



Wekiva Trail – Segment 5 Corridor Planning Study

Financial Project ID (FPID) No. 405854-1

Virtual Public Meeting

September 9, 2020



Meeting Agenda



01

Background

02

Existing Conditions

03

Study Alternatives

04

Alternatives Evaluation

05

Next Steps



Public participation in this meeting is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to Title VI may do so by contacting:

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Email Us!

Members of the public may participate in the meeting by submitting their comment(s) to trail@tavares.org through September 16, 2020.





01

Background





Scope

- Evaluate an off-system multi-use trail that would connect Wooton Park in the City of Tavares to Tremain Street in the City of Mount Dora.

Purpose

- Provide a **safe, comfortable, and accessible** paved facility for bicyclists, pedestrians, and other non-motorized users of **all ages and abilities** between Tavares and Mount Dora.

Need

- Gap in regional trail network
- Lack of safe, comfortable, and accessible pedestrian and bicycle facilities



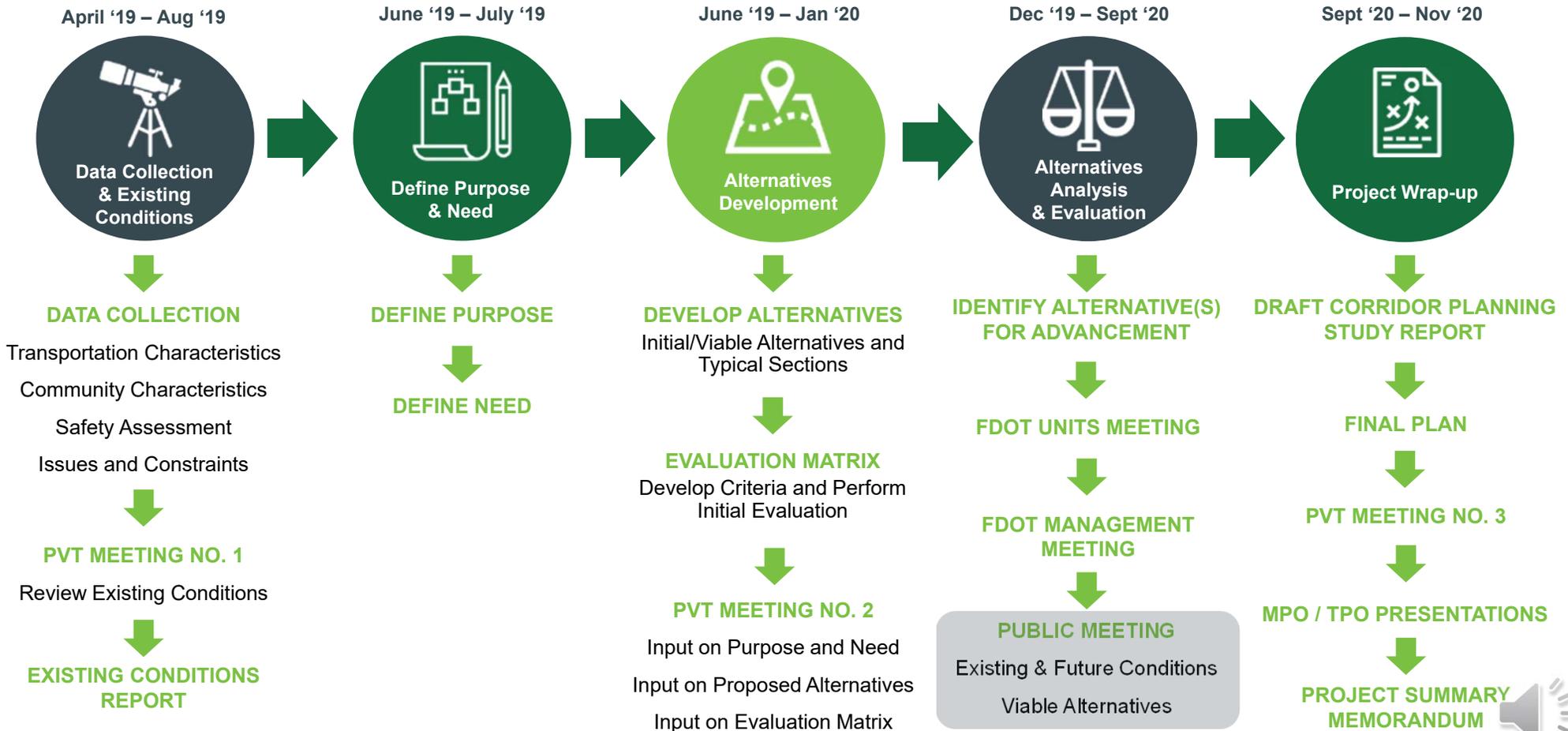
Study Area / Limits



- From Disston Avenue to Tremain Street
- Two primary paths
 - CSX/FCEN RR
 - Old US 441
- Variations along eastern end



Process / Schedule





02

Existing Conditions

www.cflroads.com

FDOT # 405854-1)



