



Project Summary 2011

SB-2011-FL-56579: **Green Mountain Scenic Byway - Lake Apopka North Shore Overlook and Trailhead**

State Submission Date

May 18, 2011

Division Submission Date

Jun 1, 2011

State Priority

2

This application must be completed online at <http://www.bywaysonline.org/grants/>, and submitted electronically and in printed form.

Application Checklist

The following statements are for informative purposes. Please read and check each statement.

- I understand that this is a reimbursement program - funds are not available up-front.
- I have reviewed and responded to the Complete Application statements as outlined in the Grants Guidance.
- I have been in touch with the State scenic byway coordinator and have responded to recommendations or requirements of the State.
- I have verified with the State byway coordinator that this proposed project can receive authorization to proceed from the State and FHWA division before the end of the fiscal year for which the application is made.

Project Category

Which category best describes the location of this project?

- Project that is associated with a highway that has been designated as a National Scenic Byway, All-American Road, or one of America's Byways.
- Project along a State or Indian tribe scenic byway that is carried out to make the byway eligible for designation as a National Scenic Byway, an All-American Road, or one of America's Byways.
- Project that is associated with the development of a State or Indian tribe scenic byway program.
- Project along a State or Indian tribe scenic byway.

Choose from the following categories of eligible work the type that best fits your project.

- Byway Programs
- Corridor Management
- Safety Improvements
- Byway Facilities
- Access to Recreation
- Resource Protection
- Interpretive Information
- Marketing

Is this application a resubmission of an unfunded project from a previous year?

- Yes
- No

Project Location

State(s) involved in project:

Florida

Indicate the byway's regional location within the State. Reference prominent landmarks such as parallel major highways, natural features, counties, or large cities, that makes the byway(s) easy to locate in a road atlas.

The byway is located in Central Florida, west of Orlando in Orange and Lake Counties along the western and southern shore of Lake Apopka.

Briefly describe the project's location(s) on the byway using references to route numbers, byway gateway communities, project location communities and landmarks so any reviewer can identify the project sites.

The project is located on the north side of Lake County Road 455, 2.6 miles south and east of the intersection of Lake County Roads 455 and 561, and 2.0 miles north and west of the intersection of County Roads 455 and 561-A. Lat.=28.645002, Lon= 81.710123

Associated Byways

State	Byway Name
FL	Green Mountain Scenic Byway

Is this project consistent with the Corridor Management Plan(s) for the byway(s) involved?

- Yes
- No / CMP not available

Congressional Districts

State	District	Representative (at time of application)
FL	5	Nugent, Richard B.
FL	8	Webster, Daniel

Abstract

Project Description

Complete the sentence "This project will..." before adding remaining information.

This project will provide the only access from the byway to 20,000 acres of conservation lands and 18 miles of multi-use trail. The project includes the construction of a scenic overlook to provide visual access to the Lake Apopka North Shore Restoration Area and Lake Apopka, Florida's third largest lake. Physical access is provided via a connection to a planned multi-use trail traversing the north shore of Lake Apopka across the Restoration Area. The byway already hosts very large numbers of bicyclists and motorcyclists, whose needs will be met by the construction of restrooms, parking, picnic facilities, a covered pavilion, and the provision of potable water and an air compressor.

Byway Benefits

Complete the sentence "This project benefits the byway traveler by..." before adding remaining information.

This project benefits the byway traveler by providing the only access from the byway to a unique recreational resource – Lake Apopka and the North Shore Restoration Area. The Restoration Area and its 20,000-acres of restored wetlands is poised to become one the top birding destinations in North America, and a planned 18-mile mixed-use trail utilizing the existing roads atop the levees will provide the traveler with unparalleled wildlife viewing opportunities. An interpretive exhibit located at a scenic overlook will inform the traveler of the history of Lake Apopka, its decline and its restoration, and the unique environment of the Lake Apopka Basin.

Narrative

Project Summary

Completely describe all the major elements of your proposed project in a concise but complete summary.

