St. Johns River to Sea Loop Trail Gap

Project Development and Environment (PD&E) Study

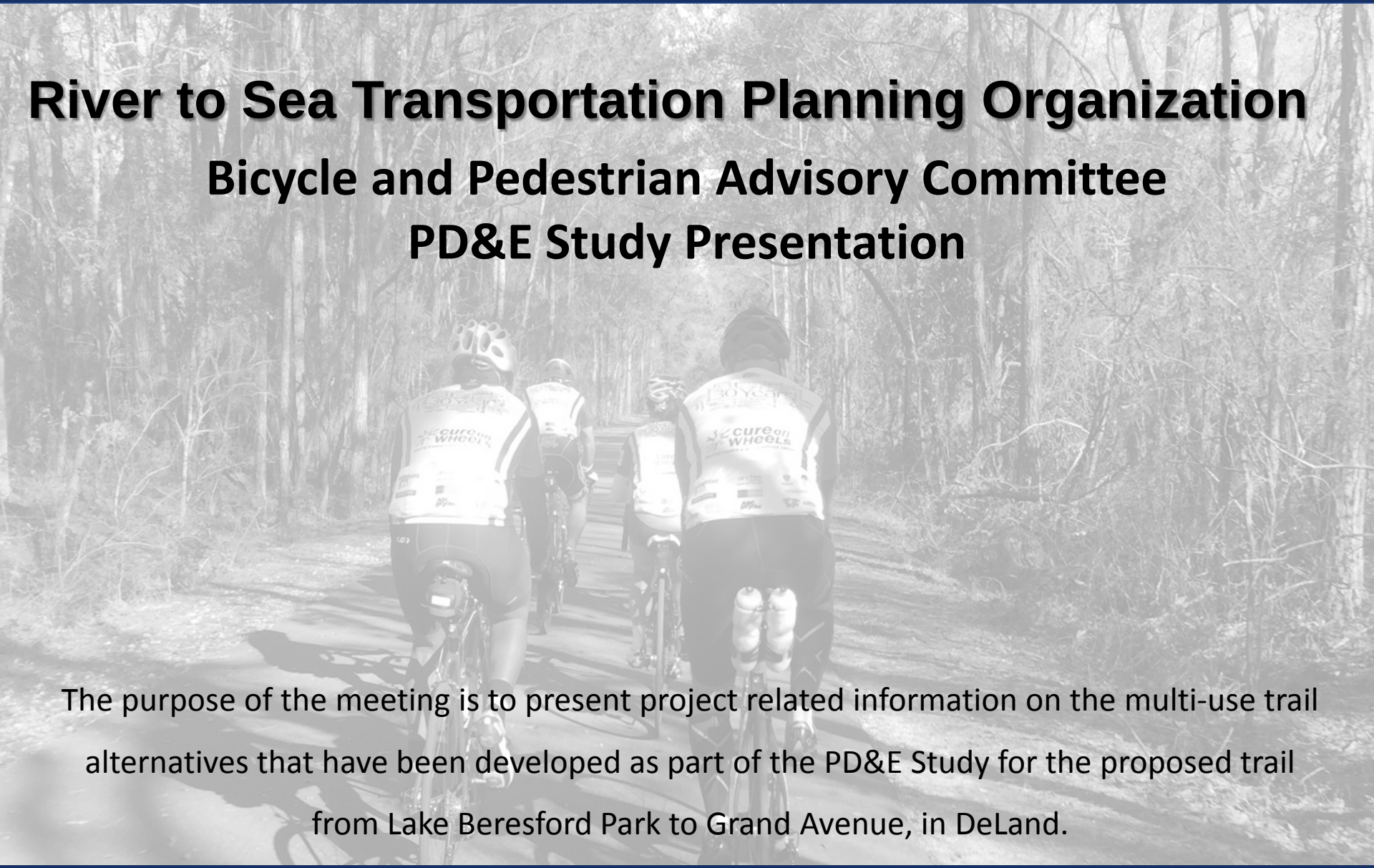
From Lake Beresford Park to Grand Avenue in DeLand, Volusia County