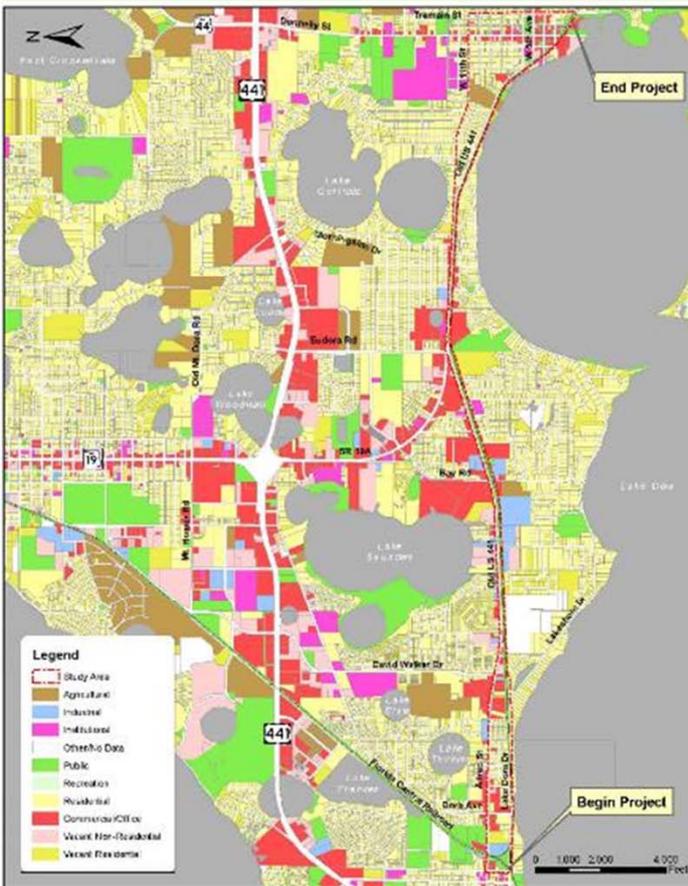
Study Area Context



Existing Conditions Maps

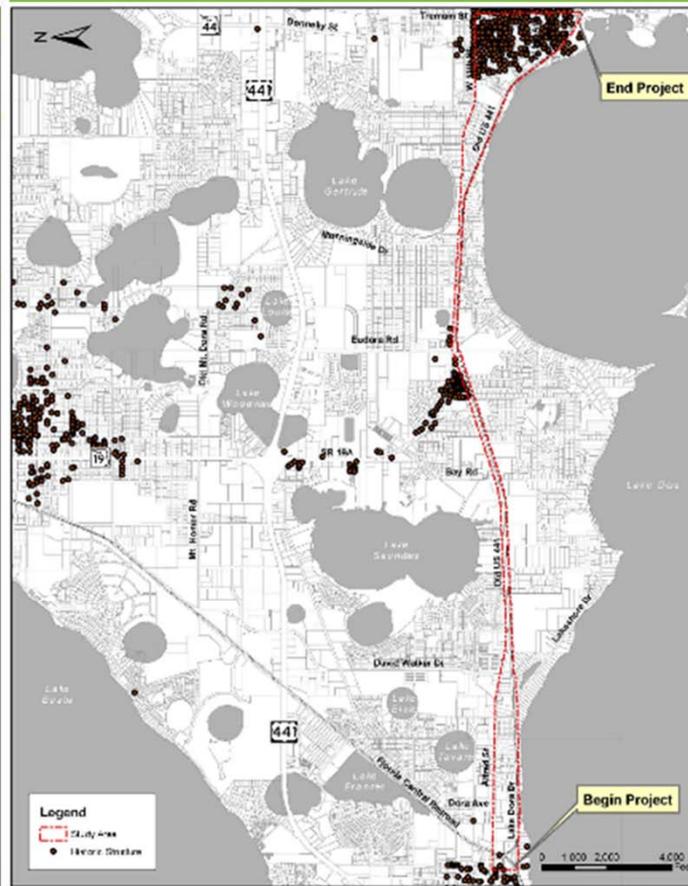


EXISTING LAND USE



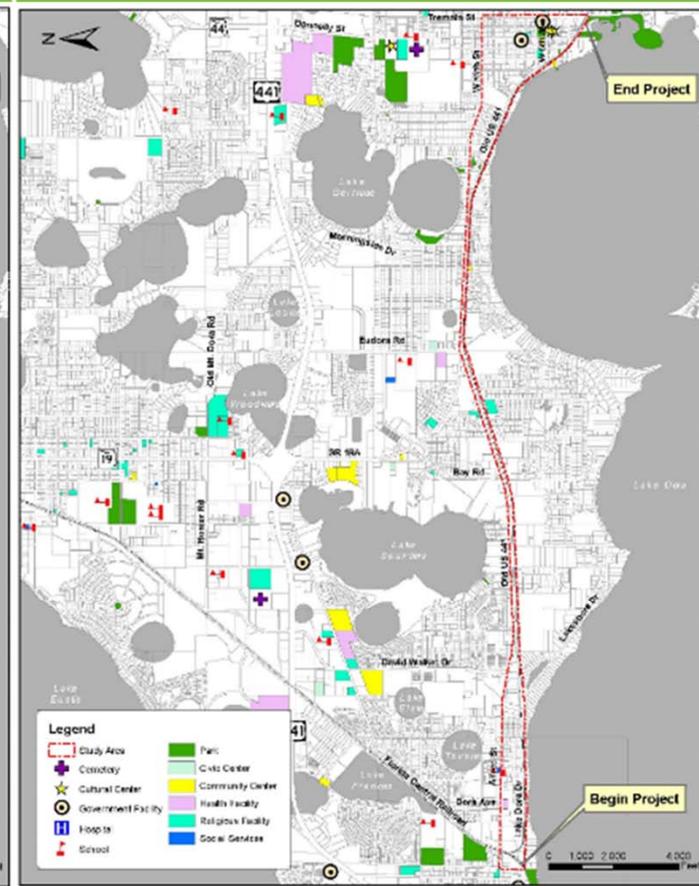
Updated July 25, 2019 - Source: University of Florida Geofan Center

HISTORIC & ARCHAEOLOGICAL SITES



Updated July 25, 2019 - Source: SHPO 2012

CULTURAL AND SOCIAL RESOURCES



Updated July 25, 2019 - Source: FDOT



03

Proposed Planning Concept Alternatives



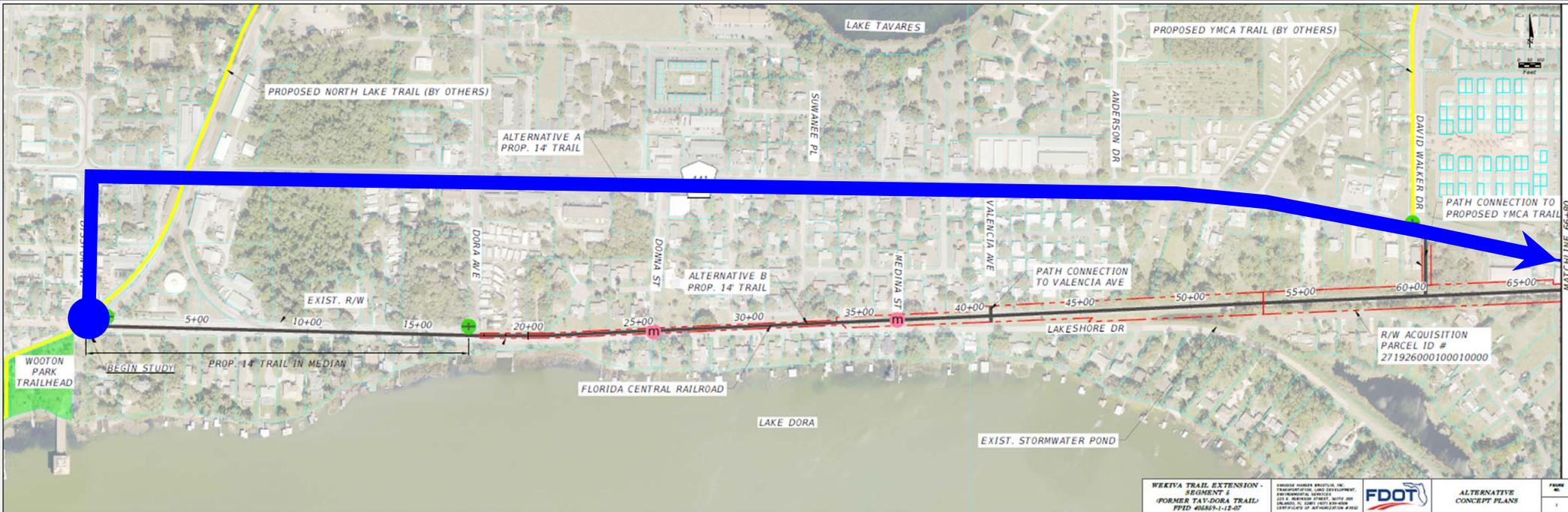


Overview of Proposed Planning Concept Alternatives

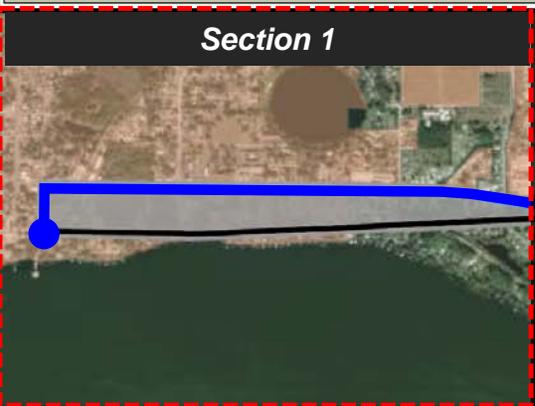
-  Alternative A1
 -  Alternative A2
 -  Alternative B
- Old US 441 Alignment
- Railroad Alignment



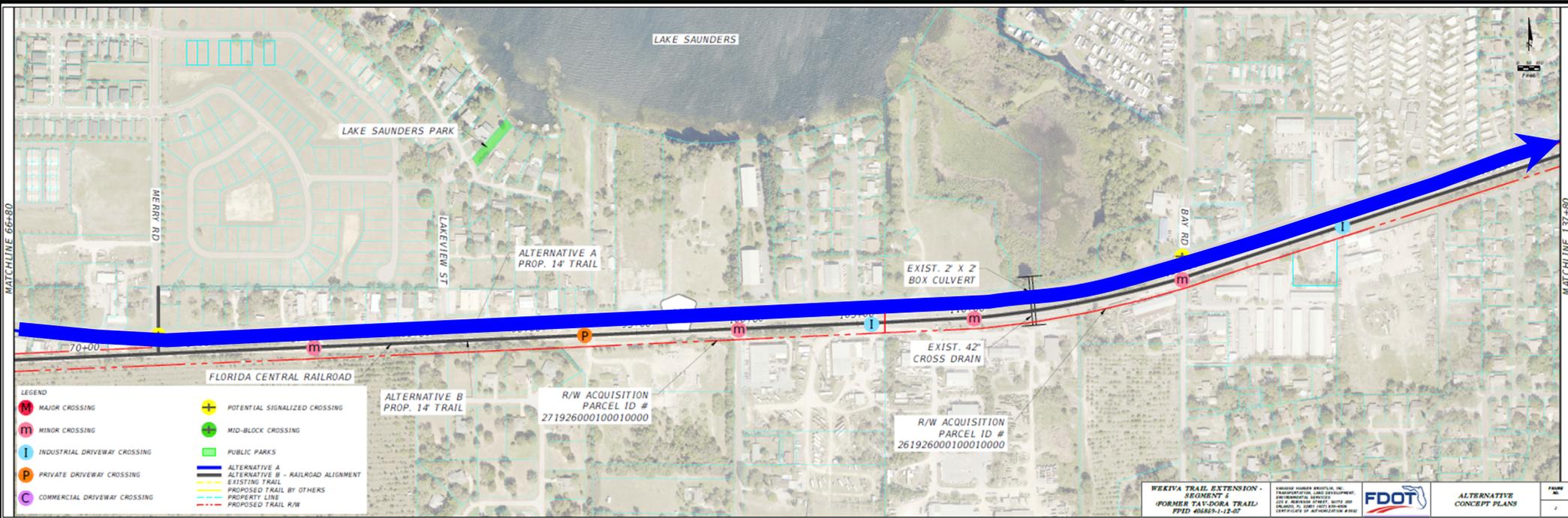
Overview of Proposed Planning Concept Alternative A1, Section 1



WEKIVA TRAIL EXTENSION - SEGMENT 4 FORMER TAY-DORA TRAIL PFD 40585-1-12-07	SARGENT & LUNDY AUSTIN, INC. TRANSPORTATION LAND DEVELOPMENT ARCHITECTURAL SERVICES 505 N. ABERDEEN STREET, SUITE 200 ORLANDO, FL 32804 CERTIFICATE OF AUTHORIZATION #2010		ALTERNATIVE CONCEPT PLANS FIGURE NO. 1
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Overview of Proposed Planning Concept Alternative A1, Section 2



LEGEND

MAJOR CROSSING	POTENTIAL SIGNALIZED CROSSING
MINOR CROSSING	MID-BLOCK CROSSING
INDUSTRIAL DRIVEWAY CROSSING	PUBLIC PARKS
PRIVATE DRIVEWAY CROSSING	ALTERNATIVE A
COMMERCIAL DRIVEWAY CROSSING	ALTERNATIVE B - RAILROAD ALIGNMENT
	EXISTING TRAIL
	PROPOSED TRAIL BY OTHERS
	PROPERTY LINE
	PROPOSED TRAIL R/W

