



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 3 APPLICATION
TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE

Date: January 16, 2020 Project Title: Spring Creek Highway (CR365) - Paved Off Road Bike Path
Project Sponsor Wakulla County Board of County Commissioners

According to 23 USC 133(h)(4)(B) a project sponsor may be a local government; regional transportation authority; transit agency; natural resource or public land agency; school district, local education agency, or school; tribal government; a non-profit entity responsible for the administration of local transportation safety programs; or other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a state agency) that the State determines to be eligible, consistent with the goals of this subsection.

Contact Sheree Keeler Title Director of Intergovernmental Affairs
Address P.O. Box 1263, Crawfordville, FL. 32326
Phone (850) 926-0919 x 705 Email address: skeeler@mywakulla.com
Priority (relative to other applications submitted by the Project Sponsor) #1
TPO (If Applicable): CRTPA

Click one of the following links to go directly to the appropriate TPO contact information:

CRTPA: <http://crtpa.org/>

ECRC: (3-TPO's—Bay, Florida/Alabama, Okaloosa/Walton) <http://www.ecrc.org/>

Contact: Greg Burke, Greg.Burke@crtpa.org

Contact: Caitlin Cerame, Caitlin.Cerame@ecrc.org

1. Qualifying Transportation Alternatives Activities:

TA Set-Aside projects must benefit the general public (23 CFR 1.23 and 23 CFR 460.2).

Check the Transportation Alternatives Program (TAP) activity that the proposed project will address.

(NOTE: Checking all activities possible does not ensure or increase eligibility. Each activity checked must meet all criteria required by FHWA. Click the following link for additional information;

[Transportation Alternatives Set-Aside](#)

- ☒ Construction, Planning, and Design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- ☒ Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- ☐ Construction of turnouts, overlooks, and viewing areas
- ☐ Community improvement activities, including:
 - Inventory, control, or removal of outdoor advertising;
 - Historic preservation and rehabilitation of historic transportation facilities;
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.

- ☐ Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
- Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff including activities described in 23 USC 133(b)(11), 328(a) and 329; or
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- ☐ [The Recreational Trails Program](#) under 23 USC 206 – Contact Pamela Lister at Department of Environmental Protection, Office of Operations, Land and Recreation Grants (850) 245-2501, or email Pamela.Lister@dep.state.fl.us for further information.
- ☐ [Safe Routes to School](#) (SRTS) Projects – District 3 Contact Barbara Lee at (850) 330-1428, or email Barbara.Lee@dot.state.fl.us for further information.
- ☐ Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

2. Project Description:

A. Enter Project Description (*Use additional sheets as necessary to respond to the following*)

See Attached Section A Project Description

B. What type of work is being proposed? (Check all that apply)

- ☐ Planning Activities
- ☐ Project Development and Environmental Studies
- ☒ Engineering and Final Plans Preparation Work
- ☐ Right of Way Acquisition
- ☒ Construction
- ☒ Construction Engineering and Inspection Activities

C. Project(s) Description. Please list **EACH** proposed roadway segment.

ROADWAY		PROJECT LIMITS		SEGMENT LENGTH (MI)
SR/CR (US)	Local Name	From:	To:	
CR 365	Spring Creek Highway	Dr. Martin Luther King Jr. Road	CR 61 (Shadeville Road)	

Total Length of Project: 1.77 mi.

NOTE: ALL On-System projects will be administered and delivered by FDOT

D. Project Location -Location map attached. ☒ (Location_Map.pdf) (*Required attachment*)

- E. Project Typical Section – Complete the following information and include a Typical Section schematic depicting existing and proposed features, dimensions, and right of way lines. If there are multiple roadway segments please provide a typical section for **EACH**: *(Required if applicable)*

PROJECT TYPICAL SECTION			
Instructions: Check all that apply and are included in the Typical Section(s). Check N/A if an item does not apply to the proposed project.			
ROADWAY	EXISTING	PROPOSED	N/A
Number of Travel Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lane Width (feet)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Total Roadway Width (No. Travel Lanes x Lane Width)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BIKE/PEDESTRIAN FEATURES			
Bike Lane Width (feet) (Not Including Buffer Width)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Left Width (feet)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Right Width (feet)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Buffer Width (feet)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
RIGHT-OF-WAY			
Width (feet)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MEDIAN			
Width (feet)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- F. Right-of-Way Ownership - Identify existing right-of-Way ownerships.

R/W Owner(s) Wakulla County

See Attachment E

Note: Application and all back-up documents are on 8.5" x 11" scale. DO NOT provide reduced copies of original plats/maps that cannot be read at that scale. Documentation should be handled as follows:

Provide existing right-of-way width(s) on typical section(s) or on a separate right-of-way map, if preferred. Include available verification information of when the right-of-way was acquired and how and where ownership is documented. For plats, deeds, prescriptions, certified surveys, transfers, or easements, provide information that can be used to verify (i.e. book/page number if known, roadway transfer agreement from (original owner name) on (date), or easement language if applicable.

Has coordination with other owners taken place (if applicable)? ☐ Yes ☐ No ☒ N/A

If so, have they provided an adopted resolution of support? ☐ Yes ☐ No

If so, is it included? ☐ Yes ☐ No

Provide required right-of-way documentation (Right-of-Way.pdf): *(Required attachment)*

Right-of-Way Acquisition – This is defined as obtaining property not currently owned by the Local Agency through any means including: Deed, Easement, Dedication, Donation, etc.

☒ No Right-of-Way acquisition is proposed

Use of Property NOT in Outright Ownership - If applicable to this application:

Owner(s) _____

Non-applicant Owner(s) _____

Long-term Lease ☐ Property Easement ☐ Deed Restriction ☐ Preservation Agreement ☐

Other/Specify ☐ _____

Is written evidence of Valid Public Interest included? ☐ Yes ☐ No

3. Other Project Related Information

- A. Complete Speed Limit, Side of Roadway, and applicable Material, ADA, Lighting and Drainage information for each proposed roadway section. For Yes or No questions, check the appropriate boxes. Check "N/A" if an item does not apply to the proposed project or add additional information as requested.

SPEED LIMITS (mph)	Existing		Proposed	
	Posted	Design	Posted	Design
Rdwy Sec. 1	Yes	N/A	N/A	N/A
Rdwy Sec. 2				
Rdwy Sec. 3				
Rdwy Sec. 4				
Rdwy Sec. 5				

SIDE of RDWY (Direction)	Roadway Side(s) - Proposed			
	North	South	East	West
Rdwy Sec. 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rdwy Sec. 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rdwy Sec. 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rdwy Sec. 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rdwy Sec. 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ROADWAY MATERIAL	Roadway – Existing Material				Bike Lane/Paved Shoulder – Proposed Material			
	Concrete	Asphalt	Paver	Other (Specify)	Concrete	Asphalt	Paver	Other (Specify)
Rdwy Sec. 1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

ROADWAY MATERIAL	Roadway - Existing				Sidewalk - Proposed			
	Concrete	Asphalt	Paver	Other (Specify)	Concrete	Asphalt	Paver	Other (Specify)
Rdwy Sec. 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

ROADWAY MATERIAL	Roadway - Existing				Parallel Offset Path - Proposed			
	Concrete	Asphalt	Paver	Other (Specify)	Concrete	Asphalt	Paver	Other (Specify)
Rdwy Sec. 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Rdwy Sec. 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

ADA IMPROVEMENTS – ALL crosswalks, sidewalks, ramps, etc., must comply with ADA Standards.

Describe Proposed ADA Improvements (If applicable)

If it is determined during design that crosswalks are needed they will be designed to meet ADA Standards.

LIGHTING	Pedestrian Lighting Proposed		Other/Specify
Roadway Section 1	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Roadway Section 2	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Roadway Section 3	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Roadway Section 4	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Roadway Section 5	Yes <input type="checkbox"/>	No <input type="checkbox"/>	

Describe Proposed Lighting (If Applicable)

DRAINAGE/PERMIT(S)	Existing Closed to Remain?		Existing Open to Remain?		Other/Specify
Roadway Section 1	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
Roadway Section 2	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Roadway Section 3	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Roadway Section 4	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Roadway Section 5	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	

Describe Drainage Permit Needs (Known and Potential). Include details of any prior coordination.

State and local construction permits typical of this type of project will be needed. No special permits are anticipated.

Other Scope Items - Describe Other Scope Items (If Applicable):**B. Describe any other specific project information that should be considered.****C. Identify any prior phases, upcoming projects (or currently underway) adjacent to the proposed project.**

- ☒ No prior phases have been previously funded or constructed
- ☐ No adjacent projects are in construction or planned.
- ☐ Prior phases and/or adjacent projects (list in box below):

Phase 1 of the Capital City to the Sea Loop (CC2S) trail phase #1 at the intersection of Woodville Highway and Coastal Highway 98 is complete. FDOT is working on Phase #2 at Ochlockonee Bay.

4. Project Implementation Information:

- A. Describe the proposed method of performing (i.e. consultant contract or in-house) and administering each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the Agency **must be LAP certified or apply for certification** to administer Federal Aid projects in accordance with the Department's ***Local Agency Program Manual (topic no.525-010-300)***. Click the following link for additional information; <http://www.fdot.gov/programmanagement/LAP/default.shtm>

Name of proposed Agency to Administer Project: _____

- ☐ Design to be conducted by in-house staff
- ☒ Design to be conducted by FDOT pre-qualified consultant ⁽¹⁾ ⁽²⁾
- ☒ Design to be conducted by non-FDOT pre-qualified consultant ⁽²⁾
- ☐ CEI to be conducted by in-house staff
- ☒ CEI to be conducted by FDOT pre-qualified consultant ⁽¹⁾ ⁽²⁾
- ☒ CEI to be conducted by non-FDOT pre-qualified consultant ⁽²⁾

⁽¹⁾ FDOT pre-qualified consultants must be used on all design and CEI work for critical projects (a project is considered critical when it is on the State Highway System (SHS); features a major structure; and/or has a budget greater than \$10 million)

⁽²⁾ Design consultant and CEI consultant shall not be the same

- B. Describe any public and private support of the proposed project. (Examples include: written endorsement formal declaration, petition, resolution, public meetings, financial donations or other appropriate means), as well as copies of pages from Local Government Comprehensive Plan which show adopted policies in support of Bike/Ped facilities (if applicable) and copies of pages from Local or Regional Bike/Ped Plans showing support of this particular project (if available).

