

2017

Chattahoochee to Bristol Trail Feasibility Study



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Acknowledgements

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The participation and assistance of the following individuals and organizations is greatly appreciated.

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| City of Bristol | Leigh Brooks |
| City of Chattahoochee | Liberty County |
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| Florida Department of Environmental
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| Florida Department of Transportation | The Nature Conservancy |
| Florida Greenways and Trails Foundation | Torreya State Park |
| Florida Trail Association Apalachee Chapter | Two Egg TV |
| | U.S. Forest Service |



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Executive Summary

This study was funded through a Community Planning Technical Assistance Grant awarded by the Florida Department of Economic Opportunity. An asset mapping planning effort in Gadsden County and a Highway 90 Corridor Study illuminated the opportunity and need for improved regional connectivity. The Apalachee Regional Planning Council (ARPC) was selected to conduct this feasibility study due to support from the involved local governments and its technical expertise. The ARPC is a governmental body that provides technical assistance to the member local governments of the nine-county Region.

If developed, the Chattahoochee to Bristol Trail is a major step in uniting regional cultural, historical, and recreational assets through ecotourism. The proposed C2B Trail would follow, where feasible, the eastern bank of the Apalachicola River, traversing both private and public lands in Gadsden and Liberty counties. To provide the most scenic vistas and landscapes, the trail seeks to follow the topography of bluffs and ravines of the Apalachicola River where possible. Larger landowners would include The Nature Conservancy, Apalachicola River Timberlands, LLC., the Northwest Florida Water Management District, the City of Chattahoochee, and Torreya State Park. The feasibility of different options of the trail are currently being considered. The initial preferred trail alignment is not necessarily static, and there is the possibility that the trail's alignment may alter over time as more preferential lands and easements become available.

For this study, the trail was considered on its own merits with no direct links to Florida National Scenic Trail (FNST) routing. The U.S. Forest Service manages the FNST and is studying opportunities for potential adjustments to the current routing. This study was conducted separately but may have implications on this project's development.

Key leaders in the study were the U.S. Forest Service, Florida Department of Environmental Protection's Office of Greenways and Trails, the Florida Greenways and Trails Foundation, the Florida Department of Economic Opportunity, and the grantee, the Apalachee Regional Planning Council.

All major landowners were contacted for input. None of the large landowners expressed concerns that altered the shape of the plan. Based on the received feedback, it was determined that the trail should be designed as a walking trail to meet the needs of all stakeholders. Extensive discussions were held with Florida Department of Environmental Protection staff at Torreya State Park. The utilization of the park's existing trails, campgrounds, restrooms, and rangers is a critical aspect of the success of the trail. The park managers fully support the trail. Similar discussions were held with the Florida Department of Transportation to allow hikers to enter an I-10 rest area from the trail and use the park as a trailhead. At the completion of this study, these discussions were ongoing due to concerns from the Federal Highway Administration.

Public meetings were held at the beginning and end of the process. The first public meeting had concerns over damage to natural systems such as spreading of invasive species and increased erosion. At the second, with more information and data available, fewer concerns were present. A more well-rounded representation of the stakeholders was present at the second meeting to raise any concerns about its utilization. Concerns that were discussed involved shared use with hunters as well as integration with the FNST. U.S. Forest Service staff stated no conflicts have arisen around the state between hunters and hikers in similar situations and ARPC staff made it clear that this trail is currently being considered without any ties to the FNST. With sensitive areas present among the suggested

routing options, care needs to be taken to ensure that the environmental features attracting hikers are not compromised. These concerns were echoed by stakeholders, landowners and partners throughout the feasibility study process.

The end of the process revealed true excitement for the potential trail. Several local groups have offered to facilitate and “champion” the project to ensure that it continues to progress toward reality. Members from Riverway South, Apalachicola Riverkeeper, and Chattahoochee Main Street pledged their energies toward seeing the trail into the future.

Background

The Apalachee Regional Planning Council was awarded a Community Planning Technical Assistance Grant by the Florida Department of Economic Opportunity to perform a feasibility study of a trail running between Chattahoochee and Bristol. The feasibility study determines the possibility of the proposed Chattahoochee to Bristol (C2B) Trail.

The trail has been a grassroots effort brought to life through asset mapping grants and exercises with Gadsden County that noted the underdeveloped condition of Torreya State Park lands in the County and a Highway 90 Corridor Study highlighted many cultural and natural assets in the area. This study focuses on a new trail that would hopefully add an economic vigor to a rural and underserved area by utilizing the incredible terrain combining this asset with development the distinct Apalachicola River Bluffs and Ravines area.

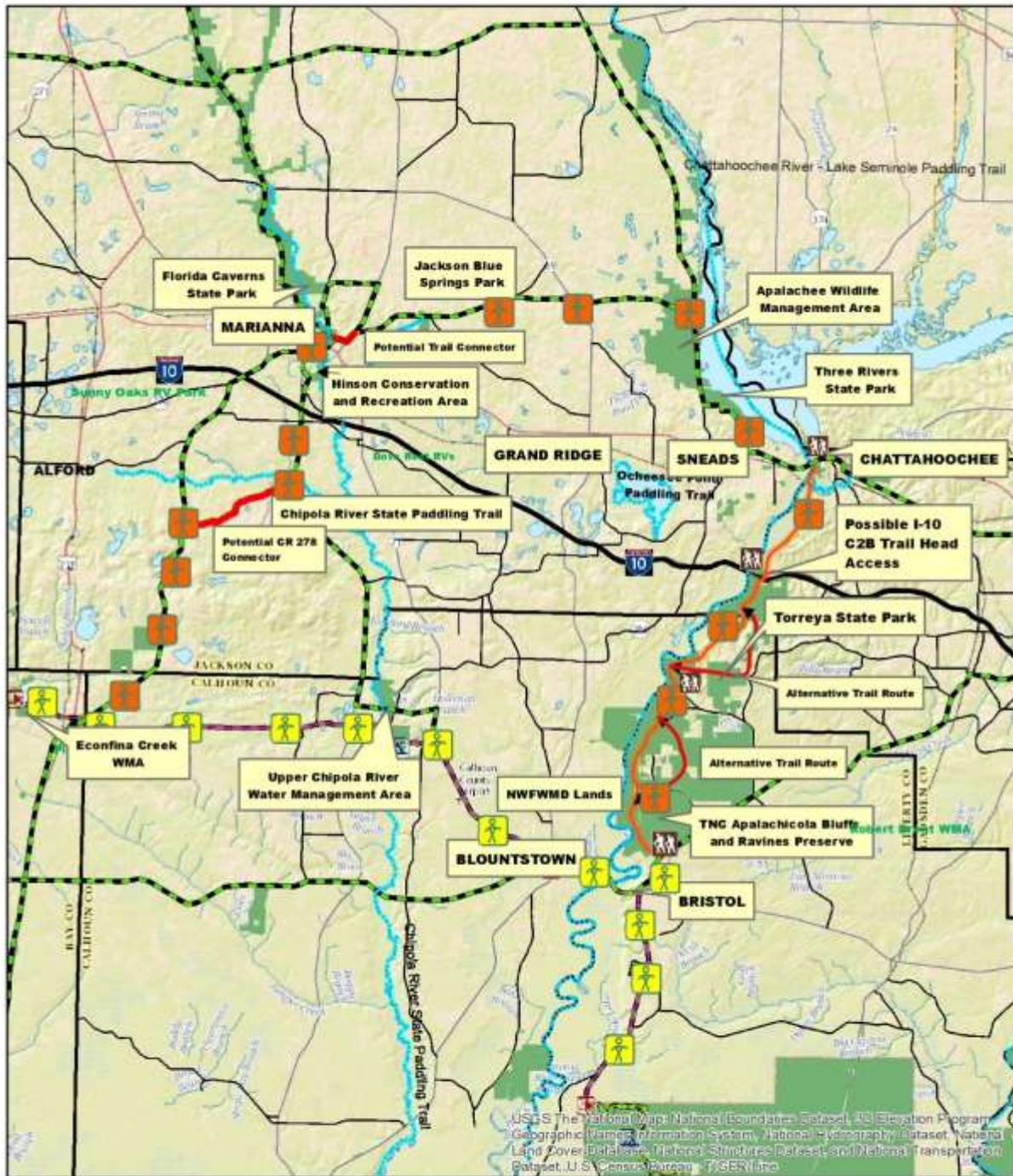
Development of this hiking trail as a regional nature-based asset is a significant step in developing the cities of Chattahoochee and Bristol as nature-based tourism hubs. The trail’s creation and use supports formation of a greater regional network of natural and cultural assets for many of the Apalachicola River counties such as Gadsden, Liberty, Calhoun and Jackson and continues a framework for sustained economic benefits for northwest Florida built upon careful use of these assets.

Associated with consideration of a new C2B Trail will be a proposal supporting alternative routes for the existing FNST providing one or more routes through the Econfina lands in Bay County north-eastward to Bristol. The optional route would take a more northern route through Jackson and Gadsden counties passing through or near Marianna, Sneads and Chattahoochee, then turning south following the new C2B Trail to Bristol. This alternative FNST routing would include the Florida Caverns, Jackson Blue Springs and Three River State Park and many of early Florida’s historic and cultural resources in the area of Marianna and the Apalachicola River. The current section of FNST for which an alternative route is envisioned runs approximately 26 miles along State Road 20 through pine flatwoods with few glimpses of natural or cultural significance.

The maps included in the following pages provide illustration of the potential framework of numerous assets into a regional trail network that can facilitate regional economic growth.

Chattahoochee-to-Bristol Hiking Trail

Florida National Scenic Trail and Alternative Path Included



Trail Head

Florida National Scenic Trail Alternative Route

Existing FNST Route

FGTS_PADDLING_TRAIL_OPPORTUNITIES

Conservation Lands

0 1.5 3 6 9 12 Miles

Proposed Chattahoochee-to-Bristol (C2B) Trail Route
Showing Florida National Scenic Trail (FNST) Alternative Route Linkage



Initial Public Meeting

First Stakeholder Meeting Narrative Summary

On Thursday 3 November, a stakeholder meeting was held at the Liberty County IFAS Extension Office in Bristol to discuss the proposed Chattahoochee to Bristol Trail. This meeting was advertised through a variety of methods including the Florida Administrative Register, emails to approximately 160 known stakeholders, as well as publishing in the *Calhoun-Liberty Journal*, Calhoun County's *The County Record*, and *Twin City News* of Chattahoochee. The meeting was held in Bristol as a follow-up to an initial interested stakeholder meeting held in Chattahoochee in August 2016.

The meeting's objectives were to discuss the proposed trail and alternatives as well as challenges including land holder permissions, easements, sensitive areas, infrastructure and maintenance costs. Additionally, the meeting was designed to highlight the strengths of the area with discussion by affected Chattahoochee Main Street and RiverWay South organizations. These impacted organizations highlight and cultivate historical, cultural, and recreational resources in the region. A huge pool of resources available in the area that are underutilized and poorly connected became apparent. It is hoped that the C2B Trail can help tie together these many resources and stimulate growth of the local economy.

The stakeholder input received was overwhelmingly supportive.

The prime concerns raised were the potential of environmental degradation in sensitive areas. The concern was raised that the invasive species in the lowlands could be brought to the bluffs with poorly managed foot traffic. Further, a concern regarding erosion of the areas known to have exceptional relief was discussed. These concerns are real but discussion by participants indicated the trail can be well managed and maintained to avoid or minimize these trail management concerns. It was discussed that similar concerns have been dealt with on other trails and are manageable. An important result of the meeting yielded that Riverway South members and other participants were especially supportive and considered spearheading the trail if it moved on from the feasibility study stage. The City of Chattahoochee considers the Apalachicola River to be potentially one of their greatest assets and would expand use of underutilized assets. Discussion of the many potential loops and entrance points also brought up the Blueway aspect of the proposed trail. The existing Apalachicola River canoe and kayak

Chattahoochee to Bristol Trail Feasibility Study Public Meeting
Agenda

November 3, 2016

6:00-8:00 PM

10405 NW Theo Jacobs Way
Bristol, FL 32321

1. Welcome and Introduction
 - o Joe Crozier- Apalachee Regional Planning Council
2. Community Planning Technical Assistance Grant Overview
 - o Dan Pennington- Department of Economic Opportunity
3. Florida National Scenic Trail Background
 - o Simone Nageon de Lestang- US Forest Service
4. Chattahoochee Main Street Efforts
 - o Ben Chandler- Chattahoochee Main Street
5. Break
6. C2B Overview PowerPoint
 - o Joe Crozier- Apalachee Regional Planning Council
7. Q/A
8. Comments



This meeting has been publicly noticed.

blueway trail parallels the proposed C2B Trail. The City of Chattahoochee noted that it would be an option to hike from Bristol to Chattahoochee and paddle back down if outfitters were available.

The results of the meeting were encouraging. There were no members of the meeting that were opposed to the idea of a trail as proposed. It was also noted that many volunteers would be willing to aid in the establishment of the trail corridor from Chattahoochee to Bristol. The proposed alternative possesses more State parks and resources conducive to a popular leg of the trail and development of a regional asset. It was agreed that this opportunity could provide an alternative trail loop proximate to numerous natural, historical, recreational, and cultural assets and the nearby FNST.

Stakeholders

Major Landholders

The major landholders involved in the routing options of the C2B trail are the following:¹

1. The Nature Conservancy-Apalachicola Bluffs and Ravines Preserve and Sweetwater Tract (TNC)
2. Northwest Florida Water Management District-Beaverdam Creek Tract (NFWFMD)
3. Hatcher Family Sweetwater Creek Conservation Easement
4. Torreya State Park/Florida Department of Environmental Protection (TSP/FDEP)
5. Florida Department of Transportation (FDOT)
6. Mr. George K. Floyd
7. Angus Gholson Jr. Nature Park of Chattahoochee
8. City of Chattahoochee
9. Neal Land and Timber Company (NL&T)
10. Apalachicola River Timberlands LLC
11. Mr. Alan J. Cox

Apalachicola River Timberlands LLC recently acquired tracts of land in Gadsden and Liberty counties that may be useful to this proposed trail's development. Some of these parcels in Gadsden County are included in trail options. Leadership of this entity was contacted to discuss the proposed trail and opinions and information is still expected.

The *Gadsden County Property Appraiser* website recently updated their maps to reflect the purchase and the subdivision of parcels in January 2017. Importantly, the Apalachicola River Timberlands LLC lands and the NL&T Co. parcels that the proposed trail would cross are "Essential Parcels Remaining" according to the attached FDEP *Apalachicola River Critical Natural Lands* document. As a side note, this document states that if these tracts are acquired under Florida Forever they can allow hiking.

In Liberty County, the Hatcher Family Sweetwater Creek with an existing Conservation Easement under Florida Forever has been foreclosed on and is now owned by Cadence Bank in Birmingham. Contacts at the Florida Department of Environmental Protection's Division of State Lands stated the conservation easement is still good.

For the proposed C2B Trail, limited easements amongst private land holders may be an option.

¹ This is not an exhaustive list of landowners, but rather a listing of those perceived to be "major." These owners may change or have been altered since the creation of this report.

All proposed routes, with the exclusion of Edgar Warren Scarborough Park, lie within designated Conservation Lands, whether public or private.

Where private, all lands are Florida Forever BOT Projects apart from The Nature Conservancy's Apalachicola Bluffs and Ravines Preserve, Angus Gholson Jr. Nature Park of Chattahoochee, The City of Chattahoochee, and George Floyd's land. In the *FDEP Apalachicola River Critical Natural Lands* document, Angus Gholson Jr. Nature Park of Chattahoochee is illustrated by FDEP in the "Other Conservation Lands" category. Alternatively, the parcel is identified as "Local" under the heading "Florida Conservation Lands" in the *Conservation Lands* map. Again, these land holders have expressed preliminary agreement to be included in the routing options of the C2B Trail.

Florida Department of Transportation Interactions

The Florida Department of Transportation was contacted to determine if the Edgar Warren Scarborough Park could be used as a potential trailhead and regional access point. This park is a Rest Area on Interstate 10 surrounded by Torreya State Park. After discussing the opportunity with Tim Smith (District 3 Intermodal Systems Development Manager) and Olen Pettis (District 3 Bicycle and Pedestrian Coordinator and ADA Coordinator) between two conference calls and several emails exchanged, the response was overwhelmingly positive. FDOT staff is very interested to hear any progress with the project and is willing to move forward with any needed action.