WEEKIVA TRAIL EXTENSION - SEGMENT 2 (FORMER TAY-DORA TRAIL)
 PPID: 40669-1-12-02

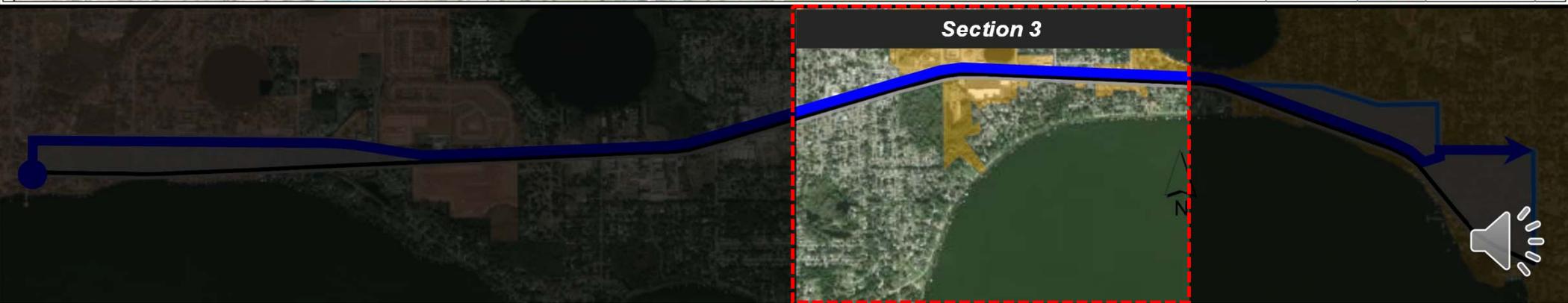
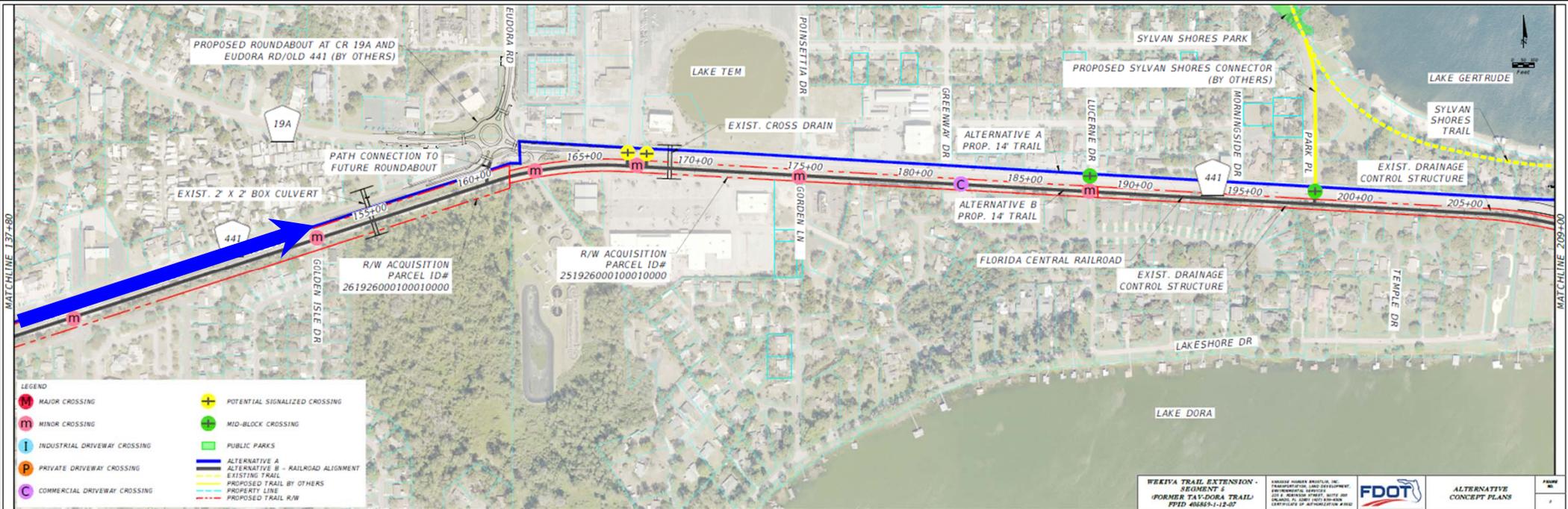
FEDERAL UNDER PROVISION OF TRANSPORTATION LAND DEVELOPMENT, ENVIRONMENTAL SERVICES, 200 E. MONROE STREET, SUITE 600 CHARLOTTE, NC 28202-3000 WWW.FDOT.GOV

ALTERNATIVE CONCEPT PLANS

Page # 1



Overview of Proposed Planning Concept Alternative A1, Section 3



WEEKIYA TRAIL EXTENSION - SEGMENT 2 - FORMER TAY-DORA TRAIL - PFID 46863-1-12-07
 ENGINEER: HUNTER BRADLEY, INC. TRANSPORTATION LAND DEVELOPMENT ENGINEERING SERVICE 101 N. WASHINGTON STREET, SUITE 200 ORLANDO, FL 32801 TELEPHONE: 407-251-1111
FDOT
 ALTERNATIVE CONCEPT PLANS
 PAGE NO. 7

Proposed Planning Concept Alt A1 Typical Section A-A

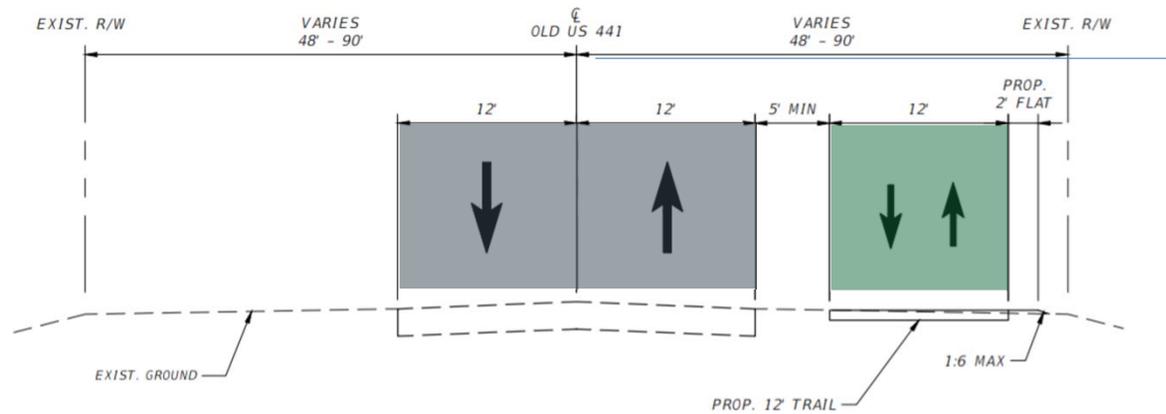
12-foot Shared-Use Path along Old US 441 from Disston Avenue to Golden Isle Drive



Existing

Varies	12'	12'	Varies
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Proposed Alternative A



SECTION A-A
ALTERNATE A FROM DISSTON AVE TO GOLDEN ISLE DR



Proposed Planning Concept Alt A1 Typical Section A-A

12-foot Shared-Use Path along Old US 441 from Disston Avenue to Golden Isle Drive



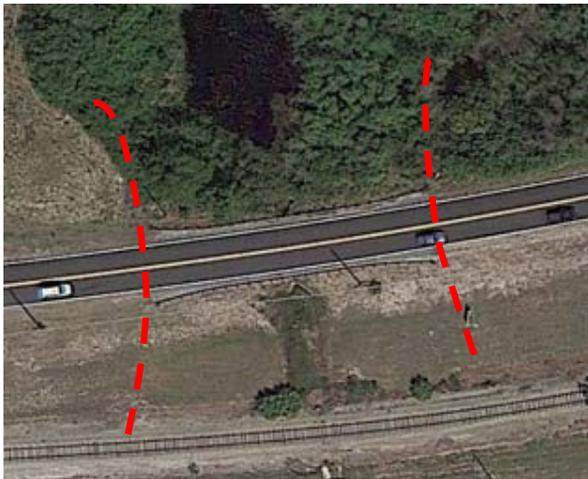
Alfred Street railroad crossing just east of Disston Avenue



