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Introduction

The US 90 corridor connects Tallahassee to Monticello and is recognized as a scenic rural corridor. Over the years, the use of this corridor by bicyclists has become increasingly popular. This feasibility study will determine the practicality of constructing a multi-use trail between Pedrick Road in Tallahassee and the Monticello Bike Trail in Monticello. The cities of Monticello and Tallahassee, of Jefferson and Leon counties, have existing trails and multimodal facilities making the connection between these two



US 90 in Jefferson County

municipalities both significant and logical. This trail will contribute to the expanding Capital Region trail network in the capital area by adding a total of approximately 21 miles, as shown in **Figure 4**.

Primary Objectives

This study is being developed to evaluate the feasibility of constructing a 10-to-12-foot multi-use trail. It examines existing conditions to determine potential trail alternatives for connecting Tallahassee to Monticello via the US 90 corridor to create multimodal opportunities for non-motorized users. This trail was identified by both the Florida Department of Environmental Protection (FDEP) in their Land Trail Priorities and by the Florida Department of Transportation (FDOT) as a high-priority paved trail corridor in its SUNTrails network.

A trail along US 90 would provide a critical connection to the SUNTrails Regional Trail Network between existing and planned facilities in both local municipalities. The objectives of this study are shown in **Figure 1**. Additionally, a map showing the Land Trail Priorities identified by FDEP is shown in **Figure 2**, and a map of FDOT SUNTrails program is shown in **Figure 3** to show the importance of this project to the state-wide network.

Figure 1. Project Goals

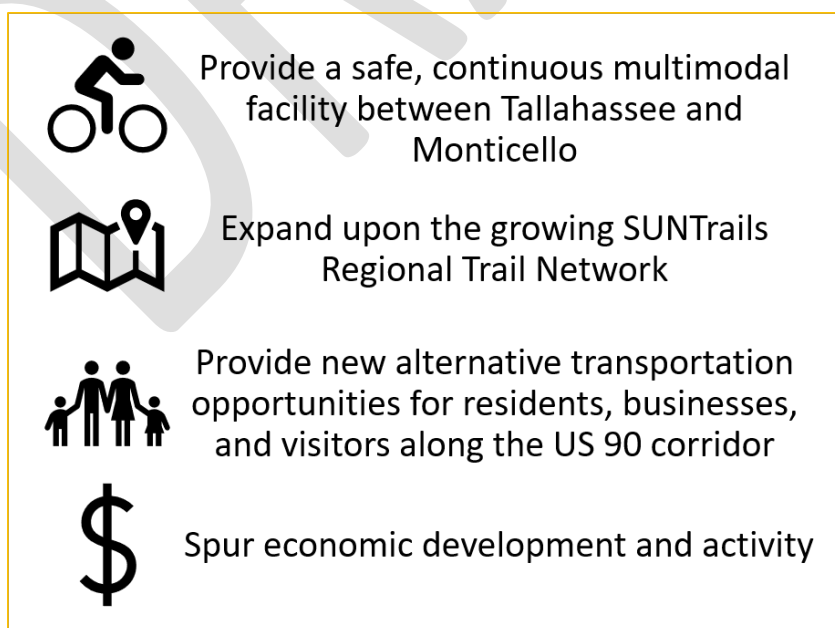


Figure 2. FDEP Land Trail Priorities Map (FDEP, 2018)

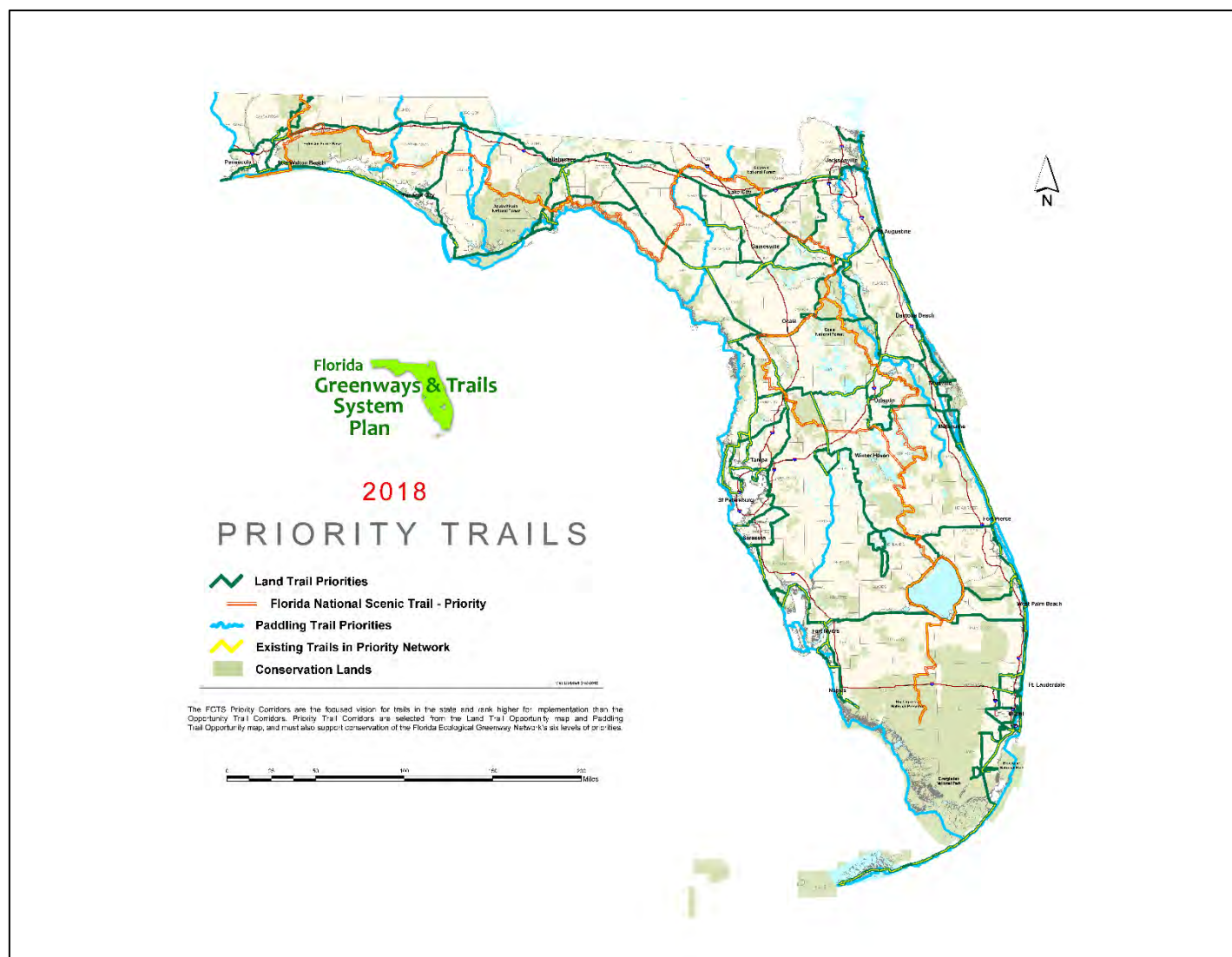
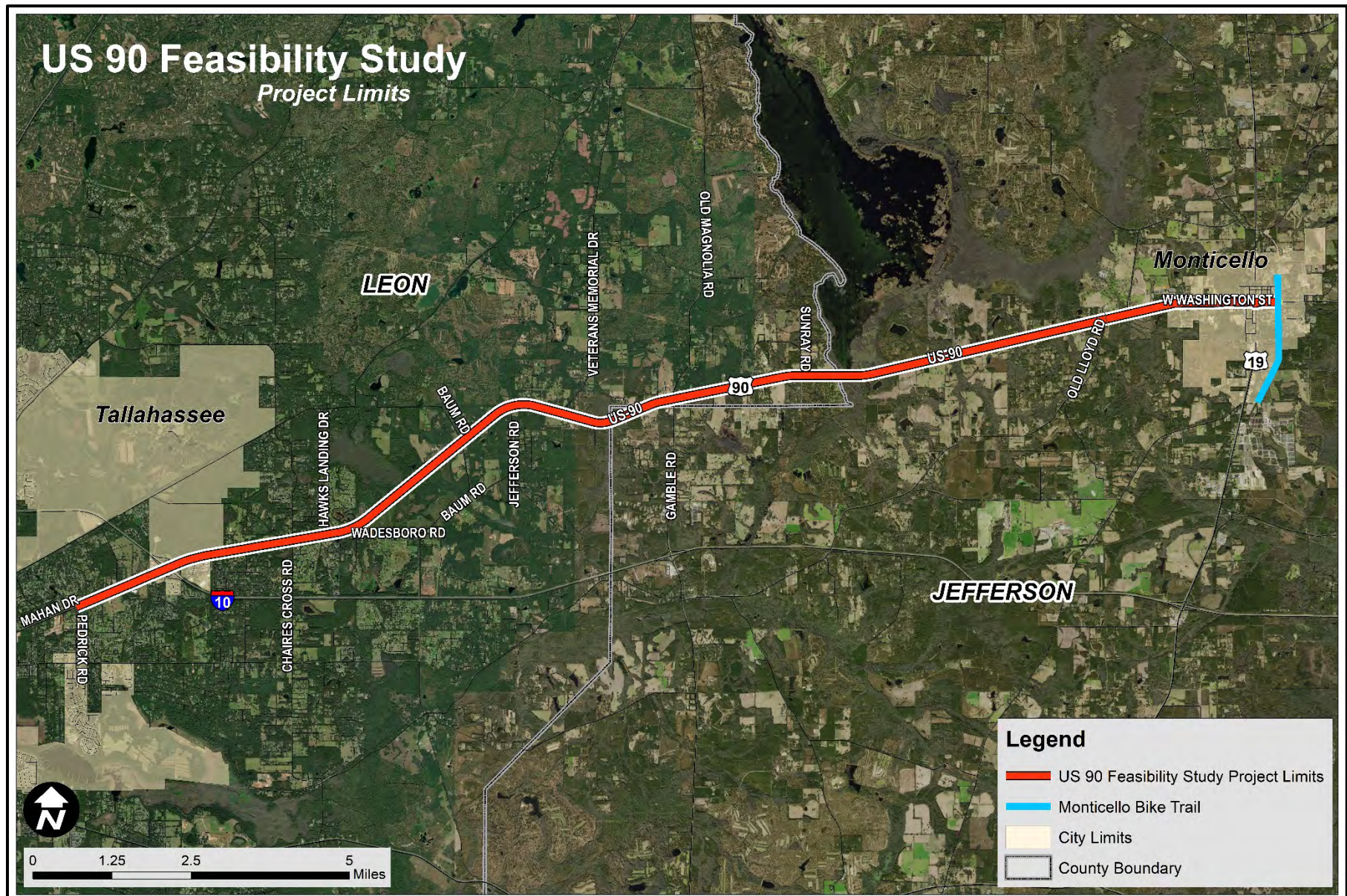


Figure 3. FDOT SUNTrails Network – Statewide Map (FDOT, 2021)





Figure 4. US 90 Multi-Use Trail Feasibility Study Area Limits



Project Approach

In order to determine the feasibility of a multi-use trail along US 90, existing conditions were reviewed through both field review and desktop analysis, including geographic information systems (GIS) and field verification. Both the north and south side of the corridor were evaluated. In an effort to make detailed observations along the 21-mile-long study corridor, US 90 was broken into several segments.