An illustration of the proposed ingress and egress from the park and rest stop is provided to clarify the desired utilization of the property. FDOT supports the idea of one ingress/egress opportunity as illustrated with a clipped version of the primary map. Staff noted that in the area illustrated on the map, there is already a crosswalk in place to access the restrooms across the parking lot. FDOT staff believed that the additional traffic associated with a trailhead would be minor. Additionally, FDOT staff noted that overnight camping would not be permitted and gates cannot be purchased with FDOT funds within the Edgar Warren Scarborough Park and rest stop. However, Torreya State Park plans to develop provisions for overnight camping in the nearby Aspalaga Tract.



Primary summary points:

- A pedestrian crossing sign and road markings can be provided by FDOT
- No overnight camping permitted within FDOT's Scarborough Park
- The increase in traffic should be of no concern
- Utilization of parking to use the trail should not impact the functionality of the existing park
- Gates will be required between Torreya State Park and FDOT land but cannot be funded by FDOT

Discussions with the Federal Highway Administration (FHWA) through FDOT yielded additional concerns to be considered. These included:

- Purpose and need for the I-10 Trailhead rest area access break
- Review of possible access alternatives to confirm the feasibility of the proposed access break
An operational and safety analysis concluding that the proposed break in access will not have a significant adverse impact on the safety, operations and parking capacity of the rest area facility. Please include number, type, duration and frequency of vehicles that will be using the I-10 rest area for access to the trail.
- How will safety be addressed, gate for restricted uses, rest area signing and striping, etc...
Conceptual design of the access gate if possible. Will a bollard be used to protect from vehicle intrusion?
- Ownership and maintenance of the access opening
- Please reference where this has been done in other areas of the interstate in Florida
For this Federal action, a minor NEPA environmental document will be required for the I-10 rest area Trailhead access break opening.

Some of these points can be addressed but more substantive responses are required to fully mitigate FHWA concerns.

Florida Department of Environmental Protection Interactions

Torrey State Park is located at the approximate center point of the proposed trail. The park extends from Interstate 10 to the Nature Conservancy's Apalachicola Bluffs and Ravines Preserve north of Bristol. The ability to utilize existing trails developed in the park, camping sites, restrooms, and staff of the park is a large asset of the potential trail. This existing infrastructure would save on development costs, provide additional access points and the ability for more loop trail options, among other benefits.

The current park manager of Torrey State Park was contacted (Aaron Miller) and is supportive of the proposed C2B Trail through Torrey State Park. Mr. Miller provided a map of all existing trails and the ranger park road network as well as a suggested route through some of the park. After several discussions, we have been refining the preferred route as well as alternatives. Mr. Miller stated that the approval of FDEP leadership was still pending. Mr. Miller requested a memo discussing the purpose and expectations of the trail, as well as a summary of interactions with FDOT to be provided to FDEP leadership. This memo is included amongst of this report.

Mr. Miller noted that there is currently no trail network existing in the proposed area of the Torrey State Park Aspalaga Tract; but would have to be developed if the Trail proceeds. Currently, several ranger access roads are the only passages. However, thanks to FDEP support, routing of the proposed C2B Trail and alternatives may follow existing trails or park roads within the park boundaries.

The *Torrey State Park Management Plan* states that there are currently 15 miles of hiking and 1.3 miles of nature trails. In the Picnic Area, it states there are three large picnic shelters, one small picnic shelter, a playground, restroom, and parking for 42 vehicles. In the Weeping Ridge Camping Area, 30 campsites with water and electricity and two bathhouses, among other assets are present. These areas are proximate to Alternatives 1 and 3 and accessible from 2. This infrastructure could be utilized by users of the C2B trail.

A concern brought forward by both TSP staff and interested stakeholders was the preservation of critical/sensitive species throughout the trail corridor. It was stated that it would be poor planning to ruin the natural resources sought by trail users by the creation of the proposed trail. This concern is

addressed through the restriction of trail usage to pedestrian only as well as careful avoidance of sensitive species upon trail development. As, discussed in the results of the first stakeholder meeting, the potential of environmental degradation in sensitive areas is a true concern but the trail can be well managed and maintained to avoid or minimize these trail management aspects. It was discussed that similar concerns have been dealt with on other trails and are manageable.

The high workload of TSP staff was made clear. Staff does not have the resources to do additional trail maintenance and operational support as the C2B trail may need, especially if not integrated into the FNST route.

Trail Planning

Access Points

Access points are identified on the map provided entitled *Preliminary Routing Options*. These points vary based upon which route is followed but generally only require some sort of barrier or “stile” to ensure traffic is restricted to pedestrians, if any. A discussion was held with TSP Manager Aaron Miller to determine acceptable potential barriers. The party required posts or something similar that would restrict traffic to pedestrians, if any. These would be used where the trail access points cross roads or other auto-accessible areas. Property line crossings in floodplain or isolated areas will most likely not require a stile.

A gate would be required at the potential access point at Edgar Warren Scarborough Park. A discussion with the Forest Service found that a custom gate that met the needs of FDOT recently was purchased and installed for approximately \$250. This would likely be comparable to the gate required at Edgar Warren Scarborough park. Overall, the routing options seek to minimize additional infrastructure needs or improvements when possible. This was a requirement by FDOT staff to ensure the park can be closed to trail users, if necessary.

Primary access points would potentially include:

1. Angus Gholson Jr. Nature Park of Chattahoochee,
2. Edgar Warren Scarborough Park,
3. Torrey State Park’s main unit known formally as the CCC Tract,
4. The Nature Conservancy’s Garden of Eden Trail trailhead in their Bluffs and Ravines Parcel Tract
5. NFWMD Beaverdam Creek

The *Torrey State Park Management Plan* states that there are 15 parking spots at the primary trailhead and 42 at the picnic area. These areas are proximate to Alternatives 1 and 3 and accessible from Alternative 2. Additional parking can be found at the other listed primary access points. The Torrey State Park Management Plan can be amended to include the C2B Trail and additional park and trail support projects and infrastructure.

Development

To establish a trail from Chattahoochee to Bristol, moderate trail development is necessary. The routing options suggested follow existing infrastructure and high ground where possible. However, low water crossings, switchbacks and other development needs exist. Other considerations were landowner discussions, LIDAR analysis, resource impacts, cost, distance, and functionality. There are large elevation changes to overcome and other challenges that may incur additional development costs.

Trail development in other areas of TSP, TNC, and NFWMD properties generally follow existing trails and are discussed in greater detail in the *Routing Options* section. Crossings of private parcels, particularly the Hatcher Family Sweetwater Conservation Parcels, NL&T Co. holdings, and Apalachicola River Timberlands LLC are based primarily on LIDAR and property boundaries as existing trails have not been identified. These areas would likely require the most extensive trail development.

The trail routing option through the Aspalaga Tract of Torrey State Park leading up to Edgar Warren Scarborough Park is also yet to be developed. However, this routing was suggested by Park Manager, Aaron Miller. The route chosen through this tract follows ridges and, where accessible, ranger access

trails. The existing network can be found in both the *Torrey State Park Management Plan Base Map*, as well as in the *Conceptual Land Use Plan* of the *Torrey State Park Management Plan* in *Appendix A*. These exhibits also illustrate proposed primitive camping areas, proposed trails, and other aspirations for the Aspalaga Unit.

Operations and Maintenance

Stakeholders have raised operations and maintenance as major concerns. Currently, neither Torrey nor The Nature Conservancy have staff to handle increased search and rescue operations for lost hikers or additional trail O & M. The other land owners have no staff available. The Nature Conservancy currently has difficulty with the extensive maintenance associated with the crossing of the Kelley Branch and would not have increased maintenance capability. Torrey State Park staff is spread very thin across the massive tracts of the Park. This is a large caveat that has been made especially clear by these stakeholders. In order to alleviate this issue, a volunteer force must be developed. The Apalachee Chapter of the Florida Trails Association assists with trail maintenance in Torrey State Park but additional volunteers would be needed if this trail were developed. These volunteer force could be developed through the aid of a group that acts as the trail “champion.”

On the positive side, the Florida State University Department of Urban and Regional Planning has elected to perform a corridor study for FNST between Econfin River State Park and Chattahoochee. If a suitable route is found, the FNST’s potential alternative route would be greatly expedited. If the C2B Trail was built as a recognized section of the FNST, Florida Trail (FT) volunteers would be tasked with the creation of the trail where engineering is not required. If it is required, FNST engineering partners will design and construct necessary bridges, boardwalks, etc. Additionally, if this trail were part of the FNST, FT volunteers would be eyes and ears on the ground regarding maintenance and operations. FT volunteers would also work to maintain the trail.

In sum, trail development and maintenance could fall under the auspices of Florida Trail volunteers, Forest Service/FNST staff and Torrey State Park staff if this trail were designated as part of the FNST, from discussions with Mr. Shawn Thomas, FNST manager and FDEP park personnel within Torrey State Park.

Discussion on other improvements can be found in the *Routing Options* section.

Land Improvements Needed

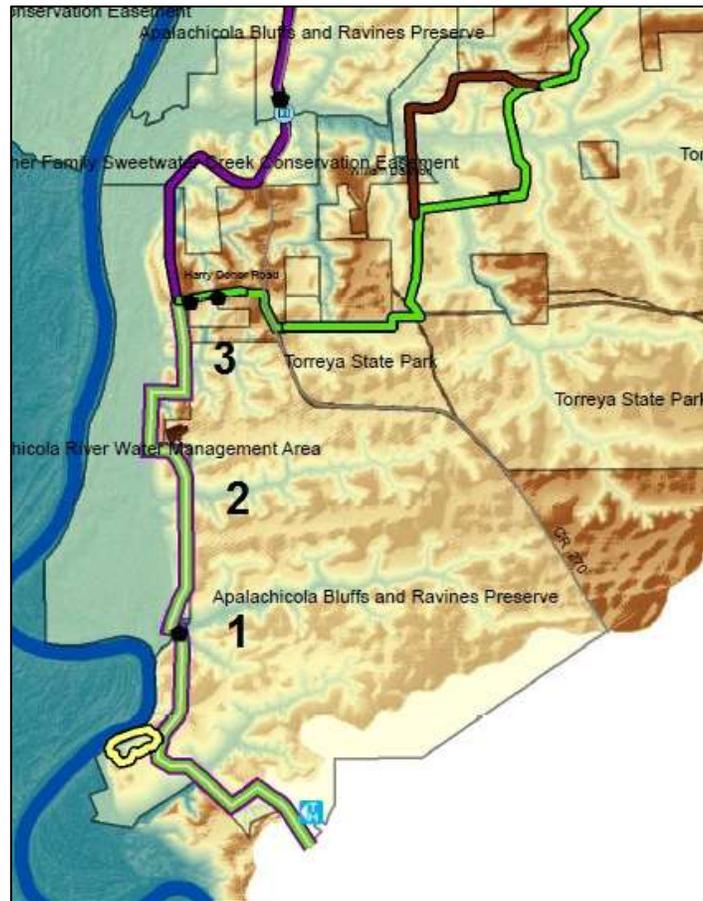
Overall, the routing options seek to minimize additional infrastructure needs or improvements when possible. Improvements necessary across potential routing options include access points, fencing, bridging, switchbacks and stabilization, and pedestrian crossings. While the presented routing options avoid unwarranted expenditures, development costs will be present. These costs will primarily be related to bridging, switchback, and stabilization requirements associated with crossings of steep terrain and/or waterbodies. At this stage, funding requirements cannot yet be appropriately estimated due to a lack of ground trothing and the number of trail options.

Fencing

Currently, no requirement of fencing has been raised. The only location that needs it would be around Edgar Warren Scarborough Park, where fencing currently exists, although a gate and Torrey State Park and/or trail entrance is needed. In the future, additional locations may be determined.

Bridging, Switchbacks, and Stabilization

Due to the bluffs and ravines that make this such a picturesque route, some ravines and creeks must be crossed. When crossing the Water Management District Beaverdam Creek Tract, Little Sweetwater Creek, Beaverdam Creek, and a third, smaller creek will likely be traversed. These creeks are specifically illustrated in the *Potential TNC Crossings* map on this page. The Kelley Branch crossing that currently exists in the Apalachicola Bluffs and Ravines Preserve required switchbacks and ground stabilization/steps to overcome the steep terrain as well as a bridge over the small creek. According to Apalachicola Bluffs and Ravines Preserve Manager David Printiss, the challenge was much more in the creation of the steps and switchbacks that conquer the terrain rather than the bridge itself. In some locations, logs, for example, have been added to especially steep sections of existing trails to stabilize the ground, avoiding erosion, and improving accessibility. Similar remarks were added regarding the crossing of Rock Creek in TSP. No cost estimates were able to be provided by Torreya or TNC staff.



Potential TNC Crossings

Pedestrian Crossings within the Scarborough Rest Area

A discussion with FDOT clarified the willingness and ability of FDOT to create a pedestrian crossing in Edgar Warren Scarborough Park with signage and pavement markings. This improvement should make crossing the rest-area safer if the existing “pedestrian crossing” markings are insufficient. Other such crossings did not appear to be needed due to their rural nature, but they have not been ruled out.

Routing Options

According to the Florida Department of Environmental Protection, much of the proposed routes lie within designated Conservation Lands, whether public or private. A map of these Conservation Lands is included as *Conservation Lands*. Where private, most lands are Florida Forever BOT Projects. This is explained in the “Notes on Landholders” section of this document.

The proposed trail routes were kept within these lands to increase the feasibility and connectivity of the routes through public and private lands. That said, all routing options have included these perceived necessary improvements. First, all options have creek crossings at the southern end of the proposed trail in the Water Management District Beaverdam Creek Tract. At a minimum, Beaverdam Creek and Little Sweetwater Creek would need crossings developed.

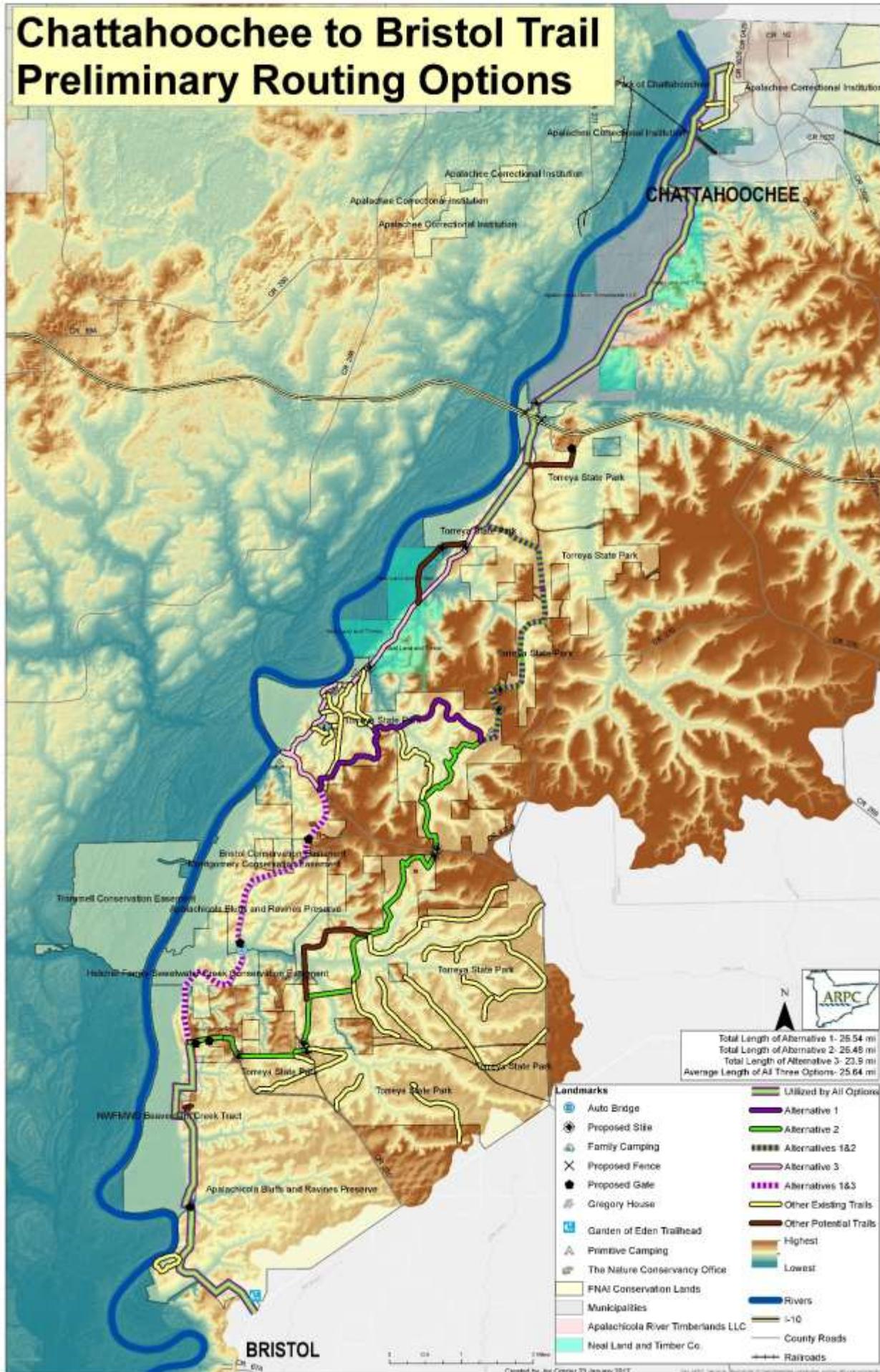
Small easements amongst private land holders may be necessary to gain access to different land tracts. These are generally very short crossings to reach either a county or unpaved road. Further, the instances involving crossing of private land in these areas generally have an existing verbal agreement for TSP ranger utilization. These crossings are visible on the *Preliminary Routing Options* map.

