

Orange County | Trails Master Plan



Parks and Recreation Division | August 2012

Table of Contents

Acknowledgements

01 County-wide Trails System Executive Summary and Map

02 Trail Corridor Concept Plans

1. Pine Hills Trail
2. West Orange Trail
3. Lake Apopka Connector Trail
4. Clarcona-Ocoee Connector Trail
5. Horizon West Trail
6. Shingle Creek Trail
7. Little Econ Greenway Trail
8. Azalea Park Trail
9. Avalon Trail
- 10a. Innovation Way/UCF Trail South
- 10b. Innovation Way/UCF Trail North
11. Meadow Woods Trail
12. East Orange Trail

03 Implementation and Management Plan

1. Design and Construction Costs
2. Funding Assessment
3. Operations and Maintenance Program

04 Appendices

1. Corridor Evaluation Matrix
2. Existing/Proposed Trail Mileage

Acknowledgements

We would like to thank the Orange County Board of County Commissioners, Administration, Staff and Consulting Team for this update to the Orange County Trails Master Plan:

County Mayor	Teresa Jacobs
District 1	Commissioner S. Scott Boyd
District 2	Commissioner Frederick C. Brummer
District 3	Commissioner John M. Martinez
District 4	Commissioner Jennifer Thompson
District 5	Commissioner Ted B. Edwards
District 6	Commissioner Tiffany Moore Russell

County Administrator Ajit Lalchandani

Orange County Parks and Recreation Division

Matt Suedmeyer, Manager
Bill Thomas, Planner III

AECOM Design + Planning

Bruce Hall, RLA, Project Manager
Kathy O'Sullivan, GIS Technician
David Barth, ASLA, AICP, CPRP, Principal Planner
Derek Baker, Graphic Designer

Trail Corridor Ranking

Ranking Criteria

- Population and Density
- Public Ownership
- Scenic/Aesthetic Value
- Transportation Value
- Estimated Construction Cost per Mile
- Catalyst for Economic Development
- Promotes Urban Infill
- Lack of other Bicycle/Pedestrian Facilities
- Connected to other Trail Corridors
- Available Grant Funding

Project Rankings (based on Criteria)

- 1 Shingle Creek Trail - 78 Points
- 2 Little Econ Greenway Phase 3 - 68 Points
- 3 Pine Hills Trail - 65 Points
- 4 Innovation Way/UCF Trail (North and South) - 59 Points
- 5 Lake Apopka Connector Trail - 58 Points
- 6 Horizon West Trail - 57 Points
- 7 (Tied) Avalon Trail - 56 Points
- 7 (Tied) Meadow Woods Trail - 56 Points
- 9 Azalea Park Trail - 55 Points
- 10 East Orange Trail - 52 Points
- 11 (Tied) West Orange Trail Phase 4 - 51 Points
- 11 (Tied) Clarcona-Ocoee Connector Trail - 51 Points



01 County-Wide Trails System Executive Summary

Imagine a system of nearly 170 miles of wide, paved, multi-purpose trails throughout Orange County, connecting residents and visitors to neighborhoods, parks, schools, offices, shopping, natural areas and attractions. Imagine families and individuals of all ages and abilities walking, running, bicycling and skating for both recreation and alternative means of transportation, just as they do today on Orange County's West Orange Trail and Little-Econ Greenway Trail. And imagine new opportunities for economic development, social interaction and environmental protection and enhancement along the Trail corridors. This is the Vision behind the Orange County Trails Master Plan, a long range plan updated in 2012 by the Orange County Parks and Recreation Division.

The Orange County Trails Master Plan focuses only on the proposed system of wide, paved, multi-purpose trails that will form the "backbone" of the County's bikeways and trails system vision. Other facilities such as sidewalks, bike lanes, hiking trails and "sharrows" (shared streets) are not included in the Plan, as they are generally being constructed throughout the County to provide the "fine grain" of facilities needed to connect to the Trails System and complete the bicycle/pedestrian network.

The Trails Master Plan focuses on the conceptual design of twelve (12) multi-use corridors:

1. Pine Hills Trail
2. West Orange Trail
3. Lake Apopka Connector Trail
4. Clarcona-Ocoee Connector Trail
5. Horizon West Trail
6. Shingle Creek Trail
7. Little Econ Greenway Trail
8. Azalea Park Trail
9. Avalon Trail
- 10a. Innovation Way/UCF Trail South
- 10b. Innovation Way/UCF Trail North
11. Meadow Woods Trail
12. East Orange Trail

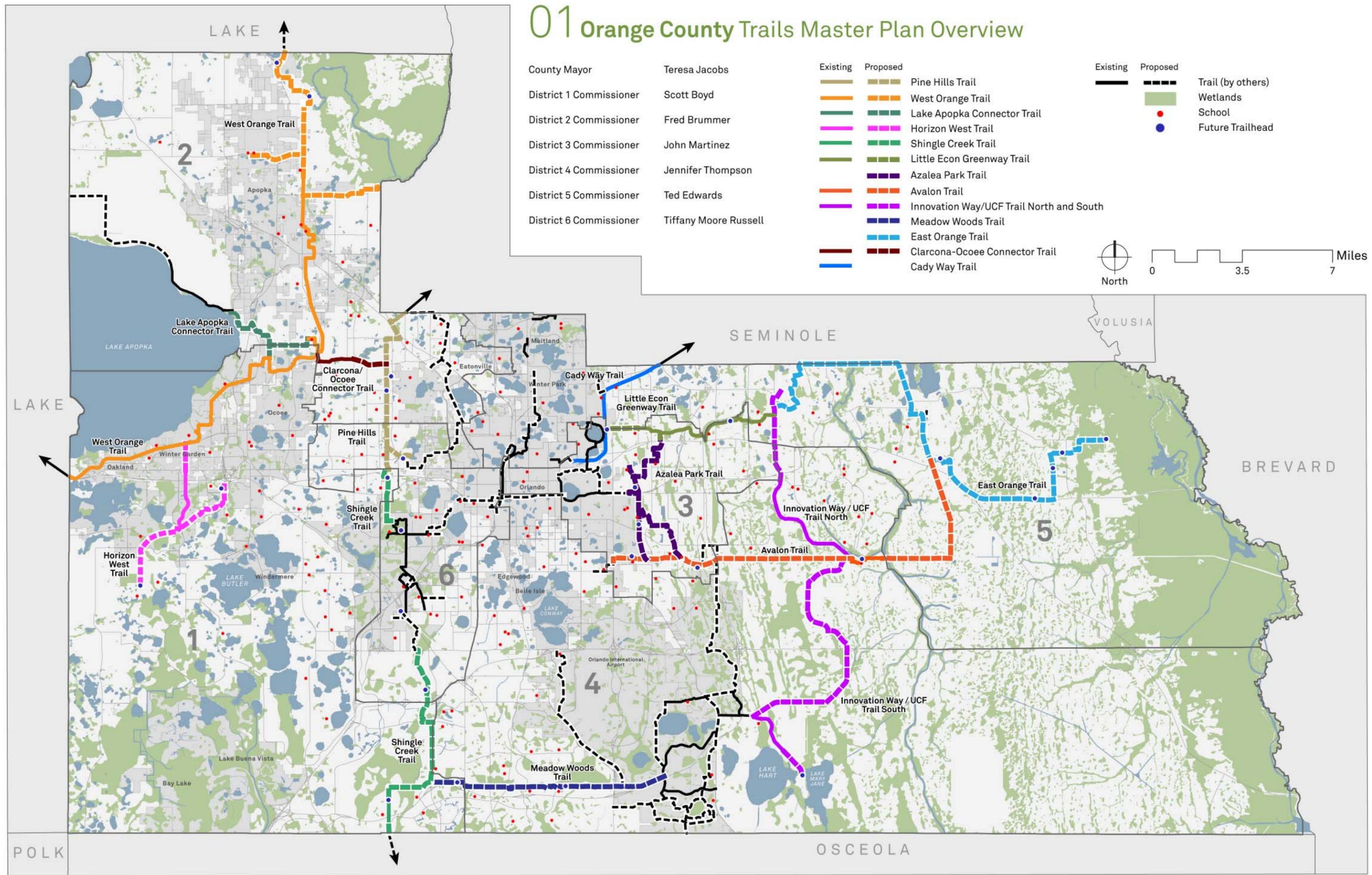
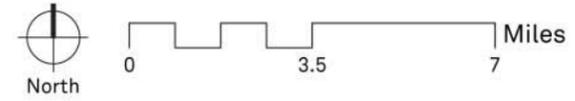
During the Master Planning process, each trail corridor was visited and evaluated for suitability as a multi-purpose trail corridor and for the feasibility of implementation. Proposed trail routes were photographed and mapped, and previous construction estimates were reviewed and updated. The corridors were then evaluated, scored and ranked based on defined criteria. Finally, a maintenance and management strategy was developed to guide the operations of the Trails System.



01 Orange County Trails Master Plan Overview

- County Mayor: Teresa Jacobs
- District 1 Commissioner: Scott Boyd
- District 2 Commissioner: Fred Brummer
- District 3 Commissioner: John Martinez
- District 4 Commissioner: Jennifer Thompson
- District 5 Commissioner: Ted Edwards
- District 6 Commissioner: Tiffany Moore Russell

Existing	Proposed	Trail (by others)



02 Trail Corridor Concept Plans

1. Pine Hills Trail
2. West Orange Trail
3. Lake Apopka Connector Trail
4. Clarcona-Ocoee Connector Trail
5. Horizon West Trail
6. Shingle Creek Trail
7. Little Econ Greenway Trail
8. Azalea Park Trail
9. Avalon Trail
- 10a. Innovation Way/UCF Trail South
- 10b. Innovation Way/UCF Trail North
11. Meadow Woods Trail
12. East Orange Trail

Cost

Project Cost	\$12,193,307
Per Mile Cost	\$1,617,726

Priority

3 of 12

Strategy for Implementation

Opportunities

- Enter into an easement with Progress Energy for power-line corridor.
- Obtain properties as necessary.
- Establish the corridor as an unpaved trail with minor improvements to serve as a catalyst for future funding for pavement and amenities.
- Apply for Federal and State Funding grants.



1 Pine Hills Trail

Description

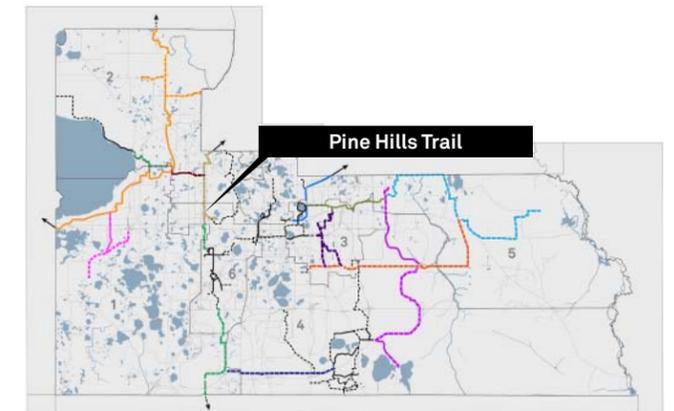
The Pine Hills Trail is approximately 8.2 miles long (including an existing .7 mile section) and almost exclusively utilizes an existing 100'- 200' wide Florida Power power-line corridor in its alignment from State Road 50/Colonial Drive north to the Seminole Wekiva Trail at Rose Avenue. The exception to the power-line corridor route is at Beggs Road. Here, the trail departs the power-line corridor and travel east to and beneath US 441/Orange Blossom Trail where it continues north along the east edge of the US 441 ROW to Maitland Boulevard and the Seminole Wekiva Trail.

In addition to the connection to the Seminole Wekiva Trail and Seminole County's trail system, the intersection of Clarcona Ocoee Road provides a connection west to the West Orange Trail (WOT) and Lake County's trail system via a partially complete 8' path (Clarcona Ocoee Connector Trail) along Clarcona Ocoee Road. At the southern end, the Pine Hills Trail joins the Shingle Creek Trail at Colonial Drive (SR 50) which connects to Osceola County's extension of the Shingle Creek trail to downtown Kissimmee. A spur from the trail, just north of Colonial Drive, leads to Barnett Park. Along the corridor only Pine Hills Elementary School and Rolling Hills Baseball Complex are within a ¼ mile of the trail. However, residential neighborhoods and cross street connections occur along much of the corridor and retail/commercial centers are nearby at Colonial Drive, Silver Star and Clarcona Ocoee Road crossings.

Opportunities and Constraints for Trail Development

Opportunities

- Trailhead opportunities are present at Barnett Park, the Pine Hills Marketplace shopping center on Colonial Drive or across Alhambra Drive in the Florida Power easement as well as, the Florida Power easement at North Lane and the Rolling Hills Baseball Complex.
- Florida Power's maintenance road through the corridor, with little or no improvements, is suitable for immediate use as an unpaved trail surface.
- Orange County's maintenance of the Florida Power corridor would reduce Florida Power maintenance and improve surveillance of Florida Power equipment.

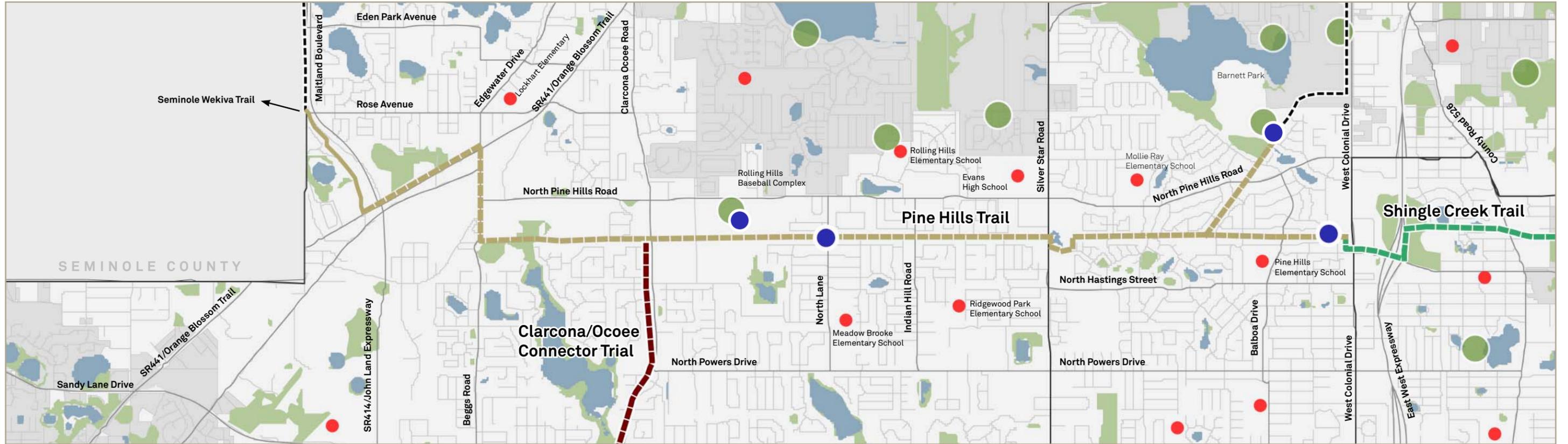
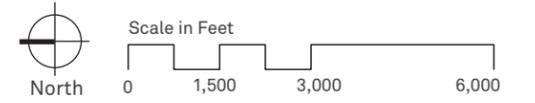


Location Map

Constraints

- An easement will be required from Florida Power.
- An easement may be required along the west side of the Pine Hills Marketplace between Colonial Drive and Alhambra Drive.
- Encroachment into the corridor is present either by homeowner purchase or intrusion.
- Silver Star Road and Clarcona Ocoee Road each require mid-block crossings or crossings to the east with intersections with Pine Hills Road.
- Wetlands and flood plain may be present in the corridor between Clarcona Ocoee Road and Beggs Road.

1 Pine Hills Trail



Legend

- | | | |
|----------|----------|--------------------------------|
| Existing | Proposed | |
| | | Pine Hills Trail |
| | | Shingle Creek Trail |
| | | Clarcona/Ocoee Connector Trail |
| | | Trail by Others |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$3,978,483
Per Mile Cost	\$416,372

Priority

11 of 12 (tied with Clarcona-Ocoee Connector Trail)

Strategy for Implementation

Opportunities

- Fund and construct northern sections where no sidewalks and bike lanes are present.
- Coordinate with the FDOT, Expressway Authority, Orange County and Wekiva Springs State Park and solidify easement locations.
- When northern segments are completed, portions of the existing 5' sidewalk could be repaired as public works improvements.
- Apply for Federal and State Funding grants.



2 West Orange Trail

Description

The West Orange Trail is a largely completed trail which connects to Lake County's South Lake Trail. There remains 9.6 miles (Phase 4) to be constructed. The main line, 6.4 mile segment begins 2/3 mile north of Welch Road and is primarily located within CR 435 ROW. At Kelly Park Road, the trail turns east and then north along Baptist Camp Road. The trail enters the west side of Kelly Park, proceeds north and west through the park and then around the perimeter of the State and County/Water Management District lands toward Mt. Plymouth Road. At Mt. Plymouth Road, the trail will continue north and pass beneath the future Wekiva Parkway (SR 429) and parallel it along the north side and connect to Lake County's future trails.

