



South Sumter Connector Trail Project Development & Environment Study

FPID 435471-1-22-01



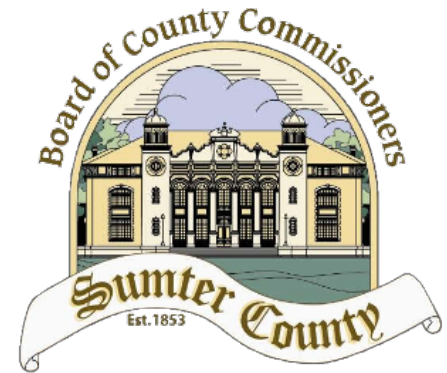
**Alternatives Public Meeting
October 23, 2018**

**Webster Community Hall
49 S.E. 1st Street, Webster,
Florida 33597
5:30 p.m. to 7:30 p.m.**



Florida Department of
TRANSPORTATION

South Sumter Connector Trail PD&E
Sumter & Hernando Counties
Project Development & Environment
(PD&E) Study





PURPOSE OF THE ALTERNATIVES PUBLIC MEETING

- Afford persons the opportunity to express their views about the South Sumter Connector Trail
 - Public participation at this hearing is solicited without regard to race, color, religion, sex, age, national origin, handicap, or family status

ALTERNATIVES PUBLIC MEETING DETAILS

Tuesday, October 23, 2018

5:30 p.m. to 7:30 p.m.

Webster Community Hall

49 S.E. 1st Street,

Webster, Florida 33597



PROJECT PURPOSE AND NEED



PURPOSE

- Close the existing 22 mile gap in the Coast to Coast Trail with a multi-use trail in accordance with SUN Trail standards.

NEED

- Need is based on a combination of system linkage and economic development



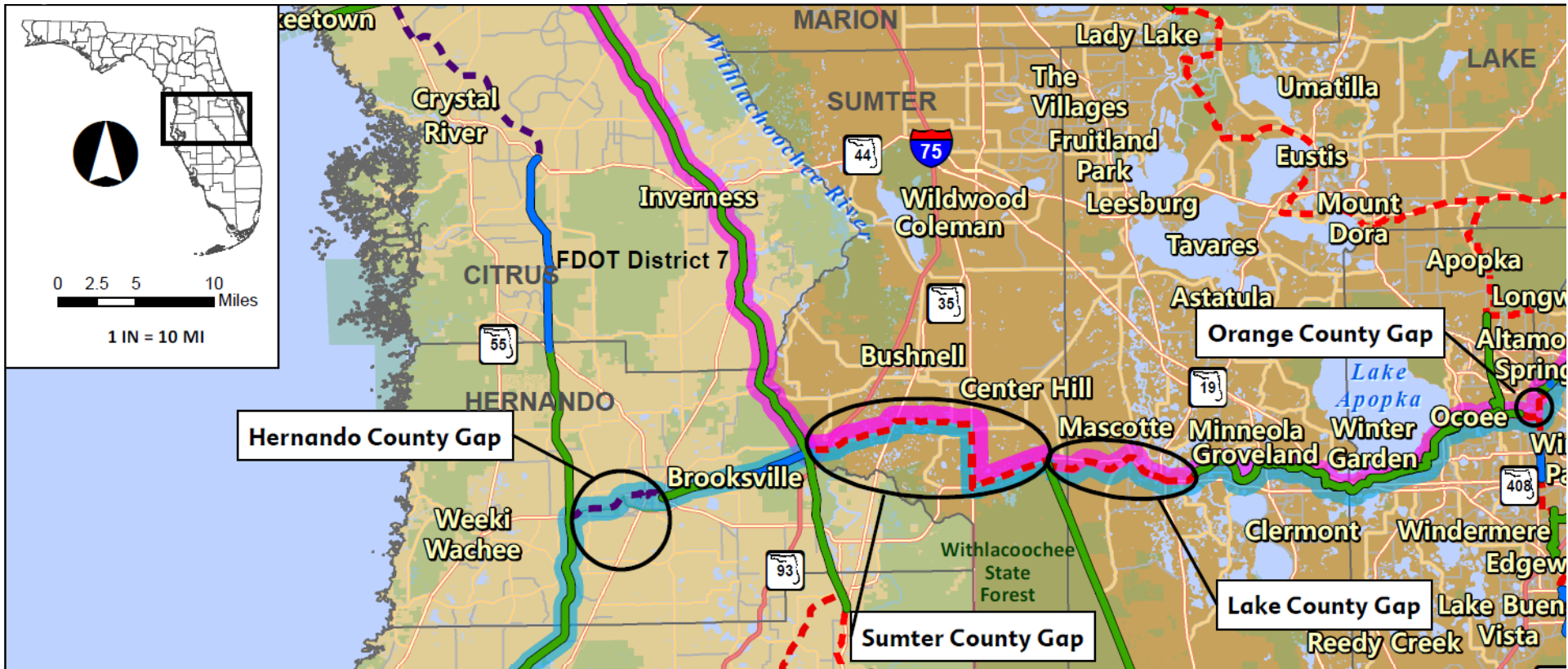
SHARED-USE NONMOTORIZED (SUN) TRAIL NETWORK

- Initiated through Governor/legislative support
- **\$25M** annual funding commitment
- Coast to Coast (C2C) Trail identified in December 2015 as the **first** SUN regional trail
 - 250 miles connecting St. Petersburg to Titusville
- Operation & maintenance by entities other than FDOT
- Local/private funding of amenities & maintenance
- **22-mile gap** in SUN Trail is the South Sumter Connector Trail
 - Through Sumter and Hernando Counties