The *Preliminary Routing Options* map on the following page illustrates the three primary alternatives, other existing trails, and other applicable infrastructure. Where alternatives share a common route, their colors are combined, as illustrated in the legend.

The average length of all current routing from the TNC Trailhead to Chattahoochee Landing would be approximately 25.64 miles. This length was calculated from the geometry associated with the polylines created in the ArcGIS map on the following page as *Preliminary Routing Options*. Only the primary options were tracked. The three “Other Potential Trails” illustrated in brown that could be used to avoid or access certain areas were not included in these calculations. These proposed routes could alter greatly from their current suggestions.

The naming of the “alternatives” does not indicate preference.

Chattahoochee to Bristol Trail Preliminary Routing Options



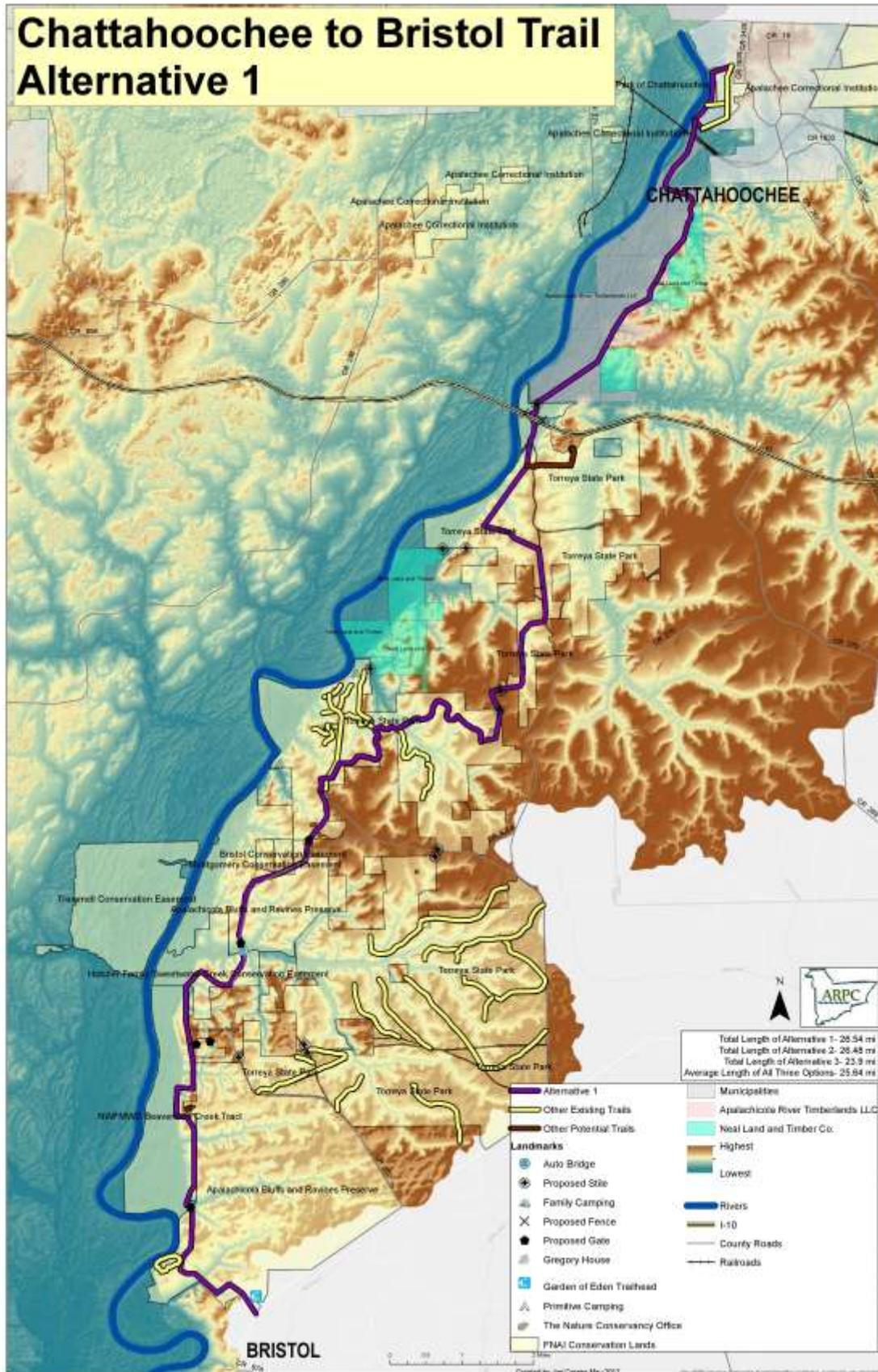
Alternative 1

This alternative is illustrated in light green and purple where it diverges from other alternative paths. It is considered to be the most feasible as it follows roads and existing trails and takes advantage of other infrastructure to reduce development and potential easement cost as much as possible. This alternative may change as further information is gathered. This option scores a high feasibility preference due to interested landholders along much of the route and the avoidance of Sweetwater Creek with an existing automobile bridge. According to TSP staff, the bridge is approximately 100 feet long and presents opportunities to either proceed to the north with a road walk or with a trail through the TNC Sweetwater Tract. However, the simplicity of the routing corresponds with a greater distance from the River and corresponding vistas in some locations.

In the TSP CCC Tract, this route follows part of the existing “Loop Trail” and the “Rock Creek Loop Trail” in the Rock Creek Tract.

A caveat is the proposed crossing of the Hatcher Family Sweetwater parcel. This parcel is said to be under the auspices of a bank due to foreclosure and its future is unknown. Another is the departure from proximity to the Apalachicola River.

The length of this routing from the TNC Trailhead to Chattahoochee Landing would be approximately 26.54 miles.



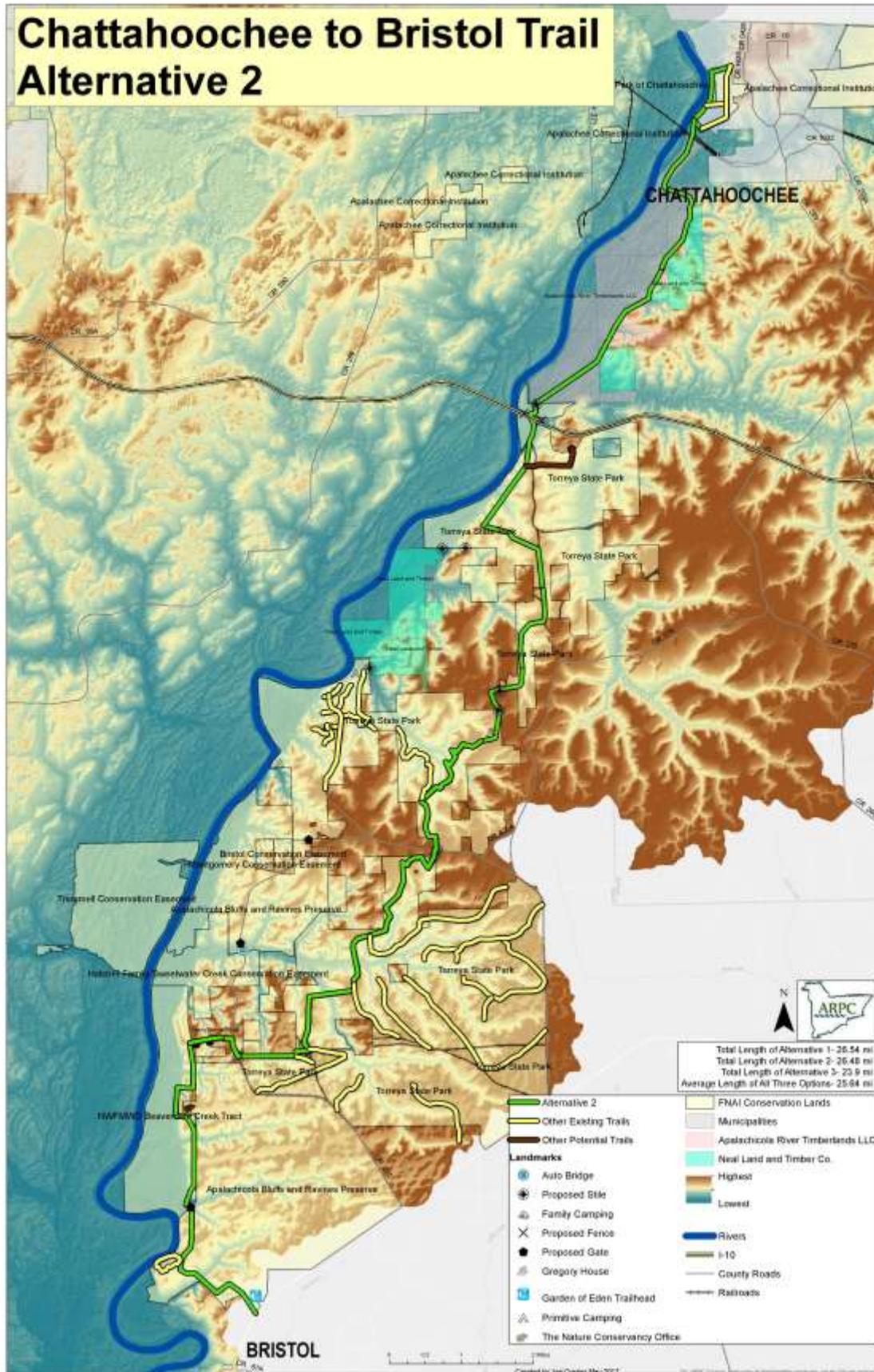
Alternative 2

This option, shown in green where independent, has great connectivity but three considerable caveats. The first is the need to cross Sweetwater Creek. Currently, no existing trails within Torreya State Park cross this creek. TSP Staff shared that the creek is a 15-foot-wide channel at its narrowest. Crossing this creek would require both bridging and the use of switchbacks to negotiate the elevation change. If this routing across the creek becomes the primary route, it will entail costs of bridging and trail switchback placements. As stated, the only crossing is a road bridge on CR270/CR1641. This creek is a significantly larger obstacle than Kelley Branch in TNC's southern property.

Second, this trail routing is less scenic than other options. Ideally, one would stay closer to the Apalachicola River to provide more scenic opportunities. While the interior of TSP tracts is still scenic, a hiker would encounter extensive pine forest and sandhill, per the *Natural Communities Map* of the *Torreya State Park Management Plan* in *Appendix A* and experience fewer bluff vistas.

Finally, to enter the TSP Sweetwater Tract from both the north and south, per this routing, short easements and road walks would be required. At the splitting of the Green from Purple route, in the south, a hiker exits TNC property, follows Harry Donor Road until entering TSP. This section of TSP until one reaches a branch of Sweetwater Creek is flat and follows sandhills with planted pine, per the *Natural Communities Map* of the *Torreya State Park Management Plan* in *Appendix A*. This area would potentially be free of scenic vistas and some of the other aspects of the area that may attract hikers.

The length of this routing from the TNC Trailhead to Chattahoochee Landing would be approximately 26.48 miles.



Alternative 3

A pink line symbolizes the final suggested routing of the trail where it diverges from other options. This route is the most scenic and the most proximate to the Apalachicola River providing a trail along bluffs that provide vistas of the Apalachicola River. It has been widely recognized by project participants as the preference, when considering vista opportunities amongst the options. The route follows a ridge skirting the river's floodplain. However, depending on which route would be taken before re-entering Torreya State Park, the route goes deep into the floodplain. If Neal Land and Timber Company property can be utilized, the route farther into the wetland is required.

This alternative route passes the closest to two existing primitive camping areas, the main Torreya camping areas, the Gregory House, and the majority of the TSP existing infrastructure. It is listed as the least feasible alternative due to the amount of private land that would require an easement. However, this crossing still only involves one or two landholders, depending on the routing. If the more preferential routing is used, the *Liberty County Property Appraiser* website lists the property to be under the care of a Mr. Alan J. Cox. An image containing this information is included as *Cox Parcel*.

The length of this routing from the TNC Trailhead to Chattahoochee Landing would be approximately 23.9 miles.

Final Public Feedback

Final Stakeholder Meeting Narrative Summary

The second and final public meeting was held in Chattahoochee as a special addition to the Chattahoochee Main Street May meeting. The meeting was well attended, with nearly no empty seats in the room.

ARPC staff began with an overview of the Florida State University Urban and Regional Planning Graduate Studio Corridor Study completed in Spring 2017 in partnership with The U.S. Forest Service. This study determined that from their regional analysis, if an FNST reroute were to be considered, their logical choice went through Jackson County and eventually from Chattahoochee to Bristol along the routing options examined in this feasibility study. This then led to the Chattahoochee to Bristol Trail presentation.

The presentation regarding the results of the feasibility study specific to the Chattahoochee to Bristol Trail included background, scope of the feasibility study, methodology for the study and the proposed routing options, applicable stakeholder information, potential economic impacts, and other topics. The information was well received and no concerns were raised by the audience. It was made clear that this trail was considered as a standalone entity, unlinked to the FNST. This clarification alleviated Florida Trail volunteer and leadership concerns. Local hunters were present at the meeting. These individuals were receptive of the trail, understanding that the decision rested with the landowners. It was made clear that the hunters will be consulted as critical stakeholders if routing of the trail occurs. USFS staff added hunters are often the primary users of trail infrastructure where the trail intersects hunting areas.

At the end of the meeting, the audience was asking for next steps and sought to determine a champion of the cause. This discussion, as facilitated by Shawn Thomas with USFS, Dan Pennington with FDEO, and Joe Crozier with ARPC, led to four potential future entities to be held carry the trail forward. These entities were Chattahoochee Main Street, Apalachicola Riverkeeper and Riverway South, with facilitation through Florida Trail Apalachee Chapter volunteers.



CMS Monthly Meeting Agenda May 2017

May 22, 2017 RV Clubhouse 6:30 p.m.

Welcome

Treasurer's Report

Special Presentation – Apalachee Regional Planning Council – Proposed Chattahoochee to Bristol Trail

CMS Executive Director's Report – Ben Chandler

Events
CSS Chattahoochee Warship Commemoration – Friday, May 26th, 11:00 at memorial site on Main St.
May Final Friday, May 26th, 6-10, Southern Son Band, Food, Kid's Zone and Arts & Crafts
Old Fashioned Fourth of July Celebration – Tuesday, July 4th, gate opens at 11:00, fireworks at dark
SAVE THE DATE - 200th Anniversary of the Scott Massacre – December 1st & 2nd, River Landing Park

Open Forum

Next Meeting: Monday, June 26, 2017

Next Steps

Placement on FDEP OGT Trail Opportunity Map

FDEP Office of Greenways and Trails (OGT) periodically prepares and updates The Florida Greenways and Trails System (FGTS) Plan. This plan establishes the vision for implementing a connected statewide system of greenways and trails for recreation, conservation, alternative transportation, healthy lifestyles, a vibrant economy, and a high quality of life.

