interest in using portions of the CSXT railroad corridor for a trail in this area. This option eliminates trail user conflicts with US 441 traffic and appears to offer several advantages from a trail standpoint. In addition, Mount Dora and Lake County propose a connection to the north side of SR 46 via a trail along the Mount Dora Water Treatment Plant access road and a tunnel under SR 46.

The second option would be to provide a trail along SR 46 west of Round Lake Road and run the trail through the US 441/SR 46 intersection. This option will result in several potential conflict points with US 441 traffic and is not a preference of Mount Dora or Lake County.

The third option was proposed by Mount Dora and involves crossing under US 441 north of SR 46 at the Summerbrooke entrance. This option would involve a cut under US 441 during reconstruction of the US 441/SR 46 interchange area. This concept appears feasible from a vertical profile standpoint, but existing topography on either side approaching US 441 is in a transition requiring careful design provisions to meet the grades. Mount Dora has recently indicated this is not a preferred multi-use trail alignment option, since the connecting trails on either side of US 441 would not be for multi-use purposes.

### **SR 46 Bypass east of Round Lake Road - Lake County**

The trail in this area has been proposed to run along the existing CSXT corridor which crosses the SR 46 Bypass south of existing SR 46. There are two basic options at this crossing which are an at-grade trail crossing or a trail bridge over the SR 46 Bypass. The trail bridge will reduce pedestrian/vehicle conflicts with a higher cost compared to the at-grade crossing.

### **East of Mount Plymouth - Lake County**

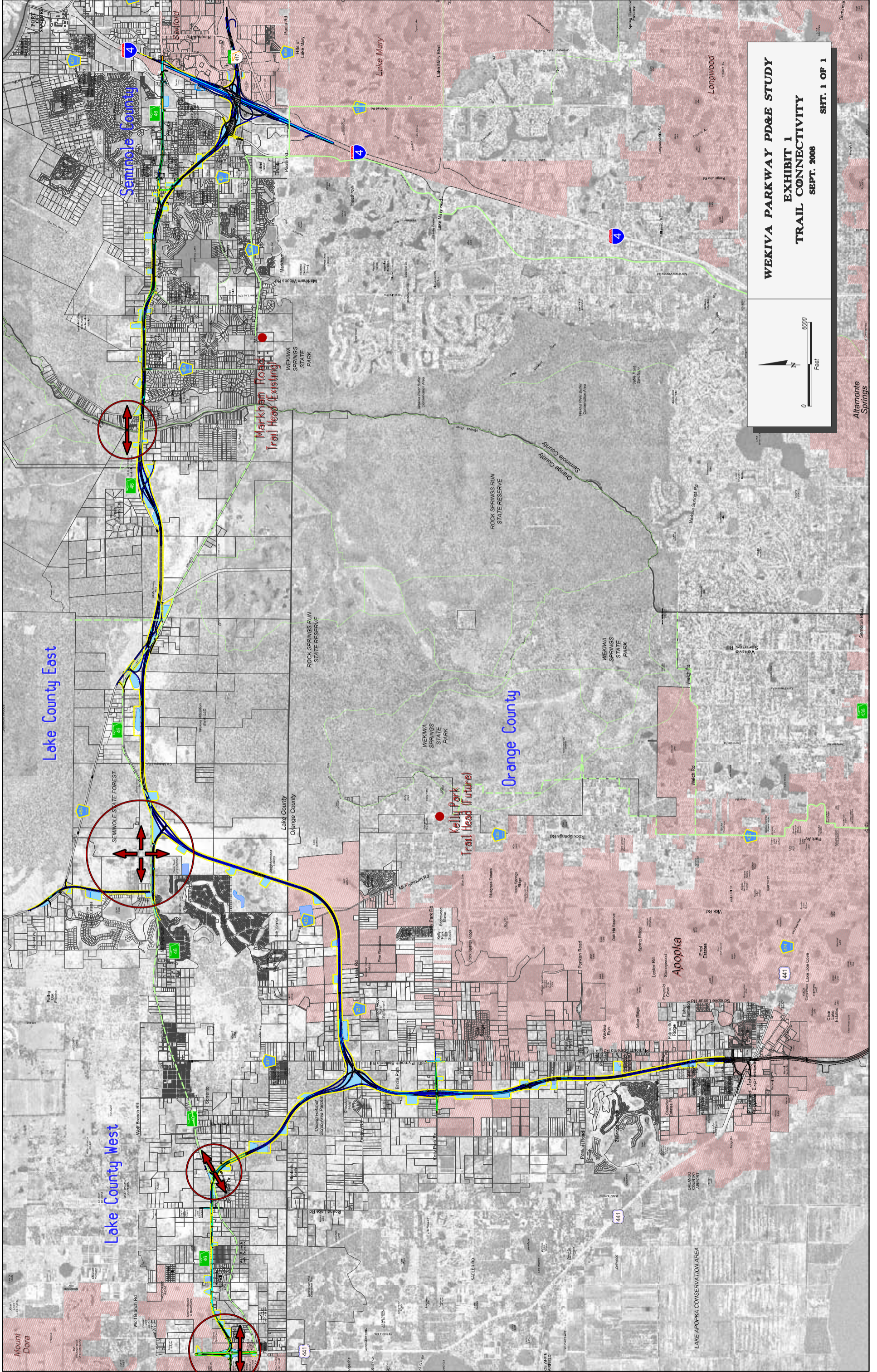
The possible trail connections in the east Lake County area suggest potential for a continued east-west trail (from US 441 to Seminole County), a potential connection to the south (to the West Orange Trail in Orange County), and perhaps a trail connection to the north (to SR 44). Based on coordination with Lake County, it appears that a trail will likely be located on the north side of the Wekiva Parkway east of Mount Plymouth. That will allow for fairly straight forward connections to the east, west, and north.

For connection to the south into Orange County the trail alignment could be located to the northwest of the Wekiva Parkway through the Neighborhood Lakes property and then run south along CR 435 to the Kelly Park area. As an alternative the trail could shift to the southeast side of the Wekiva Parkway near Old McDonald Road and extend to CR 435 to Kelly Park. Coordination with the public land managers of Neighborhood Lakes and Rock Springs Run State Reserve will be required.

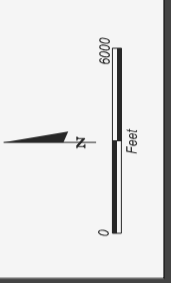
### **Wekiva River Crossing - Lake and Seminole Counties**

The potential trail crossing of the Wekiva River will need to occur in the same corridor area as the Wekiva Parkway. The Wekiva Parkway will be elevated above the river at an elevation much higher than the existing bridge and ground level on either side of the river. Consequently, the trail bridge should be located at a lower elevation than the Wekiva Parkway alignment. The trail bridge could be under the Wekiva Parkway at the river or just out board of the Wekiva Parkway.

*Note: The September 10, 2008 revisions of this memo were minor refinements of the text and attached exhibits to include updates from the recently adopted Lake County Trails Master Plan.*



**WEKIVA PARKWAY PD&E STUDY**  
**EXHIBIT 1**  
**TRAIL CONNECTIVITY**  
**SEPT. 2008**



Altamonte Springs

Lake County East

Lake County West

Orange County

441

441

426

426

426

426

Markham Road Trail Head (Existing)

Kelly Park Trail Head (Future)

Lake Mary

Longwood

LAKE APOPKA CONSERVATION AREA

Mount Dora

Spring Hill

Winter Springs

Winter Park

Wintergreen

Winter Park

Winter Park

Winter Park

Winter Park

Winter Park

Winter Park

Winter Park

Winter Park

Winter Park

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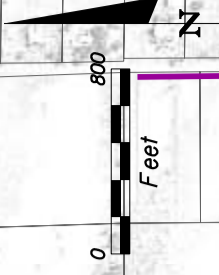
Winter Park

Winter Park

Winter Park

Winter Park

Winter Park



Round Lake Elem School

Round Lake Christian Church

Wiggins Br Well Drillin

S

WEKIVA PARKWAY PD&E STUDY  
EXHIBIT 2  
TRAIL LAYOUT CONCEPTS  
SEPT. 2008  
SHT. 1 OF 9

Sand Lake

Wolf Branch Sink Preserve

46

Sunrise Hill

Hacienda Hill

Top of the Hill

SUNSET VALLEY LAKE

Summerbrooke at Mount Dora

PER LAKE COUNTY LAKE WEKIVA TRAIL PLAN

Laurel Springs Good Samaritan Care Community

Renninger's Antiques

TRAIL STRUCTURE (TUNNEL)

Veranda Apartments

TRAIL STRUCTURE (TUNNEL)

Sunset Pond

PER LAKE COUNTY LAKE WEKIVA TRAIL PLAN

Mount Dora Water Treatment Plant

Robie Terrace

441

LAKE FRANKLIN

Southernite Mobile Home Park

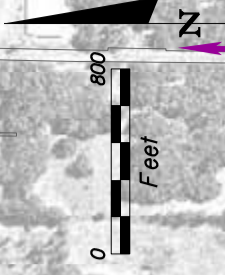
Cobble Hill Village

Dorset of Mount Dora

Overlook at Mount Dora

LAKE CO. CONCEPT  
ALTERNATIVE CONCEPT  
TRAIL STRUCTURE





Strawberry Ave

Harbeck Ln

ADAMS LAKE

Averill St

Sorrento

46

Swan Rd

Lake Amos

TRAIL STRUCTURE (OVERPASS)