(Required attachment)

Describe Public and Private Support

The Board of County Commissioners passed the attached Resolution in support of the OBBT, the CC2S Loop and regional bike trail linkages. The County has an updated Adopted Infrastructure Plan, approved by the Board in July 2017, which includes bike paths and sidewalks with the goal of creating as much connectivity as possible throughout Wakulla County for pedestrians and cyclist. Staff reached out to the public and NGOs for letters of support. See attachment I

- C. Describe the proposed ownership and maintenance responsibilities for the project when it is completed.

Wakulla County owns the ROW where the proposed trail will be constructed and will maintain the project after completion.

- D. Is project funding being requested for this same project from another source? Yes ☐ No ☒
If yes, please list other funding program/applications submitted: (i.e. HSIP, SRTS, SCRAP, SCOP, CIGP, Grant, etc.)

5. Project Cost:

If a more detailed breakdown of cost estimates is being provided, a sample cost estimates sheet is provided for your use.

[Sample Construction Cost Estimate](#)

- A. Provide detailed project cost estimate. Estimate shall be broken down to eligible and non-eligible project costs.

Use the following links to access the basis of estimates manual as well as historical cost information for the project area:

[Basis of Estimates Manual](#)

[Historical Cost Information](#)



A detailed cost estimate is attached. (Use attached Estimate.xlsx)

(Required attachment)

- B. What is the total estimated cost of the work requested to be funded as a transportation alternative project through this application?

Planning Activities	\$	
Project Development and Environmental Studies	\$	
Engineering and Final Plans Preparation Work	\$	61,143.02
Right of Way Acquisition	\$	
Construction	\$	611,430.20
Construction Engineering and Inspection Activities	\$	61,143.02
Other (Describe)	\$	
TOTAL:	\$	733,716.24

- C. How will the project be funded?

Transportation Alternative Funds \$ 733,716.24 + Local \$ 0.00 = Total \$ 733,716.24

Transportation Alternative Funds 100 % + Local 0 % = 100%

6. Application Package Submittal:

Please submit package, supporting information and documentation **electronically** to:

Maria Showalter

District Three TA Coordinator

Maria.Showalter@dot.state.fl.us

Phone: 850-330-1550

Application checklist:

Note: Application should be submitted electronically and arranged in following order.

- ☒ Application
- ☒ Adopted Resolution(s) of Support
- ☒ Location Map (Aerial)
- ☒ Typical Section (Showing Existing and Proposed)
- ☒ Right-of-Way Ownership Information
- ☒ Right-of-Way Details (Width(s) on Typical Section or Right-of-Way Map-Book/Page Numbers (if known))
- ☒ Cost Estimate Spreadsheet (Detailed/with Quantities)
- ☒ Compliance Documentation from Local Government Comprehensive Plan and Bike/Ped Master Plan
- ☒ Public Support Letters, Private Support Letters, and Public Meeting documentation (if applicable)

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by Wakulla County
(Project Sponsor)

and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project, and (4) comply with the NEPA process prior to construction, which may require involvement with the **State Historic Preservation Officer (SHPO)**, and other State and/or Federal agencies, prior to construction, and (5) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the Florida Department of Transportation's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

If project is not located along a state roadway:

Is sponsor or applicant willing to administer project using the Department's Local Agency Program (check one)

Yes ☒ No ☐


Status of sponsor/administrator's LAP certification: Currently certified ☐ Not certified ☒

Applied for certification & pending review ☐ Planning to apply for certification ☐

Other (explain) We are requesting that FDOT administer this project

Is resolution included with application? Yes ☒ No ☐

A copy of the adopted resolution showing sponsor's (board or council) approval and support of project should be included with this application. If other right-of-way owners are involved, their adopted resolutions should also be included.


* Signature

David Edwards

Name (please type or print)

County Administrator

Title

March 4, 2020

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

Table 1: Sample Template for Construction Cost Estimate

Note: Not provided to use for cost basis (see latest information on website for unit prices).

Name of Project: Sample Sidewalk

Pay Item No (If Applicable)	Description	Unit	Quantity	Price per Unit	Price
104-10-3	Sediment Barrier	LF	2590	\$1.17	\$3,030.30
110-1-1	Clearing and Grubbing	AC	0.81	\$8,926.31	\$7,219.33
120-1	Regular Excavation	CY	287.5	\$7.82	\$2,248.17
120-2-2	Borrow Excavation	CY	633.5	\$1.43	\$905.93
160-4	Type B Stabilization	SY	0.0	\$2.46	\$0.00
285-701	Optional Base Group 01	SY	0	\$6.15	\$0.00
334-1-22	Superpave Asphaltic Concrete	TN	0	\$90.34	\$0.00
430-175-124	Pipe Culvert, 24"	LF	30	\$150.00	\$4,500.00
430-984-129	MES, 24" Sidedrain	EA	2	\$700.00	\$1,400.00
515-2-301	Ped/Bike Railing, Alum, 42" Picket Rail	LF	1400	\$65.00	\$91,000.00
522-1	4" Concrete Sidewalk - 8' wide (Rustling Pines)	SY	1382	\$61.53	\$85,048.13
522-1	4" Concrete Sidewalk - 8' wide (Palmer Rd)	SY	920	\$61.53	\$56,607.60
522-2	6" Concrete Sidewalk - turnouts (? @ 21 SY)	SY	126	\$54.04	\$6,809.04
527-1	Detectible Warning Surface, Retrofit	EA	2	\$411.76	\$823.52
570-1-2	Sod	SY	2131	\$2.59	\$5,518.14
NA	Solar Lighting	EA	13	\$3,000.00	\$39,000.00
				Sub Total	\$304,110.16
999-25	CONSTRUCTION CONTINGENCY - 10%	LS			\$30,411.02
101-1	MOBILIZATION - 5%	LS			\$17,030.17
102-1	MAINTENANCE OF TRAFFIC - 10%	LS			\$30,411.02
				Construction Total	\$351,551

Engineering and Final Plans Preparation Work - 15%					\$52,733
Construction Engineering and Inspection Activities - 15%					\$52,733

Project Total \$457,017

For latest cost information go to:

<http://www.fdot.gov/programmanagement/estimates/historicalcostinformation/historicalcost.shtm>

Attachment to the Application Section A: Project Description

This project includes the design, permitting and construction/construction oversight of a 1.77 mile-long paved (asphalt) multi-purpose off road path running parallel to Spring Creek Highway. It is expected that the path will run along the west side of Spring Creek Highway in the right of way (ROW) and be between 6-12 feet in width, depending on final design plans and permitting. The path would begin at the intersection of Dr. Martin Luther King Jr. Road (Lat: 30°10 '25.14"N; Long: 84°18'34.44"W) and travel north along Spring Creek Highway and terminate (Lat: 30°11 '55.88"N; Long: 84°18'35.34"W) at the planned paved bike path on Shadeville Road (CR 61).

This path will assist with vegetation management in the County maintained ROW and any associated draining issues.

Three neighborhoods (Magnolia Gardens, Wakulla Gardens and The Park) and numerous single-family properties are accessed via Spring Creek Highway. Combined there is an estimated 4,000 plus properties along the proposed path location using Spring Creek Highway as an access road to/from US 319 and US 98, and Dr. Martin Luther King Jr. Road.

This project is consistent with the County's 2017 Adopted Infrastructure Plan, pages 16-17, to construct connector trails throughout the County that will provide access to regional trails (i.e., CC2S, St. Marks Trail and OBBT) and connect communities to create a safe "walkable" County.

Wakulla County is not LAP certified. Wakulla is a designated rural area opportunity (RAO) as well as being designated a Federal USDA "StrikeForce" area; and, as such does not have staff engineers to design, permit, or other related engineering services. If awarded the County would need to contract out all work or have FOOT manage the project.

ATTACHMENT B
RESOLUTION

RESOLUTION NO. 2020- 08

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF WAKULLA COUNTY, FLORIDA TO CONTINUE SUPPORT FOR THE DESIGN AND CONSTRUCTION OF MULTI-USE PAVED PROJECTS LOCATED IN WAKULLA COUNTY WITH TRANSPORTATION ALTERNATIVE PROGRAM FUNDING; APPROVING GRANT APPLICATION SUBMITTALS AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, walking helps meet the goals of section 339.175, Florida Statutes, entitled Metropolitan Planning Organization, to serve the mobility needs of people while minimizing transportation related fuel consumption and air pollution; and

WHEREAS, the Center for Disease Control (CDC) encourages people to walk for fitness, transportation and fun; and

WHEREAS, MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012, to address growing concerns about air quality, open space, and traffic congestion; and

WHEREAS, Section 1122 of the Moving Ahead for Progress in the 21st Century Act authorized the Transportation Alternative Program (TAP), which strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system; and,

WHEREAS, this support is consistent with the Capital Regional Transportation Planning Agency (CRPTA), FDOT, CDC and MAP-21 policies supporting alternative means of transportation; and

NOW, THEREFORE, be it resolved as follows:

Section 1: RECITALS. The above recitals are true and correct and are hereby incorporated by herein by reference.

Section 2. PROJECTS. The Board of County Commissioners of Wakulla County support the design and construction of multi-use paved path projects in calendar year 2020, and approve staff to submit applications to Capital Regional Transportation Planning Agency for the following projects: (1) a bike path along Spring Creek Highway; (2) a bike path along Dr. Martin Luther King Jr. Memorial Road;

Section 3. EFFECTIVE DATE: This resolution shall become effective upon its approval.