COAST-TO-COAST TRAIL



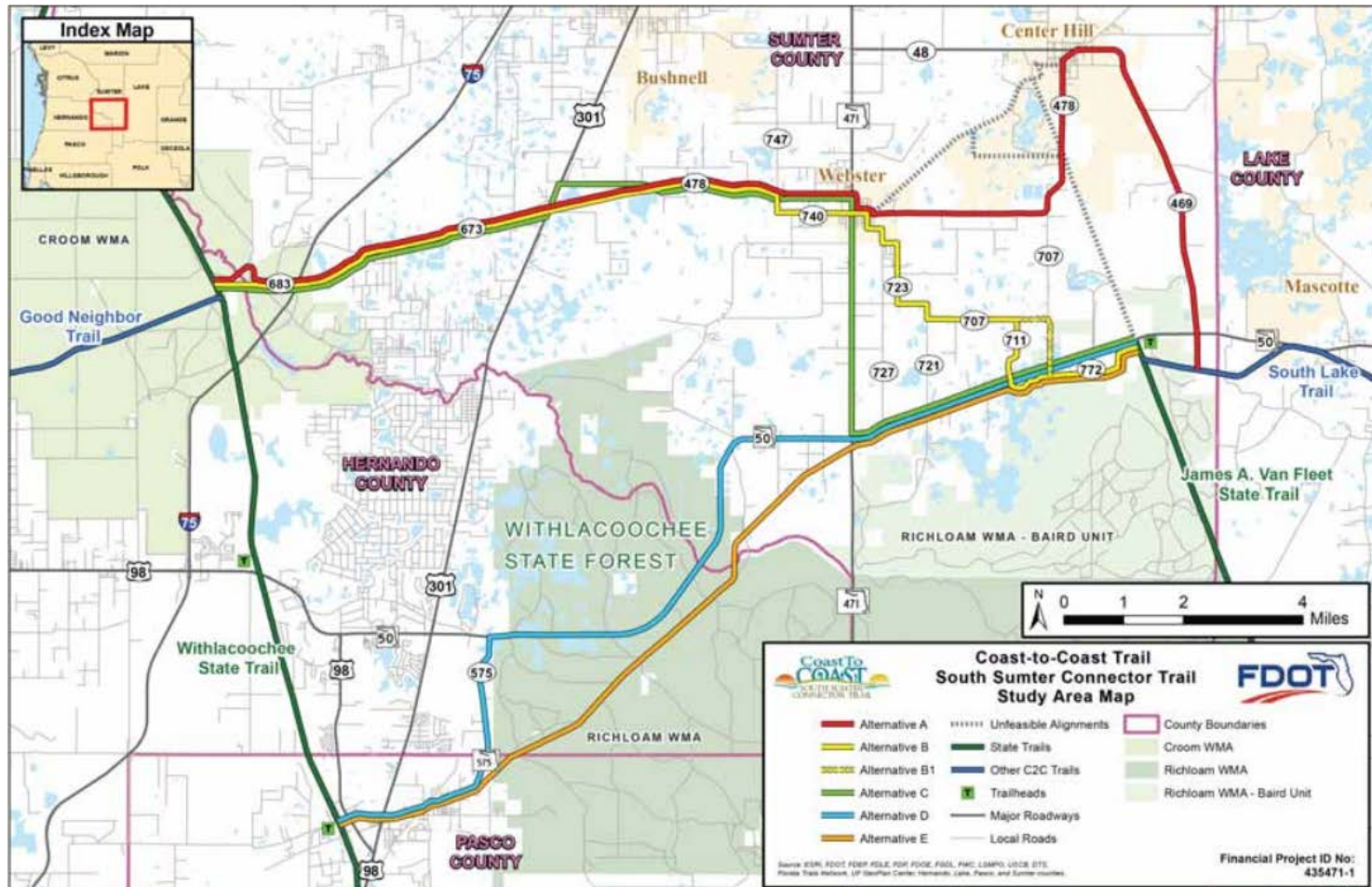
Adjacent projects = Good Neighbor Trail (Nov. 2018 open), S. Lake Trail



PREVIOUS PROJECT CONSIDERATIONS



PREVIOUS STUDY ALTERNATIVE CORRIDORS





PREVIOUS AGENCY & PUBLIC INVOLVEMENT

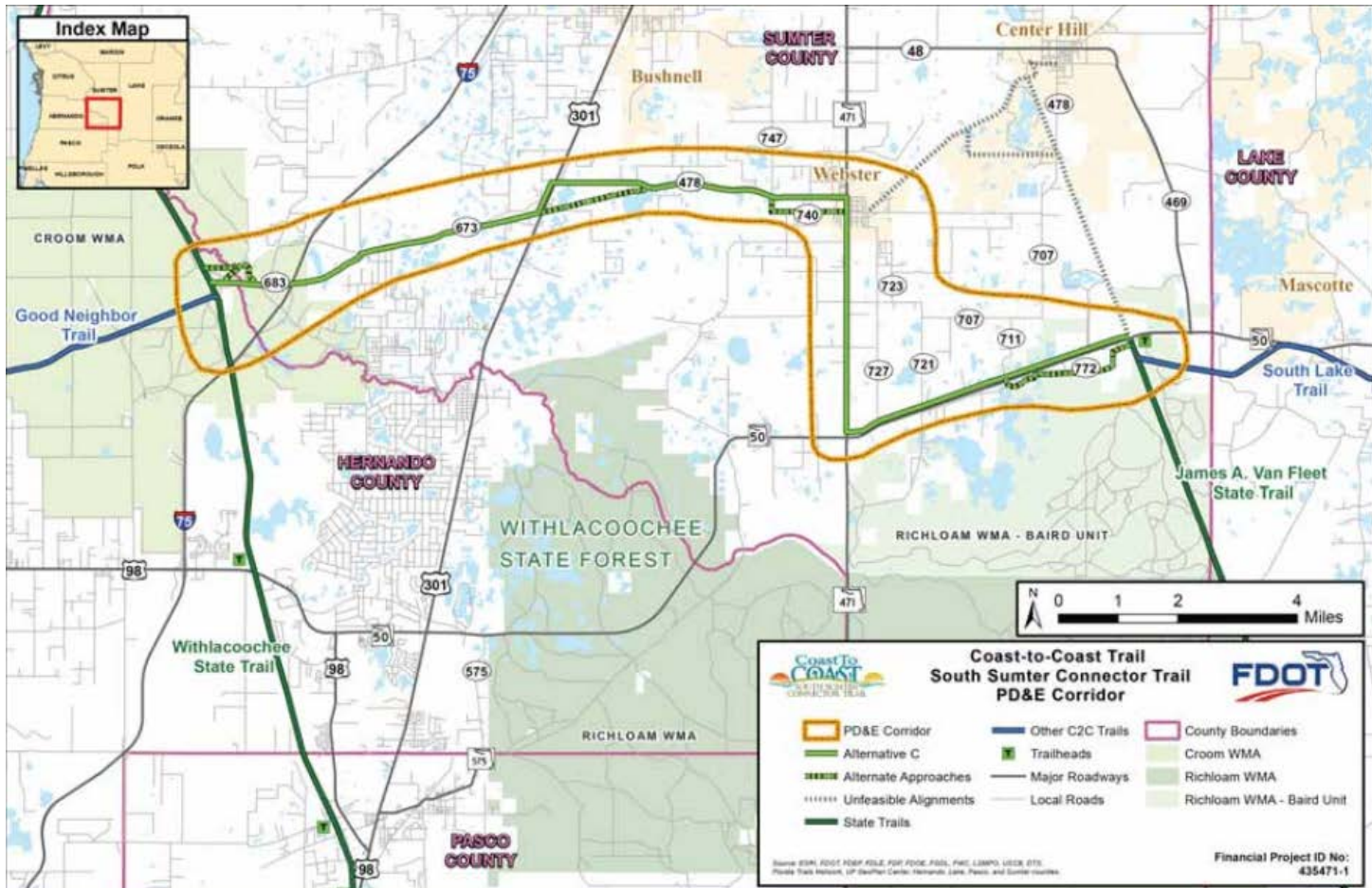
- Feasibility Study had 39 meetings and events in an 18-month period (January 2015 – June 2016).
- Public Kickoff Meeting (5/7/15) had 120 attendees
- 3 subsequent Public Meetings (March-April 2016) had 276 total attendees
- Result: Selection of Alternative Corridor “C”
 - Northern alignment – W.S. Trail to CR 673, US 301, CR 478, SR 471, SR 50

PRIMARY CONSIDERATIONS

- ❖ *Avoid hunting grounds*
- ❖ *Trail user safety (emergency access)*
- ❖ *Security of adjacent properties*
- ❖ *Equestrian accommodations*
- ❖ *Use of the abandoned SCLRR corridor*
- ❖ *Support & opposition to the Southern corridors*



PREVIOUS STUDY RECOMMENDED CORRIDOR





CURRENT PROJECT EFFORTS



KEY SUN TRAIL PROJECT POLICIES/CONSTRAINTS



- FDOT will not exercise eminent domain for R/W acquisition
- F.S. 339.81 explicitly prohibits the use of SUN Trail funding for the following elements (partial list):
 - Trailheads, parking areas
 - Benches, kiosks, pavilions, landscaping, trash receptacles
 - Water fountains, irrigation, restrooms
 - Sidewalks, nature trails, loop trails