Alfred Street west of Dora Avenue



Alfred Street west of Fairview Avenue



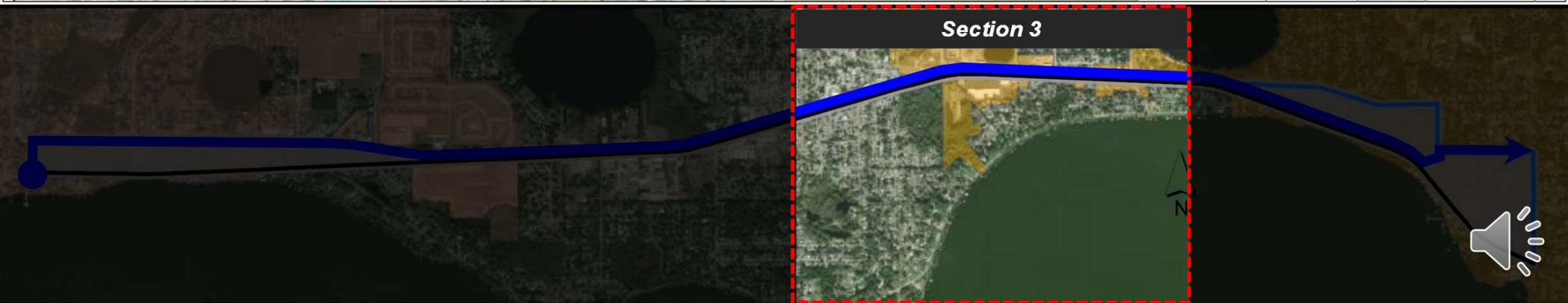
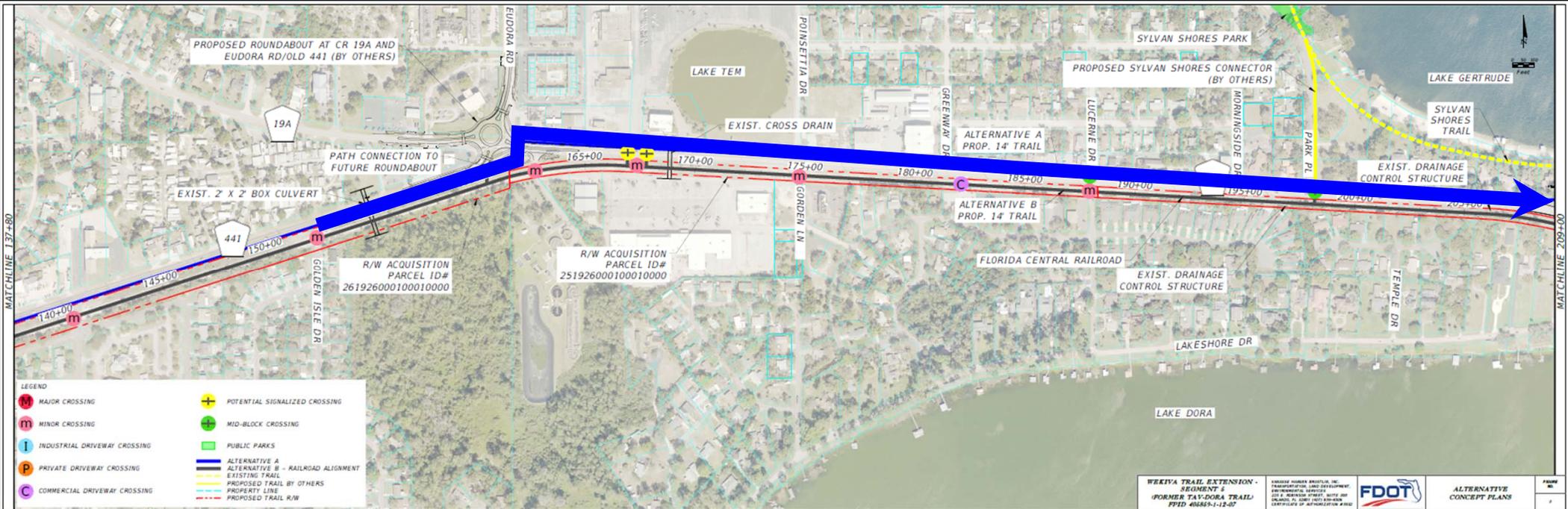
Culvert west of Industry Drive



Culvert west of Industry Drive



Overview of Proposed Planning Concept Alternative A1, Section 3

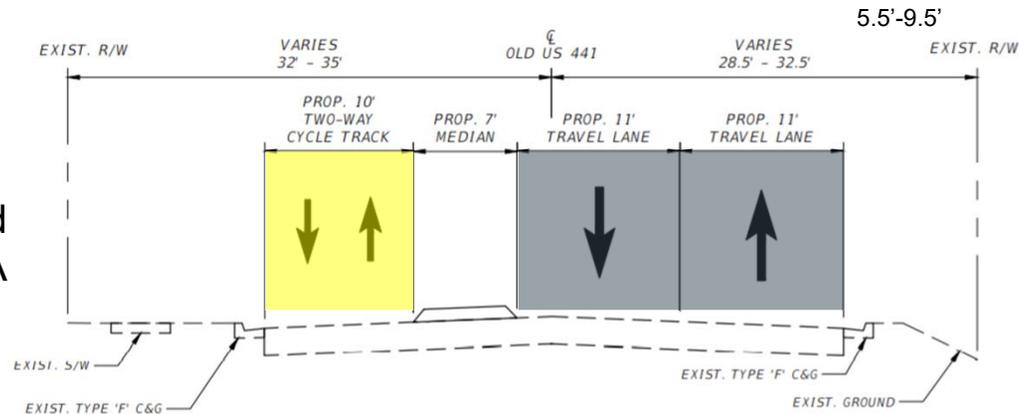
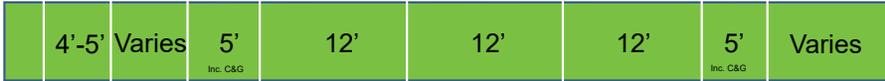


Proposed Planning Concept Alt A1 Typical Section B-B

10-foot Cycle Track with 7-foot separator along Old US 441 from Eudora Road to Heim Road



Existing



Proposed Alternative A

SECTION B-B
ALTERNATE A FROM EUDORA RD TO HEIM RD/11TH AVE



Example of a Separated Cycle Track

Proposed Planning Concept Alt A1 Typical Section B-B 10-foot Cycle Track with 7-foot separator along Old US 441 from Eudora Road to Heim Road



Utilities along Old US 441 near Morningside Drive



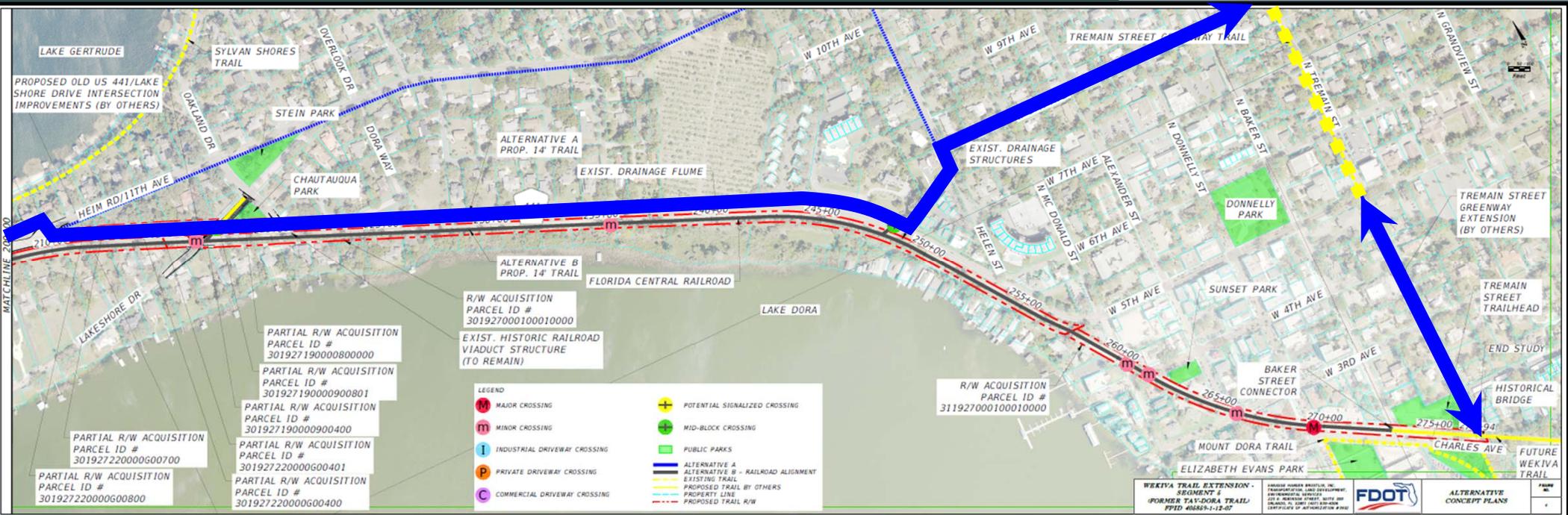
Parking in ROW between Greenway and Lucerne Drives



On-Street parallel parking between Lucerne and Morningside Drives.



Overview of Proposed Planning Concept Alternative A1, Section 4



Proposed Planning Concept Alt A1 Typical Section C-C

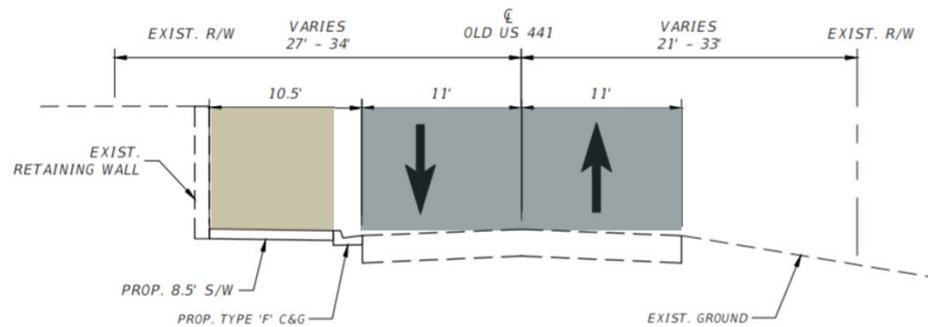
8.5-foot Sidewalk along Old US 441 from Heim Road to Helen Street/W 8th Avenue



Existing

Varies	8'	12'	12'	Varies
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Proposed Alternative A1



