

US 90 WEST

TRAIL FEASIBILITY STUDY



Feasibility Report

August 2026



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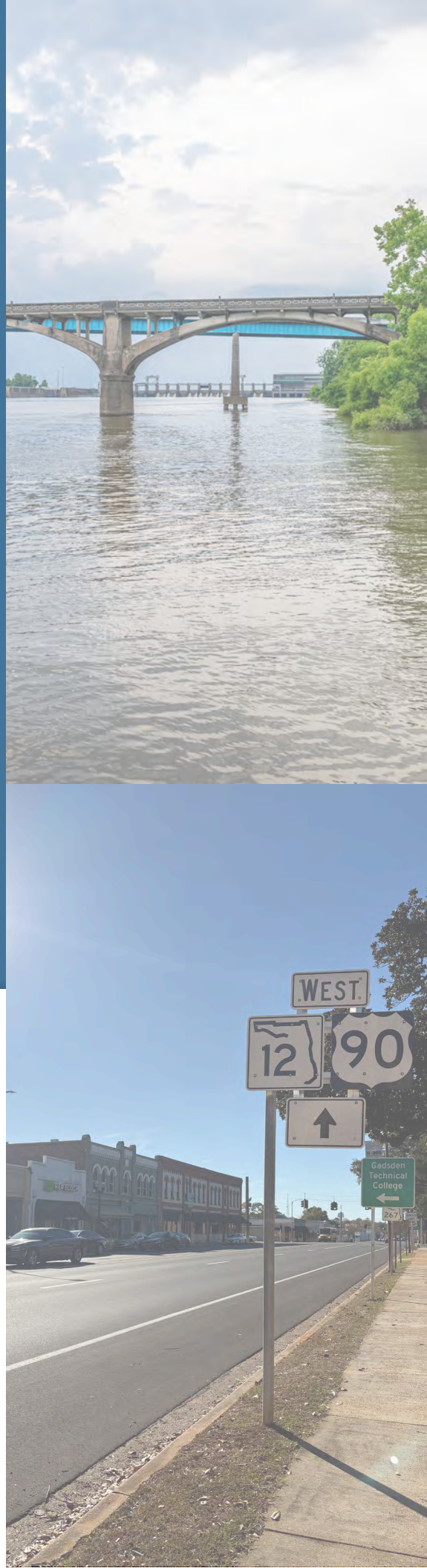




TABLE OF CONTENTS

Introduction	1
Alternatives	3
Localized Alternatives Evaluation Summary.....	6
Localized Alternatives: Chattahoochee and Quincy	6
Chattahoochee Alternatives	7
Quincy Alternatives	10
Right of Way and Constraint Summary.....	14
Data Sources and Mapping Methods	14
Right of Way and Constraints Review	14
Cost and Implementation Considerations	22
Planning-Level Cost Considerations	22
Major Cost Drivers	23
Design Recommendations	24
Next Steps	26



LIST OF **FIGURES**

Figure 1: US 90 West Multi-Use Trail Feasibility Study Project Limits Map.....	2
Figure 2: Roadway Alignments.....	3
Figure 3: Proposed Multi-Use Trail Alignments Map.....	5
Figure 4: Chattahoochee Alternatives Map	9
Figure 5: Quincy Alternatives Map.....	13
Figure 6: Constrained Areas Map	15
Figure 7: Hazel Green Road to Mount Pleasant Road - Existing Conditions.....	17
Figure 8: Hazel Green Road to Mount Pleasant Road - Conceptual Rendering.....	17
Figure 9: Bridge North of Gretna - Existing Conditions.....	18
Figure 10: Bridge North of Gretna - Conceptual Rendering	18
Figure 11: US 90 and Greensboro Highway/SR 12 Intersection Conceptual Alignment Map	19
Figure 12: US 90 and Greensboro Highway/SR 12 Intersection - Existing Conditions	20
Figure 13: US 90 and Greensboro Highway/SR 12 Intersection - Conceptual Rendering.....	20
Figure 14: Project Development Process.....	26

LIST OF **TABLES**

Table 1: Proposed Multi-Use Trail Along the US 90 Corridor.....	4
Table 2: Alternatives Evaluation Considerations	6
Table 3: Chattahoochee Alternatives Evaluation	8
Table 4: Chattahoochee Alternatives	8
Table 5: Quincy Alternatives Evaluation.....	11
Table 6: Quincy Alternatives.....	12
Table 7: Cost Estimates	22
Table 8: Cost Combination Matrix.....	23



Introduction

The US 90 West Multi-Use Trail Feasibility Study was developed by the Capital Region Transportation Planning Agency (CRTPA) to evaluate the feasibility of constructing a paved 10 to 12-foot multi-use trail between Chattahoochee and Quincy in Gadsden County. The proposed trail extends approximately 22 miles from the Jackson County Line in Chattahoochee to SR 12 at Julia Munroe Woodward Highway/Quincy Bypass/SR 269 in Quincy. A map of the proposed trail limits is shown in **Figure 1**.

The proposed trail is intended to expand the regional multi-use trails network in the Capital Region, strengthen connections between communities in Gadsden County, enhance safety for all users, and improve access to local destinations and recreational opportunities. The project also has the potential to support community and economic development by creating a continuous nonmotorized connection between Chattahoochee, Gretna, Quincy, and the broader regional trail system.

This study evaluated whether a continuous trail could be accommodated along the corridor and where alternatives or design treatments may be needed. This included a review of existing conditions, right of way and physical constraints, identification of potential trail alternatives, public and stakeholder input, and the development of planning-level cost estimates. The [Public Engagement Summary](#) details the public engagement process and feedback collected as part of this study.

The [Existing Conditions Report](#), completed in December 2025, documented roadway and transportation conditions, safety, land use, right of way, elevation, environmental features, and regional trail network connections. This Feasibility Report builds on that information by evaluating potential trail alignments and identifying conceptual design approaches for constrained locations.

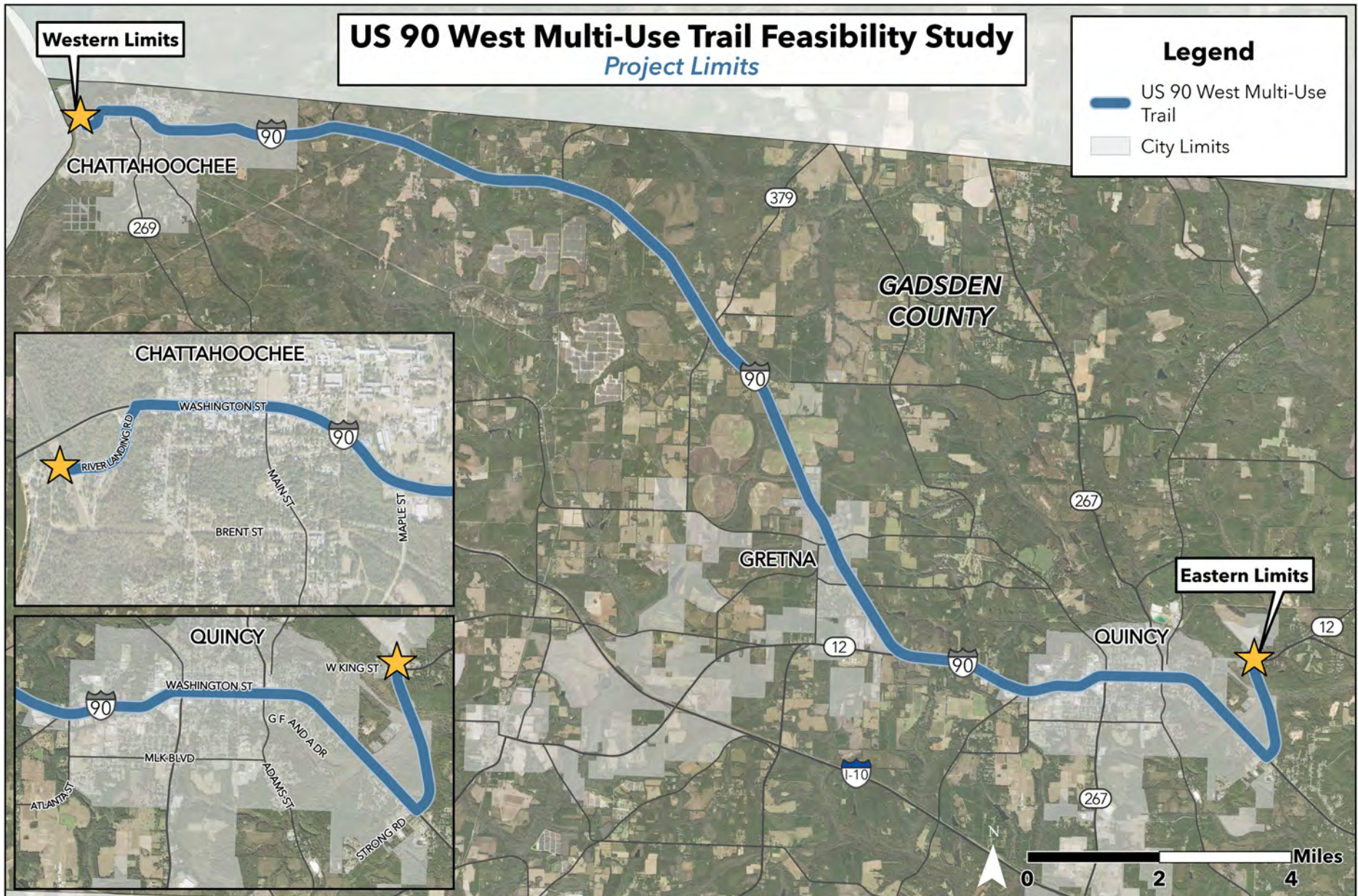
The alternatives and treatments presented in this report are planning-level concepts. A preferred alternative alignment has not been identified. As the project advances through subsequent project phases, including Project Development & Environment (PD&E) Study and Design, the proposed alternatives will be evaluated in greater detail through survey, environmental review, engineering analysis, and additional public involvement.