Major Project Elements:

1. This project will provide the only access from the byway to the 20,000-acre North Shore Restoration Area and an 18-mile multi-use trail spanning the northern shore of Lake Apopka.
2. The project will enhance the livability of the byway communities by providing access to an extraordinary recreational resource. Due to the remarkable birding opportunities presented by the completion of the project, it is expected that the byway communities will experience significant economic benefits through a growing eco-tourism industry.
3. This project is the result of a strong collaboration between the Green Mountain Scenic Byway, the Lake County Board of County Commissioners, (Lake County) the St. Johns River Water Management District, (the District), the Friends of Lake Apopka, the Orange Audubon Society and the Friends of Ferndale. This collaboration has lasted for over ten years.
4. The project provides great strategic benefits by using existing public lands and infrastructure that were created for the restoration of a major aquatic system and using it for second purpose - recreation. The 18-mile multi-use trail will use the existing levees and crushed lime-rock roads that will be maintained by the District indefinitely.
5. Taking advantage of the unusual (especially for Florida) topography, the project will provide a rare vista of Lake Apopka and the Restoration area by constructing a scenic overlook. The site is located on a high sand hill and consists of a gently sloping area where most of the improvements will be located, and a steeply sloping area that drops to the wetlands of the North Shore Restoration Area.
6. The project will provide basic amenities such as a parking area that can accommodate school buses, restrooms, potable water, bike racks, a group pavilion, and picnic facilities.
7. An unpaved trail connecting to the 18-mile North Shore Trail will switch-back from the scenic overlook to an abandoned railroad bed at the bottom of the hill.
8. The Green Mountain Scenic Byway is partnering with the St. Johns River Water Management District (the District) and the Lake County Board of County Commissioners (Lake County). The District is an agency of the State of Florida, and will be providing the property for the project site. The District owns and manages the North Shore Restoration Area, and is tasked with the restoration of Lake Apopka and its associated wetlands.
9. Lake County will be administering the grant, supplying the required matching funds, performing the construction and maintaining the site.

10. The Green Mountain Scenic Byway Committee was responsible for completing the grant application, and has spent considerable effort in planning activities related to this project over a 10-year period.
11. The site fronts the roadway of the Green Mountain Scenic Byway.
12. The project will provide the byway traveler with an interpretive exhibit that will help to educate the traveler about Lake Apopka, the lake's restoration, and the uniqueness of the Lake Apopka Basin.
13. The Green Mountain Scenic Byway, the Friends of Lake Apopka, the Friends of Ferndale and a byway committee member will provide \$2,100 as match for the development of an interpretive exhibit.
14. The Florida Department of Transportation (FDOT) provided funding for the completion of a preliminary design and cost estimate study, (2009, attached) a Corridor Master Plan, (2008, attached) and a Corridor Management Plan (2004, attached).
15. The Green Mountain Scenic Byway was designated as a Florida Scenic Highway in 2004, and is managed by the Green Mountain Scenic Byway Corridor Management Committee, Inc., a 501 C (3) non-profit citizens group. The Committee meets regularly and shares directors with other local organizations. The Committee developed Goals, Objectives and Strategies relevant to the project over seven years ago, and the project has been a high priority since the completion of a Corridor Master Plan in 2008. Goals, Objectives and Strategies developed in 2004 include: • Strategy 5.1.2 - Improve access to Lake Apopka and the North Shore Restoration Area. • Strategy 5.1.3 - Promote bird watching on Lake Apopka

Lake Apopka is a 48 square-mile lake that was once a premier fresh-water sport fishing destination with over two dozen fish camps located around the lake. The lake experienced nearly a century of environmental degradation, but is now undergoing a 25 to 50 year, \$130 million plus project by the District to restore the lake to a Class III water body. The former muck farms that make up the North Shore Restoration Area now provide habitat for an astounding number of birds. The Restoration Area is second only to the Everglades National Park in Florida in the length of their respective species lists, with the Restoration Area's list gaining steadily. It is expected that the North Shore Restoration Area will become one the top destinations for birders in North America. The North Shore Overlook and Trailhead will provide the only access to the Restoration Area from the byway. The closest alternative access to the Restoration Area is over seven miles from the northern terminus.

