

DESIGN GUIDELINES

TRAIL CLASSIFICATIONS

The CC2ST project team developed a trail classification system to set standards for the various trail segments and trailheads throughout the study area. This classification system is related to the length of the trail segment, what communities the segment connects to, and the resources or types of amenities that are located along the segment and at each trailhead. This classification system will also be used to guide decision making later when project alternatives are evaluated and prioritized for implementation.

Class 1 Trails

Class 1 Trails are typically greater than 10 miles in length and make a connection between two or more communities. These trails tend to serve as major trail segments upon which all other trails build off of to form a network. The Class 1 Trail segments that are a part of the CC2ST network include:

- St. Marks Trail – from Tallahassee to St. Marks River Park in St. Marks
- Trout Pond Trail North – from Tallahassee to Bloxham Cutoff Road
- Trout Pond Trail South – from Bloxham Cutoff Road to Sopchoppy
- U.S. 98 Trail – from CR 59 to Ochlockonee Bay Trail and TCC Wakulla Environmental Institute Connector from U.S. 319 to U.S. 98

Class 2 Trails

Class 2 Trails typically fall between five and 10 miles in length. Class 2 Trails connect a single community to a Class 1 trail or provide connections between a Class 1 Trails and the other segments in the network. These trails include:

- Bloxham Cutoff Trail – from Trout Pond Trail to St. Marks Trail
- Shadeville Highway Trail – from Downtown Crawfordville to St. Marks Trail
- Sopchoppy Trail – from Sopchoppy to U.S. 98

Class 3 Trails

Class 3 Trails are typically less than five miles in length and link either Class 1 or Class 2 Trails to specific destinations. These “spur trails” provide a connection to specific destinations that are not along the primary trail network. The CC2ST network includes the following Class 3 Trails:

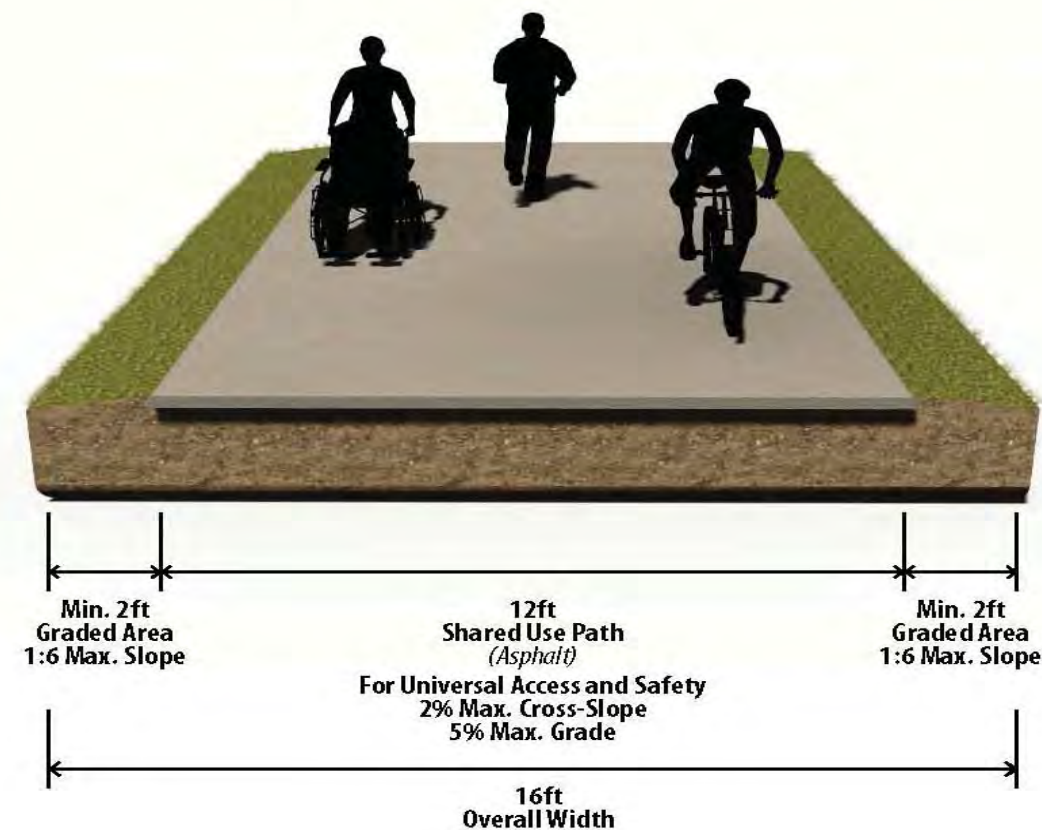
- Franklin County Connector – from Sopchoppy to Franklin County