US 90 entering downtown Chattahoochee from the west



Figure 1: US 90 West Multi-Use Trail Feasibility Study Project Limits Map





Alternatives

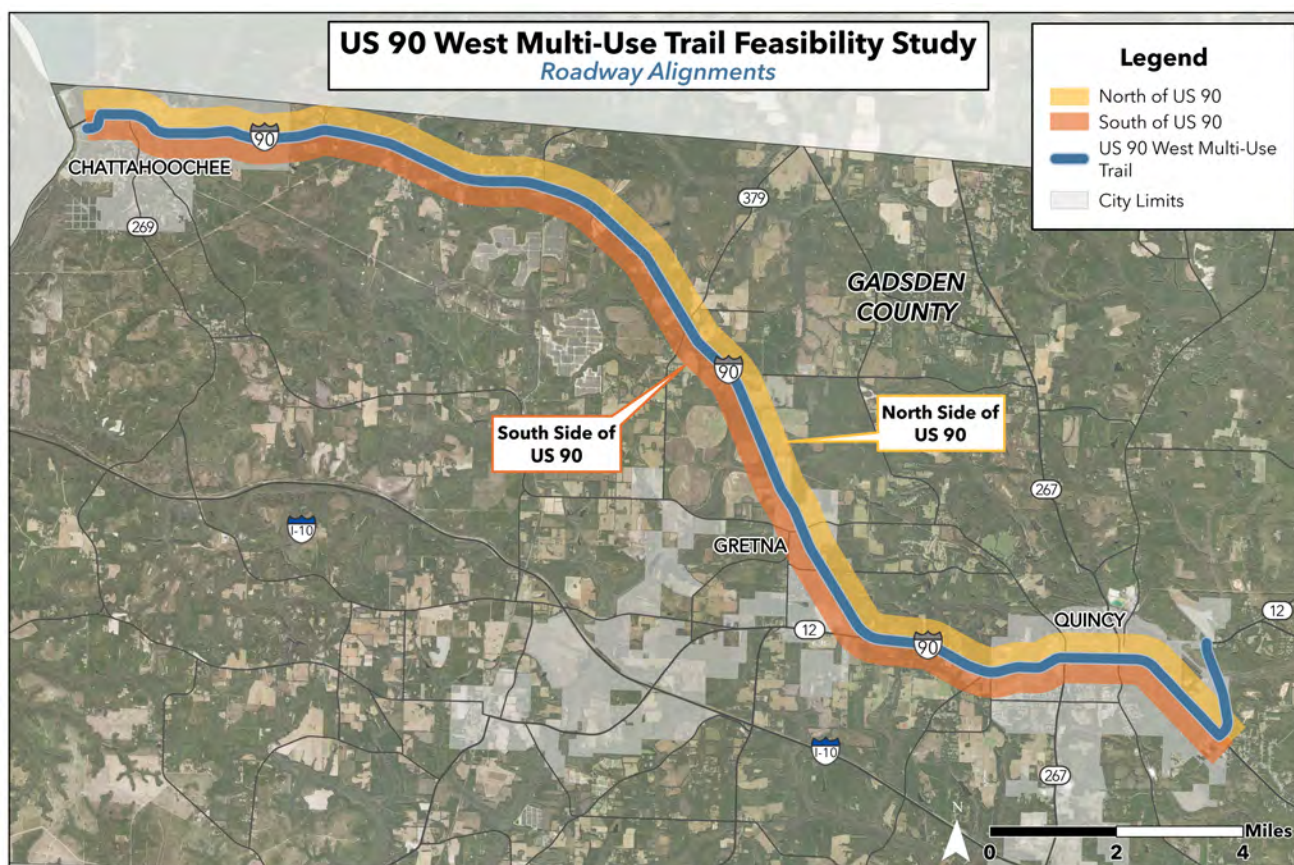
Building on the Existing Conditions Report, trail alignments and alternatives were developed and evaluated to establish a continuous connection between Chattahoochee and Quincy. Along most of the corridor, the proposed trail generally follows US 90; however, constrained right of way, higher traffic volumes and speeds, existing development, and other physical limitations within Chattahoochee and Quincy required consideration of localized alternatives.

The proposed multi-use trail includes US 90 and five localized alternatives, including two in Chattahoochee and three in Quincy. The localized alternatives are intended to be paired with the proposed multi-use trail along US 90 and represent different approaches to balancing safety, connectivity, user experience, and access to community destinations. These alternatives are described in detail later in this section.

Along the US 90 corridor outside of established city limits, there is sufficient right of way to accommodate a 10 to 12-foot multi-use trail adjacent to the roadway with appropriate buffers and spacing. The proposed trail would be primarily located along US 90, with localized design modifications anticipated where right of way limitations, drainage features, bridge constraints, or other physical conditions restrict available space.

Although US 90 does not follow a strict east-west orientation throughout the study area, references to roadway orientation in this report are based on a general east-west direction for clarity and consistency. As a result, proposed trail alignments are described as being on the north or south side of the roadway, regardless of variations in roadway orientation.

Figure 2: Roadway Alignments

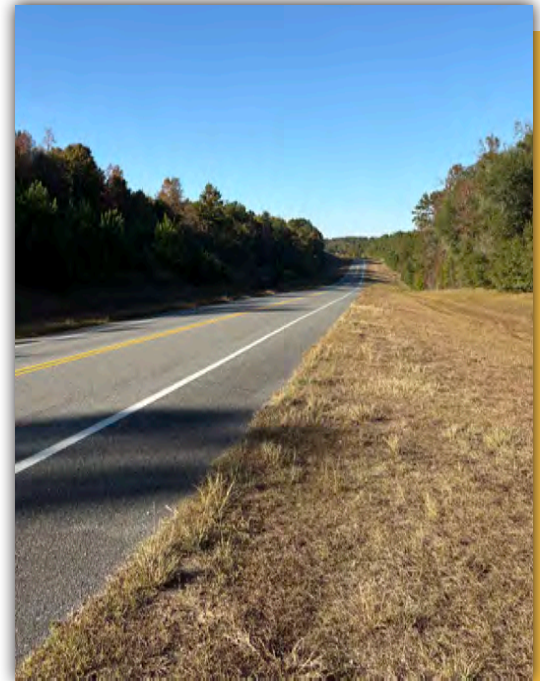




The proposed alignment along US 90 is located primarily on the south side of the corridor. Along the proposed multi-use trail, there are two locations where the trail alignment does not follow the south side of US 90.