*Local Sponsor
Opportunities*



PROJECT LOCATION MAP





PD&E STUDY

- **Project Development & Environment Study**
- Study to determine impacts of a proposed project
 - Social
 - Economic
 - Natural
 - Physical
- Combines engineering, environmental, and planning data
- Stakeholder and community feedback
- Selection of a preferred alternative



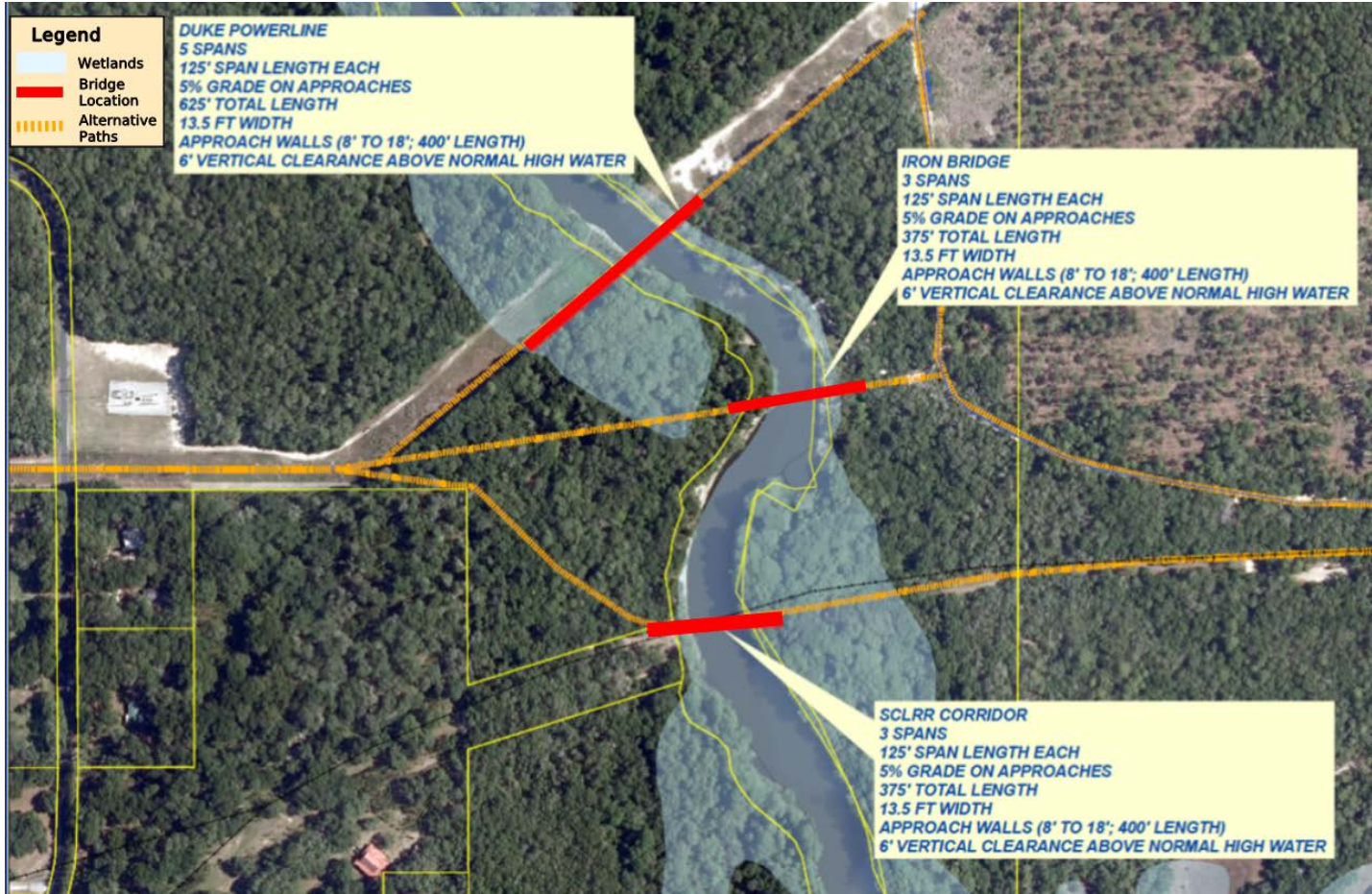
PD&E EFFORTS TO DATE

- Engineering & Environmental data collection
- Development and assessment of concepts:
 - Development of initial alignment and typical sections to minimize ROW impacts
 - Working through numerous alignment and engineering challenges
- Stakeholder and community feedback
- Project Advisory Group (PAG) Meeting was held on March 27, 2018
- Class of Action – Type I Categorical Exclusion

