US 90 WEST

TRAIL FEASIBILITY STUDY

Existing Conditions Report

December 2025

CRTPA CAPITAL REGION TRANSPORTATION PLANNING AGENCY

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Introduction

The Capital Region Transportation Planning Agency (CRTPA) is developing the US 90 West Multi-Use Trail Feasibility Study to examine the feasibility of constructing a paved 10 to 12-foot multi-use trail along US 90 from the City of Chattahoochee to the City of Quincy in Gadsden County, Florida. The proposed trail is 22 miles in length from the Jackson County Line on the west side of Chattahoochee to SR 12 at Quincy Bypass/Julia Munroe Woodward Highway/SR 269 on the east side of Quincy.

Primary Objectives

A multi-use trail serves as a vital recreational and transportation asset for the community, offering a wide, protected path that supports a variety of activities such as cycling, running, and walking for users of all ages and abilities. The proposed trail would enhance safety and accessibility while promoting recreational activities. A trail of this length allows for long-range recreational rides that pass through multiple communities, fostering regional connectivity and attracting visitors to the area. By linking with existing and planned trail networks, the trail strengthens regional multimodal transportation options and supports broader goals of economic development, tourism, and builds a sense of community. The objectives of this study are detailed in **Figure 1**. A map of the proposed trail limits is shown in **Figure 2**.

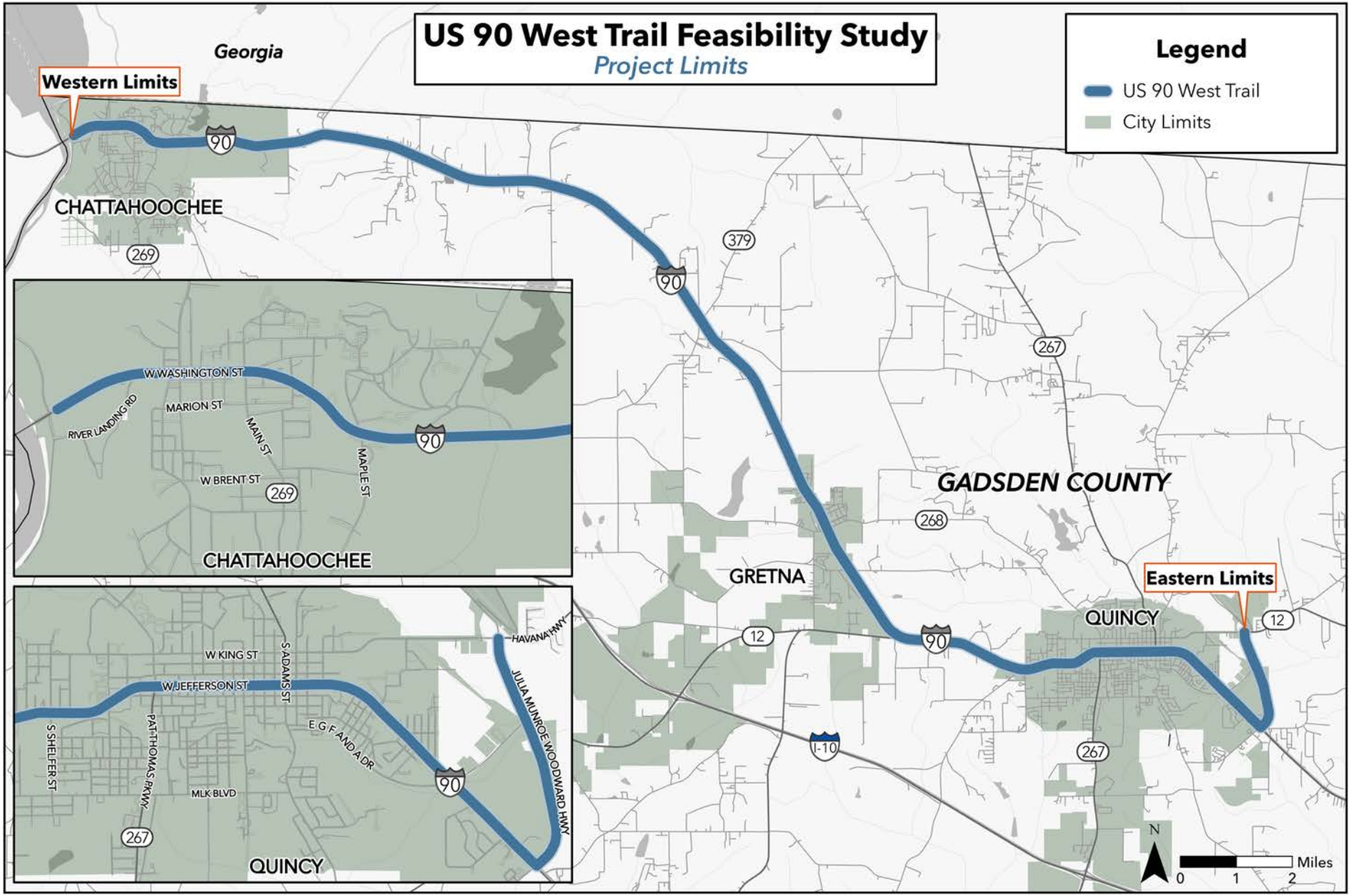
Figure 1: Project Goals

PROJECT GOALS

- Enhance Safety for All Users
- Establish Continuous Multimodal Connectivity from Chattahoochee to Quincy
- Provide alternative transportation and recreational opportunities for residents, businesses, and visitors along the US 90 corridor in Gadsden County
- Expand the SUN Trails Regional Network in the Capital Region
- Enhance Economic Development and Tourism

Julia Munroe Woodward Highway

Figure 2: Project Limits



Project Approach

To evaluate the feasibility of a multi-use trail along the US 90 corridor, this project is being implemented through a two-phase approach.

- **Phase 1** provided an assessment of existing conditions, conducted through desktop analysis and field verification during late summer and fall of 2025. Initial stakeholder engagement also occurred during this period to introduce the project and gather preliminary feedback.
- **Phase 2** will focus on developing trail alternatives, conducting public engagement activities, and preparing the final feasibility report.

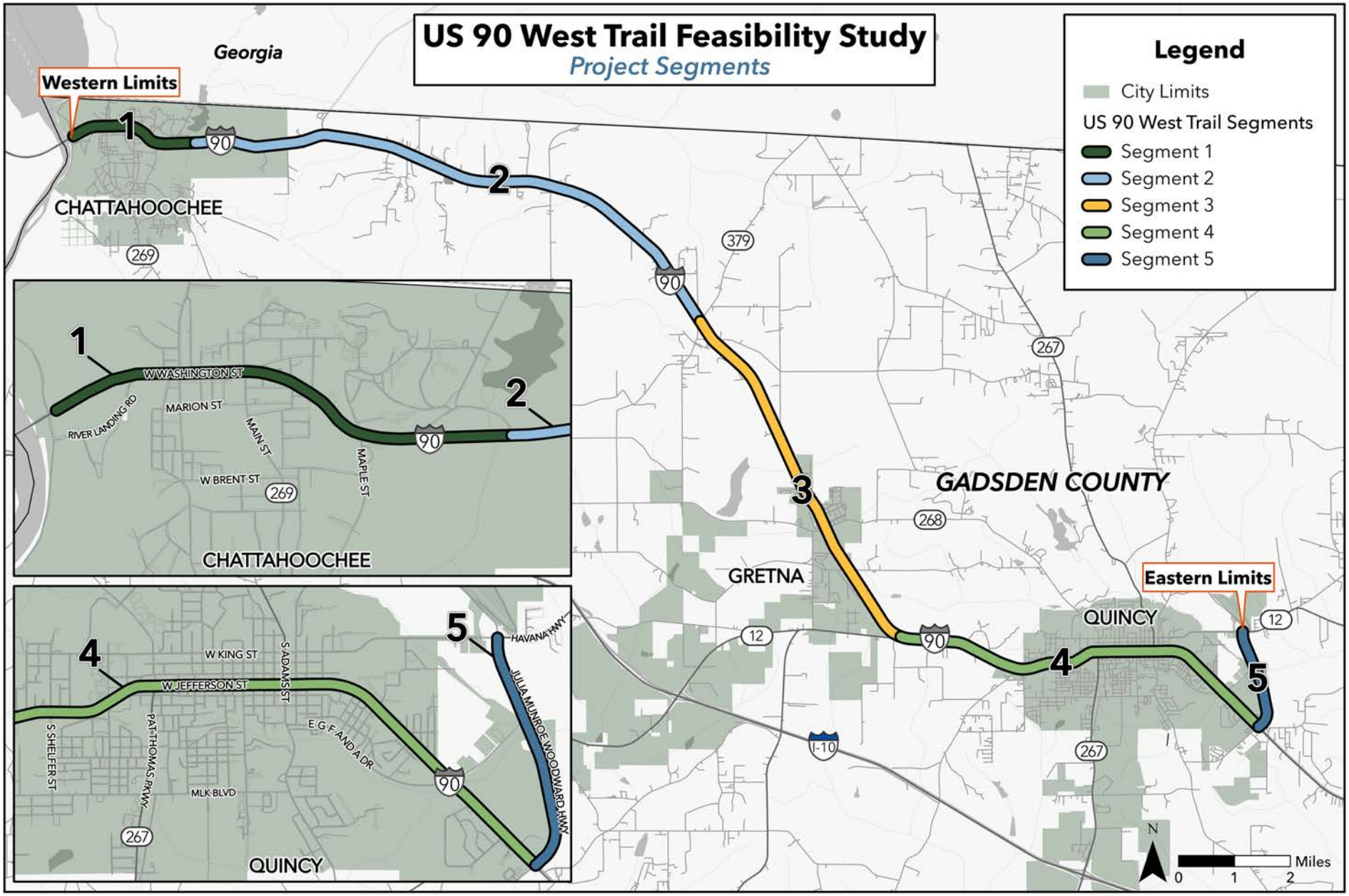
This document presents the findings from the existing conditions analysis and summarizes initial stakeholder engagement. It serves as a foundational resource for subsequent analyses and the development of the final feasibility report.

For purposes of this study, the US 90 corridor was divided into five segments to allow for a more detailed evaluation. The project segments are shown in **Figure 3** and are as follows:

- **Segment 1:** US 90 from the Jackson County Line to Lonesome Road
- **Segment 2:** US 90 from Lonesome Road to Mount Pleasant Road
- **Segment 3:** US 90 from Mount Pleasant Road to SR 12/Greensboro Road and US 90 intersection
- **Segment 4:** US 90 from SR 12/Greensboro Road to Quincy Bypass/Julia Munroe Woodward Highway/SR 269
- **Segment 5:** Quincy Bypass/Julia Munroe Woodward Highway/SR 269 from US 90 to SR 12/King Street/Havana Highway

Pedestrian facilities on US 90 in downtown Chattahoochee

Figure 3: Project Segments



Existing Conditions Analysis

An existing conditions analysis was conducted through desktop review, preliminary mapping, and field reconnaissance to document and evaluate the physical characteristics, infrastructure, and environmental factors within the study area. The findings provide a foundational understanding of the corridor and help identify opportunities and constraints for trail route opportunities. A summary of the Geographic Information System (GIS) data collected and analyzed is presented below in **Table 1**.

Table 1: Data Collection

Data Reviewed	Sources	Year
Average Annual Daily Traffic (AADT), Truck Volume, Speed Limits, Functional Classification, Number of Lanes, Multimodal Facilities	Florida Department of Transportation (FDOT)	2025
Signal Four Analytics Crash Data	University of Florida GeoPlan Center	2020 - 2024
Preliminary Right of Way	Florida Department of Revenue	2024
Elevation and Grade	Florida Department of Environmental Protection (FDEP)	2023
FEMA Flood Zones	Federal Emergency Management Agency (FEMA) via FGDL	2024
Wetlands	National Wetlands Inventory (NWI)	2024
Land Use	University of Florida GeoPlan Center via FGDL	2025
Historic Bridges, Cemetery, Structures, Survey Areas, and Resources	State Historic Preservation Office (SHPO) via Florida Geographic Data Library (FGDL)	2025
Species	Florida Fish and Wildlife Conservation Commission (FWC), United States Fish and Wildlife Service (USFWS)	Various

Transportation and Roadway Characteristics

Transportation and roadway characteristics analyzed for each segment of the project corridor include ownership, functional classification, speed limit, roadway characteristics, multimodal facilities, Average Annual Daily Traffic (AADT), and Truck AADT. The portion of US 90 and Julia Munroe Woodward Highway evaluated for this project are FDOT roadways and are located in both urban and rural areas. Along the entire 22 miles of the project corridor, the roadway varies between 2 and 4 lanes with posted speed limits between 25 and 55 miles per hour. While bicycle infrastructure is limited along the project corridor, existing sidewalks are more prevalent, primarily located within incorporated communities of Chattahoochee, Gretna, and Quincy. The corridor sees a variety of AADT with the segment in Quincy having the largest amount of both standard vehicle traffic as well as truck traffic. Transportation and roadway characteristics for each segment are shown in **Table 2**.