DONE AND ADOPTED in Wakulla County, Florida by a vote of 5 to 0 this 2nd Day of March, 2020.

**BOARD OF COUNTY COMMISSIONERS OF
WAKULLA COUNTY, FLORIDA**



MIKE STEWART, Chairman

ATTEST:



BRENT X. THURMOND, Ex Officio
Clerk to the Board



APPROVED AS TO FORM:



Heather J. Encinosa, Esq.
County Attorney

ATTACHMENT C
LOCATION MAP

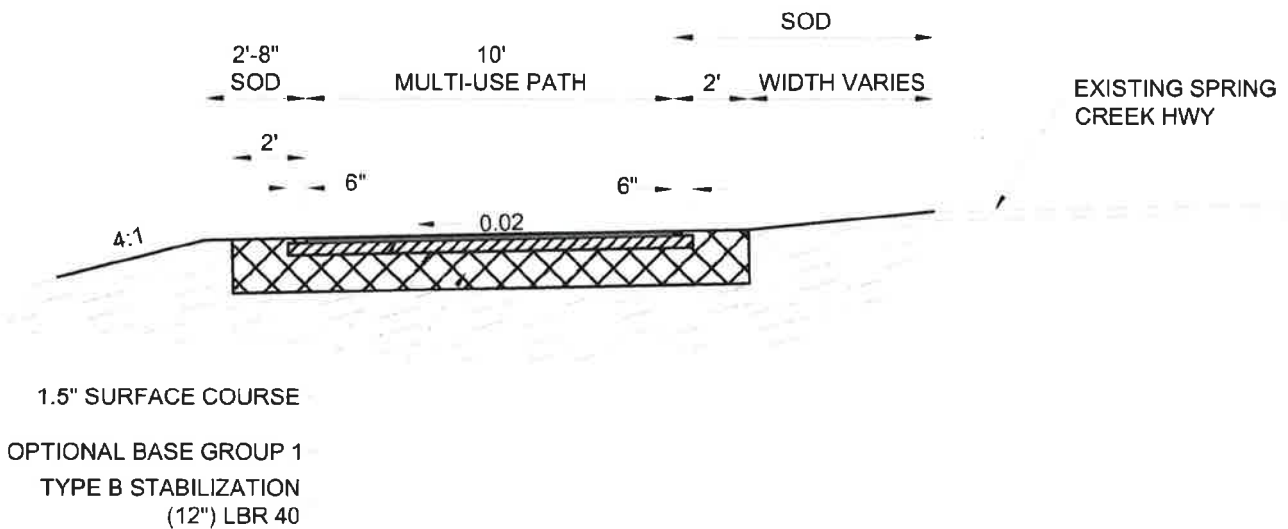


Spring Creek Hwy Multi-Use Path (MLK To Shadeville Rd)
 Starting Point: 30° 10' 25.14" N 84° 18' 34.44" W
 Ending Point: 30° 11' 55.88" N 84° 18' 35.34" W

Total Distance: 1.77 Miles



ATTACHMENT D
TYPICAL SECTION



TYPICAL SECTION

SPRING CREEK HWY PAVED MULTI-USE PATH
(MLK JR MEMORIAL ROAD TO SHADEVILLE ROAD)

WAKULLA COUNTY
FLORIDA

Typical Section

2020 Grant Application
Spring Creek Hwy Paved Multi-Use Path
Wakulla County Board of County Commissioners
Wakulla County, Florida

DATE:
2020

SCALE:
1" = 5'

DRAWN
R. JERNIGAN

CHECKED:
J. FORD

PROJECT NO.

Grant App.

SHEET

1

ATTACHMENT E
RIGHT-OF-WAY OWNERSHIP
VERIFICATION AND APPLICABLE DOCUMENTS

UNIT

DEDICATION STATE OF FLORIDA COUNTY OF WAKULLA

KNOW ALL MEN BY THESE PRESENTS THAT PANACEA DEVELOPMENT CORPORATION, THE OWNER IN FEE SIMPLE OF THE TRACT OF LAND SHOWN HEREON AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: ALL OF THE NORTHWEST QUARTER OF LOT 35 OF THE HARTSFIELD SURVEY OF LAND IN WAKULLA COUNTY, FLORIDA LYING EAST OF STATE ROAD NO. 365 MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER OF LOT 35 OF THE HARTSFIELD SURVEY AND RUN THENCE S. 71°15'30"W 932.82 FEET TO THE EAST BOUNDARY OF THE 100 FOOT RIGHT-OF-WAY OF STATE ROAD NO. 365, THENCE N. 00°02'30"E ALONG THE SAID BOUNDARY 548.75' TO A POINT OF CURVE TO THE LEFT, THENCE NORTHERLY ALONG SAID CURVE WITH A RADIUS OF 5777.65 FEET, AN ARC DISTANCE OF 1522.81 FEET (THE CHORD OF SAID ARC BEING N. 00°11'30"E 1577.83 FEET), THENCE N. 71°10'E 237.7 FEET TO THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER, THENCE S. 18°38'30"E ALONG THE EAST BOUNDARY OF SAID NORTHWEST QUARTER 1980.3 FEET TO THE POINT OF BEGINNING, CONTAINING 25.31 ACRES MORE OR LESS, HAVE CAUSED SAID LAND TO BE DIVIDED AND SUBDIVIDED AS SHOWN HEREON AND DO HEREBY DEDICATE TO THE PERPETUAL USE OF THE PUBLIC ALL ROADS, STREETS, ALLEYS AND OTHER RIGHT OF WAY AND ALL PARKS AND RECREATION AREAS AND ALL EASEMENTS FOR UTILITIES, DRAINAGE AND OTHER PURPOSES INCIDENT THERETO AS SHOWN AND DEPICTED HEREON, RESERVING HOWEVER THE REVERSION OR REVERSIONS THEREOF SHOULD THE SAME BE RENOUNCED, DISCLAIMED OR THE USE THEREOF DISCONTINUED AS PRESCRIBED BY LAW BY APPROPRIATE OFFICIAL ACTION OF THE PROPER OFFICIALS HAVING CHARGE OR JURISDICTION THEREON.

IN WITNESS WHEREOF PANACEA DEVELOPMENT CORPORATION HAS CAUSED THESE PRESENTS TO BE EXECUTED IN THEIR NAME AND THEIR CORPORATE SEAL TO BE HEREUNTO AFFIXED THIS 17 DAY OF August, A.D. 1963.

PANACEA DEVELOPMENT CORPORATION

UNIT

DEDICATION STATE OF FLORIDA COUNTY OF WAKULLA

BEFORE ALL MEN OF THESE PRESENTS THAT PANACEA DEVELOPMENT CORPORATION THE OWNER IN ITS WHOLE OF THE TRACT OF LAND SHOWN HEREON AND MORE PARTICULARLY DESCRIBED AS FOLLOWS: ALL OF THE NORTHEAST QUARTER OF LOT 18 OF THE HASTINGS TRACT OF LAND IN WAKULLA COUNTY, FLORIDA LINGERS EAST BY STATE ROAD NO. 365 MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER OF LOT 18 OF THE HASTINGS TRACT AND RUN THENCE S. 91°15'30" W. 155.85 FEET TO THE EAST BOUNDARY OF THE 100 FOOT BENT OF ROAD OF STATE ROAD NO. 365, THENCE ALONG SAID BENT OF ROAD BOUNDARIES 146.75 TO A POINT OF CURVE TO THE LEFT THENCE NORTHERLY ALONG SAID CURVE WITH A RADIUS OF 577.65 FEET, QUARTER CIRCLE OF 306.81 FEET (THE CHORD OF SAID ARC BEING 110°17'30" 157.85 FEET), THENCE N. 10°15'30" E. 250.00 FEET TO THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF LOT 18 OF THE HASTINGS TRACT, CONTINUING TO 31 FEET MORE OR LESS, HAVE CAUSED SAID ROAD TO BE LAYED OUT AND BOUNDARIES AS SHOWN HEREON AND AS HEREIN SET FORTH TO THE ENTIRE USE OF THE PUBLIC AS A HIGHWAY, STREETS, ALLEYS AND DRIVEWAYS TO THE PUBLIC AND RECREATION AREAS AND ALL INCIDENTS TO THE PUBLIC, OPEN AND THE TRAVEL THEREON WITHOUT TAXES TO BE PAID AND WITHOUT ANY OTHER BURDEN OR INCUMBRANCE WHATSOEVER AND THE SAME BE REMOVED, DISCONTINUED OR THE USE THEREOF DISCONTINUED AS DESCRIBED BY LAW BY APPROPRIATE LEGISLATIVE ACTS OF THE FLORIDA LEGISLATURE, WHEREAS THE STATE OF FLORIDA HAS CAUSED THESE PRESENTS TO BE EXECUTED IN TESTIMONY AND THEIR COPIES TO BE KEPT ON FILE IN THE OFFICE OF THE CLERK OF THE COUNTY OF WAKULLA, FLORIDA, THIS 17 DAY OF JUNE, A.D. 1965.