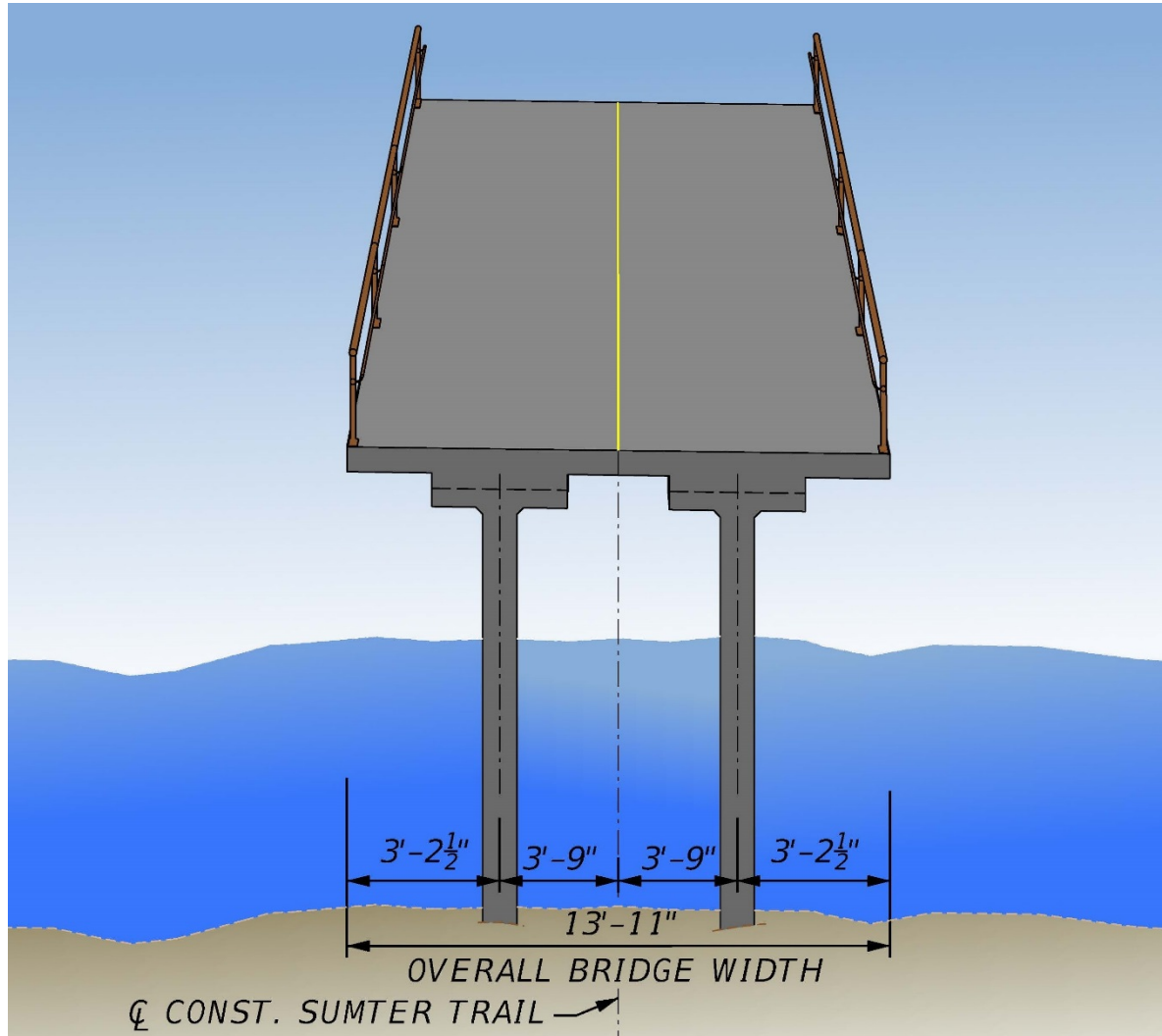


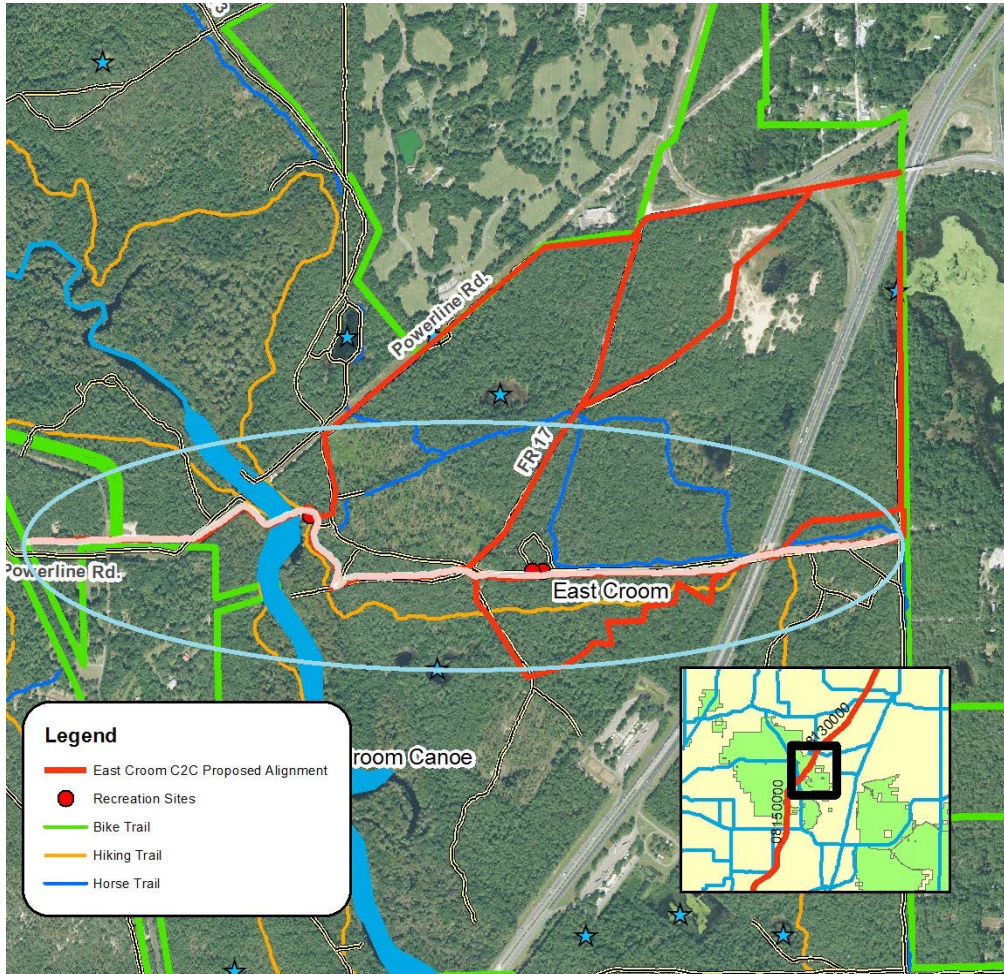
TRAIL ALIGNMENT & DESIGN

- Trail location along existing roadways
 - Sumter County maintenance
 - Right of Way considerations
- 12-foot wide trail preferred – complement rural/urban area
- Left vs. Right side of roadway
- Required horizontal clearance from adjacent roadway
- Accommodation for drainage
 - Address potential drainage impacts to adjacent private property
 - Slope of ditch (4H:1V to 3H:1V)
 - Width of ditch bottom (5 feet)