- Near the intersection of US 90 and Greensboro Highway/SR 12, the alignment shifts to the north side of US 90 to reduce potential conflicts associated with commercial driveways and turning movements along the south side of the roadway. This transition would require two mid-block crossings of US 90.
- East of downtown Quincy, the alignment follows Julia Munroe Woodward Highway to the eastern project limit at SR 12 and is proposed along the east side of the roadway.

Table 1 and **Figure 2** summarize the proposed multi-use trail along US 90 and Julia Munroe Woodward Highway and the associated characteristics. The extent of the proposed multi-use trail along US 90 on either side of downtown Quincy and downtown Chattahoochee varies based on the localized alternative selected. Trail alignments and facility treatments at constrained locations will require further evaluation and will be refined during subsequent phases of this project.



Julia Munroe Woodward Highway

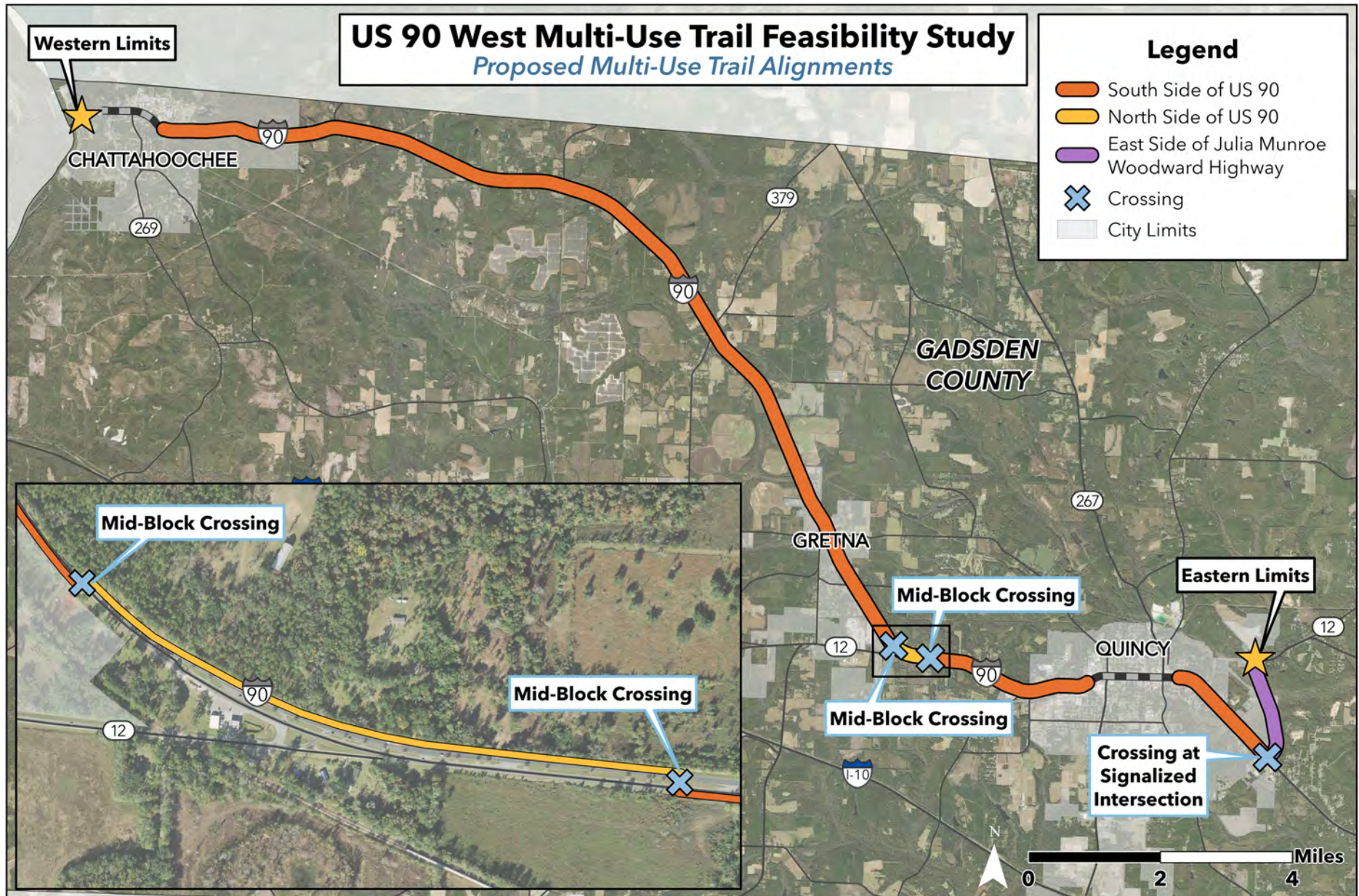
Table 1: Proposed Multi-Use Trail Along the US 90 Corridor

Roadway Alignments*	Limits	Number of Crossings
South Side of US 90	East of Downtown Chattahoochee to north of the US 90 and Greensboro Highway/SR 12 intersection	0
North Side of US 90	Approximately 3,200 feet surrounding the US 90 and Greensboro Highway/SR 12 intersection	2 Mid-block crossings north and south of US 90 and Greensboro Highway/SR 12 intersection
South Side of US 90	East of mid-block crossing south of US 90 and Greensboro Highway/SR 12 intersection to Quincy city limits; and Love Street to Julia Munroe Woodward Highway	0
East Side of Julia Munroe Woodward Highway	US 90 to SR 12	1 US 90 at Julia Munroe Woodward Highway intersection

*Along the US 90 segments outside of established city limits, there are two locations where the trail crosses to the north side of the corridor.



Figure 3: Proposed Multi-Use Trail Alignments Map





Localized Alternatives: Chattahoochee and Quincy

Within Chattahoochee and Quincy, developing a continuous multi-use trail along US 90 presents challenges related to limited right of way, existing development, roadway crossings, traffic volumes, and higher vehicle speeds. The alternatives were created to provide different approaches for balancing safety, user experience, and access to community destinations. The alternatives presented in this section were developed with these considerations in mind to provide several alternative options, rather than identify a preferred alternative in this planning-level study.

Localized Alternatives Evaluation Summary

During the alternatives development process, multiple routes were evaluated through the constrained portions of Chattahoochee and Quincy. The potential alternatives included various combinations of local streets, utility easements, and portions of US 90 that could provide a continuous trail connection while avoiding or minimizing identified constraints.

To provide a consistent basis for comparing the potential alternatives, each alternative was evaluated based on connectivity, constructability, user experience, and safety, as summarized in **Table 2**. These evaluation considerations reviewed how well each alternative connected users to community destinations and existing multimodal facilities, avoided or minimized known physical constraints, provided a comfortable user experience, and addressed potential safety concerns.

Alternatives were evaluated using these considerations and assigned qualitative ratings of High, Medium, or Low based on their relative performance within each evaluation category. These ratings provide a planning-level comparison of the alternatives and are intended to identify key strengths and limitations rather than establish a preferred alternative. The results were used to consolidate and refine the potential alternatives into the alternatives presented in this report. This process resulted in two alternatives for Chattahoochee and three alternatives for Quincy.

Table 2: Alternatives Evaluation Considerations

Category	Evaluation Considerations
Connectivity	Existing multimodal facilities, parks, historic districts, schools, libraries
Constructability	Ability to bypass constrained sections of US 90, existing on-street parking conditions
Positive User Experience	Shade coverage, elevation changes
Safety	Crossing conditions, traffic calming measures, traffic volumes and speeds, roadway geometry, driveway conflicts



Chattahoochee Alternatives

Within Chattahoochee, constructing a continuous, separated multi-use trail directly along US 90 is constrained by existing development and limited right of way. Alternatives were developed using combinations of existing utility easements, local streets, and segments of US 90 to provide several options depending on connectivity preferences. These alternatives were evaluated based on the evaluation considerations mentioned previously.

Potential opportunities evaluated included:

- Alley North and South
- Bates Street
- Bolivar Street
- Brent Street
- Caldwell Street
- Hickory Street
- Madison Street
- Main Street
- Maple Street
- Marion Street
- Morgan Avenue
- US 90
- Utility Easements

The evaluation process resulted in two alternatives that represent different approaches to navigating the constrained downtown corridor. Alternative 1 bypasses the most constrained portion of US 90 through the use of utility easements and local streets, while Alternative 2 remains along US 90 and utilizes the existing bicycle route with shared lane markings (commonly referred to as “sharrows”) and signage through downtown Chattahoochee.