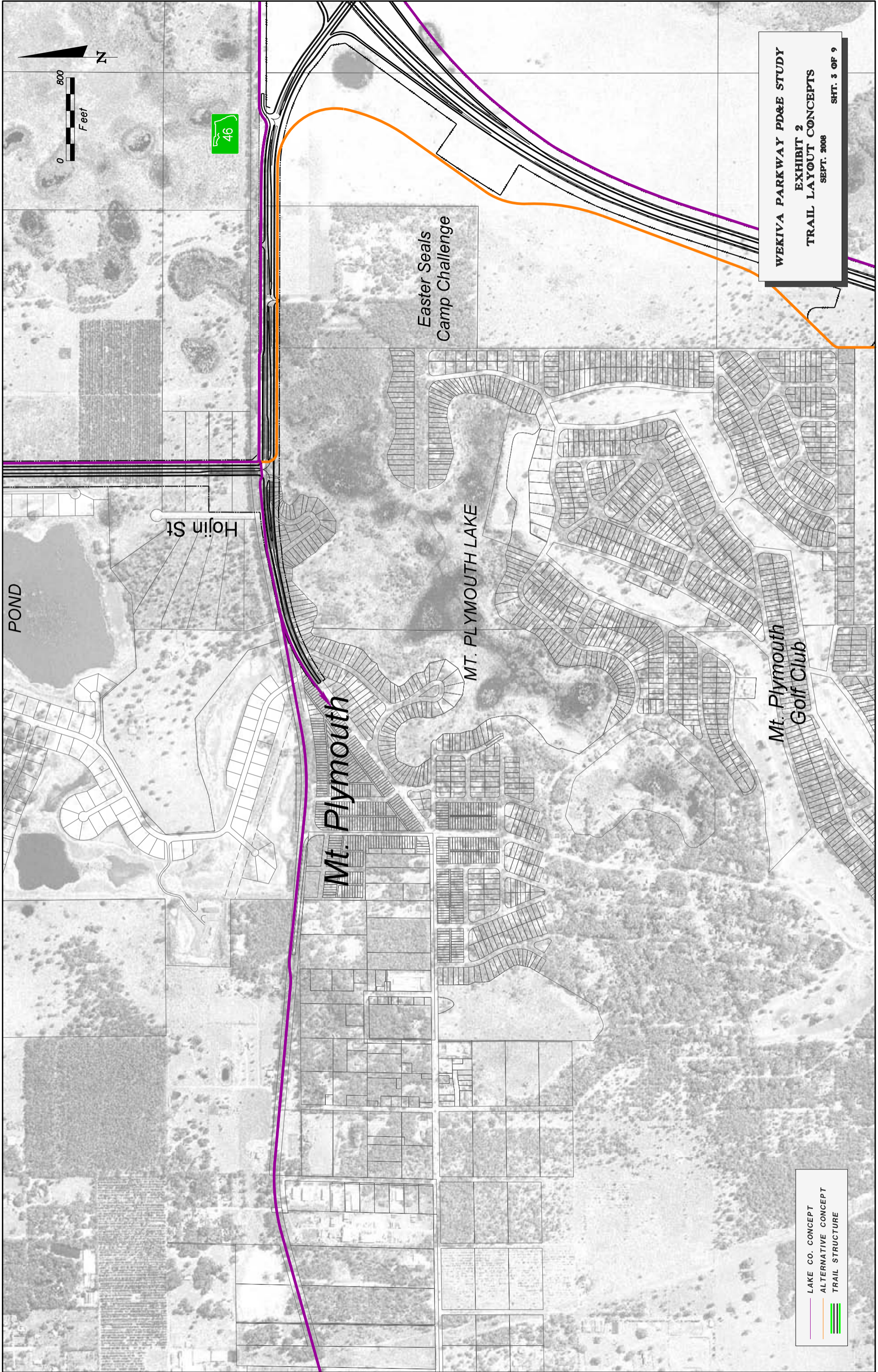
SUMMERSET FARMS

Coronado  
Somerset Dr

WEKIYA PARKWAY PD&E STUDY  
EXHIBIT 2  
TRAIL LAYOUT CONCEPTS  
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LAKE CO. CONCEPT  
ALTERNATIVE CONCEPT  
TRAIL STRUCTURE





POND

Hojin St

Mt. Plymouth

MT. PLYMOUTH LAKE

Easter Seals  
Camp Challenge

Mt. Plymouth  
Golf Club

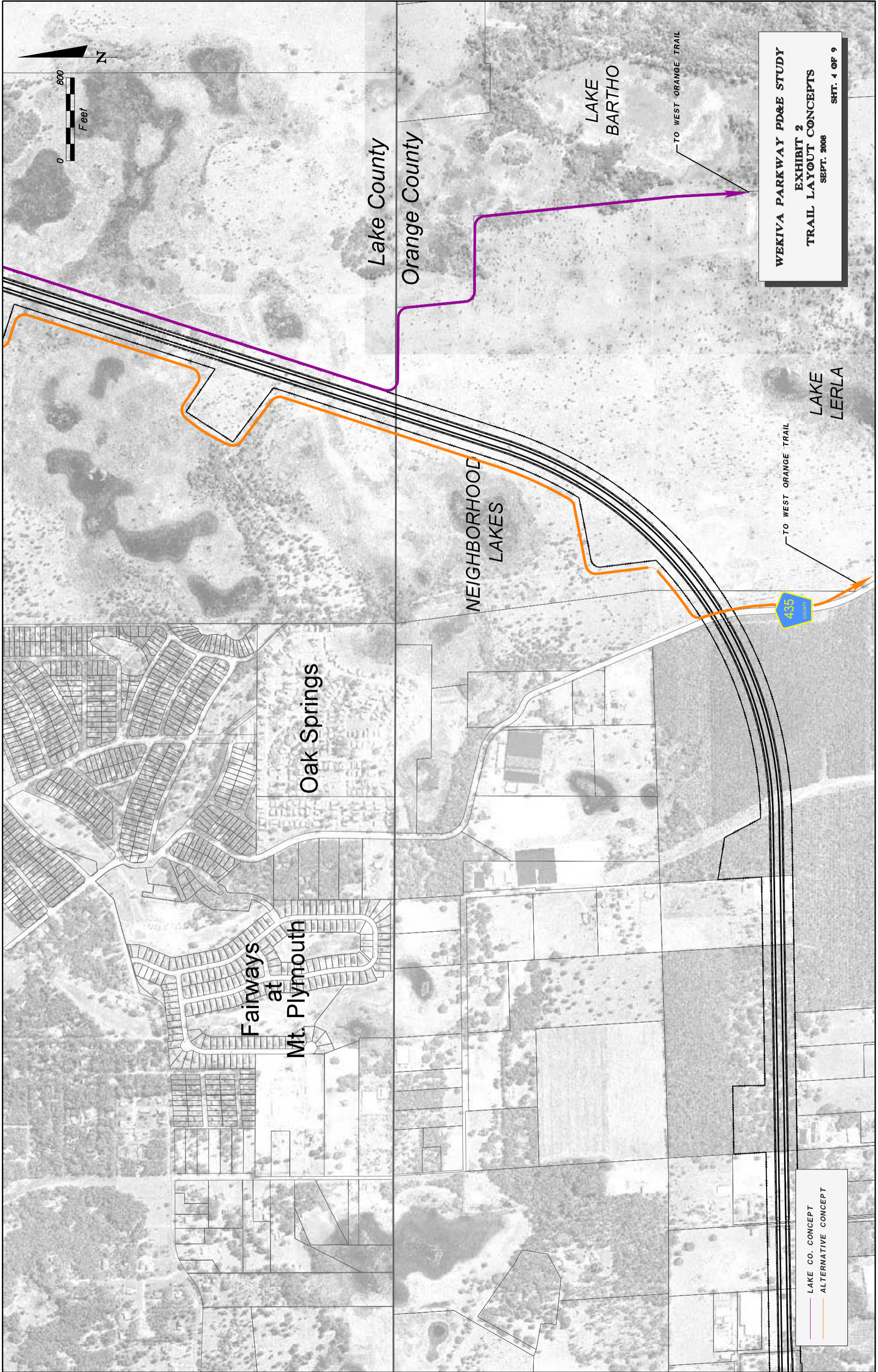
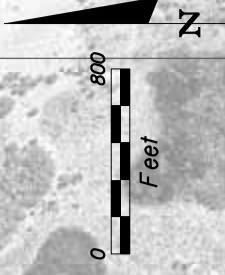
- LAKE CO. CONCEPT
- ALTERNATIVE CONCEPT
- TRAIL STRUCTURE

WEKIVA PARKWAY PD&E STUDY  
 EXHIBIT 2  
 TRAIL LAYOUT CONCEPTS  
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46



N



Lake County  
Orange County

LAKE  
BARTHO

TO WEST ORANGE TRAIL

**WEKIVA PARKWAY PD&E STUDY**  
**EXHIBIT 2**  
**TRAIL LAYOUT CONCEPTS**  
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LAKE  
LERLA

NEIGHBORHOOD  
LAKES

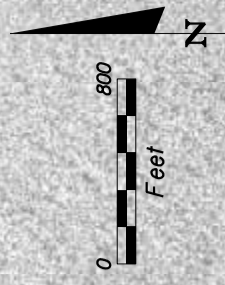
Oak Springs

Fairways  
at  
Mt. Plymouth

435  
COUNTY

TO WEST ORANGE TRAIL

LAKE CO. CONCEPT  
ALTERNATIVE CONCEPT



WEKIVA PARKWAY PD&E STUDY  
EXHIBIT 2  
TRAIL LAYOUT CONCEPTS  
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Rolling  
Oak  
Estates