The District has planned an 18 mile multi-use trail across the North Shore Restoration Area. The route will utilize existing crushed lime rock roads atop the numerous levees that the District will be maintaining indefinitely. On the east side of Lake Apopka, Orange County has begun constructing a connection to the trail from an existing park.

The byway's rolling hills and winding curves, unusual for peninsular Florida, make the byway a destination for touring and competitive bicyclists, as well as very large numbers of motorcyclists and Sunday drivers. Segments of the Byway are used each year for several internationally recognized triathlons. While facilities for cyclists are available on the southeastern segment of the Byway, there are none available from the northern terminus of the Byway to the Killarney Station Trailhead of the West Orange Trail, a distance of 12.3 miles.

Benefit to Byway Traveler

Describe how the proposed project will benefit a byway traveler, add to their travel experience or fulfill an important objective of your CMP.

This project benefits the byway traveler by providing the only access from the byway to a unique recreational resource – Lake Apopka and the North Shore Restoration Area. The closest alternative access point is over seven miles from the northern terminus of the byway.

The fastest growing outdoor sport in America is birding, and the Restoration Area and its 20,000-acres of restored wetlands is poised to become one of the top birding destinations in North America. A record for the highest number of bird species counted in an inland area was established by bird watchers during the 1998 Audubon Christmas Bird Count. The growing species list now numbers more than 330, second only in Florida to the Everglades National Park. A planned

18-mile mixed-use trail utilizing the existing roads atop the levees of the Restoration Area will provide the traveler with unparalleled wildlife viewing opportunities.

The project includes the construction of a scenic overlook that will provide the traveler with visual access to the wetlands of the Restoration Area and Lake Apopka. An interpretive exhibit located at the scenic overlook will inform the traveler of the history of Lake Apopka, its decline and its restoration, and the unique environment of the Lake Apopka Basin.

The byway is traveled by very large numbers of bicyclists and motorcyclists, and the project will meet the traveler's needs for basic amenities such as potable water, restrooms, parking, an air compressor and a shady place to rest.

Prior Projects

Describe any relationship between this project and previously funded National Scenic Byways Program grant projects. In addition, discuss how the proposed work relates to any multi-year work plan byway leaders have developed.

The Green Mountain Scenic Byway Committee, Inc. has received three Corridor Implementation Grants in the past. These grants were used, in part, to implement goals of the byway organization that relate to the proposed project. Milestones include the completion of a Corridor Master Plan and the North Shore Overlook and Trailhead Project Summary.

The Corridor Management Plan (CMP) contains a multi-year Action Plan (page 125). Action Item # 1-3 is "Implement Friends of Lake Apopka Greenways and Trails Master Plan Within Corridor". The Product of this Action Item is "Bike/Ped/Equestrian Trails, Parks/Preserves/Recreation Areas, Improved Access to Lake Apopka, Improved Access to the North Shore Restoration Area".

Project Coordinator

Please provide contact information for a person responsible for this project.

Name: Roberto Bonilla

Title: Director, Parks and Trails

Organization: Lake County Parks and Trails Division of Public Resources

Address: 12929 County Landfill Road
Tavares, FL 32778

Phone: 352-253-4950

Fax: 352-742-3870

E-mail: rbonilla@lakecountyfl.gov

Work Plan

Milestone/Task	Start Date	Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*			
Produce an Environmental Assessment Report	AAD + 30 days*	20 days	Lake County Board of County Commissioners (Lake County), St. Johns River Water Management District	An environmental assessment report is required by state statutes.
Produce Construction Plans	AAD + 50 days*	120 days	Lake County	Complete construction plans are required for a project this size.
Obtain Construction Permits	AAD + 170 days*	60 days	Lake County and the St Johns River Water Management District.	Local and state permits are required for this project.
Perform Construction Survey and Layout	AAD + 230 days*	30 days	Lake County and the St Johns River Water Management District.	A construction survey and layout of buildings, structures, parking lot and entrance road is needed for a project of this size and complexity.
Mobilization	AAD + 260 days*	5 days	Lake County	The contractor will move his equipment and manpower to the site in preparation to commence work.
Complete Site Work	AAD + 265 days*	90 days	Lake County	The contractor will grade and excavate the site and construct the entrance road, parking area and trail connection.
Construct the Buildings, Structures and Hardscape	AAD + 355 days*	80 days	Lake County	The contractor will construct the overlook, boardwalk, pavillion, and restrooms.