Financial Project Number: 439874-1-22-01

River to Sea Transportation Planning Organization

Bicycle and Pedestrian Advisory Committee

PD&E Study Presentation

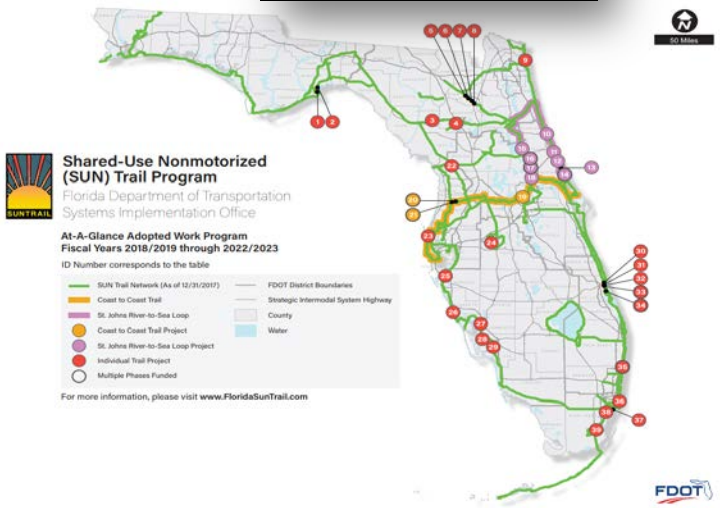


The purpose of the meeting is to present project related information on the multi-use trail alternatives that have been developed as part of the PD&E Study for the proposed trail from Lake Beresford Park to Grand Avenue, in DeLand.