Arundel Wy

High Hampton Cr

Heathrow  
Country Estates

DROTY  
SPRINGS



LAKE CO. CONCEPT

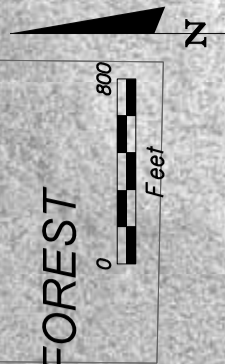
BEAR

SEMINOLE STATE FOREST

SEMINOLE STATE FOREST

Old McDonald Rd

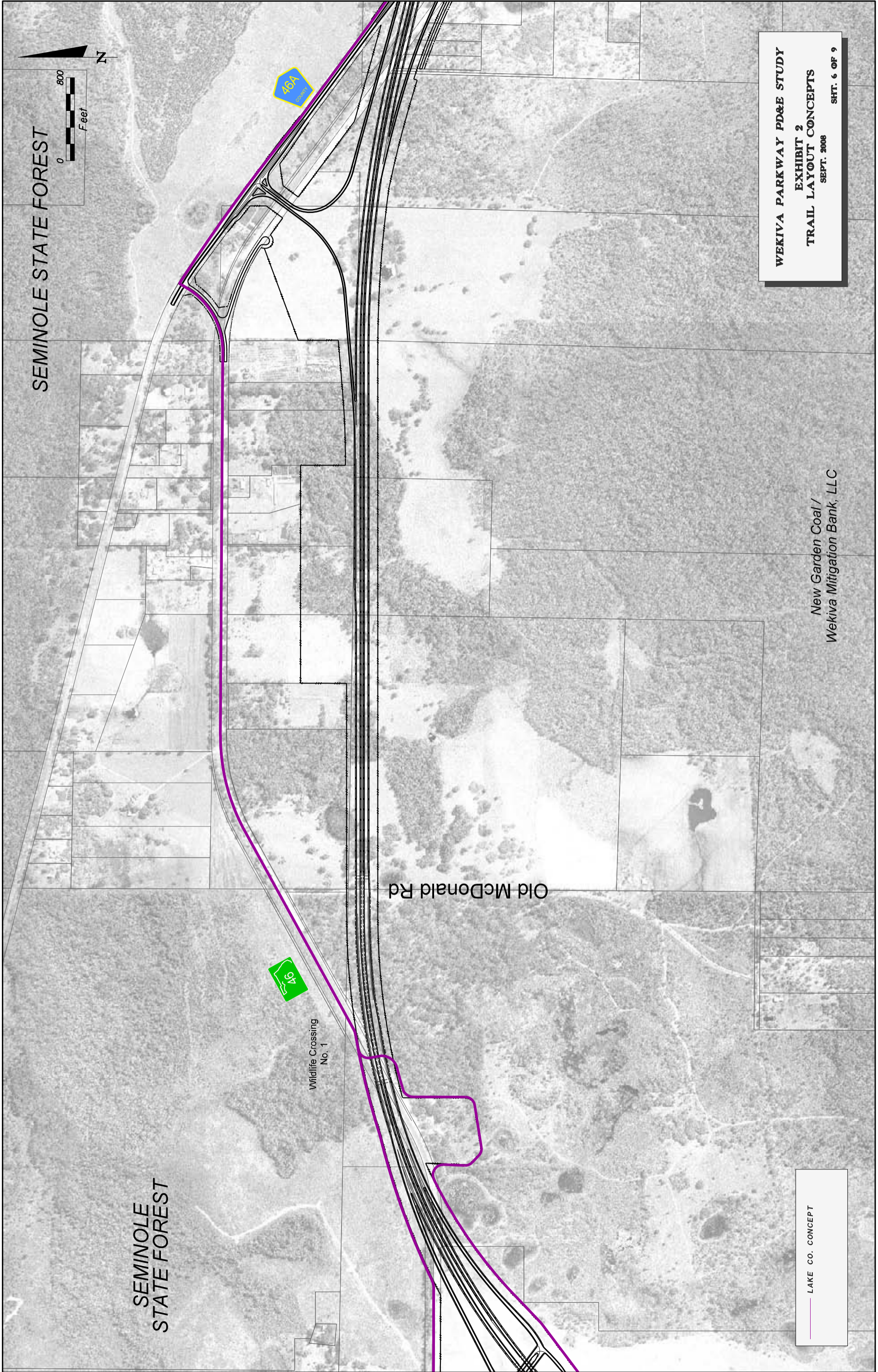
Wildlife Crossing  
No. 1



LAKE CO. CONCEPT

WEKIVA PARKWAY PD&E STUDY  
EXHIBIT 2  
TRAIL LAYOUT CONCEPTS  
SEPT. 2008  
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New Garden Coal /  
Wekiva Mitigation Bank, LLC



**WEKIVA PARKWAY PD&E STUDY**  
**EXHIBIT 2**  
**TRAIL LAYOUT CONCEPTS**  
SEPT. 2008

LAKE CO. CONCEPT

ATE FOREST

Ethel Dr

Wildlife Crossing  
No. 2

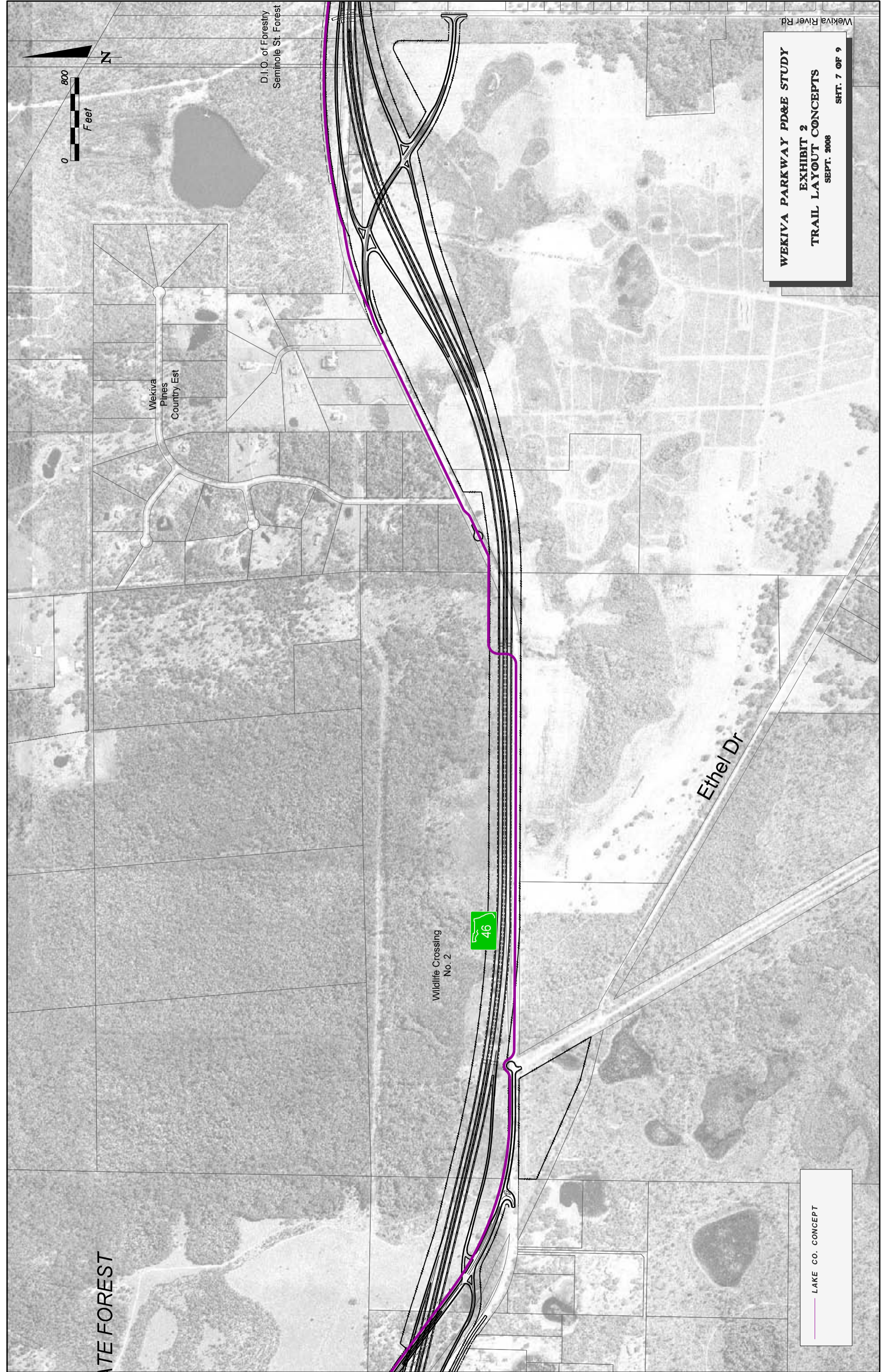


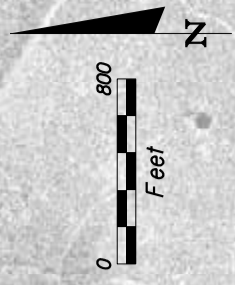
D.I.O. of Forestry  
Seminole St. Forest

Wekiva  
Pines  
Country Est



N





**WEKIVA PARKWAY PD&E STUDY**  
**EXHIBIT 2**  
**TRAIL LAYOUT CONCEPTS**  
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SEMINOLE CO. CONCEPT  
 TRAIL STRUCTURE

WEKIVA PARKWAY PD&E STUDY  
EXHIBIT 2  
TRAIL LAYOUT CONCEPTS  
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SEMINOLE CO. CONCEPT  
MAJOR TRAIL HEAD



## *PER Excerpt*

### **Pedestrian/Bicycle Facilities**

The Wekiva Parkway is proposed as a limited access facility. Florida Statutes (Section 316.091 (2)) prohibit pedestrians and bicycles on limited access facilities. As interpreted by FDOT's Deputy General Counsel, the construction of bicycle and pedestrian paths and trails are not prohibited along limited access highways as long as the pedestrians and bicyclists (and other users) do not use or enter upon the ramps or roadway surfaces. FDOT, District Five has indicated trails will not be allowed within the limited access right-of-way unless there are no other alternatives.

The following is a discussion on pedestrian/bicycle facilities (i.e., sidewalks, bikeways, trails and greenways) with the project study area. These facilities are categorized by use. Bikeway facilities include bike lanes, bike routes, and/or paved shoulders. Trail facilities include paved and unpaved multi-use trails. Greenway facilities are corridors of protected open space that are managed for conservation and/or recreation.

#### **Sidewalks and Bikeways**

The majority of the roadways within the study area were constructed prior to current design standards and do not include pedestrian and/or sidewalk facilities. Newer subdivisions, built since changes in land development codes requiring sidewalks were enacted, have sidewalks on both sides of the streets.

The only sidewalks within the study area are located in Seminole County along the south side of SR 46 in front of Estates at Wekiva Park, along Longwood Markham Road, along the entrance road to Lake Forest subdivision and along the north side of SR 46 in front of the Lake Forest Village Shops. Any existing sidewalks impacted by the Preferred Alternative will be reconstructed as part of the proposed improvements.

According to METROPLAN ORLANDO's Existing, Funded & Prioritized Bicycle & Pedestrian Projects, the paved shoulders along SR 46 in Seminole County constitute bicycle and pedestrian facilities. The proposed project will impact the existing paved shoulder along portions of SR 46 in Seminole County. In compliance with Section 109(m) of 23 USC, the proposed project along SR 46 will provide bicyclists a reasonable alternative to the existing facility. Sidewalks and undesignated bicycle lanes are included in the SR 46 urban controlled access typical section proposed for the project. Four-foot paved shoulders that can be utilized by bicyclists are provided on the urban typical section for SR 46 in Lake and Seminole Counties. Sidewalks for pedestrians are also provided in the SR 46 proposed typical section. The proposed CR 46A Realignment rural controlled access typical section includes five feet of shoulder pavement within the 12-foot outside shoulders that will accommodate bicyclists. No sidewalks are proposed for this rural roadway.

#### **Trails**

Numerous hiking, bicycling, horseback riding, and canoe trails are located within the state-owned public lands adjacent to the Wekiva Parkway study corridor. These lands include Wekiwa Springs State Park, Rock Springs Run State Reserve, Seminole State Forest, and Lower Wekiva Preserve State Park. These trails are included in the Florida National Trail system.

The Florida National Scenic Trail generally follows the paths of other existing and planned trails. The Cassia section of the trail extends from Longwood to the Ocala National Forest. Within Seminole County, the trail runs west along the Seminole-Wekiva bicycle path from Markham Road, north along Lake Markham Road to SR 46. The trail crosses to the north side of SR 46, loops into the Lower Wekiva Preserve State Park and then crosses into Lake County at the Wekiva River bridge. From there the trail enters the Seminole State Forest to SR 44. Loops and side trails of the Florida National Scenic Trail are located in Wekiwa Springs State Park and Rock Springs Run State Reserve.

Orange County's West Orange Trail currently terminates at Welch Road, approximately 3 miles east of the proposed Wekiva Parkway alignment. Phase I of the existing trail extends 5 miles from the Lake County line to Winter Garden; Phase II extends 14 miles to US 441 in Apopka; Phase III extends 2.7 miles to Welch Road. Phase IV of the trail will extend north to Kelly Park and east to Wekiwa Springs State Park. Construction for this phase of the project is funded for Fiscal year 2007/2008.

There are currently no existing multi-use trails within or adjacent to the Lake County portion of the study corridor. The Lake-Sumter MPO 2025 L RTP 2025 Cost Affordable Sidewalks Plan shows a "Candidate Rails-to-Trails" alignment along the existing SR 46 alignment; however, the plan states that "costs to include multi-use trails along SR 46 and Wekiva Parkway are expected to be included in the construction costs for these projects."

