

## IMPLEMENTATION STRATEGIES

### PRIORITIZATION

The CC2ST network should generally be implemented in order of their ranking based on public input, the evaluation criteria, and available funding (see *Figure 49: CC2ST Segment Rankings*). Certain funds can only be allocated to particular segments of the network, depending on the set criteria for the funding. If funds become available, the segments that qualify should be constructed before higher ranked projects. Based on public input and the evaluation criteria, the general prioritization of the segments is:

1. U.S. 98 Trail
2. Trout Pond Trail North
3. Bloxham Cutoff Trail
4. Trout Pond Trail South
5. Wakulla Springs Trail
6. Shadeville Highway Trail
7. Sopchoppy Trail
8. Martin Luther King Jr. Memorial Road Trail
9. Franklin County Connector
10. Spring Creek Trail
11. Otter Lake Trail
12. Shell Point Trail
13. Wakulla Beach Trail

### PERFORMANCE MEASURES

The following schedule is the estimated goal for implementing the CC2ST Master Plan. This schedule (*Figure 63*), has the potential to change due to available funding and constraints that may occur along the segments.

- Within the first five years after the adoption of the Master Plan, Project 1 should be under construction; The PD&E should be completed for Project 2.
- Within the first 10 years after the adoption of the Master Plan, Project 1 should be complete and Project 2 should be under construction; Project 3 and Project 4 should have completed PD&E's.
- Within 15 years after adoption of the Master Plan, Project 2 should be completed, Project 3 should be under construction and Project 4 should be under construction; The PD&E's for Project 5 and Project 6 should be completed.
- Within 20 years after adoption of the Master Plan, Project 3 and Project 4 should be completed; Project 5 and Project 6 should be in construction; The PD&E's for project 7 and Project 8 should be complete.
- Within 25 years after the adoption of the Master Plan, Project 5 and Project 6 should be completed, Project 7 and Project 8 should be under construction; Project 9 and Project 10 should have completed the PD&E phase.
- Within 30 years of the Master Plan adoption, Project 7 and Project 8 should be completed; Project 9 and Project 10 should be under construction; the PD&E's for Project 11, and Project 12 should be completed.
- Within 35 years of the Master Plan adoption, Project 9 and Project 10 should be completed; Project 11 and Project 12 should be under construction; The PD&E for Project 13 should be completed.
- Within 40 years after the adoption of the Master Plan, Project 11 and Project 12 should be complete; Project 13 should be under construction.
- Within 45 years, Project 13 should be completed.

FIGURE 63: CC2ST IMPLEMENTATION SCHEDULE AND PERFORMANCE MEASURES

Year after Master Plan adoption	PD&E complete for the following projects	Following projects are Under Construction	Construction Completed for the following projects
2019 - 5 years after adoption	1, 2	1	--
2024 - 10 years after adoption	3,4	2	1
2029 - 15 years after adoption	5,6	3,4	2
2034 - 20 years after adoption	7,8	5,6	3,4
2039 - 25 years after adoption	9,10	7,8	5,6
2044 - 30 years after adoption	11, 12	9,10	7,8
2049 - 35 years after adoption	13	11,12	9,10
2054 - 40 years after adoption	--	13	11,12
2059 - 45 years after adoption			13

# IMPLEMENTATION STRATEGIES

## OPINIONS OF PROBABLE COST

To plan and program funds for implementation of the Master Plan, the following opinions of probable cost (OPC) are provided for each segment (Figure 64). The consultant has no control over the cost of labor, materials, equipment, or over the contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

FIGURE 64: OPINIONS OF PROBABLE COST

OPINIONS OF PROBABLE COST		
Segment	Approximate Length (miles)	Cost Estimate
U.S. 98 Trail - from C.R. 59 (SMNWR entrance) to Ochlockonee Bay Trail (Surf Road) with TCC WEI Connector Trail	27	\$9.9 million
Segment 1: Woodville Highway to Boykin Road with TCC WEI connector	17	\$6.2 million
Segment 2: Boykin Road to Ochlockonee Bay Trail (Surf Road)	7.5	\$2.7 million
Segment 3: Woodville Highway to C.R. 59	2.5	\$900,000
Trout Pond Trail North – from Tallahassee to Bloxham Cutoff Rd. (S.R. 267)	13.5	\$4.9 million
Segment 1: Bloxham Cutoff Rd. (S.R. 267) to South end of Trout Pond Trail	1.5	\$550,000
Segment 2: North end of Trout Pond Trail to Munson Slough	8.5	\$3.1 million
Segment 3: Munson Slough to Tallahassee	4	\$1.5 million
Bloxham Cutoff Trail (S.R. 267)	14	\$5.1 million
Trout Pond Trail South – from Bloxham Cutoff Road (S.R. 267) to Sopchoppy	15-18	\$5.5 - \$6.6 million
Wakulla Springs Trail	12	\$4.4 million
Shadeville Highway Trail	9	\$3.3 million
Sopchoppy Trail	5	\$1.8 million
Martin Luther King Jr. Memorial Road Trail	9	\$3.3 million
Franklin County Connector	8	\$2.9 million
Spring Creek Trail	4	\$1.5 million
Otter Lake Trail	2	\$700,000
Shell Point Trail	6-7	\$2.2 - 2.6 million
Wakulla Beach Trail	4	\$1.5 million