Alternative Bridge Concepts Withlacoochee River

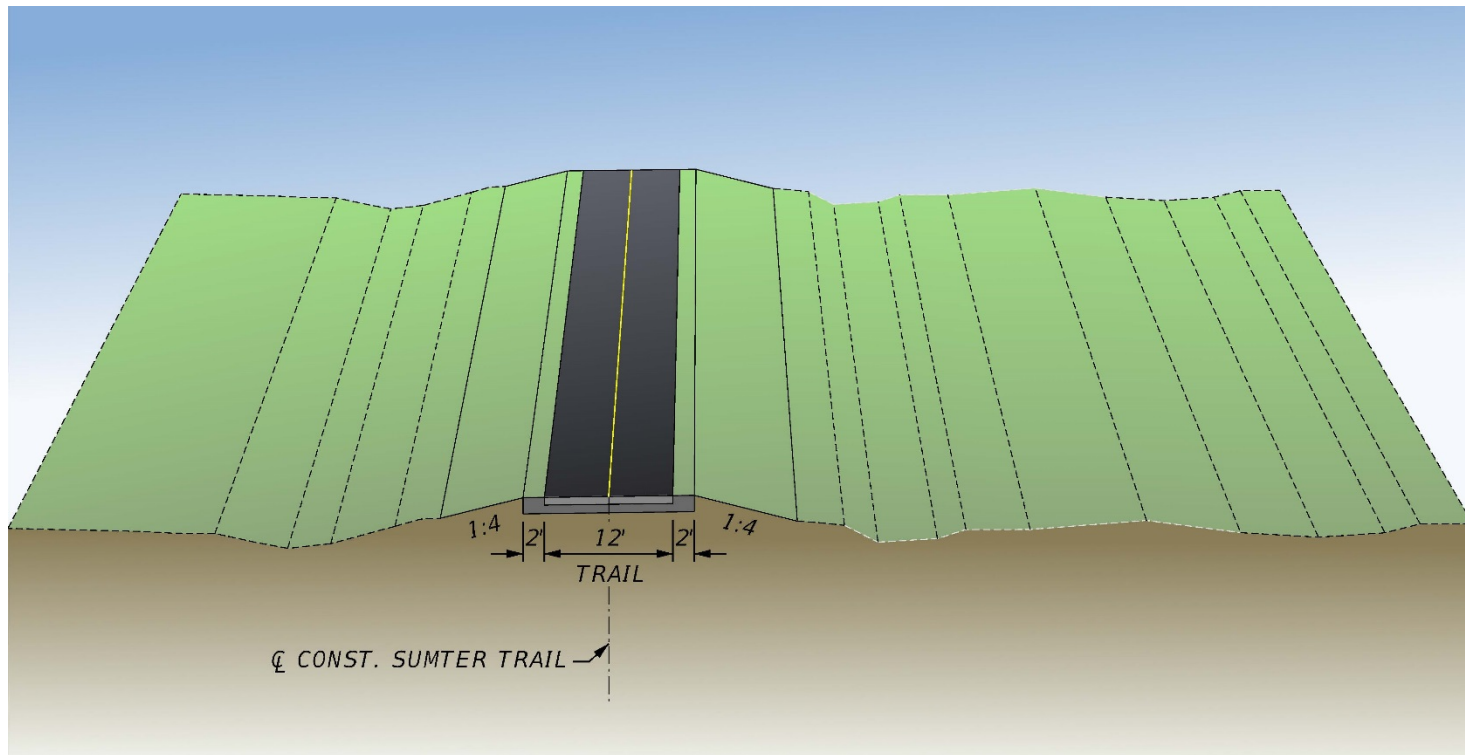


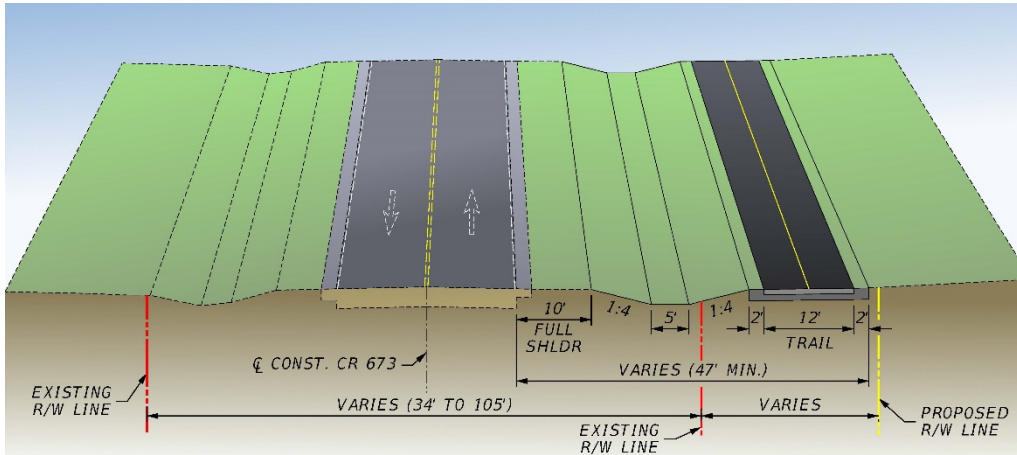


Alignment and Typical Section through the Withlacoochee State Forest

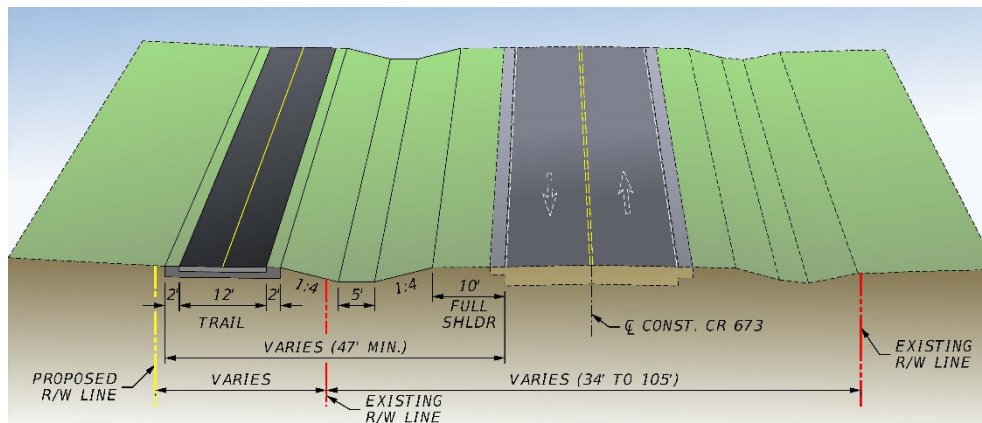
TRAIL ALTERNATIVE TYPICAL SECTIONS

“Forest” Section





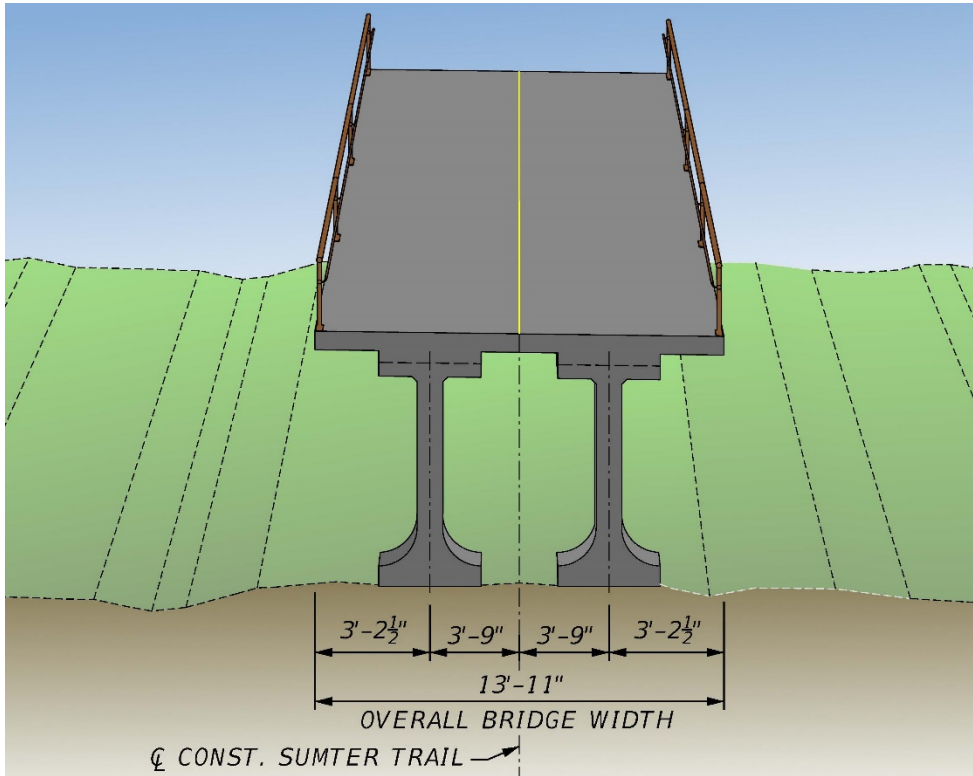
CR 673
Rural Section – Right
Impacts 11.51 acres along 38 parcels