Within that plan is The Land Trails Opportunity Map represents the existing, planned and conceptual non-motorized trails forming a land-based trail network of state and regional importance. This map is a synthesis of trail planning efforts being conducted by cities, counties, transportation planning organizations and other in Florida. This map focuses on trails of state and regional significance to form a comprehensive connected system.

Per the Florida Department of Environmental Protection's Office of Greenways and Trails staff, in order to be placed on the FDEP OGT's Trail Opportunity Map, letters/emails of support are required from the local and regional governments the trail route may affect or benefit. In the case of the C2B and alternative FNST loop these affected parties include at least: Calhoun, Jackson, Gadsden, and Liberty counties; the cities of Chattahoochee, Bristol, and Marianna and, The Nature Conservancy, Torreya State Park, the grantee, the Apalachee Regional Planning Council.

September 2017, is the close of new Opportunity Map submittals for the current cycle. The OGT 2018-2022 FGTS Plan update schedule for the State Opportunity Map is provided below. Also provided are template letters that each affected local government or non-profit could submit to the FDEP's OGT requesting examples that the C2B and the associated FNST route changes be reflected in the 2018-2022 FGTS Plan. Due to the short timeframe from the end of this C2B technical assistance project and the OGT 2018-2022 FGTS Plan update deadline, each affected local government will be sent a copy of the *Appendix B* draft letter template prior to the project's completion for their potential use in support of the C2B trail addition and FNST alternative loop.

Proposed Language for the Grantee and Local Governments to Submit to FDEP

See sample template letters and example submissions in *Appendix B*. These example letters of support were drafted in support of trails across the State and submitted to FDEP.

2018-2022 FGTS Plan Update Schedule

2017

May 15 – Florida Greenways and Trails Council meeting for Florida Greenways and Trails System Plan and maps.

June 30 – Final map input from local, state, regional planners, and other partners due to OGT.

July – August – Final maps and plan prepared.

Late August/early September – Prepare DRAFT Florida Greenways and Trails System Plan and Opportunity/Priority Trail Maps for public workshops.

September – Florida Greenways and Trails Council meeting – Present 4th DRAFT Florida Greenways and Trails System Plan and maps for public workshops

– Close public comment December 13

– Florida Greenways and Trails Council Meeting Final DRAFT 2018-2022 Florida Greenways and Trails System Plan presented for approval.

2018

January – Produce and distribute hardcopies of the 2018-2022 Florida Greenways and Trails System Plan.

The Florida Greenways and Trails System Plan outlines the Opportunity and Priority Trail Goals Strategies and Objectives and mapping by region in one document. The current (2013-2017 FGTS) North Central Region Land Trail Opportunity Map and North Central Region Paddling Trail Opportunity Map are included in *Appendix D*.

The Vision:

The Opportunity Maps contain the comprehensive vision for the FGTS.

Land Trails Opportunity Map – Represents the existing, planned and conceptual non-motorized trails that form a land-based trail network of state and regional importance. The map is a synthesis of trail planning efforts being conducted by cities, counties, transportation planning organizations, and other agencies and non-profits throughout Florida. The map does not include all existing, proposed and conceptual trails in Florida, but focuses on linear trails of state and regional significance to form a comprehensive connected system. The Land Trails Opportunity Map is the state companion to community greenways and trails and bicycle and pedestrian master plans, and encompasses a combination of multiple and single-use trails to accommodate uses such as: walking, hiking, bicycling, mountain biking, horseback riding, skating, and wildlife viewing.

The Priorities:

The Priority Trails Map and Critical Linkage Map are the focused priorities within the vision established in the FGTS Opportunity Maps.

The Priority Trails Map encompasses the most important corridors and connections within the FGTS Land Trails Opportunity Map and Paddling Trails Opportunity Map. The corridors and connections within the Priority Trails Map will, to the greatest extent possible:

- 1) Support and further national, state or regional trail projects, plans and initiatives that encompass multiple counties.*
- 2) Include existing and planned long-distance trails and trail loops that serve as destinations to support nature-based tourism and economic development.*
- 3) Include the State Trails, the Cross-Florida Greenway, and other major connecting trails of greatest length (five miles or longer).*
- 4) Connect major population centers to provide access to the FGTS by the greatest number of Floridians.*

- 5) *Build on past and programmed state and federal investment in trails, particularly when matched by funding from local and private sources.*
- 6) *Coincide with transportation, utility and canal corridors that facilitate major connections.*
- 7) *Coincide with the Florida Ecological Greenways Network.*
- 8) *Connect natural, recreational, cultural, and historical sites that provide a range of experiences.*
- 9) *Provide a safe, accessible, and high quality experience for users.*

Potential Funding Sources for Trail Development, Operations and Maintenance

There are numerous methods available to aid the potential trail's operations and maintenance. Perhaps most notably, if the trail were to be first created as a leg of the Florida National Scenic Trail, the U.S. Forest Service assets may be authorized for utilization. If not, development costs may be offset with grants and other funding sources described in the following pages. An article by *American Trails* is included in *Appendix D* that lists a variety of other fundraising methods, both public and private, traditional and other.

In the case of the proposed trail, O2B general trail development is included under trail operations expenses. Likely the greatest cost, trail operations includes the physical development of the trail and acquisition of any necessary parcels and easements, amongst other needs. This cost will be generally found only at the project's commencement. Further explanation can be found in *Appendix D*. Costs may also be offset by grants but volunteers are also generally necessary to facilitate operations. Florida Trail volunteers or other local groups such as the Franklin County Conservation Corps may be potential facilitators of this work.² It is hoped that large landholders will be involved with in-kind operations and maintenance assistance.

Maintenance will also be a large, yet recurring cost. The trail must be kept clean and trimmed, bridges and infrastructure must be maintained. A more in-depth list of potential maintenance and management needs, as well as other aspects of trail operations and maintenance is found in *Appendix D*, courtesy of the *St. Johns County Greenway, Blueway & Trails Master Plan*.

The following list is included to represent a general overview of maintenance needs, per *American Trails*. These are important maintenance tasks that C2B Trail management agencies and entities may need to consider are indicated in the following major maintenance tasks:

- *Mowing - (3-4 times annually) 4-foot min. wide each side of trail where applicable. Flail type mower best - less debris on trail.*
- *Pruning - (Annually) Prune woody vegetation 4-feet back from sides of trail – 14-foot vertical clearance – remove invasive vines. Vegetation Management Program may reduce this task long term.*

² <http://www.apalachtimes.com/article/20150923/NEWS/150929781>

- *Removal of Trees/Limbs - (Annually) Evaluation/removal of unhealthy or dead trees and limbs. Fallen trees may remain as access control and to minimize disturbance.*
- *Signage - (periodically as required) Maintain directional and informational signs and Permanent signs.*
- *Access Control - (periodically as required) Replace damaged access control devices. Estimated frequency: 10% annually due to vandalism.*
- *Trail Surface on local roads - (periodically as required) Resurface based on municipal schedule.*
- *Trail Surface on gravel road - (periodically as required) Repair surface damage from vehicles, erosion, etc. Based on municipal schedule.*
- *Trail Surface, boardwalk - (periodically as required) Replace damaged areas. Spur trails only.*
- *Drainage Structures - (Minimum - Annually) Clean inlets, keep swales clear of debris. Complete rehabilitation during construction would dramatically reduce necessity for this type of maintenance after storms.*
- *Litter Pick Up - (Weekly or as required) Trailside-litter pickup. Access area litter pickup. Encourage continued user "carry-in, carry-out" policy.*
- *Trash Collection - (Weekly) Removal of trash from receptacles at access areas. Problems with non-user trash. Some agencies do not have trash containers at access points for this reason.*
- *Bridges Inspection - (Every 2 years) Maintenance of bridge to ensure structural integrity. Bridges associated with public roads are already on a regular inspection schedule Annually by state DOT, Municipal or County Engineer.³*

Trail Operations and Development Funding Options

The following section includes summaries of various entities and funding sources regarding trail operations and development created with compositions of information housed on each corresponding website, generally written in their language.

American Hiking Society's National Trails Fund (NTF)

American Hiking Society's National Trails Fund (NTF) offers Micro-Grants to active organizations of our Alliance of Hiking Organizations. Once a year, Alliance Organization Members have the opportunity to apply for a Micro-Grant (value between \$500 and \$3,000) in order to improve hiking access or hiker safety on a particular trail.

American Hiking Society's National Trails Fund is the only privately funded, national grants program dedicated solely to **building and protecting hiking trails**. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking

³ <http://www.americantrails.org/resources/ManageMaintain/Trail-Operation-Maintenance.html>

trails. To date, American Hiking Society has funded 209 trail projects by awarding over \$679,000 in National Trails Fund grants.⁴

Florida Communities Trust (FCT)

Florida Communities Trust assists communities in protecting important natural resources, providing recreational opportunities and preserving Florida's traditional working waterfronts through the competitive criteria in the Parks and Open Space Florida Forever Grant Program and the Stan Mayfield Working Waterfronts Florida Forever Grant Program. These local land acquisition grant programs provide funding to local governments and eligible non-profit organizations to **acquire land for parks, open space, greenways** and projects supporting Florida's seafood harvesting and aquaculture industries. The source of funding for Florida Communities Trust comes from Florida Forever proceeds.⁵

(7) Limitation of Awards. The total amount of any Award or combination of Awards applied for by any Local Government(s) or Nonprofit Environmental Organization(s) under any Application(s) or Partnership Application(s) for any project(s) shall not exceed five million dollars (\$5,000,000.00) during any one cycle. All award(s) for Partnership Applications shall, for purposes of calculation of award limitations, be divided equally among the Local Government(s) or Nonprofit Environmental Organization(s).

(8) Match Requirement. All Local Governments shall provide a minimum of 25 percent match toward the Project Costs, including:

(a) Partnership Applications between Local Governments (other than a small Local Government as defined in subparagraph 62-818.003(8)(c)1., F.A.C., below) and Nonprofit Environmental Organizations shall be required to provide a Match.

(b) Partnership Applications between two or more Local Governments shall be required to provide a Match unless all of the Local Governments are small Local Governments as defined in subparagraph 62-818.003(8)(c)1., F.A.C., below.

(c) A minimum Match shall not be required under the following circumstances:

1. The Trust shall award a portion of the Florida Forever funds for Awards, for which no Match is required, for the benefit of small Local Governments, as follows: county governments with populations of 75,000 or fewer and municipal governments with populations of 10,000 or fewer.⁶

Florida Department of Transportation Alternatives Program (TAP)

The TAP focuses on improvements that create alternatives to transportation for the non-motorized user and enhancements to the transportation system for all users. Nine activities are eligible for funding including construction, **planning and design of on- and off-road facilities for bicyclists and pedestrians**. The TAP is a cost reimbursement program, not a grant program.

⁴ <https://americanhiking.org/national-trails-fund/>

⁵ http://www.dep.state.fl.us/lands/FL_Communities_Trust/default_cont.htm

⁶ <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=62-818>

Projects must go through multiple levels of review and approval to become eligible for reimbursement. In both FY 2014 and 2015, FDOT District 2 allocated \$694,000 to Transportation Alternatives Program projects in areas with a population of less than 5,000. This allocation for the TAP also includes funding for the Recreational Trails Program (RTP). RTP projects are still eligible under the FDOT's TAP; however, administrative costs of the RTP are not eligible.

While the State of Florida has opted out of the Recreational Trails Program for FY2013 and FY2014, this does not negate the eligibility criteria defined in 23 U.S.C. 206 which defines the program. Any project eligible under RTP is also eligible under TAP, including equestrian trails and motorized vehicular activities. In Florida, the Recreational Trails Program is administered by the Department of Environmental Protection(DEP).⁷

Florida Recreation Development Assistance Program (FRDAP)

The FRDAP is a state competitive grant program that provides financial assistance to local governments to **develop and/or acquire land for public outdoor recreational purposes** the maximum grant request is \$200,000.⁸

Land and Water Conservation Fund State Assistance Program (LWCF)

The LWCF is a federal competitive program which provides **grants for acquisition or development of land for public outdoor recreation use**. The state assistance program provides matching grants to help states and local communities protect parks and recreation resources. Running the gamut from wilderness to trails and neighborhood playgrounds, LWCF funding has benefited nearly every county in America, supporting over 41,000 projects. This program is the primary federal investment tool to ensure that families have easy access to parks and open space, hiking and riding trails, and neighborhood recreation facilities. LWCF assistance may be available for the development and marking of overlooks, turnouts and trails for nature walks, hiking, bicycling, horseback riding, exercising, motorized vehicles and other trail activities.

Grant funds are also available, to States only, for fulfilling the statewide comprehensive outdoor recreation planning requirements of the program. The matching ratio is one applicant dollar to one federal dollar for all grant awards (50% / 50%). The maximum grant request is \$200,000.⁹

Public Land Owners

Considering the location and assets the trail would share; public land owners would be likely asked to assist with trail operations and development. Torreya State Park has the largest tracts of land involved, yet the majority of the proposed trail routing options have been developed. The City of Chattahoochee has also developed much of their trail area (with RTP grant program

⁷ <http://www.fdot.gov/environment/alternatives/TAP%20Guidance%20Program%20Forms.pdf>

⁸ <http://www.dep.state.fl.us/Parks/OIRS/default.htm>

⁹ <http://www.lwcfcoalition.org/>

assistance) and is prepared to work toward developing other trail areas needed. The Northwest Florida Water Management District may also be r to assist with creation of the new trail.

The Recreational Trails Program in Florida (RTP)

The Recreational Trails Program (RTP) is a federally funded competitive grant program that provides financial assistance to agencies of city, county, state or federal governments, and organizations, approved by the State, or state and federally recognized Indian tribal governments, for the development of recreational trails, trailheads and trailside facilities. The program has been shifted from OGT to the FDEP Office of Operations, Land and Recreation Grants.¹⁰

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails.
- **Development and rehabilitation of trailside and trailhead facilities and trail linkages.**
- **Purchase and lease of trail construction and maintenance equipment.**
- **Construction of new trails (with restrictions for new trails on Federal lands).**
- **Acquisition of easements or property for trails.**
- **Assessment of trail conditions for accessibility and maintenance.**
- Development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training) (limited to 5 percent of a State's funds).
- State administrative costs related to this program (limited to 7 percent of a State's funds).

RTP assistance is provided on a maximum 80:20 (program: grantee) matching basis. A grantee may utilize cash or in-kind service costs allowable by this rule and the guidance. Value of real property or inmate labor is not eligible.¹¹

U.S. Forest Service

The U.S. manages the Florida National Scenic Trail, a national treasure, being 1 of only 11 National Scenic Trails in the country, and 1 of 3 contained entirely within a single state. The National Scenic Trails System was created to preserve the country's scenic, historic, cultural, and natural wonders, and the Florida National Scenic Trail provides the opportunity to see unique features in each of these categories.

¹⁰ http://dep.state.fl.us/gwt/grants/20160420_01_ApplicationAndSupportingMaterials/Document2_2017_RTP_FactSheet_FINAL.pdf

¹¹ [62S-2.071\(4\)](#)

The Washington Office Acquisition Management staff provides policy, oversight and operational support in the areas of **Acquisition, Property Management, and Grants and Agreements for the U.S. Forest Service.**

Operational support also includes general Acquisition and Grants and Agreements support for Forest Service Headquarters staffs, property surveys and disposal, and Washington Office facilities management. In 2017, the Forest Service has \$78,530 budgeted for trail capital improvement and maintenance.¹² **Funding for trail creation, easement acquisition, and similar activities is embedded amongst various budget lines.** These budget lines include Land and Water Conservation Fund Proposed Acquisition and other permanent appropriations.¹³

Trail Maintenance Assistance and Funding Options

The following section includes summaries of various entities and funding sources regarding trail maintenance assistance created with compositions of information housed on each corresponding website, generally written in their language.

The Recreational Trails Program in Florida (RTP)

The Recreational Trails Program (RTP) is a federally funded competitive grant program that provides financial assistance to agencies of city, county, state or federal governments, and organizations, approved by the State, or state and federally recognized Indian tribal governments, for the development of recreational trails, trailheads and trailside facilities. The program has been shifted from OGT to the FDEP Office of Operations, Land and Recreation Grants.¹⁴

Recreational Trails Program funds may be used for:

- **Maintenance and restoration of existing trails.**
- Development and rehabilitation of trailside and trailhead facilities and trail linkages.
- Purchase and lease of trail construction and maintenance equipment.
- Construction of new trails (with restrictions for new trails on Federal lands).
- Acquisition of easements or property for trails.
- Assessment of trail conditions for accessibility and maintenance.
- Development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training) (limited to 5 percent of a State's funds).