Table 2: Transportation and Roadway Characteristics for US 90 between Chattahoochee and Quincy

	Functional Classification	Speed Limit	Roadway Characteristics	Multimodal Facilities	Vehicle AADT	Truck AADT
Segment 1	Minor Arterial	25 - 45	• 2-lane bidirectional • 12-ft travel lanes • Center/left-turn lane from Jackson Street to Sycamore Street/Bates Street • 5-10-ft paved shoulder • On-street parking from Bolivar Street to Main Street	• Sharrows from River Landing Road to Holly Drive • 5-9-ft sidewalk on both sides from River Landing Road to Maple Street	4400 - 7300	490 - 701
Segment 2	Minor Arterial	45 - 55	• Transitions from 4-lane bidirectional to 2-lane bidirectional • 12-ft travel lanes • Transitions from grass shoulders to 4-ft paved shoulders		3500 - 4400	336 - 572
Segment 3	Minor Arterial	45 - 55	• 2-lane bidirectional • 12-ft travel lanes • 4-5-ft paved shoulder	• 5-6-ft sidewalk on west side from North Avenue to south of Luten Road	3500 - 6200	336 - 595
Segment 4	Minor Arterial	25 - 55	• 4-lane, bidirectional • 12-ft travel lanes • Center left-turn lanes to Monroe Street • On-street parking from Monro Street to Duval Street • Center left-turn lanes from Duval Street to G F and A Drive • Landscaped median with left turn lanes from segment start to Ben Bostick Road and G F and A Drive to Quincy Bypass • 4-5-ft paved shoulder to Olean Street; no shoulders to G F and A Drive; 4-10-ft shoulders to Quincy Bypass	• 5-10-ft sidewalks on both sides from west of Ben Bostick Road to Julia Munroe	11400 - 19800	1003 - 1485
Segment 5	Major Collector	45	• 2-lane bidirectional • 12-ft travel lanes • 10-12-ft paved shoulder at intersection approaches and bridge; 4-6-ft paved shoulder	• Designated bike lanes for 340 feet approaching SR 12 intersection	2400	389

Other Corridor Considerations

While the majority of the proposed trail is anticipated to follow the US 90 corridor within the existing right of way, segments within Chattahoochee and Quincy are anticipated to be routed along adjacent low-volume, low-speed corridors. These routes will pass through local neighborhoods and business districts, providing a more comfortable experience for trail users.

This approach is intended to minimize exposure to the heavily traveled sections of US 90 that run through the center of these communities. Although the segments of US 90 within these communities currently feature facilities including sidewalks, on-street parking, and sharrows, these features do not adequately address user safety. Relocating the trail from the main roadway can also enhance connectivity to community amenities, including parks, retail establishments, and restaurants, improving the overall functionality and appeal of the trail.

Alternatives to the trail route will be developed in Phase 2 of this project and presented to the public during upcoming public engagement. Greater details on alternative roadways evaluated will be included in the alternatives section of the final feasibility report.

Marion Street in Chattahoochee

Right of Way

The available right of way along US 90 within the project limits was estimated using data provided by the Gadsden County Property Appraiser. The analysis indicates that right of way widths vary significantly across the corridor, ranging from approximately 45 feet to 298 feet. A detailed summary of right of way by segment is presented in **Table 3**. Field observations confirmed that ROW availability differs on each side of the roadway, and several constrained areas were identified during the assessment. These constraints are illustrated in **Figure 4**.

Within the city limits of Chattahoochee and Quincy, right of way along US 90 is extremely limited, which restricts opportunities for constructing separated, off-road facilities. However, low traffic speeds and volumes on adjacent neighborhood streets may provide an alternative solution. These conditions create opportunities for a continuous route using on-street options that utilize sharrows and signage. These locations are identified as *Areas of Concern A and C* in **Table 3** and **Figure 4**. Another significant constraint occurs between Hazel Green Road and Mount Pleasant Road, where steep slopes along the roadway and guardrails along the 7-foot paved shoulder may limit the ability to construct a wide path. This segment is noted as *Area of Concern B*.

In areas where right of way is constrained, trail width may be reduced, or alternative design strategies may be implemented to maintain functionality and safety. Utility poles located within the right of way along the corridor present an additional challenge. Utility pole locations vary along the roadway but are primarily along the south or west side of the roadway. Their impact will depend on the available right of way at specific locations and will be avoided as necessary during design. Drainage features also influence design considerations. Drainage swales are present throughout the study area within the right of way, most notably along US 90 at the Greensboro Road/SR 12 intersection and on Julia Munroe Woodward Highway. In residential areas along US 90, steep drainage ditches further limit available right of way and may require special design considerations to accommodate the trail alignment.

Further analysis will be conducted in later project phases to address these constraints and refine alignment and design solutions.

Table 3: Right of Way Availability

Evaluated Corridor	Right of Way Range	Right of Way Determination
Segment 1	57 – 234 feet	Fluctuating R/W along most of segment; Includes *Area of Concern A*
Segment 2	76 – 234 feet	Fluctuating R/W along most of segment; Includes *Area of Concern B*
Segment 3	45 – 208 feet	Sufficient R/W to accommodate a trail
Segment 4	86 – 285 feet	Fluctuating R/W along most of segment; Includes *Area of Concern C*
Segment 5	211 – 298 feet (500+ feet at stormwater pond)	Sufficient R/W to accommodate a trail

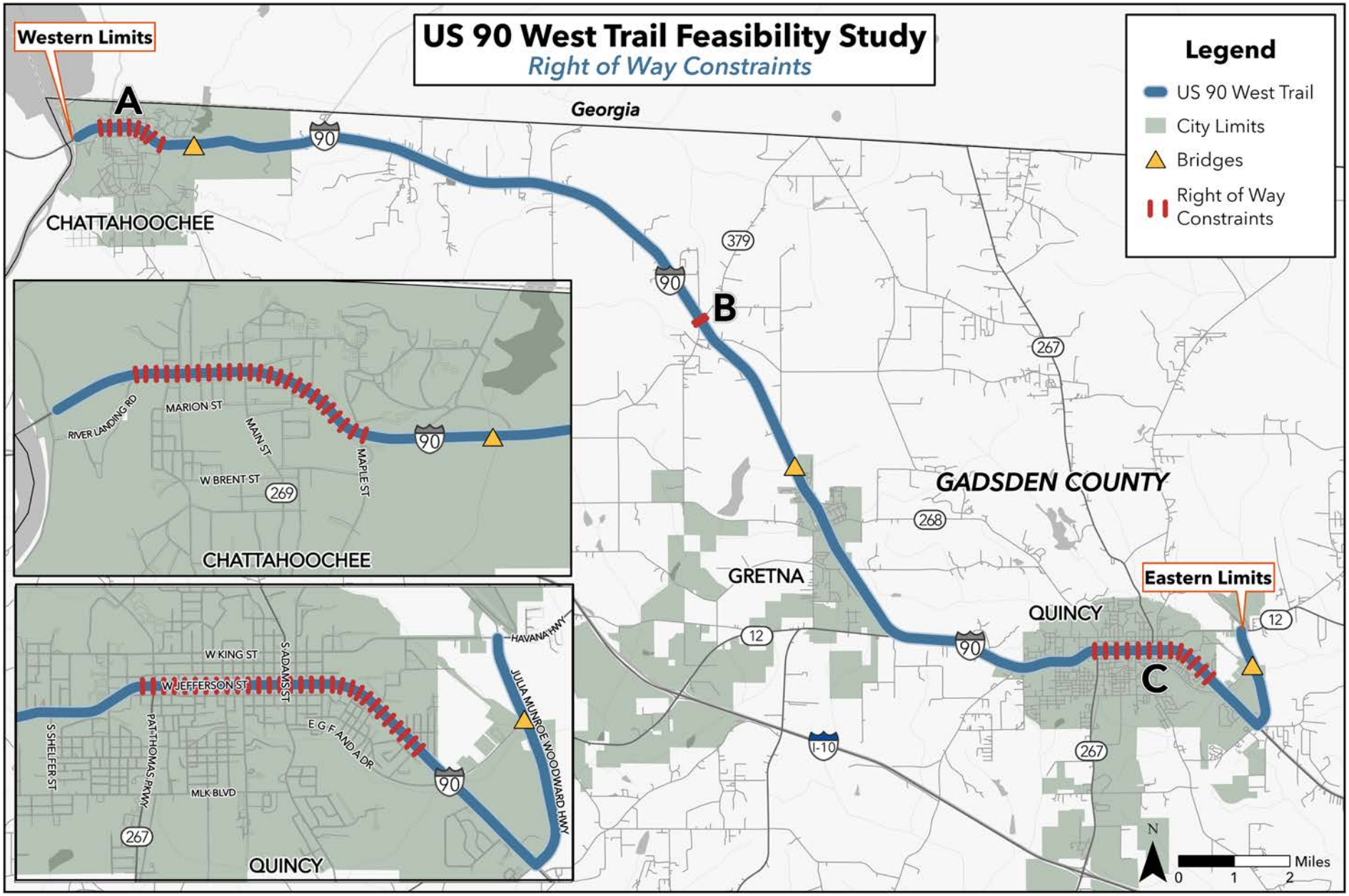
Bridges

Bridge locations were also determined through site reconnaissance and GIS data maintained by the Florida Department of Transportation (FDOT). There are three bridges along the corridor within the project study area where creeks, streams, or wetlands intersect with the roadway. While some of the bridges identified present limitations to constructing a 10- to 12-foot multi-use trail, creative design options will be explored during the design phase to address the needs for each individual location. Bridge locations are shown in **Figure 4**.

Bridge east of Chattahoochee on US 90

Bridge on Julia Munroe Woodward Highway

Figure 4: Right of Way Constraints



Driveways

A GIS analysis was conducted to determine the location and type of all driveways present along US 90 and Julia Munroe Woodward Highway. Driveways were categorized into four types as defined below:

- **Signalized Road:** Road with a traffic light;
- **Unsignalized Road:** Road without a traffic light, including agricultural and utility access roads;
- **Commercial Driveway:** Driveway or road that leads directly to a business, church, park, or school;
- **Residential Driveway:** Driveway for a home or private residence.

Railroad crossings were also identified in this analysis. All driveway crossings on US 90 and Julia Munroe Woodward Highway are listed in **Table 4**.

Driveways are most heavily concentrated within Segment 4, where US 90 travels through downtown Quincy, the most populous city along the proposed multi-use trail route. On this segment, commercial driveways are the most prevalent type of driveway on both the north and south side of US 90.

Along the entirety of the study corridor, commercial driveways are most frequently found within the urbanized areas of Chattahoochee and Quincy. In these cities, the commercial areas feature densely packed businesses with driveways and parking lots that border one another, at times creating a continuous driveway with numerous locations for vehicles to enter or exit the roadway. These continuous driveways contribute to access management issues, where the movement of vehicles cannot be controlled due to too many access points. These access management issues are also seen in the commercial area of Gretna, but to a much lesser extent.

Due to the vast number of driveways in downtown Chattahoochee and Quincy and the resulting access management challenges, a paved multi-use trail on US 90 is likely not feasible in these locations. Instead, sharrows and signage could be utilized along low-speed, low-volume roads through these cities.

A significant number of the driveways categorized as unsignalized roads on US 90 and Julia Munroe Woodward Highway are unpaved dirt or grass roads used for access to agricultural areas or utilities. The majority of these roads have locked gates, suggesting that access is highly controlled and the roads are infrequently used. Several of these driveways were observed to be obstructed by vegetation growth, suggesting that the driveways are no longer used as access points.

Commercial driveways along US 90 in Downtown Chattahoochee

There is one railroad crossing located within the study corridor at the intersection of US 90 and Pat Thomas Parkway. This railroad crossing occurs on the western side of the intersection and crosses both the north and south sides of US 90. While this intersection is signalized and features pavement markings that indicate a railroad crossing, this intersection lacks crossing arms that lower in the presence of a train.

Table 4: Driveway Count by Types

Segment 1: US 90 from the Jackson County Line to Lonesome Road

Side of Corridor	Signalized Road	Unsignalized Road	Commercial Driveway	Residential Driveway	Railroad Crossing	Total
North	2	9	16	5	0	32
South	2	9	19	2	0	32

Segment 2: US 90 from Lonesome Road to Mount Pleasant Road

Side of Corridor	Signalized Road	Unsignalized Road	Commercial Driveway	Residential Driveway	Railroad Crossing	Total
North	0	28	3	38	0	69
South	0	23	7	35	0	65

Segment 3: US 90 from Mount Pleasant Road to SR 12/Greensboro Road and US 90 Intersection

Side of Corridor	Signalized Road	Unsignalized Road	Commercial Driveway	Residential Driveway	Railroad Crossing	Total
North	0	22	10	26	0	58
South	0	19	10	6	0	35

Segment 4: US 90 from SR 12/Greensboro Road to Quincy Bypass/Julia Munroe Woodward Highway/SR 269

Side of Corridor	Signalized Road	Unsignalized Road	Commercial Driveway	Residential Driveway	Railroad Crossing	Total
North	9	36	80	10	1	136
South	9	34	100	19	1	163

Segment 5: Quincy Bypass/Julia Munroe Woodward Highway/SR 269 from US 90 to SR 12/King Street/Havana Highway

Side of Corridor	Signalized Road	Unsignalized Road	Commercial Driveway	Residential Driveway	Railroad Crossing	Total
North	0	1	0	0	0	1
South	0	1	0	0	0	1

Crashes and Safety

To assess the most recent crash data along the project corridor, Signal Four Analytics crash data was obtained for a five-year period from 2020 to 2024 for US 90 and Julia Munroe Woodward Highway. Signal Four Analytics data is maintained by the University of Florida GeoPlan Center and includes crash records provided by the Department of Highway Safety & Motor Vehicles (DSHMV).

US 90 is a major highway and experiences high volumes of through traffic. It is crucial to review crash data history to understand and identify potentially unsafe locations for bicyclists and pedestrians to avoid and identify specific intersections or corridor segments that would not be suitable for a multi-use trail due to safety concerns and previous crashes.

Over the study period, there were 930 total crashes, including 912 on US 90 and 18 on Julia Munroe Woodward Highway. Of these, there were 18 crashes causing serious injuries, leaving 23 individuals incapacitated, and 11 fatal crashes that claimed 12 lives. Vulnerable road users, a term that refers to bicyclists, pedestrians, and motorists, were also significantly impacted, with 37 crashes involving bicyclists, pedestrians, and motorcyclists, affecting 78 people. While no bicyclists sustained fatal or serious injuries, pedestrians faced more severe consequences, resulting in three deaths and three individuals with life-altering injuries. The eight crashes involving motorcyclists resulted in one individual with serious injuries and two deaths. All nine vulnerable road user fatalities and serious injuries occurred in Quincy. These crashes are detailed in **Table 5**, and their locations are visually represented in **Figure 5**.