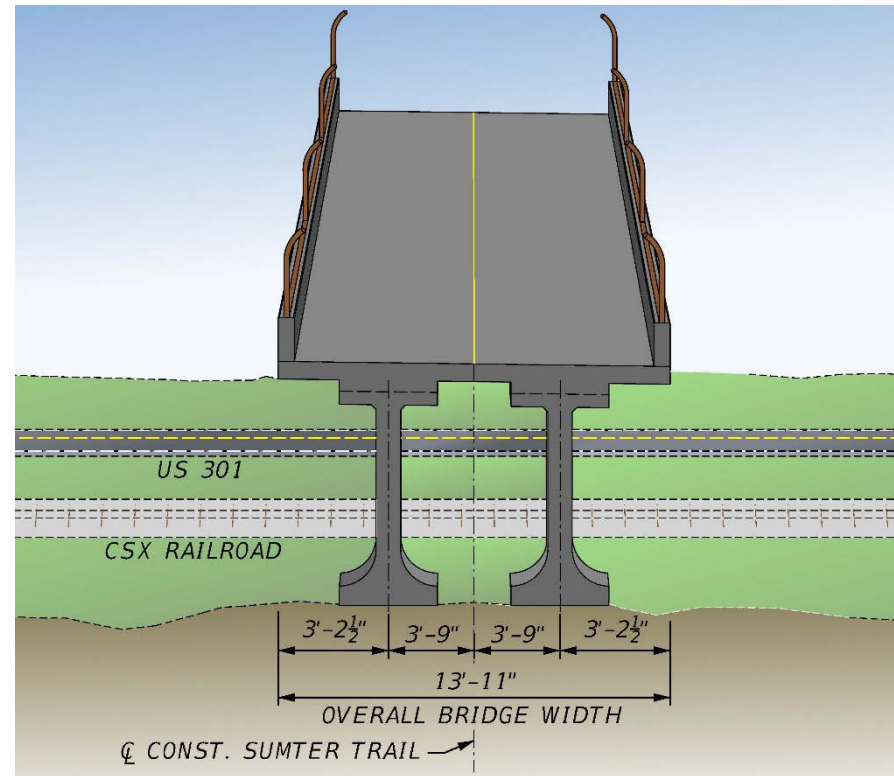
CR 673
Rural Section – Left
Impacts 11.66 acres along 16 parcels



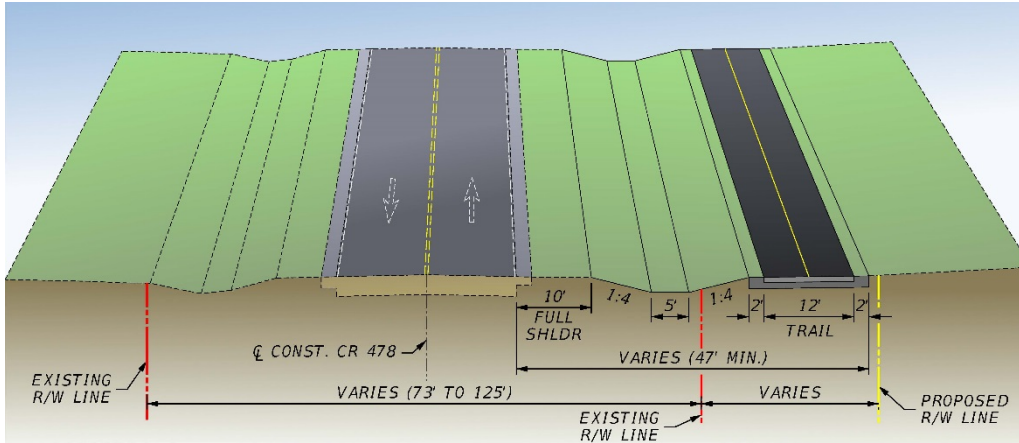
Alternative Bridge Concepts US 301



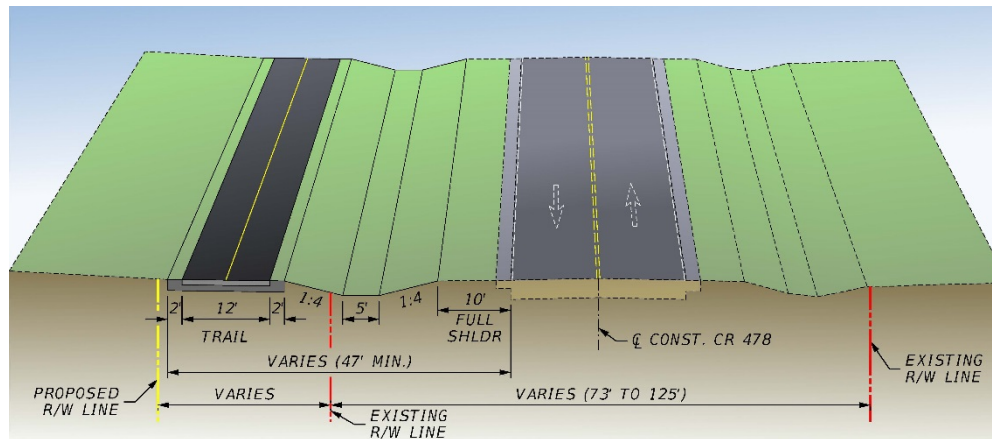
US 301 Approach



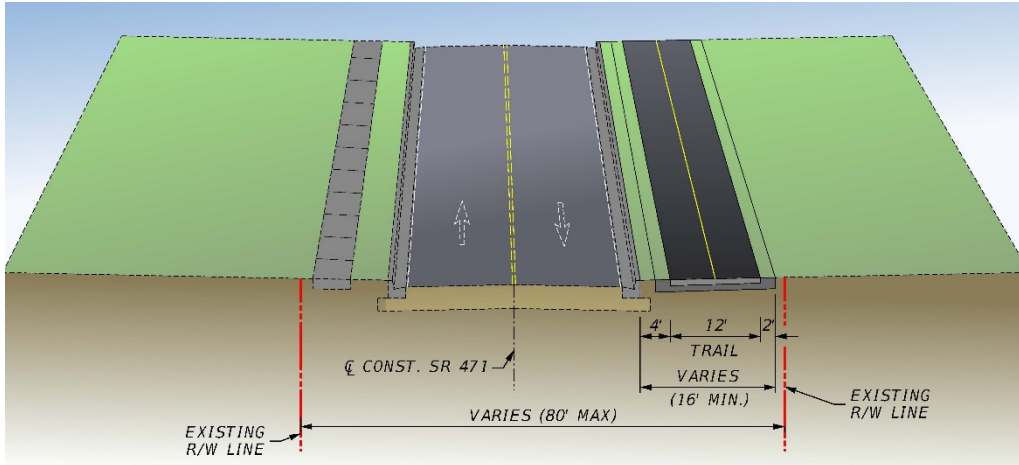
US 301 Span



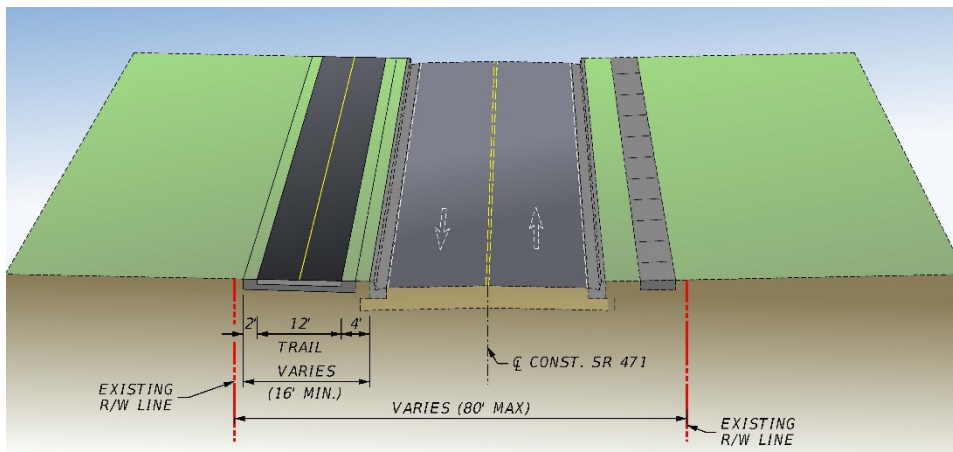
CR 478
Rural Section – Right
Impacts 10.73 acres along 61 parcels