The Seminole-Wekiva Trail in Seminole County is considered one of the County's four major trails, which also include the Cross Seminole Trail, the Flagler Trail, and the Florida National Scenic Trail, discussed above. The Seminole-Wekiva Trail currently extends from SR 436 in Altamonte Springs to the Markham Trailhead located on Markham Road, just west of Lake Markham Road. Plans to extend the trail south to connect with the West Orange Trail, and northwest along Lake Markham Road and SR 46 to the Wekiva River are currently unfunded.

The METROPLAN ORLANDO 2025 L RTP proposes over \$74 million in bicycle and pedestrian facilities, of which only about 23% has been programmed. There are no programmed trails within the project study corridor at this time.

FDOT and the Expressway Authority have committed to make reasonable accommodations for a multi-use trail and are working with local government stakeholders to determine how a trail would interface with Wekiva Parkway and SR 46. Any such trail must be outside of limited access right-of-way, except at approved crossing points, and any costs associated with a trail are not a part of this project.

A review of existing, planned, and proposed trails overlaid with the proposed Wekiva Parkway alignment indicates that there are four key locations along the Wekiva Parkway corridor where trail connectivity needs to be considered. Those locations, as depicted on **Exhibit 4-10**, are as follows:

- US 441 near SR 46 - Lake County
- SR 46 Bypass east of Round Lake Road - Lake County
- East of Mount Plymouth - Lake County
- Wekiva River Crossing - Lake and Seminole Counties

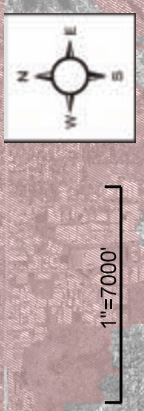
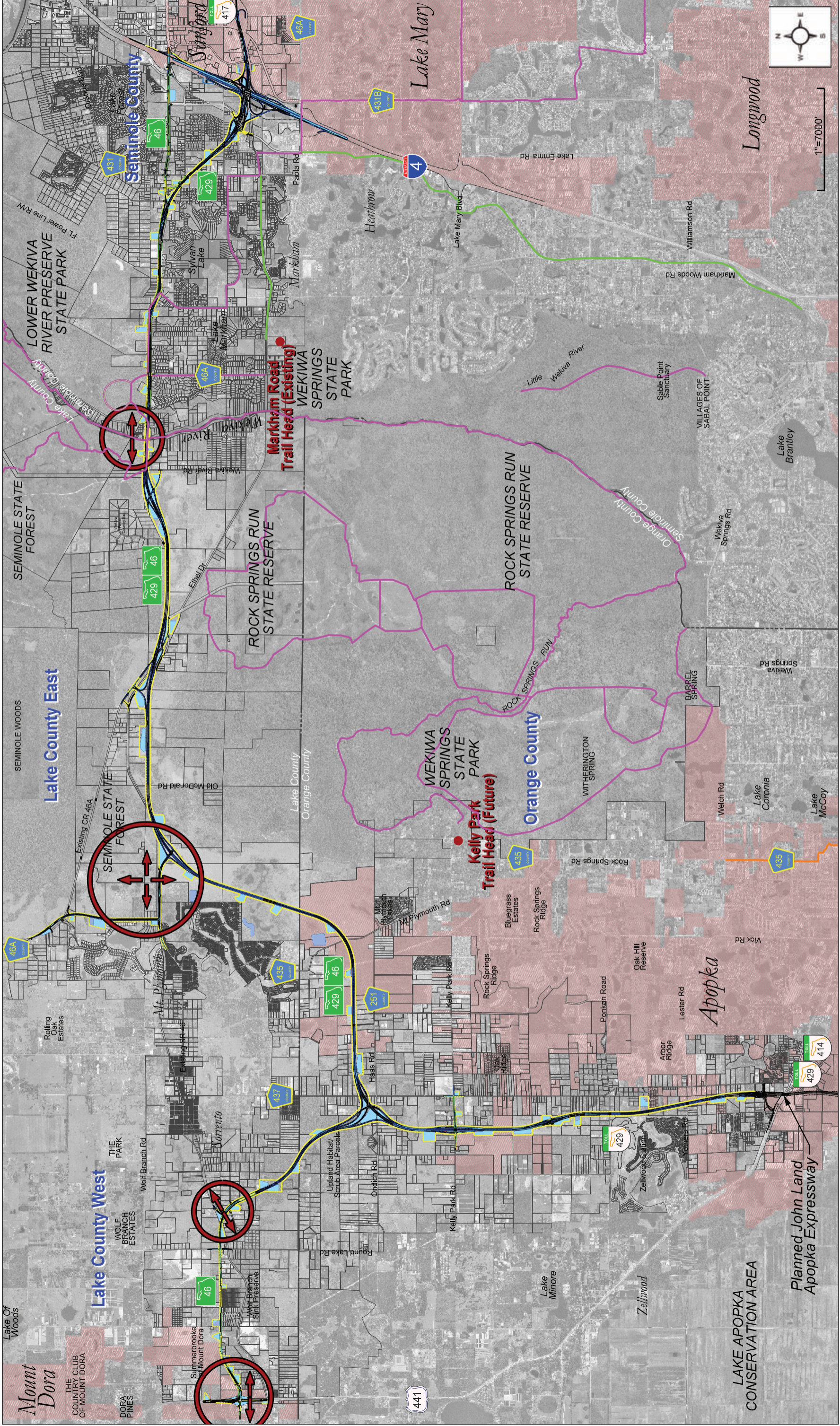
## Wekiva-Ocala Greenway

Efforts to conserve a continuous natural corridor spanning from Wekiwa Springs State Park to the Ocala National Forest began in the 1960's. The State of Florida, as part of the Florida Forever project, has acquired approximately 65% of the tracts needed to complete the Wekiva-Ocala Greenway. Public conservation lands currently included in the Wekiva-Ocala Greenway include Wekiva River Buffer Conservation Area, Wekiwa Springs State Park, Rock Springs Run State Reserve, Lower Wekiva River Preserve State Park, Black Bear Wilderness Area, Hontoon Island State Recreation Area, and Blue Spring State Park.

The 2006 Florida Forever Five-Year Plan lists the essential tracts within the study area yet to be acquired as Seminole Springs/Woods, and New Garden Coal (now the Wekiva River Mitigation Bank). The SR 429/Wekiva Parkway study corridor crosses through portions of Rock Springs Run State Reserve, Seminole State Forest, and Lower Wekiva River Preserve State Park along the existing SR 46 corridor.

Changes in land ownership with respect to the potential acquisition lands within the Wekiva-Ocala Greenway have occurred since the results of the *Wekiva River Basin Coordination Committee Final Report* recommendations were adopted into the *Wekiva Parkway and Protection Act*. Most notably, the New Garden Coal property has been purchased by Mitigation Marketing, LLC doing business as Wekiva River Mitigation Bank. In May 2005, FDOT and the Expressway Authority acquired for the State of Florida a perpetual conservation easement over the entire 1,553 acres, excluding the required right-of-way for Wekiva Parkway. The agreement protects the environmentally sensitive land from future development.

The goals of Mitigation Marketing, LLC for the Wekiva River Mitigation Bank include hydrological restoration and enhancement of the natural flora/fauna habitat, goals that are consistent with the goals of Florida Forever.



LEGEND

- Florida National Scenic Trail
- Seminole Wekiwa Trail
- West Orange Trail



Potential Trail Connectivity

Exhibit 4-10

Trail and Greenway Facilities



## Appendix C

### Comments from Trail Stakeholders

Comments from  
Florida Dept. of Transportation, District Five  
Bicycle and Pedestrian Coordinator

**From:** Carter, Joan [Joan.Carter@dot.state.fl.us]

**Sent:** Friday, September 19, 2008 4:27 PM

**To:** Lewis, David/ORL

**Cc:** Stanger, Brian

**Subject:** RE: Wekiva Pkwy - Trails Interface Meeting

David: I thought the meeting turned out quite well. Many of the core issues were raised (amicably) and there is a potential direction for further work in the trails realm. Thank you. J

Joan Carter, M.A., Bicycle and Pedestrian Coordinator

D5, Florida Dept. of Transportation

719 South Woodland Blvd., MS 562

DeLand, FL 32720 Tel. 386.943.5335

"Great things can be done if you don't care who gets the credit."

---

**From:** David.Lewis2@CH2M.com [mailto:David.Lewis2@CH2M.com]

**Sent:** Friday, September 19, 2008 4:02 PM

**To:** gquigley@LakeCountyFl.gov; teicher@LakeCountyFL.gov; dgraeber@inwoodinc.com; quinm@ci.mount-dora.fl.us; ReggentinM@ci.mount-dora.fl.us; Beth.Jackson@ocfl.net; Bill.Thomas@ocfl.net; DMartin@seminolecountyfl.gov; MWilson@metroplanorlando.com; MWoods@LakeSumterMPO.com; tburke@lakesumtermo.com; tara@ecfrpc.org; Carter, Joan; bishopj@doacs.state.fl.us; warren.poplin@dep.state.fl.us; gregory.walker@dep.state.fl.us; Matt.Klein@dep.state.fl.us; kwimmer@fs.fed.us; meno@fs.fed.us; kschue@tnc.org; petedurnell@aol.com; chlee2@earthlink.net; McDermott, Daniel

**Cc:** Stanger, Brian; Marsh, David; mbrookssr417@cfl.rr.com; Mark.Callahan@CH2M.com

**Subject:** Wekiva Pkwy - Trails Interface Meeting

Attached is a PDF of the sign-in sheet from today's meeting. As we discussed at the meeting, I look forward to receiving your written comments so we may finalize the trail assessment.

Comments from  
The Nature Conservancy



**From:** Keith Schue [kschue@tnc.org]

**Sent:** Tuesday, September 23, 2008 9:54 AM

**To:** Lewis, David/ORL

**Cc:** teicher@LakeCountyFl.gov; dgraeber@inwoodinc.com; MWilson@metroplanorlando.com;

MWoods@LakeSumterMPO.com; chlee2@earthlink.net; gquigley@LakeCountyFl.gov

**Subject:** RE: Wekiva Pkwy - Trails Interface Meeting

**Attachments:** Lake-Wekiva Trail.pdf

Hello David,

I believe Friday's meeting went well. Please accept the following comments and recommendations on behalf of The Nature Conservancy (TNC) regarding CHM2Hill's Wekiva Trail Assessment.