## ENVIRONMENTAL CONSIDERATIONS

### NATIONAL ENVIRONMENTAL POLICY ACT PROCESS

The National Environmental Policy Act (NEPA) is the environmental documentation conducted for a project to make considerations for environmental, historical, and cultural resources in the potentially impacted area. In Florida, the NEPA documentation process is referred to as a Project Development and Environment (PD&E).

The top three ranked projects for CC2ST are: U.S. 98 from C.R. 59 to Ochlockonee Bay Trail with TCC WEI Connector; Trout Pond Trail North from Tallahassee to Bloxham Cutoff Road; and Bloxham Cutoff Trail (S.R. 267). These three projects will generally be the first to have the National Environmental Policy Act (NEPA) requirements addressed which is accomplished through the Project Development and Environment (PD&E) process in Florida. This process involves an in-depth analysis of environmental, cultural, and historical impacts that may occur to the area with implementation of the project. The PD&E could also determine what type of trail alternative is feasible in the area, depending on available right-of-way, environmental constraints, existing historical or cultural resources, and estimated cost.

As identified in the corridor maps in the recommendations section, a preliminary assessment of social, historical, and environmental features was considered for the purpose of preparing for the PD&E. An analysis of potential environmental effects was completed for the top three ranked corridors. *Figure 65* shows a summary of the potential environmental impacts of those three segments:

FIGURE 65: POTENTIAL ENVIRONMENTAL IMPACTS FROM TOP THREE RANKED SEGMENTS

Environmental Feature	SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS		
	TRAILS		
	U.S. 98 from CR 59 to Ochlockonee Bay Trail	Tallahassee to Trout Pond Trail	Bloxham Cutoff Trail
Land Use	Minimal	Minimal	Minimal
Community Resources	Minimal	Minimal	Minimal
Relocation Potential	None	None	None
Farmlands	None	Minimal	None
Aesthetics	Minimal	Minimal	Minimal
Economic	Enhanced	Enhanced	Enhanced
Mobility	Enhanced	Enhanced	Enhanced
Historic	Moderate	Moderate	Moderate
Recreational	Enhanced	Enhanced	Enhanced
Section 4(f)	Enhanced	Enhanced	Enhanced
Wetlands	Moderate	Moderate	Moderate
Water Quality	Minimal	Minimal	Minimal
Floodplains	Moderate	Moderate	Moderate
Wildlife and Habitat	Minimal	Moderate	Minimal
Coastal and Marine	Moderate	None	Minimal
Special Designations	Moderate	Minimal	Minimal
Scenic Highways	Minimal	Minimal	Minimal
Noise	None	None	None
Air Quality	None	None	None
Contamination	Moderate	Moderate	Minimal
Infrastructure	None	None	None
Navigation	Minimal	Minimal	Minimal

# IMPLEMENTATION STRATEGIES

## PERMITTING

The construction of trail facilities and trailheads will require permits from a variety of local and state agencies. Permit types vary by location, and may include building, stormwater, environmental, right-of-way use, and utility construction permits. Different types of permits are administered by different entities, and there can be considerable variations in the application process for each entity. Some permits may be acquired on-line by answering a few simple questions about the project, while others require the submission of construction documents for review and approval by the permitting agency. For large, complex projects that cross jurisdictional boundaries, the permitting process can be lengthy, and may take longer than the time required for construction. Fees for permits can also add to the overall project cost.

Some permits may require that adequate provisions for the operation and maintenance of shared-use path facilities are in place prior to construction. This may involve a combination of local, state, or federal governments, local community organizations, private businesses, volunteers, and private citizens.

Permit requirements for the City of Tallahassee, Leon County and Wakulla County are listed below. Required permits should be identified during initial planning and design phases.