- Martin Luther King Jr. Memorial Road Trail – from Downtown Crawfordville to Wakulla Gardens/Griners Addition
- Otter Lake Trail – from Panacea to Otter Lake Recreational Area
- Shell Point Trail – from U.S. 98 Trail to Shell Point Beach
- Spring Creek Trail – from Wakulla State Forest to U.S. 98 Trail
- TCC Wakulla Environmental Institute Connector – from U.S. 319 to U.S. 98
- Wakulla Beach Trail – from U.S. 98 Trail to Wakulla Beach
- Wakulla Springs Trail – from Trout Pond Trail to Wakulla Springs State Park

SHARED-USE PATH TYPICAL SECTIONS

All shared-used paths along the CC2ST network should be constructed in accordance with the following typical sections. This typical section allows for pedestrians, cyclists, and persons using mobility devices to utilize the trail. The shared-use path, shown in **Figure 38**, would have an overall impact area of 16 feet, consisting of a 12-foot-wide asphalt path with two foot graded and sodded areas on either side. Additionally, the shared-use path would be constructed of asphalt, and exhibit a two percent maximum cross-slope and five percent maximum grade for universal access and safety considerations. This typical section is consistent with the Florida Department of Transportation’s Plans and Preparations Manual and with federal guidelines for trail design and the Americans with Disabilities Act (ADA).

FIGURE 38: SHARED-USE PATH



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Shared-Use Paths with Equestrian Tread

Some trails may be located in areas where equestrian users ride or wish to ride. In these instances a shared-use path with an additional equestrian tread may be provided. The shared-use path would have the same design standards as above, while the equestrian tread would vary between three and six feet wide. The equestrian tread would be constructed of either crushed shell, rock fines, or a natural surface to protect the horses. Depending on the situation, the equestrian tread may be adjacent to the shared-use path (Figure 39) or a vegetation buffer/barrier may be present between the two paths (Figure 40). Additionally, a minimum three-foot horizontal clearance would typically exist on either side of the equestrian trail.

FIGURE 39: SHARED-USE PATH WITH EQUESTRIAN TREAD (ALTERNATIVE A)