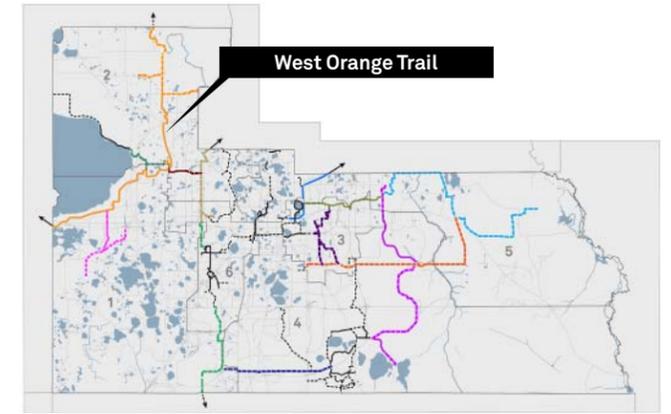
Near the north end of the existing West Orange Trail, a 3.2 mile spur route to the east, along Welch Road, has been identified which will provide a connection to the Wekiva Springs State Park. At Ponkan Road a second spur would head west to the City of Apopka's Northwest Recreation Complex.

The character of the area is largely rural and undeveloped. Rock Springs Elementary School is the only school along this segment of the trail, and few residences are present in the area. Kelly Park presents the best opportunity for a trailhead. Another small trailhead may be located on Mt. Plymouth Road.

Opportunities and Constraints for Trail Development

Opportunities

- The presence of bike lanes and an existing sidewalk along CR435 allow for safe passage for users today. As development occurs along the road in this area, widening of the sidewalk to trail dimensions could be part of the County's development requirement.
- A plan to locate the trail along the Wekiva Parkway is in place.
- Undeveloped, adjacent properties might be approached for trail easement acquisition in order to move the trail out of the ROW.

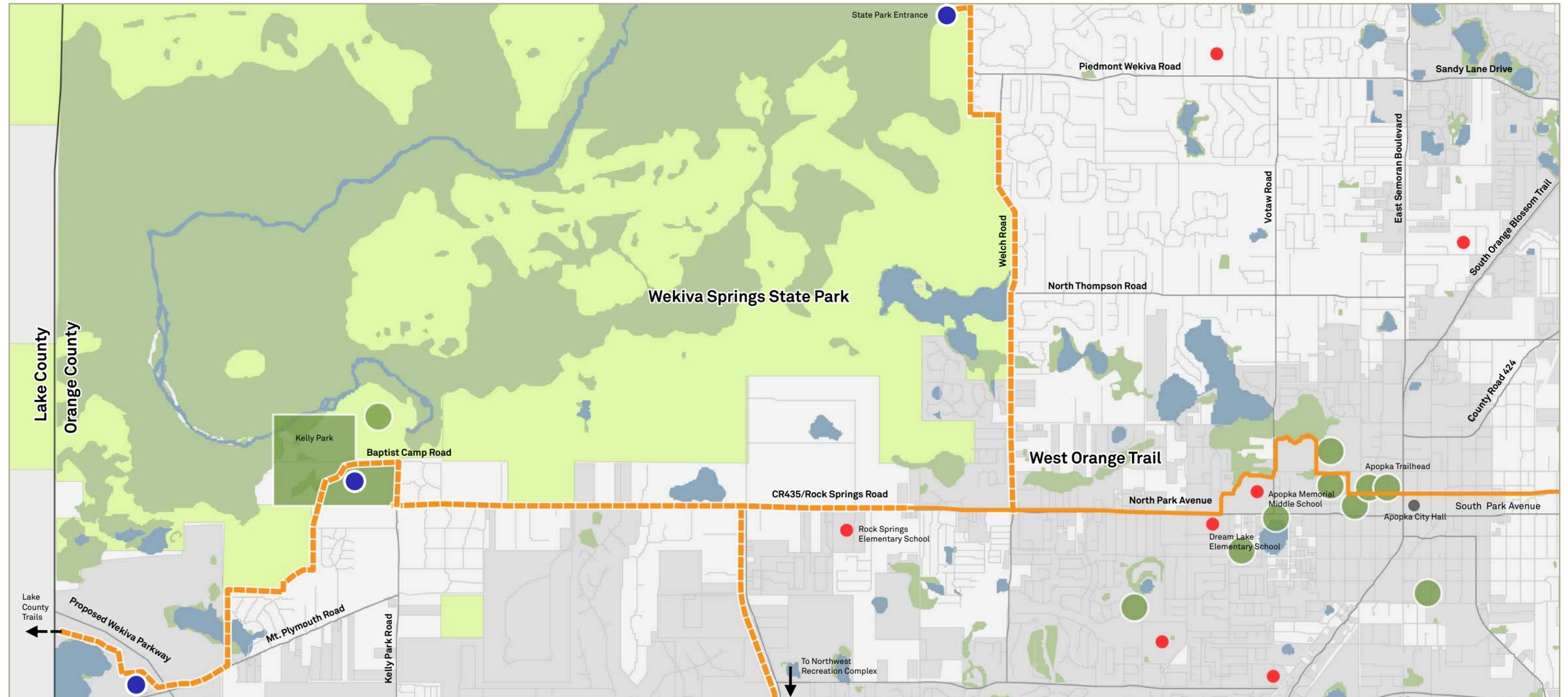
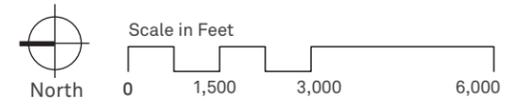


Location Map

Constraints

- The trail, south of Kelly Park, is immediately adjacent to roadway curbing, and the trail will have an urban character to it as it does south toward Apopka.
- Due to steep side slopes, retaining walls and railings may be required in some areas south of Kelly Park.
- Southbound trail users must use caution when approaching intersections.

2 West Orange Trail



Legend

- | | | |
|----------|----------|-----------------------|
| Existing | Proposed | |
| | | West Orange Trail |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$4,079,880
Per Mile Cost	\$842,726

Priority

5 of 12

Strategy for Implementation

Opportunities

- Orange County's property comprise the majority of the route. However, the entire project will need to be constructed at one time to be of use.
- Apply for Federal and State Funding grants.

3 Lake Apopka Connector Trail

Description

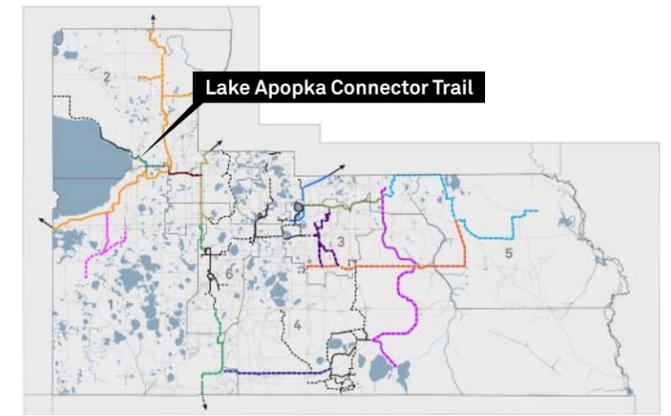
The Lake Apopka Connector Trail is approximately 5.4 miles long (including an existing .6 mile section north of Magnolia Park) and links the West Orange Trail to the SJRWMD Lake Apopka Loop Trail. The trail has two routes which connect to the West Orange Trail and will meet the needs of trail users. The east/west segment begins on Damon Road at Clarcona's Horseman Park Trailhead and travels south to McCormick Road where it continues west to the Orange County Reclamation Property. The reclamation facility is the point where the two routes meet and the north/south route travels south on Ingram Road to the West Orange Trail. On the west side of the reclamation facility, the Connector joins an abandoned segment of roadway adjacent to SR 429/Western Beltway, travels north to CR 437A, and then south to Binion Road, then along Binion Road to Magnolia Park (on the shore of Lake Apopka), which will serve as a trailhead prior to the existing trail segment connecting to the SJRWMD Lake Apopka Loop Trail.

The corridor travels through a rural section of Orange County and directly serves only a small amount of residences and no retail/commercial stores. However, the trail will provide a connection to Clarcona Elementary School for area residents and ties into the existing SJRWMD north of Magnolia Park.

Opportunities and Constraints for Trail Development

Opportunities

- The trail is an important connection between Orange County's trails system and those of SJRWMD and Lake County.
- A sidewalk is present in the north half of the Ingram Road section and an inexpensive, but narrow, connection to the West Orange Trail could easily be constructed.

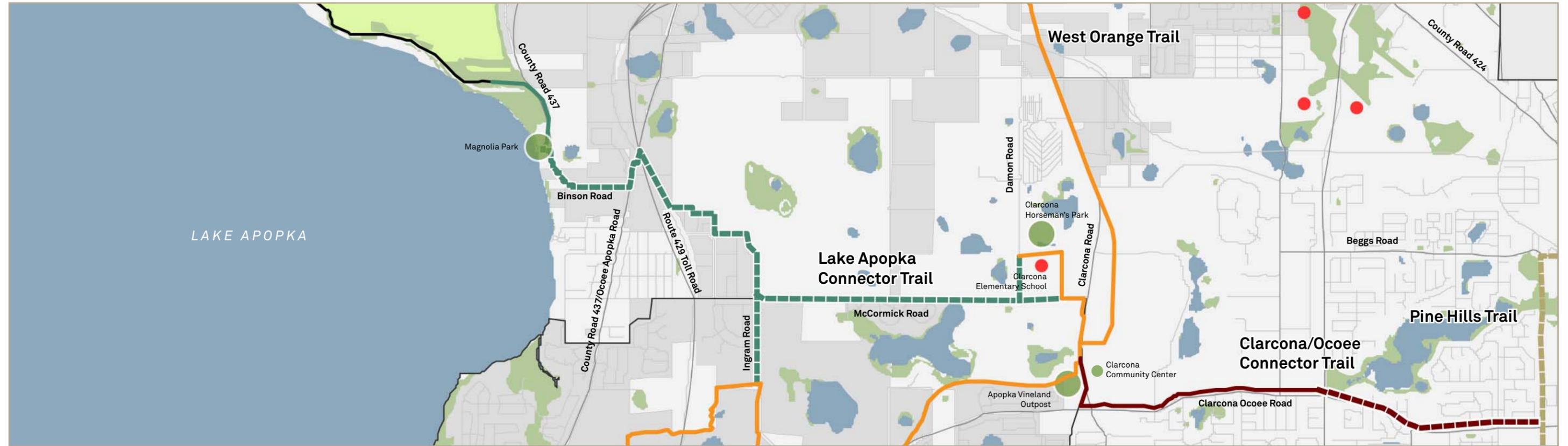
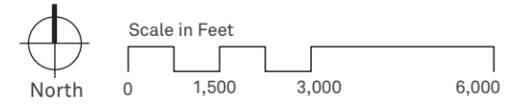


Location Map

Constraints

- The east/west connection along McCormick Road is longer and more expensive to construct but would require less acquisition than the connection south along Ingram Road.
- ROW constraints on Ingram Road would require acquisition to construct a wider trail.

3 Lake Apopka Connector Trail



Legend

- | | | |
|----------|----------|--------------------------------|
| Existing | Proposed | |
| | | Lake Apopka Connector Trail |
| | | West Orange Trail |
| | | Clarcona/Ocoee Connector Trail |
| | | Pine Hills Trail |
| | | Trail (by others) |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$572,454
Per Mile Cost	\$356,013

Priority

11 of 12 (tied with West Orange Trail Phase 4)

Strategy for Implementation

- Enter into an agreement with Florida Central Railroad for a wider crossing on Apopka-Vineland in the future.
- Fund and construct Apopka-Vineland section first.
- Construct Pine Hills Trail to Hiawassee Section as funding permits or as part of roadway improvements.
- Apply for Federal and State Funding grants.

4 Clarcona-Ocoee Connector Trail

Description

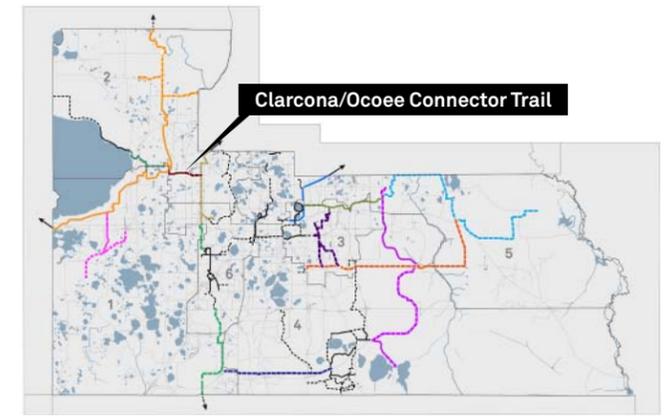
The Clarcona-Ocoee Connector Trail is approximately 3.3 miles long (including an existing 1.7 mile section) and connects the Pine Hills Trail to the West Orange Trail via Clarcona-Ocoee Road. An existing 5' sidewalk is already present from the Pine Hills Trail west to Hiawassee Road. To the west, new roadway construction to Apopka Vineland Road has included a 10' trail and a sidewalk is parallel to Apopka Vineland, north to the West Orange Trail. A short segment of sidewalk and railroad crossing exists along Apopka-Vineland Road.

No schools are present within a ¼ mile, and only the Clarcona Community Center is served by the trail. However, residents along Clarcona-Ocoee Road will be served by the development of this connector trail, and at a larger scale, the connector will help to link the regional trail system. Connections to the Pine Hills Trail and the West Orange Trail will complete direct connections to Seminole County, Lake County, and further south, Osceola County via the Shingle Creek Trail.

Opportunities and Constraints for Trail Development

Opportunities

- The existing sidewalks, despite the varying widths, allow this connector trail to be operational as soon as the Pine Hills Trail is constructed.
- Space is available in the ROW for sections of the 5' sidewalk to be widened as funding permits.

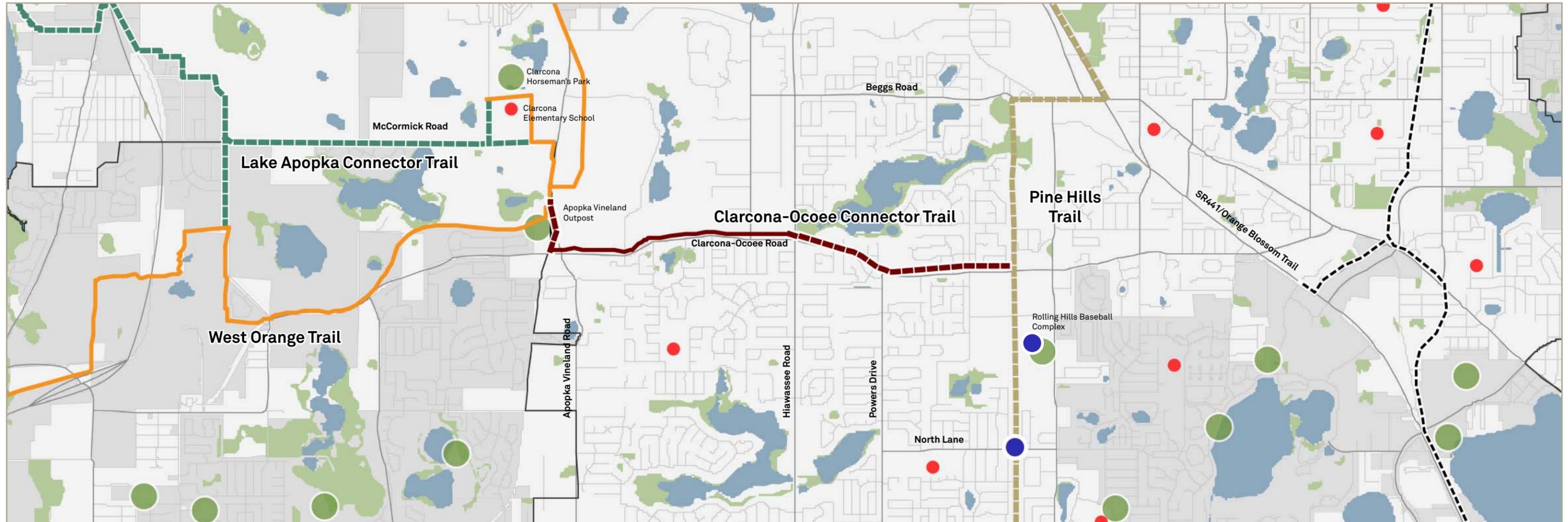
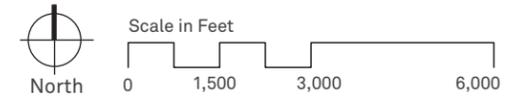


Location Map

Constraints

- No constraints were identified.