### City of Tallahassee

Trails, trailheads or other significant amenities located within the City of Tallahassee may require:

- Land Use Compliance Certificate - ensures that the intended land use conforms to local zoning regulations
- Site Plan Review - ensures that the amenities are designed in compliance with local building regulations
- Traffic Concurrency - ensures that local roads can accommodate the additional traffic generated by those who are using the trailhead
- Natural Features Inventory - determines if threatened or endangered plants or animals, or their critical habitats are located within the project area.
- Environmental Impact Analysis - required in order to demonstrate how impacts to the natural features would be minimized and mitigated
- Environmental Management Permit - allows site construction to begin

- Stormwater Operation Permit – required if stormwater management facilities are constructed as part of the trailhead or other amenities
- Tree Removal Permit – required for the removal of protected trees.

### Leon County

Elements of CC2ST located within Leon County would be subject to the development and permitting requirements of the County, including the following permits:

- Building Permit – a building permit is required to construct any building or structure, such as picnic shelters or restrooms
- Environmental Permit – is required for tree removal and stormwater management facility construction
- Site Plan Review – is required to ensure that amenities are designed in compliance with local building regulations
- Septic System – the Leon County Health Department, Division of Environmental Health issues permits for the construction of septic systems and performs inspections on them to ensure they are built and maintained properly

### Wakulla County

Elements of CC2ST located within Wakulla County would be subject to the development and permitting requirements of the County. The Departments listed below are responsible for:

- Wakulla County Health Department issues permits for wells and septic systems
- Wakulla County Planning and Zoning Department issues development and driveway permits.

## STATE AGENCIES

In addition to permits required by the City of Tallahassee, Leon County, and Wakulla County, several State Agencies may also require permits to be obtained. These include:

### Florida Department of Transportation

If CC2ST, trailheads, or other amenities are located within or adjacent to an FDOT right-of-way, they may require:

- General Use Permit – allows for the temporary use of FDOT right-of-way, such as during the construction of the trailhead or other amenities

- Construction Agreement – is used for all work that is permanently installed within the FDOT right-of-way
- Utility Permit – is required for the construction or adjustment of utilities within the FDOT right-of-way
- Driveway Connection Permit – is required if the trailhead has a driveway connection to an FDOT road
- Drainage Connection Permit – is required for any property abutting the FDOT right-of-way or easement that is undergoing development (such as the construction of trailhead amenities) or changes in grade.

## Florida Department of Environmental Protection/Northwest Florida Water Management District

The Florida Department Environmental Protection (FDEP) and Water Management Districts are responsible for permits related to water resources, including wetlands and surface waters as well as drinking water. Construction of CC2ST, trailheads, and other amenities may require:

- Environmental Resource Permit – required for stormwater management facilities
- Well Construction Permit – required for all newly constructed wells
- General Permit – small projects of less than 10 acres with less than two acres of impervious area, with no wetland impacts may qualify for a General Permit
- Dredge and Fill permit – if construction activity for the CC2ST or a trailhead or other amenity occurs in a wetland, then a Dredge and Fill Permit will be required. Depending on the level of impact, the permitting may be administered by the Army Corps of Engineers

## Florida Fish and Wildlife Conservation Commission

The Florida Fish and Wildlife Conservation Commission issues permits related to impacts to protected land-dwelling wildlife in Florida. In particular, gopher tortoises may be encountered either along the trail or at a trailhead location. In addition, raptors will sometimes nest in man-made structures. In these cases, the following permits could be required:

- Migratory Bird Nest Take – allows the relocation of non-listed nongame migratory bird species
- Gopher Tortoise Relocation – allows the relocation of gopher tortoises

## Florida Department of State, Division of Historic Resources

If CC2ST is located in the vicinity of a site where artifacts are known to exist, a Cultural Resources Assessment may be required in order to determine if additional archaeological preservation activities are warranted.

## SEGMENTATION

### U.S. 98

To better analyze the existing conditions and future impacts, the U.S. 98 corridor will be broken down into the following three segments for the PD&E process:

- Segment 1: Woodville Highway to Boykin Road
- Segment 2: Boykin Road to Ochlockonee Bay Trail (Surf Road)
- Segment 3: Woodville Highway to C.R. 59

The determination for these segments was from an initial Preliminary Environmental Discussion (PED) (full document is available in **Appendix K**). Each of the segments has the independent utility to stand alone as a separate project.

### Trout Pond Trail North

The project team has been coordinating with the Apalachicola National Forest to initiate the NEPA process for the segment of this trail that falls within the forest boundary. There will be continued coordination with ANF as well as the City of Tallahassee for this segment of CC2ST. To better analyze the existing conditions and future impacts, the Trout Pond Trail North will be broken down into the following three segments for the PD&E process:

- Segment 1: Bloxham Cutoff Road to south end of Trout Pond Trail
- Segment 2: North end of Trout Pond Trail to Munson Slough
- Segment 3: Munson Slough to Capital Circle Southwest
- Future Segments: Capital Circle Southwest to St. Marks Trail