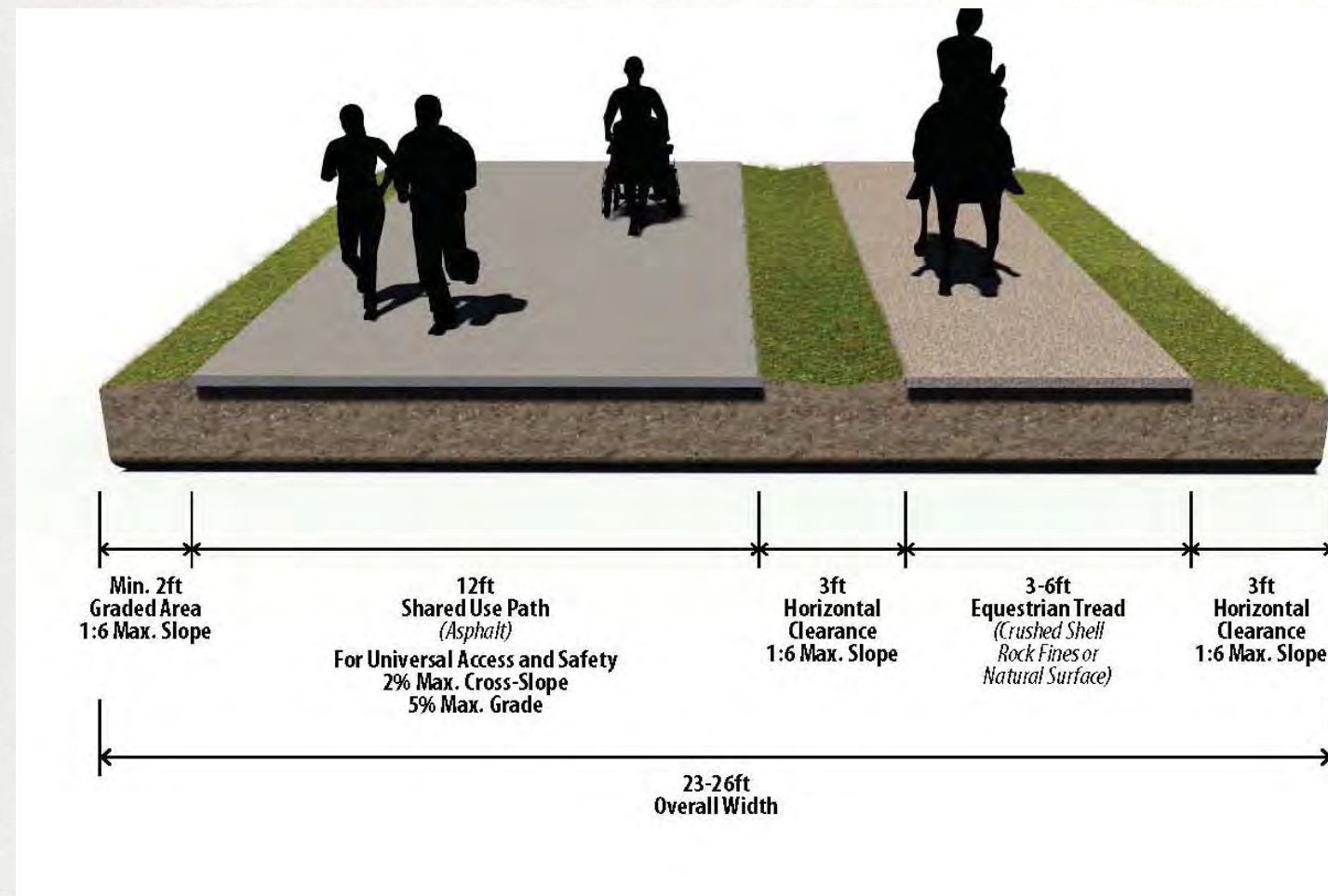


FIGURE 40: SHARED-USE PATH WITH EQUESTRIAN TREAD (ALTERNATIVE B)



TRAILHEAD CLASSIFICATION

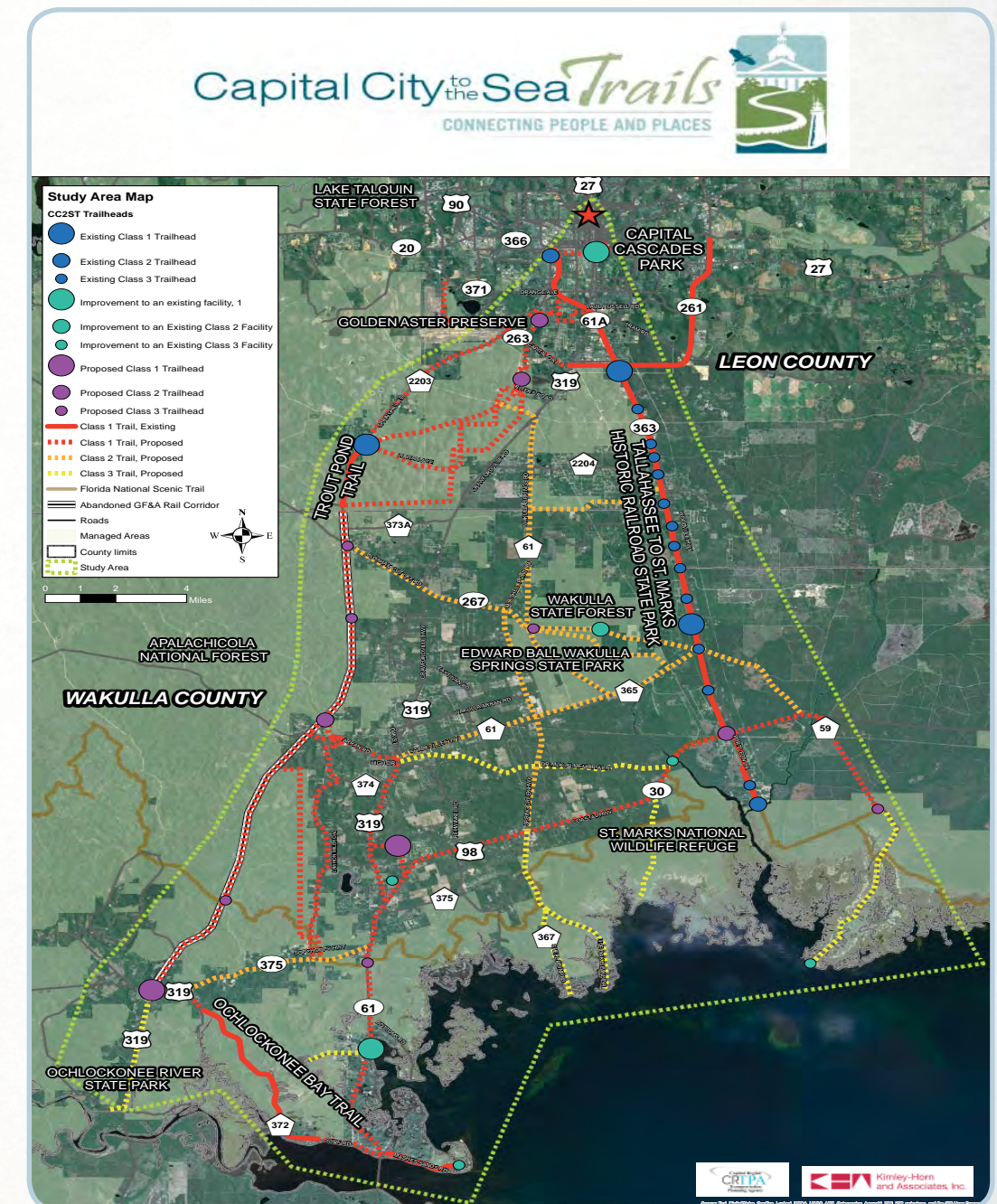
A trailhead classification system (Figure 41) was also developed to establish standards for the various trailhead locations and types throughout the CC2ST network. The trailhead classification system is based on the type of amenities located at trailheads and along the trail segment. Trailhead classifications are not related to the trail classifications. While a Class 1 Trail may typically have a Class 1 Trailhead, a Class 3 Trail may have also have a Class 1 Trailhead. For example, the Otter Lake Trail may have a Class 1 Trailhead, even though it is a Class 3 Trail due to existing amenities that will be improved and expanded upon in the future (Figure 42).