1. The trail assessment should be very clear that if a particular concept is depicted, that it is just one option intended to answer the simple question of whether it is possible to maintain a connection for bicycle/pedestrian use; however, other options may also be feasible and perhaps even preferable.
2. The trail assessment should recommend that a more detailed **Wekiva Trail study** be conducted to consider all possibilities and issues, such as other alignment options for the trail, the river crossing, surface type, appropriate use and public land management. The Wekiva Parkway plan itself was the culmination of a significant collaborative effort by multiple agencies and organizations, involving "out-of-the-box" thinking to meet regional transportation needs while protecting the environs of the Wekiva basin. It is therefore highly appropriate that this same type of creative process apply when considering a trail for bicycle/pedestrian use through this area.
3. Based on our review, The Nature Conservancy believes that a concept which retains part of the SR46 road bed as a paved surface adjacent to the Wekiva Parkway carries a number of deficiencies from both an environmental and trail-user standpoint. Located immediately next to the traffic and noise of a major expressway, such a trail is unlikely to provide a pleasant experience for trail users or foster an appreciation for public lands through which it passes. Furthermore, the location of pavement directly in front of wildlife crossings built under the expressway may discourage the use of those structures by wildlife, interfere with the planting and growth of vegetation necessary to facilitate their use, and invite inappropriate human activities around and under those structures where wildlife is expected to cross. We believe that it may be possible to develop an alternative design that offers a more meaningful recreational experience while providing greater protection and awareness of natural resources within the basin. Rather than running directly along the Wekiva Parkway, such a trail concept could be integrated more closely with amenities of the state park system. With attractive trail heads, information about historic sites, and access to equestrian opportunities, such an alternative could complement the park system and showcase the Wekiva basin as a natural resource for people to appreciate and enjoy. TNC recognizes that a thorough evaluation of all impacts and issues, including management, would be required for any concept proposed and that any solution would also require the support of public land managers. The recommended **Wekiva Trail study** is an appropriate mechanism to evaluate these options. (Please also see the attached excerpt from the Lake County Trails Master Plan, which describes possible alternatives.)

As expressed on Friday by Charles Lee, Director of Advocacy for the Audubon of Florida, we believe that a "bigger picture" ought to come into view when considering the long-term stewardship of natural resources. Providing for appropriate access to public conservation land is necessary to foster an appreciation for those lands and ultimately secure a lasting commitment to their protection by generations that follow. We see trails as a key part of that effort and believe that a unique opportunity to accomplish this may exist within the Wekiva basin.

Please provide a draft of CH2MHill's trail assessment for our review once comments are received and incorporated. Thank you again for requesting our input.

Keith

---

**Keith Schue**  
*Transportation Liaison*

kschue@tnc.org  
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(407) 448-0874 (Cellular)  
(407) 682-3077 (Fax)

**The Nature Conservancy**  
**Florida Chapter Office**  
222 So. Westmonte Dr., Ste. 300  
Altamonte Springs, FL 32714



[nature.org](http://nature.org)

---

**From:** David.Lewis2@ch2m.com [mailto:David.Lewis2@ch2m.com]

**Sent:** Friday, September 19, 2008 4:02 PM

**To:** gquigley@LakeCountyFl.gov; teicher@LakeCountyFl.gov; dgraeber@inwoodinc.com; quinm@ci.mount-dora.fl.us; ReggentinM@ci.mount-dora.fl.us; Beth.Jackson@ocfl.net; Bill.Thomas@ocfl.net; DMartin@seminolecountyfl.gov; MWilson@metroplanorlando.com; MWoods@LakeSumterMPO.com; tburke@LakeSumterMPO.com; tara@ecfrpc.org; Joan.Carter@dot.state.fl.us; bishopj@doacs.state.fl.us; warren.poplin@dep.state.fl.us; gregory.walker@dep.state.fl.us; Matt.Klein@dep.state.fl.us; kwimmer@fs.fed.us; meno@fs.fed.us; Keith Schue; petedurnell@aol.com; chlee2@earthlink.net; daniel.mcdermott@dot.state.fl.us

**Cc:** Brian.Stanger@dot.state.fl.us; david.marsh@dot.state.fl.us; mbrookssr417@cfl.rr.com; Mark.Callahan@ch2m.com

**Subject:** Wekiva Pkwy - Trails Interface Meeting

Attached is a PDF of the sign-in sheet from today's meeting. As we discussed at the meeting, I look forward to receiving your written comments so we may finalize the trail assessment.

## Section 7.0 – Trails

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### 7.1.8 Lake-Wekiva Trail (Mount Dora to Seminole-Wekiva Trail)

Almost 15 miles in length, the Lake-Wekiva Trail will eventually provide a critical connection between the Lake County Trails Network and the Seminole-Wekiva Trail, West Orange Trail, and the Florida Scenic Trail. The Lake-Wekiva Trail begins in Mount Dora at the Tremain Street Trailhead and travels east to the Wekiva River.

The Lake County Trails Network, in conjunction with recreation and eco-tourism, will attract visitors to east Lake County and help to raise awareness of the importance of preserving key ecosystems and the availability of state and county recreational opportunities. Each trail segment will need to be appropriately designed in accordance with its setting, which could vary from a paved or unpaved trail to an elevated boardwalk if the trail crosses wetlands or other environmentally sensitive areas. Depending on the concept implemented, completion of the trail could depend upon future plans for the Wekiva Parkway, a limited-access road replacing portions of SR46 within the Wekiva basin. Provisions for a trail system are included in commitments made by the FDOT as part of the PD&E Study for the roadway. In June of 2008, the Lake County Board of County Commissioners adopted a resolution in support of the Lake-Wekiva Trail.

As envisioned, trail users will be able to enjoy the abundance of natural areas in East Lake County and cultural amenities such as historic downtown Mount Dora, where they can dine at restaurants or enjoy shopping. The trail will also connect neighborhoods to schools and parks, as well as provide a regional connection to Seminole and Orange Counties.

Various options exist for design of the Lake-Wekiva Trail through state conservation lands, including Rock Springs Run State Reserve and Seminole State Forest. The concept detailed as an appendix of this report locates the trail next to the Wekiva Parkway, using portions of SR46 to be abandoned as part of that project. Another concept previously considered follows a portion of the abandoned railroad alignment through Rock Springs Run State Reserve, thereby integrating the trail more closely with public lands. Such a design could provide a more pleasant recreational experience away from the highway, offer greater access to nature-based recreation within the state park system, and minimize conflict between the trail and bridged sections of the Wekiva Parkway designed for wildlife movement. Additional

recreational or educational amenities, such as a Nature Center, could complement the trail system and provide an origin or destination for users. Special attention to environmental factors, including potential impacts to habitat, ecosystem connectivity, and land management, is critical. Further detailed evaluation of all options will be necessary to determine the most appropriate location, surface design, and use of the Lake-Wekiva trail in this sensitive area.

Figures 7-19 and 7-20 describe the overall trail segments, locations, design concepts, major connector trails, implementation approach, and estimated cost for the Lake-Wekiva Trail.

Comments from  
Florida Trail Association

**From:** PeteDurnell@aol.com

**Sent:** Wednesday, September 24, 2008 3:25 PM

**To:** Lewis, David/ORL

**Cc:** kwimmer@fs.fed.us; dstewart-kent@floridatrail.org; fdavis6539@msn.com; lourayfl@hotmail.com

**Subject:** Wekiva Parkway - Trails Interface Meeting

Dear David,

Thanks so much for hosting the Wekiva Parkway - Trails Interface meeting last Friday. My comments are:

1. We understand that CH2MHill's charter for this was to provide a reasonable "trail" route connector over the Wekiwa River and that your charter does not include alternatives outside of the Parkway right of way.
2. CH2MHill did provide that interface with possibilities for trail connectivity over/under/around the proposed bridge and would reasonable satisfy our trail connectivity.
3. However, it must be understood that it is imperative that our trail, the Florida National Scenic Trail, not be severed at this point - or any other point - as it is both a long distance wilderness trail and one of national scenic significance.
4. Crossing the river at this point in conjunction with a multi-lane, paved motorized highway is not our preferred method and alternatives as suggested at Friday's meeting would be more acceptable for our purposes.
5. We recommend that further study of trail connectively by such agencies as necessary be pursued and that CH2MHill endorse such a study in order to better accommodate bike, pedestrian, and wilderness hiking users.

Again, thanks for your work on this and I hope I have provided the feedback you requested.

Peter S. Durnell

President

**FLORIDA TRAIL ASSOCIATION, Inc**

5415 SW 13th Street

Gainesville, FL 32608

[www.floridatrail.org](http://www.floridatrail.org)

877-HIKE-FLA

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Comments from  
Lake County Parks and Trails

**From:** Eicher, Thomas [TEicher@lakecountyfl.gov]

**Sent:** Thursday, September 25, 2008 10:21 AM

**To:** Lewis, David/ORL

**Cc:** Joan.Carter@dot.state.fl.us; Brian.Stanger@dot.state.fl.us; Woods, Michael; Tara; MWilson@metroplanorlando.com; beth.jackson@ocfl.net; Quigley, Gallus; David Graeber; Bill. Thomas@ocfl.net; kshue@tnc.org; ReggentinM@ci.mount-dora.fl.us; clee@audubon.org; Bonilla, Roberto; DMartin@seminolecountyfl.gov

**Subject:** Lake Wekiva Trail

**Attachments:** rail bank.pdf

Good morning Dave,

Thank you for the opportunity to review the Technical memorandum titled Trail Assessment for the Wekiva Parkway /SR 46 Realignment PD&E Study at the meeting held in you office on Friday September 19, 2008. It is our understanding that your task is to provide an analysis of whether or not the trail alternatives shown in the Lake County Trails Master Plan could be reasonably accommodated. In addition, it is not the intent of your analysis to discuss the funding of the trails or the related issue of bicycle-pedestrian connectivity.

Based on our review of the materials and information presented, the Wekiva Parkway could accommodate the planned Lake-Wekiva Trail and the West Orange Trail Connector.

We request that a clear commitment be outlined in the Environmental Assessment to require coordination with Lake county, Seminole county, Orange County, The East central Florida Regional Planning Council, Mount Dora and the Lake-Sumter MPO prior to approval of any future design scope for phases of the Wekiva Trail.

Two issues concern Lake County. The first issue involves the intersection of the widened and realigned SR 46 with the trail about 1600' east of Round Lake road. The concept plans for SR 46 are shown to intersect the active CSX railroad near a proposed signal. While these plans could accommodate a trail with either a trail overpass or an at-grade crossing, the design impacts our right of way acquisition strategy. Because the railroad is active, ongoing coordination has occurred between Lake County, Mt Dora, the Lake-Sumter MPO and CSX to plan the Lake-Wekiva Trail. The current right of way acquisition strategy for this portion of rail road right of way is rail banking. I have attached a 2 page document that briefly describes this process.

The preliminary design of the realigned SR 46 would make this method of acquisition impossible due to the impacts on the railroad corridor. What method of acquisition of the

existing active railroad right of way is proposed for the Wekiva Parkway?

The second issue is the replacement of the existing bicycle and pedestrian transportation connectivity for the SR 46 corridor. Presently, SR 46 provides bicycle and pedestrian transportation connectivity with paved shoulders.

This transportation connectivity is severed in areas where existing SR 46 is abandoned as shown in the conceptual plans for the Wekiva Parkway.

Are there plans to continue to provide future bicycle and pedestrian transportation connectivity along SR 46?