¹² <https://www.fs.fed.us/sites/default/files/fy-2017-fs-budget-overview.pdf>

¹³ <https://www.fs.fed.us/business/>

¹⁴ http://dep.state.fl.us/gwt/grants/20160420_01_ApplicationAndSupportingMaterials/Document2_2017_RTP_FactSheet_FINAL.pdf

- State administrative costs related to this program (limited to 7 percent of a State's funds).

RTP assistance is provided on a maximum 80:20 (program: grantee) matching basis. A grantee may utilize cash or in-kind service costs allowable by this rule and the guidance. Value of real property or inmate labor is not eligible.¹⁵

Florida Trail Association (FTA)

The Florida Trail Association is a 501(c)3 nonprofit, volunteer organization headquartered in Gainesville, FL. We are a non-profit, volunteer-based organization who works to build, maintain, protect and promote the Florida Trail. The FTA partners with a number of groups, from agencies and land managers, youth groups and corps, to outdoor equipment companies.

Since 1966, we've been working statewide to develop and **maintain hiking trails for public use**, most notably our 1,300-mile Florida National Scenic Trail, designated in 1983. With 18 local chapters located throughout Florida, our association provides a place for hikers to gather and enjoy each other's company in the great outdoors, while serving the public through their trail work.

We work in cooperation with the National Forests in Florida, the federal management agency for the trail, and several dozen other landowners statewide to keep the Florida Trail open for recreational use.¹⁶

U.S. Forest Service

The U.S. manages the Florida National Scenic Trail, a national treasure, being 1 of only 11 National Scenic Trails in the country, and 1 of 3 contained entirely within a single state. The National Scenic Trails System was created to preserve the country's scenic, historic, cultural, and natural wonders, and the Florida National Scenic Trail provides the opportunity to see unique features in each of these categories.

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Operational support also includes general Acquisition and Grants and Agreements support for Forest Service Headquarters staffs, property surveys and disposal, and Washington Office facilities management. In 2017, **the Forest Service has \$78,530 budgeted for trail capital improvement and maintenance.**¹⁷ Funding for trail creation, easement acquisition, and similar

¹⁵http://www.dep.state.fl.us/gwt/grants/20160420_02_ProjectGuidance/Document1_2014RTPAdministrativeRule_Chapter625_2FAC.pdf

¹⁶ <http://www.floridatrail.org/>

¹⁷ <https://www.fs.fed.us/sites/default/files/fy-2017-fs-budget-overview.pdf>

activities is embedded amongst various budget lines. These budget lines include Land and Water Conservation Fund Proposed Acquisition and other permanent appropriations.¹⁸

Public Land Owners

Public land owners would likely be asked to assist with trail maintenance activities. The City of Chattahoochee and Torreya State Park would likely be requested to play the largest roles in maintenance, with the Northwest Florida Water Management District also potentially taking some of the burden.

¹⁸ <https://www.fs.fed.us/business/>

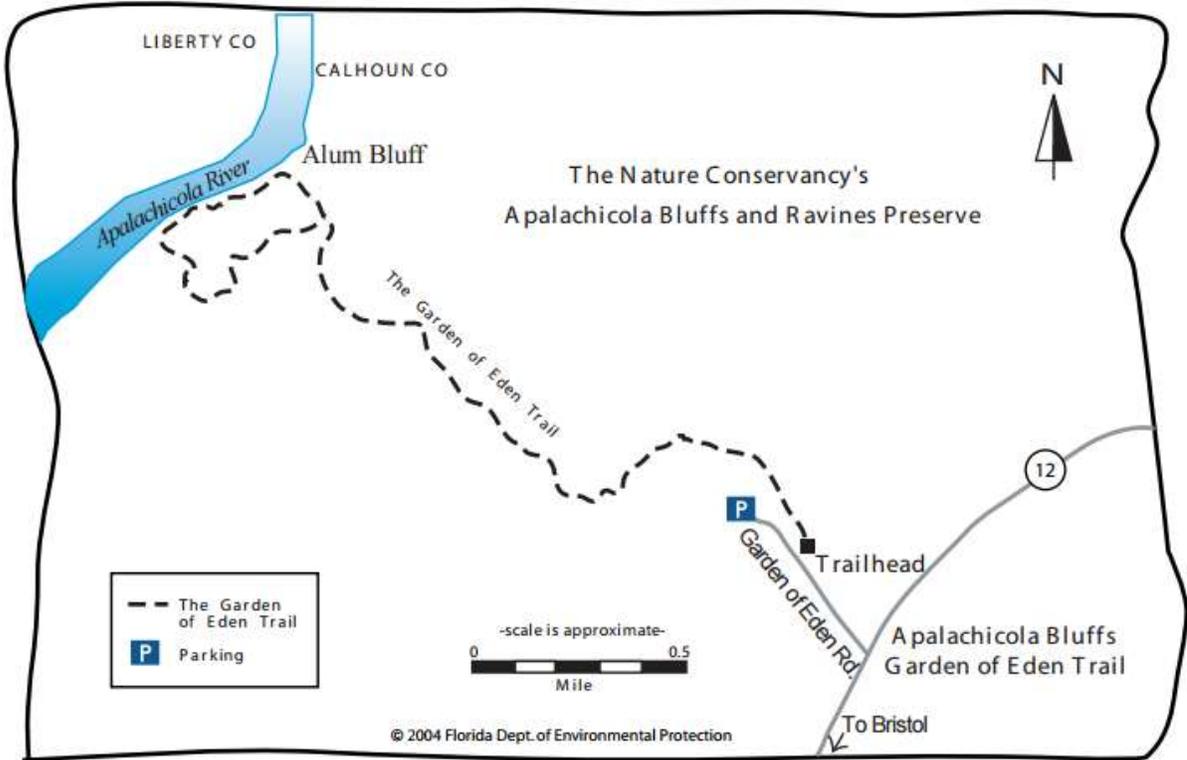
Other Related Trails Resource Inventory as Compiled by the FDEP Office of Greenways and Trails

Name	Web Address	OGT Comments
American Recreation Coalition	www.funoutdoors.com	Toolbox for the "Great Outdoors" includes information to enhance the way great experiences for visitors are delivered. Using the Toolbox, Federal land managers and the outdoor recreation community can locate easily the many programs available to supplement traditional appropriations and provide high quality recreation experiences to the public.
American Trails	www.americantrails.org	A national trails advocacy organization working for the common interests of all trail users, with an extensive resource library. American Trails is the only national, nonprofit organization working on behalf of ALL trail interests.
Conservation Trust for Florida	http://conserveflorida.org/	The mission of the Conservation Trust for Florida is to conserve the rural landscapes of Florida. They accomplish this by direct action--including conservation easements and land purchase--and by assisting rural landowners in retaining their traditional and productive land-use activities.
Florida Trails Association	www.floridatrail.org/	Florida Trail Association is an organization based in Gainesville, Florida that has been working statewide to develop and maintain hiking trails for public use, most notably the 1,500-mile Florida Trail.
Land Trust Alliance	www.landtrustalliance.org	The Land Trust Alliance's expectation is that our children's grandchildren will purchase food grown in their region as easily as food grown around the world, and know that future generations will be able to swim in a river, drink from the tap, and run in their neighborhood without worrying about the safety of the water.
Leave No Trace	www.lnt.org	Dedicated to promoting and inspiring outdoor recreation through education, research, and partnerships.
National Association of Service and Conservation Corps	www.nascc.org	Unites youth corps to support youth development, community services, and environmental restoration goals.

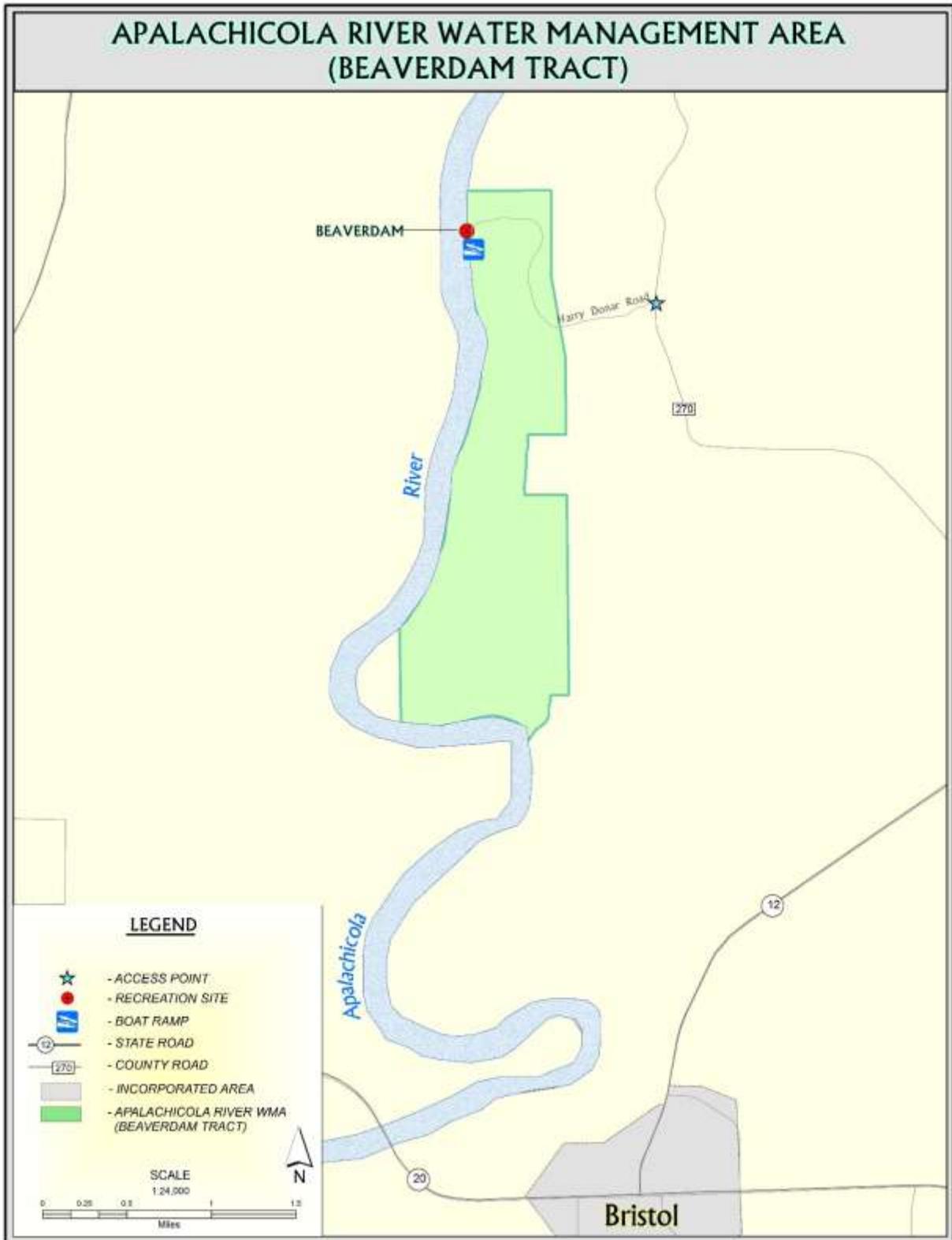
Office of Greenways & Trails - Florida	http://www.dep.state.fl.us/gwt/	Office of Greenways & Trails is working to establish a statewide system of greenways and trails for recreation and conservation purposes. The website offers many resources for both the public and private sector. Excellent trail guide as well as information on OGT's various services. Sign up to receive "Connections."
Professional Trailbuilders Association	www.trailbuilders.org	A nonprofit association of professional trail contractors, designers, and consultants.
Project for Public Spaces	www.pps.org/	PPS has helped over 1,000 communities in 44 states and 12 countries improve their parks, markets, streets, transit stations, libraries and countless other public spaces.
The Trust for Public Land	www.tpl.org/	TPL pioneers new ways to finance parks and open space; helps generate federal, state, and local conservation funding; and promotes the importance of public lands. TPL conducts research that includes conservation issues and studies to improve conservation practices.
Tread Lightly!	www.treadlightly.org	Promoting responsible outdoor recreation through education, restoration, and research.