Milestone/Task	Start Date	Duration	Responsible Party	Justification
Installation of Site Furnishings and Utilities	AAD + 435 days*	30 days	Lake County	This task consists of installing the utilities, drinking fountain, trash receptacles, bike racks, benches, picnic tables, charcoal grills, and air compressor.
Install Signs and Enterpretive Exhibit	AAD + 465 days*	4 days	Lake County	This task consists of installing the entrance sign, the trail signs and the interpretive exhibit.
Install Landscaping	AAD + 67 weeks*	5 days	Lake County	This final task consists of the installation of landscaping at the entrance and along the site perimeter to act as a buffer to the adjacent property.

* AAD = Actual Award Date (estimated to be October 01, 2011)

Budget

Cost Breakdown

#	Description	Total Cost	Requested	Match
1.	Environmental Assessment (42 Hours@\$120/Hour)	5,040	4,032	1,008
2.	Engineering / Permits (625 Hours@120/Hour)	75,000	60,000	15,000
3.	Mobilization	10,000	8,000	2,000
4.	Survey and Layout (54 Hours @\$300/Hour	16,200	12,960	3,240
5.	Silt Fencing /Erosion Control (4800 LN FT @ \$0.89/FT)	4,272	3,417	855
6.	Electrical Service (1)	7,881	6,304	1,577
7.	Potable Water Well With Pump and Filter (1)	15,762	12,609	3,153
8.	Parking Lot Lighting (2)	7,356	5,884	1,472
9.	Clearing and Grubbing (1.4 Acres @ \$9878 / Acre	13,829	11,063	2,766
10.	Regular Excavation (1500 CY @ \$4.20/CY)	6,300	5,040	1,260
11.	Embankment (400 CY @ \$6.80 / CY)	2,720	2,176	544
12.	Stablization Type B (3388 SY @\$2.60/SY	8,809	7,047	1,762
13.	OBG 4 (2420 SY @ \$12.60 SY)	30,492	24,393	6,099
14.	Asphalt Type S- 1 3/4" (233 TN @ \$95.00/TN	22,135	17,708	4,427
15.	Type F Curb and Gutter (1670 LN FT @ \$21.00/LN FT)	35,070	28,056	7,014
16.	Sod (604 SY @ \$2.10/SY)	1,269	1,015	254
17.	4" Thick Sidewalk (645 SY @ \$37.00/SY)	23,865	19,092	4,773
18.	6" Thick Sidewalk (423 SY @ \$47.00 SY	19,881	15,904	3,977
19.	Stormwater Drainage - 10% of Site Work Total	18,095	14,476	3,619
20.	Restroom 1 Building With 1 Men's and 1 Womens	78,810	63,048	15,762
21.	Seat Walls - 18" Masonry and Stucco With Precast Cap (60 LN FT) @ \$126.00/LN FT	7,560	6,048	1,512
22.	Overlook Boardwalk (1520 SF @\$53.00/SF) 8' Wide With 42" Railing; 10' Average Height Above Grade	80,560	64,448	16,112
23.	Overlook Structure (144 SF @ \$210 SF) 12'x12'; Aluminum Roof, Wood Stairs and Railings	30,240	24,192	6,048
24.	Handrail (650 LF @ \$63.00 LF)	40,950	32,760	8,190
25.	Gravity Wall (162 CY @ \$543.00/CY	87,966	70,372	17,594
26.	Group Pavillion (600 SF @ \$92.00/SF) 20'x30', Aluminum Roof	55,200	44,160	11,040
Total		\$854,955	\$681,855	\$173,100