4 Clarcona-Ocoee Connector Trail



Legend

- | Existing | Proposed | |
|----------|----------|--------------------------------|
| | | Clarcona/Ocoee Connector Trail |
| | | Lake Apopka Connector Trail |
| | | West Orange Trail |
| | | Pine Hills Trail |
| | | Trail (by others) |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$6,284,451
Per Mile Cost	\$845,248

Priority

6 of 12

Strategy for Implementation

Opportunities

- Construct the Dillard Street improvements as part of an overall streetscape renovation project with the City of Winter Garden.
- Construct the SR 429 frontage prior to any other portion as this is the simplest to construct and will link the most residents to one another and to retail/shopping.
- Apply for Federal and State Funding grants.



5 Horizon West Trail

Description

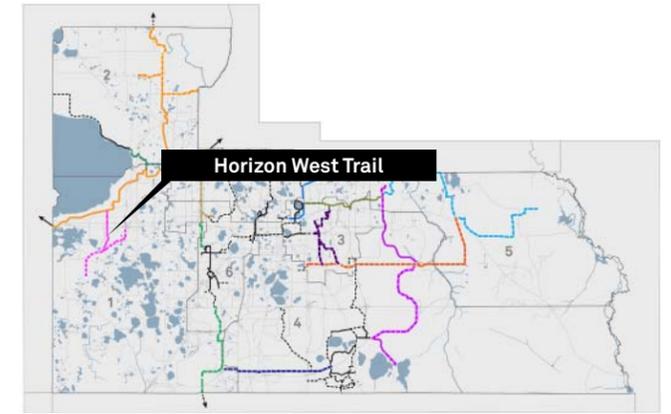
The undeveloped portion of the Horizon West Trail is approximately 4.4 miles long along its primary route and includes a 3 mile spur connection to Orange County's West Orange Park. Approximately 50% of the combined trail and spur route are located in the SR 419/Western Beltway dedicated trail corridor. The southern limit of the trail is Orange County's Horizon West Sports Complex site, and the northern end is the West Orange Trail in Downtown Winter Garden. The trail travels north along Tiny Road ROW to Tilden Road where it joins the SR 419 ROW easement north to Daniels Road/CR 535. At CR 535, private development and roadway widening within the City of Winter Garden have enabled the trail to be completed to Colonial Drive/SR 50. North of SR 50, the corridor continues to Plant Street where the Horizon West Trail connects to an existing segment of the West Orange Trail and the Winter Garden Station trailhead. The spur route of the Horizon West Trail extends to the northeast from Daniels Road/CR 535, again in dedicated SR 419 trail corridor, to West Orange Park.

Along the Horizon West Trail Corridor Whispering Oak Elementary School, Dillard Street Elementary School and West Orange High School are each within a ¼ mile of the corridor. Residential communities, retail/commercial centers and Downtown Winter Garden all line the corridor, allowing both businesses and residents to benefit from further development of the trail. Completion of this trail will tie the County trail system into the developer built system in Horizon West.

Opportunities and Constraints for Trail Development

Opportunities

- The segment of the trail between SR 50 and Plant Street could be integrated as part of a Dillard Street streetscape project.
- The entire route from Tilden Road to West Orange Park is within a dedicated corridor and available for implementation immediately with no acquisition required.
- Implementation of the trail in the SR 429 corridor segment serves a large residential population and connects them to retail and the regional trail system via the West Orange Trail, the South Lake Trail, the Apopka Loop Trail, Clarcona-Ocoee Connector Trail, Pine Hills Trail and the Seminole Wekiva Trail.

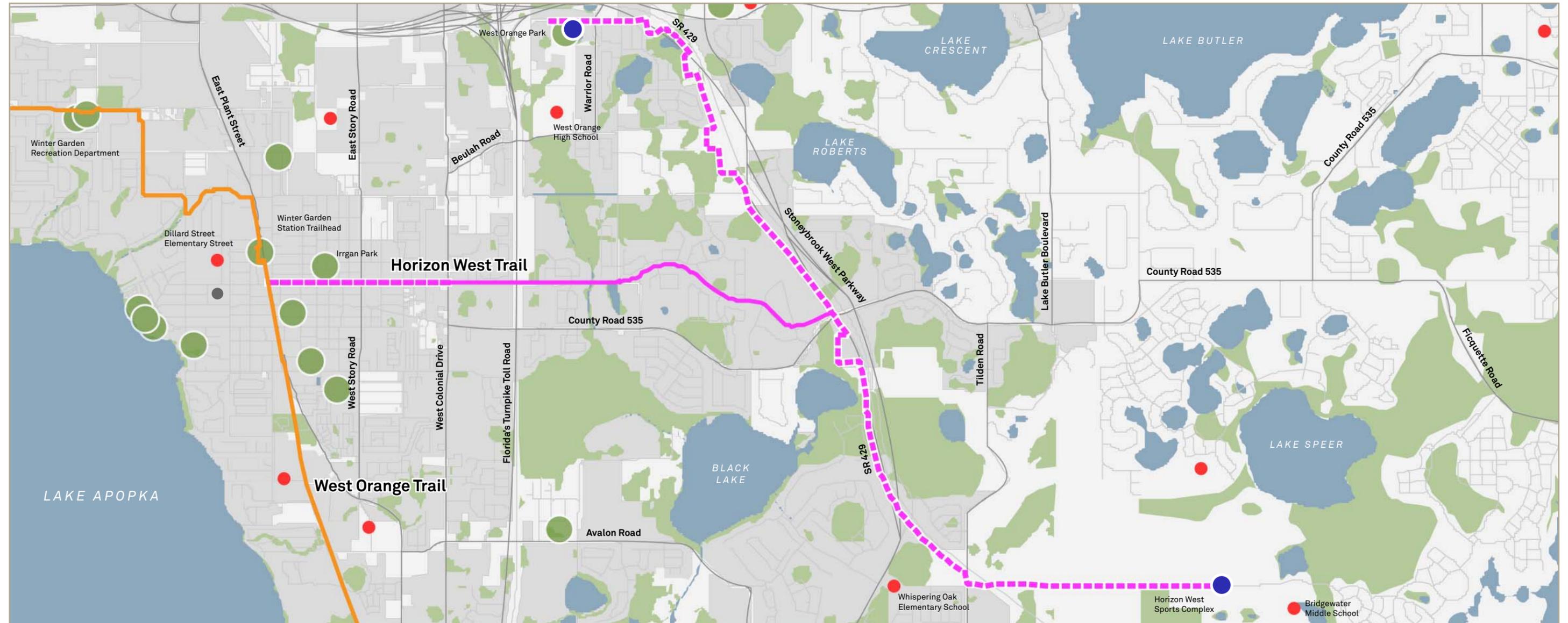
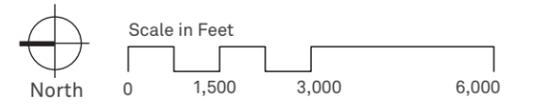


Location Map

Constraints

- The Dillard Street segment ROW contains sidewalks; however, it is constrained by multiple driveway cuts, utility poles and limited opportunity for widening beyond the existing 5' sidewalk width. Sidewalk/trail improvements could be integrated into a City initiated streetscape improvement which may accommodate a wider sidewalk.

5 Horizon West Trail



Legend

- | | | |
|----------|----------|-----------------------|
| Existing | Proposed | |
| | | Horizons West Trail |
| | | West Orange Trail |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$9,837,911
Per Mile Cost	\$898,330

Priority

1 of 12

Strategy for Implementation

Opportunities

- Where possible, utilize Orange County utility easements over power-line easements.
- Integrate trail construction with Orange County projects.
- Orlando and Osceola County/Kissimmee are both in the design phase for their sections so an emphasis should be placed upon the southern section.
- Apply for Federal and State Funding grants.



6 Shingle Creek Trail

Description

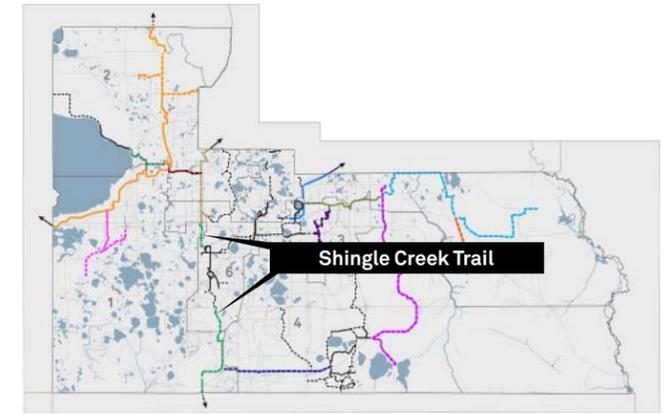
The Orange County portion of the Shingle Creek Trail is approximately 12.1 miles long (including an existing 1.1 mile section in Hunters Creek) and is unique in that it travels by the same name through four jurisdictions in its entirety. The north end of the trail begins at Colonial Drive (SR 50), at the terminus of the Pine Hills Trail, and passes beneath the SR 408 and onto a shared Orange County Utility and OUC corridor. The trail continues south to the City of Orlando’s existing segment at Eagle Nest Park and President Barack Obama Parkway to Conroy Road and then to the Festival Bay Mall where the trail temporarily ends. At this time, the City of Orlando has the segment from Festival Bay Mall to Sand Lake Road under design.

At Sand Lake Road, Orange County regains jurisdiction of the trail and a planned reconstruction of Sand Lake Road provides for a trail underpass and a continuation south along the east bank of the Shingle Creek south to the SR 528 Beachline. At the Beachline, another planned roadway improvement provides for an underpass as well and the trail will continue along the bank to the Central Florida Parkway. There, it will cross at the Taft Vineland Road intersection and continue east in the ROW for a short distance to John Young Parkway. John Young Parkway’s wide ROW will accommodate the trail on the west shoulder until the trail reaches Town Loop Boulevard where the trail will turn west until it reaches a Florida Power easement. At the power-line easement, the trail travels west through SFWMD lands and then turn south into Hunters Creek. A portion of the trail in Hunters Creek is complete and brings the trail beneath the SR 417 where the constructed portion ends at Town Center Boulevard. There, only a short section remains before it ties into the third and fourth jurisdictions, the Osceola County/City of Kissimmee portions of the Shingle Creek Trail.

Opportunities and Constraints for Trail Development

Opportunities

- Much of the trail is either on channel banks or in ROW and could be constructed with little difficulty. This is particularly true for the corridor south of the Beachline.
- Hawks, turkeys and other wildlife have been observed in the corridor.

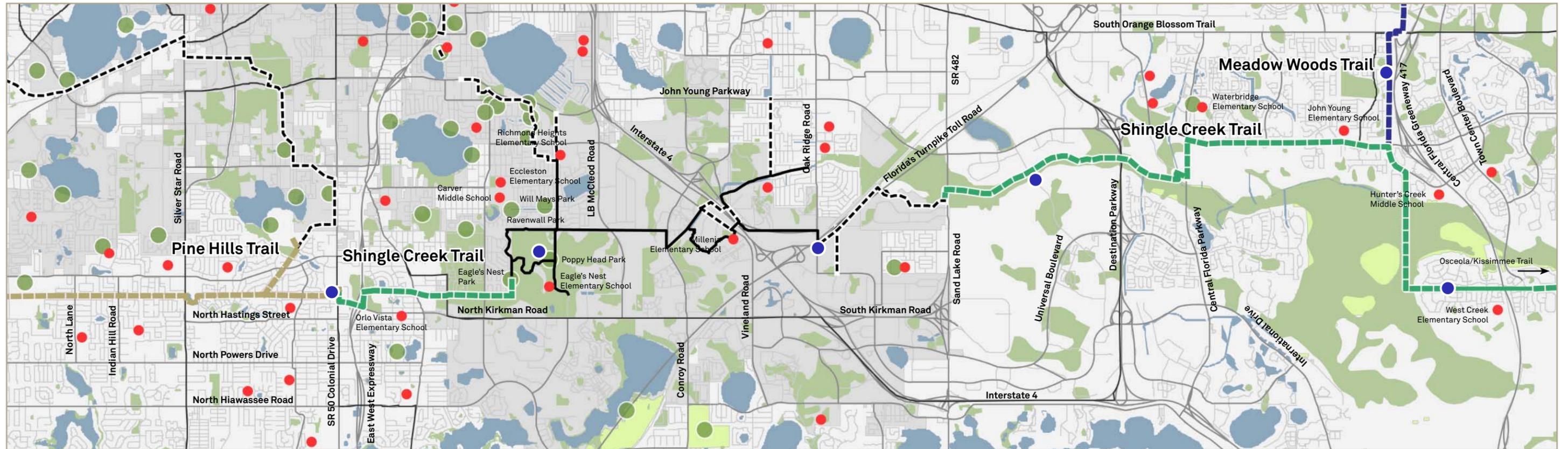
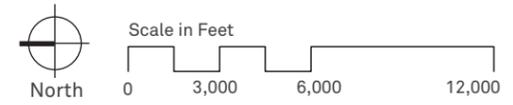


Location Map

Constraints

- Crossing of Sand Lake Road and the Beachline will be dependent upon the schedule of the planned roadway improvements.
- About a 1,000’ of boardwalk will be required north of the Beachline.
- An agreement with OUC would be required for their portion of the corridor.
- Acquisition of ROW is needed between Sand Lake Road and Central Florida Parkway

6 Shingle Creek Trail



- Legend**
- | | | |
|----------|----------|-----------------------|
| Existing | Proposed | |
| | | Shingle Creek Trail |
| | | Pine Hills Trail |
| | | Meadow Woods Trail |
| | | Trail (by others) |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$8,117,222
Per Mile Cost	\$8,341,560

Priority

2 of 12

Strategy for Implementation

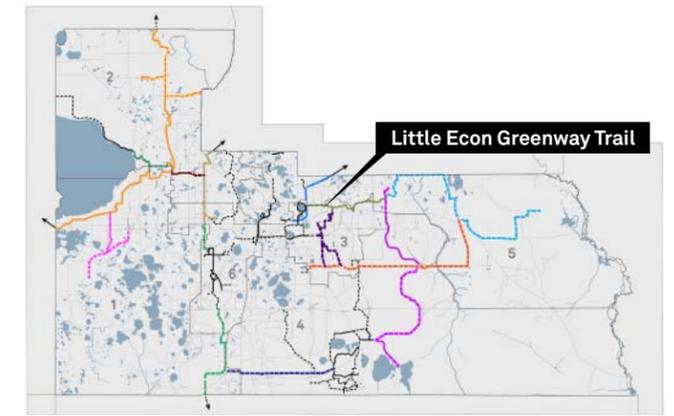
- Establish the corridor as an unpaved trail with minor improvements to serve as a catalyst for future funding for pavement and amenities.
- Public and Private partnerships with the Orange County School Board, commercial centers and neighborhoods for trailhead development and/or connections.
- Obtain support for the trail corridor with organizations such as the Florida National Scenic Trail, the Florida Fish and Wildlife Conservation Commission, the St Johns Water Management District, FDOT, neighborhood homeowners associations and bicycle advocacy groups.
- Apply for federal and state funding grants.

7 Little Econ Greenway Trail Phase 3

Description

The Little Econ Greenway Trail is approximately 8.5 miles long and is almost entirely completed along Orange County stormwater banks from Alafaya Trail to SR 436/Semoran Boulevard. The remaining segment to be constructed (Phase 3) is approximately 1 mile long and spans from Forsyth Road to Semoran Boulevard with a bridge over Semoran Boulevard. Construction of this short segment is the only impediment to completing the trail which will connect to the Cady Way Trail and then north to the Cross-Seminole Trail, creating a network of trails 21 miles long.

The County has submitted to MetroPlan Orlando for an Enhancement Grant of the remaining Little Econ Greenway (Phase 3).