SECTION C-C
ALTERNATE A1 FROM HEIM RD/11TH AVE TO HELEN ST/W 8TH AVE



Proposed Planning Concept Alt A1 Typical Section C-C

8.5-foot Sidewalk along Old US 441 from Heim Road to Helen Street/W 8th Avenue



Existing public easement (Paved/Unpaved); Steep slope down to Old US 441



Retaining wall on east side of Old US 441



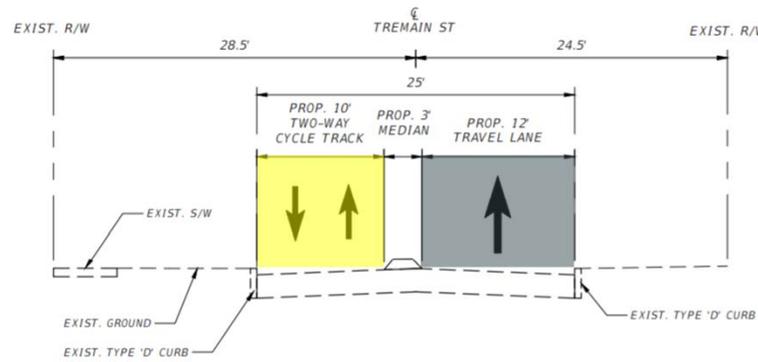
Proposed Planning Concept Alt A Connector Alignment Typical Section D-D 10-foot Two-Way Cycle Track along Tremain Street from Charles Avenue to 5th Avenue



Existing

5'	~8.5'	12'	12'	~12.5'
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Proposed Connector Alignment



SECTION D-D
ALTERNATE A FROM CHARLES AVE TO W 5TH AVE



Proposed Planning Concept Alt A Connector Alignment Typical Section D-D 10-foot Two-Way Cycle Track along Tremain Street from Charles Avenue to 5th Avenue



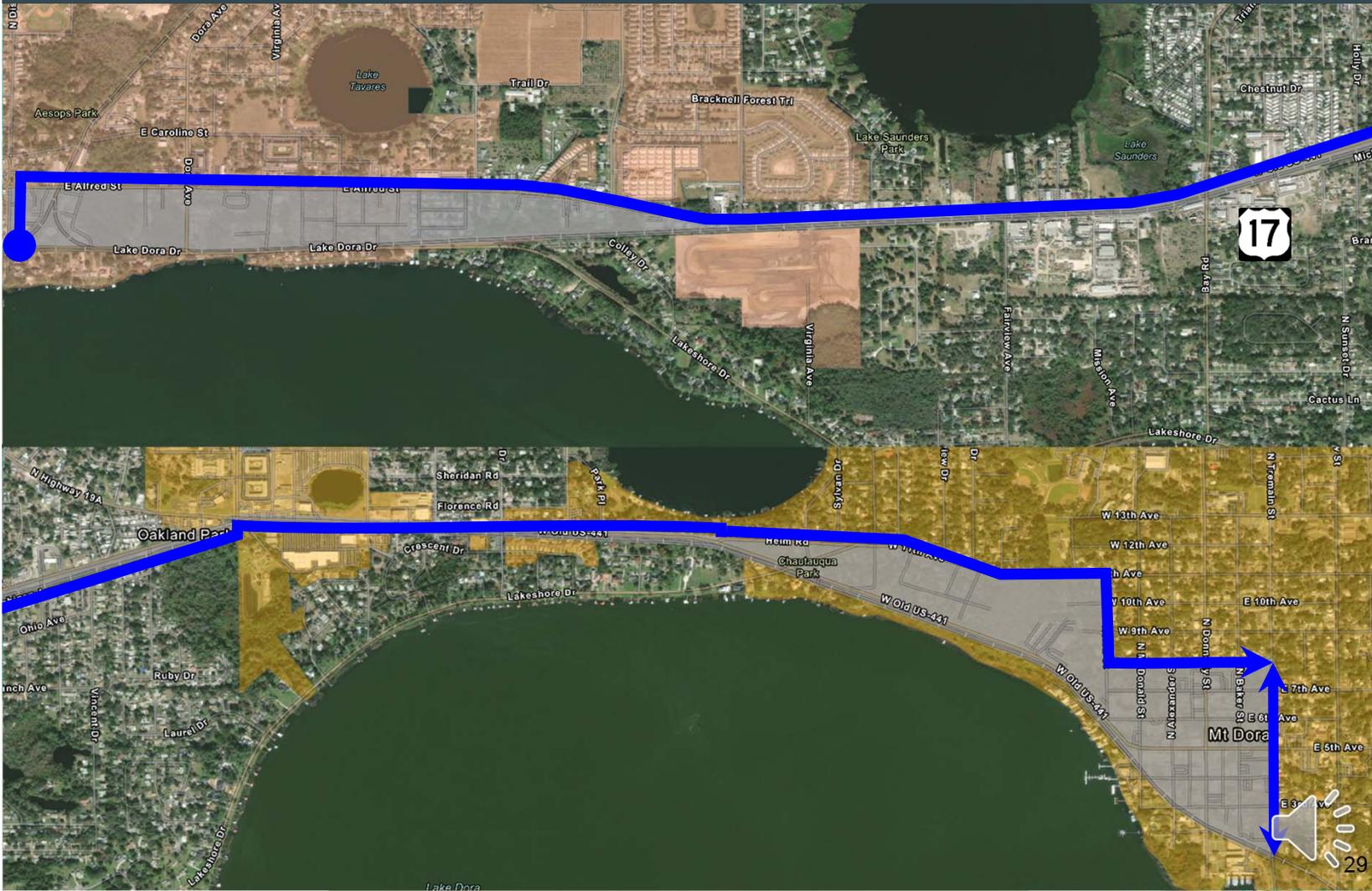
Tremain Street facing north

Transition to existing cycle track

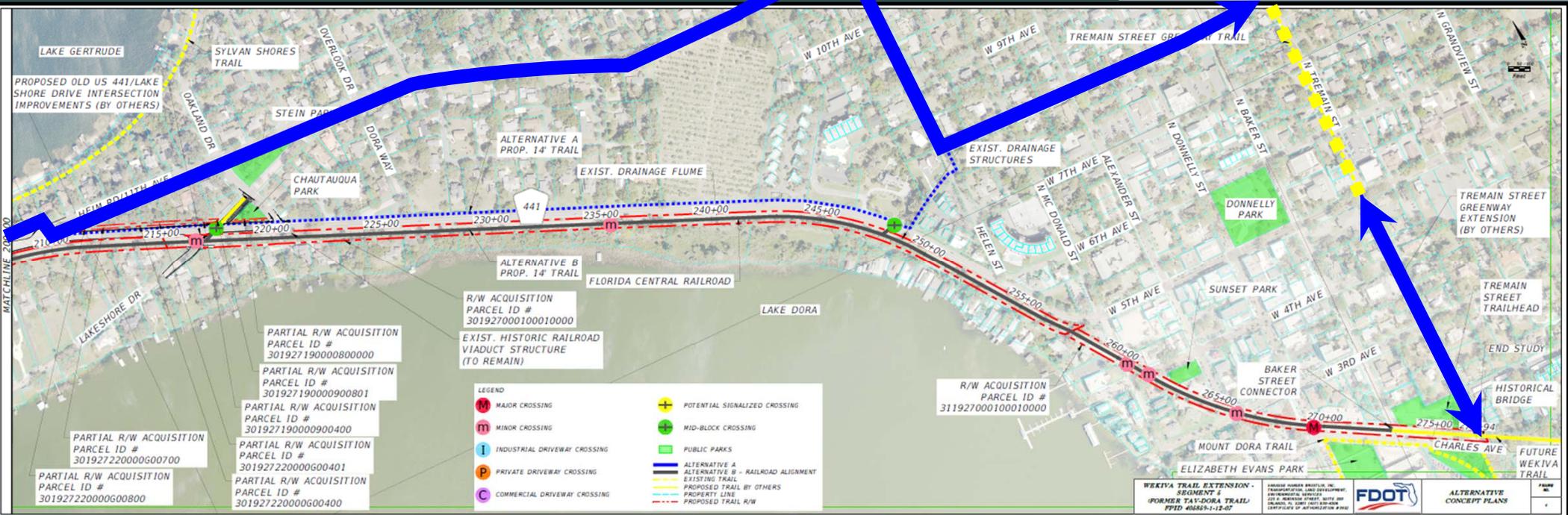


Overview of Proposed Planning Concept Alternative A2

Alternative A2
Old US 441 Alignment +
Heim Rd/11th Ave



Overview of Proposed Planning Concept Alternative A2, Section 4



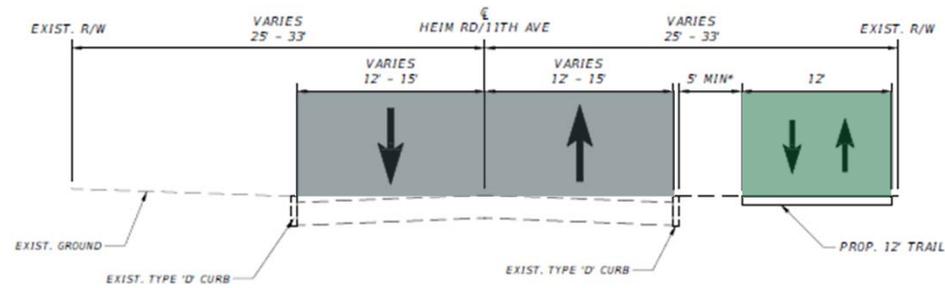
Proposed Planning Concept Alt A2 Typical Section E-E 12-foot Shared-Use Path along Heim Road from Old US 441 to Helen Street



Existing

Varies	12'-15'	12'-15'	5'	5'	7'
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Proposed Alternative A2