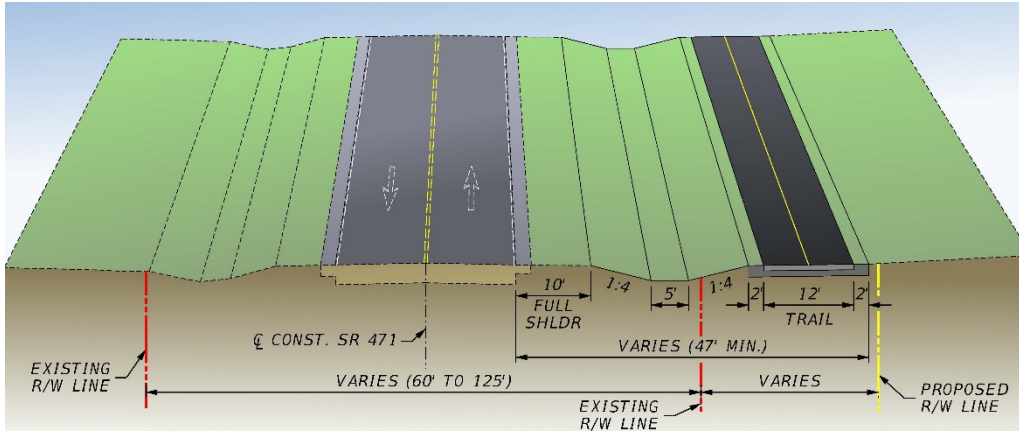
CR 478
Rural Section – Left
Impacts 9.96 acres along 65 parcels



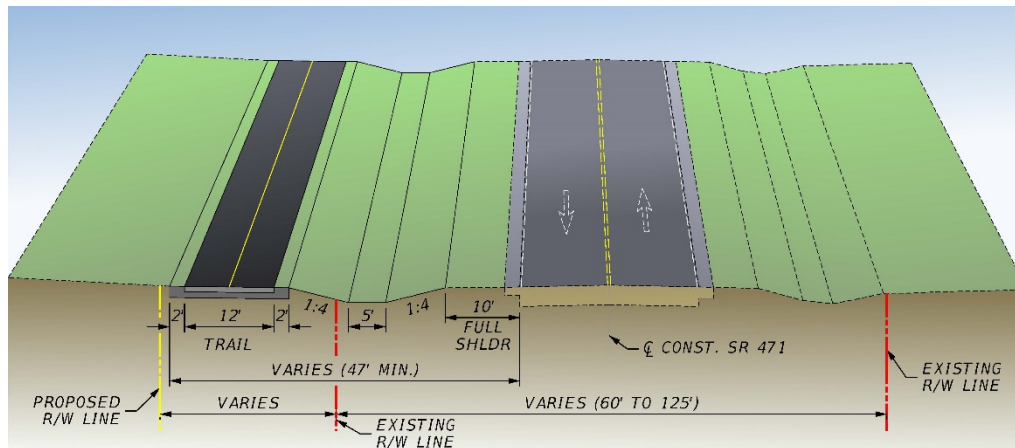
**SR 471 Urban Section –
Right**
Impacts 0 acres along 0 parcels