Location Map

Opportunities and Constraints for Trail Development

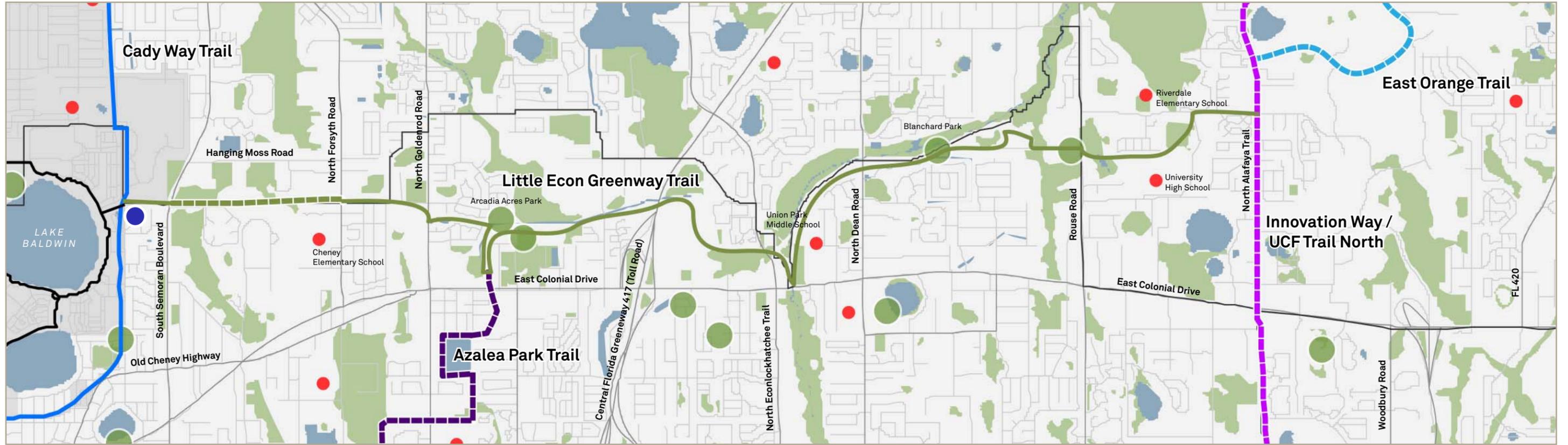
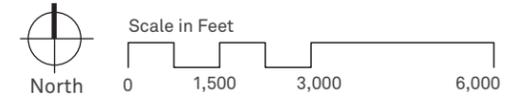
Opportunities

- Upon obtaining ownership or easement, the trail could be opened immediately as an unpaved connection.
- Approximately 1,000' of the corridor is parallel to Partridge Lane which is single loaded with industrial/warehouse use which could easily be modified to a "sharrow" design.
- The County owns a parcel at the intersection of the Little Greenway and Cady Way Trail that will be developed as a trailhead.

Constraints

- Connection to the Cady Way Trail across Semoran Boulevard should be made with an overhead pedestrian structure due to a wide roadway crossing and the intersection's presence in a curve.
- Property acquisition/easements will be required.

7 Little Econ Greenway Trail Phase 3



Legend

- | Existing | Proposed | |
|----------|----------|--------------------------------|
| | | Little Econ Greenway Trail |
| | | Azalea Park Trail |
| | | Innovation Way/UCF Trail North |
| | | East Orange Trail |
| | | Cady Way Trail |
| | | Trail (by others) |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$9,248,253
Per Mile Cost	\$1,226,010

Priority

9 of 12

Strategy for Implementation

Opportunities

- Consider Alternate B as the priority route since it is in Orange County ownership or easement.
- Partnership with the City of Orlando for City served sections could expedite construction and reduce costs.
- Apply for federal and state funding grants.

8 Azalea Park Trail

Description

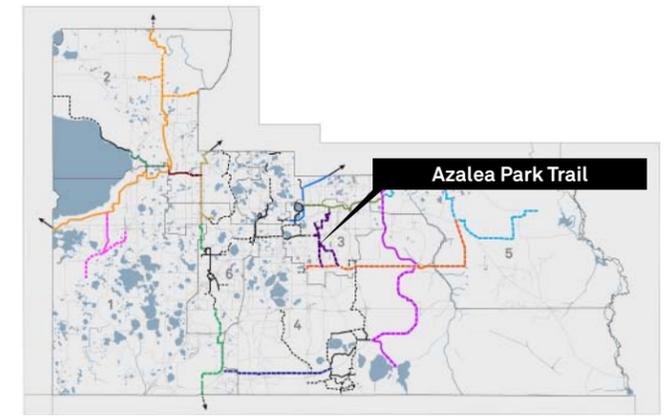
The Azalea Park Trail is approximately 7.5 miles long and connects the Avalon Trail to the Little Econ Greenway Trail. The alignment utilizes a combination of OUC power-line and Orange County drainage banks. In the southern ½ of the trail, between the Avalon Trail and Lake Underhill Road, there are two alternative routes. Alternative Route A utilizes an OUC easement; whereas, Alternative Route B utilizes an Orange County drainage way corridor. At Lake Underhill Road, Alternative A utilizes roadway ROW to reach an underpass of the SR 408 at Oxalis Avenue and then continues north toward the Little Econ Greenway Trail via OUC drainage banks. A short spur route connects Colonial High School to the trail corridor.

The trail corridor is an important part of the Orange County trail system because it is one of the eastern alignments through the County, which enables a north south connection to the Seminole County and Osceola County trail systems and further develops the regional system. For Orange County residents, the Azalea Park Trail helps to provide a link to reach downtown Orlando from as far east as the residential community of Wedgefield and Lake Nona to the south. Along the corridor, Liberty Middle School, Chickasaw Elementary School, Colonial High School and Colonial 9th Grade Center are each within a ¼ mile. Multiple residential communities and several retail/commercial centers are present, and two parks are connected. Trailheads can be placed at Liberty Middle School, Englewood Park, Capehart Park, Yucatan Neighborhood Park and Little Econ Greenway/SR 50 Trail.

Opportunities and Constraints for Trail Development

Opportunities

- OUC's and Orange County's maintenance roads through the corridor, with little or no improvements, are suitable for immediate use as an unpaved trail surface.
- There is a large population in this area of Orange County, along with a great number of schools which could be reached via a safer route than roadway ROW.

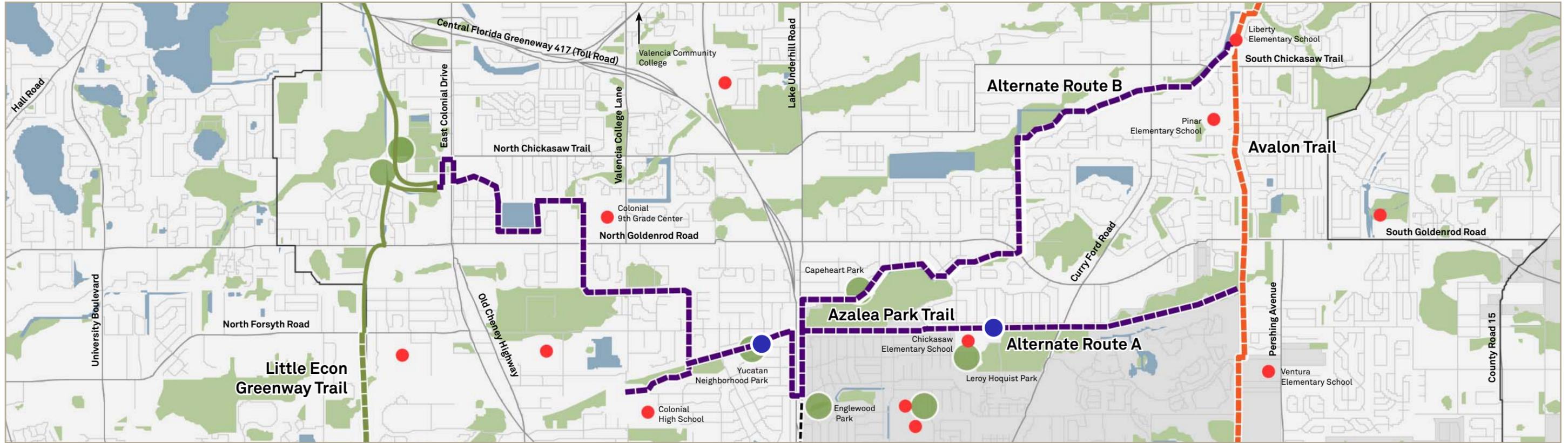
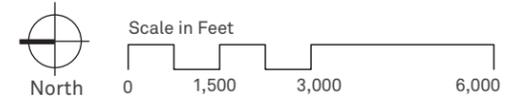


Location Map

Constraints

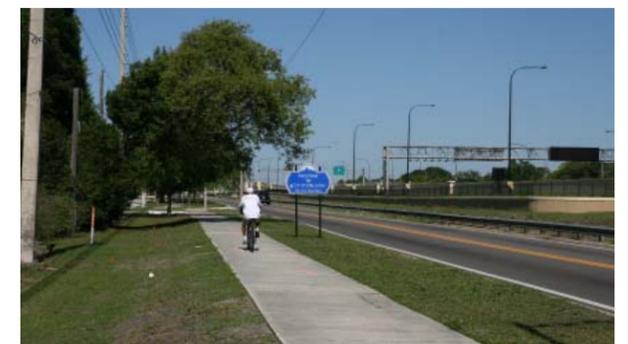
- An agreement with OUC will be required.
- A portion of the Alternative A route abuts a golf course which may require buffering and screening for the safety of trail users since it is on the “slice” side of the fairways.
- On Alternative A, a wetland boardwalk will be required just north of the Avalon Trail since no power-line easement is present at the southernmost end.
- Both alternative routes require a crossing of Curry Ford Road at either mid-block locations or at signalized intersection approximately 800' away.
- Alternate Route B crosses Goldenrod Road at one of two unsignalized intersections of which both are located in the same curve.

8 Azalea Park Trail



Legend

- | | | |
|----------|----------|----------------------------|
| Existing | Proposed | |
| | | Azalea Park Trail |
| | | Avalon Trail |
| | | Little Econ Greenway Trail |
| | | Trail (by others) |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$15,682,430
Per Mile Cost	\$964,476

Priority

7 of 12 (tied with Meadow Woods Trail)

Strategy for Implementation

Opportunities

- Enter into an agreement with OUC to utilize the corridor.
- Establish the corridor as an unpaved trail with minor improvements to serve as a catalyst for future funding for pavement and amenities.
- Public and Private partnerships with the Orange County School Board, commercial centers and neighborhoods for trailhead development and/or connections.
- Obtain support for the trail corridor with organizations such as the Florida National Scenic Trail, the Florida Fish and Wildlife Conservation Commission, the St Johns Water Management District, FDOT, neighborhood homeowners associations and bicycle advocacy groups.
- Apply for federal and state funding grants.



9 Avalon Trail

Description

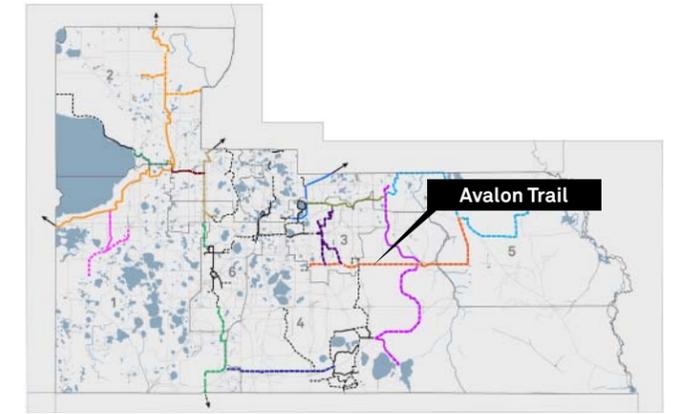
The proposed portion of the Avalon Trail is approximately 16.3 miles long and is comprised of two legs. The longest leg, approximately 12.4 miles in length, is an east/west alignment within an OUC Power-line corridor extending from the community of Wedgfield, west to SR 436/Semoran Boulevard. The second leg, approximately 3.9 miles in length is a north/south alignment from the power-line corridor north to Bithlo Park in the Dallas Boulevard/CR13 ROW.

Within Orange County, the Avalon Trail connects directly to the Azalea Park Trail, the Innovation Way/UCF Trail and the East Orange Trail. These connections provide linkages to Orange County's western trails, such as the Shingle Creek Trail and the West Orange Trail as well as the trails systems of Lake, Seminole and Osceola Counties. Along the Avalon Trail Corridor, Avalon Middle School, Andover Elementary School, Liberty Middle School, Pinar Elementary School and Ventura Elementary School are all within a ¼ mile distance. Bithlo Park, South Econ Community Park and Barber Park are all within a ¼ mile of the corridor as well. In addition to schools and parks, the communities of Bithlo, Wedgfield, Avalon, Union Park and Azalea Park are connected to one another along with several retail/commercial centers. A trailhead has recently been constructed in Avalon Park and each of the parks as well as some of the schools present opportunities for trailhead development as well.

Opportunities and Constraints for Trail Development

Opportunities

- OUC's maintenance road through the corridor, with little or no improvements, is suitable for immediate use as an unpaved trail surface.
- An extension of the trail east, beyond Dallas Boulevard/ County Road 13 and residential populations, can connect the trail to the St Johns River via already established segments of the Florida Scenic Trail. A representative of the Florida Fish and Wildlife Conservation Commission has expressed interest in this connection and in providing support for utilizing the development of this trail alignment. This extended access will further connect Wedgfield, SR 520 and the Canaveral Marshes Conservation Area to Orange County's trail system.



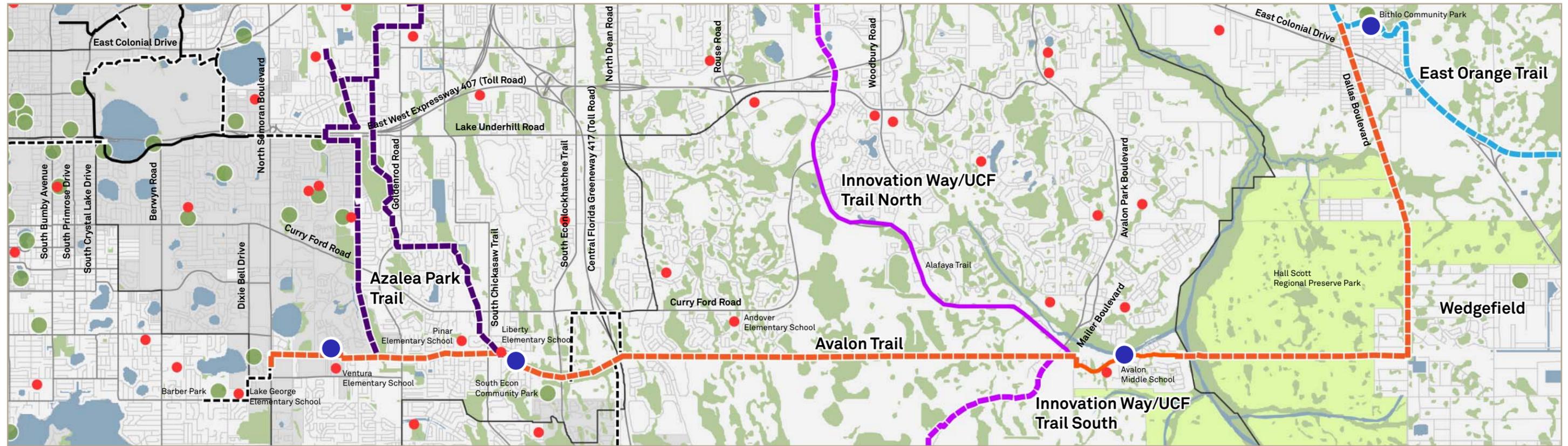
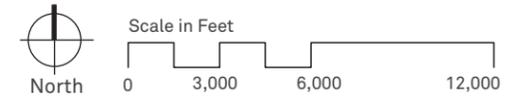
Location Map

- The existing "Bailey Bridge" crossing the Econlockhatchee River, just east of Avalon Park, appears to be in structurally good shape and is just in need of new decking.
- Hawks, turkeys, deer and other wildlife have been observed in the corridor as far east as the Econlockhatchee and Dean Road corridor crossings.

Constraints

- Much of the corridor appears that it may be within the 100 year flood plain.
- The power-lines at the SR 417 pose an impediment to the bridging the roadway within the corridor. However, acquiring easement on the south side of the corridor, on the back slope of an existing stormwater pond, could allow a crossing of the SR 417 to occur clear of the power-lines. An alternate, at grade route in the power-line corridor north to Curry Ford Road and east to the channelized Little Econlockhatchee River Bank, could also allow for a route "around" the SR 417.
- Much of the Dallas Boulevard segment is undeveloped shoulder and will require substantial clearing, fill and some bridging/boardwalk construction.
- An agreement with OUC would be required.

9 Avalon Multi-Use Trail



- Legend**
- | | | |
|----------|----------|--|
| Existing | Proposed | |
| | | Avalon Trail |
| | | Azalea Park Trail |
| | | Innovation Way/UCF Trail North and South |
| | | East Orange Trail |
| | | Trail (by others) |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$8,074,314
Per Mile Cost	\$690,660

Priority

4 of 12 (Innovation Way/UCF Trail North and South are combined, for scoring purposes, as one trail)

Strategy for Implementation

- Enter into an agreement with OUC to utilize the corridor.
- Establish the corridor as an unpaved trail with minor improvements to serve as a catalyst for future funding for pavement and amenities.
- Public and Private partnerships with the Orange County School Board, commercial centers and neighborhoods for trailhead development and/or connections.
- Obtain support for the trail corridor with organizations such as the Florida National Scenic Trail, the Florida Fish and Wildlife Conservation Commission, the St Johns Water Management District, FDOT, neighborhood homeowners associations and bicycle advocacy groups.
- Apply for federal and state funding grants.