On a similar note, the crossing of the Wekiva River is a critical regional and local connection for bicycles and pedestrians. The existing bicycle and pedestrian connection does not appear to be replaced. Is it the proposal of the FDOT to eliminate this connection at the time of construction of the Wekiva Parkway unless external funding is provided to construct bicycle and pedestrian accommodations?

We believe bicycle and pedestrian accommodations have never been more important to our roadway transportation network. Currently, the PD&E Study of the Lake-Wekiva Trail is a prioritized project by the Lake-Sumter MPO. It is our intent that the planned Lake-Wekiva Trail be mutually beneficial in addressing the transportation and recreational needs of east Lake County, Seminole County, and Orange County.

We look forward to working with you to ensure that the needs of bicyclists and pedestrians are met.

Thank you for this opportunity.

Tom Eicher  
Manager - Parks & Trails  
352-253-4954



## Fact Sheet

# Railbanking — What, Where, Why, When and How

In 1983, concerned by the rapid contraction of America's rail network, the U.S. Congress amended the National Trails System Act to create the railbanking program. Railbanking is a method by which lines proposed for abandonment can be preserved for future rail use through interim conversion to trail use.

Railbanking can be requested by either a public agency or a qualified private organization at the time that the railroad files for abandonment with the Surface Transportation Board (STB), formerly the Interstate Commerce Commission. The railbanking request must be sent to the STB in Washington, D.C., and must at the very minimum include a Statement of Willingness To Assume Financial Responsibility. Since the abandoning railroad company must agree to negotiate a railbanking agreement, a copy of the request for railbanking must be served on the railroad at the same time it is sent to the STB.

A Public Use Condition (PUC) request is a request that is complementary to a request for railbanking. If a PUC request is made to the STB, the STB will place a restriction on the abandonment that prevents the railroad company from selling off or otherwise disposing of any property or trail-related structures, such as bridges or culverts, for a period of 180 days after the abandonment is authorized. This PUC gives the prospective trail manager some breathing room for preparing an offer to the railroad. (The PUC is also a good backup device should the railroad not agree to railbanking since the STB will issue a PUC regardless of whether the railroad agrees.)

There are several other important points regarding railbanking:

1. A railbanking request is not a contract and does not commit the interested party to acquire any property or to accept any liability. It invites negotiation with the railroad company under the umbrella of railbanking.
2. A party filing a Statement of Willingness To Assume Financial Responsibility is not accepting any financial responsibility. It is merely expressing an interest in possibly doing so.
3. The tracks and ties on a railbanked line can be removed.

However, bridges and trestles must remain in place, and no permanent structures can be built on the right-of-way.

4. Railbanking can only be requested for a rail line that is still under the authority of the STB. The STB has authority over the corridor until the railroad files a notice of consummation, which must be filed within one year of the abandonment decision (unless the railroad requests an extension). If no notice of consummation is filed by the railroad within one year, abandonment authorization lapses. Railbanking requests are due within the period specified in the applicable notice of abandonment. However, late-filed requests will be accepted for good cause so long as the STB retains authority to do so.
5. Some railroad rights-of-way contain easements that revert back to adjacent landowners when an abandonment is consummated. However, if a line is railbanked, the corridor is treated as if it had not been abandoned. As a result, the integrity of the corridor is maintained, and any reversions that could break it up into small pieces are prevented.
6. Railbanking can be affected through a sale, a donation or a lease of the corridor. The details of which are subject to negotiation with the railroad.
7. A railbanked line is subject to possible future restoration of rail service. The abandoning railroad can apply to the STB to resume rail service on a railbanked corridor which will then vacate the trail use ordinance. The terms and conditions of a transfer back to rail service must be negotiated with the trail manager.

A more thorough discussion of railbanking and other legal issues related to rails-to-trails conversions can be found in *Secrets of Successful Rail-Trails: An Acquisition and Organizing Manual for Converting Rails into Trails*, available online at [www.railstotrails.org](http://www.railstotrails.org).

On the back is a sample of a request for railbanking including a Statement of Willingness to Assume Financial Responsibility and a Public Use Condition. The items in italics are to be completed by the prospective trail agency or group.

[Date]

Honorable Anne K. Quinlan  
Acting Secretary  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423-0001

Re: [Name of Railroad Company] Abandonment in [Name of County and State], [STB Docket Number]

Dear Ms. Quinlan:

This request is filed on behalf of [Agency Name] which is a [political subdivision or government agency interested in transportation and/or natural resources, private public interest organization interested in conservation and/or recreation, etc.], which is hereinafter referred to as 'proponent'.

While not taking a position on the merits of this abandonment, proponent requests issuance of a Public Use Condition as well as a Certificate or Notice of Interim Trail Use rather than an outright abandonment authorization between [endpoint a] and [endpoint b].

A. Public Use Condition

Proponent requests the STB to find that this property is suitable for other public use, specifically trail use, and to place the following conditions on the abandonment:

1. An order prohibiting the carrier from disposing of the corridor, other than the tracks, ties and signal equipment, except of public use on reasonable terms. The justification for this condition is that [example: the rail corridor in question is along a scenic river and will connect a public park to a major residential area. The corridor would make an excellent recreational trail and conversion of the property to trail use is in accordance with local plans. In addition, the corridor provides important wildlife habitat and greenspace and its preservation as a recreational trail is consistent with that end.] The time period sought is 180 days from the effective date of the abandonment authorization. Proponent needs this much time because [example: we have not had an opportunity to assemble or to review title information, complete a trail plan or commence negotiations with the carrier.]
2. An order barring removal or destruction of potential trail-related structures such as bridges, trestles, culverts and tunnels. The justification for this condition is that these structures have considerable value for recreational trail purposes. The time period requested is 180 days from the effective date of the abandonment authorization for the same reason as indicated above.

B. Interim Trail Use

The railroad right-of-way in this proceeding is suitable for railbanking. In addition to the public use conditions sought above, proponent also makes the following request:

STATEMENT OF WILLINGNESS TO ASSUME FINANCIAL RESPONSIBILITY

In order to establish interim trail use and rail banking under section 8(d) of the National Trails System Act, 16 U.S.C. §1247(d), and 49 C.F.R. §1152.29, [Agency Name] is willing to assume full responsibility for management of, for any legal liability arising out of the transfer or use of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against the right-of-way owned by [Name of Railroad Company] and operated by [Name of Operator if different than Railroad Company].

The property, known as the [Property Name] extends from railroad milepost [Milepost Number] near [endpoint a] to railroad milepost [Milepost Number] near [endpoint b] a distance of [number] miles in [County Name] County, [State]. The right-of-way is part of a line of railroad proposed for abandonment in STB Docket No. AB-xx (Sub yy).

A map depicting the right-of-way is attached.

[Agency Name] acknowledges that use of the right-of-way is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail service.

By my signature below, I certify service upon [Railroad Company and Address], by U.S. Mail, postage prepaid, first class, on [date].

Respectfully submitted,

[Name]

On behalf of [Agency]



National Headquarters  
2121 Ward Court, NW, 5th Floor  
Washington, DC 20037  
tel 202.331.9696  
fax 202.223.9257

Comments from  
Lake-Sumter MPO  
Bicycle and Pedestrian Advisory Committee

**From:** Woods, Michael [mwoods@lakesumtermpo.com]  
**Sent:** Monday, September 29, 2008 1:26 PM  
**To:** Lewis, David/ORL  
**Subject:** RE: Wekiva Pkwy - Trails Interface Meeting

**Attachments:** Wekiva Parkway Trail Comments BPAC Sept 2008.doc  
Lake-Sumter MPO BPAC comments attached.

Michael F. Woods  
Transportation Planner  
Lake-Sumter Metropolitan Planning Organization  
1616 South 14th Street (U.S. 27)  
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352-315-0170  
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[MWoods@LakeSumterMPO.com](mailto:MWoods@LakeSumterMPO.com)  
[www.LakeSumterMPO.com](http://www.LakeSumterMPO.com)

---

**From:** David.Lewis2@CH2M.com [mailto:David.Lewis2@CH2M.com]  
**Sent:** Monday, September 29, 2008 1:14 PM  
**To:** Quigley, Gallus; Eicher, Thomas; dgraeber@inwoodinc.com; quinnm@ci.mount-dora.fl.us; ReggentinM@ci.mount-dora.fl.us; Beth.Jackson@ocfl.net; Bill.Thomas@ocfl.net; DMartin@seminolecountyfl.gov; MWilson@metroplanorlando.com; Woods, Michael; Burke, Thomas; tara@ecfrpc.org; Joan.Carter@dot.state.fl.us; bishopj@doacs.state.fl.us; warren.poplin@dep.state.fl.us; gregory.walker@dep.state.fl.us; Matt.Klein@dep.state.fl.us; kwimmer@fs.fed.us; meno@fs.fed.us; kschue@tnc.org; petedurnell@aol.com; chlee2@earthlink.net; daniel.mcdermott@dot.state.fl.us  
**Cc:** Brian.Stanger@dot.state.fl.us; david.marsh@dot.state.fl.us; mbrookssr417@cfl.rr.com; Mark.Callahan@CH2M.com  
**Subject:** RE: Wekiva Pkwy - Trails Interface Meeting

We are completing the final report on trails accommodation for the Wekiva Pkwy PD&E Study. To date we have received comments, as requested at the Sept. 19th meeting, from the following:

- FDOT, District Five Bicycle and Pedestrian Coordinator (Joan Carter)
- The Nature Conservancy (Keith Schue)
- Lake County Parks and Trails (Tom Eicher)
- Florida Trail Association (Pete Durnell)

If you wish to have your comments included in the final report, please email them to me **no later than Friday, Oct. 3rd**. Thank you.

Dave Lewis  
CH2MHILL

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**From:** Lewis, David/ORL



**The Lake ~ Sumter MPO BPAC had the following recommendations concerning the Trail Assessment Study and Lake-Wekiva Trail implementation strategy.**

1. Alternatives for the Lake-Wekiva Trail should be shown as part of the Wekiva Parkway Project. Alternative trail alignments as depicted in the Lake County Trails Masterplan should be included as part of the Parkway Project.
2. Currently, SR 46 accommodates bicycles utilizing paved shoulders from US 441 to the Seminole County line. As a limited access roadway, the proposed Wekiva Parkway will sever this regional connectivity by disallowing bicycles on the paved shoulders. Therefore, consideration of the impact of the proposed project on the existing local and regional, bicycle and pedestrian connectivity between Lake County and Seminole County should either be included in the Wekiva Parkway PD&E Study or evaluated as a separate PD&E Study for the Lake-Wekiva Trail. Any necessary funding for a Lake Wekiva Trail PD&E Study should occur outside the normal FDOT funding process in order to quickly resolve this issue and come to agreement with the land managers who have been involved with the Wekiva Parkway Study. Options might include issuing funding under a LAP agreement with Lake County or Mount Dora or funding a supplemental agreement with the existing PD&E Study.
3. Wekiva River Crossing: More consideration for the Bicycle and Pedestrian needs in crossing the river should be included in the Parkway PD & E. Currently SR 46 serves as the major and only crossing of the Wekiva River in this area. Florida Statute FS 335.065 states bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities.
4. An analysis of the impacts of the improvements to SR 46 just east of Round Lake Road on the existing active FCR railroad and the long term acquisition strategy for railroad right-of-way should be included in the Wekiva Parkway PD&E Study.