PANACEA DEVELOPMENT CORPORATION

BY Joe H. Hagan AS ITS PRESIDENT WITNESSES Joe H. Hagan
 OFFICE Joe H. Hagan AS ITS SECRETARY WITNESSES Joe H. Hagan

ACKNOWLEDGEMENT STATE OF FLORIDA COUNTY OF WAKULLA

BEFORE ME THIS DAY PERSONALLY APPEARED JOE HAGAN AND JOE HAGAN, PRESIDENT AND SECRETARY RESPECTIVELY OF PANACEA DEVELOPMENT CORPORATION, A FLORIDA CORPORATION, WHOSE NAMES ARE SHOWN ON THE

STATE ROAD NO. 365



UNIT NO.
WAKULLA GAI
PLAT BOOK 1, P.
For Detail, See Sh



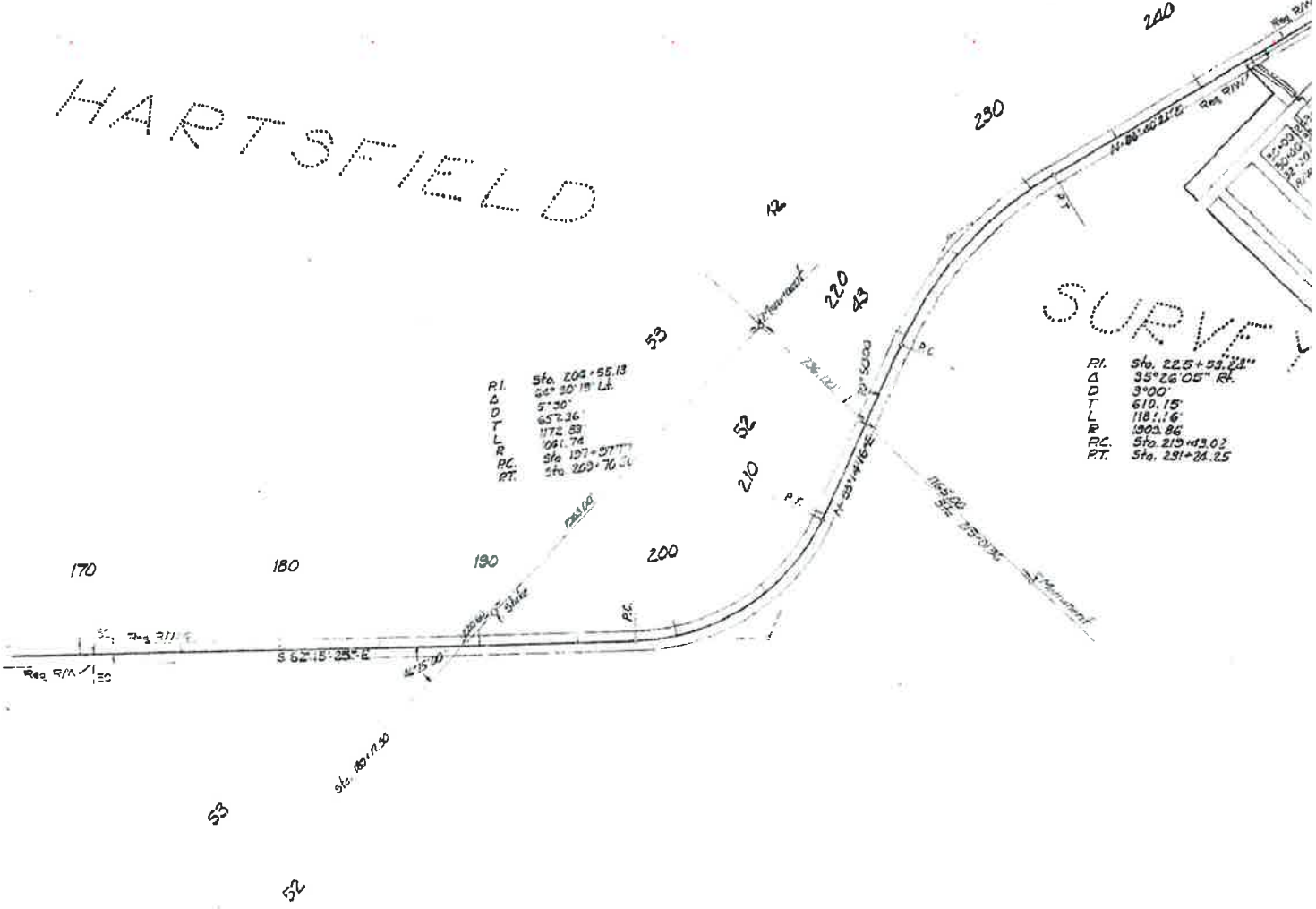
END PROJECT
STA 250+32.51
STA 364+74.50 (R.R. 365)

HARTSFIELD

SURVEY

PI. Sta. 204+55.13
Δ 50° 30' 15" L.
D 57.36
T 172.89
R 1061.74
PC Sta. 197+57.77
PT Sta. 203+76.11

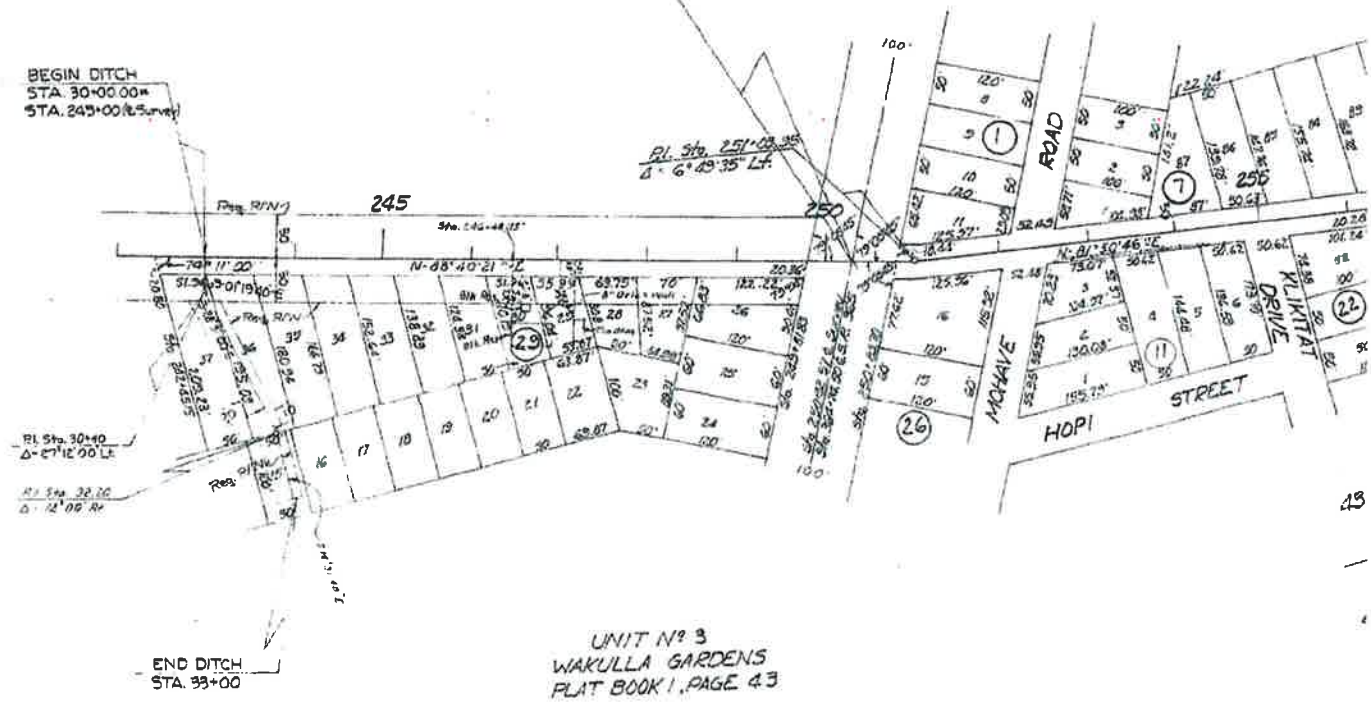
PI. Sta. 225+53.21
Δ 35° 26' 05" R.
D 610.15
T 1181.16
R 1302.86
PC Sta. 215+43.02
PT Sta. 231+24.25



T-3-S, R-1-W
Scale: 1"=100'

END PROJECT
STA. 250+32.57
STA. 364+74.50 (S.R. 365)

BEGIN DITCH
STA. 30+00.00
STA. 243+00 (R.S. 365)



HARTSFIELD

ATTACHMENT F

RIGHT-OF-WAY DETAILS



Overview

Legend

- ☐ Parcels
- Yearly Sales**
 - 2015
 - 2016
 - 2017
- Roads**
- City Labels**
- State Outlines**
 - ☐ <all other values>
 - ☐ Florida

100' ROW

Date created: 2/1/2018
Last Data Uploaded: 1/30/2018 1:04:52 AM

 Developed by
The Schneider Corporation

SPRING CREEK HIGHWAY

100' ROW

PAGE 1 OF 4

* Within the proposed area of bike path



Overview

Legend

- ☐ Parcels
- Yearly Sales
 - 2015
 - 2016
 - 2017
- Roads
- City Labels
- State Outlines
 - ☐ <all other values>
 - ☐ Florida