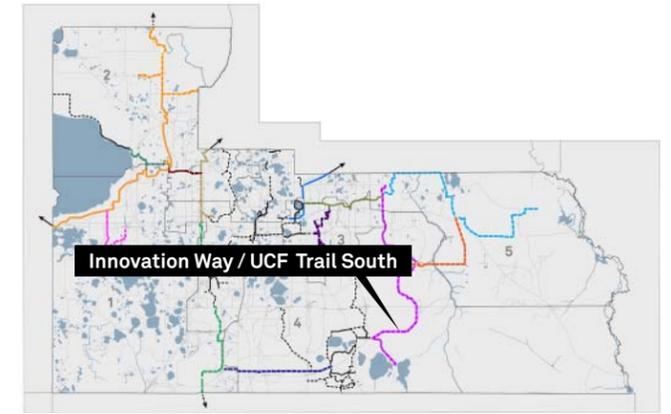


10a Innovation Way / UCF Trail South

Description

The undeveloped southern section of the Innovation Way/UCF Trail is approximately 11.9 miles long and almost exclusively utilizes the existing Innovation Way roadway ROW and dedicated International Corporate Park easement parallel to OUC's rail line. At Moss Park Road, a significant portion has been constructed leading to Moss Park with about 6,000' remaining between the trail's current terminus and the park.

This section of the Innovation Way/UCF Trail connects to the Avalon Trail at the north and Lake Nona's Trail and the planned Meadow Woods Trail near the south end. Construction of the trail would enable a connection to Osceola, Lake and Seminole County's trail network via Orange County's planned trail network. At present, the character of the corridor is rural with undeveloped properties along its length from the Avalon Trail to Moss Park Road, but extensive development is already planned and approved for offices, residences, industry, warehouse, retail, schools and parks creating a great need for the trail in the future.



Location Map

Opportunities and Constraints for Trail Development

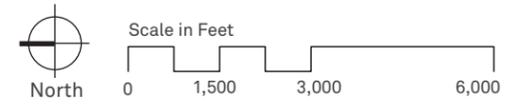
Opportunities

- A 5' sidewalk and a bike lane are already present between the Avalon Trail and the SR528/Beachline, allowing the development to focus upon the area south of the Beachline.
- Construction of trail segments along undeveloped properties, could be implemented as part of a condition for approval and construction.
- Easements for the trail, outside but adjacent to the ROW, could be made a condition of approval and construction.
- Along Innovation Way, the existing sidewalk could easily be modified to accommodate a wider width.
- A restoration project on the northeast side of Moss Park Road may provide a route outside of the ROW and an interpretive opportunity.

Constraints

- Crossing beneath the Beachline is not possible at this time. Improvements to the Beachline overpass, allowing for lane widening and a trail on the west side will be required and should be accommodated with future roadway improvements at this interchange.
- Approximately 2,000' segment, south of the terminus of the existing trail segment on Moss Park Road will require fill, boardwalks and possible easements upon adjacent properties to reach more suitable ROW shoulder to the south.

10a Innovation Way / UCF Multi-Use Trail South



- Legend**
- | | | |
|----------|----------|--------------------------------|
| Existing | Proposed | |
| | | Innovation Way/UCF Trail South |
| | | Avalon Trail |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$4,756,594
Per Mile Cost	\$1,292,912

Priority

4 of 12 (Innovation Way/UCF Trail North and South are combined, for scoring purposes, as one trail)

Strategy for Implementation

- Enter into an agreement with OUC to utilize the corridor.
- Establish the corridor as an unpaved trail with minor improvements to serve as a catalyst for future funding for pavement and amenities.
- Public and Private partnerships with the Orange County School Board, commercial centers and neighborhoods for trailhead development and/or connections.
- Obtain support for the trail corridor with organizations such as the Florida National Scenic Trail, the Florida Fish and Wildlife Conservation Commission, the St Johns Water Management District, FDOT, neighborhood homeowners associations and bicycle advocacy groups.
- Apply for federal and state funding grants.
- Work with FDOT's multi-modal re-design of Alafaya Trail north of SR50.

10b Innovation Way / UCF Multi-Use Trail North

Description

The undeveloped northern section of Innovation Way/UCF Trail North is approximately 3.7 miles long and exclusively located in east side of the Alafaya Trail ROW. The overall trail extends from the Avalon Trail and Innovation Way Trail at the southern end, north to the University of Central Florida (UCF) campus. Near UCF, it connects to the Little Econ Greenway Trail and within the UCF campus it connects to the East Orange Trail via the campus perimeter road.

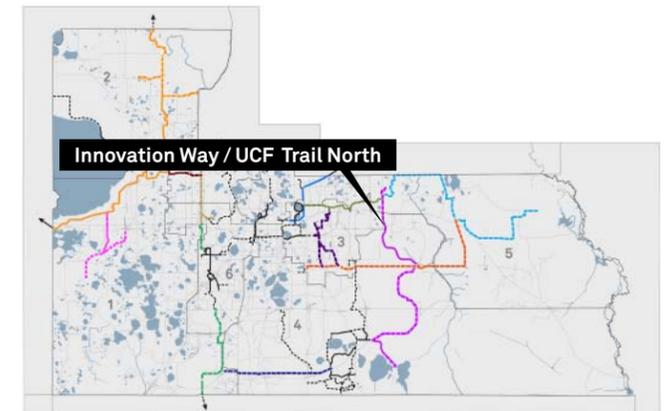
At present, the southern portion between Innovation Way and Lake Underhill Road is either fully constructed or under construction as part of a roadway widening project, and should be available for use in 2012. North of Lake Underhill Road, ample space and an existing sidewalk are present past the Waterford Lakes Town Center to St. Joseph's Catholic Church, just short of Colonial Drive/SR 50. At the church, just short of SR 50/East Colonial Drive, the existing sidewalk continues, but space is limited for widening. North of Colonial Drive, sidewalks and bike lanes are present and the ROW becomes an urban section with curb and gutter and many driveway crossings.

North of Colonial/SR 50, the Innovation Way/UCF Trail North will serve some adjacent residences, businesses and offices, but the primary users will be UCF students commuting to school or businesses from the campus and off campus apartments. In the south, the primary users will be residents and families accessing businesses, shopping, the Waterford Town Lakes Center and the many surrounding retail centers along the corridor. Trailhead opportunities are not necessary as points to connect to the trail since the majority of the user will be adjacent to, or near the corridor.

Opportunities and Constraints for Trail Development

Opportunities

- The trail is easily implementable in large or small segments with each portion immediately serving residents and students. Near UCF, the trail could be implemented in an intersection to intersection phasing.
- Both the Innovation Way/UCF Trail and the East Orange Trail are intended to meet on UCF's campus via the university's roadway network. However, ample space does exist to have each trail intersect of Alafaya Trail and McCulloch Road.



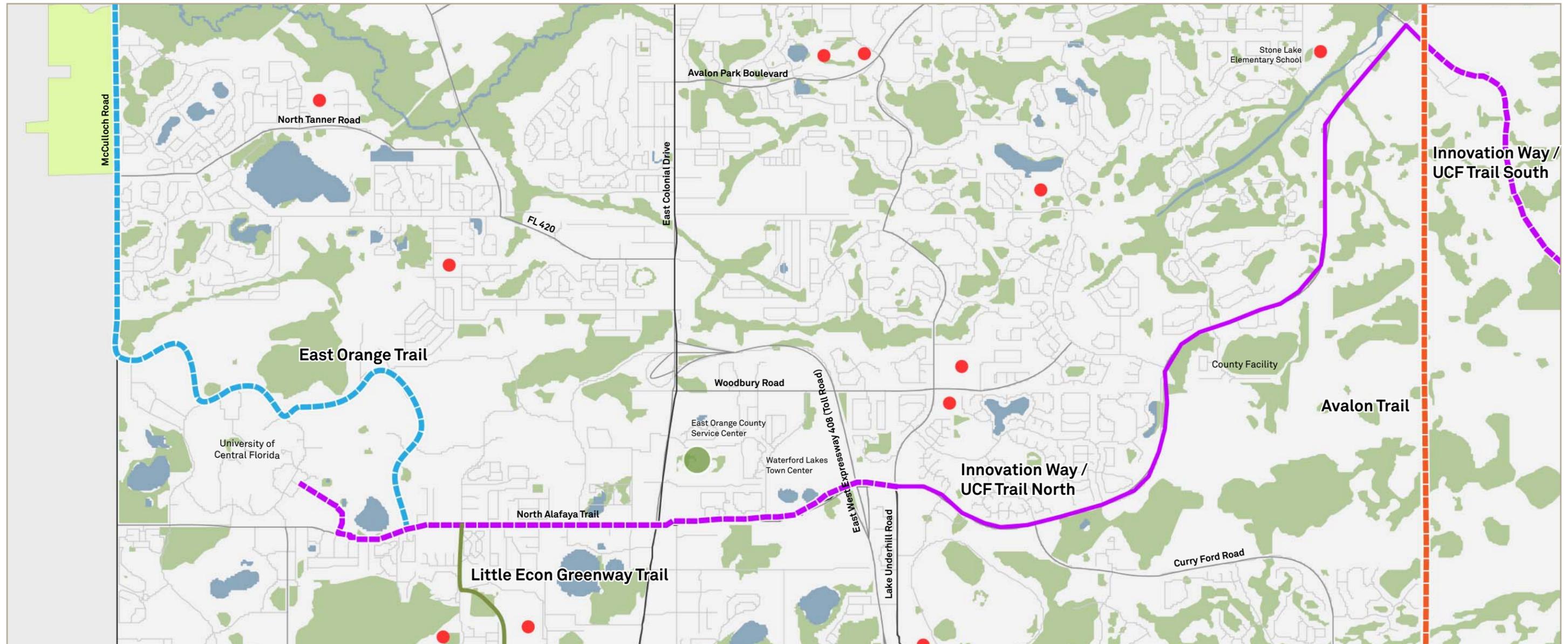
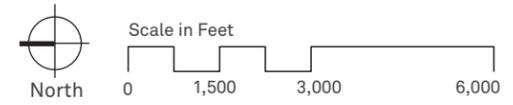
Location Map

- FDOT is planning a multi-modal redesign of Alafaya Trail north SR50 that could incorporate the future trail.

Constraints

- There are many driveway crossings and side streets along the corridor with the opportunity for distracted motorist not to see trail users. Southbound trail users are particularly susceptible to right turn movements.
- The crossing of SR 50 includes 7-lanes of traffic, dual left turn movements and large curb radii.

10b Innovation Way / UCF Multi-Use Trail North



Legend

- | | | |
|----------|----------|--|
| Existing | Proposed | |
| | | Innovation Way/UCF Trail North and South |
| | | Avalon Trail |
| | | East Orange Trail |
| | | Little Econ Greenway Trail |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$17,151,869
Per Mile Cost	\$1,804,129

Priority

7 of 12 (tied with Avalon Trail)

Strategy for Implementation

- Enter into an agreement with OUC to utilize the corridor.
- Establish the corridor as an unpaved trail with minor improvements to serve as a catalyst for future funding for pavement and amenities.
- Public and Private partnerships with the Orange County School Board, commercial centers and neighborhoods for trailhead development and/or connections.
- Obtain support for the trail corridor with organizations such as the Florida National Scenic Trail, the Florida Fish and Wildlife Conservation Commission, the St Johns Water Management District, FDOT, neighborhood homeowners associations and bicycle advocacy groups.
- Apply for federal and state funding grants.
- Enter into a partnership with the City of Orlando to share development of the trail as a part of the Orange County water and reuse line project.

11 Meadow Woods Trail

Description

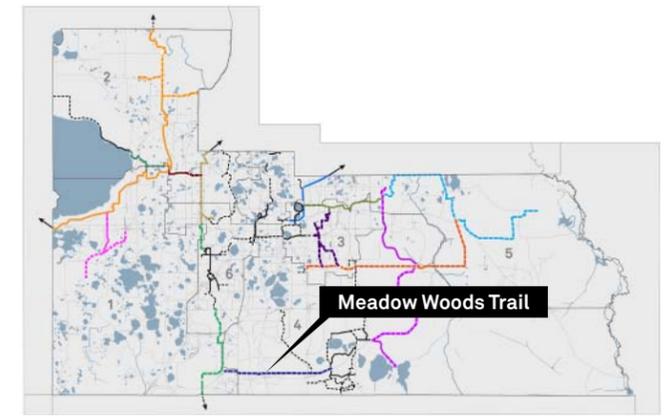
The Meadow Woods Trail is approximately 9.5 miles long and primarily utilizes an existing OUC Powerline corridor which includes Orange County Utility water and reclaimed water lines along much of the way. The corridor extends from Lake Nona Boulevard west to the John Young Parkway and links to the Shingle Creek Trail. With the exception of a segment at the westernmost end, at US 441, where the corridor shifts north to pass through a future County park, the corridor is approximately 200' wide.

The east/west alignment facilitates a large trail loop through Orange County and a connection to Osceola County's segment of the Shingle Creek Trail. Within Orange County, the Meadow Woods Trail connects to Lake Nona's trail system and the Innovation Way/UCF Trail. Along the trail corridor Meadow Woods Middle School, Meadow Woods Elementary School, Cypress Creek High School, John Young Elementary School and Hunter's Creek Elementary School are all within a ¼ mile of the trail. Orange County's proposed park site, just east of Orange Blossom Trail would serve as a trailhead. Multiple residential communities and several retail/commercial centers would be linked to each of the trails.

Opportunities and Constraints for Trail Development

Opportunities

- Orange County plans for the addition of a new water and reclaimed water line in the corridor, which will cause significant impact to the existing grade and provide an opportunity to construct the trail as part of the project.
- Portions of the corridor are within Orlando city limits and provide an opportunity to share funding/implementation.
- OUC's maintenance road through the corridor, with little or no improvements, is suitable for immediate use as an unpaved trail surface.
- Trailhead opportunities are present at Meadow Woods Middle School and the new County park site west of Orange Blossom Trail.

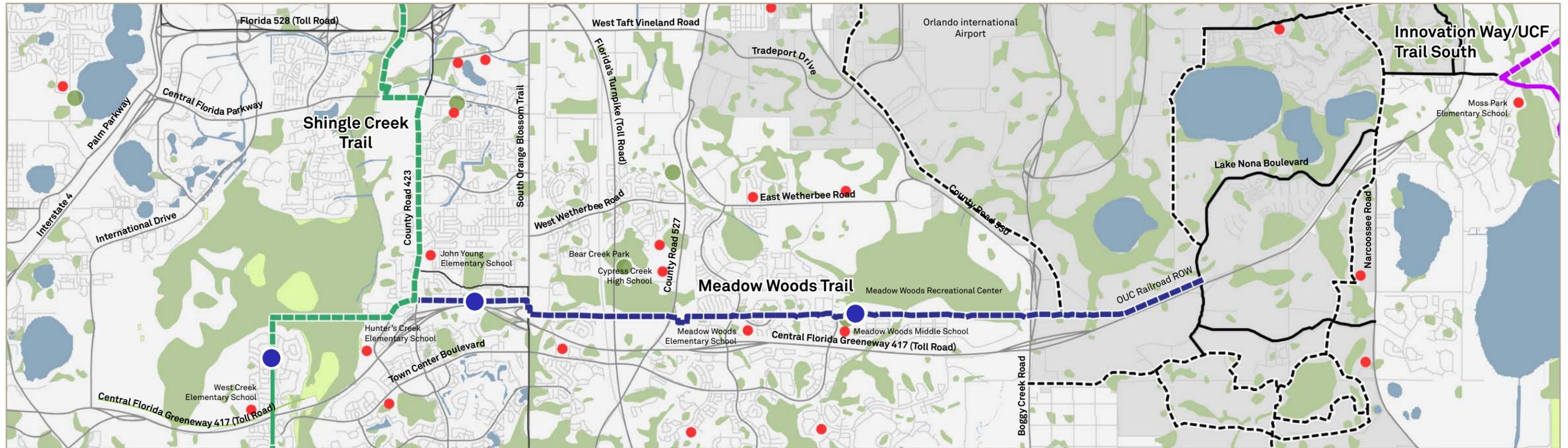
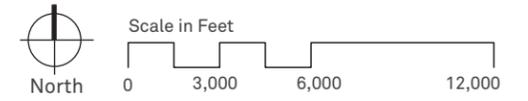


Location Map

Constraints

- An agreement with from OUC will be required.
- Much of the corridor appears that it may be within the 100 year flood plain.
- About a mile of the corridor is parallel to OUC's rail line, which may require fencing or a barrier of some sort.
- Power-lines at the crossing of the Florida Turnpike pose an impediment to bridging the roadway. However, acquiring easement on the north side of the corridor could allow a crossing of the Florida Turnpike to occur, clear of the powerlines, on the shoulder of one existing and one planned retention ponds. The proposed retention pond is part of a planned widening in this area in 2015.
- The route requires five 4-lane roadway crossings and one mainline railroad crossing.