Project Background

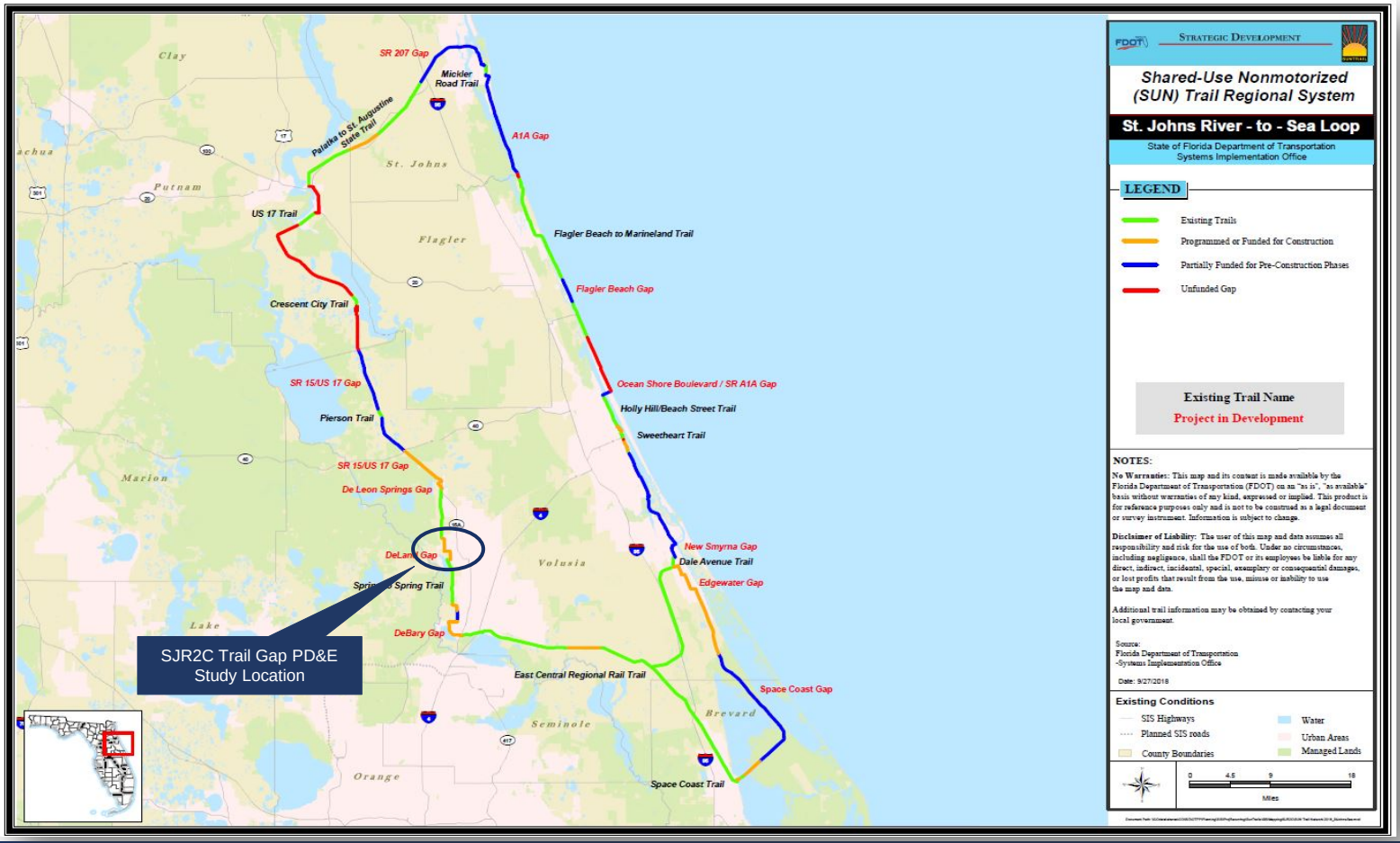
Sun Trail Program

- The Florida Shared-Use Nonmotorized (SUN) Trail Program was established for FDOT to develop a statewide network of paved trails which allows nonmotorized vehicles and pedestrians to access a variety of origins and destinations with limited exposure to motorized vehicles.
- The SUN Trail Network is created as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).
- In March 2016, the Florida Greenways and Trails Council (FGTC) selected the St. Johns River-to-Sea Loop (SJR2C) as their second regional trail system priority.
- For more information on this program please visit http://www.floridasuntrail.com



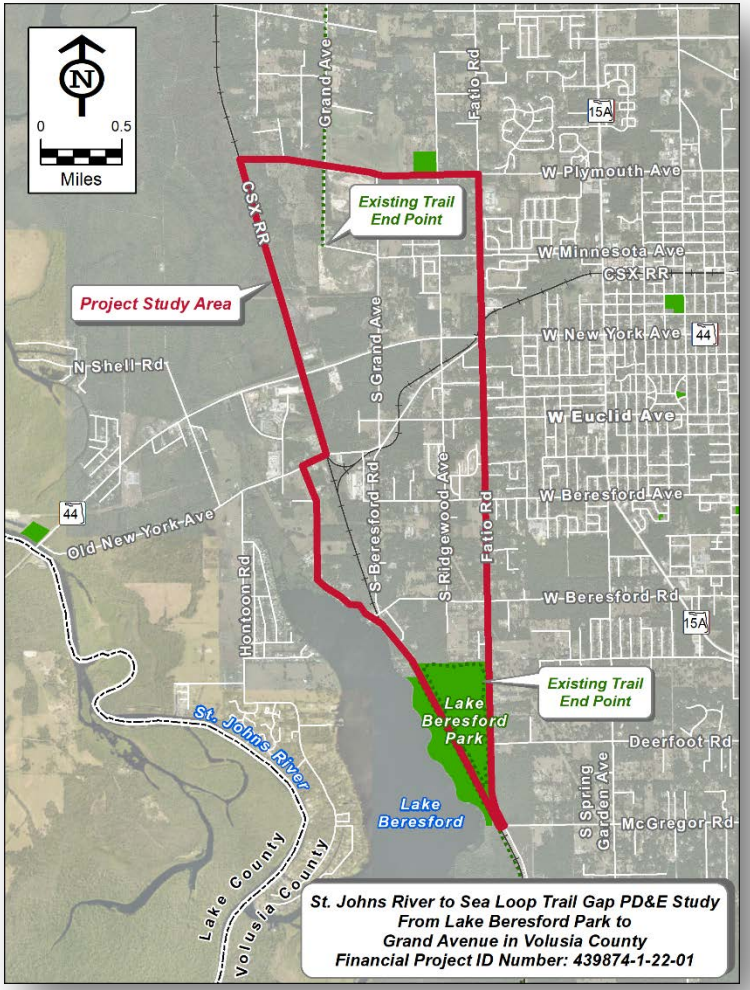
St. Johns River to Sea Loop (SJR2C)

- The St. Johns River-to-Sea Loop is a partially completed 260-mile trail system that will link together five counties and several communities including St. Augustine, Daytona Beach, Titusville, DeLand, and Palatka along Florida's Atlantic Coast and the St. Johns River corridor.