100' ROW

Date created: 2/1/2018
Last Data Uploaded: 1/30/2018 1:04:52 AM



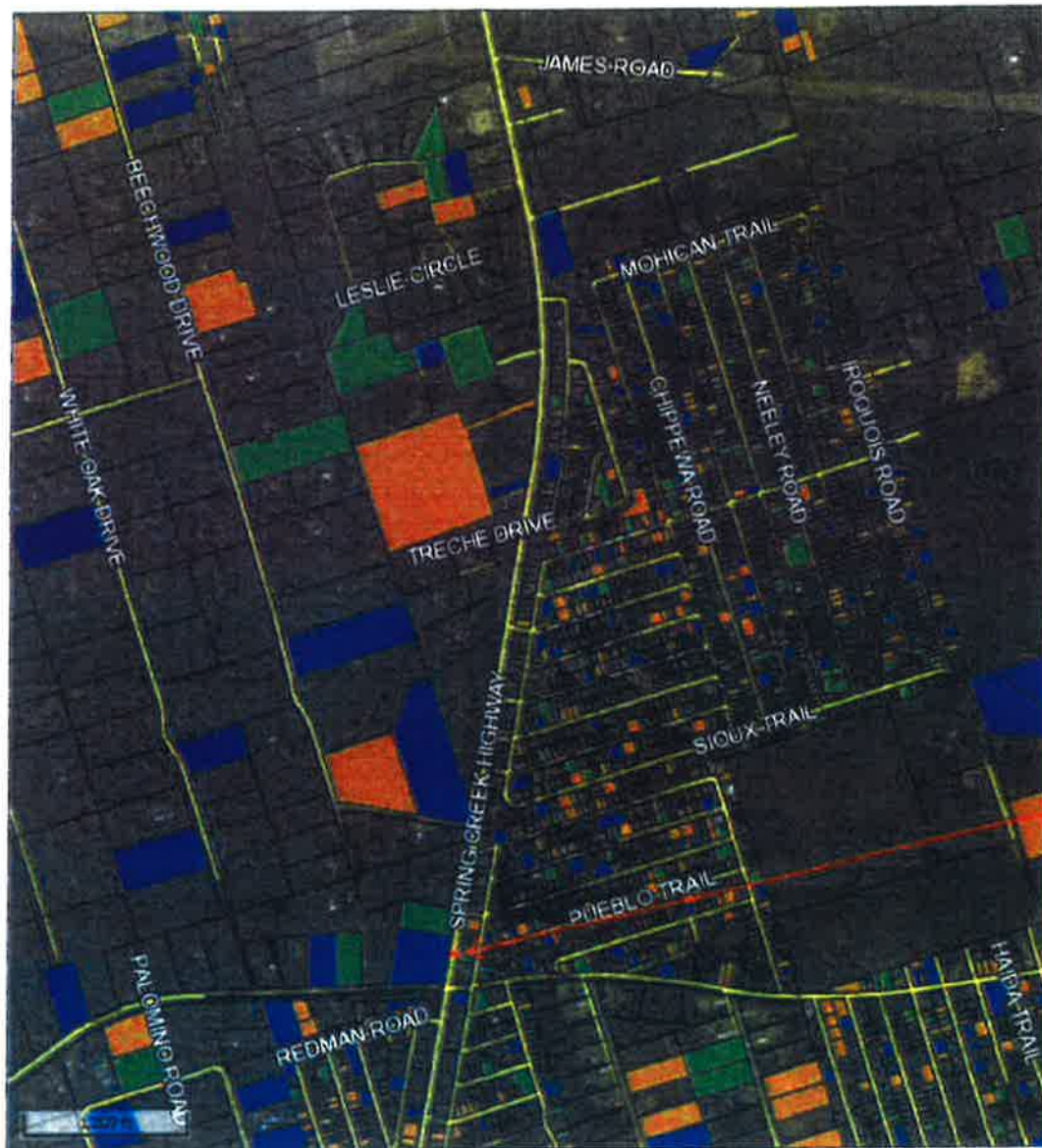
Developed by
The Schneider Corporation

SPRING CREEK HIGHWAY

100' ROW

PAGE 1 OF 4

* In the area of the proposed Bike Path



Date created: 2/1/2018
Last Data Uploaded: 1/30/2018 1:04:52 AM

 Developed by
The Schneider Corporation

SPRING CREEK HIGHWAY

100' ROW

PAGE 2 OF 3

* In the area of the Proposed Bike Path



Date created: 2/1/2018
Last Data Uploaded: 1/30/2018 1:04:52 AM



Developed by
The Schneider Corporation

SPRING CREEK HIGHWAY

100' ROW

PAGE 4 OF 4

ATTACHMENT G

COST ESTIMATE

ENGINEERS OPINION OF PROBABLE CONSTRUCTION COST

Item	Item Number	Item Description	Qty	Unit	Unit Price	Total
GENERAL COSTS						
1	101-1	Mobilization	1	LS	\$ 35,000.00	\$ 35,000.00
2	102-1	Maintenance of Traffic	1	LS/DA	\$ 20,000.00	\$ 20,000.00
3	0110-1-1	Clearing and Grubbing	1	LS	\$ 40,000.00	\$ 40,000.00
		SUBTOTAL				\$ 95,000.00
ITEMS						
4	104-13-1	STAKED SILT FENCE, TYPE III	1200	LF	\$ 2.00	\$ 2,400.00
5	110-7-1	MAILBOX, F&I SINGLE	14	EA	\$ 175.46	\$ 2,456.44
6	120-1	REGULAR EXCAVATION	450	CY	\$ 6.03	\$ 2,713.50
7	120-2-2	BORROW EXCAVATION, TRUCK MEASURE	1700	CY	\$ 16.42	\$ 27,914.00
8	160-4	TYPE B STABILIZATION	14800	SY	\$ 3.79	\$ 56,092.00
10	0334-1-12	SUPERPAVE ASPH CONC, TRAF B	900	TN	\$ 93.70	\$ 84,330.00
11	285701	OPTIONAL BASE, BASE GROUP 01	12000	SY	\$ 13.95	\$ 167,400.00
12	400-1-2	CONCRETE CLASS 1, ENDWALLS	12	CY	\$ 1,387.39	\$ 16,648.68
13	430175124	PIPE CULVERT, OPTIONAL MATERIAL RD, 24" S/CD	430	LF	\$ 77.63	\$ 33,380.90
14	430175130	PIPE CULVERT, OPTIONAL MATERIAL RD, 30" S/CD	200	LF	\$ 105.29	\$ 21,058.00
15	527-2	DETECTABLE WARNINGS	280	SF	\$ 29.31	\$ 8,206.80
16	0570-1-2	PERFORMANCE TURF, SOD	12600	SY	\$ 2.57	\$ 32,382.00
17	0570-1-1	PERFORMANCE TURF	8000	SY	\$ 1.04	\$ 8,320.00
18	700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	8	EA	\$ 346.51	\$ 2,772.08
19	711-11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	780	LF	\$ 2.57	\$ 2,004.60
20	711-11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	1150	LF	\$ 1.22	\$ 1,403.00
		SUBTOTAL				\$ 469,482.88
21		Contingency (if needed)	1	LS	\$ 46,948.20	\$ 46,948.20
		TOTAL ESTIMATED CONSTRUCTION COSTS				\$ 611,430.20
		Design Costs (10%)	1	LS	\$ 61,143.02	\$ 61,143.02
		Construction Inspection Services (10%)	1	LS	\$ 61,143.02	\$ 61,143.02
		TOTAL ESTIMATED COST				\$ 733,716.24

Use the following links to access the basis of estimates manual as well as historical cost information for the project area:

[FDOT Basis of Estimates Manual](#)

[FDOT Historical Cost Information](#)

ATTACHMENT H
CAPITAL IMPROVEMENT PLAN (CIP)/COMPLIANCE
DOCUMENTATION

- 1) ADOPTED INFRASTRUCTURE PLAN**
- 2) BICYCLE PEDESTRIAN AND BLUEWAY MASTERPLAN DOCUMENTS**

Transportation Element		
Pave Sopchoppy River Estates Road	Objective 3	Complete
Pave Forest Road (River Estates to Arran)	Objective 3	Complete

Policy 1.9: The County hereby incorporates by reference the Wakulla County Adopted Infrastructure Plan dated October 15, 2012, authored by the Wakulla County Board of County Commissioners and Kimley-Horn and Associates, Inc., to address capital projects that may or may not be needed to ensure Level of Service standards are maintained but include projects to fulfill the priorities of the Board of County Commissioners and local communities.

Policy 1.10: The County will seek state or federal funding for extending services to low and moderate income areas that are deemed as having deficient services.

OBJECTIVE 2: To coordinate land use decisions with the County's capability to meet level of service standards, manage the land development process so that facility needs created by permitted development do not exceed the ability of the County, and identify the extent to which future development will be required to contribute to its proportional cost of facilities necessary to meet LOS standards through the accomplishment of the following policies.

Policy 2.1: The County shall manage its debt by limiting outstanding capital debt to a 1:5 ratio of total debt service to total County revenues. The County's fiscal policies shall be consistent with this plan.

Policy 2.2: The County established a Concurrency Management Systems (CMS) as part of the land development regulations in 2008. The (CMS) provides that no final permit for development be issued unless the facilities necessary to serve the development exist and meet the level of service standards set out in this plan, or that the permit is conditioned on the necessary facilities meeting level of service standards by the time demand for services results from the development. The CMS shall be implemented as follows:

- (1) The facilities for which infrastructure capacity shall be evaluated shall include: roadways, potable water facilities, sanitary sewer facilities, drainage facilities, solid waste facilities, schools and parks;
- (2) The County shall maintain an ongoing summary of capacity and demand changes within the area served by each facility, and when it appears that a facility has reached ninety (90) percent of capacity shall undertake periodic review on a quarterly basis rather than annually;
- (3) The following standards shall apply:
 - (a) All applications for change in zoning, preliminary subdivision approval, preliminary site plan approval or other preliminary approval of any development shall be reviewed to determine if the facilities serving the area in which the development is located meet the level of service standards herein. The results of this review shall be presented to the applicant and, when applicable, to the Planning Commission and to the Board of County

Revised February 2017

Connector Trails



Cost Estimate: \$23,300,000

18



Location

Various locations in Wakulla County, FL, (see Map on following page).

Narrative

PROPOSED PROJECT:

» Provide strategically placed paved, designated multi-use bike and pedestrian trails with signage throughout Wakulla County, giving maximum connectivity to and between locations, such as downtown Crawfordville, St. Marks, St. Marks Bike Trail, OBBT, Sopchoppy, Panacea, Medart, New Port, St. Marks Lighthouse, Wakulla River, Wakulla Springs and other popular destinations.