**SR 471 Urban Section –
Left**
Impacts 0 acres along 0 parcels



**SR 471 Rural Section –
Right**
Impacts 4.73 acres along 36 parcels

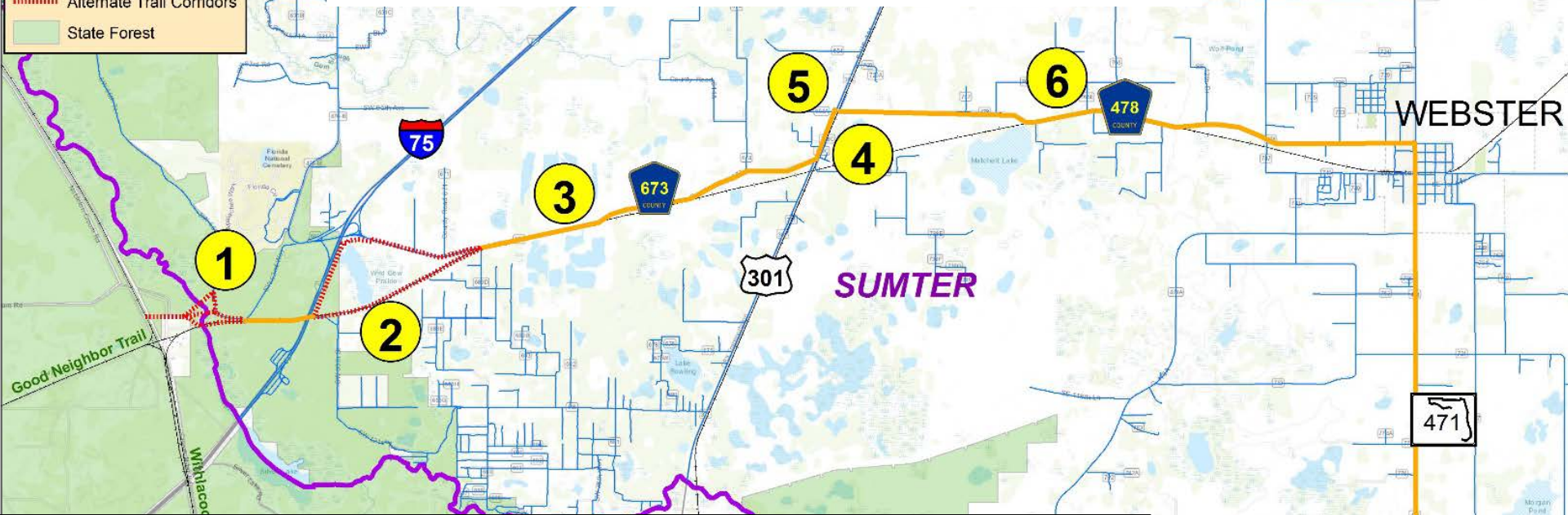


**SR 471 Rural Section –
Left**
Impacts 8.48 acres along 40 parcels

Design/Engineering Challenges

Legend

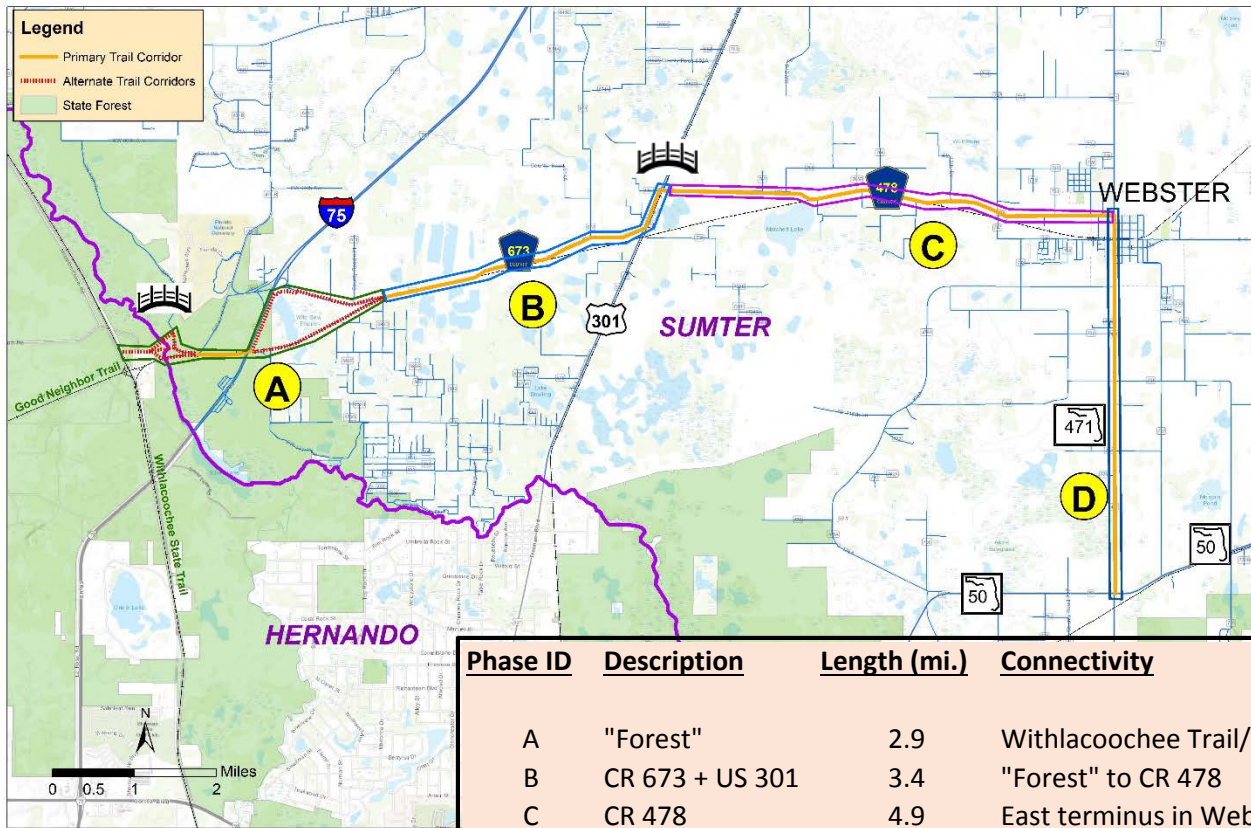
- Primary Trail Corridor
- Alternate Trail Corridors
- State Forest



- 1 = 3 options for crossing the Withlacoochee River (Iron Bridge; Duke Power corridor)
- 2 = Route eliminated due to development plans
- 3 = CR 673 R/W = 55 ft
- 4 = Private ownership of abandoned properties = additional R/W transactions and costs (Sumter County prefers trail directly adjacent to roads for safety and maintenance).
- 5 = High level pedestrian bridge over US 301 and CSXRR
- 6 = CR 478 R/W = 80 ft (trail needs 16 ft PLUS roadway+trail drainage PLUS horizontal clearance all totaling 43 ft with a 55 mph speed)
- 7 = Connection to SR 50 trail segment leading to Van Fleet Trail, and potential roundabout at SR 471 and SR 50.



DESIGN AND CONSTRUCTION PHASING



Phase ID	Description	Length (mi.)	Connectivity	Bridge?
A	"Forest"	2.9	Withlacoochee Trail/G.N. Trail	Y
B	CR 673 + US 301	3.4	"Forest" to CR 478	Y
C	CR 478	4.9	East terminus in Webster	N
D	SR 471	4.0	North terminus in Webster; SR 50 trail	N



COMPARISON OF ALTERNATIVES



Evaluation Criteria	No-Build	CR 673 CR 683D to US 301		US 301 CR 673 to CR 478	CR 478 US 301 to SR 471		SR 471 SR 50 to CR 478		Withlacoochee State Forest Alignment	
		Left Align	Right Align	Left Align	Left Align	Right Align	Left Align	Right Align		
Social Impacts										
Number of Parcels Impacted	0	16	38	10	65	61	40	36	20	
Anticipated R/W Acquisition (acres)	0	11.66	11.51	1.49	9.96	10.73	8.48	4.73	14.99	
Connections to Parks, Schools, Other (L/M/H)	0	L	L	L	M	M	H	H	H	
Potential Natural/Cultural Environmental Effects										
Archaeological Sites (number)	0	0	0	0	0	0	0	0	1	
Historical Sites (number)	0	0	2	1	1	1	1	1	2	
Section 4(f) Sites (number)	0	0	0	0	0	0	0	0		
Wetlands (acres)	0	0	0	0	0.003	0.17	2.62	1.67		
Floodplains (L/M/H)	0	3.75	5.31	0	4.47	9.64	2.9	3.21	1.1	
Wildlife/T&E Species Occurrence Potential	0	L	L	L	L	L	L	L		
Trees Removal Required (est.)	0	40	168	11	89	65	71	80		
Local and Regional Support										
Supported by Local Governments (L/M/H)	0	M	M	H	M	M	H	H		
Comprehensive Plan Consistency (L/M/H)	0	H	H	H	H	H	H	H		
Potential Physical Effects										
Number of Utility Relocations	0	L	M	L	M	L	M	M	0	
Number of Contamination Sites *	0	4	3	1	2	4	11	10		
Number of Sidedrain and Cross Drain Impacts (Relocation/Extensi	0	5	5	1	44	54	42	38	0	
- Number of Low Impacts (Pipe Size ≤ 36")		3	3	0	44	54	39	35	0	
- Number of Medium Impacts (Pipe Size > 36")		2	2	0	0	0	3	3	0	
- Number of High Impacts (Concrete Box Culvert)		0	0	1	0	0	0	0	0	
Safety										
Number of Driveway Crossings	0	7	24	4	45	43	30	23	N/A	
Number of Street Crossings	0	1	0	1	10	6	10	10	N/A	
Estimated Project Costs (2018 USD)										
Construction	\$0									
Design & CEI (40% of Construction Cost)	\$0									
Right of Way Acquisition	\$0	\$1,055,000	\$2,280,000	\$600,000	\$3,900,000	\$3,867,500	\$2,980,000	\$2,160,000	\$1,477,500	
Wetland Mitigation	\$0									
Species Mitigation/Relocation	\$0									
<i>Estimated Total Costs</i>	\$0									



STUDY TIMING AND NEXT STEPS



PROJECT SCHEDULE

PROJECT MILESTONES	2017			2018			2019				
	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	
Begin Study	★										
Public Involvement	[Bar]										
Data Collection	[Bar]										
Engineering and Environmental Analysis		[Bar]									
Alternatives Public Information Meeting							★				
Draft Documentation								[Bar]			
Final Documentation									[Bar]		
Approved – Study Completed										★	

Schedule is subject to change

PROPOSED NEXT PHASES

- Approval of PD&E Study (Anticipated Summer 2019)
- Neither ROW acquisition or construction is currently funded in the FDOT 5-year Work program, and only partial funding has been identified for design.





Questions

Lorena Cucek, FCCM, cpm
FDOT D-5 Planning and PD&E Project Manager
(386) 943-5392
Lorena.Cucek@dot.state.fl.us

Kevin Thibault, PE
Consultant Team Project Manager
(407) 875-8924
KJThibault@transystems.com