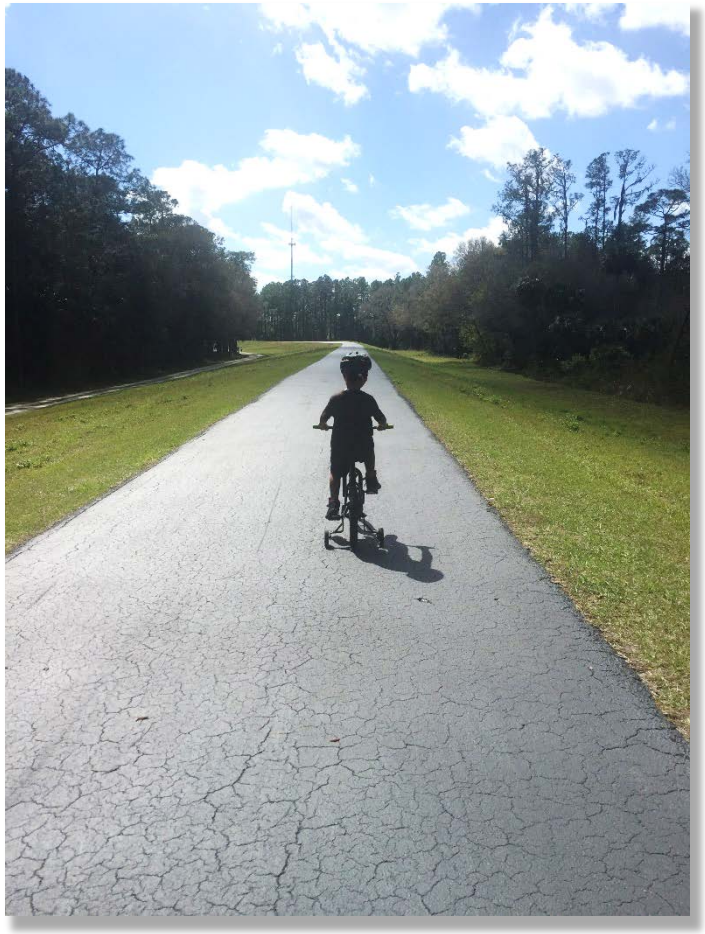


Project Location

This project is a segment of the St. Johns River to Sea Loop trail system and is planned to complete a gap section between existing trails terminating at the junction of Grand Avenue and Minnesota Avenue to the north, and those within Lake Beresford Park to the south.

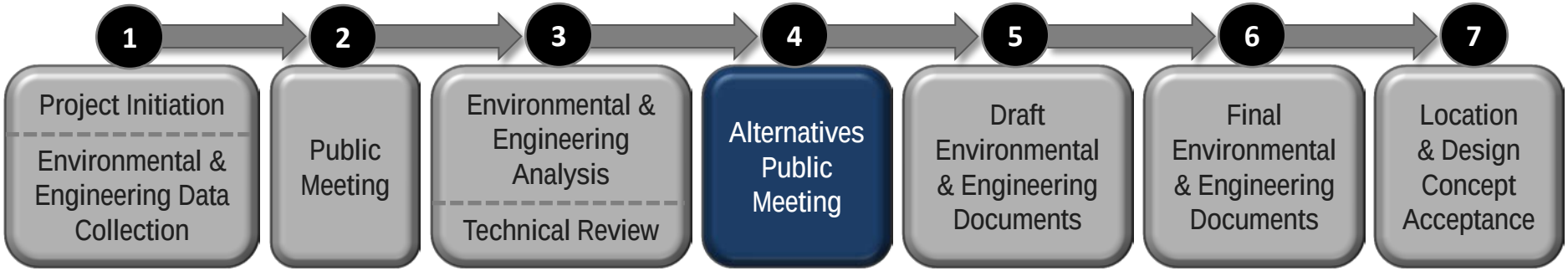


Project Goals



- Develop, evaluate and select a multi-use trail option that meets the transportation need while minimizing impacts.
- Obtain stakeholder input and buy-in
- Advance the project to final design (currently programmed for fiscal year 2020).

PD&E Process



- Project is state funded
- FDOT is required by Chapters 334, 338 and 339 of the Florida Statutes (F.S.) to consider and assess the impacts on the environment regardless of funding source.
- The level of assessment and documentation depends on the nature of the project, the potential for impacts, and the involvement of FDOT.
- A Non-Major State Action (NMSA) checklist is the documentation required for this project.