The segments are shown in **Figure 5** and are as follows:

- Segment 1: Pedrick Road to Chaires Cross Road
- Segment 2: Chaires Cross Road to Old Magnolia Road
- Segment 3: Old Magnolia Road to Old Lloyd Road
- Segment 4: Old Lloyd Road to Monticello Bike Trail

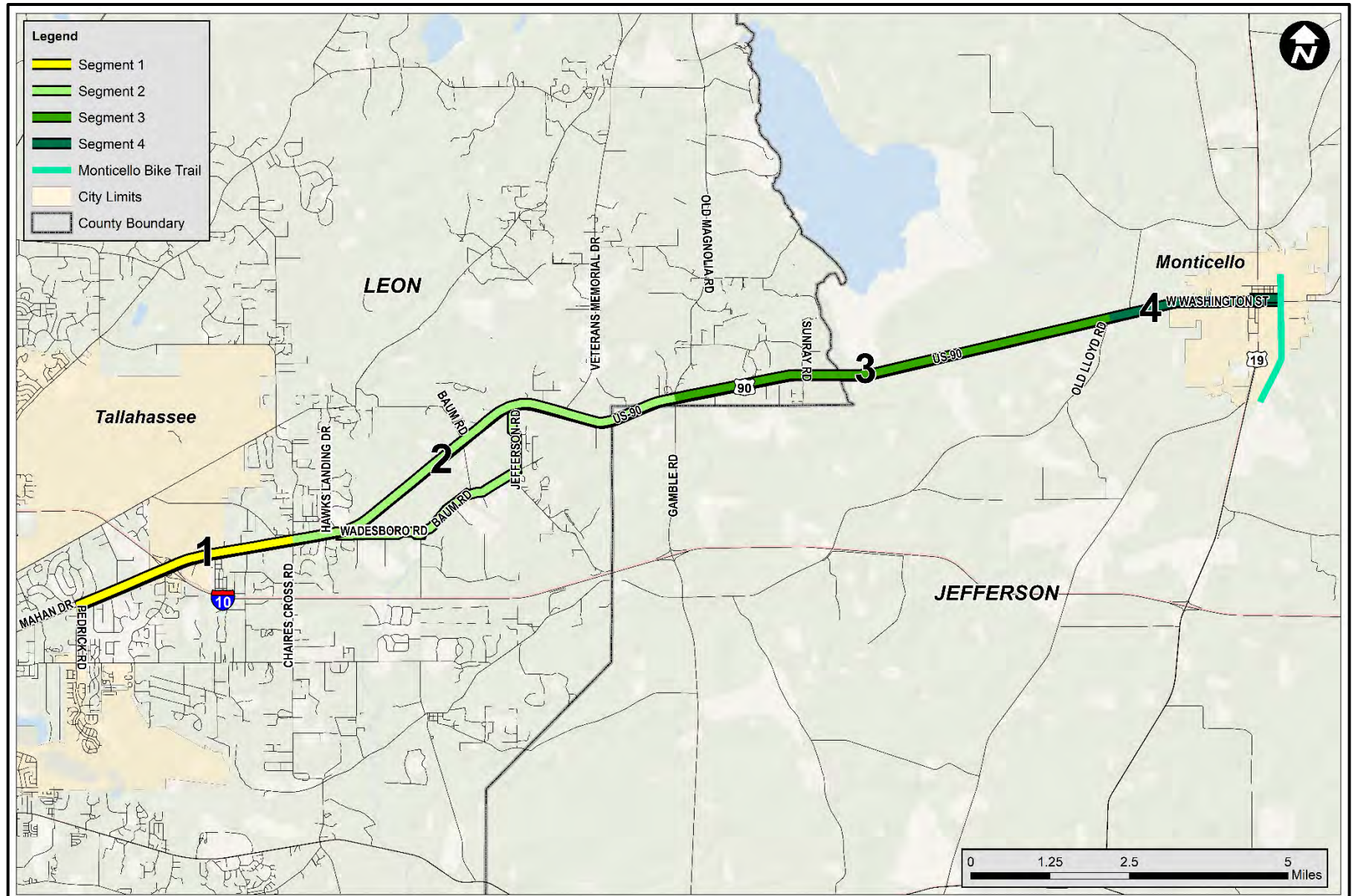
Relevant data was collected and analyzed to determine challenges, opportunities, and potential solutions to trail construction. Stakeholder engagement was then conducted with business owners and local representatives to gauge interest and identify possible routes for trail alignment. Public involvement efforts occurred after initial data collection to allow the surrounding communities and general public an opportunity to share their opinions and give feedback. This approach helped identify routes and meet the primary objectives of this project. Additional recommendations and trail design standards were also developed to provide further guidance. All information collected throughout the process will be explained in detail in the final report. This document, the *Existing Conditions Report*, will be foundational to the final report.



US 90 in Jefferson County



Figure 5. US 90 Feasibility Study Project Area Segments



Existing Conditions

In identifying feasible alternatives for a multi-use trail along US 90, the following data was collected and analyzed:

Table 1. Data Collected

<i>Data</i>	<i>Source</i>	<i>Year</i>
Average Annual Daily Traffic (AADT), Number of Lanes, Lane Widths, Speed Limit, Functional Classification, Existing Multimodal Facilities, Bridge Locations	<i>Florida Department of Transportation (FDOT)</i>	2019
Signal Four Analytics Crash Data	<i>University of Florida GeoPlan Center</i>	2015-20
Preliminary Right-of-Way	<i>Leon County Property Appraiser, Jefferson County Property Appraiser</i>	2019
Cultural Structures, Bridges, Cemeteries	<i>State Historic Preservation Office (SHPO) via Florida Geographic Data Library (FGDL)</i>	2019
Land Use	<i>Florida Geographic Data Library (FGDL)</i>	2019
FEMA Flood Zones	<i>Federal Emergency Management Agency (FEMA) via FGDL</i>	2019
Wetlands	<i>National Wetlands Inventory (NWI)</i>	2019-20
Species Data	<i>Florida Fish and Wildlife Conservation Commission (FWC), United States Fish and Wildlife Service (USFWS)</i>	Various
Elevation and Grade Data	<i>Florida Department of Environmental Protection (FDEP)</i>	2011

Transportation and Roadway Characteristics

The majority of the US 90 study corridor is a rural, two-lane highway with posted speeds ranging from 25 miles per hour to 55 miles per hour, and 5-to-7-foot paved shoulders. There are several intersections along the corridor, all having some level of stop control (signage); however, no signalized intersections exist west of Chaires Cross Road in Leon County. In order to promote safety along the trail, regardless of alignment, crossings on intersecting roads will require crosswalks consistent with nationally and state accepted standards outlined in the latest update of the Florida Department of Transportation Design Manual (FDM) and by the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). In addition, the functional classification, posted speed limit, roadway characteristics, multimodal facilities, and Average Annual Daily Traffic (AADT) of each segment associated with this study were analyzed and are shown in **Table 2**. The Map ID below corresponds to the segments identified in **Figure 5**.

Table 2. Transportation and Roadway Characteristics for US 90 between Tallahassee and Monticello

Segment	Map ID	Functional Classification	Speed Limit	Roadway Characteristics	Multimodal Facilities	AADT*
Pedrick Road to Chaires Cross Road	1	Principal Arterial	Begins at 45 mph; increases to 55 mph	<ul style="list-style-type: none"> Transitions from four-lane bidirectional to two-lane bidirectional I-10 Interchange 12-foot travel lanes 5-to-6-foot paved shoulder east of I-10 Landscaped median with left-turn lane at key locations west of I-10 	<ul style="list-style-type: none"> 7-foot designated bicycle lanes on both sides until entrance at Summit East 5-6-foot sidewalks on both sides until entrance at Summit East 	13,000 - 21,000
Chaires Cross Road to Old Magnolia Road/Gamble Road	2	Principal Arterial – Interstate Rural	55 mph	<ul style="list-style-type: none"> Two-lane bidirectional 12-foot travel lanes 5-to-6-foot paved shoulder 	None	4,400 - 5,300
Old Magnolia Road/Gamble Road to Old Lloyd Road	3	Principal Arterial – Interstate Rural	55 mph	<ul style="list-style-type: none"> Two-lane bidirectional 12-foot travel lanes 5-foot paved shoulder 	None	3,700 - 4,400
Old Lloyd Road to Monticello Bike Trail	4	Principal Arterial – Interstate Rural	Begins at 55 mph; drops to 45 mph; drops to 35 mph; drops to 25 mph	<ul style="list-style-type: none"> Two-lane bidirectional 12-foot lanes 5-to-7-foot paved shoulder, with on-street parking beginning east of Mahan Drive 	Transitions from no facilities to a 5-foot sidewalk on south side starting at Crooked Creek Lane, 5-to-7-foot sidewalk on north side beginning at Mahan Drive	4,700

*Source: FDOT, Florida Traffic Online (2019) <https://tdaappsprod.dot.state.fl.us/fto/>

Additional roads were evaluated for accommodating a trail or bicycle route, which would offer an alternate route for the multi-use trail between Tallahassee and Monticello. These roads include Wadesboro Road,