SECTION E-E
ALTERNATE A2 FROM OLD US 441 TO HELEN ST

* NOTE: WHERE SUFFICIENT R/W AVAILABLE



Proposed Planning Concept Alt A2 Typical Section E-E 12-foot Shared-Use Path along Heim Road from Old US 441 to Helen Street

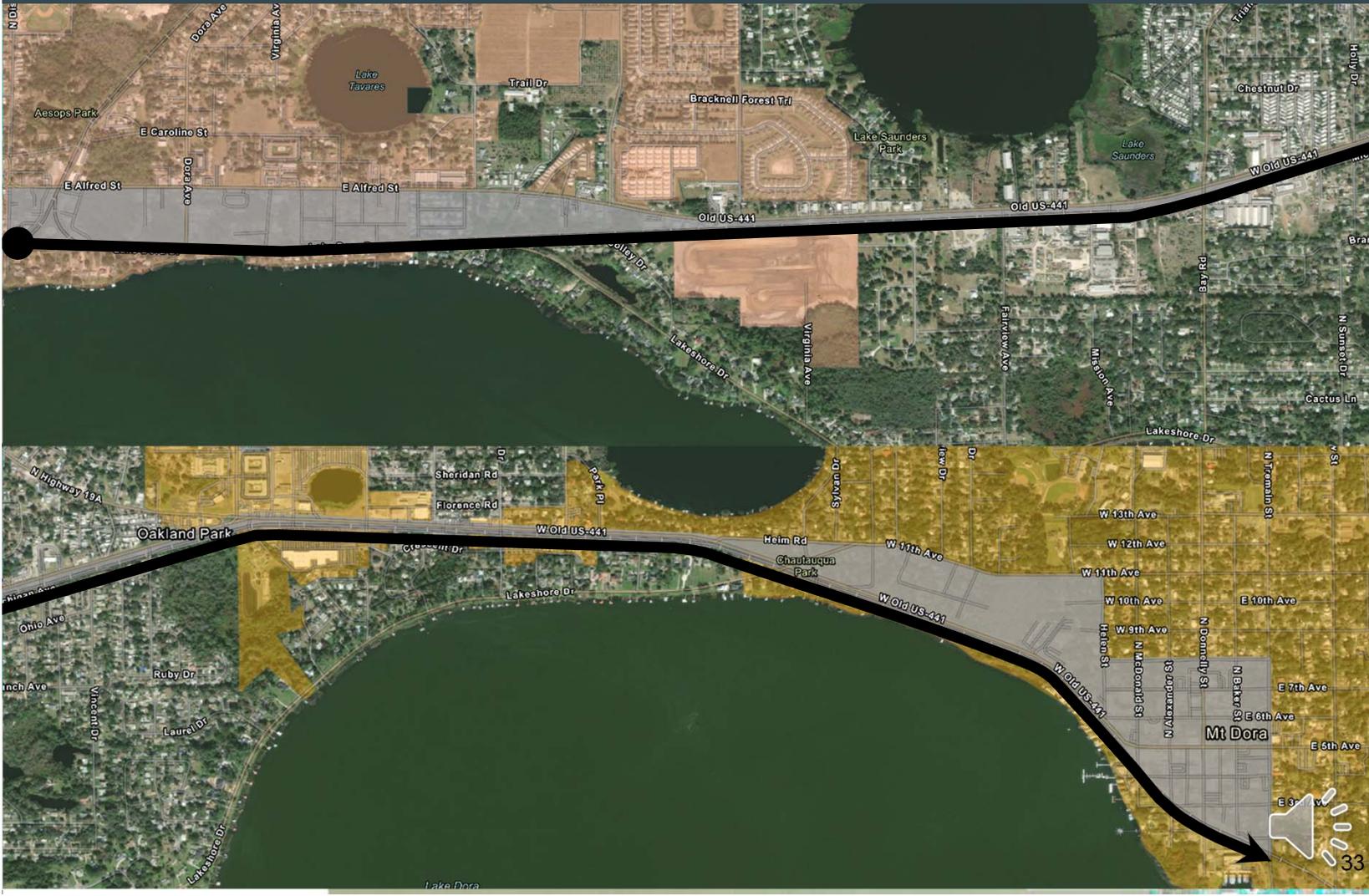


Residential neighborhood, utilities and mature trees along corridor, narrow sidewalk



Overview of Proposed Planning Concept Alternative B

Alternative B
Railroad Alignment



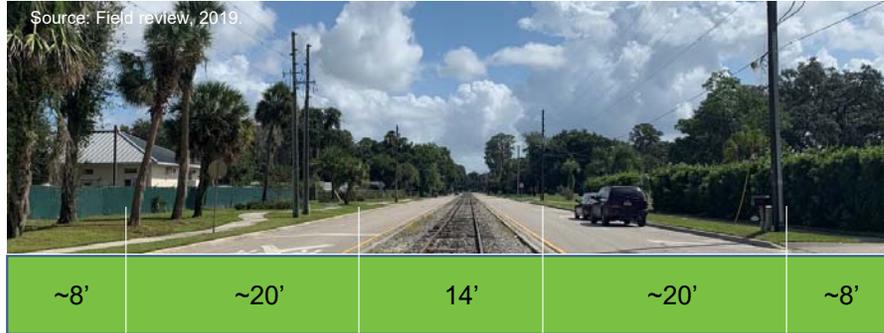
Overview of Proposed Planning Concept Alternative B, Section 1

— A — B



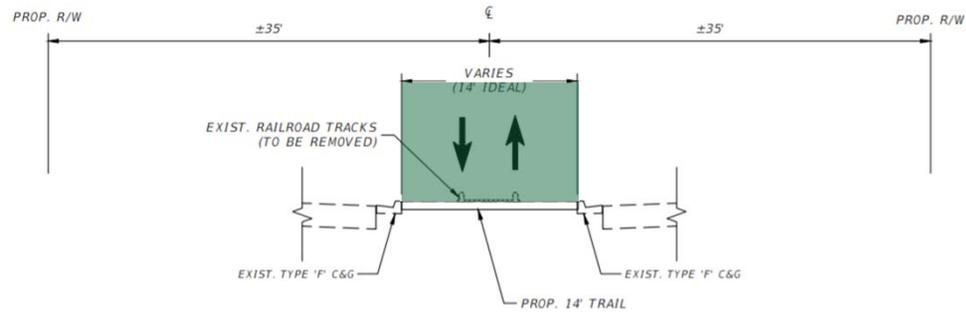
Proposed Planning Concept Alt B Typical Section A-A

14-foot Trail along Railroad from Disston Avenue to Dora Avenue



Existing

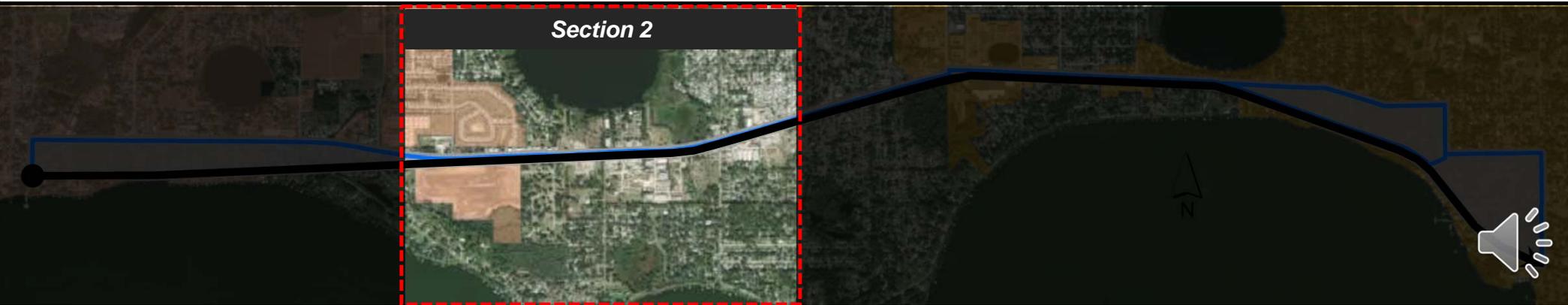
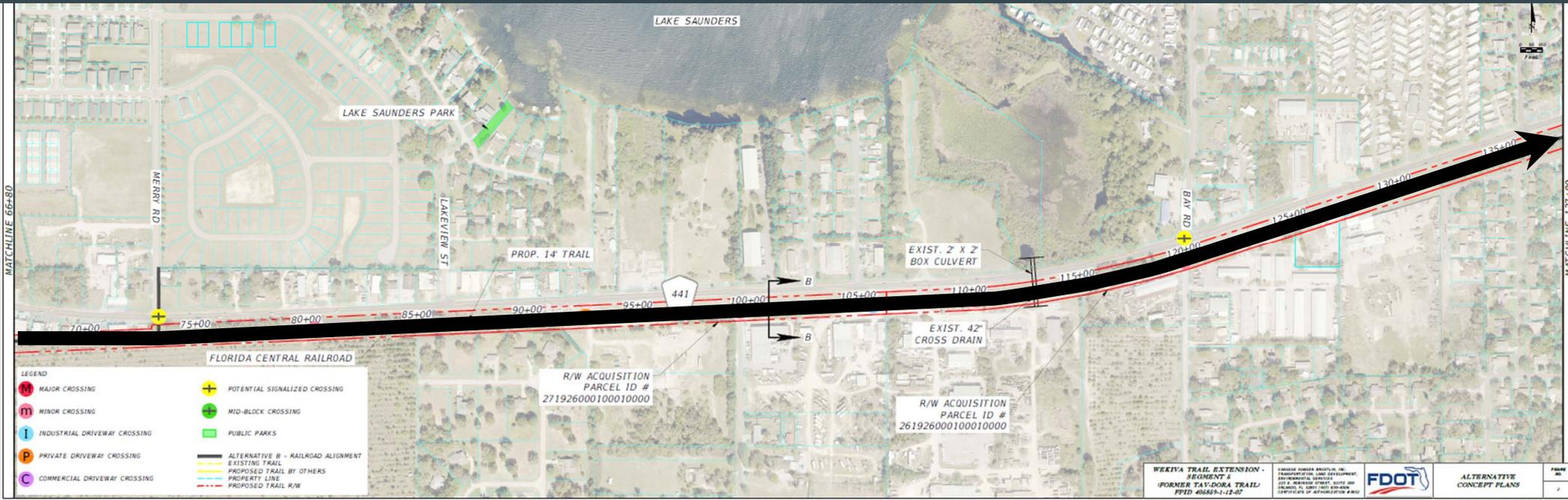
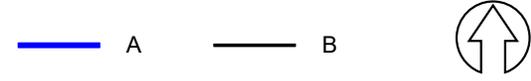
Proposed Railroad Alignment