Comments from  
Orange County Environmental Protection Division  
Green PLACE Program

**From:** Beth.Jackson@ocfl.net  
**Sent:** Tuesday, September 30, 2008 7:39 AM  
**To:** Lewis, David/ORL  
**Subject:** RE: Wekiva Pkwy - Trails Interface Meeting

**Attachments:** Green PLACE Resolution Property Uses.pdf  
Dave,

Here are my comments

Any trail through Green PLACE properties will need to be unpaved in order to comply with Property uses that was approved by the Orange County Board of County Commissioners. Attached is a copy of these Property uses.

Any future alignment of a multiuse trail must be designed, planned and constructed in such a way as to not interfere or impede land management activities on any Green PLACE program.

A preferred alignment would be one that followed the boundary line of the parcel as to avoid bifurcating the parcel upon which the trail is proposed.

Thank you,

***Beth Jackson***

Environmental Program Supervisor  
Green PLACE Program  
Orange County Environmental Protection Division  
(407) 836-1481  
(407) 836-1499 fax

***"To preserve and manage environmentally sensitive lands, protect water resource lands and to provide a quality passive recreational outdoors experience for existing and future generations ."***

---

**From:** David.Lewis2@CH2M.com [mailto:David.Lewis2@CH2M.com]  
**Sent:** Monday, September 29, 2008 1:14 PM  
**To:** gquigley@LakeCountyFl.gov; teicher@LakeCountyFL.gov; dgraeber@inwoodinc.com; quinnm@ci.mount-dora.fl.us; ReggentinM@ci.mount-dora.fl.us; Jackson, Beth (EPD); Thomas, Bill; DMartin@seminolecountyfl.gov; MWilson@metroplanorlando.com; MWoods@LakeSumterMPO.com; tburke@lakesumtermpto.com; tara@ecfrpc.org; Joan.Carter@dot.state.fl.us; bishopj@doacs.state.fl.us; warren.poplin@dep.state.fl.us; gregory.walker@dep.state.fl.us; Matt.Klein@dep.state.fl.us; kwimmer@fs.fed.us; meno@fs.fed.us; kschue@tnc.org; petedurnell@aol.com; chlee2@earthlink.net; daniel.mcdermott@dot.state.fl.us



**Interoffice Memorandum**  
**COMMUNITY AND ENVIRONMENTAL SERVICES DEPARTMENT**

APPROVED  
BY ORANGE COUNTY BOARD  
OF COUNTY COMMISSIONERS  
APR 17 2007 *KJ/Bce*

**AGENDA ITEM**

April 5, 2007

TO: Mayor Richard T. Crotty  
-AND-  
Board of County Commissioners

FROM: Lori Cunniff, Manager  
Environmental Protection Division

SUBJECT: April 17, 2007, Consent Item  
Approval of the Green PLACE Ad Hoc Advisory Committee Recommendation  
for Property Uses on Green PLACE Properties

During the Board of County Commissioners' meeting on July 11, 2006, the Board directed the Environmental Protection Division (EPD) to work with the Green PLACE Ad Hoc Advisory Committee (Committee) to develop a list of appropriate and inappropriate uses on Green PLACE properties. The Orange County Parks and Recreation Division also provided input to the Committee on the subject matter. The Committee discussed the appropriate and inappropriate uses for Green PLACE properties during several meetings. The Committee approved the attached recommended list of property uses at its October 18, 2006 meeting.

The recommended list identifies primary, secondary and prohibited uses. The primary uses would be allowed on all Green PLACE properties. Secondary uses would be allowed on a case-by-case and site-specific basis depending on the environmental characteristics of the particular Green PLACE property and the compatibility of the proposed secondary use. The prohibited uses would not be allowed on any Green PLACE Properties. The Environmental Protection Manager, sitting as the Environmental Protection Officer (EPO), and the Committee would evaluate any proposed uses not identified on the recommended list on a case-by-case basis, with final approval by the Board.

**ACTION REQUESTED: Approval of the Green PLACE Ad Hoc Advisory Committee recommendations for Green PLACE property uses.**

Attachment

c: Ajit Lalchandani, County Administrator  
Linda Weinberg, Deputy County Administrator  
Melvin Pittman, Director, Community and Environmental Services Department  
John T. Terwilliger, Director, Administrative Services Department  
Joel D. Prinsell, Deputy County Attorney, Orange County Attorney's Office  
George Hart, Deputy Director, Administrative Services Department  
Anthony Cotter, Assistant County Attorney, Orange County Attorney's Office





**Property Uses**  
Update 03/06/07

<b>Primary Uses</b>	<b>Secondary Uses</b>	<b>Prohibited Uses</b>
On-grade Hiking Trails	Multi-Use Trails	Skateboard/BMX
Educational Signage	Viewing Platforms	All-terrain Vehicles
Bird Watching	Equestrian	Motorized Boating
Wildlife Observation	Bicycling	RV Camping
Nature Interpretation	Tent Camping-Primitive/Designated	Target Practice/Shooting Sports
Photography	Cattle Grazing	School Sites
Habitat Preservation-Flora/Fauna	Canoeing/Launch	Ball fields
Ecosystem Services	Non-motorized Boating	Stormwater Ponds
Resource Management	Fishing	Institutional Uses
	Native Wildlife Recipient Sites	Paved Roads
	Research Areas	Bike Trails-Paved
	Wildlife Rehabilitation Centers	Cabins
	Support Facilities	Commemorative Areas
	Picnic Areas	Boat Ramps
	Nature Center	Jetties
	Bike Trails-Unpaved	Marinas/Slips
	Paddling Trails	Ropes Course
	Special Opportunity Hunting	Trail Blazing
	Geocaching/Orienteering	Exercise Trails
	Swimming/Snorkeling (not posted)	Motorcycle Trails
	Catwalks	Beach/Beach Area
	Wildlife Drives (limited to preexisting roads)	Windsurfing
	Boardwalks	Miniature Boat Racing
	Tubing	Spelunking
	Piers	SCUBA/Skin Diving
		Feeding of Wildlife
		Viewing Optics
		Paintball
		Toy Airplane/Kite Flying
		Pet Recreation
		Collection/Harvesting of Materials
		Cell Phone and Telecommunications Towers
		Electric Substations
		Utility Facilities

\*Uses not identified by this chart shall be evaluated for compatibility by the EPO and the Green PLACE Committee with final approval from the Orange County Board of County Commissioners.

Comments from  
Florida Dept. of Agriculture and Consumer Services,  
Division of Forestry (Seminole State Forest)

**From:** Bishop, Joe [bishopj@doacs.state.fl.us]

**Sent:** Thursday, October 02, 2008 9:21 AM

**To:** Lewis, David/ORL

**Cc:** Martin, Mike; Mousel, Keith; Lovett, Ray; Keith Schue; Poplin, Warren; Jeanmarieconner@aol.com; Schneider Jr, Chuck; Schreiber, Winnie

**Subject:** RE: Wekiva Pkwy - Trails Interface Meeting  
David,

It was unfortunate that a Division of Forestry representative was not available to attend the Wekiva Parkway Trails Interface Meeting. Please accept the following comments.

I do not support locating the trail on the ground underneath or adjacent to the proposed bridged wildlife crossing areas of the Wekiva Parkway. Furthermore, I do not support retaining the paved portions of SR46 that would be adjacent to the bridged wildlife crossing areas, for use as a trail or any other use. Public use of trails established on the ground in the areas of the wildlife crossings, paved or unpaved, may discourage the use of the crossings by wildlife. I do support the concept of hanging the trail structure off of the Wekiva River Bridge. This method could also be used to incorporate the trail onto the land bridges, although it may not provide a user friendly experience, and the cost would certainly be significant.

Other trail designs need to be considered to move trail away from the wildlife bridges. I would like the opportunity to participate in any future trail assessments that would potentially affect Seminole State Forest or the bridged wildlife crossings proposed for the Wekiva Parkway.

Thank you for allowing me the opportunity to provide comment, and please provide me a copy of the finalized trail assessment.

Joe Bishop  
Forestry Supervisor II  
Seminole State Forest  
Division of Forestry  
9610 CR44  
Leesburg, FL 34788  
Office) 352-360-6677  
Fax) 352-315-4488

-----Original Message-----

**From:** David.Lewis2@CH2M.com [mailto:David.Lewis2@CH2M.com]

**Sent:** Friday, September 19, 2008 4:02 PM

**To:** gquigley@LakeCountyFl.gov; teicher@LakeCountyFL.gov; dgraeber@inwoodinc.com; quinm@ci.mount-dora.fl.us; ReggentinM@ci.mount-dora.fl.us; Beth.Jackson@ocfl.net; Bill.Thomas@ocfl.net; DMartin@seminolecountyfl.gov; MWilson@metroplanorlando.com; MWoods@LakeSumterMPO.com; tburke@lakesumtermo.com; tara@ecfrpc.org; Joan.Carter@dot.state.fl.us; Bishop, Joe; warren.poplin@dep.state.fl.us; gregory.walker@dep.state.fl.us; Matt.Klein@dep.state.fl.us; kwimmer@fs.fed.us; meno@fs.fed.us; kschue@tnc.org; petedurnell@aol.com; chlee2@earthlink.net; daniel.mcdermott@dot.state.fl.us

Comments from  
East Central Florida Regional Planning Council

From: tara@ecfrpc.org  
Sent: Thursday, October 02, 2008 4:37 PM  
To: Lewis, David/ORL  
Subject: wekiva trail comments

Attachments: CH2MHILL Letter.doc

Dave,  
Our comments are attached  
Please contact me if you have any questions.  
Thank you.  
Tara McCue  
ECFRPC  
407.623.1075



# East Central Florida Regional Planning Council

631 North Wymore Road, Suite 100 • Maitland, FL 32751  
Phone 407.623.1075 • Fax 407.623.1084 • [www.ecfrpc.org](http://www.ecfrpc.org)

Philip Laurien, AICP  
Executive Director

October 7, 2008

Dave Lewis  
CH2MHILL  
225 E. Robinson St. Suite 505  
Orlando, FL 32801

RE: Wekiva Parkway Trail Interface

Thank you for the opportunity to discuss the Trail Assessment for the Wekiva Parkway/SR 46 Realignment PD&E Study with other regional and local agencies and CH2MHILL.

With nearly 200 miles of trails, the East Central Florida region is a leader in connected regional trail systems. The Wekiva Parkway presents various agencies and counties with the opportunity to expand significantly upon that system.

The East Central Florida Regional Planning Council understands that the Wekiva Parkway ROW is sufficient to accommodate the planned Lake-Wekiva Trail and West Orange Trail Connector. However, we also recognize there are various constraints and alternatives to creating a well connected and scenic trail along the Wekiva Parkway.