#	Description	Total Cost	Requested	Match
27.	Entry Gates (2 @ \$2760 Each) 12', Wood Covered Steel Frame	5,520	4,416	1,104
28.	Entry Landscape (1,000 SF Shrubs @ \$2.50/SF)	2,500	2,000	500
29.	Entry Landscape (1 - 65 Gallon Tree @ \$450.00 Each)	450	360	90
30.	Adjacent Property Buffer (2500 SF Shrubs @ \$2.50/SF)	6,250	5,000	1,250
31.	Property Buffer - (50) 15 Gallon Wax Mrytles @ \$75.00 Each	3,750	3,000	750
32.	Adjacent Property Buffer - 1-65 Gallon Tree	450	360	90
33.	Establishment Irrigation - Hand Watering (536 Hours @ \$10.00/Hour	5,360	4,288	1,072
34.	Drinking Fountain (1) Dual Height, Ground Mounted, Cast Aluminum	3,678	2,942	736
35.	Trash Recepticals, 30 Gallon, Side Opening (4 @ \$1261.00 Each)	5,044	4,035	1,009
36.	Bike Racks (2 Individual U Racks @ \$525.00 Each	1,050	840	210
37.	Benches, 6' Powder Coated (4 @ \$1051.00 Each)	4,204	3,363	841
38.	Picnic Tables, ADA Accessible, (6 @ \$1051.00 Each)	6,306	5,044	1,262
39.	Charcoal Grill, Open Grill, Post Mounted, No Pad (2 @ \$630.00 Each)	1,260	1,008	252
40.	Air Compressor (1 @ \$3152.00 Each)	3,152	2,521	631
41.	Interpretive Exhibit, (4 Panels @ \$1463 Each) Additional Match is From Local ScenicByway/Citizens/ Groups	5,852	2,581	3,271
42.	Trail Marker Signs (4 @ \$210.00 Each)	840	672	168
43.	Entry Sign (1)	7,050	5,640	1,410
44.	Kiosk (1)	3,948	3,158	790
45.	Un-Paved Trail Stablization (3302 SY @ \$2.60/SY)	8,585	6,868	1,717
46.	Un-Paved Trail - Decomposed Granite- (3302 SY @ \$22.00/SY)	72,644	58,115	14,529
47.	Off-Site Directional Signs (4 @ 450.00 Each)	1,800	1,440	360
Total		\$854,955	\$681,855	\$173,100

Matching Funds

Source	Type	Description	Amount
Friends of Lake Apopka, Inc.	Cash		1,000
The Friends of Ferndale	Cash		100
Green Mountain Scenic Byway, Inc.	Cash		500
Greg Genshiemer	Cash		500
Lake County Board of County Commisioners, Lake County FL	Cash		171,000
Total			\$173,100

Funding Allocation

Do the byways involved in the project cross any Federal Lands? (Check all that apply)

- Bureau of Indian Affairs
- Bureau of Land Management
- Fish and Wildlife Service
- National Park Service
- USDA Forest Service

If this project is selected for funding, please indicate your preference for carrying out the project (check one):

- FHWA allocates the funds for the project to the State DOT
- FHWA allocates the funds for the project to one of the Federal Land Management agencies marked above (provide contact information below)
- FHWA allocates the funds for the project to an Indian tribe or tribal government (provide contact information below)

If funding should be allocated to a Federal land management agency or Indian tribal organization, please provide contact information for that organization:

Name:

Title:

Organization:

Address:

Phone:

Fax:

E-mail:

Attachments

Use this as a checklist to verify that all attachments are provided with your printed application.



- Green Mountain Scenic Byway Committee Letter of Support**

This attachment demonstrates the byway organization's support for the project.

Digital version: [GMSB_NSOT_Support.pdf](#) (31.9 KB)



- Support Letter From the Lake County Board of County Commissioners**

This is a letter of support from the Lake County, Florida Board of County Commissioners. Lake County is a major partner in this project, and has agreed to providing the matching funds, to perform the project construction, to administer the grant and to maintain the

improvements.