Marion Street in Chattahoochee

Alternative 1 performed strongly in safety by directing users to lower-speed, lower-volume roadways and off-road corridors while maintaining access to community destinations. However, the alternative scored lower in user experience due to the elevation changes associated with the utility easement.

Alternative 2 performed strongly in connectivity by maintaining direct access to downtown businesses, amenities, and community destinations along US 90 through downtown Chattahoochee. However, it received a lower safety rating because users would remain adjacent to higher-volume, higher-speed traffic along portions of US 90, where posted speeds range from 35 to 45 mph.



Table 3 summarizes the performance of each alternative across the evaluation considerations: connectivity, constructability, user experience, and safety. **Table 4** summarizes the proposed facility types, key destinations served, and the opportunities and limitations associated with each alternative and **Figure 3** shows a map of the localized alternatives.

Table 3: Chattahoochee Alternatives Evaluation

Key: ● = High, ● = Medium, ● = Low

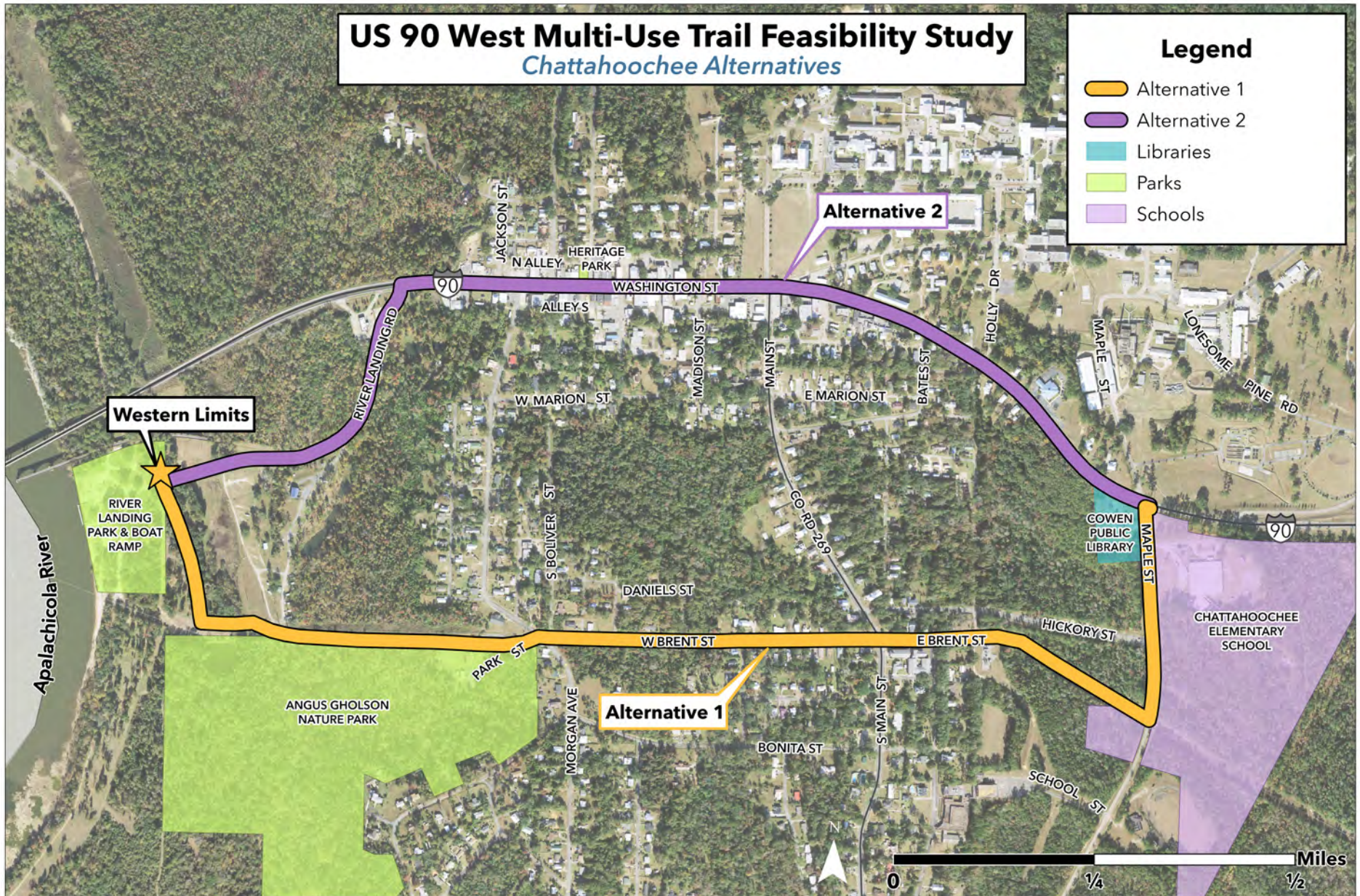
Chattahoochee Alternatives		
Category	Alternative 1	Alternative 2
Connectivity	●	●
Constructability	●	●
Positive User Experience	●	●
Safety	●	●

Table 4: Chattahoochee Alternatives

Category	Alternative 1	Alternative 2
Primary Route	- Utility easements - Brent Street - Maple Street	- River Landing Road - US 90 from River Landing Road to Maple Street
Facility Type	- Multi-use trail along utility easements - Signage and sharrows on Maple Street and Brent Street	Signage and sharrows
Key Destinations	- Chattahoochee Elementary School - Cowen Public Library - Angus Gholson Nature Park - Chattahoochee Historic District - River Landing Park & Boat Ramp	- Chattahoochee Historic District - River Landing Park & Boat Ramp - Heritage Park
Opportunities	- Avoids US 90 constraints from River Landing Road to Maple Street - Connects key community destinations	- Uses existing on-street facilities including signage and sharrows - Direct access to downtown amenities - More direct route to the proposed multi-use trail along US 90
Limitations	Elevation changes	- Remains on US 90 constraints from River Landing Road to Maple Street - Higher speeds, higher traffic



Figure 4: Chattahoochee Alternatives Map





Quincy Alternatives

Compared to Chattahoochee, Quincy has a more extensive interconnected local street network north and south of US 90, creating opportunities to route trail users around the most constrained portions of the corridor while maintaining access to key destinations.

Potential opportunities evaluated included:

- Adams Street
- Barack Obama Boulevard
- Ben Bostick Road
- Cemetery Roadway
- Cleveland Street
- Duval Street
- Franklin Street
- G F & A Drive
- Jackson Street
- King Street
- Love Street
- Madison Street
- Martin Luther King Boulevard
- Strong Road
- Washington Street

Based on this evaluation, three alternatives were developed that represent different approaches to navigating the constrained section of US 90 while maintaining connectivity to destinations throughout Quincy.



US 90 in downtown Quincy

Alternative 1 bypasses the constrained section of US 90 by utilizing signage and sharrows along lower-volume local streets south of the corridor. By avoiding the most constrained portion of US 90 and reducing exposure to higher traffic and speeds, the alternative performed strongly in constructability and safety. While it does not provide direct access to downtown businesses and amenities, it connects users to schools and recreational destinations.

Alternative 2 extends the proposed multi-use trail along US 90 to Cleveland Street before transitioning to signage and sharrows on lower-volume local streets north and south of US 90, requiring an additional crossing of US 90 at Adams Street. By maintaining access to downtown destinations, recreational facilities, and other community amenities while bypassing a portion of the constrained section of US 90, the alternative performs strongly in connectivity and constructability. However, continued use of US 90, elevation changes, and exposure to commercial driveways and higher traffic conditions influence user experience and safety considerations.



Alternative 3 is similar to Alternative 2 but remains on the north side of US 90 and reconnects to US 90 at Love Street, resulting in a longer proposed multi-use trail segment east of downtown. The alternative provides strong connectivity to downtown destinations and recreational facilities while providing a more direct connection to the remainder of the proposed multi-use trail. However, elevation changes and continued exposure to traffic, commercial driveways, and other roadway-related conflicts along US 90 present user experience and safety considerations.

Additional Route Considerations

Two additional route considerations were identified during the alternatives evaluation process.