11 Meadow Woods Trail



Legend

- | | | |
|----------|----------|--|
| Existing | Proposed | |
| | | Meadow Woods Trail |
| | | Shingle Creek Trail |
| | | Innovation Way/UCF Trail North and South |
| | | Trail (by others) |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



Cost

Project Cost	\$18,633,131
Per Mile Cost	\$867,459

Priority

10 of 12

Strategy for Implementation

- Enter into an agreement with OUC to utilize the corridor.
- Establish the corridor as an unpaved trail with minor improvements to serve as a catalyst for future funding for pavement and amenities.
- Public and Private partnerships with the Orange County School Board, commercial centers and neighborhoods for trailhead development and/or connections.
- Obtain support for the trail corridor with organizations such as the Florida National Scenic Trail, the Florida Fish and Wildlife Conservation Commission, the St Johns Water Management District, FDOT, neighborhood homeowners associations and bicycle advocacy groups.
- Apply for federal and state funding grants.



12 East Orange Trail

Description

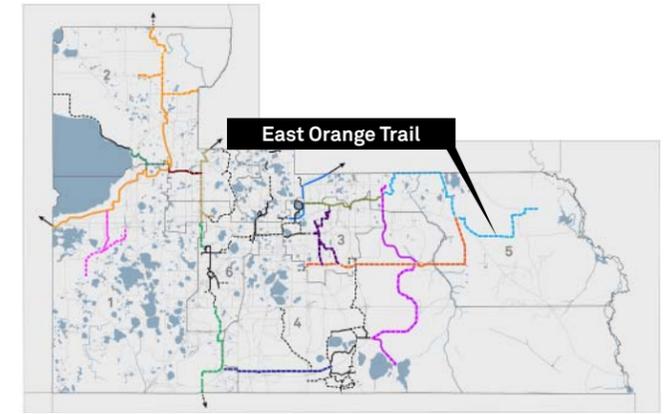
The East Orange Trail is approximately 21.5 miles long and utilizes a combination of publicly owned lands/parks, roadway ROW, Orange County drainage banks, dedicated easements, powerline easements and the University of Central Florida's roadway network. The trail begins at the east end of Orange County near the St Johns River at Orlando Wetlands Park and terminates at the University of Central Florida's campus and the Innovation Way/UCF Trail. Proceeding west from the Orlando Wetlands Park, the trail enters Fort Christmas Park and travels west and then south to Orange County's Savage/Christmas Creek Preserve and then along the eastern edge of the preserve to SR 50. At SR 50, the trail will turn to the west and utilize roadway SR 50/East Colonial Drive ROW until it reaches Bithlo and transitions onto Old Cheney Highway. After a few hundred yards on Old Cheney, the trail heads towards Bithlo Community Park along Orange County drainage banks. Just west of Bithlo Community Park, the East Orange Trail meets the northern terminus of the Avalon Trail at SR 13 and then turns north as it proceeds through a residential community on a dedicated corridor in abandoned SR 13 ROW to Chuluota Road. At Chuluota Road, the trail continues north where it turns back to the west on a powerline easement toward McCulloch Road and the University of Central Florida's campus.

The character of the corridor is predominantly rural and has no schools within reasonable reach, and in the eastern half, few residences, businesses and retail uses are present. On the east half of the corridor, trailhead opportunities are present at the Orlando Wetlands Park as well as at Orange County's Fort Christmas Park, Savage/Christmas Creek Preserve and Bithlo Community Park. The western segment of trail connects the residents of Bithlo, Cypress Lakes, University Estates, Carillon and UCF together.

Opportunities and Constraints for Trail Development

Opportunities

- Due to the rural character of most of the corridor, the trail serves as a great recreational corridor with wildlife viewing opportunities.



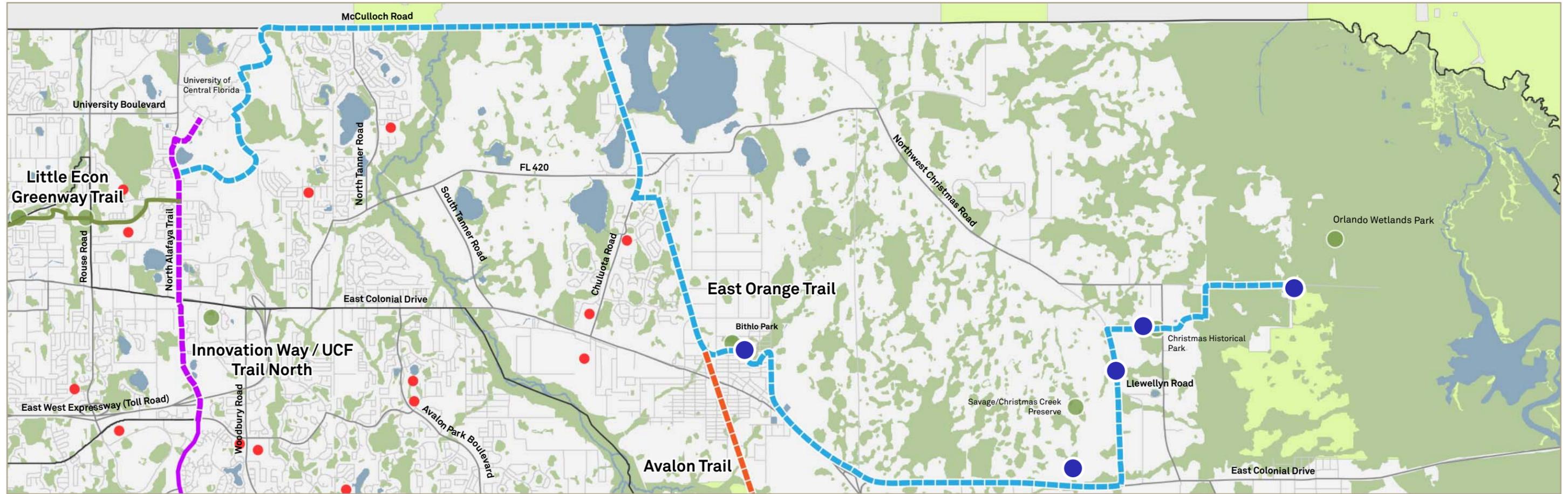
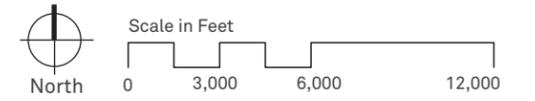
Location Map

- Cheney Highway, at the southern entrance to Bithlo, is a great gateway to Bithlo.
- McCulloch Road has existing sidewalks which can allow funding of the trail to be allocated toward other segments.

Constraints

- The SR 50 ROW contains a broad swale, which may require fill or retaining walls in some sections of the corridor
- The SR 50 interchange with SR 520 interrupts the ROW shoulder use. However, it appears that the trail should be able to navigate around it on the north side.
- An agreement with Florida Power will be required along the route between Chuluota Road and the terminus of McCulloch Road. However, the trail could be developed as part of an extension of McCulloch Road.
- A narrow easement, or property acquisition, will be required between Orange County's Fort Christmas Park and Wilderness Preserve. If this connection cannot be utilized, Llewellyn Road to the south could be used via a southerly alignment along Fort Christmas Road.

12 East Orange Trail



Legend

- | | | |
|----------|----------|--------------------------------|
| Existing | Proposed | |
| | | East Orange Trail |
| | | Little Econ Greenway Trail |
| | | Innovation Way/UCF Trail North |
| | | Avalon Trail |
| | | Trail (by others) |
| | | Schools |
| | | Trailhead Opportunity |
| | | Parks and Trailheads |
| | | Wetlands |



03 **Implementation and Management** Plan

1. Detailed Corridor Construction Costs
2. Funding Assessment
3. Operations and Maintenance Program

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Pine Hills Trail

West Colonial Drive to Seminole Wekiva Connection at Maitland Boulevard Interchange			34,249		LF
Spur Leg to - Barnett Park			5548		LF
Total Pine Hills Trail			7,54		MI
	<u>Item</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>
1	Mobilization (based on 18% construction costs.)	LS	\$1,170,206.53	-	\$1,170,206.53
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$75,373.11	-	\$75,373.11
3	Silt Fence Type III	LF	\$3.00	79594	\$238,782.00
4	Excavation, Embankment & Grading	CY	\$12.00	13000.353	\$156,004.24
5	12" Stabilized Subgrade	SY	\$4.00	61906	\$247,625.78
6	6" Compacted Base	SY	\$10.00	61906	\$619,064.44
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	61906	\$278,579.00
8	Traffic Stripe, Solid (4")	LF	\$0.40	39797	\$15,918.80
9	Sign (trail regulatory)	EA	\$75.00	64	\$4,800.00
10	Major Trailhead (complete amenities)	LS	\$1,500,000.00	1	\$1,500,000.00
11	Minor Trailhead (parking/kiosk only)	LS	\$750,000.00	1	\$750,000.00
	Boardwalk	LF	\$700.00	650	\$455,000.00
Roadway Crossings (Main Line Route)					
12	Alhambra Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
13	Balboa Drive (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
14	Cortez Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
15	Santa Anita Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
16	Ferdinand Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
17	Sarazen Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
18	Golf Club Parkway (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
19	Indialantic Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
20	Silver Star Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
21	Indian Hill Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
22	North Lane (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
23	Clarcona Ocoee Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
24	Beggs Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
25	Overland Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
26	CR 424 (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
27	Railroad Crossing (Beggs Road at Railroad)	LS	\$50,000.00	-	\$50,000.00
	Driveway Crossings	LS	3,000	12	\$36,000.00
Spur					
28	Emeralda Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
29	Cortez Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
30	Pine Hills Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
31	Pontiac Court (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
32	Balboa Drive (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
33	Ferrand Drive (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
Combined Subtotal					
Construction Costs					\$9,237,353.89
Contingencies (20%)					\$1,847,470.78
Total Construction Costs					\$11,084,824.67
				Cost per Mile	\$1,470,660.46
Design Cost (10%)					\$1,108,482.47
Total Costs					\$12,193,307.14
				Cost per Mile	\$1,617,726.50

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

West Orange Trail (Phase 4)

Kelly Park Road - Lake County Line			18123			LF
Lester Road - Kelly Park Road			15607			LF
N. Rock Springs Road - Seminole County Line			16721			LF
Total West Orange Trail Connection			9.56			MI
	<u>Item</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>	
1	Mobilization (based on 18% construction costs.)	LS	\$459,763.16	-	\$459,763.16	
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$95,551.14	-	\$95,551.14	
3	Silt Fence Type III	LF	\$3.00	100902	\$302,706.00	
4	Excavation, Embankment & Grading	CY	\$12.00	16481	\$197,767.92	
5	12" Stabilized Subgrade	SY	\$4.00	55146	\$220,584.00	
6	6" Compacted Base	SY	\$10.00	55146	\$551,460.00	
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	55146	\$248,157.00	
8	Traffic Stripe, Solid (4")	LF	\$0.40	35451	\$14,180.40	
9	Sign (trail regulatory)	EA	\$75.00	60	\$4,500.00	
10	12" Stabilized Subgrade	SY	\$4.00	23333	\$93,333.33	
11	4" Concrete	SY	\$18.00	23333	\$420,000.00	
Roadway Crossings						
12	Faye Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
13	East Ponkan Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
14	Trailer Haven Lane (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
15	Pine Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
16	Holly Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
17	Sycamore Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
Spur						
18	Creekline Lane (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
19	Parkglen Circle (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
20	Cedar Glen Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00	
Bridge Crossings						
21	Over Wetland Bridge Crossing	LF	\$250.00	1000	\$250,000.00	
Driveway Crossings						
		LS	3000	22	\$66,000.00	
Combined Subtotal						
Construction Costs					\$3,014,002.95	
Contingencies (20%)					\$602,800.59	
Total Construction Costs					\$3,616,803.54	Cost per Mile \$378,520.20
Design Costs (10%)					\$361,680.35	
Total Project Costs					\$3,978,483.90	Cost per Mile \$416,372.22

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Lake Apopka Connector Trail

	Magnolia Park West to WOT		14,791		LF		
	N/A						
	Ingram Road & McCormick Road - South to Existing West Orange Trail		10771		LF		
	N/A						
	Total Lake Apopka Connector Trail			4.84		MI	
No.	Item	Units	Unit Cost	Quantity	Total Cost		
	Multi-use Trail						
1	Mobilization (based on 18% construction costs.)	LS	\$471,480.85	-	\$471,480.85		
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$48,412.88	-	\$48,412.88		
3	Silt Fence Type III	LF	\$3.00	51124	\$153,372.00		
4	Excavation, Embankment & Grading	CY	\$12.00	8350	\$100,203.04		
5	12" Stabilized Subgrade	SY	\$4.00	37741	\$150,963.56		
6	6" Compacted Base	SY	\$10.00	37741	\$377,408.89		
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	37741	\$169,834.00		
8	Traffic Stripe, Solid (4")	LF	\$0.40	24262	\$9,704.80		
9	Sign (trail regulatory)	EA	\$75.00	26	\$1,950.00		
10	12" Stabilized Subgrade	SY	\$4.00	2022	\$8,088.89		
11	4" Concrete	SY	\$18.00	2022	\$36,400.00		
	Roadway Crossings						
12	Binion Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
13	Park Shore Lane (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
14	Damon Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
15	McCormick Woods Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
16	Orlando Memorial Woods Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
17	McCormick Road (signalized traffic control required)	LS	\$500,000.00	2	\$1,000,000.00		
18	Ocoee-Apopka Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00		
	Bridge Crossings						
19	Under Western Expressway Bridge on Ocoee-Apopka Road	LS	\$5,000.00	-	\$5,000.00		
20	Under Western Expressway Bridge on McCormick Road	LS	\$5,000.00	-	\$5,000.00		
	Driveway Crossings	LS	3000	1	\$3,000.00		
	Combined Subtotal						
	Construction Costs				\$3,090,818.90		
	Contingencies (20%)				\$618,163.78		
	Total Construction Costs				\$3,708,982.68	Cost per Mile	\$766,114.88
	Design Costs (10%)				\$370,898.27		
	Total Project Costs				\$4,079,880.95	Cost per Mile	\$842,726.37

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Clarcona-Ocoee Connector Trail

	Pine Hills Trail - Hiwassee Road			6954		LF	
	Clarcona Ocoee Road - WOT			1536		LF	
	Clarcona Ocoee Connector Trail			1.61		MI	
No.	Item	Units	Unit Cost	Quantity	Total Cost		
1	Mobilization (based on 18% construction costs.)	LS	\$58,374.53	-	\$58,374.53		
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$16,079.55	-	\$16,079.55		
3	Silt Fence Type III	LF	\$3.00	13908	\$41,724.00		
4	Excavation, Embankment & Grading	CY	\$12.00	162.26	\$1,947.12		
5	12" Stabilized Subgrade	SY	\$4.00	10817	\$43,269.33		
6	6" Compacted Base	SY	\$10.00	10817	\$108,173.33		
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	10817	\$48,678.00		
8	Traffic Stripe, Solid (4")	LF	\$0.40	6954	\$2,781.60		
9	Sign (trail regulatory)	EA	\$75.00	22	\$1,650.00		
	Roadway Crossings						
10	Gilliam Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
11	Wekiva Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
12	Long Lake Hills Blvd (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
13	Long Lake Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
14	Lake Sparling Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
15	Red Bone Lane (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
16	Driveway Crossing	LS	\$3,000.00	17	\$51,000.00		
	Combined Subtotal						
	Construction Costs						\$433,677.46
	Contingencies (20%)						\$86,735.49
	Total Construction Costs						\$520,412.95
							<i>Cost per Mile \$323,649.04</i>
	Design Costs (10%)						\$52,041.30
	Total Project Costs						\$572,454.25
							<i>Cost per Mile \$356,013.95</i>

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Horizon West Trail

Existing West Orange Trail - SR 50 (north end)		5469		LF	
West Orange Park - Daniels Road (SR 429spur)		15784		LF	
Daniels Road - Horizon's West Sports Complex (south end)		18004		LF	
Total Horizon West Trail		7,44		MI	
	Item	Units	Unit Cost	Quantity	Total Cost
1	Mobilization (based on 18% construction costs.)	LS	\$726,246.33	-	\$726,246.33
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$74,350.38	-	\$74,350.38
3	Silt Fence Type III	LF	\$3.00	78514	\$235,542.00
4	Excavation, Embankment & Grading	CY	\$12.00	12824	\$153,887.44
5	12" Stabilized Subgrade	SY	\$4.00	52666	\$210,665.78
6	6" Compacted Base	SY	\$10.00	52666	\$526,664.44
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	52666	\$236,999.00
8	Traffic Stripe, Solid (4")	LF	\$0.40	33857	\$13,542.80
9	Sign (trail regulatory)	EA	\$75.00	110	\$8,250.00
10	12" Stabilized Subgrade	SY	\$4.00	8400	\$33,600.00
11	4" Concrete	SY	\$18.00	8400	\$151,200.00
	Roadway Crossings				
12	East Bay Street - sidewalk expansion (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
13	Smith Street - sidewalk expansion (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
14	Maple Street - sidewalk expansion (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
15	Florida Avenue - sidewalk expansion (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
16	Pennsylvania Avenue - sidewalk expansion (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
17	Charlotte Street - sidewalk expansion (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
18	Story Road (currently signalized)	LS	\$100,000.00	-	\$100,000.00
19	Cypress Street - sidewalk expansion (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
20	Palmetto Street - sidewalk expansion (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
21	West Colonial Drive - sidewalk expansion (currently signalized)	LS	\$100,000.00	-	\$100,000.00
22	Palm Crossing (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
23	Beard Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
24	Doe Run Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
25	Roper Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
26	Scenic Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
27	Foxcrest Boulevard (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
28	Grovehurst Avenue (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
29	Fowler Grove Boulevard (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
30	Fowler Exchange Boulevard (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
31	Daniels Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
32	Stoneybrook West Parkway (minimal traffic control required) Spur	LS	\$10,000.00	-	\$10,000.00
33	Tilden Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
34	Stoneybrook West Parkway (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
35	Robinson Road and Stoneybrook West Parkway (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
36	Warrior Road and Windemere Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
	Combined Subtotal				
	Construction Costs				\$4,760,948.17
	Contingencies (20%)				\$952,189.63
	Total Construction Costs				\$5,713,137.81
				<i>Cost per Mile</i>	<i>\$768,407.36</i>
	Design Cost (10%)				\$571,313.78
	Total Project Costs				\$6,284,451.59
				<i>Cost per Mile</i>	<i>\$845,248.09</i>