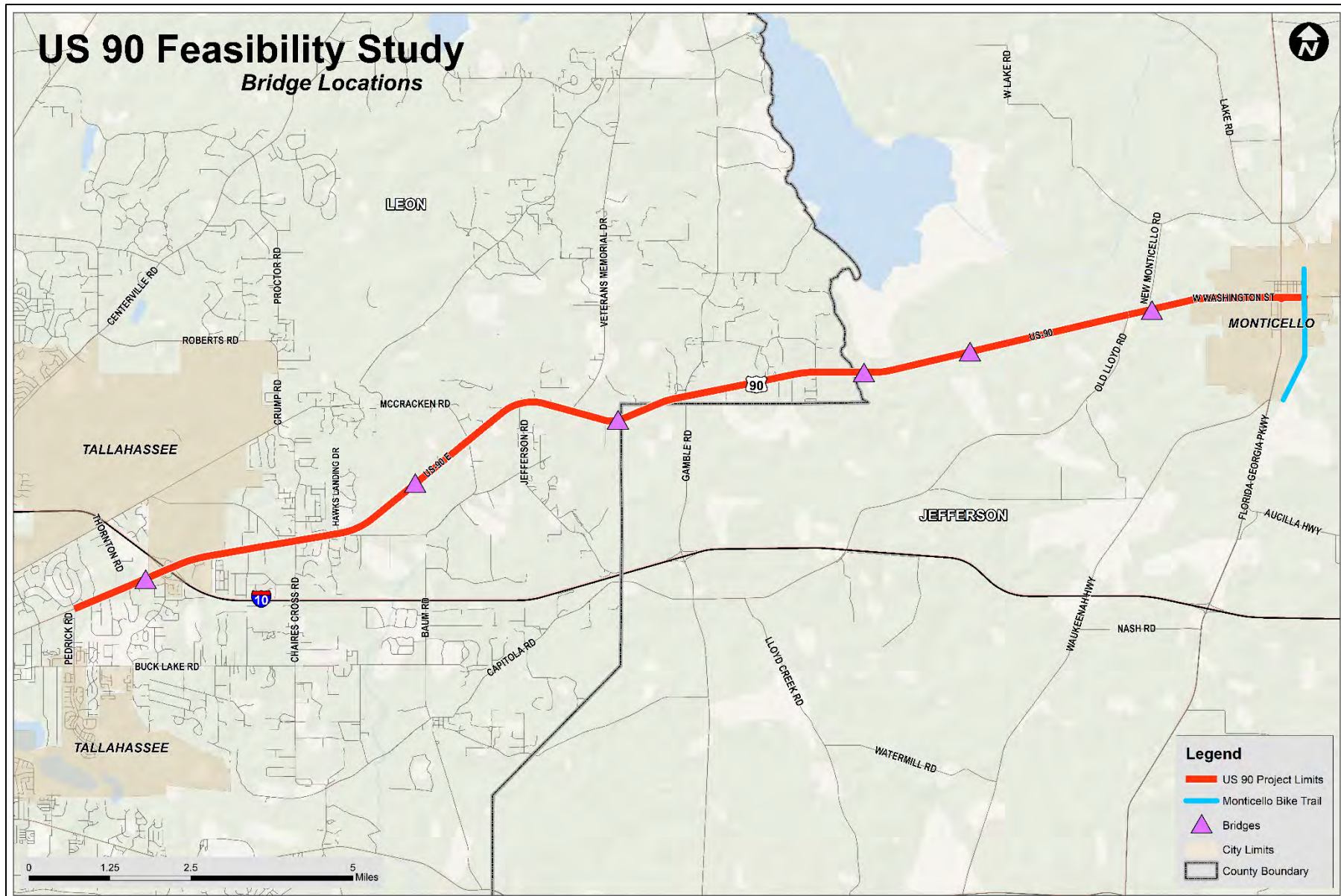
Baum Road, and Jefferson Road, as shown as Segment 2 in **Figure 5**. All these roads are located south of the US 90 corridor in Leon County. This opportunity will be described further in the **Alternatives** section. **Table 3** describes the transportation and roadway characteristics related to these alternate roads.

Table 3. Transportation and Roadway Characteristics for Alternate Roads

<i>Segment</i>	<i>Classification</i>	<i>Speed Limit</i>	<i>Roadway Characteristics</i>	<i>Multimodal Amenities</i>	<i>AADT*</i>
Wadesboro Road (From US 90 to Baum Road)	Minor Collector	30 mph	<ul style="list-style-type: none"> Two-lane bidirectional Residential 	None	N/A
Baum Road (From Wadesboro Road to Wadesboro Road)	Minor Collector	55 mph	<ul style="list-style-type: none"> Two-lane bidirectional 	None	700
Wadesboro Road (From Baum Road to Jefferson Road)	Minor Collector	Not posted	<ul style="list-style-type: none"> Two-lane bidirectional Residential 	None	N/A
Jefferson Road (From Wadesboro Road to US 90)	Minor Collector	45 mph	<ul style="list-style-type: none"> Two-lane bidirectional 	None	N/A
*Source: FDOT, Florida Traffic Online (2019) https://tdaappsprod.dot.state.fl.us/fto/					

Bridge locations were also determined through site reconnaissance and GIS data maintained by the Florida Department of Transportation (FDOT). There are six bridges along the corridor within the project study area where lakes, streams, or wetlands intersect with the roadway. While none of the bridges identified present a challenge that will limit construction of a multi-use trail, creative design options should be explored during the design phase to address the needs for each individual location. Of these bridges, the most challenging for trail construction is located at the intersection of US 90 and Lake Miccosukee, where a boardwalk will likely need to be constructed to accommodate multimodal facilities. Bridge locations are shown in **Figure 5**. In addition to bridges, smaller culverts are located along the project study area and these will be addressed in the future design phase of this project.

Figure 6. Bridge Locations (FDOT, 2019)



Right-of-Way

The availability of right-of-way (R/W) was estimated along each segment using property appraiser data from Leon County and Jefferson County. Right-of-way fluctuates along US 90 within project limits between approximately 55 feet and 300 feet. Right-of-way estimates for each segment are detailed in **Table 4**, and for alternate roads in **Table 5**.

Table 4. Available Right-of-Way on US 90 Between Tallahassee and Monticello

<i>Segment</i>	<i>Approximate Total R/W*</i>	<i>Determination</i>
Pedrick Road to Walden Road	130 – 300+ ft.	Sufficient R/W
Chaires Cross Road to Old Magnolia Road/Gamble Road	55 – 215 ft.	Fluctuating R/W along most of segment; Constrained R/W between Hawk's Landing Drive and Black Creek Bridge and east of Baum Road on south side of corridor
Old Magnolia Road/Gamble Road to Old Lloyd Road	80 – 220 ft.	Fluctuating R/W; sufficient to accommodate a trail
Old Lloyd Road to Monticello Bike Trail	60 – 80 ft.	Fluctuating R/W due to property lines and crepe myrtles; sufficient to accommodate wide sidewalk or on-street bicycle facilities
<i>*Source: Leon County Property Appraiser & Jefferson County Property Appraiser</i>		

Table 5. Available Right-of-Way on Alternate Roads

<i>Segment</i>	<i>Approximate R/W*</i>	<i>Determination</i>
Wadesboro Road (From US 90 to Baum Road)	56 – 70 ft.	Constrained
Baum Road (From Wadesboro Road to Wadesboro Road)	80 ft.	Sufficient R/W
Wadesboro Road (From Baum Road to Jefferson Road)	64 - 78 ft.	Constrained
Jefferson Road (From Wadesboro Road to US 90)	60 – 67 ft.	Constrained
<i>*Source: Leon County Property Appraiser & Jefferson County Property Appraiser</i>		

Available right-of-way on each side of the corridor varies. The north side is characterized by sufficient right-of-way, with the exception of some specific locations including a pinch point east of Hawk's Landing Drive, areas east of Baum Road, and near the intersection of Jefferson Road and US 90. The south side also has generally sufficient right-of-way, with some constrained areas including east of Hawk's Landing Drive, Hilltop Country Store, and areas west of New Monticello Road heading into Monticello. These areas are shown in **Figure 7** and explained in **Table 6**.



Right-of-way along US 90, east of Chaires Cross Road

No significant barriers to trail construction related to right-of-way availability were observed during field verification, and the recommended trail alignment will avoid any need for right-of-way acquisition. In areas where right-of-way is constrained, trail width may be decreased, or other design opportunities may be considered.

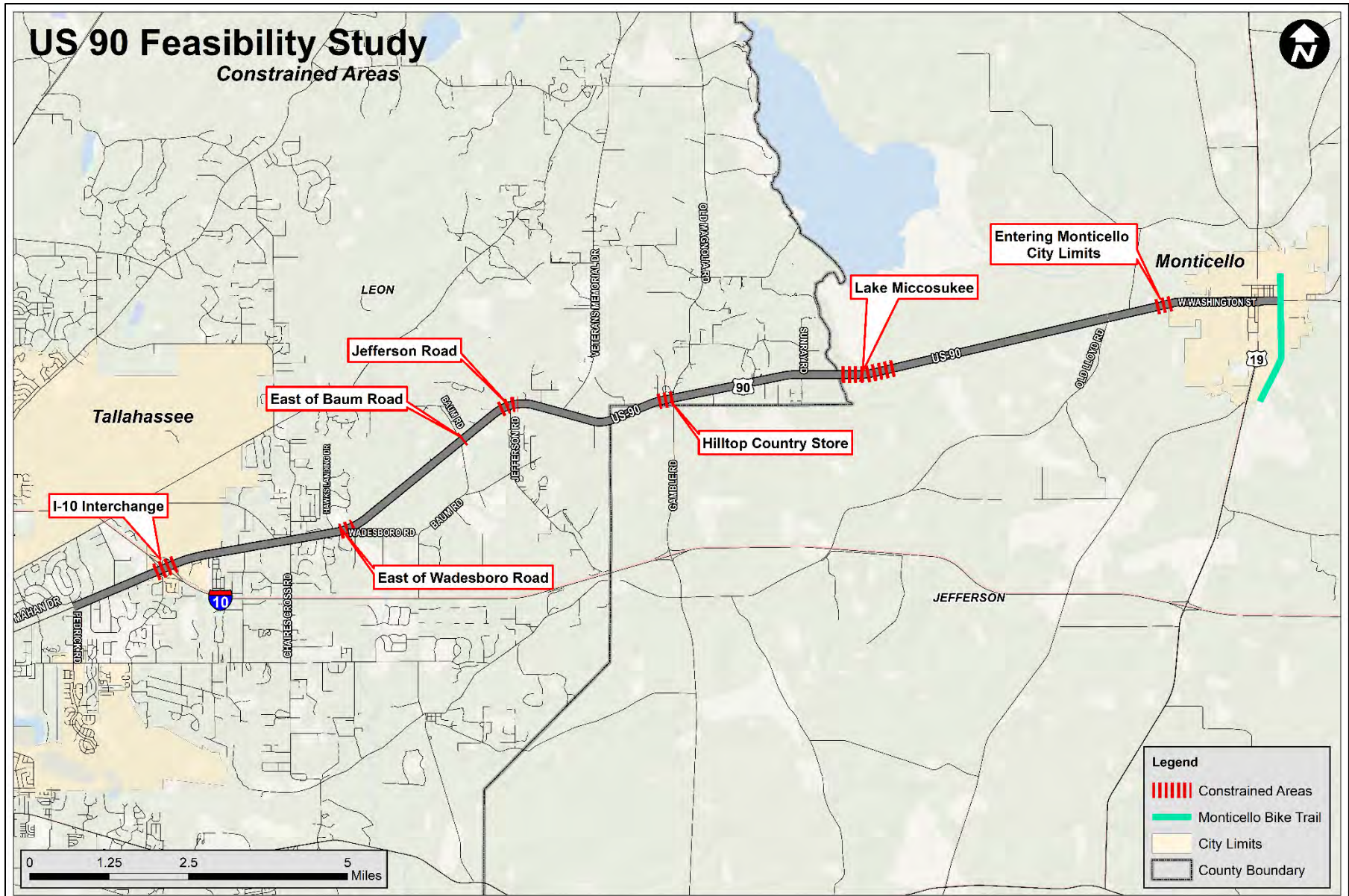
There are also several residential driveways located along both sides of the corridor. Each of the evaluated alternatives coincide with these driveways, and appropriate design guidelines should be followed to limit conflict between trail users and motorists, as well as preserve the established use of the driveway for property owners. These design opportunities include painted crosswalks, stop bars for motorists, and specific and unique signage to direct path users appropriately.