Appendices

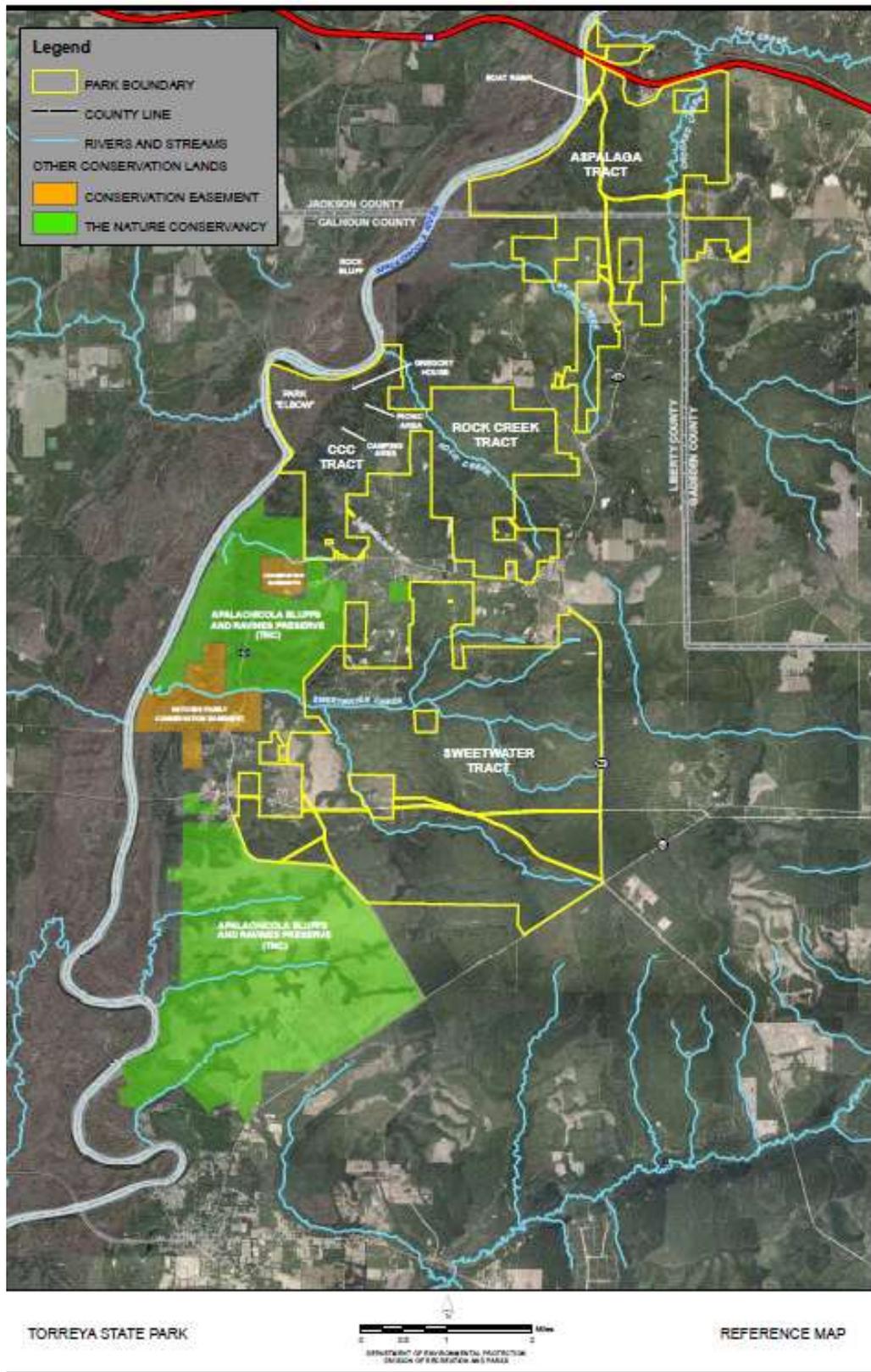
Appendix A – Supplemental Property Maps



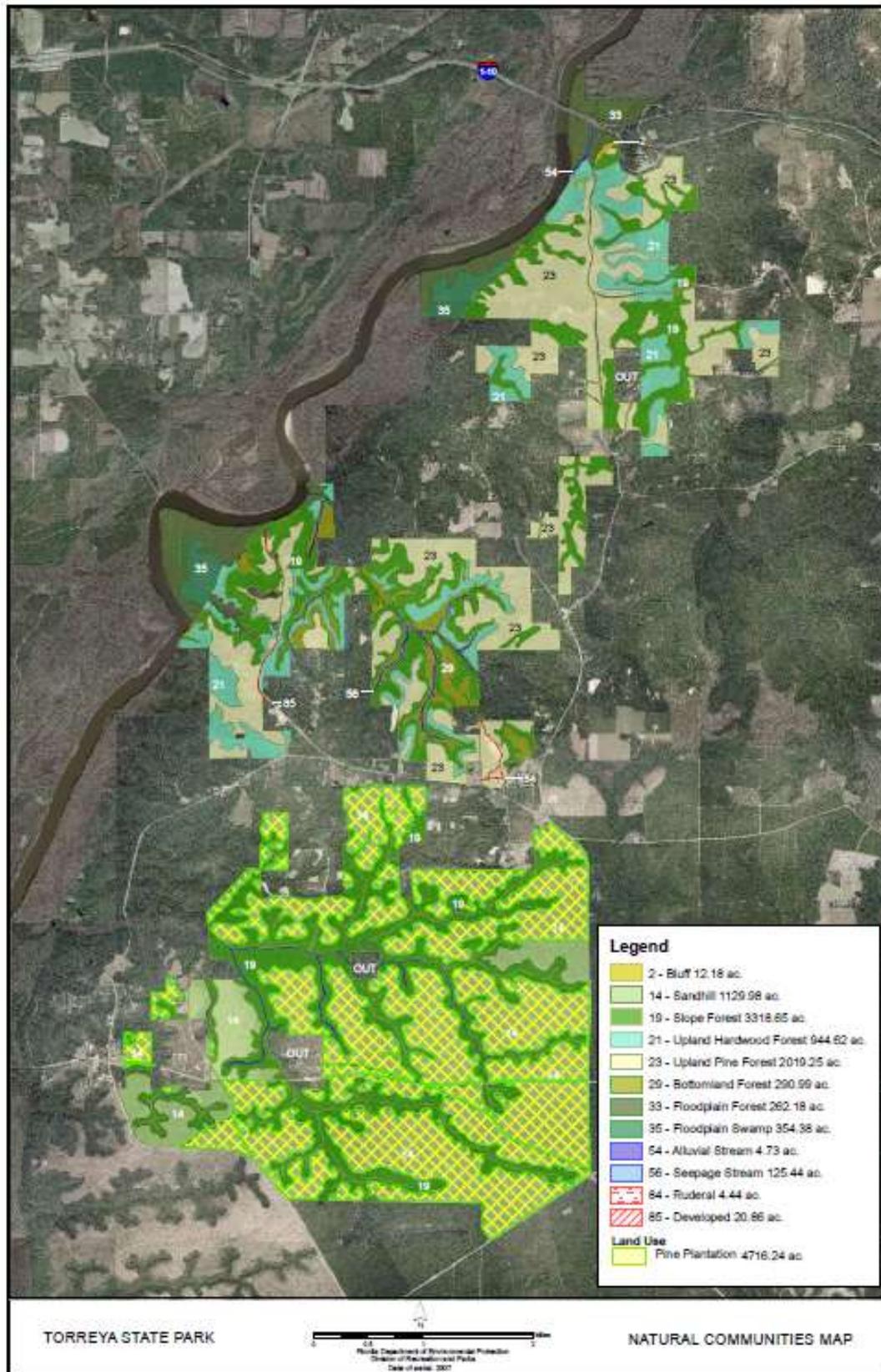
http://apalachicolablueway.com/PDF/nature_conservancy.pdf



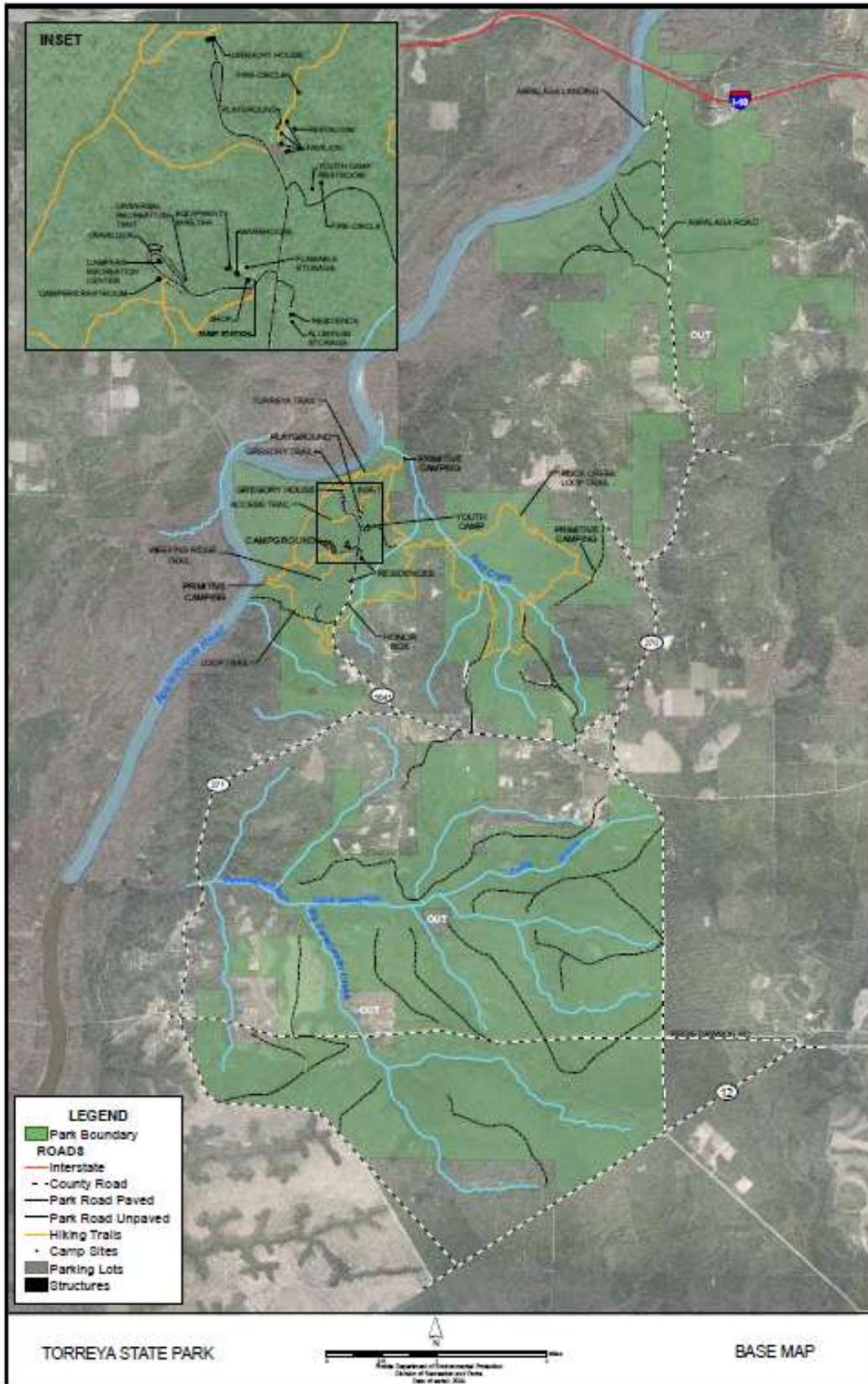
<http://www.nwfwater.com/Lands/Recreation/Area/Apalachicola-River/Beaverdam-Creek-Tract>



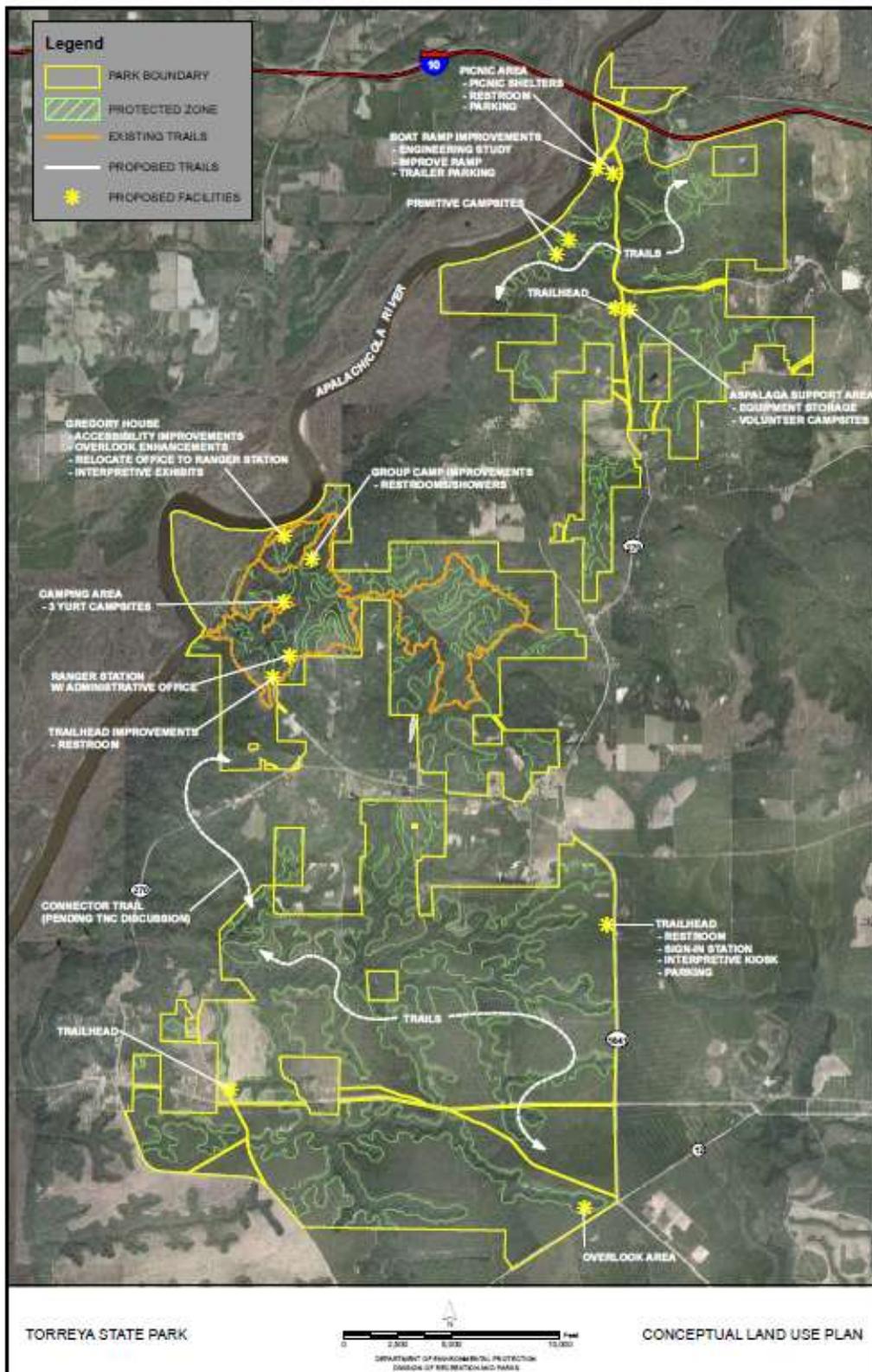
Torrey State Park Management Plan, Reference Map; Page 5



Torrey State Park Management Plan, Natural Communities Map; Page 23



Torreya State Park Management Plan, Base Map; Page 81



Torrey State Park Management Plan, Conceptual Land Use Plan; Page 87

May 2017

Appendix B- Example Support Letters

Proposed Language for Use by Apalachee Regional Planning Council



Apalachee Regional Planning Council
Serving Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Liberty,
Leon and Wakulla Counties and their municipalities

February 10, 2017

Attention: Ms. Britney Moore
Office of Greenways and Trails, MS 795
Florida Department of Environmental Protection
3900 Commonwealth Blvd.
Tallahassee, FL 32399-3000

Dear Ms. Moore,

The Apalachee Regional Planning Council strongly supports plans for a Chattahoochee to Bristol hiking trail and urges the Office of Greenways and Trails to add the trail as an opportunity trail corridor.

The Chattahoochee to Bristol Trail will provide tourists and state residents a resource for leisure and exercise while showcasing a unique part of Florida.

The trail would stretch from Bristol to Chattahoochee, approximately 20-30 miles. It has potential to be part of a longer realignment of the Florida National Scenic Trail. Hikers will experience high bluffs and steephead ravines along the east side of the Apalachicola River which runs through the Nature Conservancy's 6,295-acre Apalachicola Bluffs and Ravines Preserve, the 13,735-acre Torreya State Park, and private timberlands north of I-10. The region is considered one of North America's premier biological hotspots since many of the plant and animal species found in this area are normally found in northern environments, and some rare species are found nowhere else in the world.

Our organization welcomes the opportunity to work alongside all the governmental and advocacy partners in this regional effort to invest in Florida's eco-tourism.

Respectfully,

Chris Rietow
Executive Director

Attachment: Chattahoochee-to-Bristol Hiking Trail & Florida National Scenic Trail Alternative

2507 Callaway Road, Suite 200 • Tallahassee, Florida 32303
Telephone: 850-488-6211 • Facsimile: 850-488-1616
www.theapc.com

May 2017

Proposed Language for Use by Affected Local Governments and Landowners

Date

Attention: Ms. Britney Moore
Office of Greenways and Trails, MS 795
Florida Department of Environmental Protection
3900 Commonwealth Blvd.
Tallahassee, FL 32399-3000

Dear Office of Greenways and Trails:

Re: Florida Greenways and Trails System Plan and Opportunity/Priority Trail Maps Update – Chattahoochee to Bristol Trail (aka, the C2B or Florida Foothills Trail) and the associated Florida National Scenic Trail linkage.

Dear Ms. Moore:

The **ORGANIZATION NAME, e.g., City/County Board of Commissioners** supports the Chattahoochee to Bristol Trail (aka, Florida Foothills Trail or C2B Trail) and the associated Florida National Scenic Trail (FNST) linkage through Calhoun and Jackson County as a current feasibility study under development by the Apalachee Regional Planning Council has identified (see attached map of proposed C2B and FNST alternative).

The C2B trail alone, and especially when considered with the related FNST alternative linkage, has the potential to connect multiple jurisdictions from the Econfina conservation lands in Bay County, through Calhoun and Jackson County to the Apalachicola River in Gadsden and Liberty. In particular, the new C2B trail addition proceeds south along the Apalachicola River bluffs and ravines (a topographically interesting and ecologically rich landscape) with principal trailheads in Chattahoochee and Bristol.

The newly proposed route is a major eco-tourism attraction for the region and visitors in the north central portion of Florida. The proposed C2B and FNST linkage will significantly increase access to our region's beautiful parks (e.g., Torreya, Three Rivers, Marianna Caverns, Jackson Blue Springs) as well as established cultural and historic resources to be found in Marianna, Sneads, Chattahoochee and Bristol. The combination of the Apalachicola River, interesting historic towns and heritage resources, multiple existing parks and conservation lands present tremendous trail development opportunities. Of course, the wonderful hilly terrain of the bluffs and ravines along the Apalachicola River underpin the unique trail development potential.

Again, ORGANIZATION NAME supports these additions to the Florida Greenways and Trails System Plan and Opportunity/Priority Trail Maps.

If you have any questions, please contact XXXXX, at (XXX) XXX- XXX or a XX@XYZ.com

Sincerely,
XXXXXXXXXXXXXX

Attachment: Chattahoochee-to-Bristol Hiking Trail & Florida National Scenic Trail Alternative

Example 1 for Use by Affected Local Governments and Landowners



March 22, 2016

Florida Greenways and Trails Council
Office of Greenways and Trails
Florida Department of Environmental Protection
3800 Commonwealth Boulevard, MS 795
Tallahassee, FL 32399-3000

Dear Council Members,

The Hernando County Board of County Commissioners strongly supports the Southwest Coastal Regional Trail and urges the Florida Greenways and Trails Council to select our greater region as the next priority portion for multi-use trail funding.