- **Arran Road** connecting at US 319 and terminating at a future trailhead near Forest Highway 13. Estimated cost of \$1,100,000.
- **Bloxxham Cutoff (SR 267)** from Rosa Shingles Road to the St. Marks Bike Trail along SR 363. Estimated cost of \$1,000,000.
- **CR 59 (Lighthouse Road)**, connecting the intersection of CR 59 at US 98 to the St. Marks Lighthouse. Estimated cost of \$750,000.

EXISTING CHARACTERISTICS:

» These connector trails are included in the County's adopted 2012 Adopted Bicycle, Pedestrian, and Blueways Master Plan and the Crawfordville Town Plan, where additional information and site specific maps can be found.

ADDITIONAL INFORMATION:

» Some of these connector trails are included in the Capital to the Sea Trails system.



WAKULLA
COUNTY

BIKE/PEDESTRIAN/PADDLING TRAILS

Kimley»Horn

PREPARED BY KIMLEY-HORN, INC. FOR WAKULLA COUNTY, FL. 10-2017

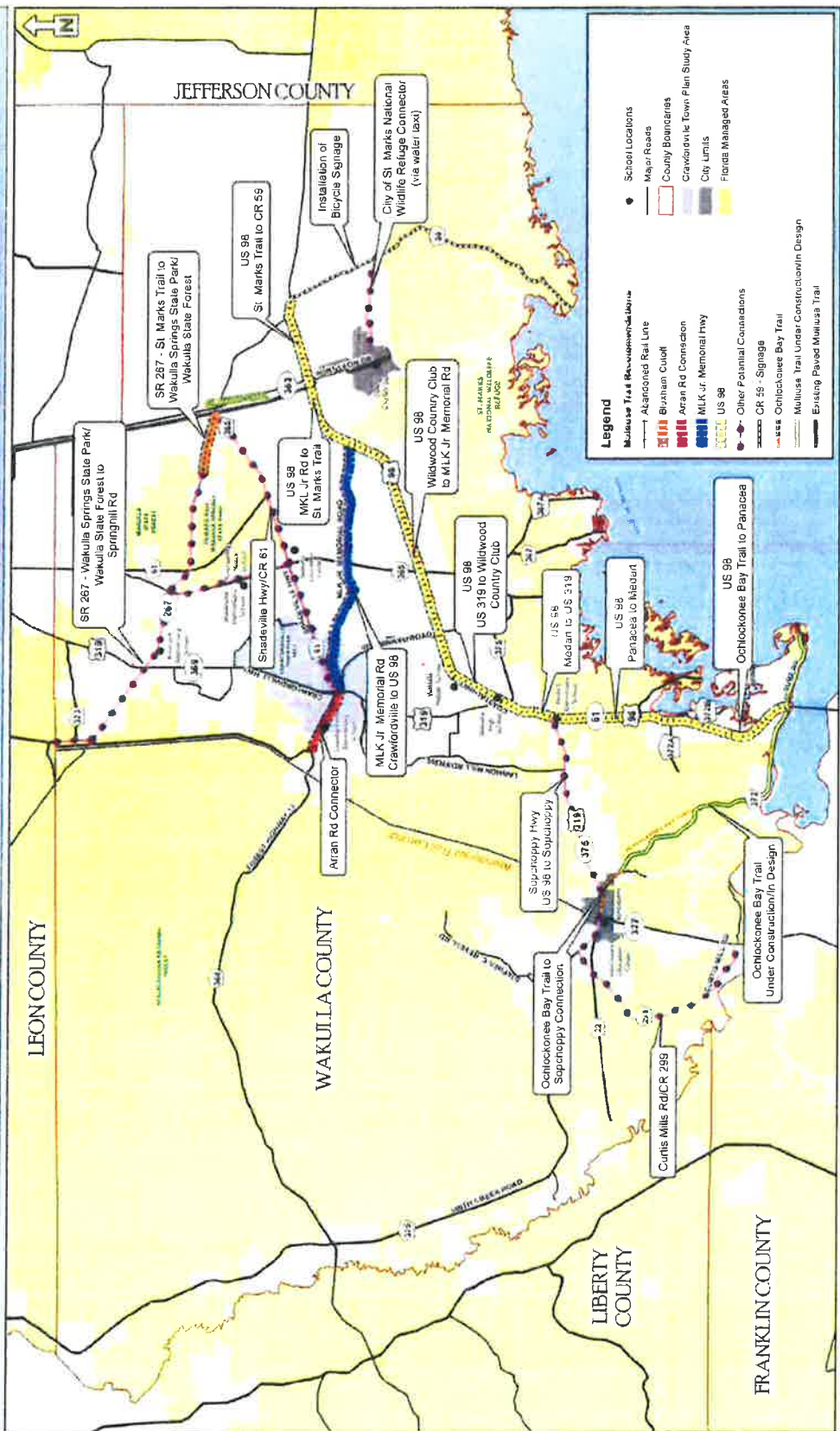
LEON COUNTY

JEFFERSON COUNTY

WAKULLA COUNTY

LIBERTY
COUNTY

FRANKLIN COUNTY



2.5 5 Miles

GOALS, OBJECTIVES, STRATEGIES



Goals, Objectives, and Strategies for the Wakulla County Bicycle, Pedestrian, and Blueways Master Plan

Goal 1: Enhance walkability within Wakulla County

Objective 1: Provide safe corridors for students to access school facilities

Strategy 1: Gain input from key stakeholders in the County familiar with the needs of students in the County

Strategy 2: Identify gaps in the bicycle and pedestrian network within a reasonable walking distance from County schools

Strategy 3: Outline strategies to leverage Safe Routes to Schools (SRTS) funding and the Community Traffic Safety Team (CTST) to implement projects that provide for safer routes to Wakulla County Schools

Objective 2: Provide safe connectivity between municipalities

Strategy 1: Identify corridors between municipalities where sufficient rights of way exist to construct multiuse trails or wide sidewalks

Strategy 2: Gain input from key stakeholders in the County familiar with the needs of residents in the County

Strategy 3: Gain input from the public in a workshop to identify and prioritize the need for connections between municipalities

Objective 3: Address gaps in the pedestrian facility network

Strategy 1: Collect and analyze data to identify gaps and to develop recommendations to address network gaps

Strategy 2: Gain input from key stakeholders in the County familiar with the needs of County residents

Strategy 3: Gain input from the public in a workshop to identify and prioritize pedestrian facility needs in the County

Goal 2: Expand bicycling opportunities within Wakulla County

Objective 1: Provide a system of multiuse trails within the County

Strategy 1: Collect and analyze data to identify abandoned rail corridors, opportunities for rails to trails and trails with rails, easements, and

corridors with sufficient right of way for the construction of multiuse trail facilities

Strategy 2: Identify key destinations within the County and provide recommendations to connect population centers to key destinations

Strategy 3: Establish policy objectives and design guidelines to provide for wide paved shoulders along roadways for use as undesignated bicycle lanes

Objective 2: Enhance mountain hiking opportunities within the County

Strategy 1: Identify, collect, and analyze data for existing trail facilities within the County

Strategy 2: Develop recommendations to enhance and promote existing mountain hiking opportunities within the County

Strategy 3: Coordinate with public land managers to identify opportunities to expand mountain hiking opportunities within the County

Goal 3: Provide better connectivity and mobility for bicyclists and pedestrians within the County

Objective 1: Develop a network of bicycle and pedestrian facilities within the County

Strategy 1: Gain input from stakeholders and the public regarding areas of the greatest need for bicycle and pedestrian facilities

Strategy 2: Identify opportunities for the development of new bicycle and pedestrian facilities within the County

Strategy 3: Identify gaps in the existing bicycle and pedestrian facility network and develop recommendations to address these gaps

Objective 2: Provide a system of signage to aid in wayfinding and wayfinding within the County

Strategy 1: Develop design concepts for a family of signs that provide for wayfinding and wayfinding within the County

Strategy 2: Identify key locations within the County for the placement of wayfinding and wayfinding signage

Goal 4: Promote economic opportunities through bicycle, pedestrian, and blueway facilities within Wakulla County

Objective 1: Provide for connectivity with commercial development within the County

Strategy 1: Provide recommendations for a bicycle and pedestrian facility

BICYCLE ELEMENT



The following bicycle and multiuse transportation trail recommendations are based on data and analysis, stakeholder interviews, public involvement, and the consultant's professional planning and engineering judgment. Together, the recommendations included in this Bicycle Element form a network of facilities that improve connectivity and provide for transportation alternatives throughout Wakulla County. The recommendations connect the major commercial areas as well as important locations within the county, such as Wakulla Springs and the St. Marks Trail. Many of the bicycle facility recommendations support and complement the Capital City to Sea Loop Trail.

BICYCLE AND MULTIUSE FACILITY RECOMMENDATIONS

The county currently has few roadways with designated bike lanes or paved shoulders that are suitable for bicyclists to comfortably share the road with automobiles. Through the development of this Master Plan, a series of corridors were identified as potential locations for multiuse trails or bicycle facilities enhancements.

From the data collection, a preliminary list of recommendations were developed. These recommendations were presented at a public meeting where attendees were asked to provide feedback, refine draft recommendations, suggest additional recommendations, and prioritize projects. Based on this public participation, the draft recommendations were refined and included in this element of the Master Plan. The refined recommendations were presented to the Advisory Committee and the Board of County Commissioners. The revised bicycle and multiuse trail recommendations are broken down into specified segments that can be implemented as a whole or in phases, depending on priorities, funding, and levels of usage. A feasibility report has been completed for the highest priority corridor and is outlined in the implementation section of this Master Plan. The recommended bicycle and multiuse facility network is illustrated in Figure 8. The following is a list of the recommendations for the bicycle facilities.