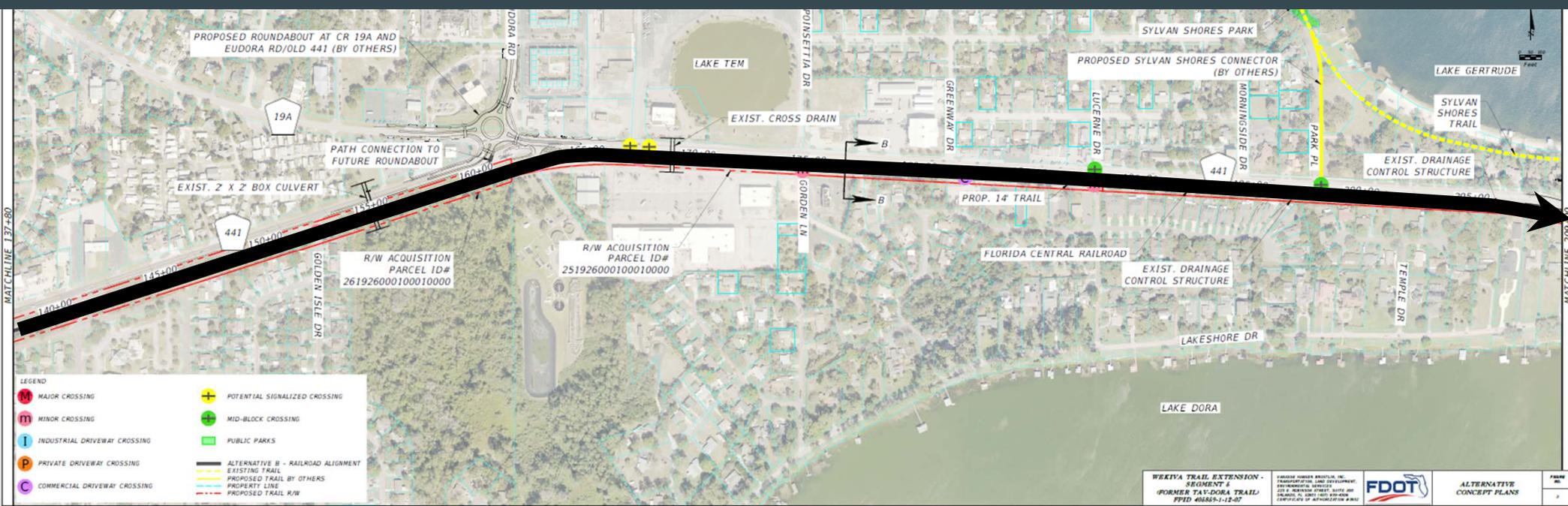
SECTION A-A
ALTERNATIVE B FROM DISSTON AVE TO DORA AVE



Overview of Proposed Planning Concept Alternative B, Section 2



Overview of Proposed Planning Concept Alternative B, Section 3

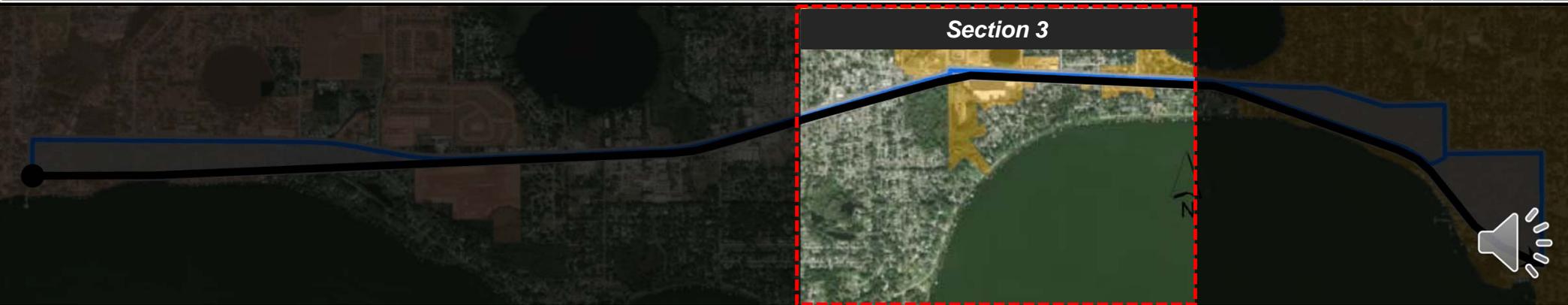


LEGEND

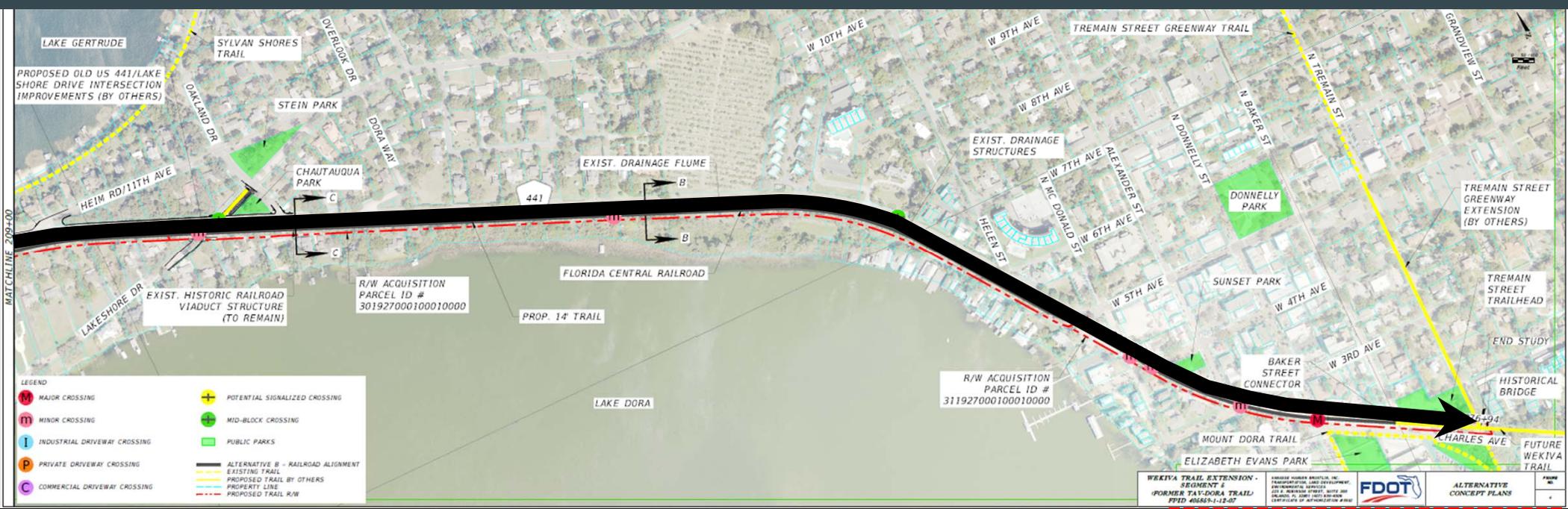
MAJOR CROSSING	POTENTIAL SIGNALIZED CROSSING
MINOR CROSSING	MID-BLOCK CROSSING
INDUSTRIAL DRIVEWAY CROSSING	PUBLIC PARKS
PRIVATE DRIVEWAY CROSSING	ALTERNATIVE B - RAILROAD ALIGNMENT
COMMERCIAL DRIVEWAY CROSSING	EXISTING TRAIL
	PROPOSED TRAIL BY OTHERS
	PROPERTY LINE
	PROPOSED TRAIL R/W

WEEKIVA TRAIL EXTENSION - SEGMENT 4 (FORMER TAY-DORA TRAIL) PFD# 40685-1-12-07

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Overview of Proposed Planning Concept Alternative B, Section 4



Proposed Planning Concept Alt B Typical Section B-B

14-foot Trail along Railroad from Dora Avenue to Tremain Street

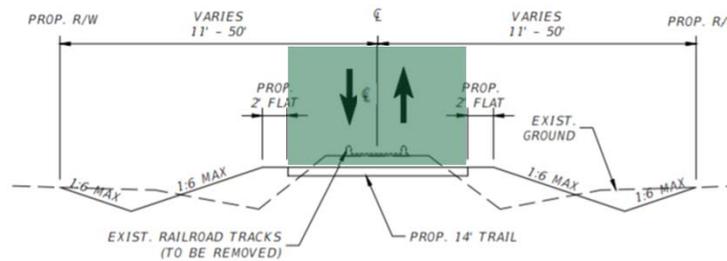


Existing

Varies 11-50'