The bicycle and pedestrian corridors which currently exist may be impacted by the SR 46 re-alignment. It is important to keep this connectivity for local and regional significance. Impacted areas are encouraged to be replaced or mitigated to maintain the current regional connectivity.

Although CH2MILL has identified there is sufficient ROW or alternative routes to provide a trail system along the Parkway, will OOCEA allow Parkway or SR 46 ROW to be used for trail construction and use?

Discussion between the stakeholding agencies and OOCEA and FDOT should occur concerning the various sources of funding and options available to construct the trail along the right of way and other alternative routes during the development of the Wekiva Parkway. Issues identified by the counties and participating agencies during the September 19, 2008 meeting and its post correspondences need to be addressed during the PD&E study of the Wekiva Parkway.

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## Executive Committee

### Chair

Teresa Jacobs  
Commissioner  
Orange County

### Vice Chair

Malcolm McLouth  
Governor's Appointee  
Brevard County

### Treasurer

Mary Martin  
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Atlee Mercer  
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Jon B. Rawlson  
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Orange County

*Serving Brevard, Lake, Orange, Osceola, Seminole and Volusia Counties.*

The ECFRPC encourages the coordination of Orange County, Lake County, Seminole County, MetroPlan Orlando, Lake-Sumter MPO, DEP, Forestry Service, Florida Trail Association, FDOT and OOCEAs, to continue discussion of the Lake – Wekiva Trail and West Orange Trail Connector simultaneous to the Wekiva Parkway PD&E Study. This should advance opportunities and overcome obstacles to the development of the trails.

A Trail Design Charette, specifically for the Lake-Wekiva Trail and West Orange Connector, should be held in order to:

- identify areas of concern
- to maintain or reroute existing bike lanes planned to be severed during the construction of the parkway and realignment of SR 46
- identify preferred and alternate trail corridors, connections and river overpasses
- identify areas needed for acquisition and potential funding sources.

Collaboration is essential in creating a regional trail connection along the Wekiva Parkway. Keith Schue, of the Nature Conservancy, will be speaking to the Wekiva River Basin Commission on October 29, 2008 at the ECFRPC Offices in Maitland to address the need and issues of a Wekiva Trail System. This forum offers an opportunity to obtain political support for location, design and funding of the trail development.

We look forward to working with you to advance the Wekiva Parkway and trail development and bikeway connectivity.

Sincerely,

Tara McCue

Comments from  
Florida Dept. of Environmental Protection,  
Wekiva River Basin State Parks



**From:** Poplin, Warren [Warren.Poplin@dep.state.fl.us]

**Sent:** Friday, October 03, 2008 5:13 PM

**To:** Lewis, David/ORL

David,

Thank you for the opportunity to comment.

The Florida Park Service and Wekiva River Basin State Parks is a great supporter of trails. We currently have more than 93 miles of trail within the properties we manage.

From the information that was discussed at the meeting it is my understanding that there are two issues. One is the connector trail associated with the construction of the Wekiva Parkway following the footprint of established roadways would seem to be a logical location for this commuter trail, this type of trail allows people the ability to commute or to have a direct access to their next destination. A separate issue is additional trails on Rock Springs Run Reserve State Park.

Trails on public lands are something we are very familiar with; we are more that willing to enhance our current trail system to allow additional public access where feasible and in accordance with our Unit Plan and management objectives.

There are several issues we consider prior to development of trails.

1. Is the need addressed in our Unit Management Plan (this is a plan that has been approved with public input)
2. Is it a compatible land use, and follow the intent in which the property was acquired
3. Does this recreational opportunity interfere with other activities already established
4. Is the new activity going to interfere with resource management goals

Some Issues to consider specifically for the Wekiva Parkway trail

1. If it does come into the park, all access points will need to have some kind of gate system in order to reduce the vehicle / wildlife impacts
2. Historically this type of trail is better for our management objectives to follow the perimeter rather than bisecting the managed property
3. This property is co-managed with Florida Fish & Wildlife Conservation Commission for the purpose of hunting which would be a conflict with a through trail
4. Rock Springs Run Reserve State Park is part of the wildlife corridor. Over the years there has been much attention and funds allocated for land acquisition to enhance this Wekiwa / Ocala corridor and the trail could have negative impacts due to human / wildlife interference
5. The discussion of the old rail road bridge may conflict with the efforts in designating Wekiva River as Wild & Scenic
6. Surface material will need to be studied to ensure the least amount of negative impacts to wildlife
7. Public safety is one of our major concerns to ensure they are safe while resource management activities take place such as prescribed fire.

Thank you again for the opportunity to comment and if you have any additional questions please feel free to contact me.

Warren Poplin, Park Manager  
Wekiva River Basin State Parks

*The Department of Environmental Protection values your feedback as a customer. DEP Secretary Michael W. Sole is committed to continuously assessing and improving the level and quality of services provided to you. Please take a few minutes to comment on the quality of service you received. Simply click on [this link to the DEP Customer Survey](#). Thank you in advance for completing the survey.*

Comments from  
The City of Mount Dora



**CITY OF  
MOUNT  
DORA**

PLANNING AND DEVELOPMENT

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City Hall  
510 N. Baker St.  
Mount Dora, FL 32757

Office of the City Manager  
352-735-7126  
Fax: 352-735-4801

Customer Service  
352-735-7105  
Fax: 352-735-2892

Finance Department  
352-735-7118  
Fax: 352-735-1406

Human Resources  
352-735-7106  
Fax: 352-735-9457

Planning and Development  
352-735-7112  
Fax: 352-735-7191

City Hall Annex  
900 N. Donnelly St.  
Mount Dora, FL 32757

Parks and Recreation  
352-735-7183  
Fax: 352-735-3681

Public Safety Complex  
1300 N. Donnelly St.  
Mount Dora, FL 32757

Police Department  
352-735-7130  
Fax: 352-383-4623

Fire Department  
352-735-7140  
Fax: 352-383-0881

Public Works Complex  
1250 N. Highland St.  
Mount Dora, FL 32757  
352-735-7151  
Fax: 352-735-1539

W. T. Bland Public Library  
1995 N. Donnelly St.  
Mount Dora, FL 32757  
352-735-7180  
Fax: 352-735-0074

Website:  
[www.cityofmountdora.com](http://www.cityofmountdora.com)

October 7, 2008

Mark Callahan  
CH2MHill  
225 East Robinson Street, Suite 505  
Orlando, FL 32801-4321

Dear Mark:

We were sorry that you could not attend the meeting on September 19<sup>th</sup> to discuss the trail options available as part of the overall Wekiva Parkway project. As you know, we have been working closely with Lake County to develop a trails master plan that serves us locally as well as residents of greater east Lake County.

Please let this letter serve as notice that we concur with Lake County's position (see attached) regarding the efforts made by DOT to accommodate a trail crossing of the Wekiva Study Area.

We also appreciate the additional information that you provided to us last week regarding the affects of the reconstruction of the SR 46/US441 intersection as it relates to future traffic impacts. We will evaluate the new data and respond accordingly. As you are aware, Mount Dora, Lake County and the Lake Sumter MPO have jointly supported the reconstruction of this facility as an interchange rather than an at grade intersection with a flyover. Hopefully the new information will provide some clarity to the situation so our final position can be established. I will be contacting you to discuss this item further.

We look forward to working with you and the Department of Transportation as we move forward on this project.

Sincerely,

Mark Reggentin  
Planning and Development Director

**Reggentin, Mark**

**From:** Eicher, Thomas [TEicher@lakecountyfl.gov]  
**Sent:** Thursday, September 25, 2008 10:21 AM  
**To:** David.Lewis2@CH2M.com  
**Cc:** Joan.Carter@dot.state.fl.us; Brian.Stanger@dot.state.fl.us; Woods, Michael; Tara; MWilson@metroplanorlando.com; beth.jackson@ocfl.net; Quigley, Gallus; David Graeber; Bill.Thomas@ocfl.net; kshue@tnc.org; Reggentin, Mark; clec@audubon.org; Bonilla, Roberto; DMartin@seminolecountyfl.gov  
**Subject:** Lake Wekiva Trail  
**Attachments:** rail bank.pdf

Good morning Dave,

Thank you for the opportunity to review the Technical memorandum titled Trail Assessment for the Wekiva Parkway /SR 46 Realignment PD&E Study at the meeting held in you office on Friday September 19, 2008. It is our understanding that your task is to provide an analysis of whether or not the trail alternatives shown in the Lake County Trails Master Plan could be reasonably accommodated. In addition, it is not the intent of your analysis to discuss the funding of the trails or the related issue of bicycle-pedestrian connectivity.

Based on our review of the materials and information presented, the Wekiva Parkway could accommodate the planned Lake-Wekiva Trail and the West Orange Trail Connector.

We request that a clear commitment be outlined in the Environmental Assessment to require coordination with Lake county, Seminole county, Orange County, The East central Florida Regional Planning Council, Mount Dora and the Lake-Sumter MPO prior to approval of any future design scope for phases of the Wekiva Trail.

Two issues concern Lake County. The first issue involves the intersection of the widened and realigned SR 46 with the trail about 1600' east of Round Lake road. The concept plans for SR 46 are shown to intersect the active CSX railroad near a proposed signal. While these plans could accommodate a trail with either a trail overpass or an at-grade crossing, the design impacts our right of way acquisition strategy. Because the railroad is active, ongoing coordination has occurred between Lake County, Mt Dora, the Lake-Sumter MPO and CSX to plan the Lake-Wekiva Trail. The current right of way acquisition strategy for this portion of rail road right of way is rail banking. I have attached a 2 page document that briefly describes this process.

The preliminary design of the realigned SR 46 would make this method of acquisition impossible due to the impacts on the railroad corridor. What method of acquisition of the existing active railroad right of way is proposed for the Wekiva Parkway?

The second issue is the replacement of the existing bicycle and pedestrian transportation connectivity for the SR 46 corridor. Presently, SR 46 provides bicycle and pedestrian transportation connectivity with paved shoulders.

This transportation connectivity is severed in areas where existing SR 46 is abandoned as shown in the conceptual plans for the Wekiva Parkway.

Are there plans to continue to provide future bicycle and pedestrian transportation connectivity along SR 46?

On a similar note, the crossing of the Wekiva River is a critical regional and local connection for bicycles and pedestrians. The existing bicycle and pedestrian connection does not appear to be replaced. Is it the proposal of the FDOT to eliminate this connection at the time of construction of the Wekiva Parkway unless external funding is provided to construct bicycle and pedestrian accommodations?

We believe bicycle and pedestrian accommodations have never been more important to our roadway transportation network. Currently, the PD&E Study of the Lake-Wekiva Trail is a prioritized project by the Lake-Sumter MPO. It is our intent that the planned Lake-Wekiva Trail be mutually beneficial in addressing the transportation and recreational needs of east Lake County, Seminole County, and Orange County.

We look forward to working with you to ensure that the needs of bicyclists and pedestrians are met.

Thank you for this opportunity.

Tom Eicher  
Manager - Parks & Trails  
352-253-4954