These numbers represent more than statistics. They reflect families affected, economic burdens from medical costs, and diminished quality of life for residents. Frequent and severe crashes create an environment of fear and uncertainty for those who walk, bike, or drive along the corridor, discouraging active transportation and limiting community mobility. The combination of high crash volumes, pedestrian fatalities, and incapacitating injuries underscores an urgent need for targeted safety improvements to protect lives and restore confidence in the corridor as a safe, accessible route for all users.

Table 5: Vulnerable Road User Fatalities and Serious Injuries (Signal Four Analytics, 2020 – 2024)

Map ID	Crash Type	Year	Location	Severity
1	Pedestrian	2022	US 90, west of Woodberry Road	Fatality
2	Pedestrian	2021	Intersection of US 90 and Atlanta Street	Serious Injury
3	Pedestrian	2023	US 90, west of W Pavilion Drive	Fatality
4	Pedestrian	2024	Intersection of US 90 and W Pavilion Drive	Fatality
5	Motorcyclist	2022	Intersection of US 90 and N Virginia Street	Fatality
6	Motorcyclist	2024	US 90, west of Porro Street	Serious Injury
7	Pedestrian	2023	US 90, east of Monroe Street	Serious Injury
8	Pedestrian	2023	US 90, east of Madison Street	Serious Injury
9	Motorcyclist	2023	US 90, east of Shadow Street	Fatality

US 90 and the CRTPA Safety Action Plan

In June 2023, the Capital Region Transportation Planning Agency adopted the ***Safe Streets and Roads for All Safety Action Plan***. In this plan, historical crash data from 2017 to 2021 was evaluated to determine an overall High-Injury Network (HIN) and a Vulnerable Road User HIN, focused on crashes involving pedestrians or bicyclists. In addition to the HINs, the plan also identified 10 Hot Spot intersections in the CRTPA region that have a higher incidence of fatal and serious crashes.

A segment of US 90 was included in the overall HIN and the Vulnerable Road User HIN and received a categorization as a "High Hazard" in both based on crash rates. An intersection on the project corridor was also included in the 10 Hot Spot intersections, having one fatal crash and two serious injury crashes in the five-year data period. The locations noted in the *Safe Streets and Roads for All Safety Action Plan* are listed below and shown in **Figure 6**.

- US 90 from Ben Bostick Road to Barack Obama Boulevard/Atlanta Street (Quincy) - HIN High Hazard, VRU HIN High Hazard
- US 90 and Greensboro Highway Intersection (Gretna) - Top 10 Hot Spot Intersections

This analysis is particularly important because it highlights existing safety concerns along the corridor and demonstrates the need for targeted improvements to reduce crash risk and protect vulnerable road users.

The segment of US 90 from Ben Bostick Road to Barack Obama Boulevard / Atlanta Street

Figure 5: Vulnerable Road User Crashes (Signal Four Analytics, 2020 – 2024)

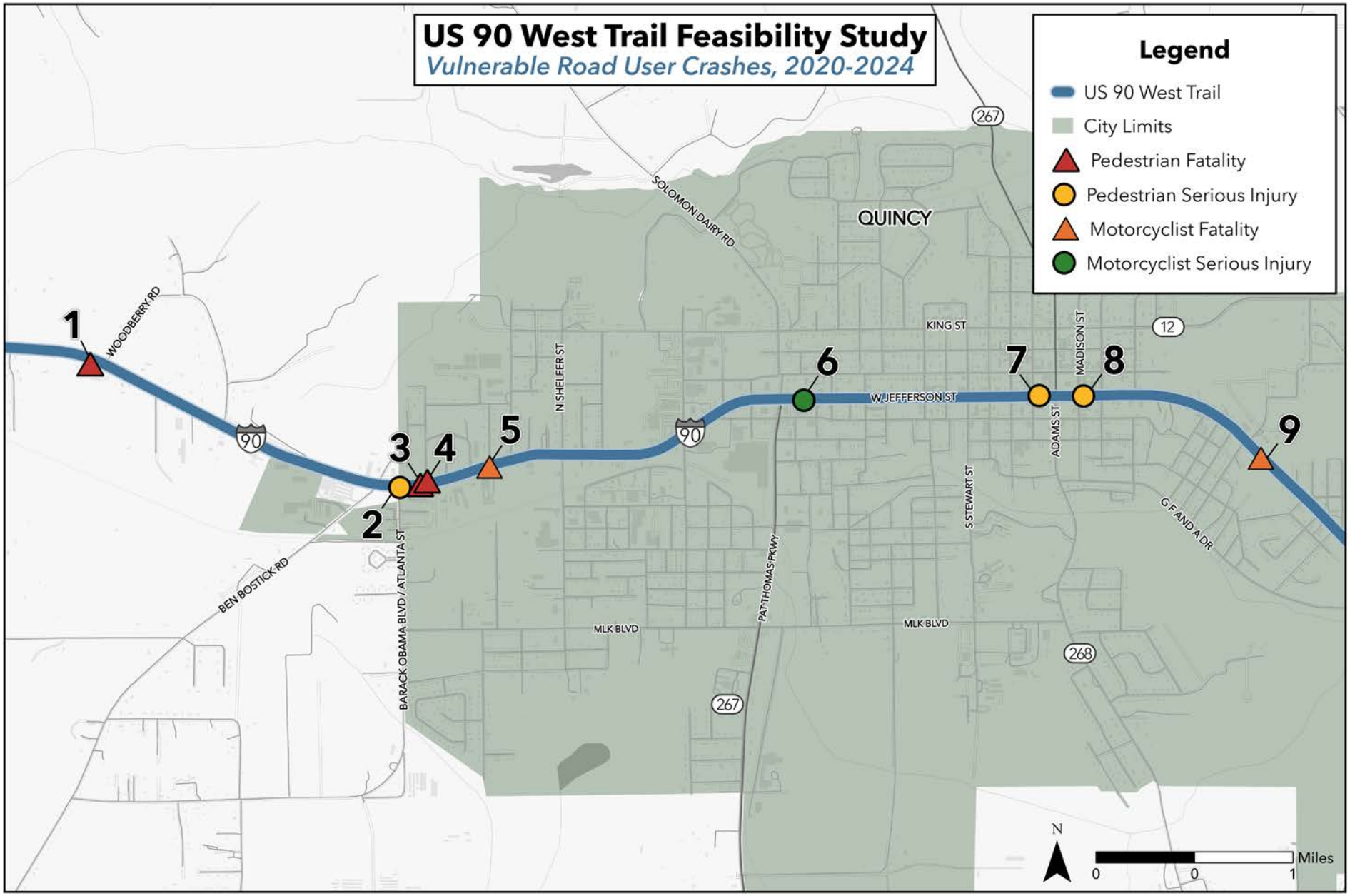
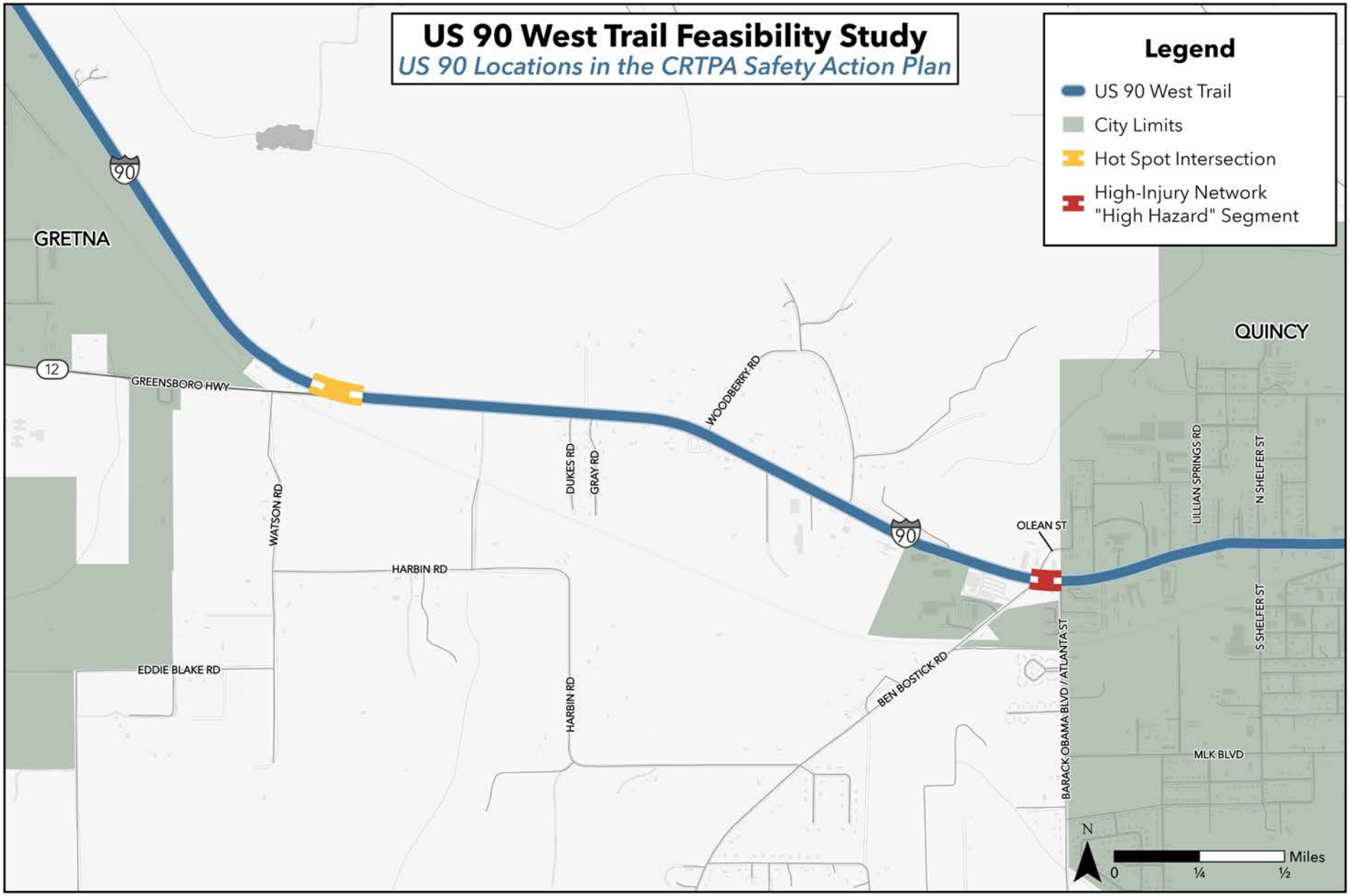


Figure 6: US 90 Locations included in the CRTPA Safety Action Plan



Land Use

The project corridor passes through rural areas and the three cities of Chattahoochee, Gretna, and Quincy. Based on desktop review, several land uses exist along the project corridor including:

- Commercial
- Institutional
- Recreational
- Residential
- Upland forest
- Agricultural
- Rangeland

Although the corridor features a mix of land uses, the majority of parcels adjacent to US 90 are predominantly rural, consisting of agricultural areas, residential properties, and upland forest. Within the municipal boundaries of Chattahoochee, Gretna, and Quincy, land use shifts to include a higher concentration of commercial, institutional, and recreational properties. Land use maps for each of the five project segments are provided in **Figures 7-11**. These maps illustrate existing land uses within 500 feet of the project corridor.

Downtown Chattahoochee

Figure 7: Land Use (Segment 1)

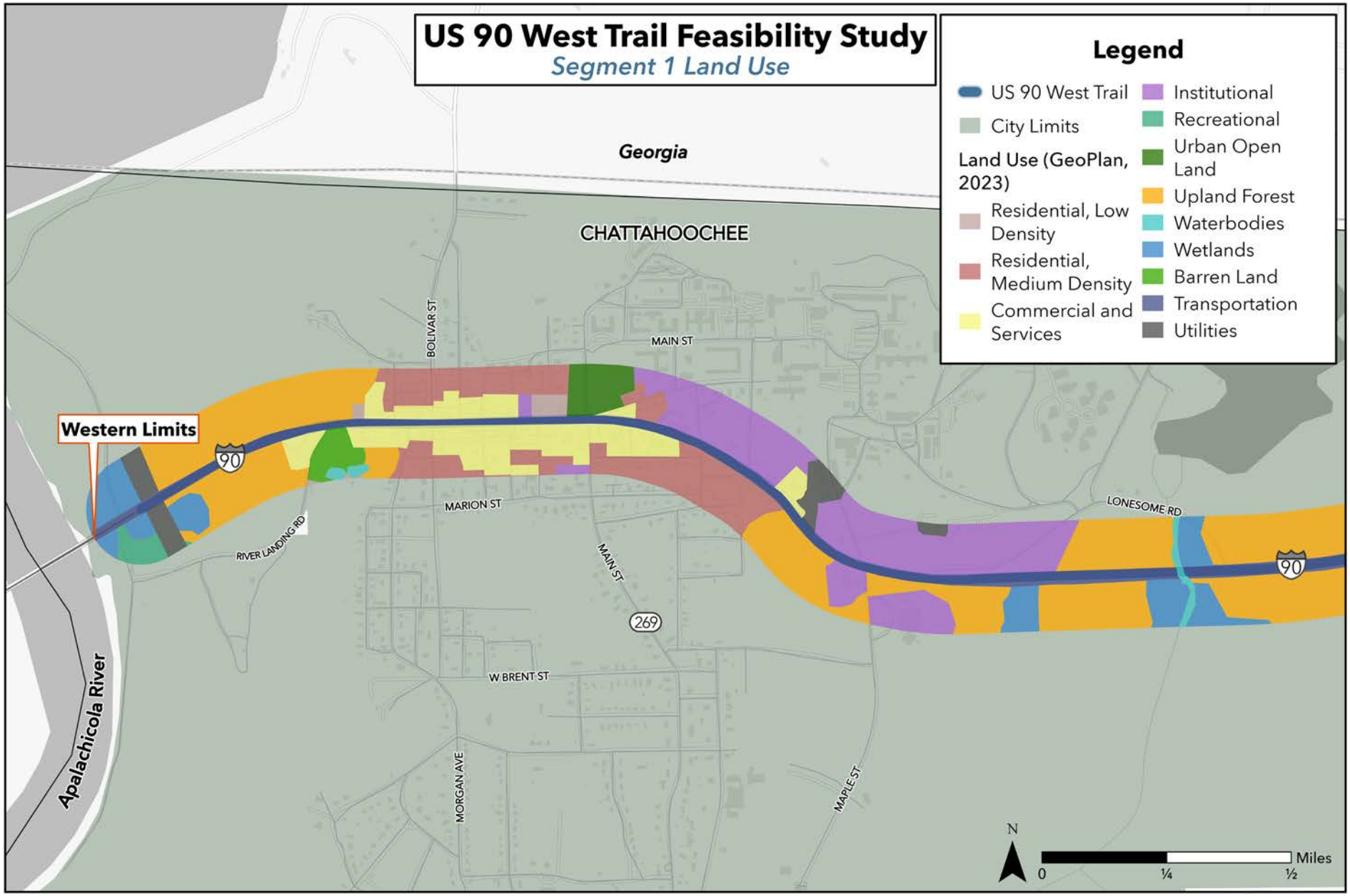


Figure 8: Land Use (Segment 2)