PD&E Process – Engineering Analysis

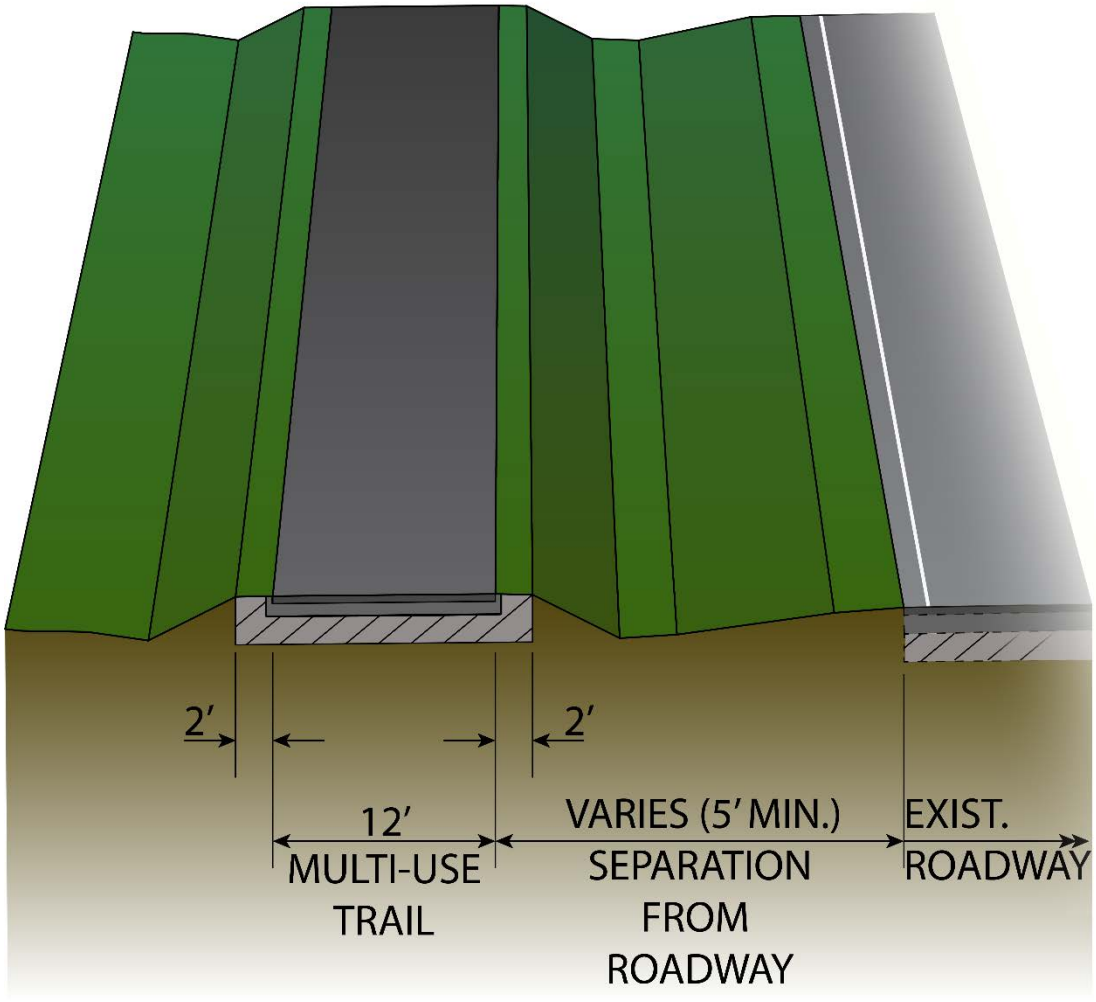
- The level of engineering detail required for a PD&E study is project-specific. The engineering analysis should be conducted to a level of detail that can be used to evaluate the impacts of a proposed project on the social, natural, cultural and physical environment, as well as to compare the impacts of various alternative improvement concepts.

- A state funded project does not require the detailed evaluation of a range of alternatives. The number of alternatives to be evaluated is determined based on preliminary engineering analysis and may include multiple Build Alternatives.

- A No-Build Alternative will always be carried through the public involvement portion of the PD&E study even though the No-Build Alternative usually will not meet the project's purpose and need.

- After the preliminary engineering analysis and design criteria have been established, the typical section(s) can be developed to determine the total right of way width. Alignment alternatives are then developed and overlaid on aerial photography.