- The first is a variation of Alternative 3 that utilizes the existing cemetery driveway east of Love Street, reducing the use of local streets in this area.
- The second follows SR 12/King Street north of downtown Quincy, avoiding Julia Munroe Woodward Highway and some of the constraints associated with US 90. This route consideration was not advanced as a formal alternative due to historically limited public support.



Adams Street in downtown Quincy

Both additional considerations are shown in **Figure 4**; however, because they are not formal alternatives, they were not carried forward into the cost estimating process.

Table 5 summarizes the performance of each alternative across the four evaluation considerations: connectivity, constructability, user experience, and safety. **Table 6** summarizes the proposed facility types, key destinations served, and the opportunities and limitations associated with each alternative and **Figure 4** shows a map of the localized alternatives.

Table 5: Quincy Alternatives Evaluation

Key: ● = High, ● = Medium, ● = Low

Quincy Alternatives			
Category	Alternative 1	Alternative 2	Alternative 3
Connectivity	●	●	●
Constructability	●	●	●
Positive User Experience	●	●	●
Safety	●	●	●



Table 6: Quincy Alternatives

Category	Alternative 1	Alternative 2	Alternative 3
Primary Route	- Ben Bostick Road - Mainline Drive - Barack Obama Boulevard - Adams Street - Strong Road	- Cleveland Street - Washington Street - Adams Street - GF&A Drive	- Cleveland Street - Washington Street - Love Street
Facility Type	Signage and sharrows	- Multi-use trail along US 90 from Ben Bostick Road to Cleveland Street and from GF&A Drive to Julia Munroe Woodward Highway - Signage and sharrows	- Multi-use trail along US 90 from Ben Bostick Road to Cleveland Street and from Love Street to Julia Munroe Woodward Highway - Signage and sharrows
Key Destinations	- Gadsden Technical College - Stewart Street Elementary School - Quincy Sports Complex	- Quincy Historic District - Ward Lot Park - Corry Athletic Field - Joseph L Ferolito Jr Field	- Quincy Historic District - Ward Lot Park - Corry Athletic Field - Joseph L Ferolito Jr Field
Opportunities	- Completely bypasses US 90 constraint from Pat Thomas Parkway to Chalk Street - Serves schools and recreational destinations - Lower traffic streets	- Completely bypasses US 90 constraint from Pat Thomas Parkway to Chalk Street - Strong connectivity to downtown and recreational destinations - Balances directness and destination access	- Strong connectivity to downtown and recreational destinations - More direct route to the proposed multi-use trail along US 90
Limitations	Elevation changes	- Elevation changes - Commercial driveway conflicts	- Does not fully bypass US 90 constraint from Pat Thomas Parkway to Chalk Street - High speeds, more traffic - Elevation changes





Right of Way and Constraints Review

A planning-level right of way and constraints review was completed as part of this feasibility study. This review builds upon the Existing Conditions Report by examining corridor constraints in greater detail to determine where a separated multi-use trail can be accommodated within existing right of way and where alternatives or design treatments may be needed.

Data Sources and Mapping Methods

This review utilized Gadsden County Property Appraiser parcel data, aerial imagery, Geographic Information System (GIS) mapping, and field observations. The project team also considered bridges, drainage features, utilities, wetlands, slopes, driveways, and roadway conditions data sourced from Florida Department of Transportation (FDOT). Right of way measurements are approximate and are intended for planning purposes only. A survey will be required during future project phases to determine legally accurate right of way boundaries.

Right of Way and Constraint Summary

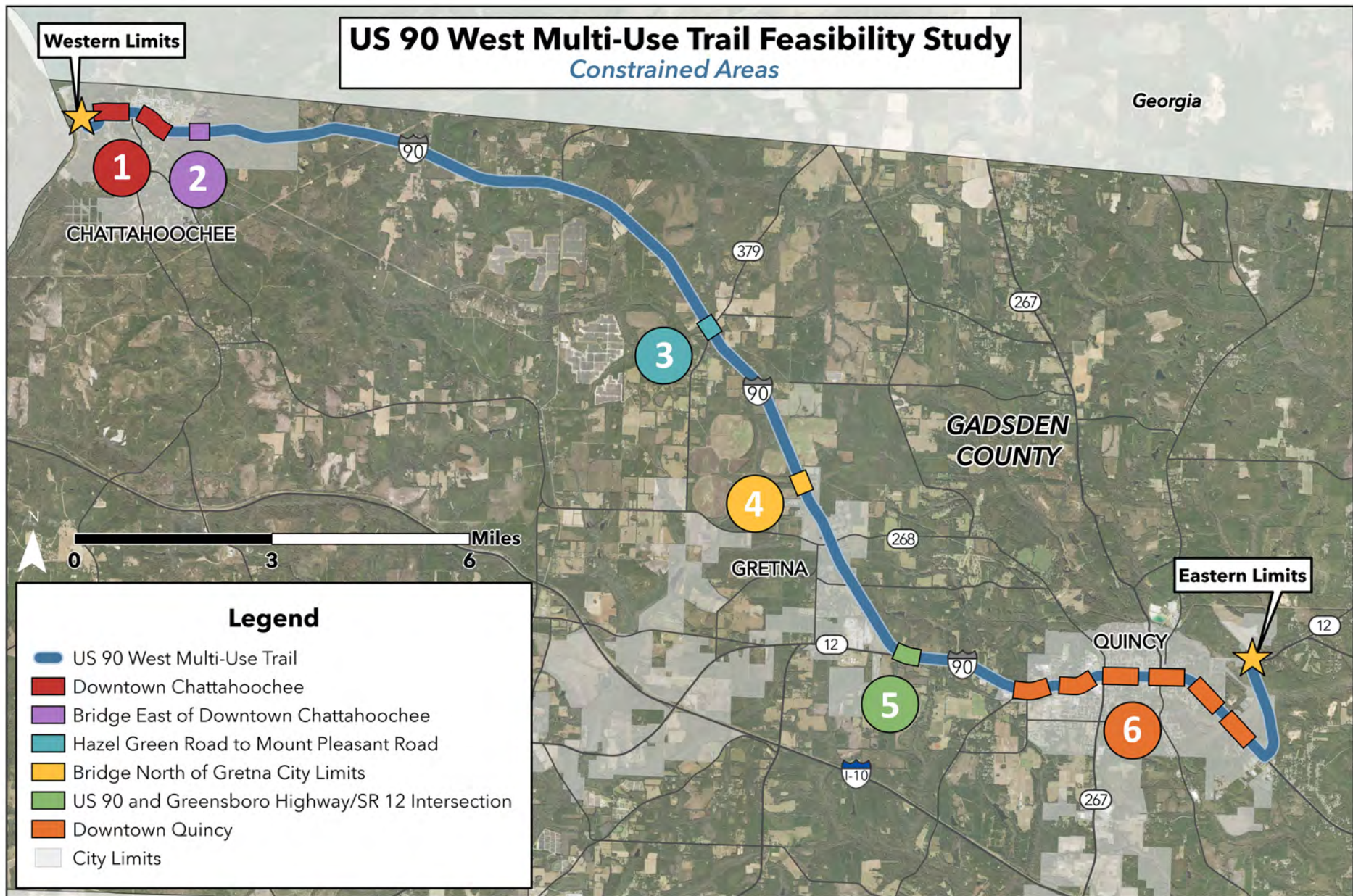
This planning-level review identified six constrained locations for further evaluation during subsequent project phases. Although these constraints do not prevent development of a continuous trail, they may require alternative alignments or context-sensitive design treatments, such as elevated trail or boardwalk facilities in areas with limited right of way, steep slopes, or adjacent wetlands. The appropriate trail width and design treatment would be determined through additional survey, environmental review, and engineering analysis. The six location descriptions below correspond to the constrained locations shown in **Figure 5**.

The constrained locations include:

- 1 Downtown Chattahoochee**
- 2 Bridge east of downtown Chattahoochee**
- 3 Hazel Green Road to Mount Pleasant Road**
- 4 Bridge north of Gretna city limits**
- 5 US 90 and Greensboro Highway/SR 12 intersection**
- 6 Downtown Quincy**



Figure 6: Constrained Areas Map





1 Downtown Chattahoochee

Existing development and limited right of way through downtown Chattahoochee constrain the ability to construct a continuous, separated multi-use trail directly along US 90. The local street network and utility easements provide opportunities to route users around the most constrained portions of the corridor, as reflected in the Chattahoochee alternatives described earlier in this report.