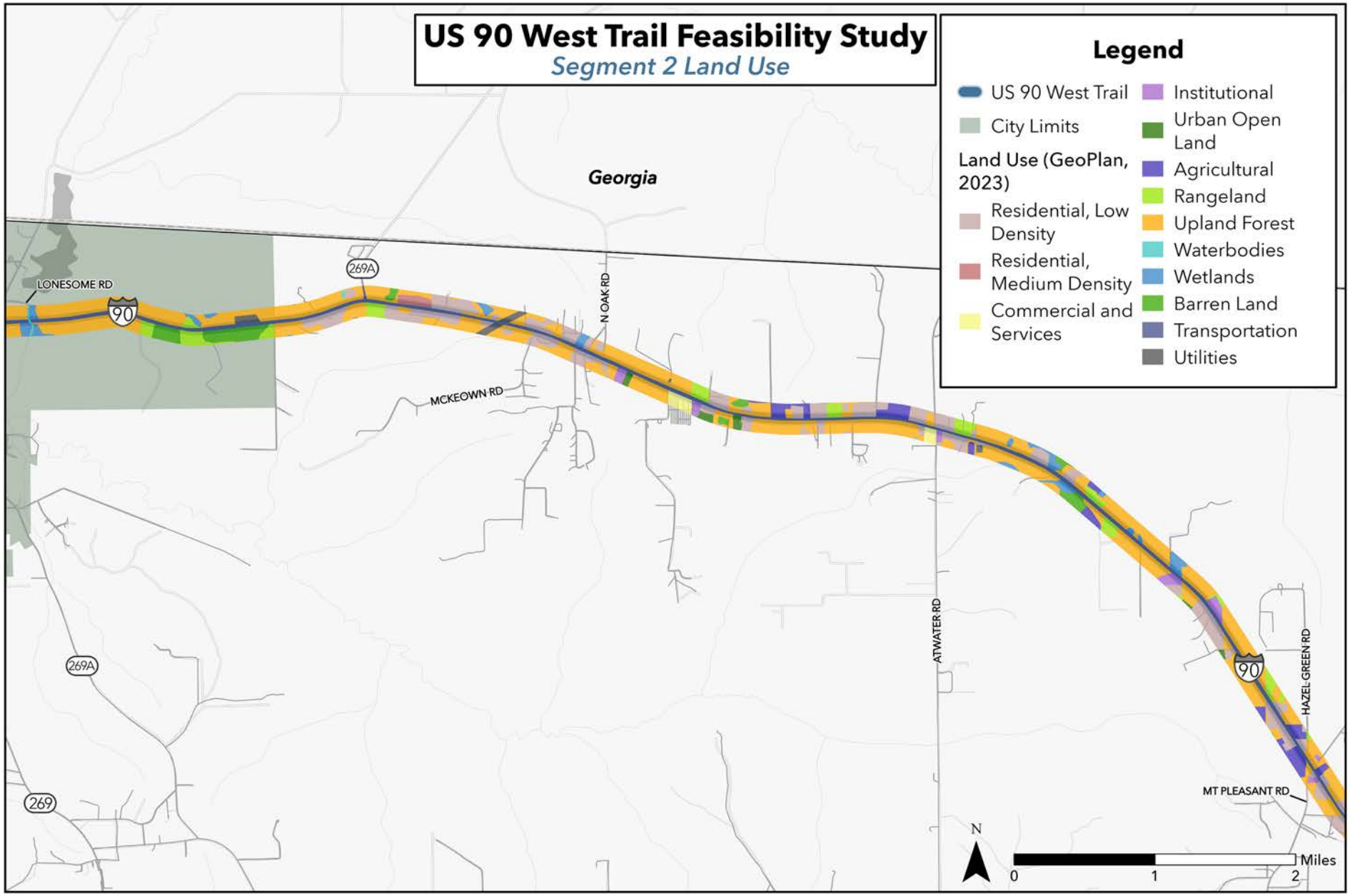


Figure 9: Land Use (Segment 3)

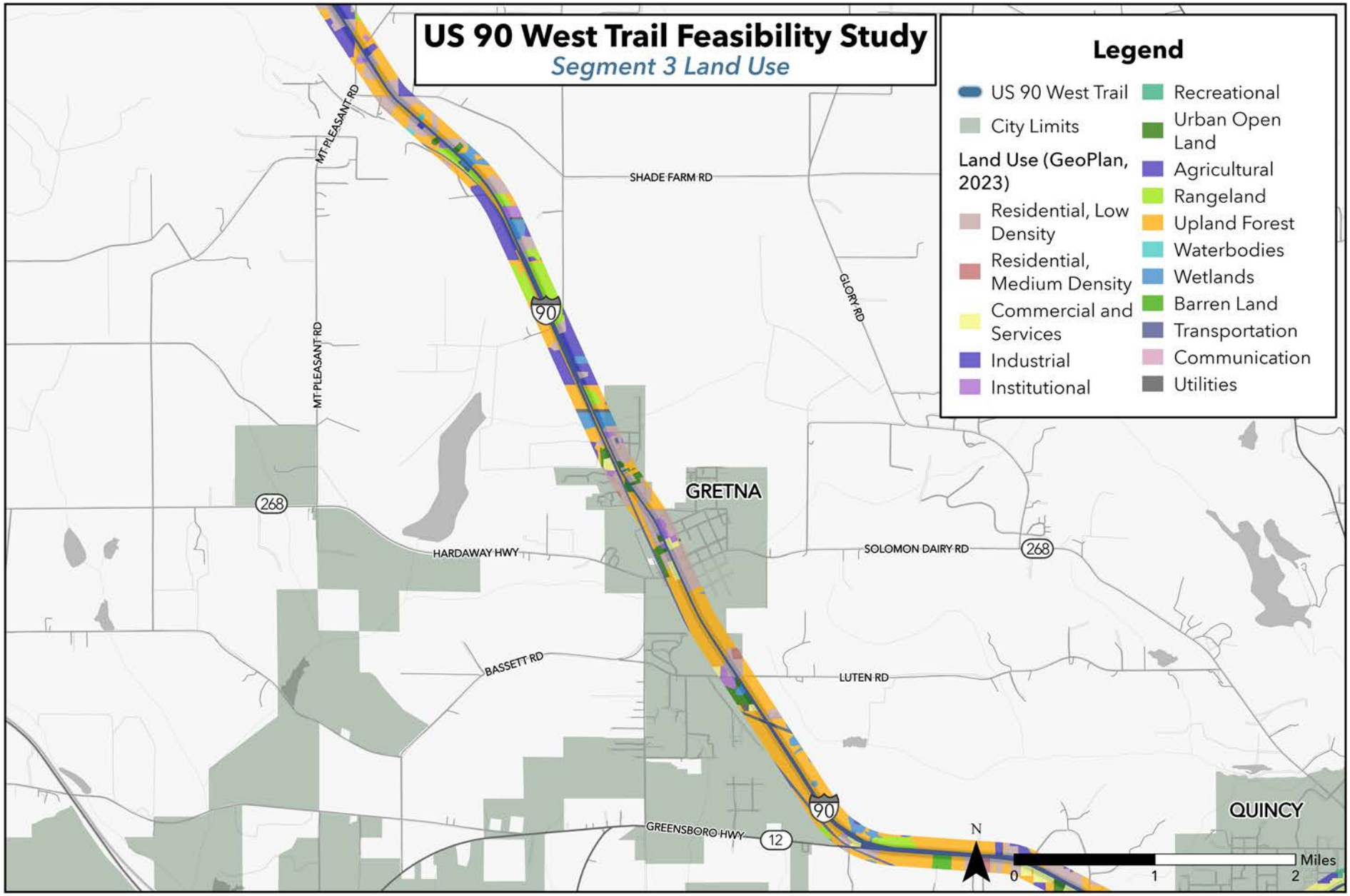


Figure 10: Land Use (Segment 4)

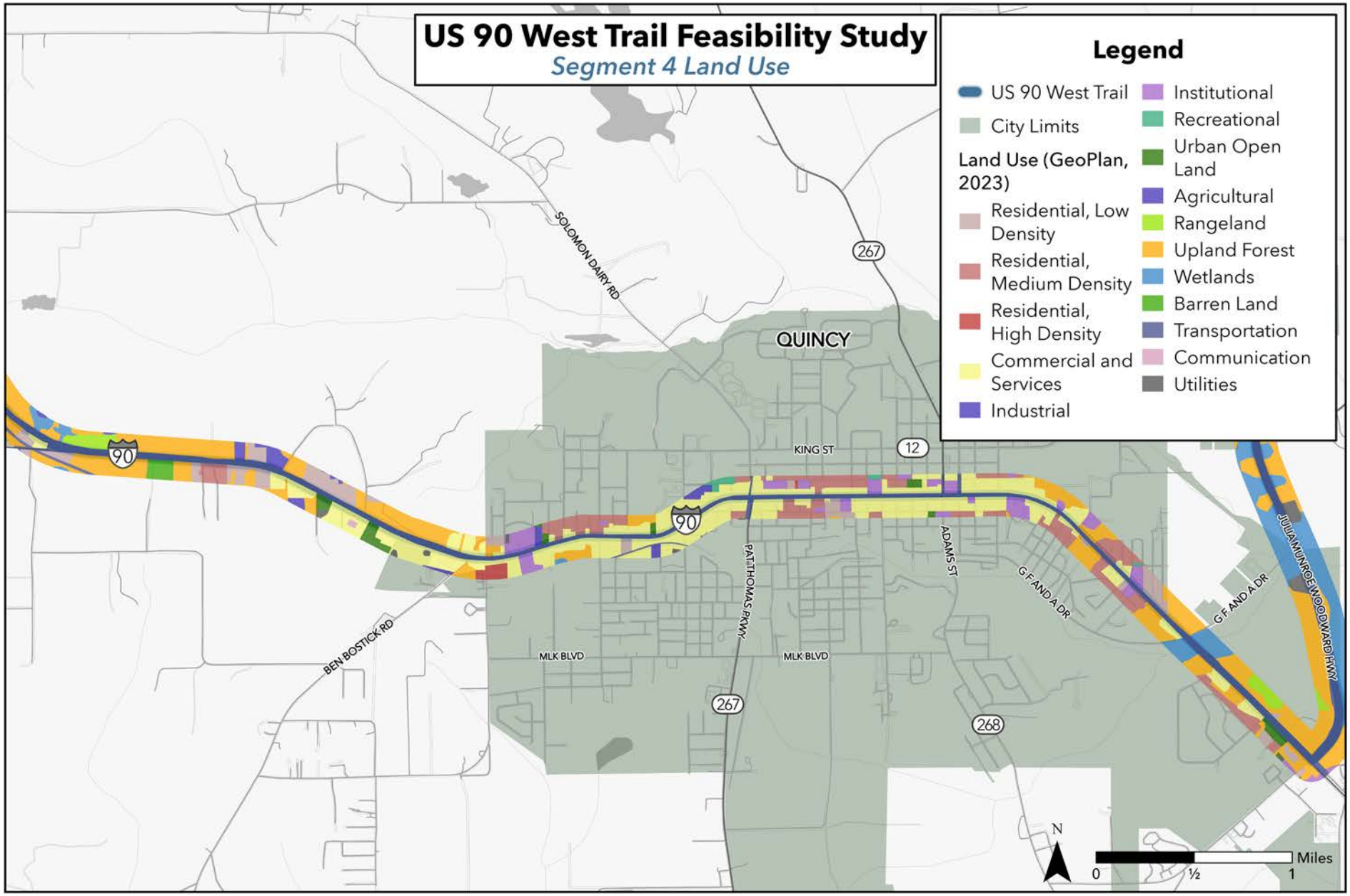
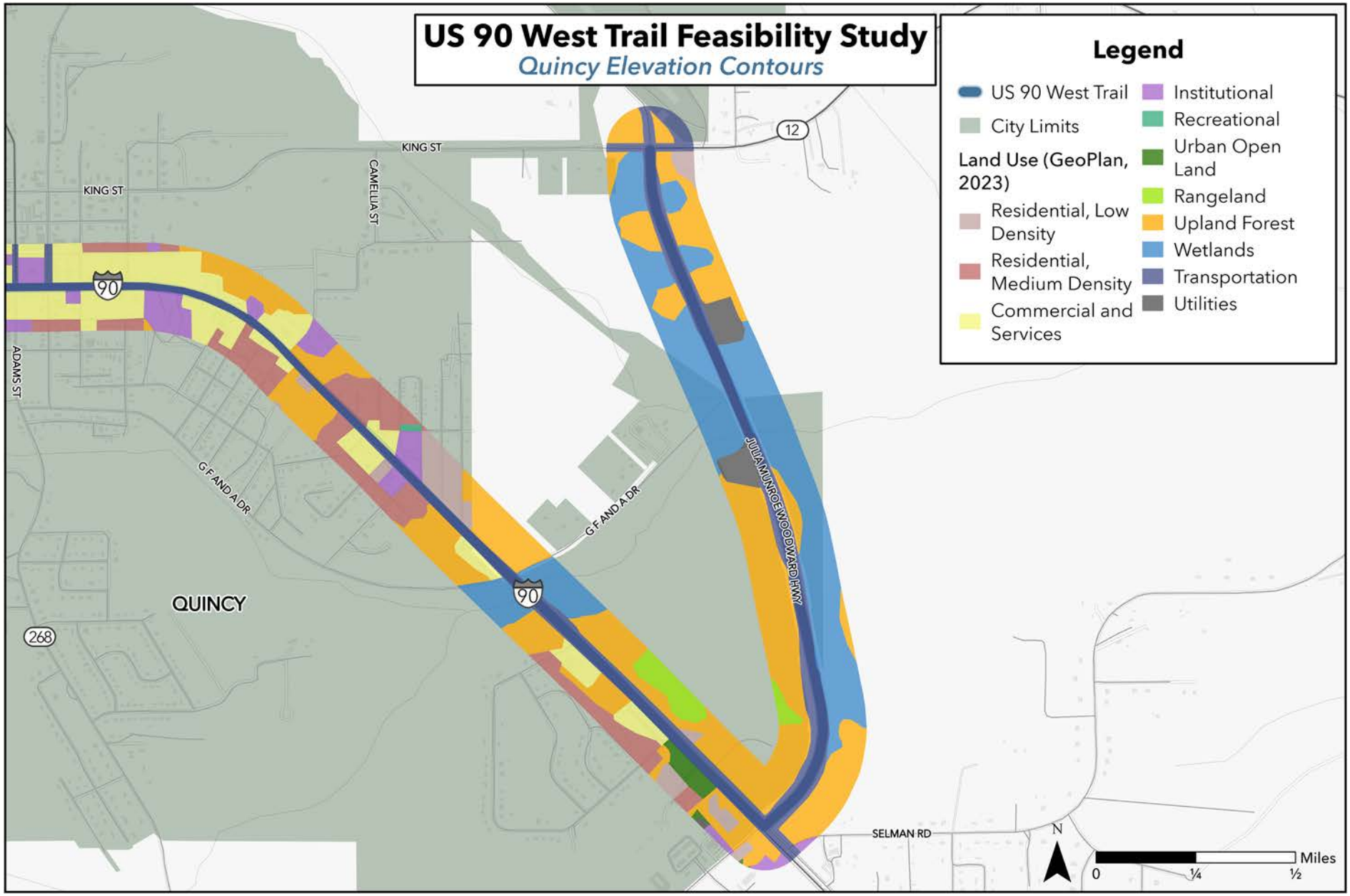