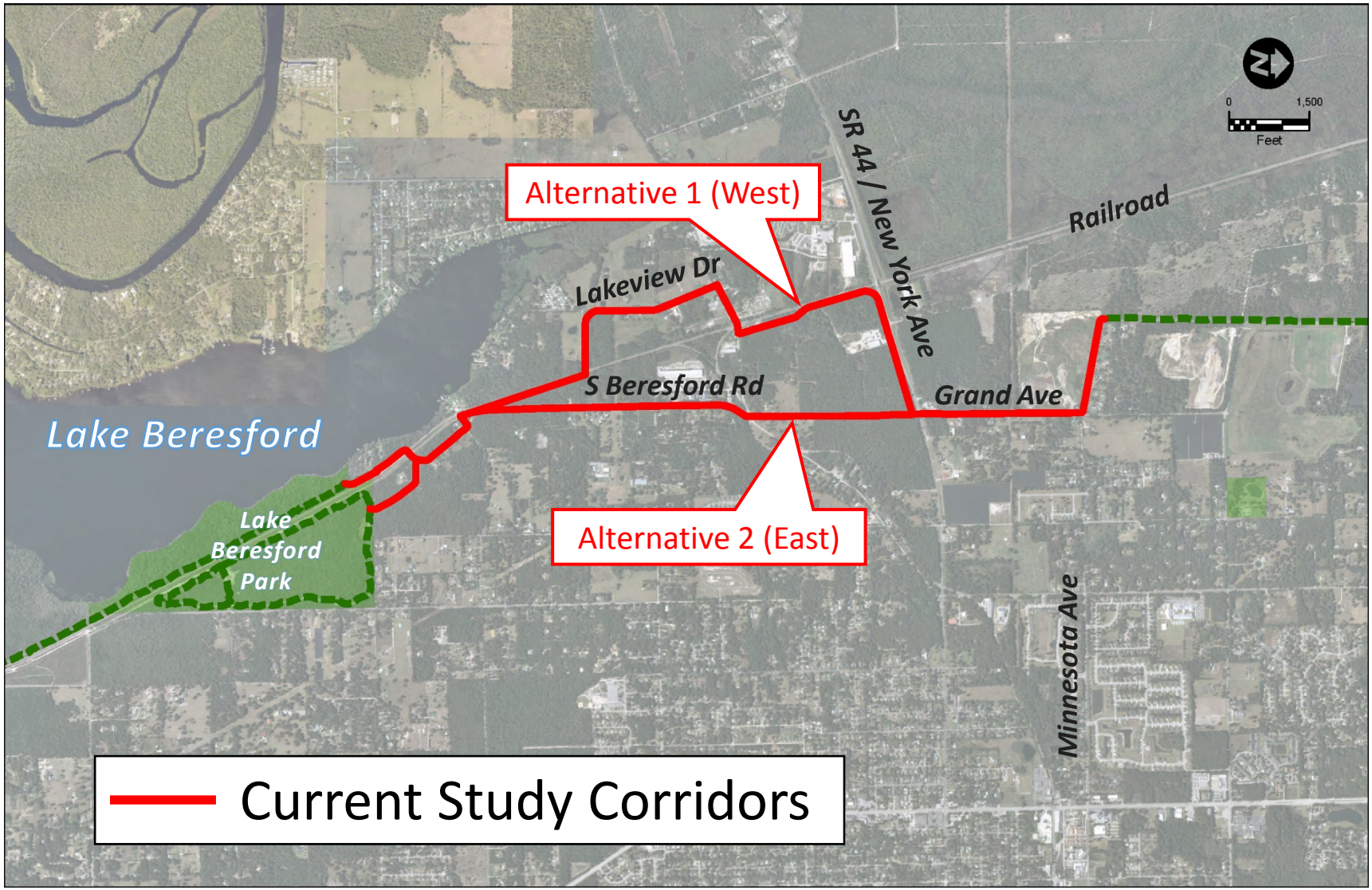
Example Typical Section



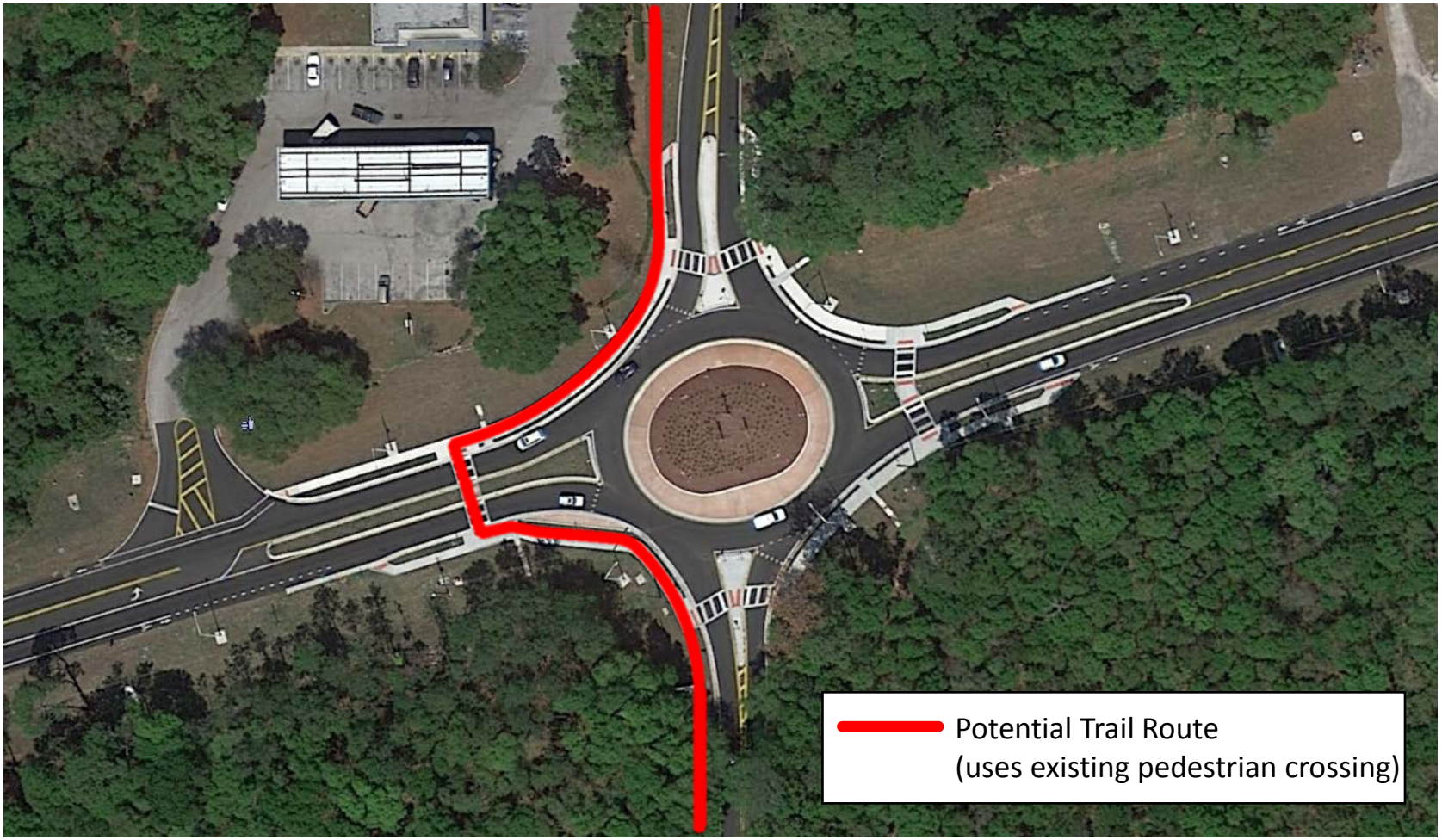
St. Johns River to Sea Loop Trail Gap PD&E Study