US 90 through downtown Chattahoochee was recently resurfaced and includes bicycle and pedestrian improvements intended to enhance safety and multimodal access. Because of the recent investment in the existing roadway configuration, substantial modifications to the corridor may be more appropriate for consideration as part of a future resurfacing or reconstruction project. At that time, opportunities to modify the roadway cross section could be evaluated to determine whether a multi-use trail or other bicycle and pedestrian facilities, consistent with applicable FDOT design criteria, could be accommodated within the available right of way.



Downtown Chattahoochee

2 Bridge East of Downtown Chattahoochee

The bridge east of downtown Chattahoochee presents a constraint due to limited right of way, narrow shoulders, and adjacent wetlands. The existing bridge and shoulder width provide limited space to accommodate a paved, separated multi-use trail, and routing trail users within the existing narrow shoulder would present safety concerns and diminish the user experience due to the close proximity to vehicular traffic. Widening or modifying the existing bridge to accommodate a multi-use trail could require substantial structural improvements and increase project costs.

As an alternative, a separate boardwalk or elevated multi-use trail adjacent to the roadway could be evaluated to maintain separation between trail users and vehicular traffic while potentially avoiding significant modifications to the existing bridge. The feasibility of these treatments would require additional evaluation of available right of way, environmental impacts, structural requirements, drainage, and cost during subsequent project development.



Bridge east of downtown Chattahoochee



3 Hazel Green Road to Mount Pleasant Road

Between Hazel Green Road and Mount Pleasant Road, limited right of way and steep slopes adjacent to US 90 constrain the space available for a paved, separated multi-use trail. Constructing a paved trail through this area could require substantial grading and slope modification, which may increase disturbance within the constrained roadside environment.

An elevated boardwalk or similar structure could provide an opportunity to maintain a continuous multi-use trail while reducing the amount of grading required along the steep slopes. An elevated facility could also maintain physical separation between trail users and vehicular traffic, providing a safer and more comfortable user experience through the constrained segment. Where feasible, the boardwalk could follow the existing terrain while maintaining continuity with the proposed multi-use trail in the constrained area.

Further project development would determine the appropriate design, location, and configuration of an elevated facility based on survey, environmental, engineering analyses, and applicable FDOT design criteria.

Figures 6 and 7 show the existing conditions and a conceptual boardwalk treatment for this location.

Figure 7: Hazel Green Road to Mount Pleasant Road - Existing Conditions



Figure 8: Hazel Green Road to Mount Pleasant Road - Conceptual Rendering





4

Bridge North of Gretna

The bridge north of the Gretna city limits presents constraints associated with limited right of way, narrow shoulders, adjacent wetlands, and the raised railroad corridor near the roadway. These conditions restrict the space available to accommodate a paved, separated multi-use trail adjacent to US 90. Constructing a trail at grade through this area could require substantial earthwork, retaining structures, or other modifications that may increase impacts to surrounding environmental features and existing infrastructure.

A boardwalk or other elevated trail treatment could provide an opportunity to maintain a continuous multi-use trail through this constrained segment while minimizing impacts to adjacent wetlands and other sensitive features. An elevated facility would also allow trail users to remain physically separated from vehicular traffic, creating a safer and more comfortable experience through an area where available roadside space is limited. Where feasible, the elevated structure could be designed to follow the existing terrain and connect seamlessly to the proposed multi-use trail on either side of the bridge crossing.

The feasibility, location, and configuration of a boardwalk or other elevated facility would be refined during subsequent project development.

Figures 8 and 9 show the existing conditions and a conceptual boardwalk treatment for this location.

Figure 9: Bridge North of Gretna - Existing Conditions



Figure 10: Bridge North of Gretna - Conceptual Rendering



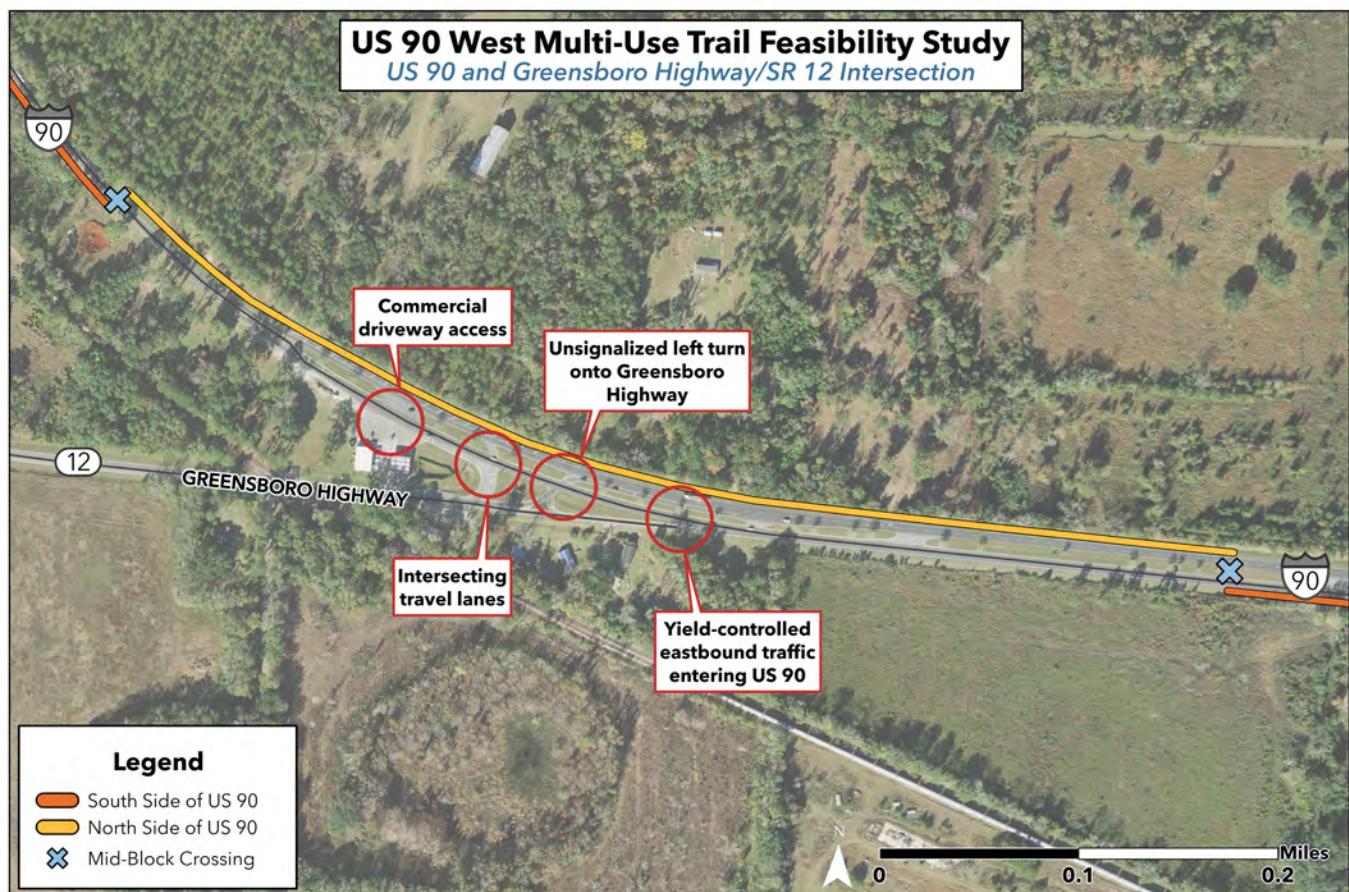


5 US 90 and Greensboro Highway/SR 12 Intersection

The US 90 and Greensboro Highway/SR 12 intersection was identified as a Top 10 Hot Spot Intersection in the [CRTPA Safety Action Plan](#), with a higher number of fatal and serious injury crashes. The intersection requires additional consideration due to existing conditions that present safety challenges, including multiple intersecting travel lanes, commercial driveway access, unsignalized left turns onto Greensboro Highway, and yield-controlled eastbound traffic entering US 90. These conditions create potential conflict points between trail users and motorists through the intersection. In addition to potential conflict points, drainage features also limit the space available to maintain a continuous multi-use trail along the south side of US 90.