The Southwest Coastal Regional Trail will provide tourists and state residents a safe, alternative transportation network that serves as a resource for leisure and exercise, while also providing for commuters and consumer destinations.

The Southwest Coastal Regional Trail would stretch from Naples, Florida to the Pinellas Trail in St. Petersburg where it will join with the Coast-to-Coast Connector (C2C). The C2C currently extends from the Pinellas Trail north through Pasco and Hernando County, eventually reaching the east coast of Florida. Once all segments are completed, it will be part of a network that will be the nation's largest system of locally connected trails.

Our organization welcomes the opportunity to work alongside all the governmental and advocacy partners in this regional effort to invest in Florida's eco-tourism, economic development, bicycle and pedestrian safety, and sustainability.

Sincerely,

A handwritten signature in blue ink, appearing to read "James E. Adkins".

James E. Adkins
Chairman
Hernando County Board of County Commissioners

/jma

Example 2 for Use by Affected Local Governments and Landowners



March 8, 2016

Florida Greenways and Trails Council
Office of Greenways and Trails
Florida Department of Environmental Protection
3800 Commonwealth Boulevard, MS 795
Tallahassee, FL 32399-3000

Dear Council Members,

The City of Sarasota strongly supports the Southwest Coastal Regional Trail and urges the Florida Greenways and Trails Council to select our greater region as the next priority portion for multi-use trail funding.

The Southwest Coastal Regional Trail will provide tourists and state residents a safe, alternative transportation network that serves as a resource for leisure and exercise, while also providing for commuters and consumer destinations.

The Southwest Coastal Regional Trail would stretch from Naples, Florida to the Pinellas Trail in St. Petersburg where it will join with the Coast-to-Coast Connector (C2C). The C2C currently extends from the Pinellas Trail north through Pasco and Hernando County, eventually reaching the east coast of Florida. Once all segments are completed, it will be part of a network that will be the nation's largest system of locally connected trails.

Our organization welcomes the opportunity to work alongside all the governmental and advocacy partners in this regional effort to invest in Florida's eco-tourism, economic development, bicycle and pedestrian safety, and sustainability.

Respectfully,


Willie Charles Shaw
Mayor, City of Sarasota

Sarasota City Commission Office
1565 First Street, Sarasota, FL 34236
Telephone: 941-954-4115 Fax: 941-954-4129

Appendix C-Supplemental Funding and Cost Information

Funding for trails and greenways: how to do it

"Be first, be daring, be different." -- Anita Roddick, founder and owner of The Body Shop

Presentation Notes by Skye Ridley, former Executive Director, American Trails

Traditional Fundraising

- Membership campaigns. The return from this can be significant (The Pikes Peak Area Trails Coalition raises \$18,000 per year), but your effort must be repeated every year.
- Buy-a-Foot-of-Trail campaigns. Success depends on trail location, trail type, and local popularity of trails. For example, long rural bicycle trails would be too difficult to fund with this method. But it would be easy to market a short stretch of a very popular, multi-use urban trail.
- Foundation donations.
- Government programs.
- Sales taxes are successful where tourism and concerns about quality of life issues are prevalent.
- Excise taxes on bicycles or outdoor equipment can work in some places. The Colorado Springs bicycle excise tax, \$4.00 per every new bicycle sold, raises over \$60,000 a year for bike lanes and bike trails.
- Bond issues take a lot of work but can bring big dollars to trails. Better if campaign is combined with parks and recreation rather than just trails.
- Lottery funding works incredibly well in Colorado, works well in AZ & other states.
- ISTEA. Can bring big \$ to trails but you must educate yourself on it, be prepared, and spend time over a period of years.

Entrepreneurial fundraising

- Merchandise. The Pikes Peak Area Trails Map is generating \$6,000 a year, with very little continuous effort and no initial investment. T shirts don't work; too many available. Sell something useful and different. Don't expect this to be big fundraiser.
- Services. Trail tours, guided trips.

PROS and CONS

Businesses can be very supportive

Takes careful planning

You can raise significant amounts Your money is tied up in inventory

It's a quicker way to raise funds Tracking and planning requires work

What about UBIT -- Unrelated Business Income Tax?

No problem as long as your sales are related directly to your mission.

Trail maps and trail tours would be OK, but fruit baskets and babysitting services would not be.

Ask the IRS and a lawyer familiar with nonprofits.

- Get a copy of *Filthy Rich* by Richard Steckel, 10-Speed Press. Great book on entrepreneurial fundraising.

Events and Programs

- "Change for the Better" Program. Local merchant donates 25 cents into jar on counter for every sale he makes, and asks customers to match it. Pikes Peak Area Trails Coalition raises around \$1,000 each month of this program, from only one small outdoor equipment store.
- Voluntary/Temporary Tax. Similar to Change for the Better Program, except it is run by many retailers. Customers are asked to donate 25 cents, or some other amount, or their loose change after every sale for a specific purpose. When enough money is collected to fund the trail, the "tax" is lifted.

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- Challenge Grants. Funders and donors never want to be the first to donate. But once you get that first amount, they love to match it or add to it. Ask a funder or donor to issue their next grant or donation as a challenge. It's a great publicity tool: "If we don't raise \$10,000 by March 31, we'll lose this \$10,000 challenge grant money!" The Pikes Peak Area Trails Coalition raised \$17,000 in addition to the original \$10,000 challenge grant.
- Hire a fundraiser? This is controversial. Legitimate professionals don't usually work on commission. However, a few do, so if you really can't raise the seed money, consider hiring on commission. If you do have some seed money, it could be worth the fundraiser's fee. Research is essential for this strategy, though.

In general

Accept the following facts about all fundraising:

- This takes significant amount of time and effort,
- You must educate yourself on new techniques,
- A certain amount of risk is unavoidable, and
- You must combine several funding vehicles; no one way will work on its own.

This runs counter to most beliefs about funding charitable activities. Committee or board members will have to be convinced.

Contrary to the Be first, be daring, and be different quote, I say: copy successful programs. Don't try an unproven strategy unless you can afford the risk and have great confidence. You'll save time and effort by not reinventing wheels.

To fund your trail, you need support from a critical mass of people in your organization and the community:

- The business community
- Elected officials
- Government agency reps
- Community leaders

How to get it? Educate yourself and talk constantly about

- Economic benefits (get free NPS publication, The Economic Benefits of Rivers, Trails, and Greenways, by calling 415/744-3975).
- Quality of life
- Recreation
- Transportation
- Safety
- Appeal to hikers, bikers, seniors

To get trails built, you need patience and persistence!

<http://www.americantrails.org>

Trail Operation, Maintenance and Management

Operations

The operation of a trail consists of the day-to-day management of trail use. These tasks include law enforcement, marketing, special events, fee collection, map and brochure updates, and other functional considerations. The specific policies regarding the operation of a trail, such as permitted uses and user cost (if any), will most likely be decided in advance of trail construction. After construction, a large part of trail operation consists of the day-to-day execution of those policies.

Maintenance

The maintenance of a trail includes the various activities involved in keeping the trail in a safe, usable condition. This includes numerous efforts ranging from mowing and brush removal to replacement of damaged signs or benches to reconstruction of the trail. Lifetime trail maintenance will place ongoing costs on the operating agency, and this should be considered during the trail planning and funding process.

Before a trail or greenway opens, the implementing group should set forth a policy document outlining specific rules pertaining to the greenway. The Operations and Maintenance Policy may cover a wide range of issues. The following items should be major considerations in the policy:

Permitted uses on the trail - Conflicts between different trail users can be minimized through proper trail design and trail user education. By defining the particular uses allowed in certain parts of the system and user education on the matter conflicts will be minimized.

Issues related to crossings of the trail - This may apply to agricultural accesses, new residential driveways, connections to easements and linkages to the trail. It should be determined whether new crossings will be allowed, whether a permitting process will exist, who maintains such crossings, and who assumes responsibility or liability associated with such crossings.

Public outreach – The public can be involved through the development of brochures, events, volunteer demonstration projects, clean-ups, etc.

Volunteer opportunities -The use of volunteer citizen groups will be strongly encouraged for a variety of activities. This includes; trail construction and maintenance, trash and litter control, exotic vegetation



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removal, safety patrols, and educational outreach. They can work with the municipalities and other stakeholders to promote collaborative management of the greenway and blueway systems and make development decisions. By implementing this type of organized volunteer program it will allow people, organizations and business to get involved with implementation and up-keep of the greenway/blueway trails. Individuals, community organizations, civic groups, corporations and businesses are a good source of volunteers for trail development and maintenance. A few examples of volunteer opportunities that could be pursued are as follows:

- Civic groups, youth organizations, or businesses might want to adopt a section of trail and assume responsibility for litter patrol and light maintenance.
- Youth corps can provide assistance either free of charge or at significantly reduced costs and can support a variety of labor-intensive projects including trail construction, streambank restoration, habitat improvement, and tree planting.
- Volunteer business work parties could help build, install and maintain signs and benches (according to standard design – haphazard development should not be allowed).
- Prison crews and juvenile and adult offenders required to perform community service are another potential source of assistance at significantly reduced costs. This can be a win/win situation because many social workers believe that positive work experiences involving conservation and recreation projects play an important role in juvenile rehabilitation programs.
- Schools and historical societies could help create and manage web pages, interpretive materials, curriculum guide, etc.
- High school and college students seeking recreation or conservation internships could be recruited to provide a somewhat longer-term commitment.
- Law enforcement agencies could train volunteer ‘trail stewards’ to serve as their eyes and ears while assisting in educating the public about rules and policies.

Cooperative maintenance agreements - In some cases, trail owners may wish to explore the possibility of partnering with other government entities or private organizations in the operation and maintenance of a trail. Any operations or maintenance agreements should be articulated in the operations and maintenance policy.

Evaluation of trail condition - Every trail should be evaluated on a regular schedule to identify the need for major and minor repairs. The operations and maintenance policy should delineate how often trail evaluations take place, preferably once per year.

Encroachment - Some local agencies may take ownership of a corridor that is being encroached upon by adjacent landowners. This is particularly true of railroad corridors bounded by agricultural uses. The implementing agency should set forth definitive policies relating to existing and future encroachments.

Liability – Liability issues are addressed in the 2000 Florida State Statutes Chapter 260 which generally state, “Any private landowner who consents to designation of his or her land as part of the statewide system of greenways and trails pursuant to s 260.016(2)(d) without compensation shall be considered a

volunteer, as defined in s 110.501, and shall be covered by state liability protection pursuant to s 768.28 including s 768.28 (9). As a safety measure the public operating agency should fully understand the liability associated with the trail and verify that insurance is adequate. By creating an undeveloped buffer of land between trails and private property St Johns County can minimize liability concerns. Designating private property buffers can be utilized as a tool to help keep trail users off of private land. This can be done through the use of signage, vegetative screening, or fencing.

The following are techniques that can be employed to limit liability issues:

- Limit trails to non-motorized use only.
- Implementation of a volunteer ‘trail steward’ program.
- Education about private property rights including signs, brochures, and outreach.
- Keeping the lines of communication open between managers and adjacent landowners
- Establish a private property buffer zone
- Notify all adjacent landowners of any development plans or changes in policy.

Law Enforcement -Law enforcement within the greenway and blueway systems should be dealt with in the same manner as on any other public or private lands in the county. One way to expand law enforcement along newly designated portions of trails would be to establish a volunteer ‘trail stewards’ program. These volunteers can monitor the trails and work in conjunction with local, county and state law enforcement agencies. People who recreate along greenway and blueway trails generally inspire a peaceful, safe, and attractive environment.

In conjunction with the design and construction of the trail system, it is also recommended that the county should develop a maintenance manual outlining specific tasks that need to be performed for the trail operation and maintenance. The manual should be updated annually and should be used as a guide to administer the trail as an on-going process. The trail maintenance manual should address the uniqueness of each route relative to its particular surfacing, signage, railings, trash removal, tree and shrub pruning, mowing of vegetation and edging, drainage control and re-vegetation needs. Several of the issues that need to be addressed on a scheduled or as-needed basis include the following:

Performed on a Scheduled Basis

Trail user safety. Safety is essential to all maintenance operations and is the single most important trail maintenance concern. Items for consideration include scheduling and documentation of inspections, the condition of railings, bridges and trail surfaces, proper and adequate signage, removal of debris, and coordination with others who may be associated with trail maintenance.

Trail inspection. Trail inspections are also an integral task to all trail maintenance operations. Inspections should occur on a regularly scheduled basis, the frequency of which will depend on the amount of trail use, location, age, and the type of construction. It is recommended that all trail inspections be documented.

Trail sweeping. Trail sweeping is one of the most important aspects of trail maintenance, helping ensure trail user safety. The type of sweeping to be performed depends on trail design and location. Sweeping should be performed on a regular schedule.

Trash removal. Trash removal from trail corridors is important from both a safety and an aesthetic viewpoint and includes the removal of ground debris and emptying of trash containers. Trash removal should take place on a regularly scheduled basis, the frequency of which will depend on trail use and location.

Tree and shrub pruning. Tree and shrub pruning should be performed for the safety of trail users. Pruning should be performed to established specifications on a scheduled and as-needed basis.

Mowing of vegetation. Trail maintenance personnel should mow vegetation along trail corridors on a scheduled basis.

Scheduling maintenance tasks. Inspections, maintenance and repair of trail-related concerns should be regularly scheduled. Inspection and repair priorities should be dictated by trail use, location, and design. Scheduling maintenance tasks is a key item towards the goal of consistently clean and safe trails.

Performed on an As-Needed Basis

Trail Repair. Repair of asphalt or concrete trails should be closely tied to the inspection schedule. Setting priorities for repairs is part of the process. The time between observation and repair of a trail will depend on whether the needed repair is deemed a hazard, to what degree the needed repair will affect the safety of the trail user, and whether the needed repair can be performed by the trail maintenance crew or if it is so extensive that it needs to be repaired by contracted services.

Trail Replacement. The decision to replace a trail and the type of replacement depends on many factors. These factors include the age of the trail and the money available for replacement. Replacement involves a new crushed limestone surface, completely overlaying a crushed limestone or asphalt trail with a new asphalt surface, or replacement of an asphalt trail with a concrete trail.



Weed Control. Weed control along trails can be limited to areas in which certain weeds create a hazard to users. Environmentally safe weed removal methods should be used, especially along waterways.

Trail Edging. Trail edging maintains trail width and improves drainage. Problem areas include trail edges where berms tend to build up and where uphill slopes erode onto the trails. Removal of this material will allow proper draining of the trail surface, allow the flowing action of the water to clean the trail and limit standing water on trail surfaces.

Trail Drainage Control. In places where low spots on the trail catch water, trail surfaces should be raised, or drains built, to carry water away. Some trail drainage control can be achieved through the proper edging of trails. If trail drainage is corrected near steep slopes, the possibility of erosion must be considered.

Trail Signage. Trail signs fall into two categories: safety and information. Trail users should be informed of their location, where they are going, and how to safely use trails. Signs related to safety are most important, thus they should receive the highest priority. Information signage can enhance the trail users experience. A system of trail information signage should also be a high priority.

Re-vegetation. Areas adjacent to trails that have been disturbed for any reason should be re-vegetated to minimize erosion.

Habitat Enhancement and Control. Habitat enhancement is achieved by planting vegetation along trails - mainly trees and shrubs. This can improve the aesthetics of the trail, help prevent erosion and provide habitat for wildlife. Habitat control also involves mitigation of damage caused by wildlife.

Maintenance Costs

Maintenance costs will vary greatly depending on the type of trail, amount of volunteer labor use, available services, and geographic location of the trail. These costs, however, must be considered during the trail planning process, to ensure that trail owners can pay for the ongoing maintenance of the trails they develop. Maintenance costs are rarely broken down into specific tasks such as those above. Most trails will be maintained by an existing agency, such as a local or state park, public works, or maintenance department. Estimated costs, therefore, are broken down by the type of maintenance performed. Maintenance can be viewed as three different types:

- *Routine maintenance* includes all the general activities stated earlier -- such as brush clearing, trash collection, and sweeping — that may take place on a regular basis throughout a season.
- *Minor Repairs* refer to activities that can be expected every five years or so, such as amenity replacement, trail seal-coating, repainting, or restriping.
- *Major Reconstruction* refers to significant expenditures involving resurfacing or reconstruction. These activities are the most costly trail maintenance activities and should be planned for in advance.