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Shingle Creek Trail

Paved Pine Hills Shopping Center - Eagle Nest Park	13408	LF
W. Sand Lake Road - Central Florida Parkway	17200	LF
Central Florida Parkway - Hunters Vista Boulevard	25942	LF
Town Center Boulevard - Osceola County Line	1273	LF
Total Shingle Creek Trail	10.95	MI

Un Paved N/A		LF
N/A		LF
N/A		LF
N/A		LF
N/A	0.00	MI

No.	Item	Units	Unit Cost	Quantity	Total Cost
1	Mobilization (based on 18% construction costs.)	LS	\$859,265.53	-	\$859,265.53
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$109,513.26	-	\$109,513.26
3	Silt Fence Type III	LF	\$3.00	115646	\$346,938.00
4	Excavation, Embankment & Grading	CY	\$12.00	18888.847	\$226,666.16
5	12" Stabilized Subgrade	SY	\$4.00	57280	\$229,120.89
6	6" Compacted Base	SY	\$10.00	57280	\$572,802.22
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	57280	\$257,761.00
8	Traffic Stripe, Solid (4")	LF	\$0.40	36823	\$14,729.20
9	Sign (trail regulatory)	EA	\$75.00	1000	\$75,000.00
10	12" Stabilized Subgrade	SY	\$4.00	32667	\$130,666.67
11	4" Concrete	SY	\$18.00	32667	\$588,000.00
	Roadway Crossings				
	North Segment				
12	West Colonial Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
13	West Concord Avenue (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
14	West Bound Off Ramp East West Expressway & Kirkman Rd (currently signalized)	LS	\$100,000.00	-	\$100,000.00
15	East Bound On Ramp East West Expressway & Kirkman Rd (currently signalized)	LS	\$100,000.00	-	\$100,000.00
16	Winter Garden Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
17	Raleigh Street (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
	South Segment				
18	Taft Vineland & Central Florida Parkway (currently signalized)	LS	\$100,000.00	-	\$100,000.00
19	Ritz Carlton Entry Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
20	Lakeshore Reserve Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
21	Crystal Commerce Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
22	Crystal Creek Boulevard (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
23	Battles Boulevard (currently signalized)	LS	\$100,000.00	-	\$100,000.00
24	Chalfont Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
25	Tarragona Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
26	Hunters Vista Boulevard (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
27	Town Center Boulevard (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
	Bridging/Boardwalk				
28	OC Utilities Ponds at SR 408	LF	\$700	75	\$52,500
29	Eagles Nest Park	LF	\$700	50	\$35,000
30	Shingle Creek Trail at Beachline	LF	\$700	2450	\$1,715,000
31	Shingle Creek at Destination Parkway	LF	\$700	100	\$70,000

Note:
 1. Programmed Beachline roadway improvements negate trail bridging of Beachline.
 2. Programmed Sand Lake Road improvements negate trail bridging of Sand Lake Road.

Combined Subtotal			
Construction Costs		\$7,452,962.93	
Contingencies (20%)		\$1,490,592.59	
Total Construction Costs		\$8,943,555.51	Cost per Mile \$816,664.18
Design Costs (10%)		\$894,355.55	
Total Project Costs		\$9,837,911.06	Cost per Mile \$898,330.60

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Little Econ Greenway Trail (Phase 3)

Existing Little Econ Greenway Trail - SR 436/Semorán Boulevard		5138	LF				
Total Little Econ Greenway Trail		0.97	MI				
<u>No.</u>	<u>Item</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>		
1	Mobilization (based on 18% construction costs.)	LS	\$938,045.78	-	\$938,045.78		
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$9,731.06	-	\$9,731.06		
3	Silt Fence Type III	LF	\$3.00	10276	\$30,828.00		
4	Excavation, Embankment & Grading	CY	\$12.00	1678.4133	\$20,140.96		
5	12" Stabilized Subgrade	SY	\$4.00	7992	\$31,969.78		
6	6" Compacted Base	SY	\$10.00	7992	\$79,924.44		
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	7992	\$35,966.00		
8	Traffic Stripe, Solid (4")	LF	\$0.40	5138	\$2,055.20		
9	Sign (trail regulatory)	EA	\$75.00	10	\$750.00		
10	Roadway Crossings SR 436/Semorán Boulevard Bridge	LF	\$20,000.00	250	\$5,000,000.00		
Combined Subtotal							
	Construction Costs				\$6,149,411.22		
	Contingencies (20%)				\$1,229,882.24		
	Total Construction Costs				\$7,379,293.47	Cost per Mile	\$7,583,236.57
	Design Cost (10%)				\$737,929.35		
	Total Project Cost				\$8,117,222.81	Cost per Mile	\$8,341,560.23

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Azalea Park Trail

	Little Econ Greenway/SR 50 - SR 408 and Oxalis		21832		LF
	SR 408 and Oxalis - Avalon Trail via powerline		15624		LF
	Colonial HS Spur		2373		LF
	Total Azalea Park Trail		7.54		MI

	Item	Units	Unit Cost	Quantity	Total Cost
1	Mobilization (based on 18% construction costs.)	LS	\$833,072.44	-	\$833,072.44
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$75,433.71	-	\$75,433.71
3	Silt Fence Type III	LF	\$3.00	79658	\$238,974.00
4	Excavation, Embankment & Grading	CY	\$12.00	13010.81	\$156,129.68
5	12" Stabilized Subgrade	SY	\$4.00	59467	\$237,869.33
6	6" Compacted Base	SY	\$10.00	59467	\$594,673.33
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	59467	\$267,603.00
8	Traffic Stripe, Solid (4")	LF	\$0.40	38229	\$15,291.60
9	Sign (trail regulatory)	EA	\$75.00	62	\$4,650.00
10	12" Stabilized Subgrade	SY	\$4.00	24889	\$99,555.56
11	4" Concrete	SY	\$18.00	24889	\$448,000.00
	Roadway Crossings				
	North of Lake Underhill				
12	East Colonial Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
13	South Goldenrod Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
14	Forsyth Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
15	Yucatan Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
16	Cocos Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
	South of Lake Underhill				
17	Lake Underhill Road (currently signalized)	LS	\$100,000.00	-	\$100,000.00
18	Andes Avenue (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
19	Cocos Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
20	Autumnvale Drive (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
21	Curry Ford Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
	Bridge Crossings				
22	Over Water Bridge Crossing (near E. Colonial)	LF	\$2,500.00	100	\$250,000.00
23	Over Water Bridge Crossing (at Colonial 9th grade center)	LF	\$2,500.00	100	\$250,000.00
24	Boardwalk at Chickasaw Elementary School	LF	\$700.00	50	\$35,000.00
25	Boardwalk connection to Avalon Trail at Ventura	LF	\$700.00	1800	\$1,260,000.00
	Combined Subtotals				
	Construction Costs				\$7,006,252.65
	Contingencies (20%)				\$1,401,250.53
	Total Construction Costs				<u>\$8,407,503.18</u>
				Cost per Mile	\$1,114,555.14
	Design Costs (10%)				\$840,750.32
	Total Project Costs				<u>\$9,248,253.50</u>
				Cost per Mile	\$1,226,010.66

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Avalon Trail

Semoran Boulevard - Central Florida Greenway			22537		LF
Central Florida Greenway - Avalon Middle School			28689		LF
Avalon Middle School to Dallas Blvd.			14020		LF
Dallas Boulevard -Proposed East Orange Trail Connection			20607		LF
Total Avalon Trail			16,26		MI
	<u>Item</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>
1	Mobilization (based on 18% construction costs.)	LS	\$1,810,773.94	-	\$1,810,773.94
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$162,600.38	-	\$162,600.38
3	Silt Fence Type III	LF	\$3.00	171706	\$515,118.00
4	Excavation, Embankment & Grading	CY	\$12.00	28045.31	\$336,543.76
5	12" Stabilized Subgrade	SY	\$4.00	130282	\$521,129.78
6	6" Compacted Base	SY	\$10.00	130282	\$1,302,824.44
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	130282	\$586,271.00
8	Traffic Stripe, Solid (4")	LF	\$0.40	83753	\$33,501.20
9	Sign (trail regulatory)	EA	\$75.00	1000	\$75,000.00
10	12" Stabilized Subgrade	SY	\$4.00	3267	\$13,066.67
11	4" Concrete	SY	\$18.00	3267	\$58,800.00
	Roadway Crossings				
	<i>Dallas to Central Florida Greenway</i>				
12	Decker Avenue (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
13	Innovation Way and Alafay Trail (currently signalized)	LS	\$100,000.00	-	\$100,000.00
14	Young Pine Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
	<i>Central Florida Parkway to Semoran Boulevard</i>				
15	Econlockhatchee Trail (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
16	Chickasaw Trail (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
17	Anthony Lane (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
18	South Goldenrod Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
19	Woodgate Boulevard (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
	<i>Dallas to East Orange Greenway</i>				
20	Nettleton Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
21	Neatherland Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
22	Natchez Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
23	5th Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
24	1st Avenue - 5th Avenue (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
25	CR 13 (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
26	16th - 11th Avenue (minimal traffic control required)	LS	\$60,000.00	-	\$60,000.00
27	East Colonial Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
28	5th Avenue (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
	Bridge Crossings				
29	Bridge Crossing Over Central Florida Greenway	LF	\$10,000.00	350	\$3,500,000.00
30	Boardwalk Along CR 13	LF	\$700.00	150	\$105,000.00
31	Bailey Bridge Renovation	AL	\$10,000.00	1	\$10,000.00
	Combined Subtotal				
	Construction Costs				\$11,880,629.17
	Contingencies (20%)				\$2,376,125.83
	Total Construction Costs				\$14,256,755.00
				Cost Per Mile	\$876,797.16
	Design Costs (10%)				\$1,425,675.50
	Total Project Costs				\$15,682,430.50
				Cost Per Mile	\$964,476.87

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Innovation Way/UCF Trail South

Innovation Way: Avalon Blvd. + Avalon Tr South to Meadow Woods Tr Connection		56559	LF				
Moss Park Rd: South of Campus Crusade to Moss Park		5168	LF				
Total Innovation Way Trail - South		11.69	MI				
	<u>Item</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>		
1	Mobilization (based on 18% construction costs.)	LS	\$933,087.23	-	\$933,087.23		
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$116,907.20	-	\$116,907.20		
3	Silt Fence Type III	LF	\$3.00	123454	\$370,362.00		
4	Excavation, Embankment & Grading	CY	\$12.00	20164.153	\$241,969.84		
5	12" Stabilized Subgrade	SY	\$4.00	60242	\$240,968.00		
6	6" Compacted Base	SY	\$10.00	60242	\$602,420.00		
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	60242	\$271,089.00		
8	Traffic Stripe, Solid (4")	LF	\$0.40	38727	\$15,490.80		
9	Sign (trail regulatory)	EA	\$75.00	100	\$7,500.00		
10	12" Stabilized Subgrade	SY	\$4.00	35778	\$143,111.11		
11	4" Concrete	SY	\$18.00	35778	\$644,000.00		
Roadway Crossings							
12	Lake Mary Jane Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
13	Moss Park Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
14	Wittenberg Way (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
15	Lake Hart Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
16	John Wycliffe Boulevard (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
17	Park Commons Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
18	North Shore Golf Club Boulevard (currently signalized)	LS	\$100,000.00	-	\$100,000.00		
19	Jasmine Flower Lane (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
20	North Bound Off Ramp Greenway at Moss Park Road (currently signalized)	LS	\$100,000.00	-	\$100,000.00		
21	East Bound Off Ramp Monument Parkway (signalized Traffic Control Required)	LS	\$500,000.00	-	\$500,000.00		
22	Innovation Way and Mounment Parkway Intersection (signalized Traffic Control Required)	LS	\$500,000.00	-	\$500,000.00		
23	Wewahootee Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
24	Pope Street (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00		
Bridge Crossings							
25	Under Beachline Bridge on Innovation Way	LS	\$50,000.00	-	\$50,000.00		
26	Boardwalk Parallel to Moss Park Road	LF	\$700.00	1700	\$1,190,000.00		
Combined Subtotal							
Construction Costs					\$6,116,905.18		
Contingencies (20%)					\$1,223,381.04		
Total Construction Costs					\$7,340,286.21	Cost per Mile	\$627,872.91
Design Costs (10%)					\$734,028.62		
Total Project Costs					\$8,074,314.84	Cost per Mile	\$690,660.20

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Innovation Way/UCF Trail North

Alafaya Trail from UCF to Lk. Underhill Rd.			19425	LF	
Total Innovation Way Trail - North			3.68	MI	
	<u>Item</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>
1	Mobilization (based on 18% construction costs.)	LS	\$549,683.54	-	\$549,683.54
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$36,789.77	-	\$36,789.77
3	Silt Fence Type III	LF	\$3.00	38850	\$116,550.00
4	Excavation, Embankment & Grading	CY	\$12.00	6345.5	\$76,146.00
5	12" Stabilized Subgrade	SY	\$4.00	0	\$0.00
6	6" Compacted Base	SY	\$10.00	0	\$0.00
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	0	\$0.00
8	Traffic Stripe, Solid (4")	LF	\$0.40	19425	\$7,770.00
9	Sign (trail regulatory)	EA	\$75.00	25	\$1,875.00
10	12" Stabilized Subgrade	SY	\$4.00	25667	\$102,666.67
11	4" Concrete	SY	\$18.00	25667	\$462,000.00
Roadway Crossings					
12	Broadhaven Boulevard (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
13	North Hampton Avenue (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
14	Townsend Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
15	Stoneybrook Boulevard (currently signalized with roadway improvements)	LS	\$100,000.00	-	\$100,000.00
16	Golfway Boulevard (currently signalized)	LS	\$100,000.00	-	\$100,000.00
17	Mark Twain Boulevard (currently signalized with roadway improvements)	LS	\$100,000.00	-	\$100,000.00
18	River Delta Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
19	Huckleberry Finn Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
20	Lake Underhill Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
21	West Bound On Ramp East West Expressway & Alafaya Trail (currently signalized)	LS	\$100,000.00	-	\$100,000.00
22	Waterford Lakes Entrance (currently signalized)	LS	\$100,000.00	-	\$100,000.00
23	Waterford Lakes Parkway (currently signalized)	LS	\$100,000.00	-	\$100,000.00
24	Ashton Manner Way (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
25	East Colonial Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
26	Orpington Street (sig. traffic control required)	LS	\$500,000.00	-	\$500,000.00
27	Challenger Parkway (currently signalized)	LS	\$100,000.00	-	\$100,000.00
28	Huntsman Lane (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
29	Coral Reef Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
30	Science Drive (currently signalized)	LS	\$100,000.00	-	\$100,000.00
31	Alafaya Woods Court (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
32	Boardwalk Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
33	Research Parkway (currently signalized)	LS	\$100,000.00	-	\$100,000.00
34	Central Florida Boulevard (currently signalized)	LS	\$100,000.00	-	\$100,000.00
	Driveway Crossing (minimal traffic control required) - 27	LS	\$270,000.00	-	\$270,000.00
Bridge Crossings					
Combined Subtotal					
Construction Costs					\$3,603,480.98
Contingencies (20%)					\$720,696.20
Total Construction Costs					\$4,324,177.17
				<i>Cost per Mile</i>	<i>\$1,175,374.80</i>
Design Costs (10%)					\$432,417.72
Total Project Costs					\$4,756,594.89
				<i>Cost per Mile</i>	<i>\$1,292,912.28</i>

03 Implementation and Management Plan

1. Detailed Corridor Construction Costs

Meadow Woods Trail

Lake Nona Boulevard - John Young Parkway		50197	LF		
Total Meadow Woods Trail		9.51	MI		
	Item	Units	Unit Cost	Quantity	Total Cost
1	Mobilization (based on 18% construction costs.)	LS	\$1,980,585.82	-	\$1,980,585.82
2	Clearing and Grubbing (includes removal of existing trees)	LS	\$95,070.08	-	\$95,070.08
3	Silt Fence Type III	LF	\$3.00	100394	\$301,182.00
4	Excavation, Embankment & Grading	CY	\$12.00	16397.687	\$196,772.24
5	12" Stabilized Subgrade	SY	\$4.00	74818	\$299,270.22
6	6" Compacted Base	SY	\$10.00	74818	\$748,175.56
7	1 1/2" Asphaltic Concrete Type S-III	SY	\$4.50	74818	\$336,679.00
8	Traffic Stripe, Solid (4")	LF	\$0.40	48097	\$19,238.80
9	Sign (trail regulatory)	EA	\$75.00	1000	\$75,000.00
10	12" Stabilized Subgrade	SY	\$4.00	3267	\$13,066.67
11	4" Concrete	SY	\$18.00	3267	\$58,800.00
Roadway Crossings					
12	Boggy Creek Road & J Lawson Boulevard (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
13	Carey Glen Circle (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
14	Salem Woods Lane (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
15	Virginia Woods Lane (minimal traffic control required) - 2	LS	\$20,000.00	-	\$20,000.00
16	Landstar Boulevard (currently signalized)	LS	\$100,000.00	-	\$100,000.00
17	Martin Brower Road (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
18	Orange Avenue (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
19	Prairie Meadows Drive (minimal traffic control required)	LS	\$10,000.00	-	\$10,000.00
20	Balcombe Road (signalized traffic control required)	LS	\$500,000.00	-	\$500,000.00
21	Orange Blossom Trail at West Bound Central FL Grwy Ramp (currently signalized)	LS	\$100,000.00	-	\$100,000.00
22	John Young Parkway and Town Loop Boulevard (currently signalized)	LS	\$100,000.00	-	\$100,000.00
Bridge Crossings					
23	Bridge Crossing Over CSX Tracks at Central Florida Parkway	LF	\$10,000.00	350	\$3,500,000.00
24	Bridge Crossing Over Florida Turnpike	LF	\$10,000.00	350	\$3,500,000.00
25	Existing OUC Bridge Renovation	AL	\$10,000.00	1	\$10,000.00
Combined Subtotal					
Construction Costs					\$12,993,840.38
Contingencies (20%)					\$2,598,768.08
Total Construction Costs					\$15,592,608.46
				Cost per Mile	\$1,640,117.39
Design Costs (10%)					\$1,559,260.85
Total Project Costs					\$17,151,869.30
				Cost per Mile	\$1,804,129.13

03 Implementation and Management Plan

2. Funding Assessment

Following are potential funding sources for implementation of the Orange County Trails System.