Additionally, utility poles are located within right-of-way along both sides of the corridor. These utility poles were mapped for Leon County, but data for Jefferson County was not available during desktop analysis. These utility poles will likely be relocated or avoided altogether depending on right-of-way availability in specific location.

Table 6. Available Right-of-Way on US 90 Between Tallahassee and Monticello

<i>Constrained Area</i>	<i>Constraints</i>
I-10 Interchange	Concerns of conflict between trail users and motorists due to on and off ramps and high speeds.
East of Wadesboro Road	Constrained right-of-way on the south side of the corridor due to private property lines
East of Baum Road	Constrained right-of-way on the south side of the corridor due to private property lines
Jefferson Road intersection	Constrained right-of-way on the north side of the corridor due to private property lines
Hilltop Country Store	Safety concerns due to parking lot and large trucks doing drop off on the east side of south side of US 90
Lake Miccosukee	Potential for conflict between user types due to fishing pier and bridge on the north side of the corridor, presence of wetlands
Entering Monticello City Limits	Constrained right-of-way on the south side of the corridor

Figure 7. Constrained Areas



Crashes

To understand previous and existing crash conditions along the corridor, Signal Four Analytics Crash data was obtained from 2015 to 2020 for the project from Pedrick Road to the roundabout in Monticello. 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). This data indicated that during the period evaluated, six (6) crashes involving pedestrians and one (1) crash involving a bicyclist occurred along the project study area. All crashes occurred within Leon County. **Table 7** below includes more data on each crash. The crashes are also shown in **Figure 8**.

Table 7. Bicycle and Pedestrian Crashes along project study area, 2015-2020 (Signal Four Analytics)

<i>Crash Type</i>	<i>Date</i>	<i>Location</i>	<i>Fatality?</i>
Pedestrian	1/5/2015	Mahan Drive (US 90)	No
Pedestrian	7/14/2015	Mahan Drive (US 90)	No
Bicycle	3/28/2017	US 90 & Wadesboro Road	Yes
Pedestrian	2/23/2020	Mahan Drive (US 90) & Thornton Drive	No
Pedestrian	4/6/2020	US 90 & Wadesboro Road	Yes
Pedestrian	11/10/2019	Mahan Drive (US 90)	No
Pedestrian	5/6/2020	Mahan Drive (US90)	No

Land Use

The project study area passes through suburban outskirts of Tallahassee, rural areas, communities associated with both Leon County and Jefferson County, and the downtown area of Monticello. Several land uses exist along the project study area including:

- Agricultural
- Industrial
- Institutional
- Public/Semipublic
- Recreation
- Residential
- Retail/Office
- Vacant Residential
- Vacant Nonresidential

However, despite this variety of land uses, the majority of parcels located adjacent to US 90 are rural in nature, and include agricultural, residential, and vacant residential. Within the city limits of both Tallahassee and Monticello, retail/office, institutional, and public/semipublic parcels become more prevalent. A land use map is shown in **Figure 9**.

Grade and Elevation

The study area is characterized by rolling hills associated with the Red Hills Region, which covers parts of Leon and Jefferson Counties as well as other surrounding counties. Elevation on the corridor ranges from approximately 220 feet at its highest point and approximately 70 feet at its lowest point (Florida Department of Environmental Protection, 2011). Major drop offs into forested lowlands were identified in some locations, as well as sizable ascents. These features are typically not conducive to construction of a multi-use trail. However, the uniqueness of the elevation and the opportunities for scenic vistas could



enhance the user experience through appropriate design features. These features will be evaluated in the design phase to ensure that trail design maintains these natural features while providing ADA compliance and opportunities for less-fit, less-skilled cyclists. Design will also incorporate elements at key intersections by minimizing ascents and descents and ensuring that ADA requirements are met. Specific design opportunities will depend on the alternative selected.

Environmental Conditions

While many areas within the project limits are flanked on both sides by wetlands, trees, and natural areas, land immediately adjacent to the corridor has been altered for residential development or agricultural uses. Drainage swales are located throughout the study area. Property easements, conservation lands, and lakes are located adjacent to US 90, including Lake Miccosukee. Letchworth-Love Mounds State Park is also located just east of the corridor on Sunray Road East.

Flood Zones and Wetlands

The corridor and all associated alternate roads are 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 any of the alternatives outlined in this study. In instances where flood zones are associated with existing wetlands, design modifications or alternatives such as constructing a boardwalk for the trail are proposed to minimize impacts from construction and future use. Flood zones are shown in **Figure 10**.

National Wetlands Inventory (NWI) data maintained by the United States Fish and Wildlife Service (USFWS) was used to identify wetlands in the project area. Because the project study area is 21 miles in length, several wetlands traverse the corridor along its entirety. Each of the alternatives will require some form of innovative design features to limit wetland impacts and foster continuity of the trail. Preliminary planning estimates for miles of wetlands along each of the alternatives will be presented in the **Alternatives** section for each option. A wetland evaluation will be conducted during the environmental phase of this project to determine specific requirements to mitigate wetlands impacts and project permitting. Wetlands are shown in **Figure 11**.

Species

Along the corridor, GIS data maintained by the Florida Fish and Wildlife Conservation Commission (FWC) indicated that no species of interest have been documented within the vicinity surrounding the corridor. However, this preliminary analysis indicated that the corridor is located partially within wood stork core foraging areas and red-cockaded woodpecker consultation areas. One (1) wading bird rookery was also documented within 1,200 feet of the corridor; however, the rookery was determined to be inactive as of 1999. No eagles' nests are located along the corridor or within wooded areas adjacent to it according to the FWC Eagles Nest Locator Mapping Tool. No critical habitat for federally listed species was identified. Additional analysis will be necessary to identify the potential impact to species in the area based on the chosen alternative. This information is shown in **Figure 12**.

Figure 8. Crash Data 2015-2020 (Signal Four Analytics)

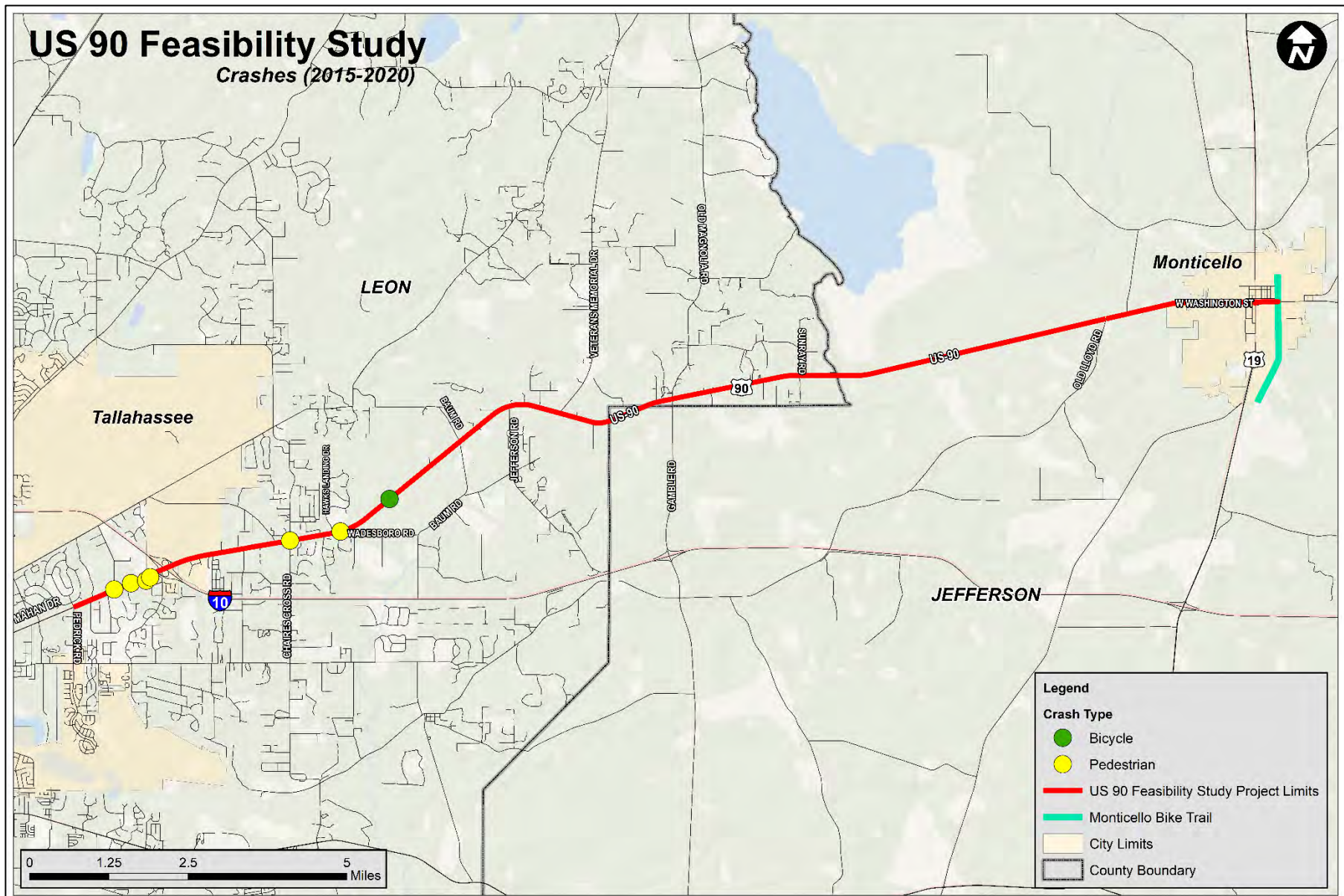




Figure 9. Land Use

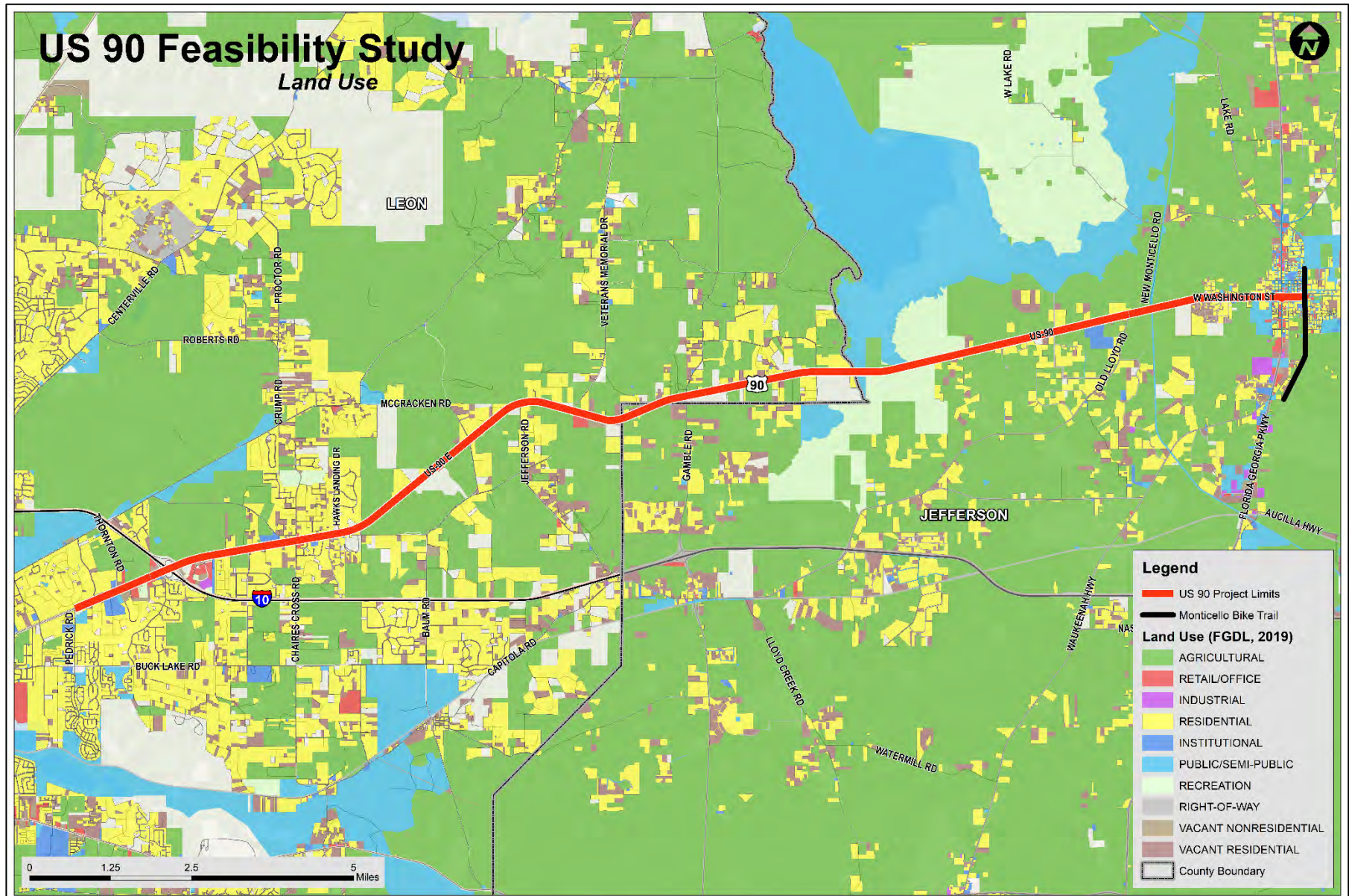


Figure 10. Flood Zones

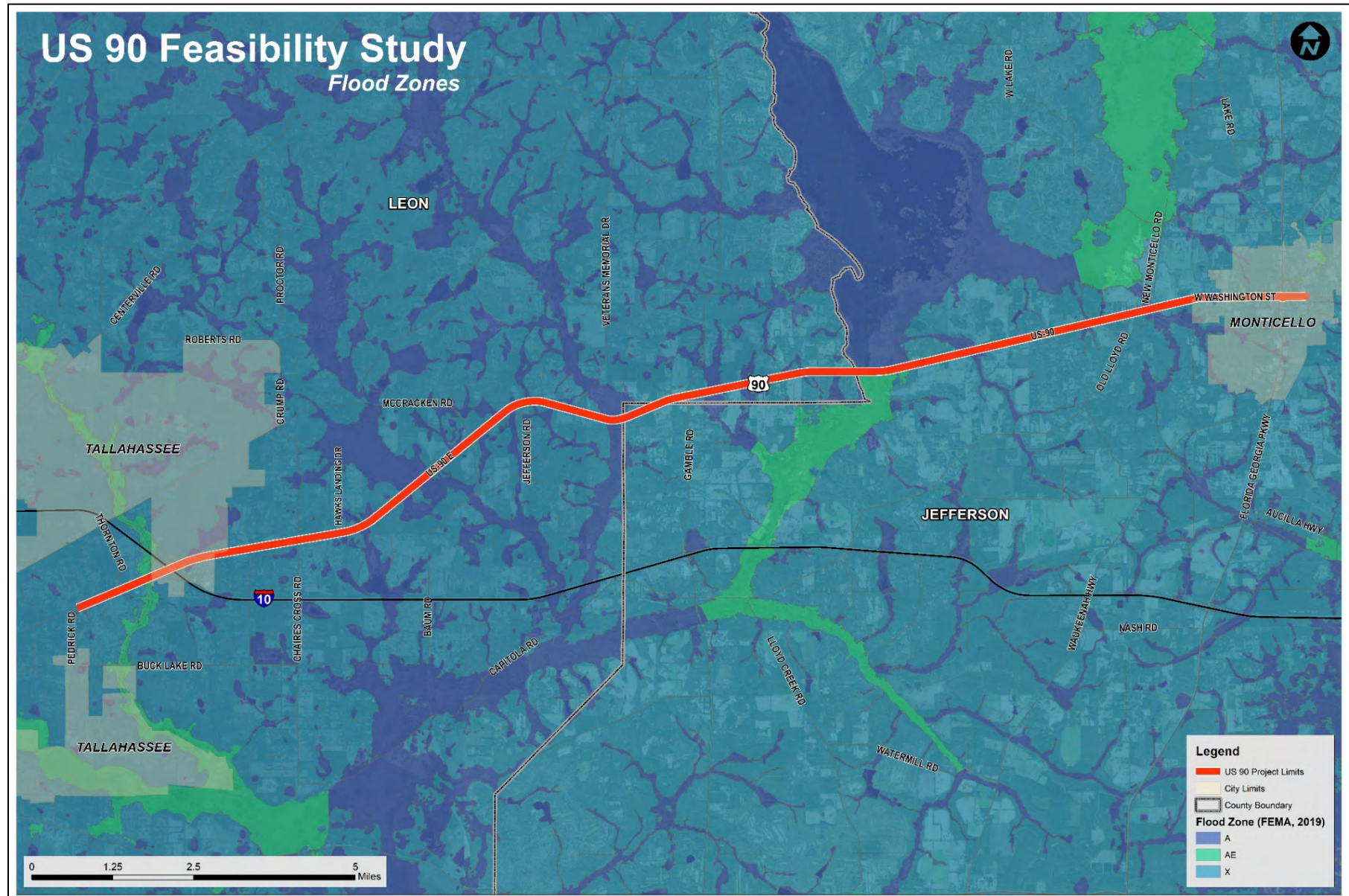


Figure 11. Wetlands

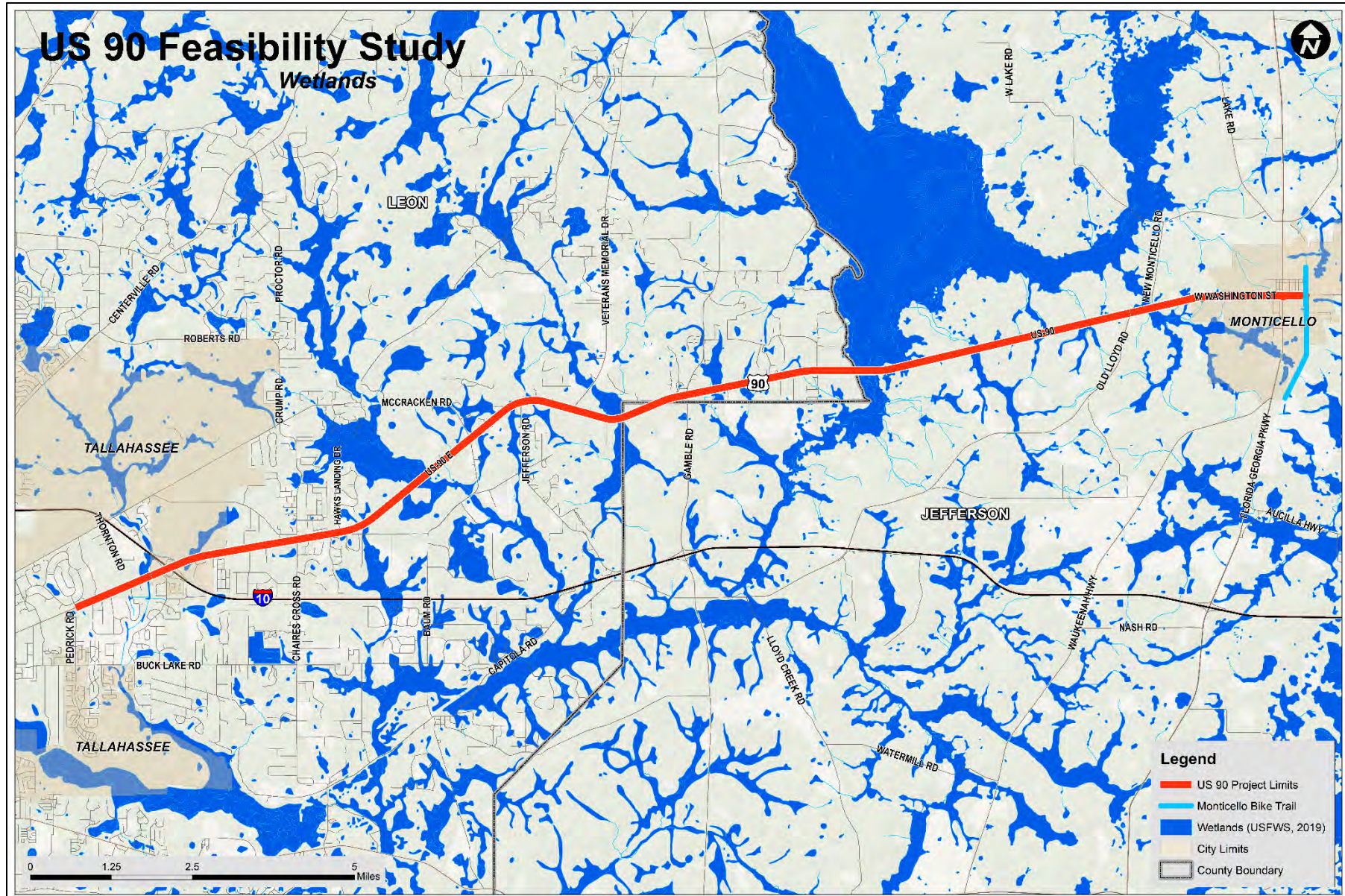
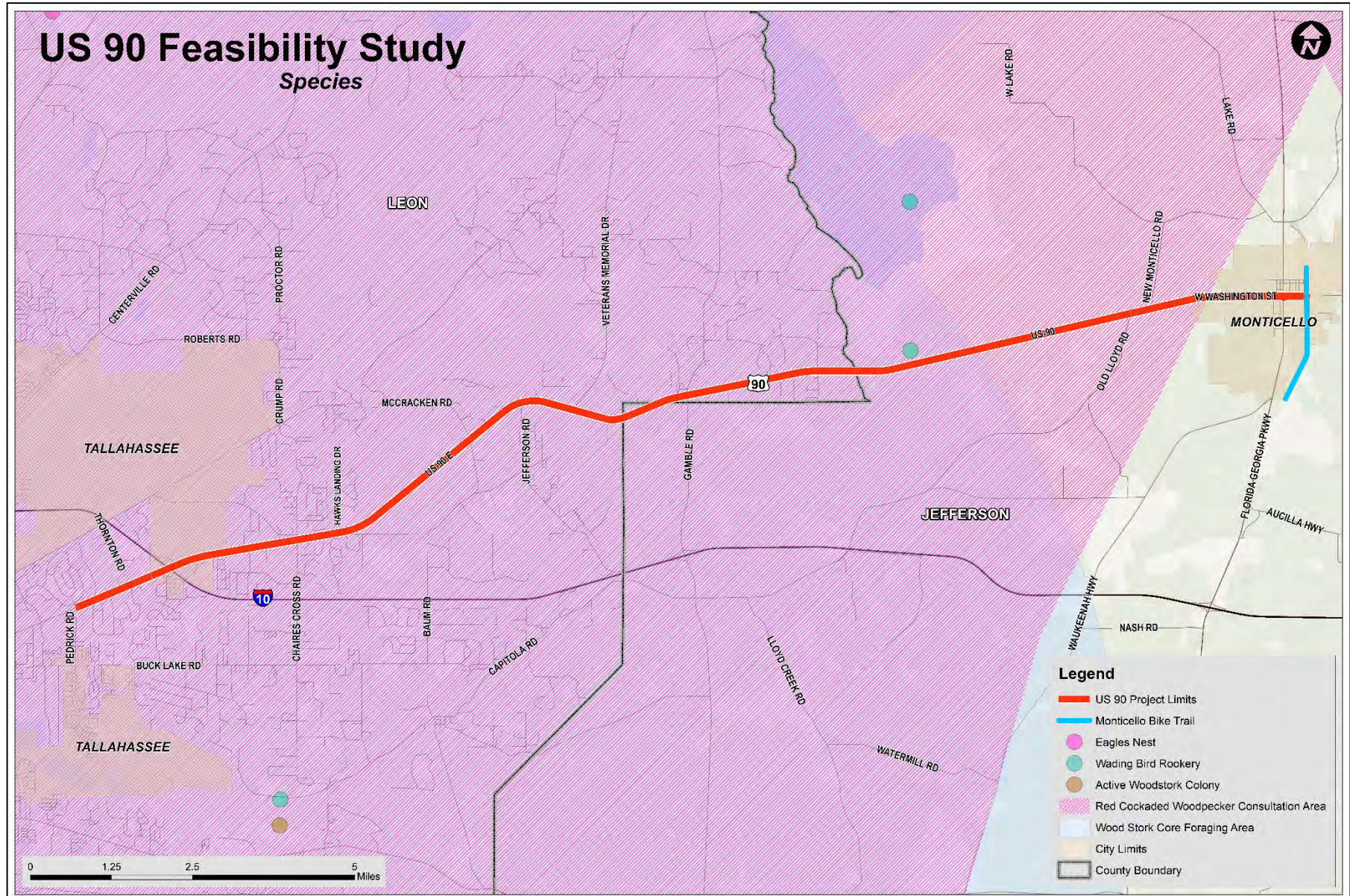


Figure 12. Species Map



Historic and Cultural Resources

Available State Historic Preservation Office (SHPO) data was mapped to locate any known historic or culturally significant resources near the corridor. Several historic resource groups and structures were identified between Pedrick Road and the Jefferson County Courthouse in downtown Monticello. **Table 8** shows all resources, structures, and districts that are eligible for National Register of Historic Places (NRHP) listing. Other structures and resource groups that have been identified by SHPO but have not yet been evaluated or are not eligible for listing are also located along the corridor, including property associated with the Welaunee Plantation near the I-10 Interchange. These sites are not listed in **Table 8**, but are shown in **Figure 13**. A Cultural Resource Assessment Survey (CRAS) will be completed during the environmental phase of this project to determine impacts to existing and potential SHPO resources and establish an Area of Potential Effects (APE).

Table 8. NRHP-Eligible Sites Along US 90

Site Number	Site Name	Type	County
LE04935	Billingsley Farm	Historical District	Leon
JE01479	Sattler-Boyd House	Structure	Jefferson
JE00586	Pasco House	Structure	Jefferson
JE00504	Mills House	Structure	Jefferson
JE00508	Finlayson-Kelly House	Structure	Jefferson
JE00498	Monticello High School	Structure	Jefferson
JE00395	Saint Margaret's Catholic Church	Structure	Jefferson
JE00129	Monticello Opera House	Structure	Jefferson
JE00560	Monticello Historic District	Historical District	Jefferson
JE00461	Jefferson County Courthouse	Structure	Jefferson

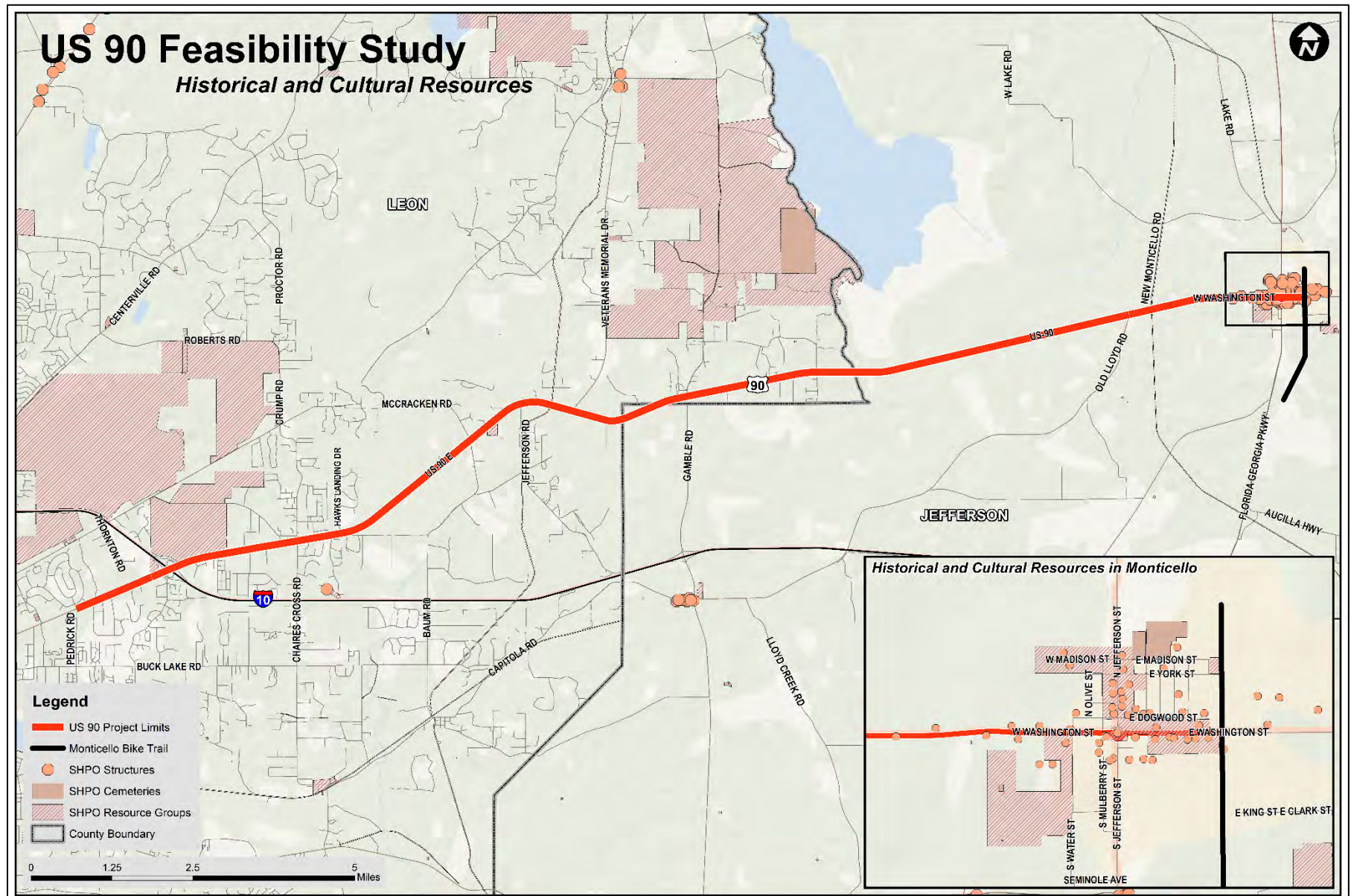
In addition to these sites identified by SHPO, crepe myrtles on US 90 in the study area have taken on historic and cultural significance. Some of these trees and other species of plants and shrubs were



Crepe myrtles along US 90

originally donated by local businessman and horticulturist Fred Mahan in the early 1930s. Additional crepe myrtles were planted in recent years between Tallahassee and Monticello, and while lacking historical significance, are equally valued by the public. Through coordination with City of Tallahassee-Leon County and preliminary review of Jefferson County's Land Development Code regarding tree protection and native vegetation, it was determined that these crepe myrtles do not have any specific protections outlined by municipal, county, or state agencies. This is likely due to their location within established Florida Department of Transportation (FDOT) right-of-way. According to District Landscape employees for FDOT District 3, FDOT also has not outlined specific protections or regulations, but has demonstrated a commitment to preservation and conservation of the crepe myrtles through landscaping contracts and intentionally avoiding impacts when making repairs or additions to the corridor. This correspondence is included in the **Appendix**. All recommendations made in this report reflect these special considerations and will avoid impacts to the crepe myrtles as feasible.

Figure 13. Historical and Cultural Resources



Existing Trail Connections

Both the City of Tallahassee and the City of Monticello have existing trail networks that create opportunities for long-distance trips to other destinations in the region. Along US 90, this route allows connections to several destinations including Pedrick Pond, Lake Miccosukee, Letchworth-Love Mounds Archaeological State Park, public libraries in both Leon and Jefferson County, and numerous businesses and restaurants. Notable to the regional network, this segment of US 90 provides connectivity to the JR Alford Greenway in Tallahassee via bicycle lanes on Pedrick Road, which then allows a connection for cyclists to access Lafayette Heritage Trails and Tom Brown Park, and continue along the Goose Pond Trail and other on-road facilities as far as Cascades Park and the Capital Cascades Trail. This ultimately connects to the St. Marks Trail, which provides connections to the Coastal Trail, and other connections associated with the Capital City to the Sea Trails. In Monticello, this segment of trail would connect to the existing Monticello Bike Trail, which is in Project Development and Environment (PD&E) Study phase for extension to Jefferson County Middle/High School on US 19 south of town. Furthermore, as trail systems in the region are further extended, this segment of US 90 will provide connectivity between Jefferson County and trail systems in Leon and Wakulla County. By 2022, the region will have more than 60 miles of planned multi-use trails within and connecting Leon County, Jefferson County, and Wakulla County. Regional trails and their current status are shown in **Figure 14**.



St. Marks Trail in Tallahassee, Florida

Locations of Note

I-10 Interchange

The I-10 Interchange intersects with US 90 in Leon County northeast of Walden Road, and is characterized by eight on and off ramps and an overpass as shown in **Figure 15**. Currently, the on and off ramps are not stop controlled and motorists merge on and off of the interstate at high speeds. The high number of on and off ramps and the uncontrolled high speeds of motorists present a significant safety challenge in providing a trail on US 90 in this area.

Coordination with FDOT has been conducted to address this issue, and some options were identified that would be further explored with FDOT and the Federal Highway Administration (FHWA) in subsequent phases of this project. Additionally, during the course of this study it was announced that an Amazon fulfillment center will be constructed on the northwest quadrant of this interchange, north of US 90. This major development will likely impact traffic volumes and use of this existing interchange, which will influence the placement of this trail and opportunities for reconfiguring the interchange. Further refinement will be required to determine the feasibility of a trail in this area.

Despite this development, options for trail-specific infrastructure regarding the interchange are presented below. Due to the number of crossings needed, there are limited options for trail-specific infrastructure such as bridges, tunnels, or other structures, and costs were not analyzed further. However, two options exist to address the I-10 Interchange and accommodate a trail while limiting impacts to traffic flow on and off of I-10, which may ultimately be impacted by the new Amazon fulfillment center. The options are as follows:

Option 1: Construct crossings and facilities per the FDOT Design Manual

According to the FDOT Design Manual, interstates and interstate ramps are considered limited-access facilities and at-grade crossings and crosswalks are permitted at ramp terminals and signalized crosswalks (224.1.1 *Shared Use Trail Within Department Limited Access Right of Way*). For this option, the trail will need to be constructed on the southern side and includes the addition of signalized crosswalks at two on ramps and two off ramps. These crossings should be as close to the start of the ramp as possible, high-visibility, and include appropriate signage (as shown in the example photo to the left). This would include signage at the crosswalk and preceding it to give drivers advanced notice of the crosswalk. Trail users would be expected to stop before proceeding through the crosswalk. There are limited opportunities for crosswalk enhancements due to the purposes of the on and off ramps for merging onto and off of a highway. Under the interstate overpass that crosses over US 90, the trail will be constructed on the existing paved shoulder and will be separated from traffic by a physical barrier. The addition of specific signage per MUTCD recommendations and standards will be required. This option is shown in **Figure 16**.



Off-ramp crosswalk example in Jacksonville, Florida

Option 2: Interchange Reconfiguration

This option calls for the removal of both the US 90 east and US 90 west loop off ramps as well as the eastbound on-ramp on the south side of the corridor. All other on and off ramps will remain but will be modified to include turn lanes and signalized intersections to slow traffic and prevent uncontrolled merging onto US 90. This option eliminates one of the four crossings associated with trail construction on the south side of the corridor and provides stop control that will slow and stop traffic and allow trail users to cross the ramps safely. This option is shown in **Figure 17**.



I-10 Overpass on US 90

Figure 15. I-10 Interchange

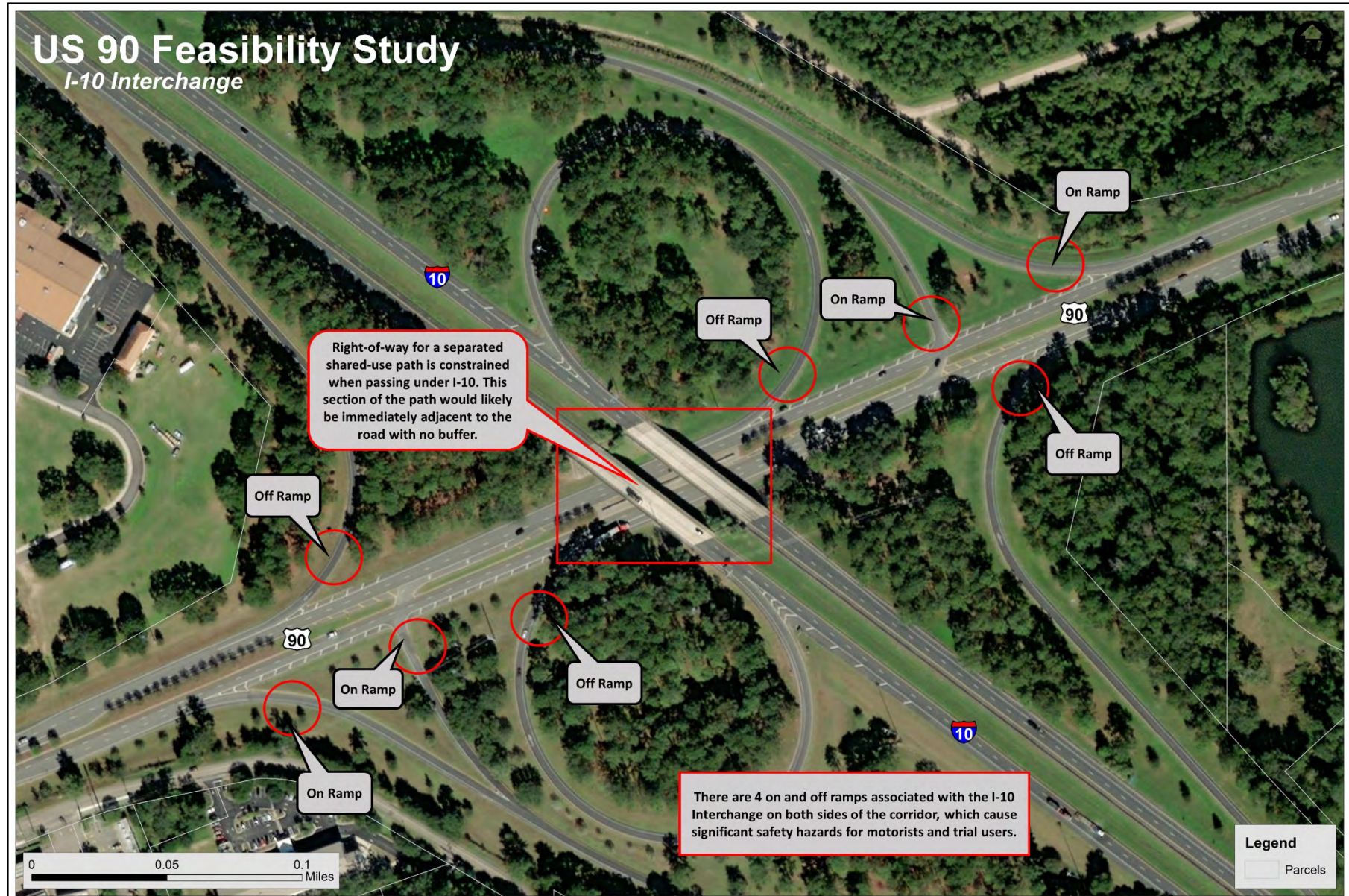


Figure 16. I-10 Interchange: Option 1

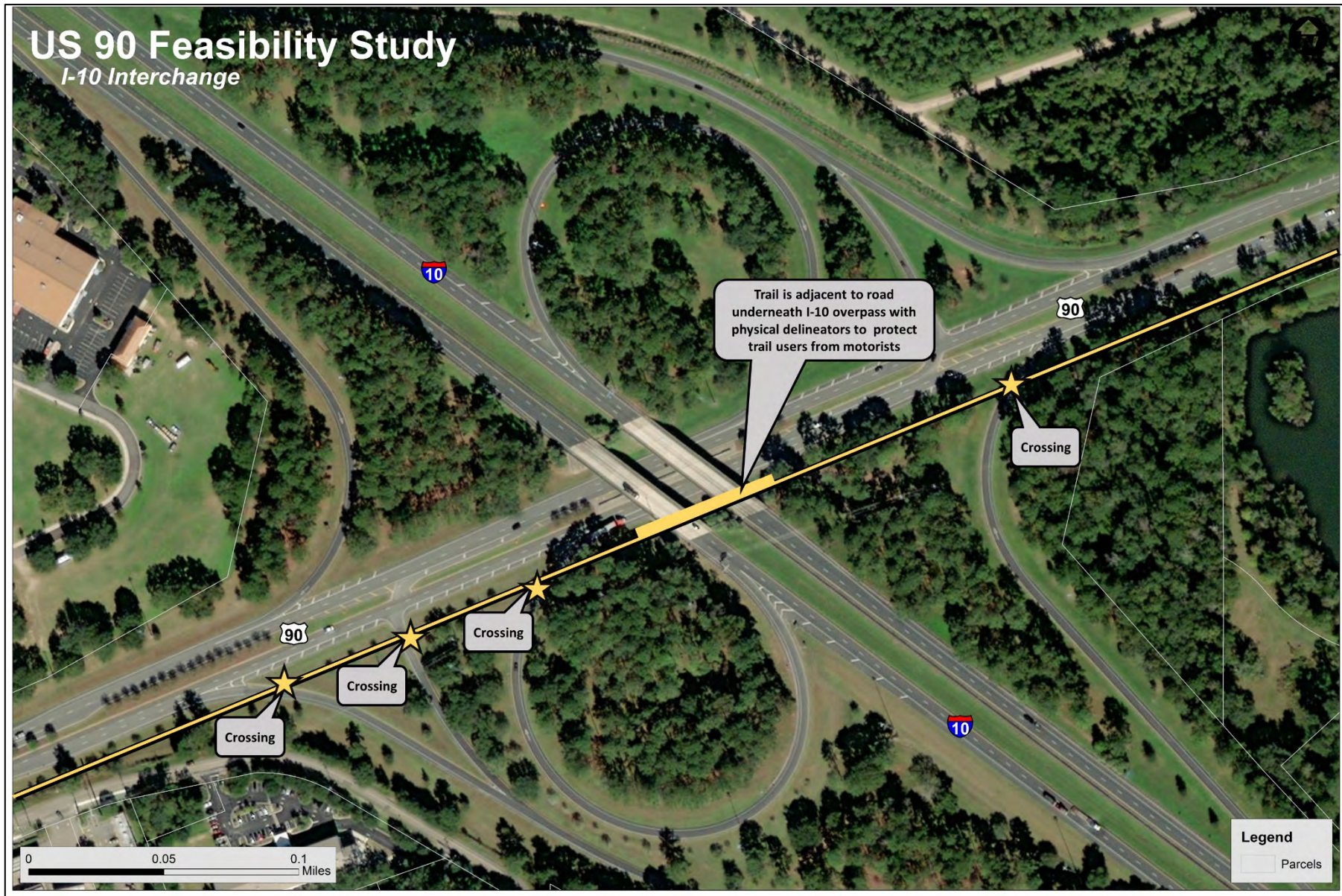
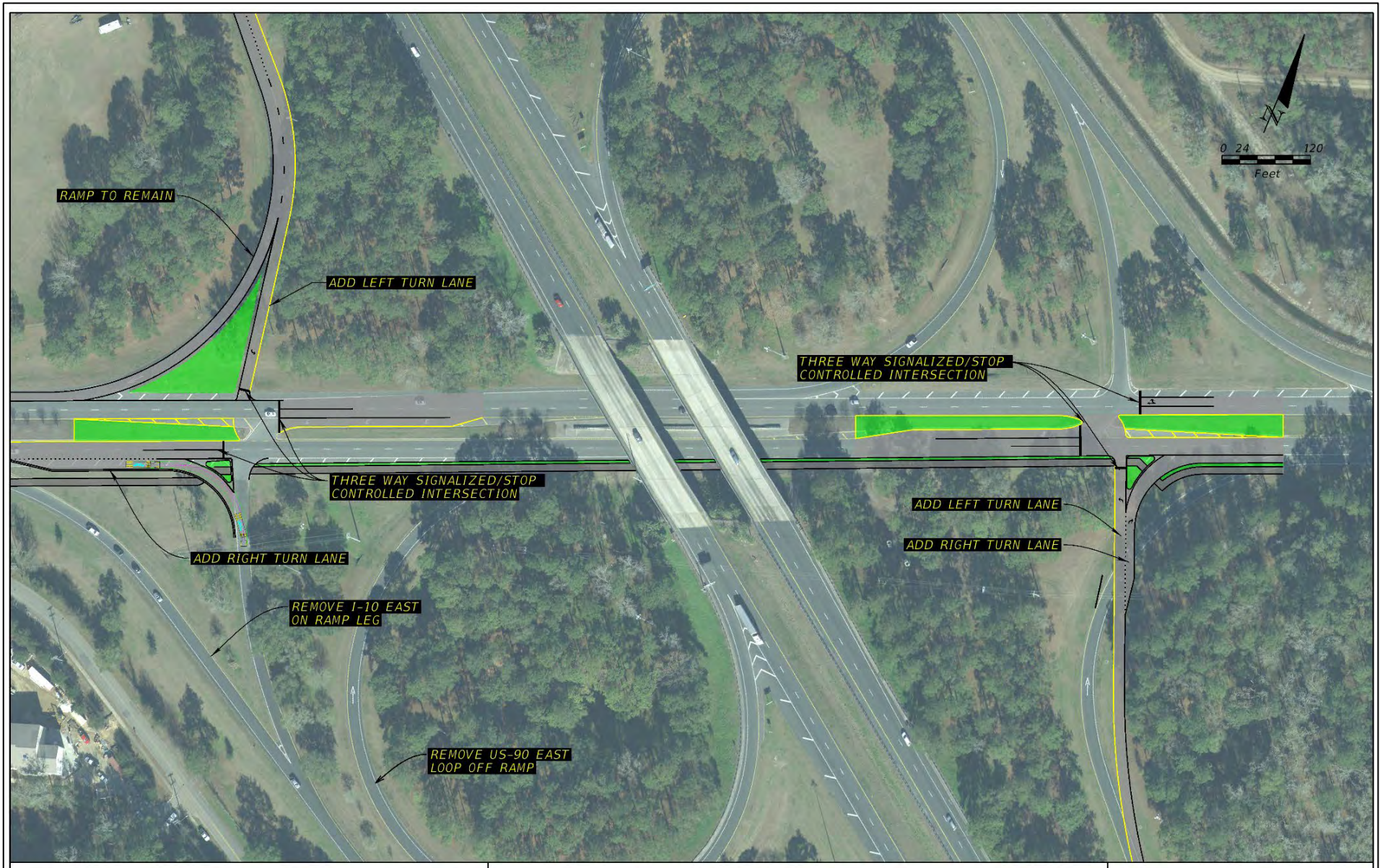


Figure 17. I-10 Interchange: Option 2



Lake Miccosukee

Lake Miccosukee is located east of the Leon County line in Jefferson County. Where it intersects with US 90, there is an existing public-use boardwalk on the north side. For this reason, alternatives are recommended to be constructed on the south side of the corridor. However, wetlands and limited shoulder space on the bridge limit opportunities for construction and a boardwalk is recommended to accommodate the 10-foot multi-use trail. This will help reduce impacts to the existing wetlands. It will also allow trail users to be completely separated from high-speed traffic crossing the bridge. Boardwalk location is shown in **Figure 18**.

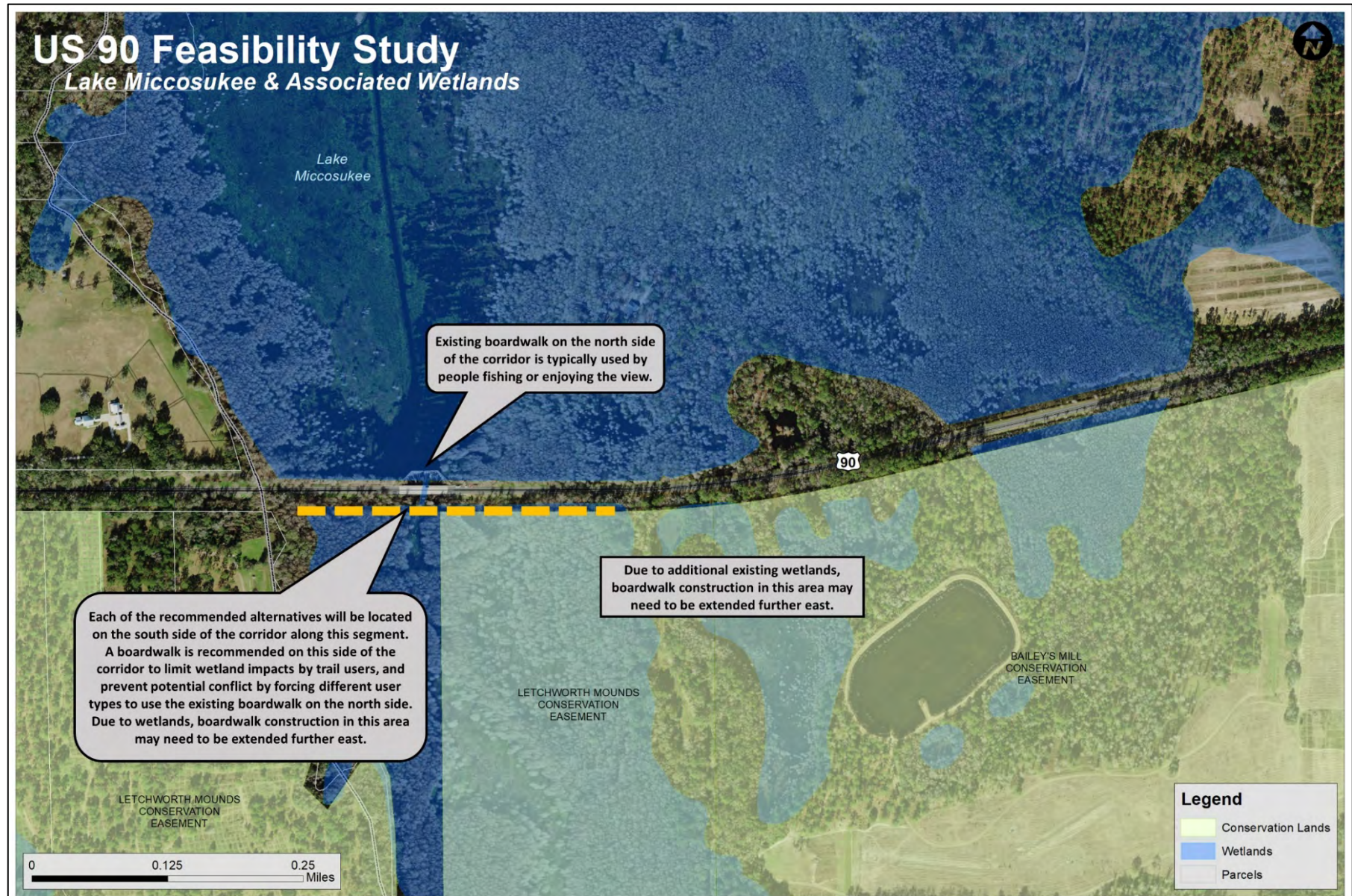


Lake Miccosukee



Examples of boardwalks along the Ochlockonee Bay Bike Trail in Wakulla County, Florida

Figure 18. Lake Miccosukee



Hilltop Country Store

Hilltop Country Store is located on the south side of US 90 west of Old Magnolia Road/Gamble Road in Leon County. Two of three alternatives proposed follow the south side of US 90 past the store. Currently, the store commonly receives shipments from large semitrucks within FDOT-owned right-of-way and customers merge at high speeds into the parking lot from US 90. The parking lot does not have any access management or stop control. In order to maintain access to the store and accommodate a multi-use path in this area, a reconfiguration of the space will be required. Hilltop Country Store and available right-of-way is shown in **Figure 19**.



Hilltop Country Store



Hilltop Country Store Parking Area on US 90



Figure 19. Hilltop County Store





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