Figure 11: Land Use (Segment 5)



Utility Easements and Publicly Owned Land

Property ownership was evaluated using GIS parcel data to identify publicly owned properties. There were eleven parcels identified along the project roadway that are publicly owned by either the State of Florida, Gadsden County, the City of Gretna, or the City of Quincy. Details of each parcel are detailed in **Table 6**.

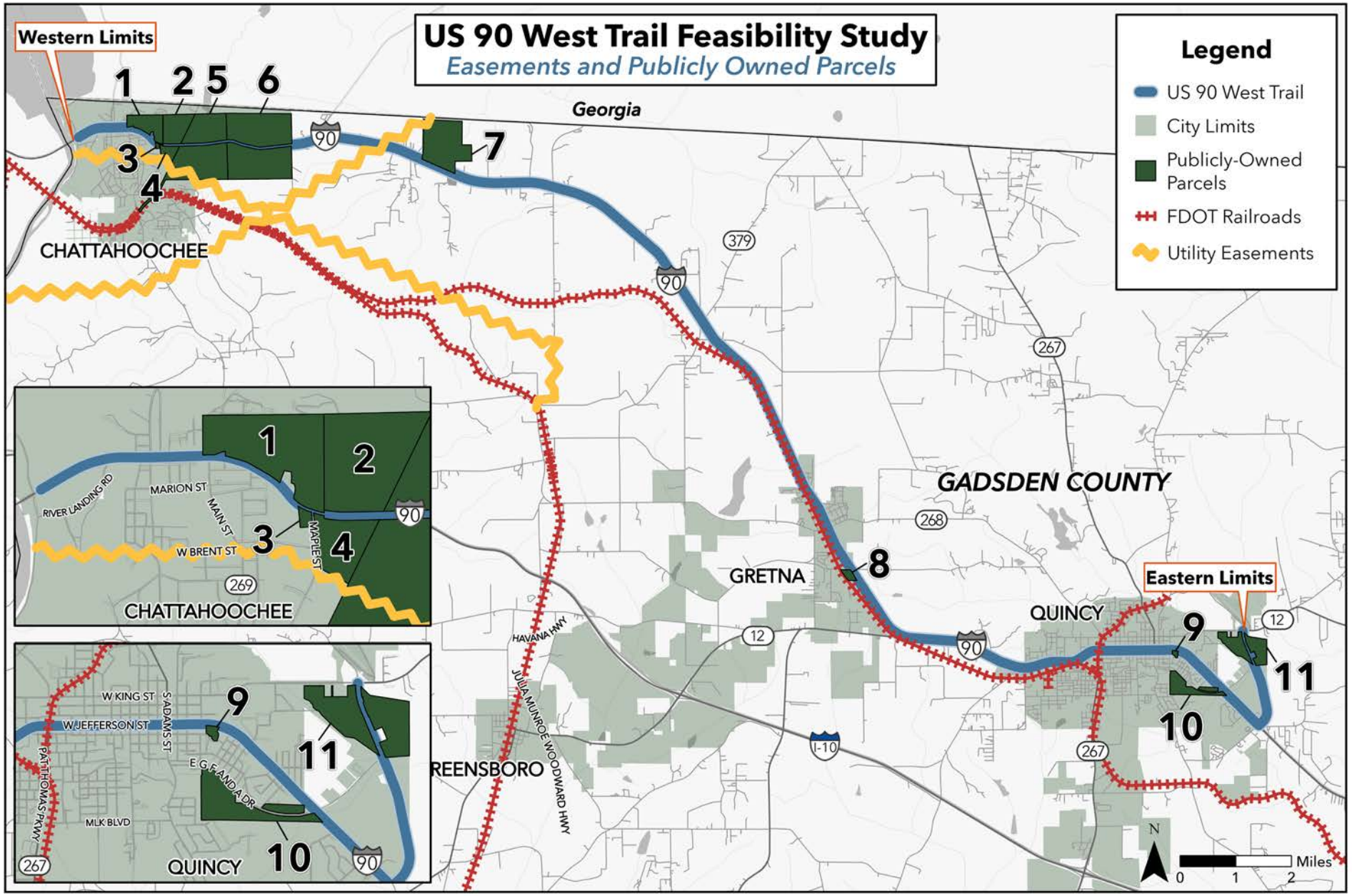
Utility easements in the project area were also reviewed. Utility easements have historically been used to provide clear, safe areas to accommodate trails and outdoor recreation opportunities. The publicly owned properties and utility easements are shown in **Figure 12**.

Utility easement south in Chattahoochee

Table 6: Publicly Owned Properties

Map ID	Property	Property Owner	Acreage
1	Board of Trustees (BOT) of the Internal Improvement Trust Fund (TIITF)	State of Florida	99
2	Board of Trustees (BOT) of the Internal Improvement Trust Fund (TIITF)	State of Florida	111
3	Cowen Public Library	Gadsden County	3
4	Chattahoochee Elementary School	School Board of Gadsden County	38
5	Board of Trustees (BOT) of the Internal Improvement Trust Fund (TIITF)	State of Florida	477
6	Board of Trustees (BOT) of the Internal Improvement Trust Fund (TIITF)	State of Florida	620
7	City of Quincy	City of Quincy	299
8	Gretna Elementary School	City of Gretna	16
9	Gadsden County Personnel Office	Gadsden County Board of County Commissioners	5
10	City of Quincy-Owned Land	City of Quincy	85
11	State of Florida DOT	State of Florida DOT	138

Figure 12: Easements and Publicly Owned Parcels



Grade and Elevation

Elevation and grade are important considerations in the planning and design of bicycle and pedestrian facilities along the US 90 corridor. Notably, the City of Chattahoochee has a rolling terrain with observed elevation changes throughout the city as well as south of downtown in the City of Quincy. Elevation on the corridor ranges from approximately 300 feet at its highest point, near Gretna, and approximately 60 feet at its lowest point, in Chattahoochee. The elevation contours of the project area are shown in **Figure 13. Figures 14** and **15** are detailed displays of elevation in Chattahoochee and Quincy, respectively.

Elevation changes and steep grades in these areas result in natural inclines and declines, which can pose challenges for less experienced cyclists and individuals with mobility limitations. To address these challenges and maintain ADA compliance, design strategies such as switchbacks, increased path width, clear signage, and strategically placed rest areas may be considered.

Preliminary field reviews have identified potential grading concerns along specific segments of the corridor, including the east side of US 90 between GF&A Road and Julia Munroe Woodward Highway, as well as the west side of Julia Munroe Woodward Highway near SR 12. Significant grading requirements can increase construction costs and impact the feasibility of trail development. These factors will be critical in determining appropriate trail alignments and design solutions.