Volusia County

Financial Management No. 439874-1-22-01



Trail Crossing at SR 44 and Grand Avenue Intersection



Right of way (ROW) Acquisition

- Goal is to utilize the existing ROW wherever possible
- Survey and ROW mapping was needed for identification of existing ROW throughout the project area
- Proposed alternatives were chosen based on availability of ROW as a priority factor

PD&E Process – Environmental Analysis

- The Environmental Analysis portion of the PD&E study involves gathering all available data needed to evaluate the potential environmental impacts associated with the various improvement alternatives identified within the study corridor
- The evaluation includes assessing potential impacts to the social, natural, cultural and physical environment

SOCIAL IMPACTS

- *Land Use Changes*
- *Community Cohesion*
- *Relocation Potential*
- *Community Services*
- *Title VI Considerations*
- *Controversy Potential*
- *Bicycles and Pedestrians*

NATURAL IMPACTS

- *Wetlands*
- *Water Quality*
- *Floodplains*
- *Wildlife and Habitat*

CULTURAL IMPACTS

- *Historic and Archeologic Sites*
- *Recreation Areas*

PHYSICAL IMPACTS

- *Noise*
- *Air Quality*
- *Construction*
- *Contamination*

Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Alternative 1 (West)	Alternative 2 (East)
Centerline Length of Alternative (miles)	0	3.85	3.15
Property Impacts			
Number of individual parcels impacted	0	19	4
Number of business relocations	0	0	0
Number of residential relocations	0	0	0
Environmental Effects			
Archaeological/Historical sites - - potential for impact (low/medium/high)	none	medium	medium
Public parks, recreation areas, or wildlife refuges (acres)	0	0.15	0.15
Wetland (acres)	0	1.01	0.52
Floodplains (acres)	0	0	0
Threatened and endangered species - potential for impact (low/medium/high)	none	low	low
Contamination sites (ratio - high/medium)	0/0	0/1	0/1
Provides existing trail connectivity (yes/no)	no	yes	yes
Right of Way Needs			
Right of way acquisition for trail (acres)	0	7.4	4.2
Project Cost *			
Preliminary Estimate of Total Project Cost*	$0	$12.9 M	$12.1 M