To address these limitations, the conceptual alignment developed for this location shifts the trail from the south side to the north side of US 90 along the intersection. The proposed multi-use trail would remain on the north side through the Greensboro Highway/SR 12 intersection for approximately three-quarters of a mile before transitioning back to the south side of US 90 at the intersection. The concept also provides opportunities to incorporate enhanced crossing treatments and pedestrian refuge areas to support trail users crossing the intersecting roadways. This approach also helps separate trail users from several of the most complex traffic movements within the intersection area, providing a safer and more comfortable experience while maintaining continuity of the proposed multi-use trail. The conceptual alignment is illustrated in **Figure 10**.

Figure 11: US 90 and Greensboro Highway/SR 12 Intersection Conceptual Alignment Map





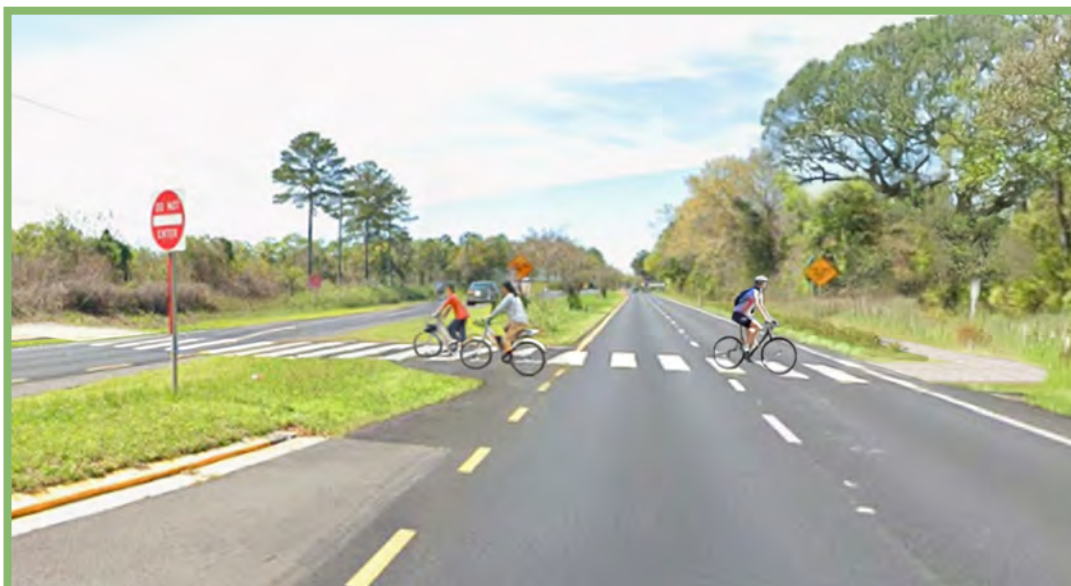
The conceptual alignment would require two mid-block crossings of US 90, one north and one south of the Greensboro Highway/SR 12 intersection. The location and design of these crossings would require additional evaluation of traffic volumes and speeds, sight distance, turning movements, crossing distance, available refuge space, and applicable FDOT design criteria. The final multi-use trail alignment and crossing treatments would be refined during subsequent project development.

Figures 11 and 12 show the existing conditions and a conceptual crossing and pedestrian refuge treatment at the intersection.

Figure 12: US 90 and Greensboro Highway/SR 12 Intersection - Existing Conditions



Figure 13: US 90 and Greensboro Highway/SR 12 Intersection - Conceptual Rendering





6

Downtown Quincy

In downtown Quincy, existing development, limited right of way, commercial driveway access, and higher traffic volumes and speeds constrain opportunities to construct a continuous separated multi-use trail along US 90. However, the city's interconnected local street network provides opportunities to route trail users around the most constrained portions of the corridor while maintaining access to downtown destinations, recreational facilities, and other community amenities, as reflected in the Quincy alternatives described earlier in this report.

Similar to Chattahoochee, substantial modifications to the existing US 90 corridor may be more appropriately considered as part of a future roadway resurfacing, reconstruction, or capacity improvement project. As part of any future roadway improvements, opportunities to reconfigure the roadway cross section could be evaluated to determine whether a multi-use trail or other bicycle and pedestrian facilities, consistent with applicable FDOT design criteria, could be accommodated within the available right of way.



US 90 in downtown Quincy



Cost and Implementation Considerations

Planning-Level Cost Considerations

Planning-level construction cost estimates were developed using FDOT Average Unit Costs to compare the relative costs of the proposed multi-use trail along US 90, alternatives, and design treatments evaluated in this study. The estimates include anticipated construction costs for proposed multi-use trail segments, boardwalk facilities, crossing improvements, signage and pavement markings, drainage improvements, curb and gutter, and contingency, as applicable to each alternative.

Table 7 summarizes the estimated costs of the proposed multi-use trail along US 90 and alternatives. Lower costs are generally associated with alternatives that rely primarily on signage, pavement markings, and sharrows through constrained downtown areas, while higher costs are associated with alternatives that include additional multi-use trail construction and related infrastructure improvements.

Table 7: Cost Estimates

Alternative	Major Cost Drivers	Cost Estimates
Proposed Multi-Use Trail along US 90 (This does not incorporate localized alternatives)	10-12 ft. multi-use trail, boardwalk, mid-block crossing, signage and pavement markings, 10' separated trail on shoulder, drainage, contingency	\$34.7 Million
Chattahoochee Alternative 1	10 ft. multi-use trail, signage and pavement markings, drainage, contingency	\$1.2 Million
Chattahoochee Alternative 2	Signage and pavement markings, contingency	\$27,000
Quincy Alternative 1	Signage and pavement markings, contingency	\$135,000
Quincy Alternative 2	10-12 ft. multi-use trail, signage and pavement markings, curb and gutter, drainage, contingency	\$5.1 Million
Quincy Alternative 3	10-12 ft. multi-use trail, signage and pavement markings, curb and gutter, drainage, contingency	\$7 Million

**Cost estimates include a 20% increase for design and 15% for construction engineering and inspection.*

Planning-Level Total Cost Range: \$34.9 Million to \$42.9 Million



Because localized alternatives were developed for both Chattahoochee and Quincy, multiple combinations of trail alignments are possible. Each combination consists of the proposed multi-use trail along US 90 paired with one Chattahoochee alternative and one Quincy alternative, resulting in six potential alternative combinations. **Table 8** presents the planning-level cost estimates for each combination. The cost combinations are provided for comparison purposes and do not represent preferred or recommended alternatives at this stage of the study.

Table 8: Cost Combination Matrix

Alternative Combination	Proposed Multi-Use Trail along US 90	Chattahoochee Alternative	Quincy Alternative	Total Alternative Cost
1	Multi-Use Trail	Alternative 1	Alternative 1	\$36 Million
2		Alternative 1	Alternative 2	\$41 Million
3		Alternative 1	Alternative 3	\$42.9 Million
4		Alternative 2	Alternative 1	\$34.9 Million
5		Alternative 2	Alternative 2	\$39.9 Million
6		Alternative 2	Alternative 3	\$41.7 Million

Major Cost Drivers

The planning-level cost of the project will vary depending on the trail alignment ultimately advanced and the design treatments required at constrained locations. Major factors that may influence future project costs include:

- Elevated boardwalks and other specialized trail structures in constrained areas with adjacent wetlands or limited right of way
- Grading in areas with steep slopes
- Drainage improvements
- Intersection and crossing improvements
- Utility relocations
- Environmental permitting and mitigation, where required
- Trail amenities including signing, pavement markings, and lighting, where appropriate

Certain potential future costs, including utility relocation and environmental mitigation, may require additional evaluation during subsequent project development and could affect the ultimate project cost. The relative influence of these cost drivers will vary depending on the selected trail alignment and design approach.



Wetlands along US 90 at the bridge north of Gretna city limits



Design Recommendations

The following planning-level design recommendations are intended to guide future project development and were used, where applicable, in developing the conceptual trail alignments and planning-level cost estimates presented in this report. These recommendations are not intended to establish final design criteria. Trail alignments, facility dimensions, crossing treatments, and other design features will be refined during PD&E and subsequent design based on survey, environmental review, engineering analysis, agency coordination, and the applicable edition of the Florida Department of Transportation Design Manual (FDM).