FIGURE 41: TRAILHEAD CLASSIFICATION MATRIX

Trailhead Classes		Class 1	Class 2	Class 3
Characteristics	Role	Major access points for trails	Minor access points for trails	Rest area/weather refuge
	Amenities Considered	Parking for all user types including designated parking for persons with disabilities and equestrian vehicles, loading and unloading areas, restrooms, water, shelter areas, signage, trashcans, motorized wheelchair recharge stations	Minor parking areas, designated parking for persons with disabilities, restrooms, trashcans, water, minimal signage, motorized wheelchair recharge stations	Stand-alone rest area/shelter, trashcan, water, bench
	Approximate Distance	Located approximately every 10 miles along a trail system or at logical termini	Located approximately every 5 to 10 miles along a trail system	Located approximately every 1 to 3 miles along a trail system

*All facilities will be developed according to current applicable standards with the goal of providing universal accessibility

FIGURE 42: MAP OF POTENTIAL TRAILHEAD LOCATIONS



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Class 1 Trailhead

Class 1 Trailheads serve as major access points for trails, and are typically located every 10 miles along a trail segment or at any logical termini. Class 1 Trailheads will be located primarily at Class 1 Trails and popular Class 2 or Class 3 Trails. Amenities located at a Class 1 Trailhead will typically include:

- Parking
 - ◇ Minimum 25 Vehicle Parking Spaces*
 - ◇ Minimum Standard of 1:25 Handicap Accessible Parking (additional handicap accessible parking should be considered and provided where appropriate)
 - ◇ Includes unpaved parking for equestrian vehicles
 - ◇ Includes loading and unloading areas
- Restrooms
- Drinking Water Facilities
- Shelter Areas
- Trash and Recycling Receptacles
- Motorized Wheelchair Recharging Stations
- Signage & Kiosks

Figures 43A - 43M show examples of Class 1 Trailheads and their potential amenities.

* The St. Marks Trailhead has 87 parking spaces and five handicap spaces (one of which is a van accessible parking space). However, this is the most established and heavily used trailhead along the St. Marks Trail due to its close proximity to Tallahassee.