Elevation change along Bolivar Street in downtown Chattahoochee

Elevation change along Julia Munroe Woodward Highway

Figure 13: Elevation

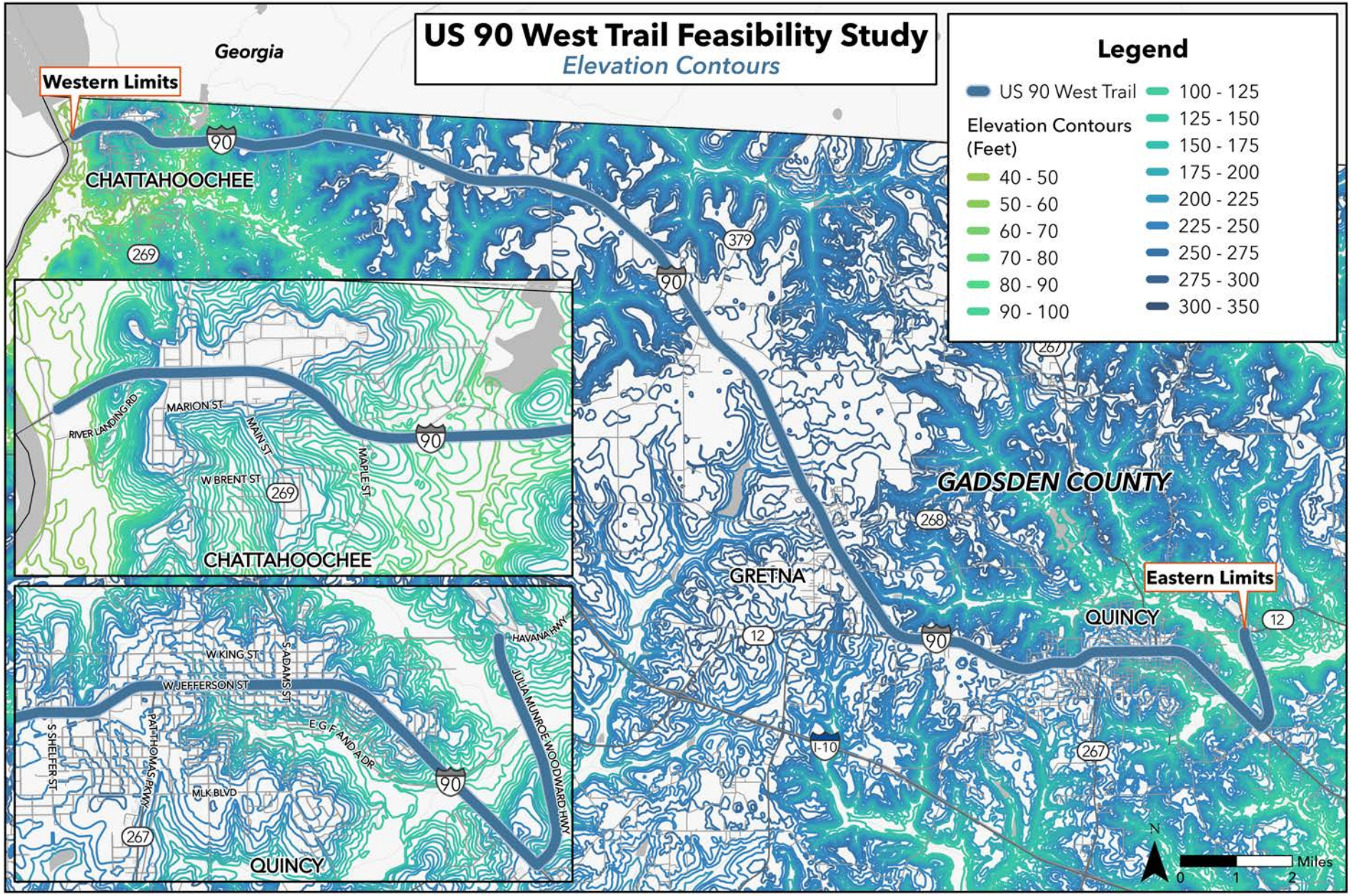


Figure 14: Elevation near Chattahoochee

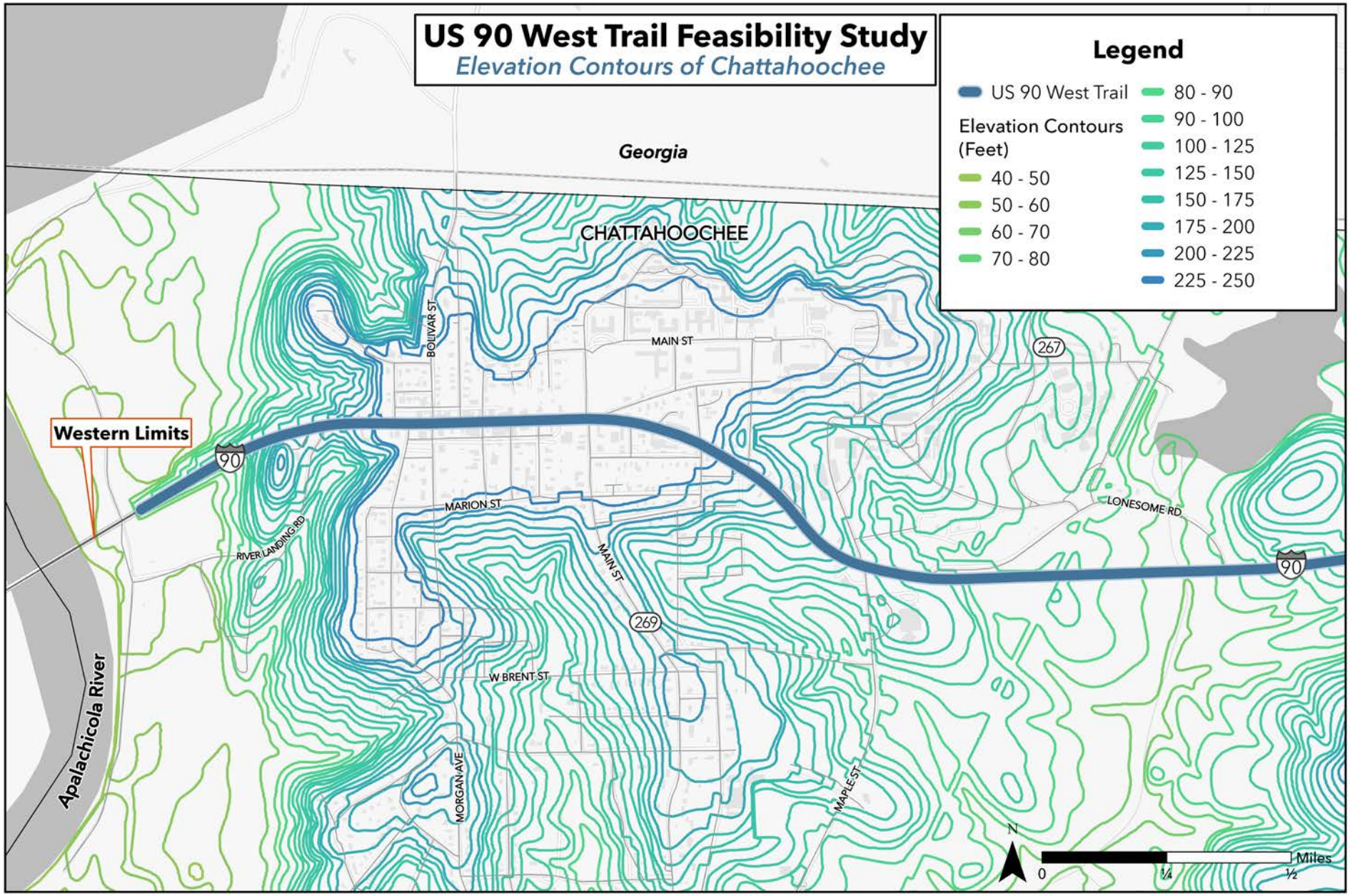
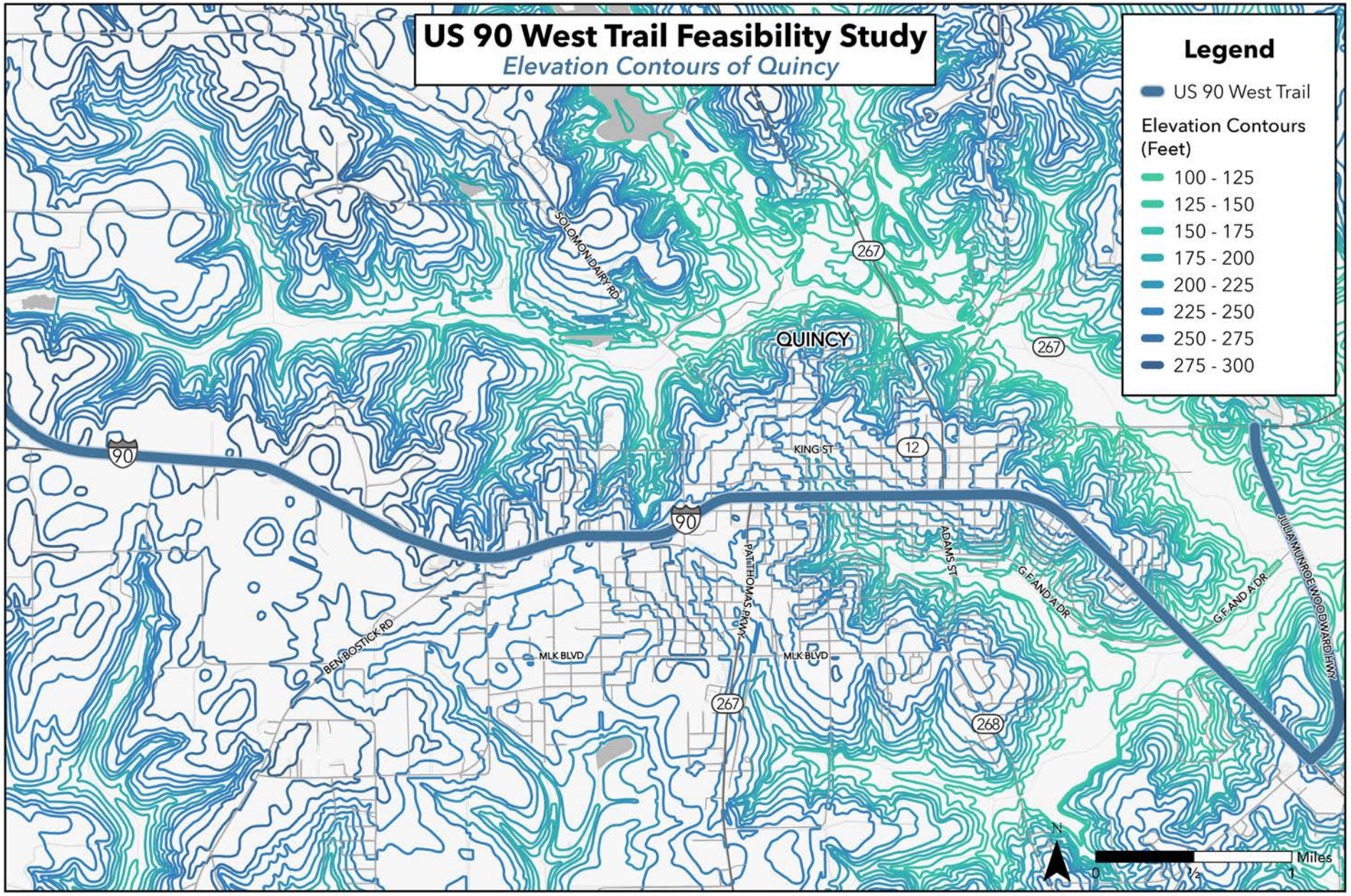


Figure 15: Elevation near Quincy



Environmental Characteristics

As part of the existing conditions analysis, a preliminary environmental review was conducted to identify potential constraints that could affect the feasibility of constructing a 10- to 12-foot multi-use trail. Key factors evaluated included flood zones, wetlands, and Outstanding Florida Waters, as well as the presence of protected species and historical or cultural resources.

It is important to understand these environmental factors, as they may influence adjustments to trail design or alignment to avoid potential impacts. Identifying these factors early also helps reveal potential issues that could affect permitting later in the project.

This analysis provides a foundation for informed decision-making as the project advances to the development of trail alternatives and the preparation of the final feasibility report.

Flood Zones

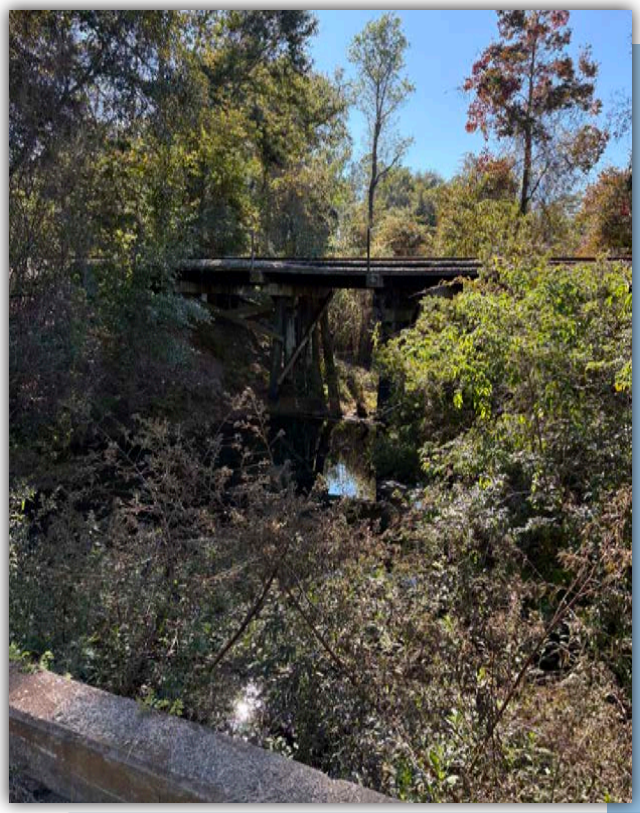
The project study area is located within Flood Zones A, AE, and X. The flood zones can be described as follows:

- Flood Zone A – 1% annual chance of flooding without base flood elevations established
- Flood Zone AE – 1% annual chance of flooding with base flood elevations established
- Flood Zone X – .2% annual chance of flooding

These flood zones are not expected to be adversely impacted by the proposed trail. In instances where flood zones are associated with existing wetlands, design modification such as constructing a boardwalk for the trail would likely be proposed to minimize wetlands impacts from construction and future use. Flood zones are shown in **Figure 16**.

Wetlands

National Wetland Inventory (NWI) data maintained by the United States Fish and Wildlife Service (USFWS) was used to identify wetlands in the project area. Upon initial review and site reconnaissance, there are very few wetland concerns. No large-scale impacts to flood zones or wetlands are expected. A wetland evaluation will be conducted during the environmental phase of this project to determine specific requirements to mitigate wetland impacts and project permitting. Wetlands are shown in **Figure 17**.



Wetlands and raised railroad along the bridge north of Gretna

Outstanding Florida Waters

Outstanding Florida Waters (OFWs) are water bodies designated by the Florida Department of Environmental Protection (FDEP) for their natural attributes, warranting special protection to maintain water quality. The Apalachicola River, at the western limit of the project area along the Gadsden County line, is classified as an Outstanding Florida Water.

The OFW designation is significant because it imposes stringent regulatory requirements on any activities that could affect water quality, including trail construction. This designation will be considered in future phases of the project to ensure that trail planning and design align with applicable environmental protections and regulatory requirements.

Apalachicola River

Species

GIS data from the Florida Fish and Wildlife Conservation Commission (FWC), the U.S. Fish and Wildlife Service (USFWS), and the Information for Planning and Consultation (IPaC) report for the project limits were evaluated. Preliminary analysis indicates that a segment of the corridor, extending from Pat Thomas Parkway in Quincy to the eastern project boundary, lies within core foraging areas for wood storks. These areas are associated with active nests located in western Leon County. The project is also located in the East Panhandle Bear Management Unit (BMU). The majority of the corridor is within the Common Range for the Florida black bear, with Chattahoochee being the only location in the Rare Range.

Although three active bald eagle nests are located in wooded areas near the project corridor, there are no nests within the project footprint or in areas directly surrounding it, as confirmed by Audubon's Florida EagleWatch mapping. Critical habitats for the Gulf sturgeon and freshwater mussels, including the purple bankclimber and fat threeridge, overlap with the western portion of the project corridor. These habitats are linked to the Apalachicola River system.

Further analysis will be required to assess potential impacts to these species based on the selected alternative. **Figure 18** illustrates species that may occur along the corridor.

Historic and Cultural Resources

Available data from the State Historic Preservation Office (SHPO) was mapped to locate any known historical or culturally significant resources near the corridor. Several historic resource groups, structures, bridges, and cemeteries were identified along the evaluated corridors and in areas surrounding. There are a total of 35 resources within 1,000 feet of the project corridor. Of these resources, only nine were classified as eligible for National Register of Historic Places (NRHP). To be considered eligible, a resource is evaluated based on factors including age, historic integrity, and the ability to meet one of four criteria of significance. The nine resources identified as potentially eligible for NRHP within 1,000 feet of the project corridor are shown in **Table 7** and **Figure 19**.

A Cultural Resource Assessment Survey (CRAS) will be completed during the environmental phase of this project to determine impacts on existing and potential SHPO resources and establish an Area of Potential Effects (APE).