Multi-Use Trail

A 10 to 12-foot multi-use trail was assumed for most separated trail segments for planning and cost-estimating purposes. The appropriate trail width would be determined during subsequent project development based on anticipated use, available right of way, roadway conditions, physical constraints, and applicable FDM criteria. Where right of way or other physical conditions are constrained, alternative configurations or context-sensitive treatments may be evaluated in accordance with applicable design criteria. Where feasible, the proposed multi-use trail should remain continuous throughout the corridor to provide a consistent user experience.

Separation from the Roadway

Where practical, the proposed multi-use trail should be separated from vehicular traffic using landscaped buffers, grass areas, or other separation treatments consistent with the FDM. The appropriate separation should consider roadway speed, traffic volumes, available right of way, drainage features, and roadside conditions.

Bicycle Routes on Local Streets

Where the alternatives utilize existing streets rather than a separated multi-use trail, bicycle routes may incorporate sharrows, signage, wayfinding, and other appropriate pavement markings. The specific treatments would be determined during subsequent project development based on roadway speed, traffic volume, roadway geometry, available right of way, and applicable FDM criteria.

Context-Sensitive Design

Several locations identified during this feasibility study, including bridges, constrained right of way, wetlands, steep slopes, and developed downtown areas, may require context-sensitive design treatments to maintain trail continuity. Potential treatments identified at the planning level include elevated boardwalks, localized alignment shifts, and alternative routing along local streets. Future design should balance user safety and comfort, constructability, environmental considerations, available right of way, and cost while maintaining a continuous trail connection.



Downtown Quincy



Accessibility

The trail should be designed to meet applicable Americans with Disabilities Act (ADA) accessibility requirements. Areas with steep grades or elevation changes should receive additional evaluation during design to provide an accessible facility for users of all ages and abilities.

Crossing and Safety Treatments

Future design should evaluate appropriate crossing treatments, pedestrian refuge areas, pavement markings, signing, traffic calming measures, lighting where appropriate, and other safety improvements based on roadway conditions and anticipated trail use. Crossing locations and treatments should be refined based on traffic volumes and speeds, roadway geometry, sight distance, turning movements, and applicable FDOT criteria. Locations identified in the CRTPA Safety Action Plan should receive additional evaluation during subsequent project development.

User Experience

Future design should create a continuous, intuitive, and comfortable facility for users of all ages and abilities. Wayfinding, signage, pavement markings, and transitions between facility types should be designed to provide a consistent experience throughout the corridor.

Operations and Maintenance

The long-term success of the US 90 West Multi-Use Trail will depend on routine maintenance of pavement, vegetation, drainage facilities, signing, and safety features. Maintenance responsibilities should be coordinated among the appropriate agencies during future project development.



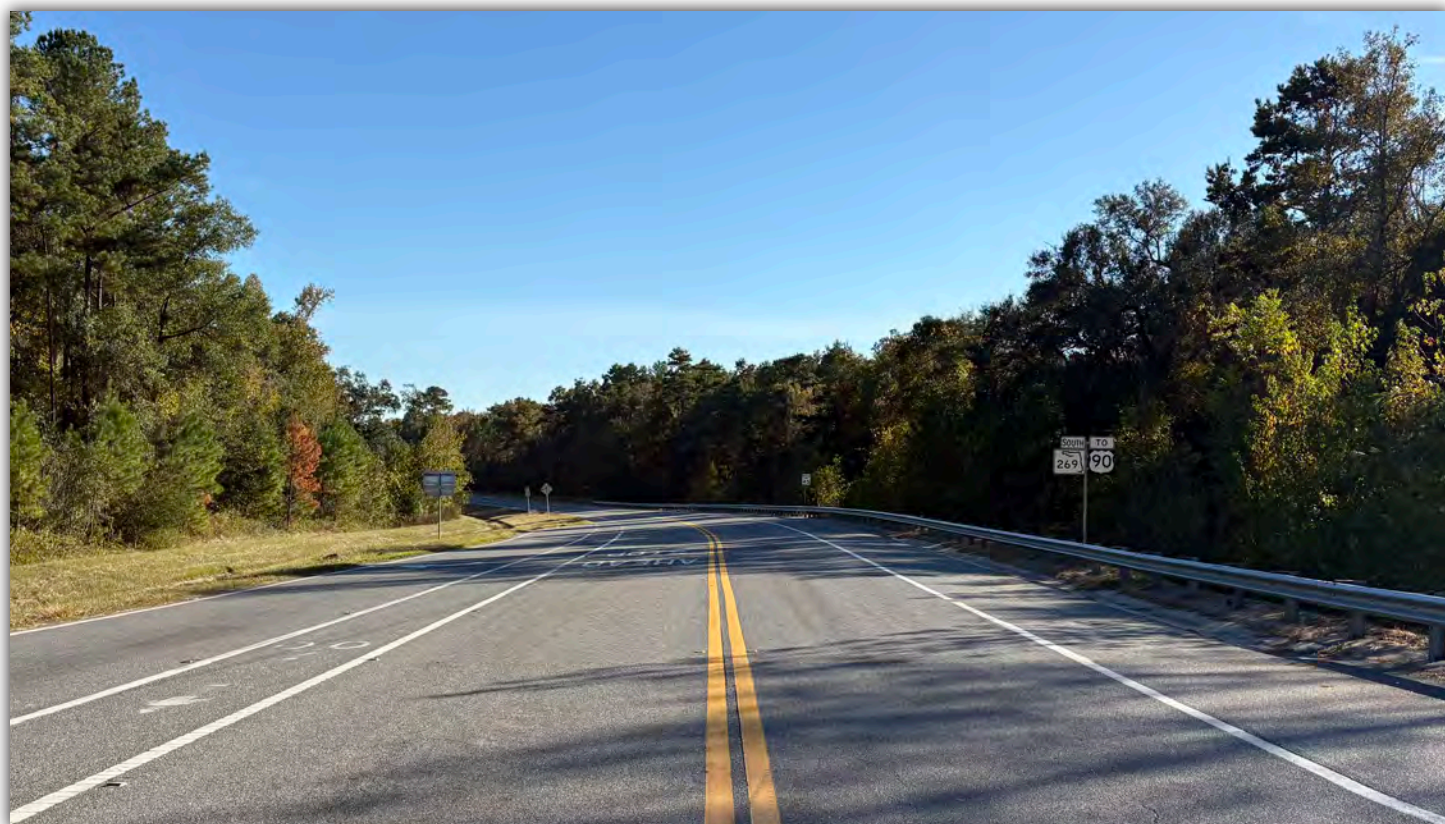
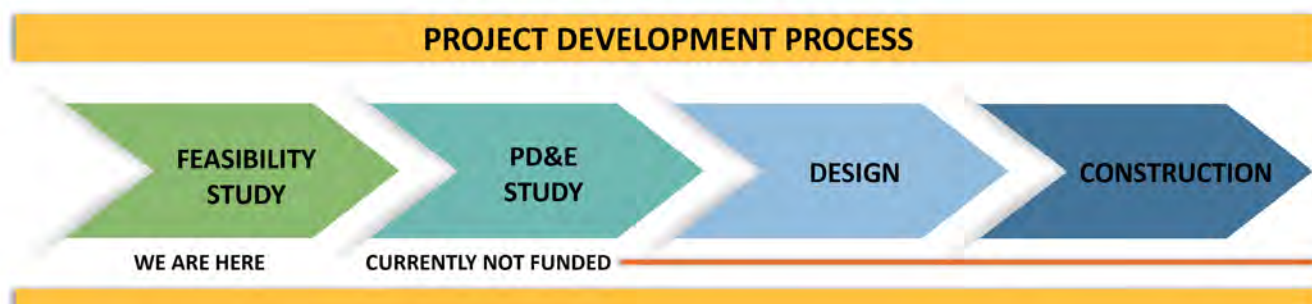
Existing sharrows along US 90 in downtown Chattahoochee



Next Steps

Following approval of the Feasibility Study by the CRTPA Board, this project will move into subsequent project phases once funding becomes available. The next project phase is expected to be PD&E. A PD&E is an environmental and engineering process developed by FDOT to determine social, economic, natural, and potential physical environmental impacts associated with a proposed transportation improvement project. This study builds on the information preliminarily identified during the Feasibility Study with more specificity. Future project phases are not currently funded. **Figure 13** shows the phases of this project as it proceeds.

Figure 14: Project Development Process



Julia Munroe Woodward Highway