FIGURE 43A: CLASS 1 TRAILHEAD RENDERING



FIGURE 43B: CLASS 1 TRAILHEAD RENDERING



FIGURE 43C: CLASS 1 TRAILHEAD RENDERING

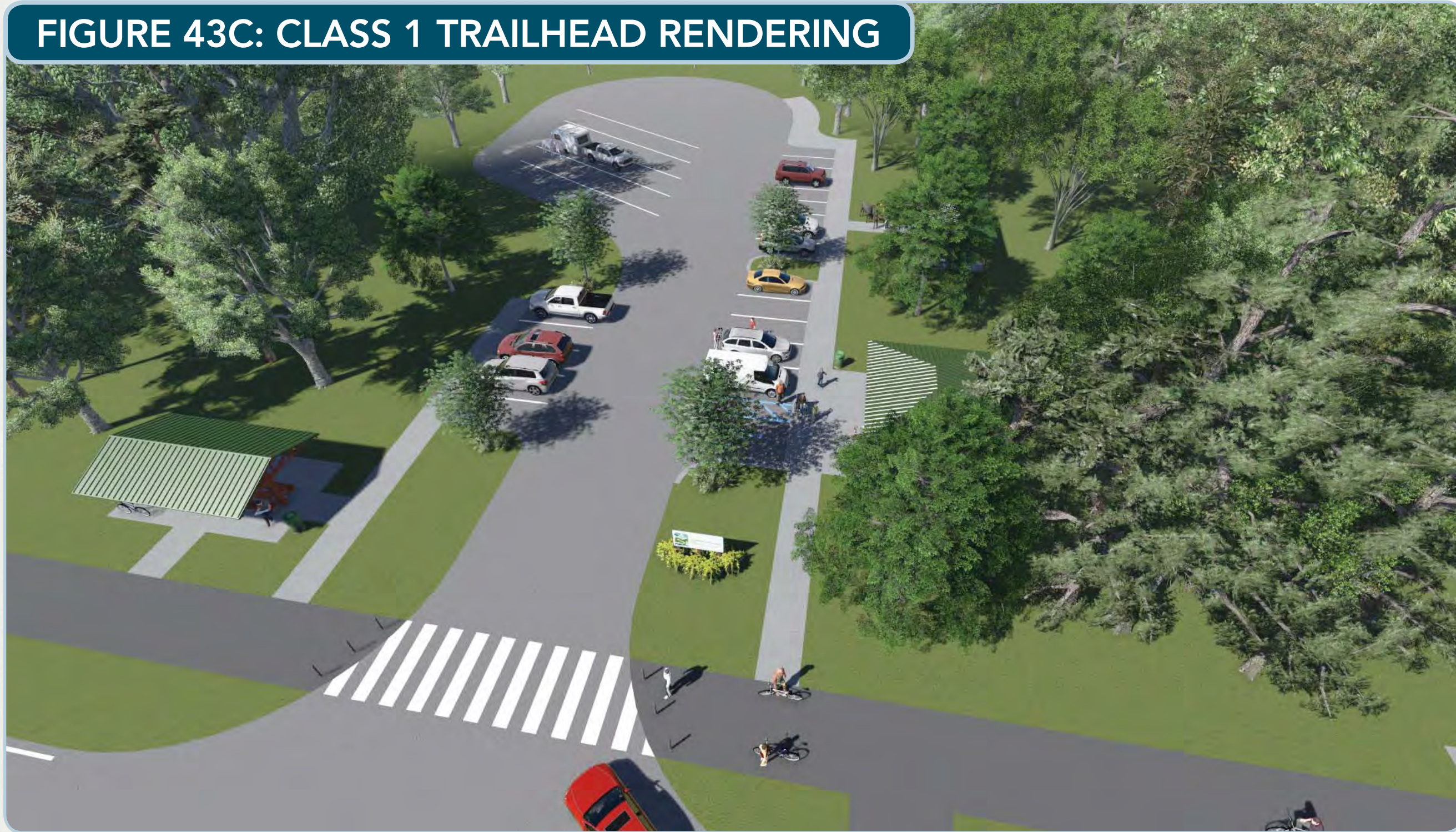


FIGURE 43D: CLASS 1 TRAILHEAD RENDERING



FIGURE 43E: CLASS 1 TRAILHEAD RENDERING

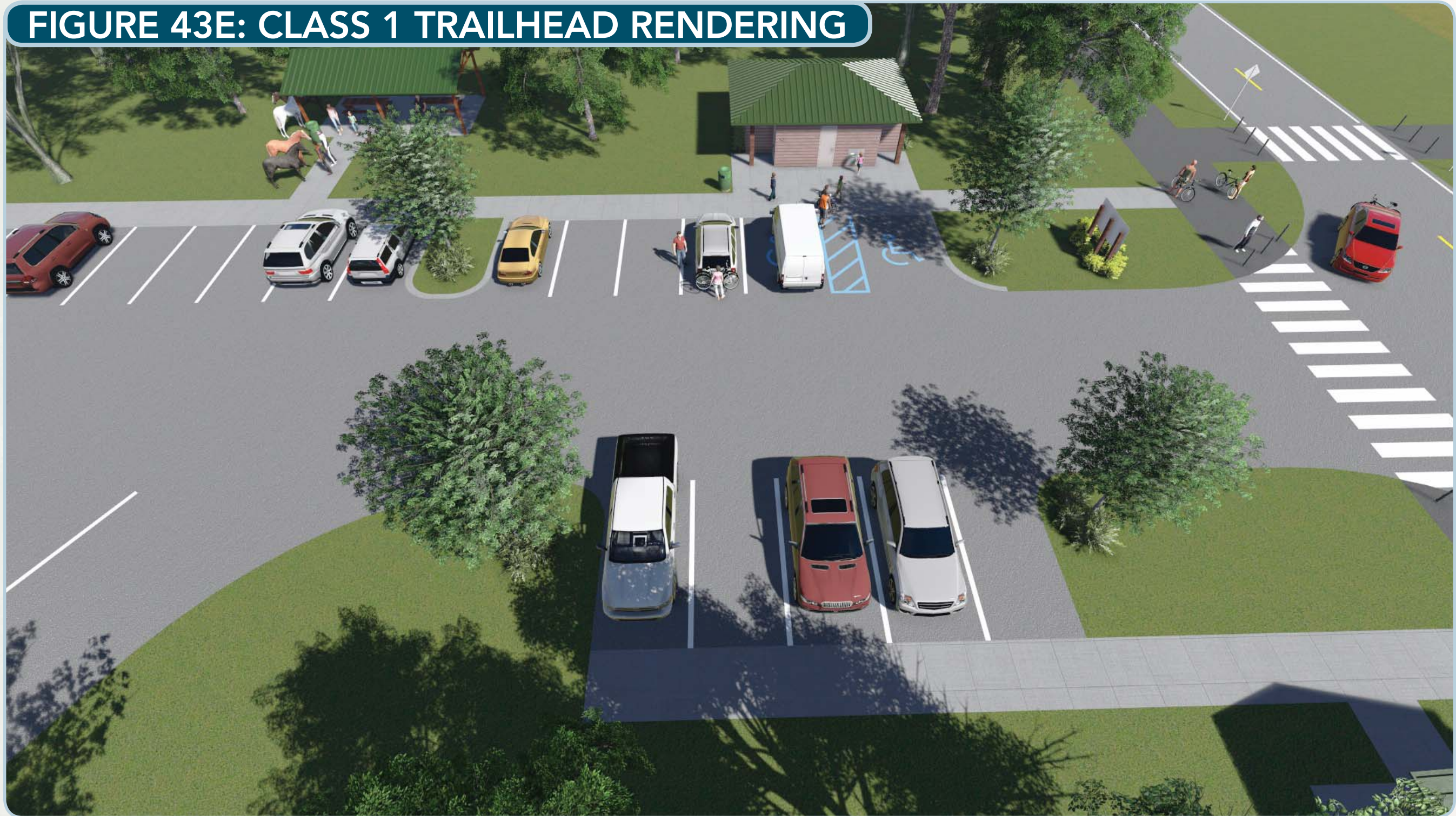


FIGURE 43F: CLASS 1 TRAILHEAD RENDERING



FIGURE 43G: CLASS 1 TRAILHEAD RENDERING



FIGURE 43H: CLASS 1 TRAILHEAD RENDERING



FIGURE 43: CLASS 1 TRAILHEAD RENDERING



FIGURE 43J: CLASS 1 TRAILHEAD RENDERING



FIGURE 43K: CLASS 1 TRAILHEAD RENDERING



FIGURE 43L: CLASS 1 TRAILHEAD RENDERING



FIGURE 43M: CLASS 1 TRAILHEAD RENDERING



Class 2 Trailhead

Class 2 Trailheads serve as minor access points for a trail and are typically located every five to 10 miles along a trail system. Class 2 Trailheads will primarily be located at trails that have less visitor demands, such as some Class 2 or Class 3 Trails. Class 2 Trailheads will typically provide amenities such as:

- Parking
 - ◊ Minimum 10 Vehicle Parking Spaces*
 - ◊ Minimum Standard of 1:25 Handicap Accessible Parking (additional handicap accessible parking should be considered and provided where appropriate)
- Restrooms
- Drinking Water Facilities
- Trash and Recycling Receptacles
- Motorized Wheelchair Recharging Stations
- Signage

Figures 44A - 44D show examples of Class 2 Trailheads and their potential amenities.

* The St. Marks Trailhead has 87 parking spaces and five handicap spaces (one of which is a van accessible parking space). However, this is the most established and heavily used trailhead along the St. Marks Trail due to its close proximity to Tallahassee.