Historic Downtown Quincy sign

Table 7: Historical and Cultural Resources

Site Number	Site Name	Type
GD00041	Dr. Barnes House	Structure
GD00042	A K Gholson House	Structure
GD01074	Chattahoochee Methodist Church	Structure
GD01067	St. Marks Episcopal Church	Structure
GD00037	Quincy Historic District	Historical District
GD02046	Chattahoochee Historic District	Historical District
GD02918	SR 10/US 90	Linear
GD03457	Seaboard Air Line Spur	Linear
GD00745	Soldiers Cemetery	Cemetery

Figure 16: Flood Zones

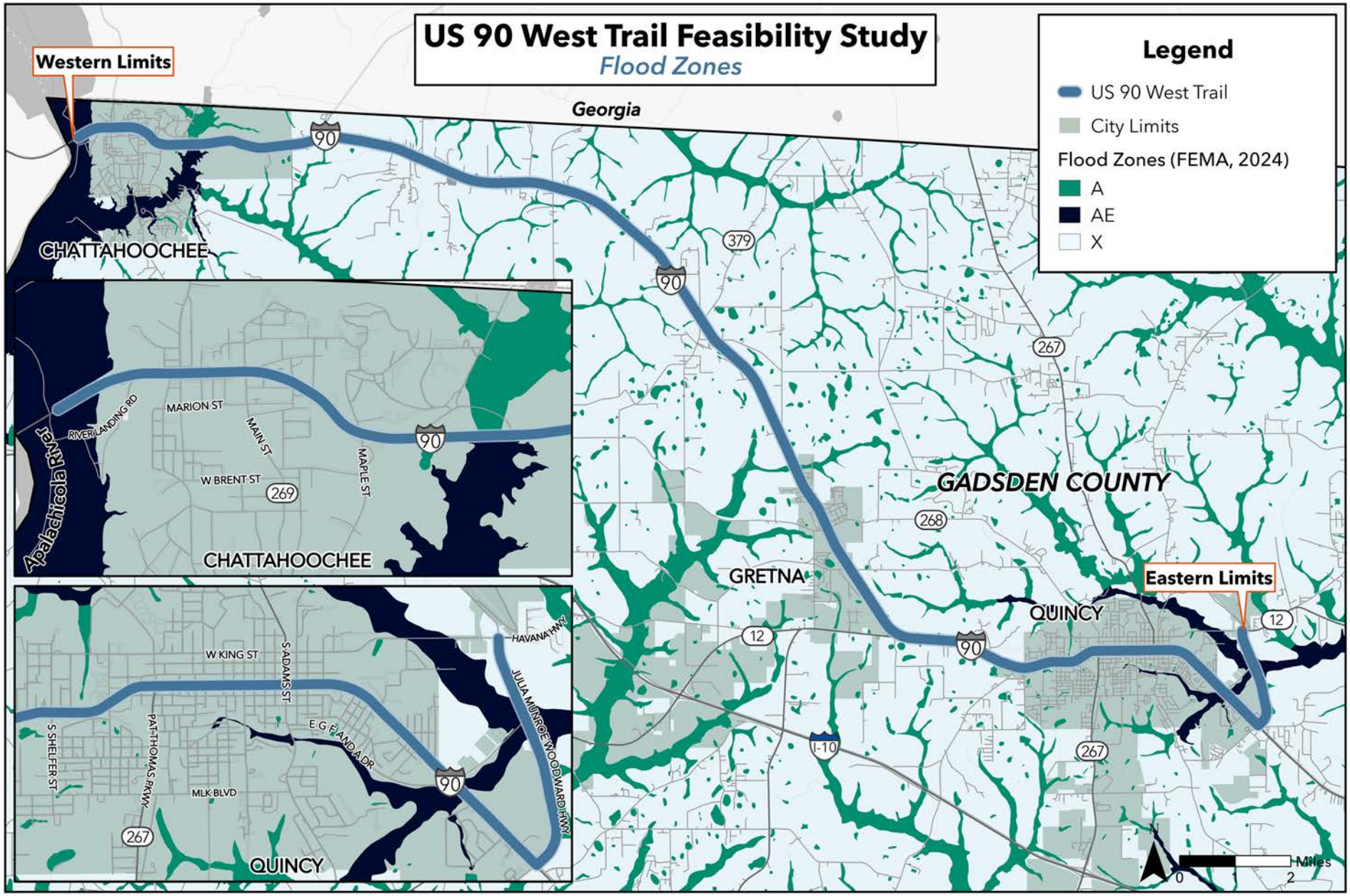


Figure 17: Wetlands

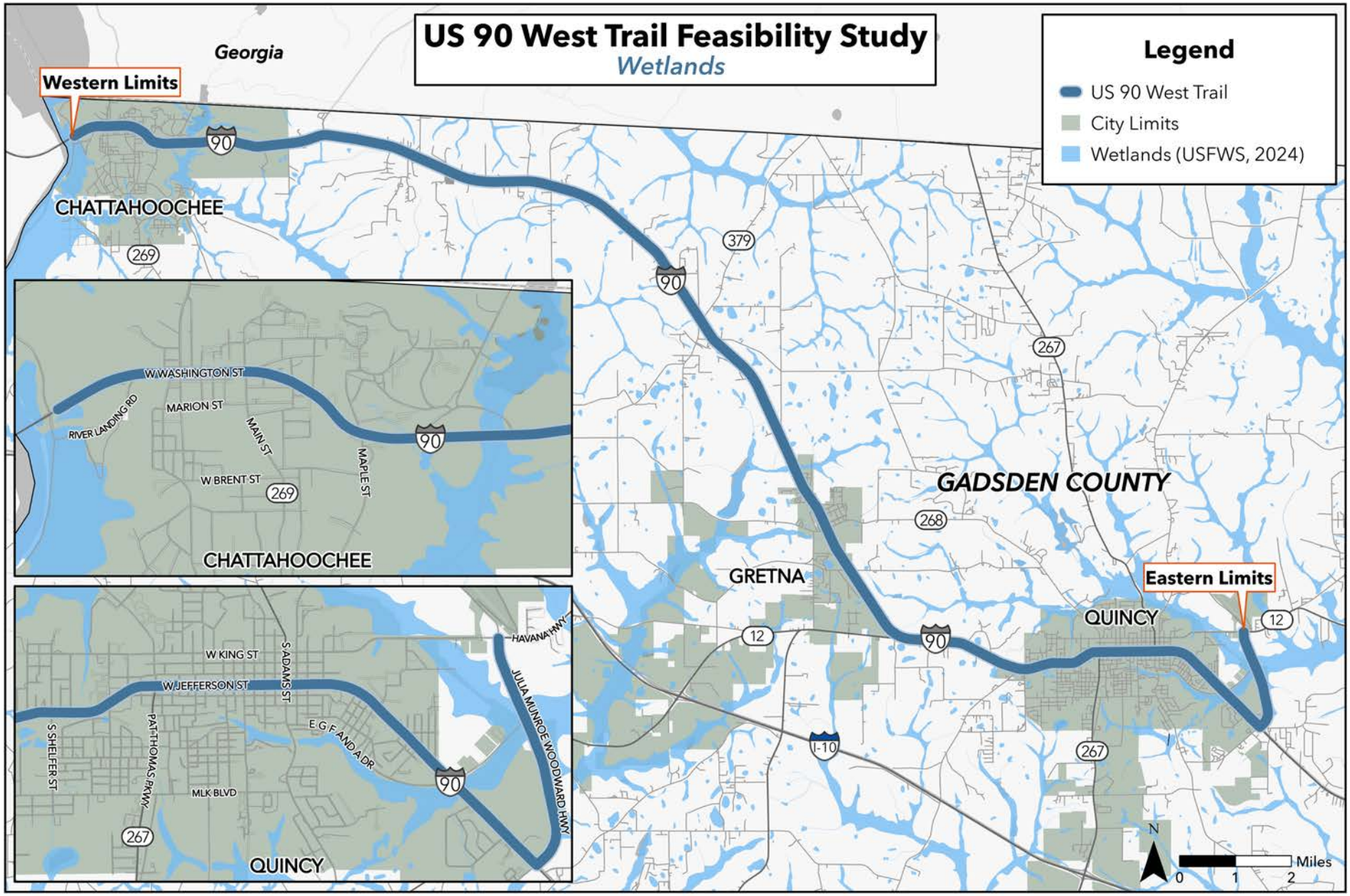


Figure 18: Species

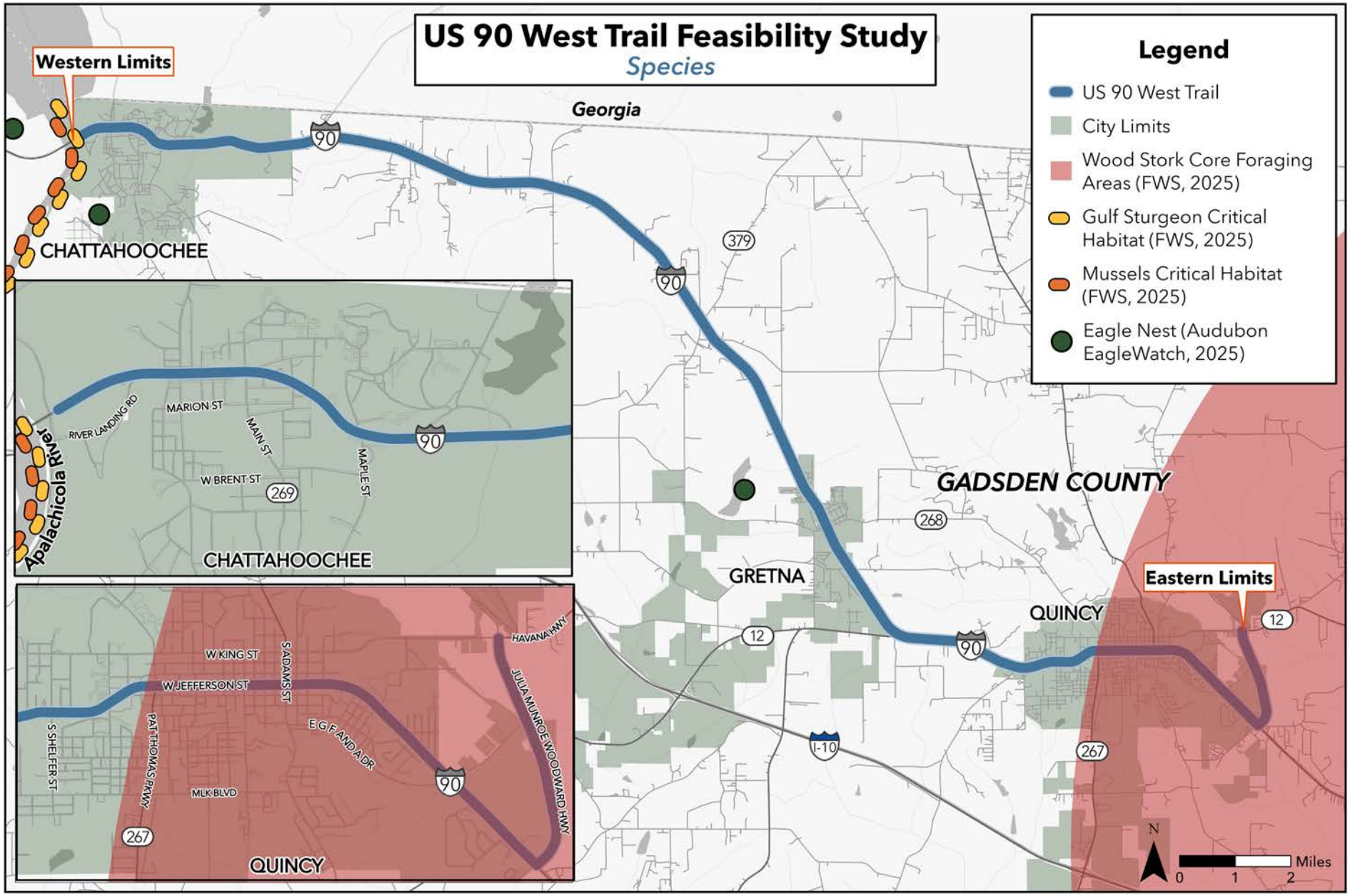
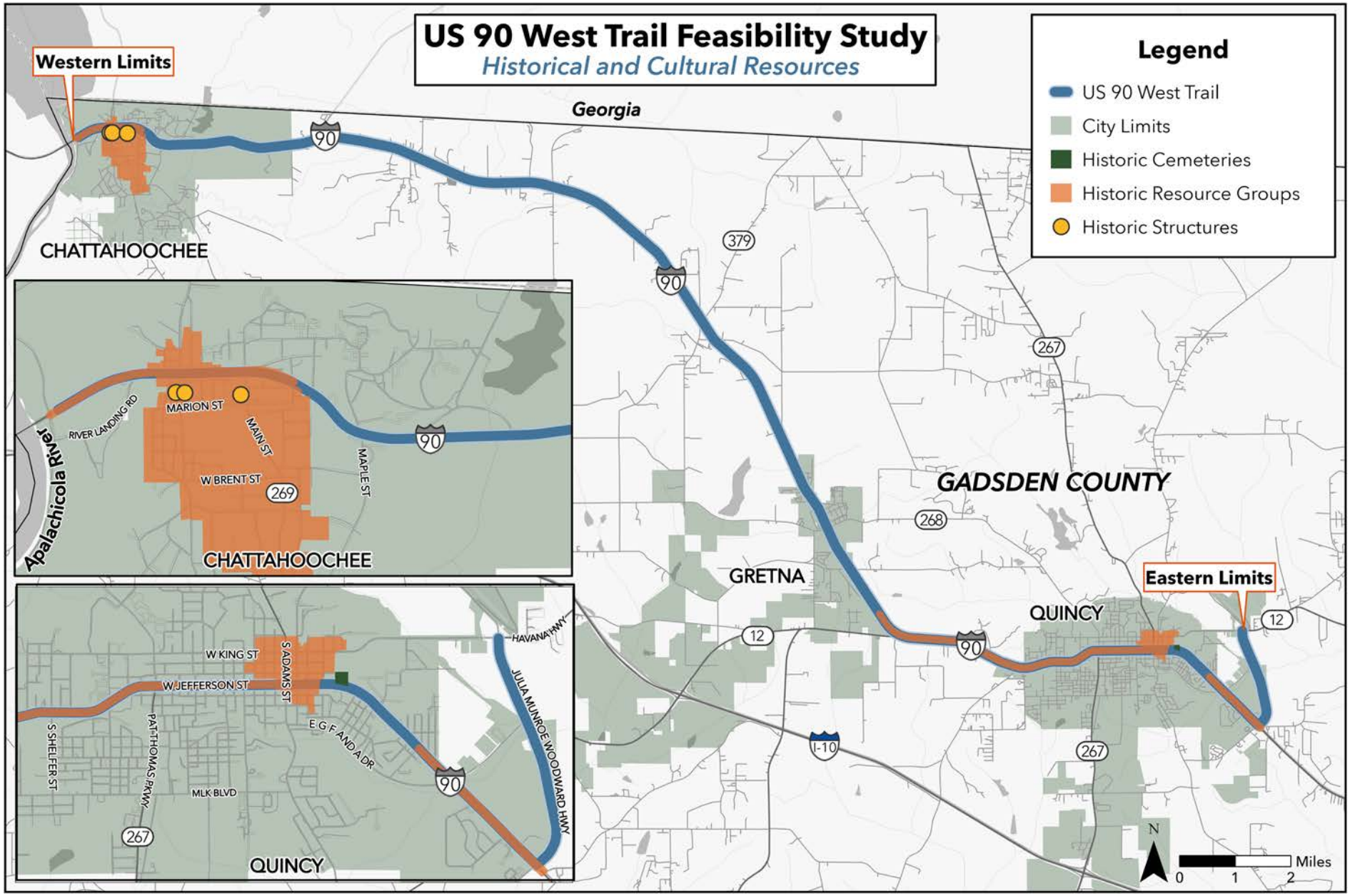


Figure 19: Historical and Cultural Resources



Regional Connectivity

The proposed US 90 West Multi-Use Trail represents a critical link in enhancing regional and statewide connectivity. By connecting the communities of Chattahoochee and Quincy, the trail will provide users with access to existing bicycle routes and facilities throughout Gadsden County. This includes designated on-street bicycle lanes along SR 12, which connect Quincy to Havana, as well as the planned Tallahassee to Havana Trail. The Tallahassee to Havana Trail has completed its feasibility study and is advancing into the design phase for the Gadsden County segment. Once constructed, these facilities will allow cyclists to travel across Gadsden County from west to east, creating a continuous corridor of active transportation options.