- 1) Ochlocknee Bay Trail to Sopchoppy Connection
- 2) US 98 Corridor – from Surf Road to CR 59
 - a. Segment 1 – US 319 to Wildwood Golf Course
 - b. Segment 2 – Wildwood to MLK Jr. Memorial Highway
 - c. Segment 3 – MLK Jr. Memorial Road to St. Marks Trail
 - d. Segment 4 – St. Marks Trail to CR 59
 - e. Segment 5 – Surf Road to Panacea
 - f. Segment 6 – Panacea to Medart (signage and road markings only)
 - g. Segment 7 – Medart to US 319 US 98 intersection (Signage and road markings only)
- 3) Martin Luther King Jr. Memorial Road
- 4) Arran Road
- 5) SR 267 from St. Marks Trail to abandoned rail corridor
 - a. Segment 1 – St. Marks Trail to Wakulla Springs State Park
 - b. Segment 2 (Potential Connection) – Wakulla Springs State Park to abandoned rail corridor
- 6) Shadeville Highway (Potential connection)
- 7) Sopchoppy Highway, US 319 from US 98 to Sopchoppy (Potential connection)
- 8) Curris Mill Road (Potential connection)
- 9) CR 59 (Signage and road markings only)

ATTACHMENT I

**WAKULLA COUNTY RESOLUTIONS SUPPORTING BIKE
TRAILS AND PUBLIC/PRIVATE LETTERS OF SUPPORT**

RESOLUTION NUMBER 09-46
WAKULLA COUNTY
BOARD OF COUNTY COMMISSIONERS
IN SUPPORT OF THE CAPITAL CITY TO THE SEA LOOP

WHEREAS, the people of Wakulla County have expressed a strong interest and support for nature based tourism including multi-use trail facilities for transportation infrastructure and recreation, such as walking, biking, horseback riding and nature observation; and

WHEREAS, the people of Wakulla County have expressed a strong interest and support for heritage based tourism including cultural, archaeological and historical preservation; and through proper interpretation and support facilities along the trail, will help preserve and educate citizens and visitors of the rich history and environment of the area; and

WHEREAS, the Wakulla County Board of Commission has supported the Mashles Sands/Ochlockonee Bay Multi-Use Trail that will connect Sopchoppy and Highway 98 to Mashles Sand and Apalachee Bay; and

WHEREAS, the multi-use trails vision adopted by the Office of Greenways and Trails has been integrated into the Florida's State Bicycle Facility Study; and

WHEREAS, the Vision Statement of the Capital Regional Transportation Planning Association (CRTPA) is to: "Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns"; and

WHEREAS, this 120-mile "Capital City to the Sea Loop" trail corridor, beginning near the Florida Capitol and the Capital Cascades project in Leon County, extending through Wakulla County, and to the Carrabelle River in Franklin County has been proposed and is in the process of becoming a recreational trail project through existing public lands in Leon County, including the Capital Cascade Project and the Apalachicola National Forest, GF&A Trail, funded partially by the Federal Highway Administration; and

WHEREAS, in 2004 Franklin County applied for State Designation of Carrabelle Park, recognizing Carrabelle Park as a component of the GF&A Trail corridor and to ensure an inclusive and interconnected system of greenways and trails; and

WHEREAS, a similar rails to trails project, opened in 1988, along the Tallahassee-St. Marks Historic Railroad Trail in eastern Wakulla and south Leon County (one of the most popular bike trails in Florida) attracts thousands (over 226,000 in 2008) of users annually and generates millions of dollars of economic activity for the area since it was created over twenty years ago; and

WHEREAS, by connecting the green infrastructure of the region with the "Capital City to the Sea Loop" trail corridor bicycle tourism will increase which will serve as an economic

development tool for small businesses and create many sustainable jobs for Wakulla County and the region; and

WHEREAS, the "Capital City to the Sea Loop" trail corridor, when complete, will be the only trail of its type from a state capital to the coast in the nation, creating a destination attraction to our county and region in concert and coordination with similar initiatives such as the Big Bend Scenic Byway and the Big Bend Maritime Museum, which have received strong public support and participation as well as collaboration and encouragement from numerous local associations, businesses, and government agencies; and

WHEREAS, prospective home-buyers consider trails to be the most important amenity when choosing a place to live. (National Association of Homebuilders, 2008); and

WHEREAS, to that end, it is appropriate and the Parties desire to solicit available federal, state and local agency assistance and funding in the creation of the "Capital City to the Sea Loop"; and

WHEREAS, this is a formal expression of interest to work together and coordinate efforts in developing the Trail, and encourages the citizens, organizations, institutions, businesses and government agencies of Wakulla County and the Big Bend to support and participate actively in this effort, but it shall not be construed as an obligation by any Party to expend funds or resources on the "Capital City to the Sea Loop".

NOW THEREFORE, be it Resolved, that the Wakulla County Board of County Commissioners supports the concept of the creation of the "Capital City to the Sea Loop" trail corridor in Wakulla County and requests the National Forest Service to update the environmental impact statement for the proposed trail corridor in Wakulla County.

PASSED AND ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS,
WAKULLA COUNTY, FLORIDA, ON Oct 6, 2009

WAKULLA COUNTY
BOARD OF COUNTY COMMISSIONERS

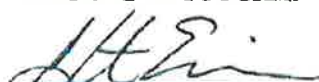

HOWARD KESSLER, Chairman

ATTEST:


BRENT X. THURMOND,
Clerk of Court



APPROVE AS TO FORM:


HEATHER ENCINOSA, Esq.
County Attorney

WAKULLA COUNTY
RESOLUTION NUMBER 12-14

BOARD OF COUNTY COMMISSIONERS
IN SUPPORT OF THE OCHLOCKONEE BAY BIKE TRAIL
(OBBT)

WHEREAS, the people of Wakulla County have expressed a strong interest and support for nature based tourism including the Capital City to the Sea Loop and the OBBT, both providing for biking and nature observation; and

WHEREAS, the people of Wakulla County have expressed a strong interest and support for heritage based tourism including cultural, archaeological and historical preservation; and through proper interpretation and support facilities along the trail, will help preserve and educate citizens and visitors of the rich history and environment of the area; and

WHEREAS, the Vision Statement of the Capital Regional Transportation Planning Association (CRTPA) is to: "Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns"; and

WHEREAS, a similar rails to trails project, opened in 1988, along the Tallahassee-St. Marks Historic Railroad Trail in eastern Wakulla and south Leon County (one of the most popular bike trails in Florida) attracts thousands (over 226,000 in 2008) of users annually and generates millions of dollars of economic activity for the area since it was created over twenty years ago; and

WHEREAS, Wakulla County is considering applying for the designation from the League of American Bicyclists' as a Bicycle Friendly Community (BFC) and that of a National Blueways designation.

WHEREAS, the Wakulla County Board of Commission has supported the Mashles Sands/Ochlockonee Bay Multimodal Facility/Trail that will connect Sopchoppy and Highway 98 to Mashles Sand and Apalachee Bay and considers this its number one rank project for multimodal bicycle facility for the County; and

WHEREAS, to that end, it is appropriate and the Parties desire to solicit available federal, state and local agency assistance and funding in the completion of the OBBT; and

WHEREAS, this is a formal expression of interest to work together and coordinate efforts in completing the OBBT, and encourages the citizens, organizations, institutions, businesses and government agencies of Wakulla County and the Big Bend to support and participate actively in this effort, but it shall not be construed as an obligation by any Party to expend funds or resources on the "Ochlockonee Bay Bike Trail (OBBT)".

NOW THEREFORE, be it Resolved, that the Wakulla County Board of County Commissioners supports the completion of the "Ochlockonee Bay Bike Trail (OBBT)" in Wakulla County and requests support and funding from the CRPTA for Phase 5...

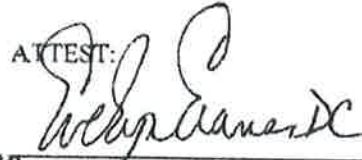
**PASSED AND ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS,
WAKULLA COUNTY, FLORIDA, ON March, 9, 2012.**

WAKULLA COUNTY
BOARD OF COUNTY COMMISSIONERS



E. ALAN BROCK, Chairman

ATTEST:



BRENT A. THURMOND,
Clerk of Court



APPROVE AS TO FORM:



HEATHER ENCINOSA, Esq.
County Attorney

RESOLUTION NO. 2017-32

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF WAKULLA COUNTY, FLORIDA, SUPPORTING THE IMPLEMENTATION OF THE NATURE COAST REGIONAL CONNECTOR PROJECT, REQUESTING THE ALLOCATION OF FUNDS BY THE STATE OF FLORIDA TO ASSIST IN CONSTRUCTING AND MAINTAINING THE TRAIL SYSTEM, AND PLEDGING THE SUPPORT OF WAKULLA COUNTY TO CLOSE EXISTING GAPS IN THE CONNECTOR TRAIL

WHEREAS, Wakulla County, Florida is committed to providing high-quality infrastructure that supports the County's economy, recreational offerings, and quality of life; and

WHEREAS, according to the National Association of Homebuyers, trails are a top community amenity sought by American homebuyers; and

WHEREAS, according to the Florida Greenways and Trails Foundation, the length of trails and the number of trail connections throughout a region is positively associated with trail-related tourism and economic activity for local communities located along the trail routes; and

WHEREAS, increasing the number of trail routes, connections, and destinations in a region is likely to generate increased tourism activity among non-local trail users; and

WHEREAS, in 2015, the Florida Legislature created the Shared-Use Non-motorized Trail ("SUN Trail") Network, a system of multi-use trails connected throughout the state of Florida by regional connectors; and

WHEREAS, the SUN Trail Network includes a proposed segment, known as the Nature Coast Regional Connector, which would run through FDOT Districts 2, 3, and 5 connecting Leon County, Wakulla County, Jefferson County, Taylor County, Dixie County, Gilchrist County, Levy County, and Marion County; and

WHEREAS, the 168-mile Nature Coast Regional Connector, identified as having statewide economic benefit, would create a safe and continuous multi-use path from Leon County to Marion County through the state's scenic Nature Coast, linking other regional connector trails in the statewide SUN Trail network; and

WHEREAS, approximately 42 miles of the Nature Coast Regional Connector is already open to the public; and

WHEREAS, closing the gaps between existing trail segments along the Nature coast Regional Connector, from Tallahassee at the northern end to Dunnellon at the southern end, will provide an unprecedented level of non-motorized connectivity between communities, parks, conservation areas, waterways, and other destinations.