FIGURE 44A: CLASS 2 TRAILHEAD RENDERING

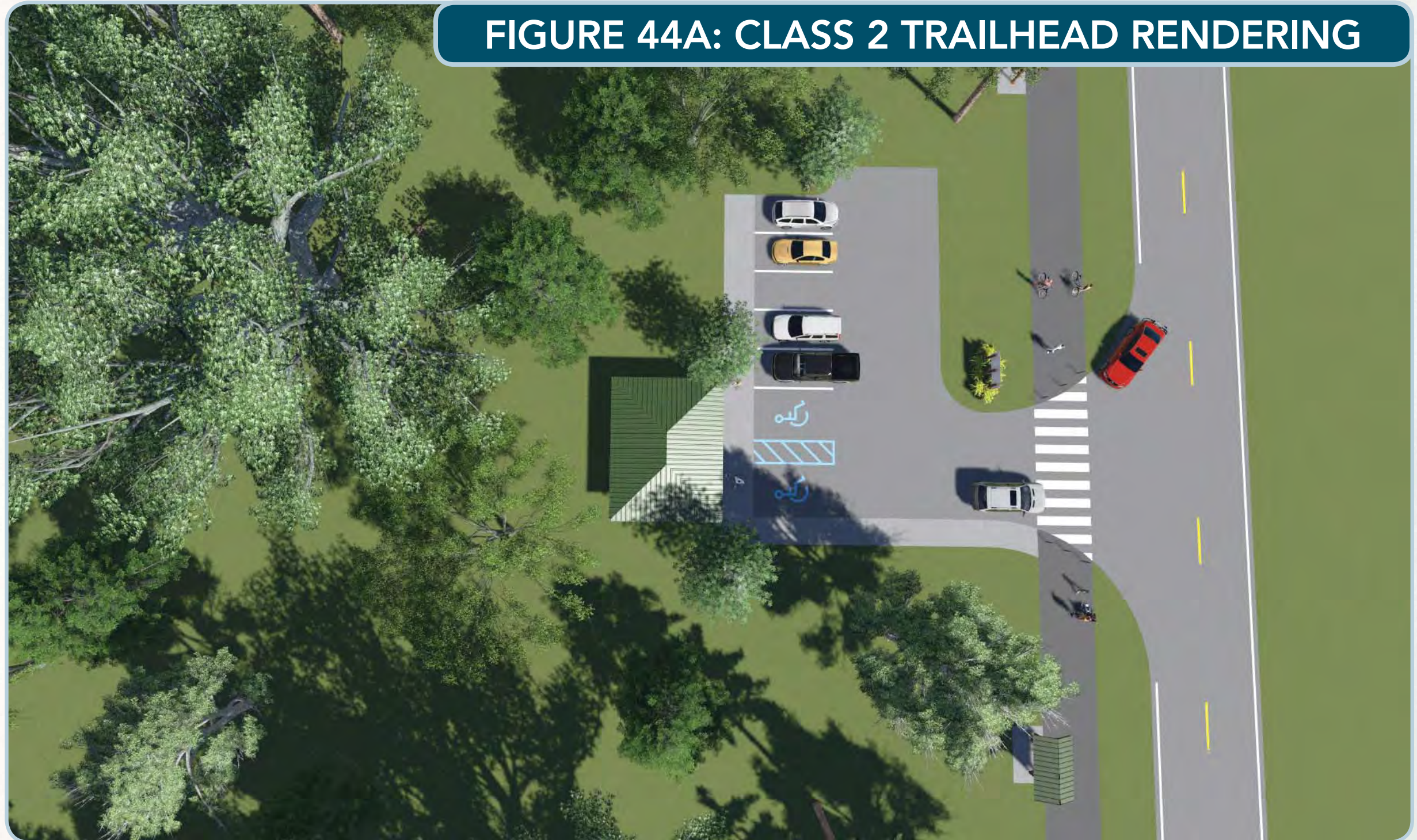


FIGURE 44B: CLASS 2 TRAILHEAD RENDERING

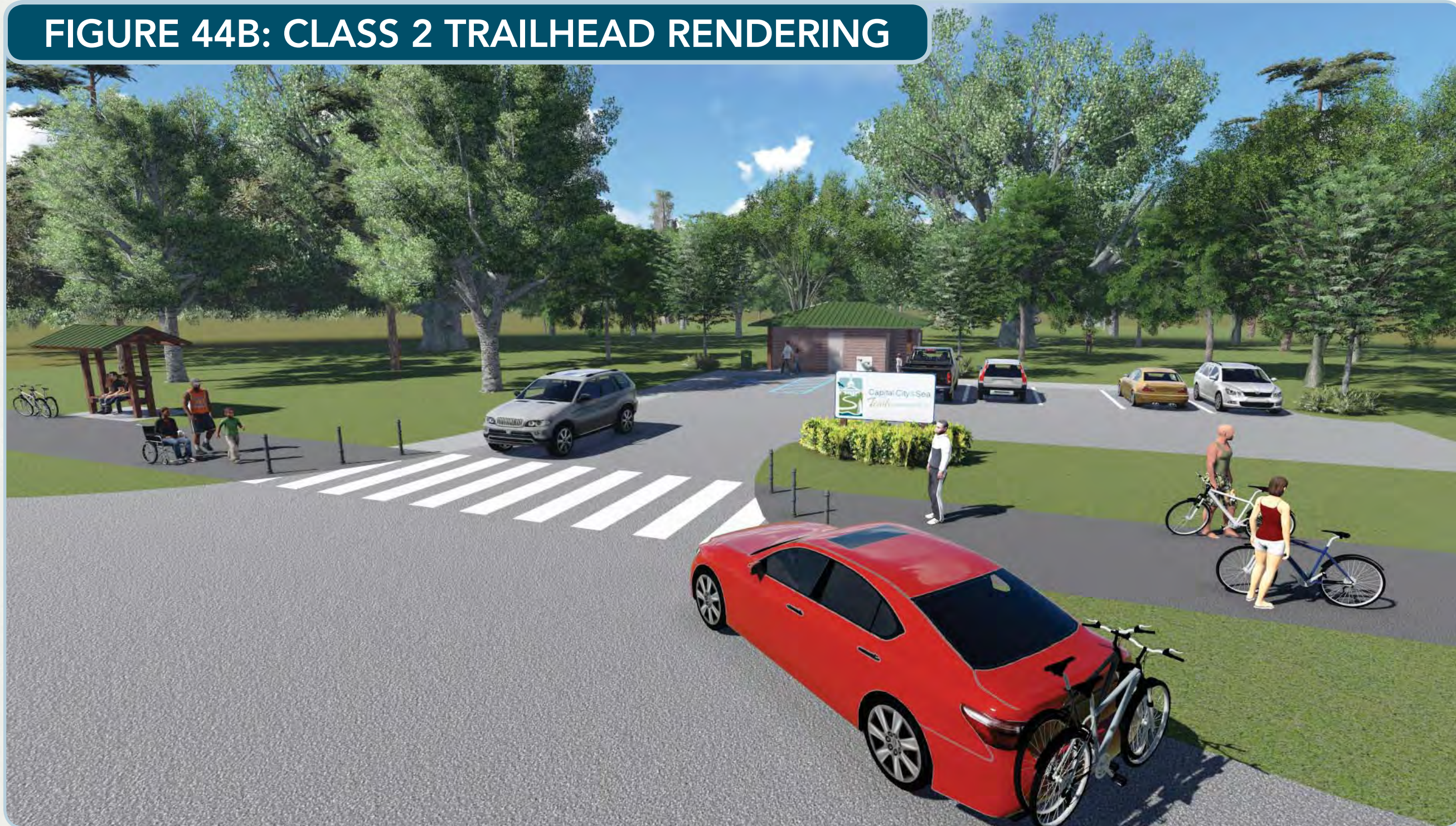


FIGURE 44C: CLASS 2 TRAILHEAD RENDERING



FIGURE 44D: CLASS 2 TRAILHEAD RENDERING



Class 3 Trailhead

Class 3 Trailheads are simple access points for a trail, typically located at trails with the least amount of visitor popularity. These trailheads are located approximately one to three miles along a trail system and may include amenities such as:

- Limited Parking
 - ◊ Maximum Five Regular Vehicle Spaces
 - ◊ Unpaved Lot
- Drinking Water Facilities
- Trash and Recycling Receptacles
- Bench
- Shelter Areas

Figures 45A - 45E show examples of Class 3 Trailheads and their potential amenities.

FIGURE 45A: CLASS 3 TRAILHEAD RENDERING



FIGURE 45B: CLASS 3 TRAILHEAD RENDERING



FIGURE 45C: CLASS 3 TRAILHEAD RENDERING



FIGURE 45D: CLASS 3 TRAILHEAD RENDERING



FIGURE 45E: CLASS 3 TRAILHEAD RENDERING



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Additional Amenities along the Trail

Additional amenities will be located along all trails at logical distances and locations. Typical amenities include:

- Shelter Areas
- Benches
- Trash and Recycling Receptacles



DESIGNING AS EVACUATION ROUTES

One possibility for designing the CC2ST network is to consider the trails as a potential evacuation route. This option would enable residents from Leon and Wakulla County to use the trail network as a way to evacuate the area during emergencies or when hurricanes, flooding, or severe storms occur. In order to establish an evacuation route on the CC2ST trail network, certain design measures must be set. The trails designated for the evacuate route must be wide enough for vehicles to access and utilize. Additionally, the trail must be made of certain road materials and provide the necessary structural support. Black Creek Trail in Miami-Dade, Florida is an example of a trail that also serves as an evacuation route, when necessary, and can provide further guidance on how to utilize the CC2ST network as an evacuation route if seen fit. The Black Creek Trail was designed with 1.5 inches of superpave asphalt-9.5, six inches of limerock, and 12 inches of compacted subgrade. An engineering rendering of this design is shown in *Figure 46*.

STORMWATER

As trails and trailheads are designed, they will need to follow current design standards and local permits will be needed. These steps are described in greater detail in the Implementation Strategies section.

FIGURE 46: POTENTIAL PAVEMENT SECTION