Beyond Gadsden County, the connectivity potential expands significantly. Upon entering Leon County, users will be able to access the Orchard Pond Greenway and travel toward Bannerman Road or along the future Meridian Greenway. From there, cyclists can connect to Tallahassee's urban trail network, including the Capital Cascades Trail, and reach coastal destinations via the Capital City to the Sea trail network that includes St. Marks Trail, Ochlockonee Bay Trail, and Coastal Trail.

The US 90 West Multi-Use Trail also represents a major step in linking the CRTPA's regional trail system to other networks. US 90 is considered a priority corridor by the Florida Department of Environmental Protection's Office of Greenways and Trails, creating the opportunity to connect Pensacola to Jacksonville. Establishing this segment will advance that vision and strengthen the Panhandle's role in Florida's trail network.

This project is significant both for improving local connectivity within Gadsden County and for its role in advancing regional and statewide trail networks via multi-use path. The US 90 West Multi-Use Trail will serve as a foundational link in a system that supports recreation, tourism, and multimodal transportation goals across the Capital Region and the broader Florida Panhandle. Local and regional trail connections are illustrated in **Figures 20** and **21** and will be considered in future phases of the project to ensure alignment with broader planning objectives.

Designated bike lane along SR 12 east of Quincy

Figure 20: Local Trail Connectivity

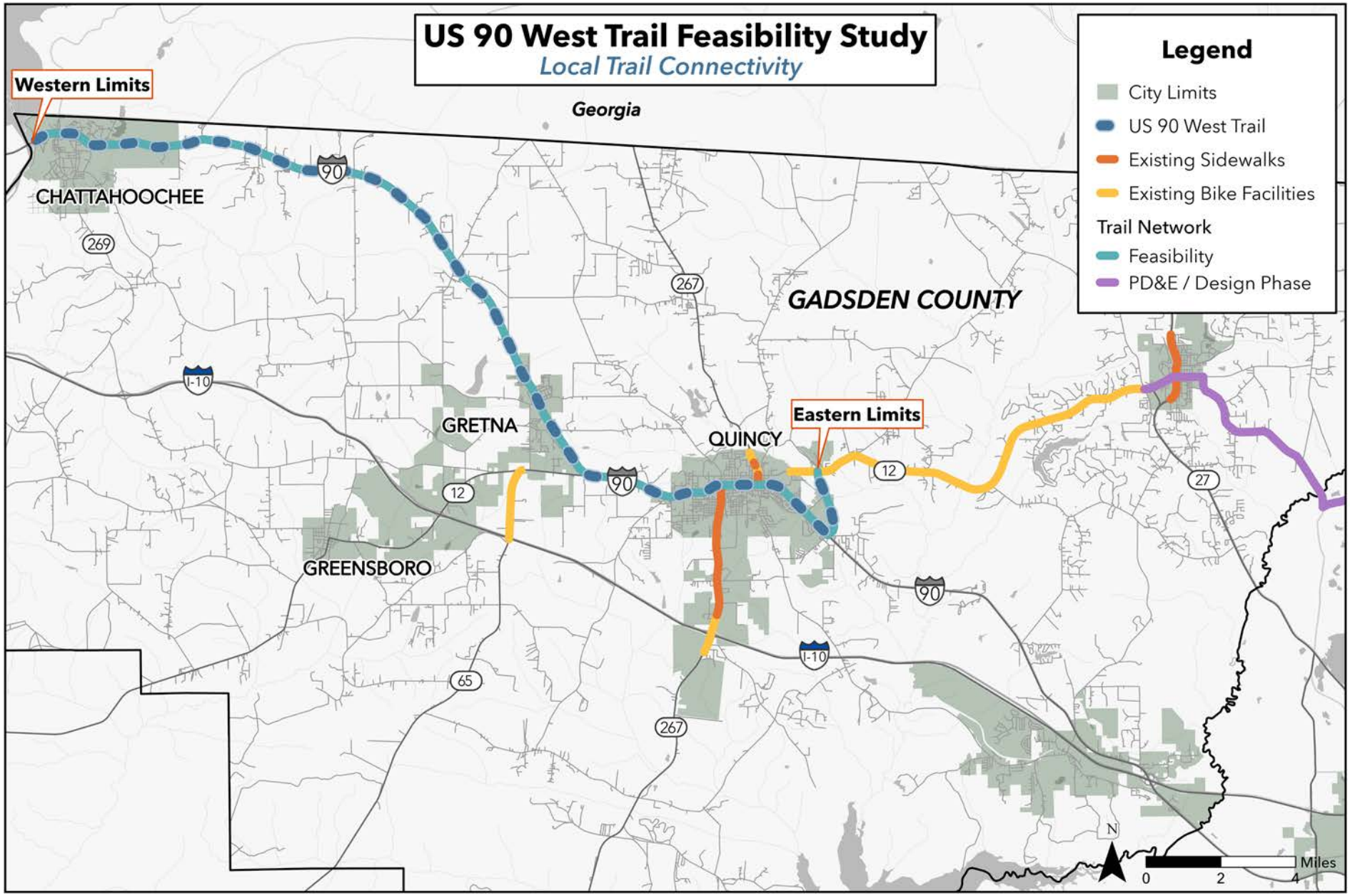
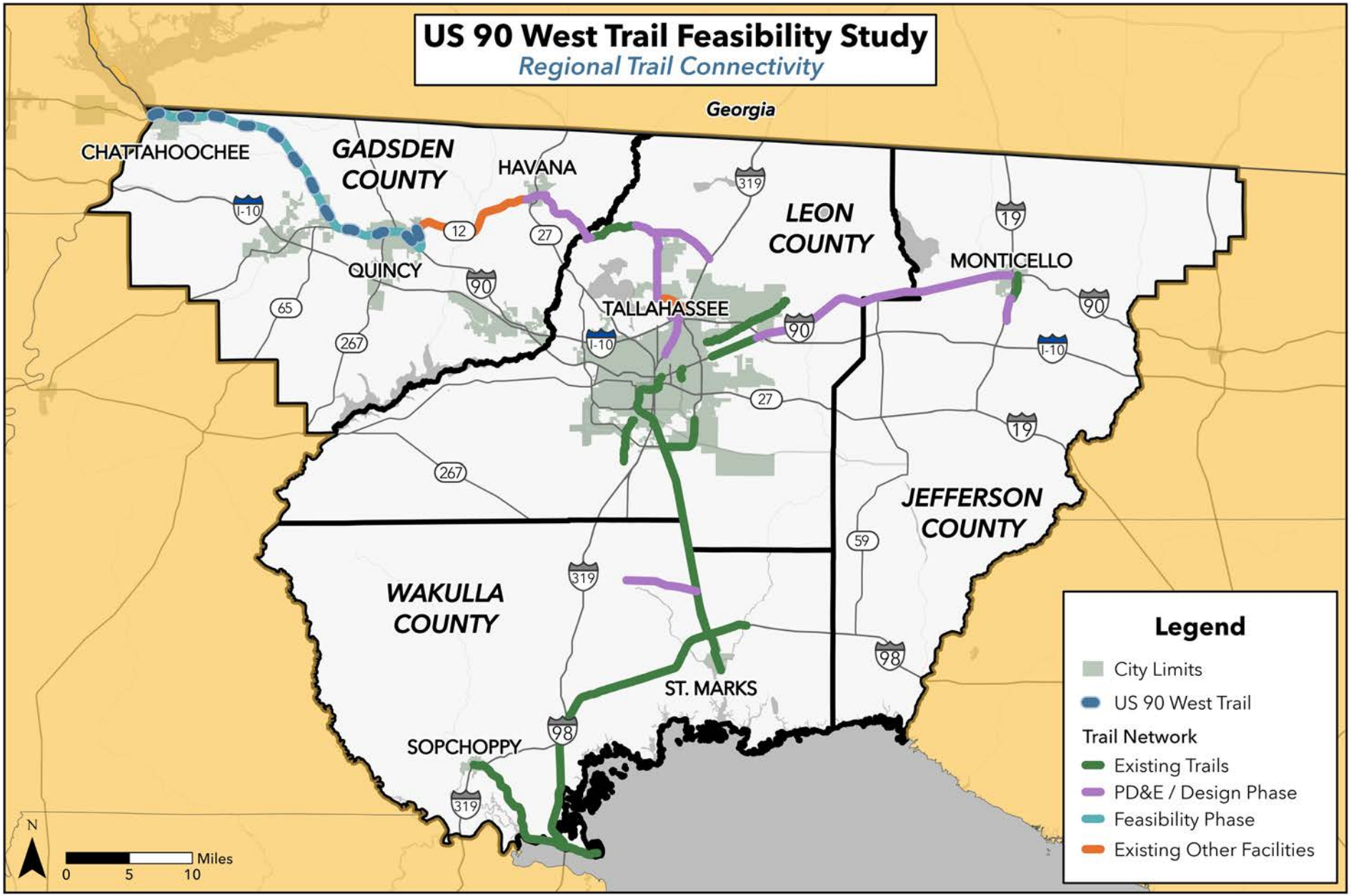


Figure 21: Regional Trail Connectivity



Initial Stakeholder Feedback

As part of the existing conditions phase of this feasibility study, preliminary engagement was conducted with key stakeholders to introduce the proposed project and gather initial feedback. This initial outreach aimed to inform stakeholders about the proposed trail and feasibility study and to identify early insights, priorities, and concerns related to the potential development of a trail along US 90. Additional stakeholder meetings will be held in early 2026 to provide a project update and promote upcoming public meetings. A summary of the initial stakeholder meetings is included in **Table 8** below.

Table 8: Stakeholder Meetings

Stakeholder	Meeting Date	Location	General Feedback
City of Quincy	August, 27, 2025	Quincy City Hall	• The north side is a more favorable option due to the proximity to established businesses.
Gadsden County	August, 27, 2025	Gadsden County Public Works Building	• The County Board is concerned about pedestrian safety along US 90 and is supportive of the US 90 West Multi-Use Trail.
City of Gretna	August, 27, 2025	Gretna City Hall	• The Commission is supportive of the US 90 West Multi-Use Trail and is concerned about pedestrian safety along US 90. • The existing sidewalks in Gretna are frequently used by residents. US 90 is the main walking corridor for the area.
City of Chattahoochee	August, 27, 2025	Chattahoochee City Hall	• The City is supportive of the US 90 West Multi-Use Trail. Right of way is narrow on the roadways within downtown, and there are no through roads north of US 90 in that area.

Locations of Note

The review of existing conditions identified several locations that warrant further evaluation and may require design modifications in subsequent project phases:

- **Downtown Chattahoochee and Quincy:** Right of way along US 90 within city limits of Chattahoochee and Quincy are extremely limited, which may restrict opportunities for constructing a separated, off-road multi-use trail.
- **Constrained Right of Way between Hazel Green Road and Mount Pleasant Road:** Located south of Hazel Green Road, this area has constrained right of way and steep slopes on both sides of the roadway, presenting potential design challenges.
- **Bridge North of Gretna City Limits:** This location has limited right of way and adjacent wetlands. Additionally, a raised railroad is situated approximately 75 feet from the roadway, which may complicate design alternatives.
- **US 90 and Greensboro Highway/SR 12 Intersection:** The northeast side of the intersection has restricted right of way, while the southwest side contains multiple intersecting travel lanes, a commercial driveway, and drainage swales within the right-of-way. Left turns onto Greensboro Highway are unsignalized, and entering eastbound US 90 traffic is controlled only by a yield sign. The combination of high speeds, multiple conflict points, and limited space creates significant safety challenges for incorporating a trail along US 90 in this area.

Locations of note are displayed in **Figure 22** on the following page. These constraints highlight the need for detailed engineering analysis and consideration of alternative design solutions during future project phases to address safety, environmental, and right of way limitations.

Right of way along the west side of bridge north of Gretna

US 90 and Greensboro Highway / SR 12 intersection

Figure 22: Locations of Note