State

Transportation Enhancement Program Funds

Funded by the Federal Highway Administration (FHWA) through the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU). The program is for projects that are transportation related but reach beyond what is required for normal mitigation or routinely provided facilities. Projects are undertaken by sponsor and eligible costs are reimbursed. Projects must have statewide significance or be part of a network and be sponsored by either a state or federal agency.

Contact: Mariano Berrios
Transportation Enhancement Coordinator
Environmental Management Office MS-37
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450
email: mariano.berrios@dot.state.fl.us

Florida Office of Greenways and Trails: Land Acquisition and Designation.

To be eligible for state funds for land acquisition, a trail must be located within or adjacent to the state-determined Recreation Prioritization lands, have at least 80% of owners willing to sell, and have a management entity.

Contact: Cindy Radford
Office of Greenways and Trails
Department of Environmental Protection
3900 Commonwealth Blvd., MS 795
Tallahassee, Florida 32399-3000
Ph: 850-245-2052
Fax: 850-245-2083
email: cynthia.radford@dep.state.fl.us

Florida Office of Greenways and Trails Recreational Trails Grants

A federally funded, competitive grant program administered by the state. Offers financial assistance to agencies of city, county, state or federal government and organizations approved by the State for the development of recreational trails, trailheads and trailside facilities.

Contact: Alexandra Weiss
Office of Greenways and Trails
Department of Environmental Protection
3900 Commonwealth Blvd., MS 795
Tallahassee, Florida 32399-3000
Ph: 850-245-2052
Fax: 850-245-2083
email: alexandra.weiss@dep.state.fl.us

Florida Department of State Division of Historical Resources Historic Preservation Grants

A state-funded grants program for the identification, protection, or rehabilitation of historic and archeological sites and the provision of the public information about these sites. Projects are evaluated on the criteria of historic significance, endangerment, and appropriateness of preservation effort, administrative capability, economic benefits, adequacy of technical and financial resources, educational potential, and public good resulting from the project.

Contact: Crista Hosmer
Florida Division of Historical Resources
Historic Preservation
500 S. Bronough Street
Tallahassee, Florida 32399-0250
Ph: 850-245-6333
email: crista.hosmer@dos.myflorida.com

03 Implementation and Management Plan

2. Funding Assessment (continued)

State (continued)

Florida Department of Environmental Protection: Florida Recreation Development Assistance Program (FRDAP)
Administered by DEP, the Florida Recreation Development Assistance Program is a competitive grant program providing funds to local communities for public outdoor recreation.

Contact: Department of Environmental Protection Division of Recreation and Parks
Office of Information and Recreation Services
3900 Commonwealth Blvd., Mail Station #585
Tallahassee, Florida 32399-3000
Ph: 850-245-2011

Federal

Land and Water Conservation Funds
Provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. The intent is to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate investment of non-federal dollars into these projects. In Florida, this program works in conjunction with the Florida Recreation Development Assistance Program (FRDAP) in the Department of Environmental Protection.

Contact: Bureau of Design and Recreation Services
3900 Commonwealth Blvd., Mail Station #585
Tallahassee, Florida 32399-3000
Ph: 850-245-2501
Fax: 850-245-3038

03 Implementation and Management Plan

3. Operations and Maintenance Program

Following is a summary of Orange County's typical Trail Operations and Maintenance Program.

General

Maintenance activities fall into three primary categories:

1. Routine or Preventative Maintenance
2. Work Orders
3. Staff Repairs/Maintenance

Routine / preventative maintenance is scheduled and budgeted annually, and includes items such as inspections, mowing, roof replacement and trail re-surfacing. The majority of the work is accomplished through annual maintenance contracts administered by the Parks and Recreation Department, or through the Orange County Facilities Department's Preventative Maintenance (PM) Program.

Work Orders are used in response to specific maintenance problems such as repair and/or replacement of broken plumbing fixtures, site furnishings or pavement. These needs are identified through the County's inspection program, as outlined in the next section.

Staff Repairs/Maintenance is used to supplement or fill in the gaps between the other two maintenance techniques, especially for items that need immediate attention. This might include sweeping after a major storm; fixing bathroom plumbing problems; or filling potholes. Staff maintenance is not intended as a substitute for Routine/Preventative Maintenance or Work Orders.

Inspections

Five (5) different types of inspections are used to identify existing or potential maintenance problems along Orange County's Trails:

1. Playground Inspections, conducted weekly by Orange County staff
2. Quality Assurance Landscape Report, conducted monthly by Site Supervisors
3. Site Inspection report, conducted monthly by Site Supervisors
4. Building Inspections (structural/roofing components, heating/ventilation/air conditioning (HVAC), and mechanical/electrical/plumbing (ME)), conducted monthly by Orange County Facilities Department
5. Bridge Inspections, proposed to be conducted annually through an annual contract with a licensed Structural Engineer.

Mowing and Growth Control

The County contracts annually with a licensed Landscape Maintenance company to provide mowing, sweeping, tree trimming, fertilization, and herbicide/pesticide services.

Patching and Resurfacing (including trails and parking areas) Pavement repairs (potholes, erosion, etc.) are conducted on an as-needed basis in response to problems identified during inspections. Routine/Preventative pavement maintenance includes rolling, sealing and/or resurfacing, as shown in Table 1, Operations and Maintenance Summary. All pavement repairs, other than small potholes, are conducted through Work Orders under an annual Pavement Repair contract.

03 Implementation and Management Plan

3. Operations and Maintenance Program (continued)

Litter Management

Trash receptacles at the trailheads and along the trails are emptied once or twice/ week by the Landscape Maintenance Contractor in accordance with the terms of their contract. Litter is picked up by Orange County staff, the Landscape Maintenance Contractor, participants in the County's Quest Program, and Community Service volunteers.

Building Maintenance and Repairs

Preventative maintenance is conducted monthly by the Orange County Facilities Department, and major repairs are accomplished through Work Orders. Minor and/or emergency repairs are conducted by the Orange County Parks and Recreation Department. Generally buildings are repainted every five (5) years.

Site Furnishings, Amenity Maintenance and Repairs

While playgrounds should be replaced every ten (10) years, other amenities (including benches, trash receptacles, fences, signs, water fountains, handrails, bollards, lighting, etc) should be repaired or replaced on an as-needed basis in response to site inspections.

Maintenance Vehicles/ Equipment

On average, one (1) golf cart needs to be replaced each year for every eight - ten (8 - 10) miles of trail (currently averaging approximately 4 carts/ year). One new blower is also required annually for each trail corridor. Other vehicle repair is conducted on an as-needed basis.

03 Implementation and Management Plan

3. Operations and Maintenance Program (continued)

Tables - Program at-a-Glance

Activity	Frequency	Responsibility
Inspections		
1. Playground Inspection	Weekly	Site Supervisors
2. Playground Replacement	Every ten (10) years	OC Staff, Work Order
3. Other site furnishings repair and/or replacement (includes benches, trash receptacles, fences, signs, water fountains, handrails, bollards, lighting, playground surfacing, etc.)	As Needed	OC Staff, Work Order
4. Quality Assurance Landscape Report (includes trees, grass, shrubs, irrigation)	Monthly	Site Supervisors
5. Site Inspection Report (includes pavement, banks, drainage pipes, signs, water fountains, handrails, bollards, lighting, etc.)	Monthly	Site Supervisors
6. Building Inspections (structural/roofing components, heating/ventilation/air conditioning (HVAC), and mechanical/electrical/plumbing(MEP))	Monthly	Orange County Facilities Department
7. Bridge Inspections	Every 2 years (unless there are problems found and then there shall be follow up inspection the next year)	Structural Engineer (annual contract)

Activity	Frequency	Responsibility
Mowing and Growth Control		
1. Mowing	Summer: weekly Winter: semi-weekly Average: 41x/year	Annual Contract
2. Sweeping	Daily	Annual Contract / OC Staff
3. Herbicide Treatment	As Needed	Annual Contract
4. Tree Trimming, Pruning	As Needed 12' height	Annual Contract / OC Staff
5. Fertilization, Pest Control	As Needed	Annual Contract

03 Implementation and Management Plan

3. Operations and Maintenance Program (continued)

Tables - Program at-a-Glance

Activity	Frequency	Responsibility
Pavement Patching and Resurfacing		
1. Repair of Potholes Cracking, surface wearing, graffiti	As Needed	OC Staff, Work Order
2. Repair of shoulder/swale/bank erosion	As Needed	OC Staff, Work Order
3. Concrete Repair	As Needed	Work Order
4. Rolling	Annually	Annual Contract
5. Resealing	Every five (5) years	Annual Contract
5. Resurfacing	Every ten (10) years	Annual Contract

Activity	Frequency	Responsibility
Litter Management		
1. Litter Pick-up	Weekly / Bi-weekly	Landscape contractor / OC Staff / QUEST / Community Service
2. Trash Collection	Weekly / Bi-weekly	Landscape contractor

Activity	Frequency	Responsibility
Building Maintenance and Repairs		
1. Painting	Every five (5) years	OC Facilities Department
2. Graffiti	As Needed	OC Staff, Work Order
3. Repairs / Replacement	As Needed	OC Facilities Department
Vehicles / Equipment		
1. Maintenance Repair (trucks, golf carts, blowers, etc.)	As Needed	OC Fleet Maintenance

04 Appendices

1. Corridor Evaluation Matrix
2. Existing/ Proposed Trail Mileage

04 Appendices

2. Existing/Proposed Trail Mileage

Existing Trail	Miles
Existing Avalon Trail	1.3
Existing Cady Way Trail	6.2
Existing Clarcona-Ocoee Connector Trail	1.7
Existing Horizon West Trail	2.4
Existing Innovation Way/UCF Trail North	5.0
Existing Innovation/UCF Trail South	2.0
Existing Lake Apopka Connector Trail	0.6
Existing Little Econ Greenway Trail	7.5
Existing Pine Hills Trail	0.7
Existing Shingle Creek Trail	1.1
Existing West Orange Trail	22.6
Total	51.0

Proposed Trail	Miles
Proposed Avalon Trail	16.3
Proposed Azalea Park Trail	7.5
Proposed Clarcona-Ocoee Connector Trail	1.6
Proposed East Orange Trail	21.5
Proposed Horizon West Trail	7.4
Proposed Innovation/UCF Trail North	3.7
Proposed Innovation/UCF Trail South	11.9
Proposed Lake Apopka Connector Trail	4.8
Proposed Little Econ Greenway Trail	1.0
Proposed Meadow Woods Trail	9.5
Proposed Pine Hills Trail	7.5
Proposed Shingle Creek Trail	11.0
Proposed West Orange Trail	9.6
Total	113.3

* This table does not include "Trails by Others" or equestrian trails. Cady Way Trail is included.

**2012 Orange County Trail Systems Master Plan
Corridor Evaluation Scoring**

Ranking	3	11	5	11	6	1	2	9	7	4	7	10
Corridor Name	Pine Hills Trail	West Orange Trail Phase 4	Lake Apopka Connector Trail	Clarcona Ocoee Connector Trail	Horizon West Trail	Shingle Creek Trail	Little Econ Greenway Trail Phase 3	Azalea Park Trail	Avalon Trail	Innovation Way/UCF Trail – North & South	Meadow Woods Trail	East Orange Trail
Population Density Served (“high density to be defined”):												
At least 75% of the corridor passes through a high density population area – 10 pts												
At least 50% of the corridor passes through a high density population area – 5pts												
At least 25% of the corridor length passes through a high density population area – 2 pts												
Subtotal	10	2	2	5	5	10	10	10	5	5	10	2
Public Ownership:												
At least 75% of the corridor is in public ownership – 10 pts												
At least 50% of the corridor is in public ownership – 5 pts												
At least 25% of the corridor is in public ownership – 2 pts												
Subtotal	5	10	10	10	10	5	5	5	2	10	2	5
Scenic/ Aesthetic Value:												
At least 75% of the corridor has scenic/ aesthetic value – 10 pts												
At least 50% of the corridor has scenic/ aesthetic value – 5 pts												
At least 25% of the corridor has scenic/ aesthetic value – 2 pts												
Subtotal	2	5	5	2	2	10	5	5	5	2	5	5
Transportation Value (1 pt per destination):												
The corridor connects significant destinations, including parks, trails, schools, employment centers, etc – up to 10 pts (1 pt for each destination)												
Subtotal	8	4	4	3	6	6	10	9	8	10	7	8
Estimated Construction Cost per Mile:												
Lowest estimated cost per mile(including bridges, overpasses, other structures, design fees) receives 12 pts, highest cost per mile receives 1 pt												
Subtotal	3	11	10	12	9	7	1	4	6	5	2	8
Catalyst for Economic Development:												
Trail corridor is adjacent to commercially or residentially zoned properties, is expected to stimulate <i>significant</i> economic development – 10 pts												
Trail corridor is adjacent to commercially or residentially zoned properties, is expected to stimulate <i>moderate</i> economic development – 5 pts												
Trail corridor is adjacent to commercially or residentially zoned properties, is expected to stimulate <i>minimal</i> economic development – 2 pts												
Subtotal	5	2	2	2	5	5	2	2	5	5	5	2
Promotes Urban Infill:												
At least 75% of the corridor is located within Urban Services Boundary – 10 pts												
At least 50% of the corridor is located within Urban Services Boundary – 5 pts												
At least 25% of the corridor is located within Urban Services Boundary – 2 pts												
Subtotal	10	2	10	5	10	10	10	10	5	10	10	2
Lack of Other Bicycle/ Pedestrian Facilities:												
Few or no other bicycle/pedestrian connections (such as sidewalks and bike lanes) are available in the majority of communities surrounding the corridor – 10 pts												
Several other bicycle/pedestrian connections are available in the majority of communities surrounding the corridor – 5 pts												
Numerous other bicycle/pedestrian connections are available in the majority of communities surrounding the corridor – 2 pts												
Subtotal	2	5	10	2	5	5	10	5	10	2	5	10
Connected to Other Trail Corridors:												
The corridor connects to more than 2 other trails – 10 points												
The corridor connects to 2 other trails – 5 points												
The corridor connects to 1 other trail – 2 pts												
Subtotal	10	5	5	10	5	10	10	5	10	10	10	10
Available Grant Funding:												
Specific, known grant funding is available to cover 75% or more of estimated trail acquisition and construction costs – 10 pts												
Specific, known grant funding is available to cover 50% or more of estimated trail acquisition and construction costs – 5 pts												
Specific, known grant funding is available to cover 25% or more of estimated trail acquisition and construction costs – 2 pts												
Subtotal	10	5	0	0	0	10	5	0	0	0	0	0
TOTAL	65	51	58	51	57	78	68	55	56	59	56	52