WHEREAS, a funding partnership with the state to allocate 10% of annual proceeds of the Land Acquisition Trust Fund to these projects would assist participating counties in developing and maintaining trails.

NOW THEREFORE, BE IT RESOLVED, by the Wakulla County Board of County Commissioners, that Wakulla County:

1. Supports the timely completion of the Nature Coast Regional Connector.
2. Pledges to coordinate with other counties along the Nature Coast Regional Connector in prioritizing, planning, and implementing the Nature Coast Regional Connector.
3. Supports the prioritization of Nature Coast Regional Connector trail segments in the upcoming update to the Florida Greenways and Trails System Plan.
4. Requests the Florida Department of Transportation to allocate funding for further development of the Nature Coast Regional Connector.
5. Requests the Florida Legislature allocate 10% of annual funding from the Land Acquisition Trust Fund for trail maintenance, further development of loop trails, and construction or enhancement of parking areas, trail access points, restrooms, landscaping, and other trail amenities.

PASSED AND ADOPTED by the Board of County Commissioners of Wakulla County, Florida, this 17th day of July, 2017.

**WAKULLA COUNTY
BOARD OF COUNTY COMMISSIONERS**


RALPH THOMAS, Chairman

ATTEST:

APPROVED AS TO FORM ONLY:


BRENT X. THURMOND,
Clerk of Court


HEATHER ENCINOSA, Esq.
County Attorney



Mr. Greg Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, Florida 32301

Dear Mr. Burke

Re: Support for Wakulla County's Transportation Alternative Grant Program Applications

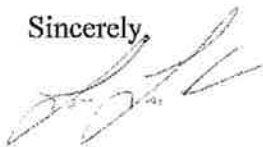
Dear Mr. Burke

On behalf of Wakulla County Fire Rescue, I am providing this letter in support of Wakulla County's Transportation Alternative Program grant applications for two multi-use bike path projects located in Wakulla County as follows:

- 1) Spring Creek Highway from US 98 to Shadeville Highway;
- 2) Dr. Martin Luther King Jr. Road from US 319 to Spring Creek Highway.

Wakulla County Fire Rescue commends and whole heartedly supports Wakulla County's efforts to make our County safer for motorist and pedestrians as well as provide alternative transportation paths to reduce traffic on major and minor roads and streets.

Sincerely,



Louis Lamarche
Fire Chief
Wakulla County Fire Rescue



ROBERT PEARCE
SUPERINTENDENT

VERNA BROCK
DISTRICT I

MELISA TAYLOR
DISTRICT II

WAKULLA COUNTY SCHOOL BOARD

69 ARRAN ROAD
POST OFFICE BOX 100
CRAWFORDVILLE, FLORIDA 32326
TELEPHONE: (850) 926-0065
FAX: (850) 926-0123



CALE LANGSTON
DISTRICT III

GREG THOMAS
DISTRICT IV

JO ANN DANIELS
DISTRICT V

February 5, 2020

Mr. Greg Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, Florida 32301

Re: Support for Wakulla County's Transportation Alternative Grant Program Applications

Dear Mr. Burke,

On behalf of the Wakulla County School District, I am providing this letter in support of Wakulla County's Transportation Alternative Program grant applications for two multi-use bike path projects located in Wakulla County as follows:

- 1) Spring Creek Highway from US 98 to Shadeville Highway;
- 2) Dr. Martin Luther King Jr. Road from US 319 to Spring Creek Highway.

The Wakulla County School District commends and whole heartedly supports Wakulla County's efforts to make our County safer for motorist and pedestrians as well as provide alternative transportation paths to reduce traffic on major and minor roads and streets.

Sincerely,

Robert Pearce
Superintendent of Schools
Wakulla County School District
(850) 926-0065

Crawfordville Elementary ~ Medart Elementary ~ Riversink Elementary ~ Shadeville Elementary
Riversprings Middle School ~ Wakulla Middle School ~ Wakulla High School
Wakulla Education Center ~ Wakulla Institute

WAKULLA COUNTY CHAMBER OF COMMERCE

P. O. Box 598/23 High Drive, Crawfordville, FL 32326

Telephone: (850) 926.1848

February 3, 2020

Mr. Greg Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, Florida 32301

Re: Support for Wakulla County's Transportation Alternative Grant Program Applications

Dear Mr. Burke;

On behalf of the Wakulla Chamber of Commerce, I am providing this letter in support of Wakulla County's Transportation Alternative Program Grant Applications for two multi-use bike path projects located in Wakulla County. They are as follows:

- 1) Spring Creek Highway from US 98 to Shadeville Highway
- 2) Dr. Martin Luther King Jr. Road from US 319 to Spring Creek Highway

The Wakulla Chamber of Commerce commends and whole heartedly supports Wakulla County's efforts to make our County safer. Furthermore, we applaud their quest to provide alternative transportation routes as a means to reduce traffic on roadways located throughout Wakulla County.

Respectfully,



Chris Russell, President



Dr. Rachel Pienta

IFAS Extension

Wakulla County 4-H

84 Cedar Avenue
Crawfordville, FL 32327-2063
Phone: (850) 926-3931
r.pienta@ufl.edu
850-321-3582

Mr. Greg Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, Florida 32301

Dear Mr. Burke

Re: Support for Wakulla County's Transportation Alternative Grant Program Applications

Dear Mr. Burke

On behalf of Wakulla County 4-H, I am providing this letter in support of Wakulla County's Transportation Alternative Program grant applications for two multi-use bike path projects located in Wakulla County as follows:

- 1) Spring Creek Highway from US 98 to Shadeville Highway;
- 2) Dr. Martin Luther King Jr. Road from US 319 to Spring Creek Highway.

The 4-H youth development program commends and wholeheartedly supports Wakulla County's efforts to make our County safer for motorist and pedestrians as well as provide alternative transportation paths to reduce traffic on major and minor roads and streets. It is our hope that more youth will be able bike and walk safely throughout the county in the future.

Sincerely,



Rachel Pienta

City of Sopchoppy

February 10, 2020

Mr. Greg Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, Florida 32301

Dear Mr. Burke

Re: Support for Wakulla County's Transportation Alternative Grant Program Applications

Dear Mr. Burke

On behalf of the City of Sopchoppy, I am providing this letter in support of Wakulla County's Transportation Alternative Program grant applications for two multi-use bike path projects located in Wakulla County as follows:

- 1) Spring Creek Highway from US 98 to Shadeville Highway;
- 2) Dr. Martin Luther King Jr. Road from US 319 to Spring Creek Highway.

The City of Sopchoppy commends and whole heartedly supports Wakulla County's efforts to make our County safer for motorist and pedestrians as well as provide alternative transportation paths to reduce traffic on major and minor roads and streets.

Sincerely,



Lara Edwards, Mayor



Jared F. Miller, Sheriff

WAKULLA COUNTY SHERIFF'S OFFICE

Committed to Serving with Integrity, Respect and Fairness

February 13, 2020

Mr. Greg Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, Florida 32301

Dear Mr. Burke

Re: Support for Wakulla County's Transportation Alternative Grant Program Applications

Dear Mr. Burke

On behalf of the Wakulla County Sheriff's Office, I am providing this letter in support of Wakulla County's Transportation Alternative Program grant applications for two multi-use bike path projects located in Wakulla County as follows:

- 1) Spring Creek Highway from US 98 to Shadeville Highway;
- 2) Dr. Martin Luther King Jr. Road from US 319 to Spring Creek Highway.

The Wakulla County Sheriff's Office commends and whole heartedly supports Wakulla County's efforts to make our County safer for motorist and pedestrians as well as provide alternative transportation paths to reduce traffic on major and minor roads and streets.

Sincerely,

A handwritten signature in green ink that reads "Jared F. Miller".

Jared F. Miller
Sheriff, Wakulla County



Mr. Greg Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, Florida 32301

Dear Mr. Burke

Re: Support for Wakulla County's Transportation Alternative Grant Program Applications


Dear Mr. Burke,

On behalf of the Wakulla County Tourist Development Council, I am providing this letter in support of Wakulla County's Transportation Alternative Program grant applications for two multi-use bike path projects located in Wakulla County as follows:

- 1) Spring Creek Highway from US 98 to Shadeville Highway;
- 2) Dr. Martin Luther King Jr. Road from US 319 to Spring Creek Highway.

The Tourist Development Council commends and whole heartedly supports Wakulla County's efforts to make our County safer for motorist and pedestrians as well as provide alternative transportation paths to reduce traffic on major and minor roads and streets.

Sincerely,



Commissioner Ralph Thomas, Chair TDC

City of St. Marks

P.O. Box 296 • 788 Port Leon Drive • St. Marks, FL 32355-0296
Phone: (850) 925-6224 • Fax: (850) 925-5657

February 11, 2020

Mr. Greg Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, Florida 32301

Dear Mr. Burke

Re: Support for Wakulla County's Transportation Alternative Grant Program Applications


Dear Mr. Burke

On behalf of The City of St Marks, I am providing this letter in support of Wakulla County's Transportation Alternative Program grant applications for two multi-use bike path projects located in Wakulla County as follows:

- 1) Spring Creek Highway from US 98 to Shadeville Highway;
- 2) Dr. Martin Luther King Jr. Road from US 319 to Spring Creek Highway.

The City of St. Marks commends and whole heartedly supports Wakulla County's efforts to make our County safer for motorist and pedestrians as well as provide alternative transportation paths to reduce traffic on major and minor roads and streets.

Sincerely,


Zoe A Mansfield
City Manager