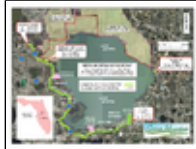
Digital version: [SUPPORT LTR NAT SCENIC BYWAYS LAKE COUNTY.pdf](#) (2.2 MB)



□ **Letter of Support from the St. Johns River Water Management District**

Along with Lake County and the Scenic Byway Committee, The St. Johns River Water Management District is a major partner in this project. The District owns and manages the Lake Apopka North Shore Restoration Area, which this project site is a part of. The District is agreeing to supply the land for the project, and will maintain the off-site trail.

Digital version: [SJRWMD_Letter_of_Support.pdf](#) (1.1 MB)



□ **Scenic Byway Map**

This is a map of the route of the Green Mountain Scenic Byway including Lake Apopka, the project location, and the North Shore Trail. GPS coordinates of the byway termini and the project site are included in the call-outs. The inset map shows the project's location relative to the state of Florida.

Digital version: [Green_Mount_App_Map.pdf](#) (10.7 MB)



□ **North Shore Overlook and Trailhead Project Summary (2009)**

This is a preliminary design and cost estimate study for the project. The preliminary design chosen by the project stakeholders consists of Alternative 2, figures 7-A, 7-B, and 7-C. While the project was originally intended to be completed in phases, changing conditions have led the stakeholders to combine all three phases, with several modifications. The project now consists of all of Phase 1, Phase 2 less the roundabout connection and cul-de-sac, and phase 3 less the asphalt paving for the trail. Please see the inside of the front cover for a more complete explanation.

Digital version: [North_Shore_Overlook_and_Trailhead_Project_Summary.pdf](#) (27.6 MB)



□ **The Green Mountain Scenic Byway Corridor Master Plan (2008)**

This document was produced in 2008, and was the first to realize the possibilities of constructing a trailhead and overlook on the presently proposed site. The project was called the "Clay Island Trailhead" and is discussed on page (22).

Digital version: [GMSB_Corridor_Master_Plan.pdf](#) (32.1 MB)



□ **Green Mountain Scenic Byway CMP (2004)**

This is the Corridor Management Plan for the Green Mountain Scenic Byway. Goals, Objectives and Strategies referenced in this application can be found on page (6). Lake Apopka and the North Shore Restoration Area as a recreational resource are discussed on pages (97) and (98).

Digital version: [GMSB_Corridor_Mgmt_Plan.pdf](#) (25.8 MB)



□ **Oakland Nature Preserve Letter of Support**

This is a letter of support from the Oakland Nature Preserve. The preserve and the Green Mountain Scenic Byway are active partners in several projects within the byway corridor.

Digital version: [ONP_Letter_of_Support.pdf](#) (651.8 KB)



□ **Friends of Lake Apopka Letter of Support**

This is a letter of support from the Friends of Lake Apopka, who have been instrumental in the restoration of Lake Apopka. The Friends of Lake Apopka developed a Greenways, Trails, and Recreational Master Plan in 2002 for the Lake Apopka Basin which has provided a planning basis for several Green Mountain Scenic Byway projects

Digital version: [FOLA_Letter_of_Support.pdf](#) (1.4 MB)



□ **Site Frontage on Byway, Facing North**

This is a photo the site property where it fronts the scenic byway, taken from across the byway and facing north.

Digital version: [Site_Frontage_on_Byway_Facing_North.pdf](#) (900.3 KB)



□ **Interior of the Site, Facing Northeast**

This is a photo of the interior of the project site, looking towards the northeast, and shows typical vegetation.

Digital version: [Interior_of_Site_Facing_Northeast.pdf](#) (862.3 KB)

Signatures

Application Completeness

I certify that this application is complete and correct, and is eligible for National Scenic Byways funding. (This should be completed by the State's scenic byways coordinator.)

Please print name: Mariano Berrios	Title: State Coordinator
Signature:	Date:

Matching Funds Certification

I certify that the matching funds for this project are available for use at the time of application.

Please print name: Ramona Phipps	Title: Secretary, Green Mountain Scenic Byway, Inc.
Signature:	Date: