

State Road (S.R.) 12 (Florida Arts Trail PD&E) from North Corry Street to S.R. 63 (U.S. 27)

Gadsden County, Florida
FPID Number: 433380-1-32-01



CRTPA Briefing
September 2015

Today's Presentation

- Evolution of the project
- PD&E Study
- Public Comments and Concerns
- Next Steps

**Gadsden
County Bike-
Ped Master
Plan
Completed**
August 2012

**CRTPA
Provided
Funding to
FDOT to
Advance
Project**
Late 2012

**S.R. 12
PD&E
Public
Hearing**
May 2015



August 2012
**Florida Arts
Trail
Feasibility
Study
Completed**

**S.R. 12
(Florida
Arts
Trail)
PD&E
Study
Began**
*June
2013*

**Anticipated
FHWA
approval of
the PD&E**
*Late Fall
2015*

Project Evolution

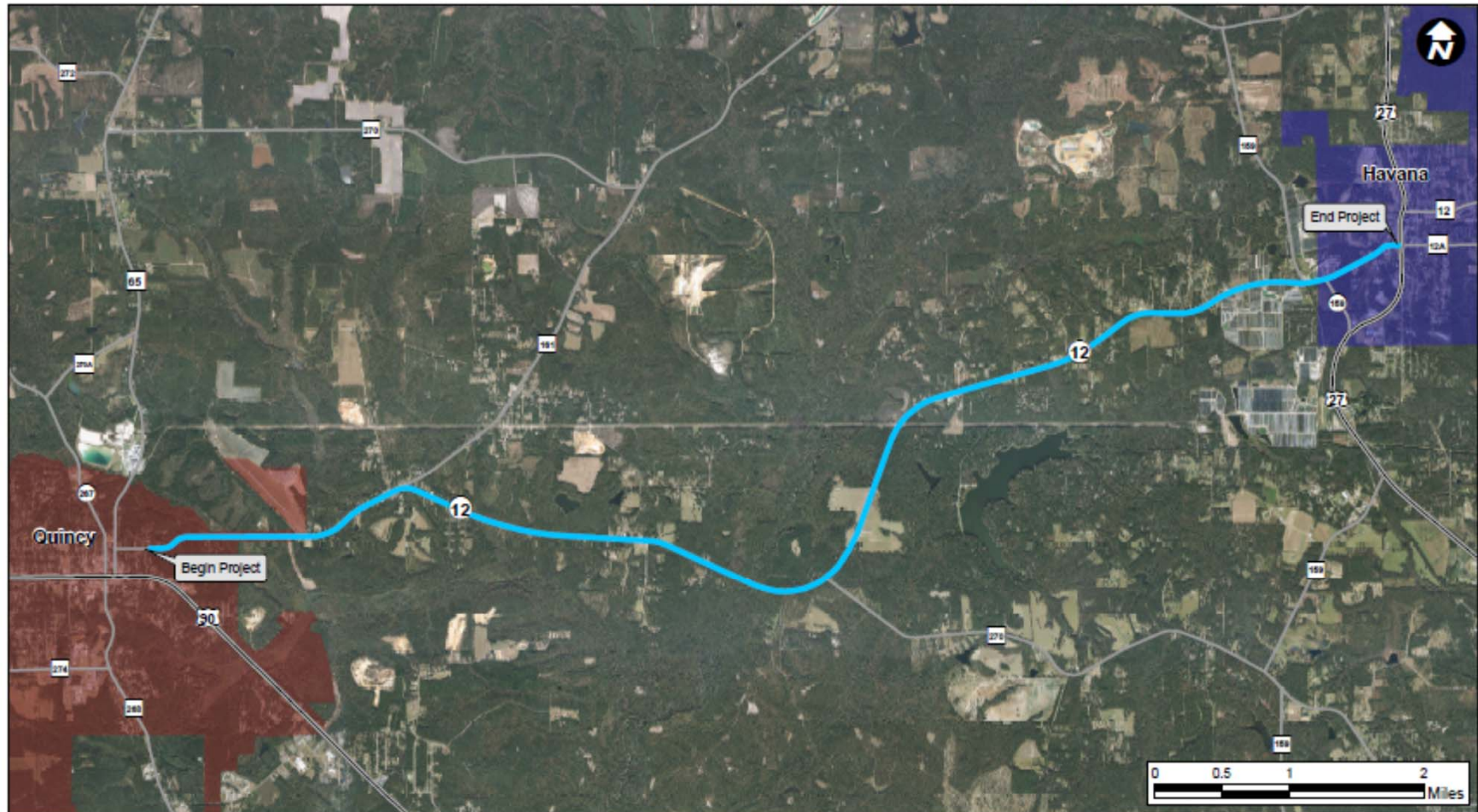
Purpose and Need

- Evaluate the options for constructing a multi-use connection between the cities of Quincy and Havana that follows the S.R. 12 corridor
- Designated as the Florida Arts Trail in 1997 by the Florida Legislature
- The facility would accommodate local bicyclists, pedestrians, and person with disabilities
- Provide a linkage to recreational, educational, and local economic centers in the area
- Lessens chances of conflict between the motorized and non-motorized users

Project Study Area

STATE ROAD (S.R.) 12 PD&E STUDY

Multi-Use Path from Corry Street (Quincy, FL) to U.S. 27 (Havana, FL)



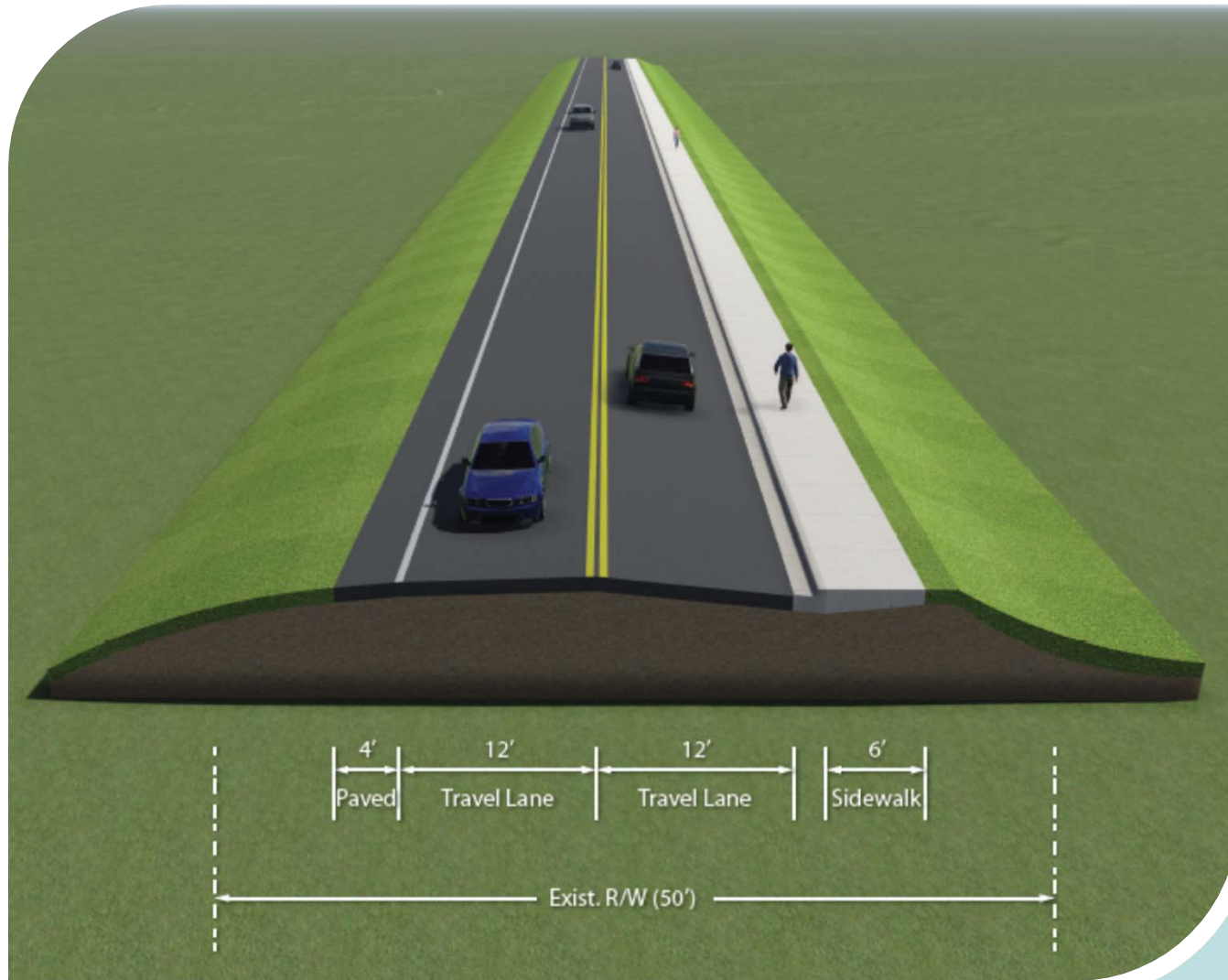
Legend

Study Corridor U.S. Highway Quincy Havana



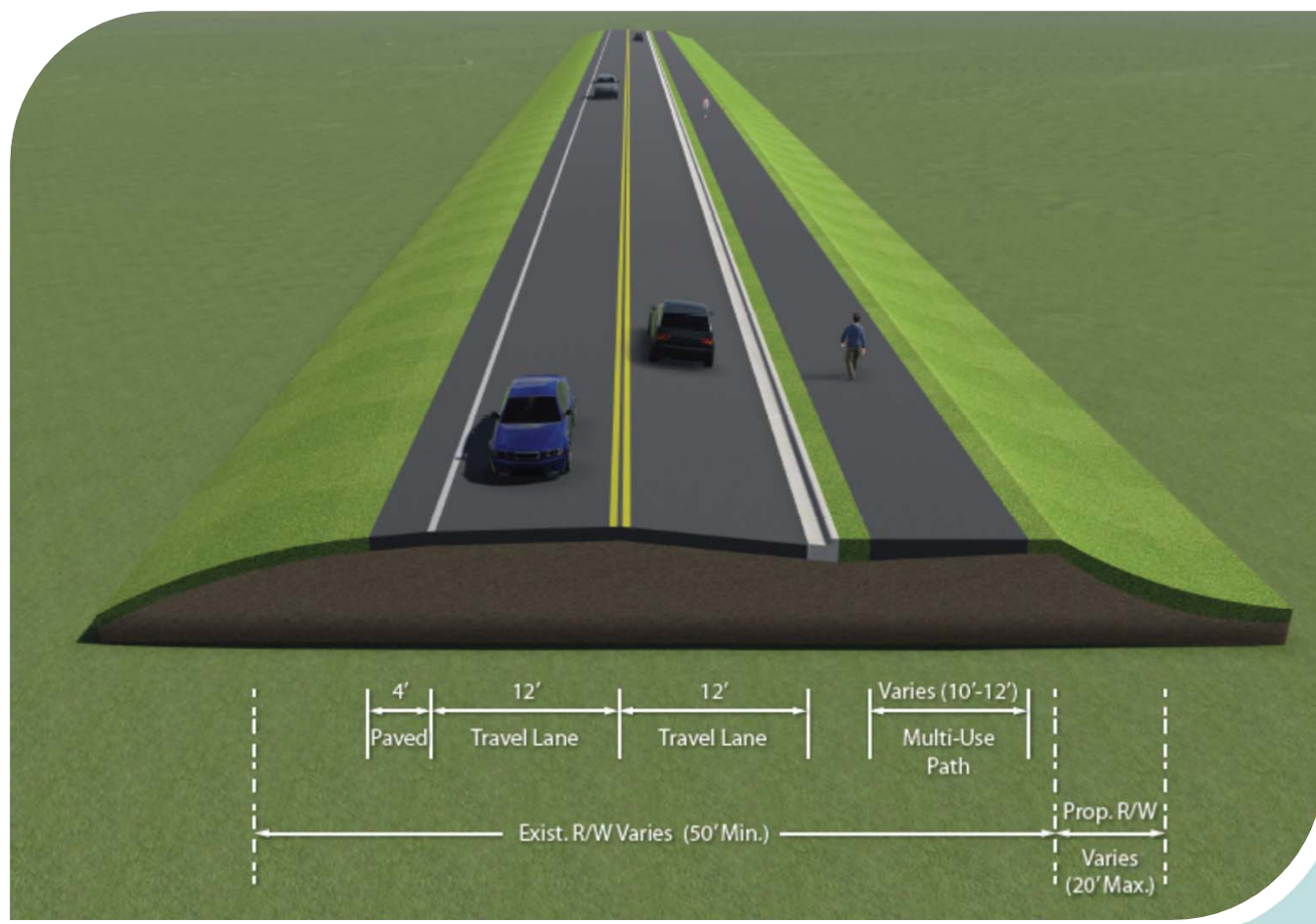
Proposed Typical Section

Quincy Historic District

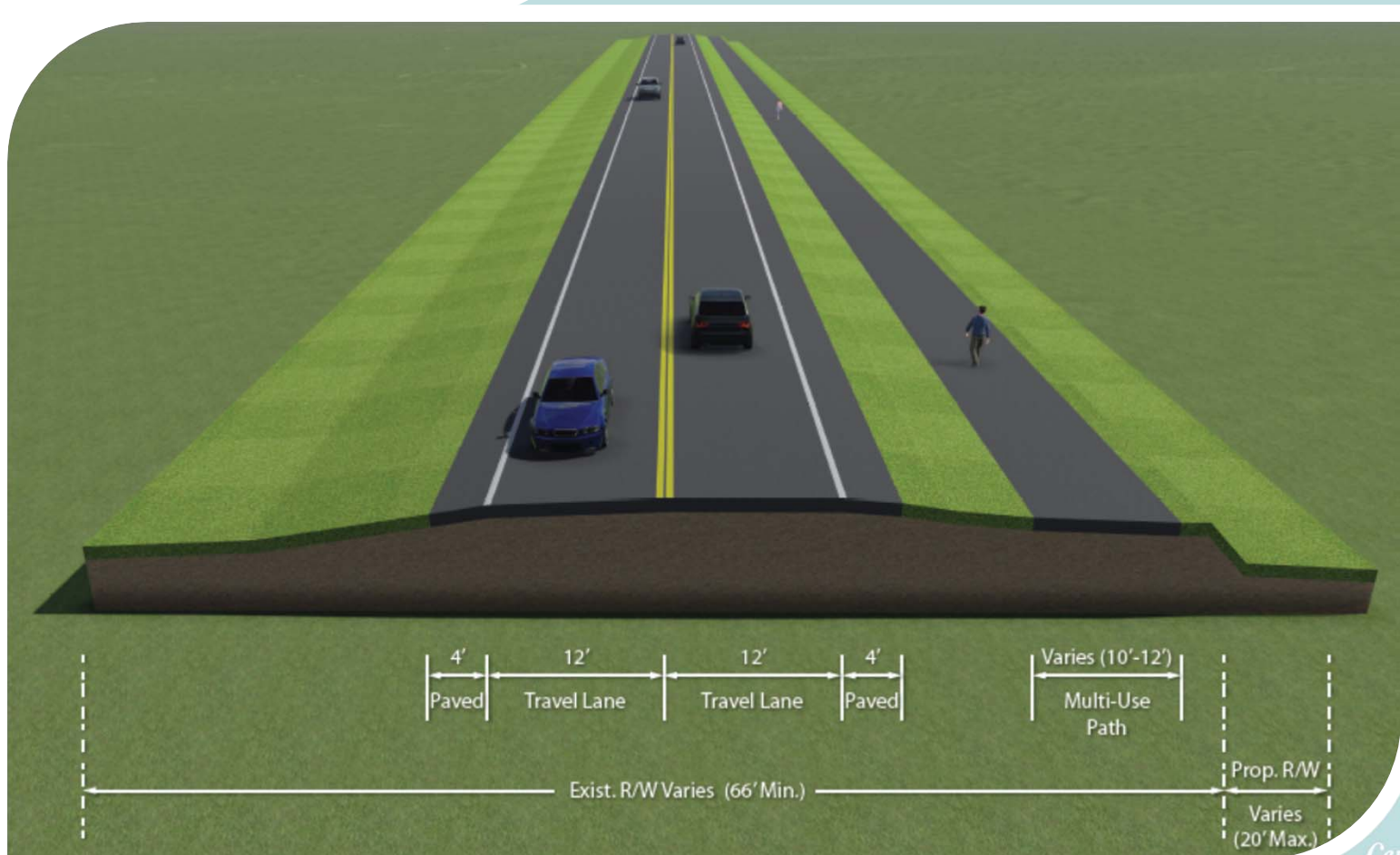


Proposed Typical Section

Quincy Area (Outside Historic District)

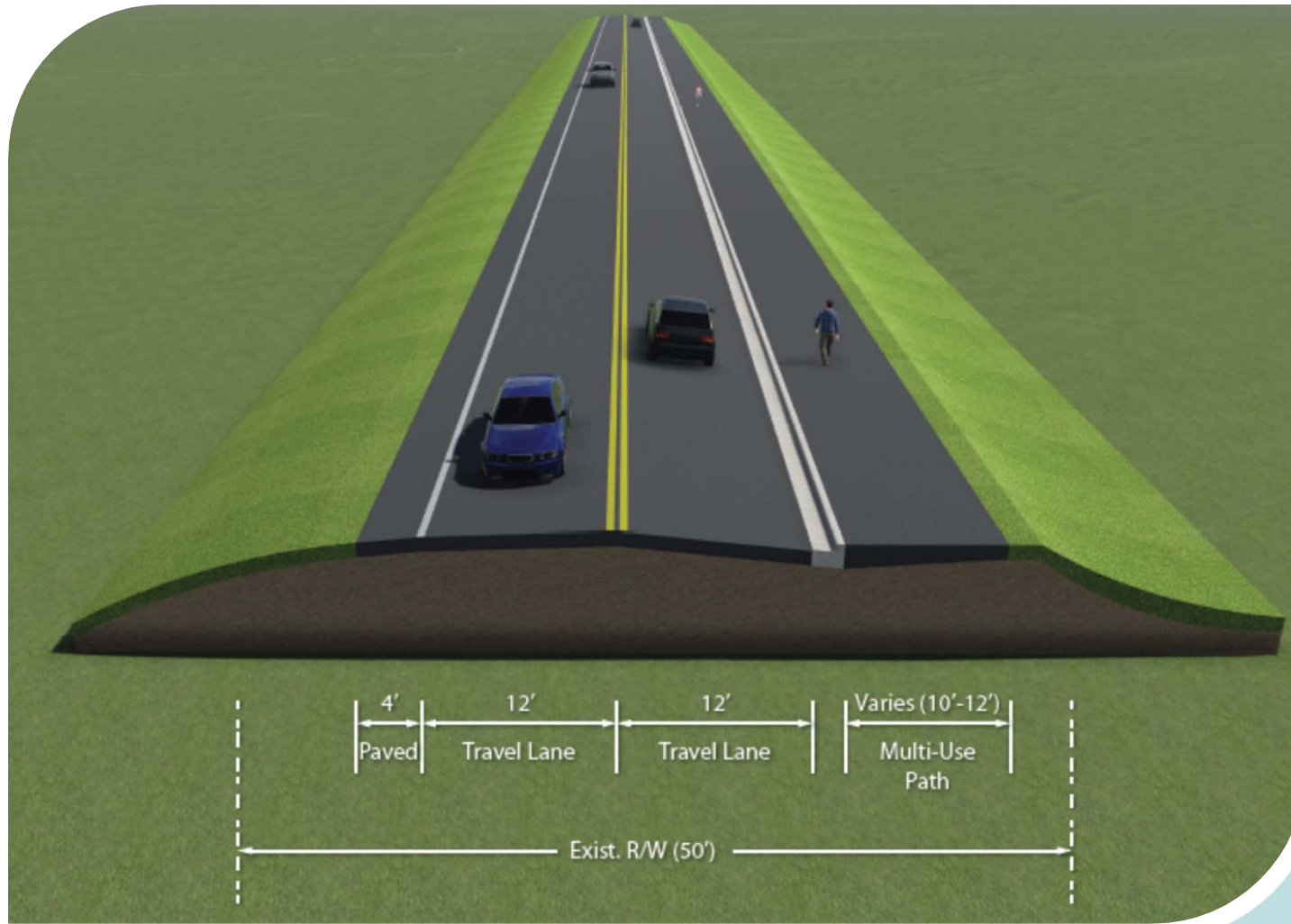


Proposed Typical Section Between Quincy and Havana



Proposed Typical Section

Havana Area



Alternatives Evaluation Matrix

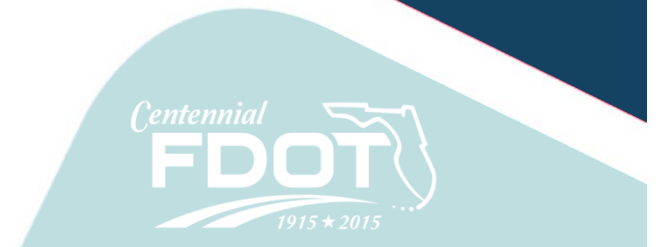
Environmental & Engineering Considerations	Build Alternative	No Build
Land Use Change		
Potential Land Use Change	Minimal	None
Potential Relocations		
Residential Relocations	0	0
Business Relocations	0	0
Total Potential Relocations	0	0
Community Services		
Number of community resources impacted	0	0
Farmlands		
Impacts to prime farmlands	Minimal	None
Potential Right-of-Way Acquisition		
Residential Parcels Affected	31	0
Business Parcels Affected	2	0
Vacant Parcels Affected	3	0
Total Parcels Affected	36	0
Cultural Resources		
Impacts to NRHP Eligible Sites or Resources Groups?	None	None
Wetlands		
Acres of Direct Wetland Impacts	0.11	0
Acres of Direct Surface Water Impacts	0.1	0
Total Impact Acres	0.21	0

Alternatives Evaluation Matrix (Con't)

Environmental & Engineering Considerations	Build Alternative	No Build
Water Quality		
Potential impacts to water quality	Minimal	None
Floodplains		
Impacts to the 100-year floodplain	Minimal	None
Wildlife and Habitat		
Affects to Federally listed species	Minimal	None
Affects to State listed species	Minimal	None
Potential for Encountering Contamination		
Potential involvement with adjacent "High" and "Medium" Ranked Sites	7	0
Number of "high" and "medium" ranked sites needed for ROW	0	0
Utilities and Railroads		
Potential impacts to Utilities and Railroads	Minimal	None
Bicycles and Pedestrians		
Provides dedicated facilities for Bicyclists and Pedestrians	Yes	No
Safety		
Potential reduction of motorized and non-motorized user conflicts	Yes	No
Project Cost		
Estimated Roadway ROW Cost (millions)	\$1.1M	\$0
Estimated Design/CEI/MOT Cost (millions)	\$1.3M	\$0
Estimated Construction Cost (millions)	\$6.6M	\$0
Total Estimated Cost	\$9.0M	\$0

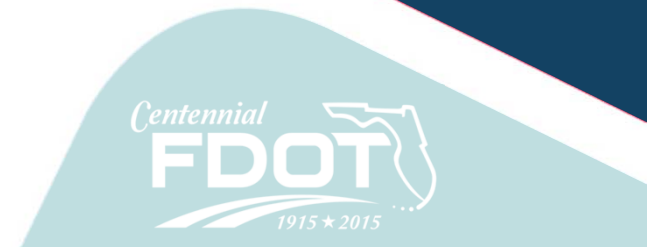
Right-of-way Acquisition and Relocation

- On this project, it is anticipated that right-of-way will be needed from 36 parcels and totals 3.1 acres.
- No business or residential relocations are anticipated.
- Design is the next phase in the project development process, followed by right-of-way acquisition and construction.



Public Comments and Concerns

- Impacts to existing drainage systems and concern over additional runoff
- Impacts to private property access
- Right-of-way requirements
- Location of trail relative to structures
- Safety and crime concerns
- Environmental impacts
- Utility impacts
- Impacts to Quincy Historic District
- Impact to property values
- Cost to local tax payers vs. benefit



Finalizing the PD&E

- Type 2 CE submitted to Federal Highway Administration (FHWA):
 - *Early Fall 2015*
- FHWA Approval and Location Design Concept Acceptance:
 - *Late Fall 2015*

PD&E Study Contacts

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