* Project cost does not include potential right of way acquisition

PD&E Process – Public Involvement

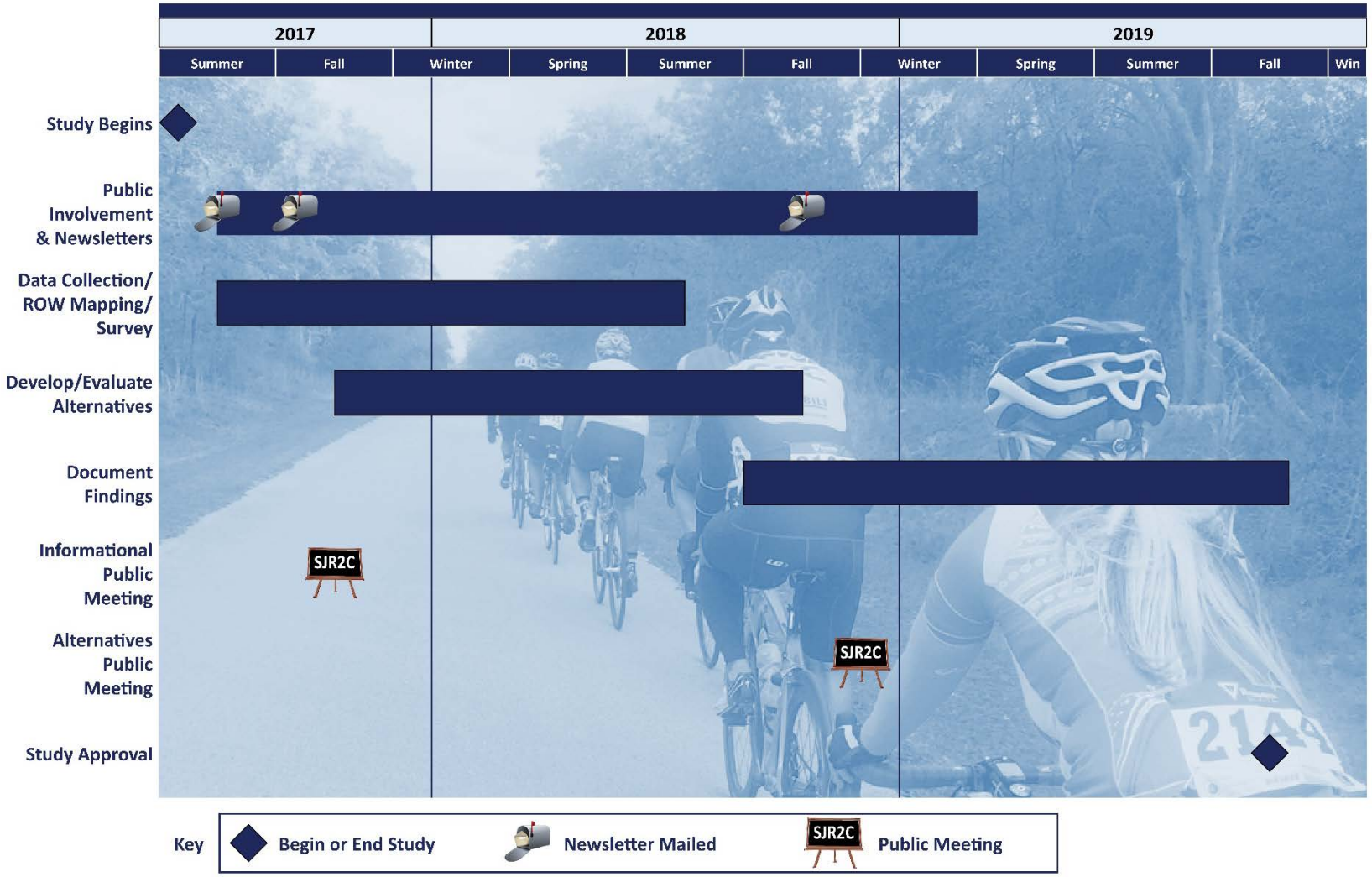
Public involvement activities are most extensive during the PD&E phase of a project. These activities allow the public to provide input in transportation decisions that result in the development of a transportation system that truly meets community needs and desires

Public involvement, in conjunction with other sources of data, plays an essential role in the assessment of the social, economic, land use, mobility, aesthetic, and relocation effects of transportation projects

Public Involvement Milestones

- **Informational public meeting** (November 2017)
- **Small group public and agency meetings** (December 2017 – November 2018)
- **Alternatives public meeting** (December 2018)

Project Schedule



Project Funding

After this study is complete, the resulting recommendations will be advanced into the design phase, which is tentatively funded for fiscal year 2020. Following the design phase, if needed, will be a right of way acquisition phase, followed by construction. The entire process can take several years, depending on many factors, including the availability of funding.

Phase	Fiscal Year
Final Design	2020
Right of way Acquisition	Not Funded
Construction	2023

For additional project information, updates on study progress and project documents (as completed) please visit:

http://www.cflroads.com/

(Search number 439874-1)

For additional information regarding this project, contact:

Mary McGehee, Project Manager
Florida Department of Transportation
District Five
719 South Woodland Blvd.
DeLand, FL 32720
386-943-5063
Mary.McGehee@dot.state.fl.us

Bob Finck, Consultant Project Manager
AIM Engineering & Surveying, Inc.
3802 Corporex Park Drive, Suite 225
Tampa, FL 33619
813-574-0221
bfinck@aimengr.com