Varies 11-50'

Proposed Railroad Alignment



SECTION B-B
ALTERNATIVE B FROM DORA AVE TO TREMAIN ST



Proposed Planning Concept Alt B

14-foot Trail along Railroad from Disston Avenue to Lakeshore Drive



Railroad in median of Lake Dora Drive



Looking west at Medina Street



Looking east towards Lakeshore Drive



Proposed Planning Concept Alt B

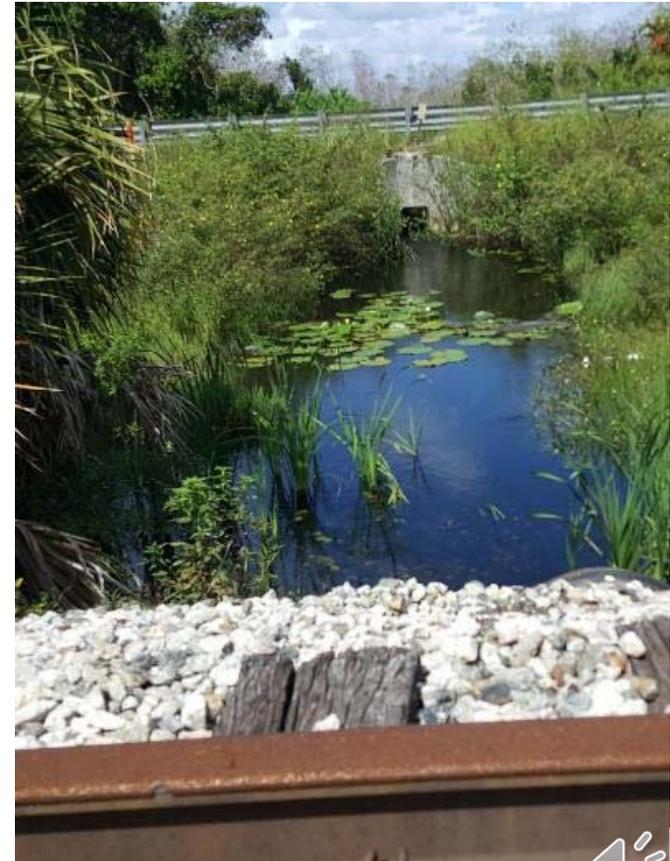
14-foot Trail along Railroad from Lakeshore Drive to Eudora Road



Railcar storage at Verandah Park subdivision



Looking east towards Lakeview Street



Railroad just west of Industry Drive



Proposed Planning Concept Alt B

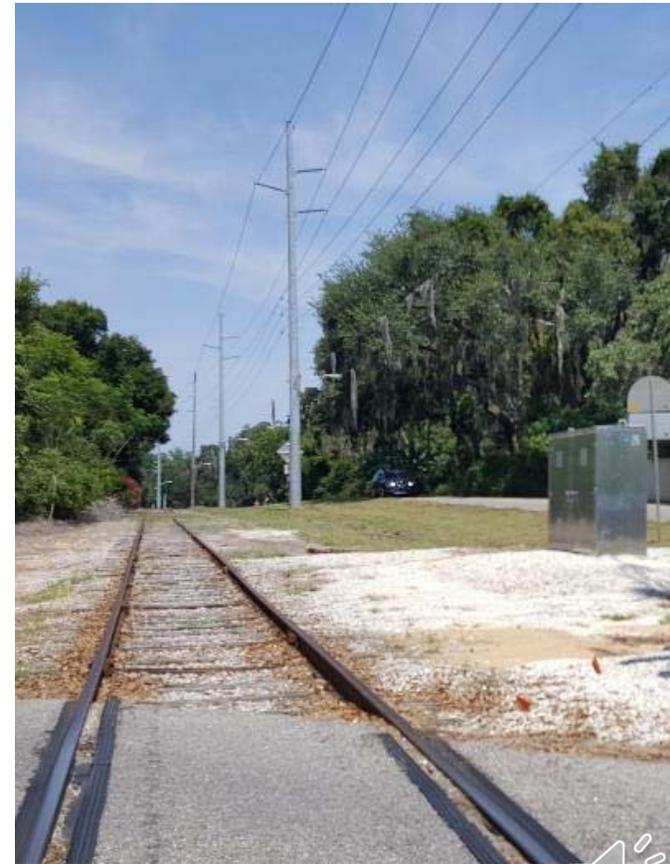
14-foot Trail along Railroad from Eudora Road to Lakeshore Drive



Looking west towards Eudora Road



Looking west towards Lucerne Drive



Railroad crossing at Old US 441 and Lakeshore Drive



Proposed Planning Concept Alt B

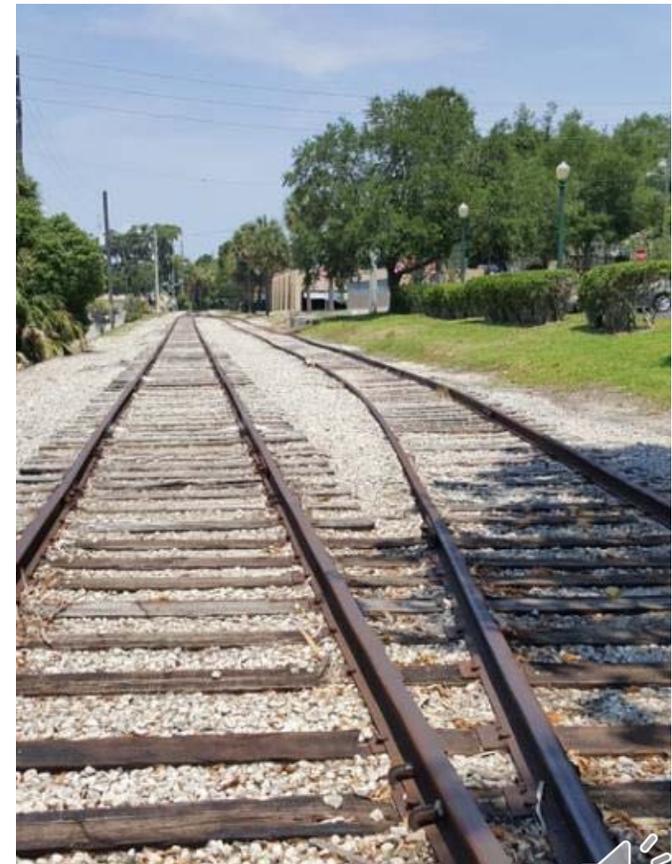
14-foot Trail along Railroad from Lakeshore Drive to Tremain Street



Historic railroad viaduct at Oakland Drive



Looking east at McDonald Street crossing



Potential trailhead location at Baker Street





04

Evaluation of Proposed Planning Concept Alternatives





Trail Experience

- Intersections/Non-Signalized Crossings
- Connections To Other Trails
- Nearby Households And Businesses



Natural

- Wetland/Floodplain Impacts
- Wildlife And Habitat



Physical

- Utility/Drainage
- Potential Contamination
- Structures



Cultural

- Historical/Archaeological Site Resources
- Recreation Areas



Social and Economic

- Consistency With Local Plans
- Nearby Community Features



Traffic and Safety

- Adjacent Roadway Volume
- Adjacent Roadway Speed Limit
- Trail Offset From Roadway



Right Of Way Impact

- Acreage Of Impacts
- Number Of Parcels
- Parcel Owners (Public Vs Private)



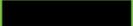
Cost

- Right of Way
- Construction



Evaluation Matrix–Highlights



Evaluation Criteria	Alt A1 (Old US 441) 	Alt A2 (Heim Rd/11 th Ave) 	Alt B (Railroad) 
Side Street / Driveway Crossings <i>(Number of Crossings)</i>	33 / 84	37 / 96	19 / 6
New Bridge Crossings	1	1	0
Drainage Impacts	High	Moderate	Moderate
Level of Utility Impacts <i>(Low / Medium / High)</i>	Moderate	High	Low
Crossings at Signalized Intersections <i>(Number of Crossings at Intersections)</i>	Yes / 3	Yes / 3	Yes / 1
Nearby Households <i>(number of households within 0.5 miles)</i>	5,583	5,510	5,040
Estimated Acres of New Right of Way / Easements	1.0	0	42.6
Number of Property Owners <i>(Government Owned / Privately Owned)</i>	1 / 7	1 / 7	0 / 8
Trail Offset from Roadway	0' – 5'	3' – 5'	19' – 44'
Preliminary ROW Cost	Low	Low	High
Preliminary Construction Cost <i>Based on Preliminary Long-Range Estimate</i>	\$\$	\$	\$\$\$





05

Next
Steps

Next Steps

- Finalize Corridor Planning Study
- Project Development and Environment (PD&E)





Thank You!!!

This presentation will be available for post-meeting replay until September 16, 2020 via YouTube at <https://www.youtube.com/user/tavarespubcom1>.

Members of the public may participate in the meeting by submitting their comment(s) to trail@tavares.org through September 16, 2020.

Project website: www.cflroads.com (enter # 405854-1 in the search icon at the top of the page).





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Poorna Bhattacharya,

AICP, LEED AP

FDOT Consultant Project Manager

poorna@ashaplanning.com