Routine Maintenance

An existing agency or a volunteer group should perform most of the routine maintenance procedures of a trail facility. Local trail owners should be well equipped to include trail

maintenance into their parks or public works maintenance budgets and activities. Activities that should be considered as routine maintenance include:

- Yearly facility evaluation to determine the need for minor repairs
- Tree/brush clearing
- Mowing
- Map/signage updates
- Trash removal/litter clean-up
- Repair flood damage: silt clean-up, culvert clean-out, etc.
- Patching, minor regrading, or concrete panel replacement
- Planting, pruning, and general beautification
- Installation and removal of seasonal signage

The yearly cost for routine maintenance depends on the maintenance capabilities already in place and the amount of volunteer labor used. In general, yearly routine maintenance costs can be estimated at \$1,500 per mile for performing the tasks described above. This figure will vary depending on the location of the trail, materials used and intensity of its use.

Minor Repairs

The need for minor repairs should be determined by a yearly facility evaluation (see routine maintenance above). Minor repairs may include the following activities:

- Replacement, repair, or repainting of trail support amenities, such as restrooms, signage, benches, trash receptacles, or hitching posts
- Replacement of a portion of the trail
- Restriping of trails
- Sealcoating of asphalt trails

The cost for replacement, repair, or repainting of trail amenities is based on the initial cost of those amenities. Trail operators should maintain records of the general costs of trail amenities as a means of estimating future repair and replacement costs. If custom elements, such as lighting, decorative railings, or benches, are used in trail design, the trail owner should consider ordering extra elements at the time of construction and storing them for future use, thereby defraying the cost of single-runs later.

Replacement of a portion of a trail may be necessary if severe flooding, continual erosion, or weak soils cause periodic difficulties with trail maintenance.

Restriping of trails will cost the same as the original striping. The trail owner should keep a record of the original bid to determine the price of restriping a trail using contracted labor. In many cases, it is cost effective to perform restriping along with other trail or highway maintenance. In such instances, the trail owner itself will be the best source of costing information.

Sealcoating of asphalt trails should take place approximately every five years. This will increase the longevity of the trail and provide a quality riding surface. When performed, sealcoating will cost approximately \$3,500 per mile for a 6-foot pedestrian trail and approximately \$5,800 per mile for a 10-foot multi-use trail. A periodic cost such as this should be included in the trail owner’s Capital Improvement Program, in order to ensure that adequate funding is available.

Major Reconstruction

There are essentially two activities that are considered to be major reconstructions:

- Resurfacing of asphalt trails
- Complete replacement, regrading, and resurfacing of all trails

Asphalt trails will need to be resurfaced approximately every 10 years, depending on how well they have been maintained. A resurfacing typically involves placing an asphalt overlay on an existing asphalt surface in order to erase cracks and bumps. It is not a perfect solution, as weak underlying soils or tree root penetration will eventually affect this top layer, but it does offer a lower cost means of extending a trail’s life. Asphalt surfacing costs approximately \$1 per square foot for a 4-inch depth. Asphalt overlays should have a depth of 1 to 2 inches. The table below offers some sample costs for asphalt resurfacing.

Trail Type	1-inch overlay	2-inch overlay
6-foot pedestrian trail	\$7,920 per mile	\$15,840 per mile
10-foot multi-use trail	\$13,200 per mile	\$26,400 per mile

Complete replacement of a trail involves removing the existing trail, regrading the trail base, and resurfacing the facility. This kind of comprehensive maintenance will be necessary approximately every 20 years, regardless of trail type. Even natural surface trails may need to be fully regraded after 20 years of use. Trail costs for reconstructions are the same as the cost of a new trail plus the cost of demolishing the existing trail. As with any major trail project, however, a detailed cost estimate should be performed during the project planning stages. The best guide for estimating the replacement cost of a trail is to consider the original construction cost.

A major cost such as trail replacement should be considered well in advance. It may be more difficult to secure large state or federal grants for trail reconstruction. Therefore, a trail owner should consider the eventual cost of trail replacement and work to "save up" for that significant maintenance activity.

Management

In most cases, the agency or group that constructed the trail will have primary responsibility for its operation and maintenance. Because the trail system will be viewed as an important resource to the citizens, county and state, the groups should coordinate as much as possible in order to maintain the quality of the overall system. Potential partners in maintaining the county's trail system and the responsibilities and roles they should incur as part of the management component of the plan are listed below:

- Local communities are the primary operating agents of the trails they implement. They remain close to the trail, both physically and functionally, and are best equipped to market, improve, maintain, and evaluate the trail. They also typically have full ownership of the trail and access to local police, fire, and public works departments, thereby allowing easy policing and maintenance of the trail. Trail owners should provide annual funding for the basic maintenance needs of their trails.
- Local non-profit or private organizations may implement trails through partnerships with local communities. When this is the case, such groups may also take a role in the operation and maintenance of trails. In addition, these groups may be a source of volunteers for trail maintenance.
- The Division of Planning and the Division of Recreation & Parks may offer guidance and expertise on trail operation and maintenance.
- Florida Department of Transportation (FDOT) should be involved in the operation and maintenance of trails constructed within FDOT along highway rights-of-ways and/or future roadway corridors.
- The St. Johns River Water Management District (SJRWMD) maintains, operates and improves several miles of trails within its recreation and conservation areas. The SJRWMD should work with the local communities to create, operate and maintain trail links from their areas.

Safety and Liability Issues

Safety. The owner of a greenway, whether a public or private owner, must provide a safe facility for those who use it. The publication titled, *Greenways: A Guide to Planning, Design, and Development*, provides minimum standards for the design and development of greenway facilities and identifies the basic components of a risk management program. These components include:

- 1) *Identification* – identifying potential risk through regular inspections and noting where hazardous situations may occur, the type of hazard, and the most likely user group;
- 2) *Evaluation* – evaluating the risk to determine the likelihood of an accident due to the age of the facility, amount of use, or poor design;
- 3) *Treatment* – treating the risk or notifying the user. Treating the risk can entail prohibiting the use of the area or reducing or eliminating the risk through repair, redesign, increased maintenance, or lowering the intensity of use. Notifying the user can be accomplished by posting signs which

notify the user of the problem, or obtaining waivers from greenways users. Implementation of such risk management program minimizes safety problems.

One of the objectives of the St. Johns County's Park and Recreation Department is minimizing safety problems through risk identification, evaluation, and treatment. A County program to develop greenways will need to include this same commitment to safety.

Liability. Of Concern to local government and private landowners who wish to provide public access to greenways for recreational pursuits is the liability of the landowner for an injury or death sustained while using the greenway. Understanding the extent to which the landowner is liable is important to a discussion of safety and liability issues, particularly to private landowners interested in providing access to greenway users.

The Florida Legislature has waived, by statute, sovereign immunity for the state and its political subdivisions (which include the counties). The waiver applies to claims that arise in connection with personal injury, injury or loss of property, or death, caused by the wrongful act or omission of an employee who is acting within the scope of his office or employment. The waiver only applies to situations where the County, if it were a private person, could be held liable for the injury.

Generally, the determination of whether the County or private person can be held liable for negligence turns on whether there is a "duty of care" owed to the injured party. There are two main considerations in determining whether a duty of care exists:

1. The legal status of the greenway user, and
2. Whether the County's act or omission is one for which liability can legally attach.

As to the legal status of the greenway user, most users will be classified as invitees or invited licensees, which receive a highest duty of care. The landowner's duty to such persons is to keep the property reasonably safe, and to protect the visitor from dangers of which the landowner is, or should be, aware.

County's Liability

As to whether the act or omission on the part of the County is one for which liability can attach, the courts have separated government functions into two categories:

1. Planning or policy-making functions, and
2. Operational functions.

There is no duty of care associated with planning and policy-making functions, and hence no liability. Examples of these functions include the decisions of the Board of County Commissioners to adopt or not adopt an ordinance, or the decision to build and operate a recreational facility such as a greenway. Once a government decides to build a park or greenway, it enters into the operational arena and assumes a duty to:

1. Properly construct the improvements;
2. Maintain the land and improvements in a reasonable safe condition; and
3. Warn of or correct any known dangerous conditions.

Past cases provide specific examples of the standard of care to which counties have been held to by the Florida courts. Those cases touch upon the concepts of unforeseeable and causation, which are often the key issues in personal injury litigation. If an accident is completely unforeseeable based on a standard of

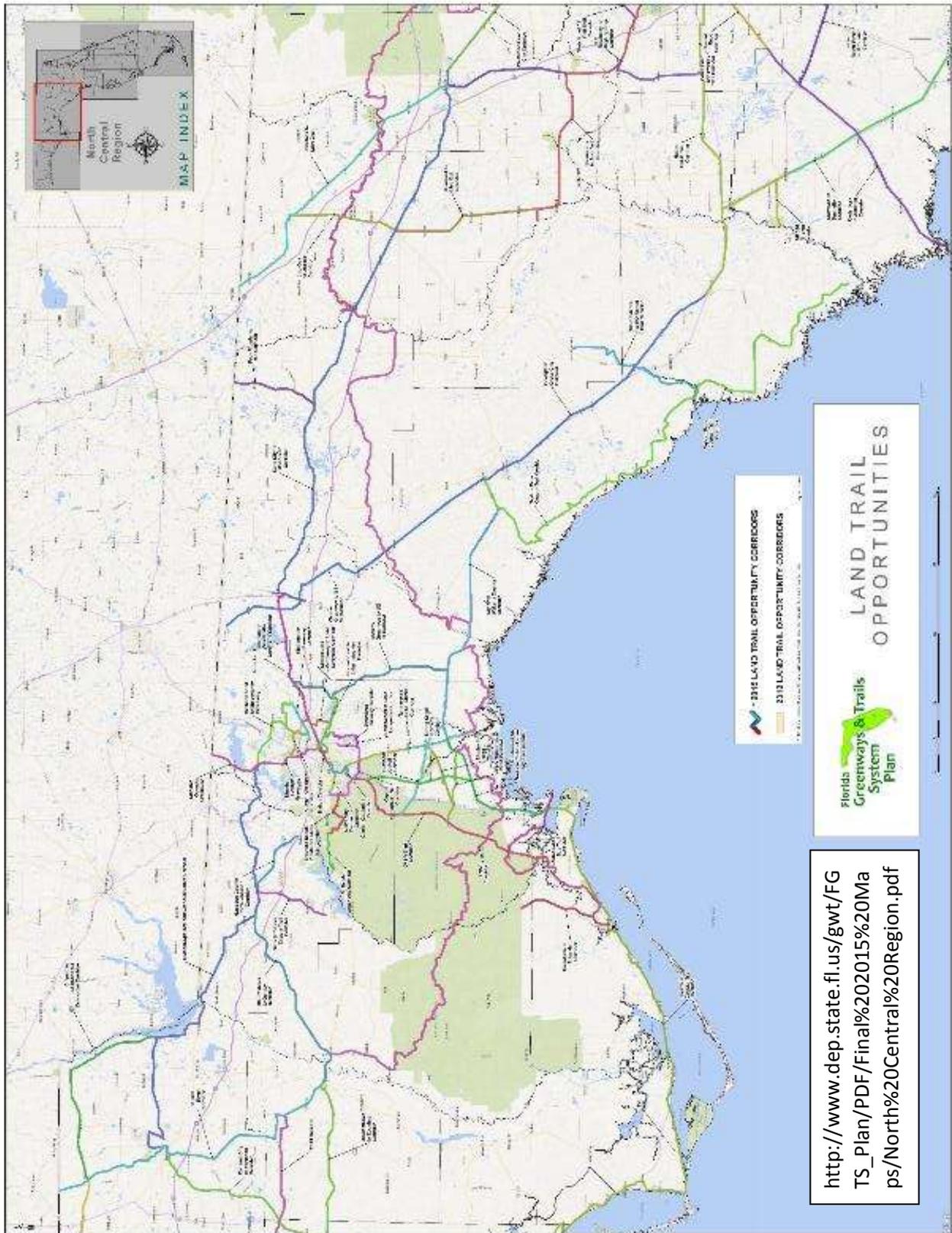
reasonableness, or if the County's act or omission did not cause or contribute to the injury, then a finding of negligence would be improper. Such determinations are fact specific.

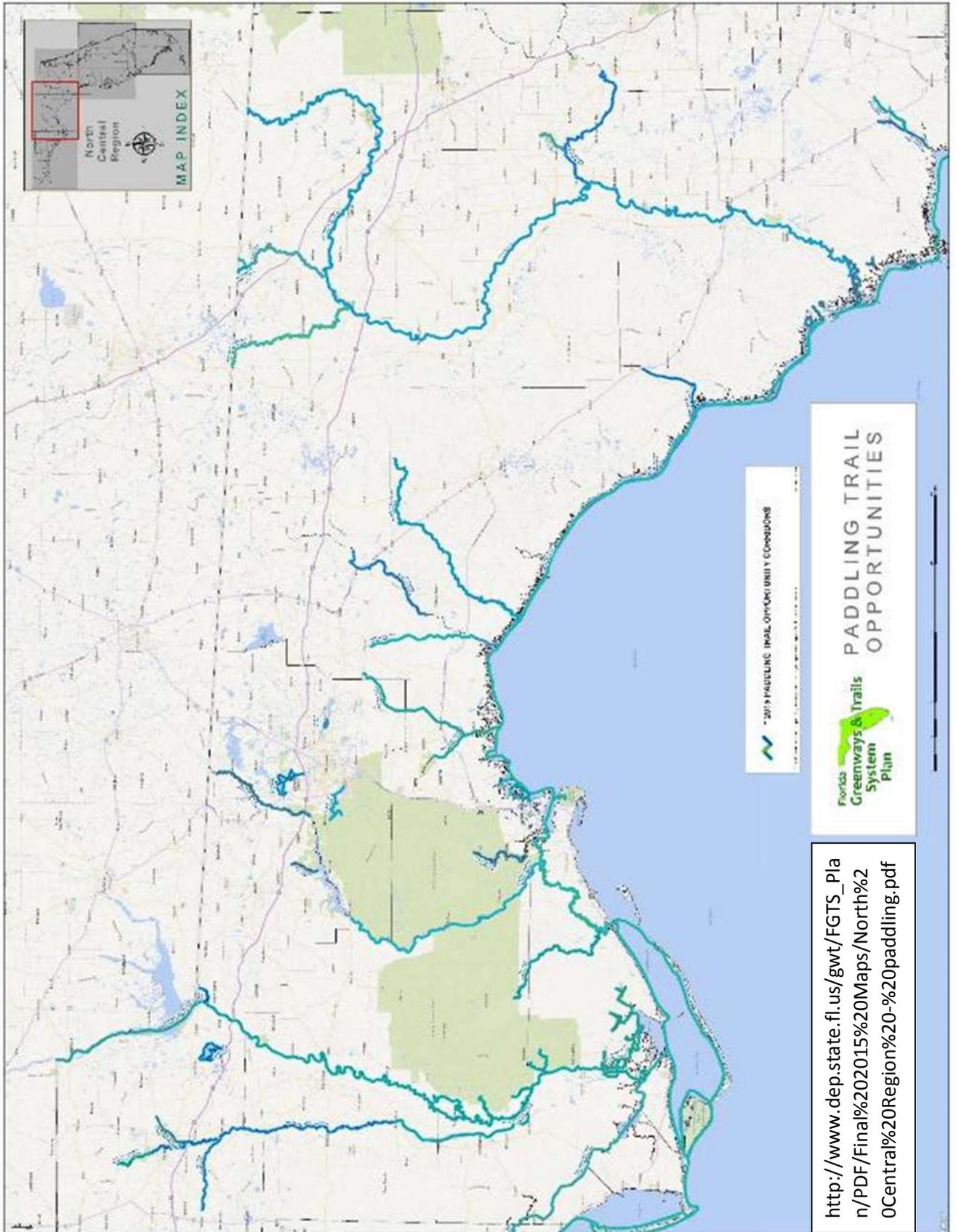
Private Landowners Liability

As to the liability of private landowners who donate the use of their land for greenway purposes, the Florida Legislature has adopted Sec. 375.251, F.S., which limits liability. The purpose of the act is to encourage citizens to make land, water areas, and park areas available to the public for outdoor recreational use by limiting their liability to people going on the property and to third persons who may be damaged by the acts of people going on the property.

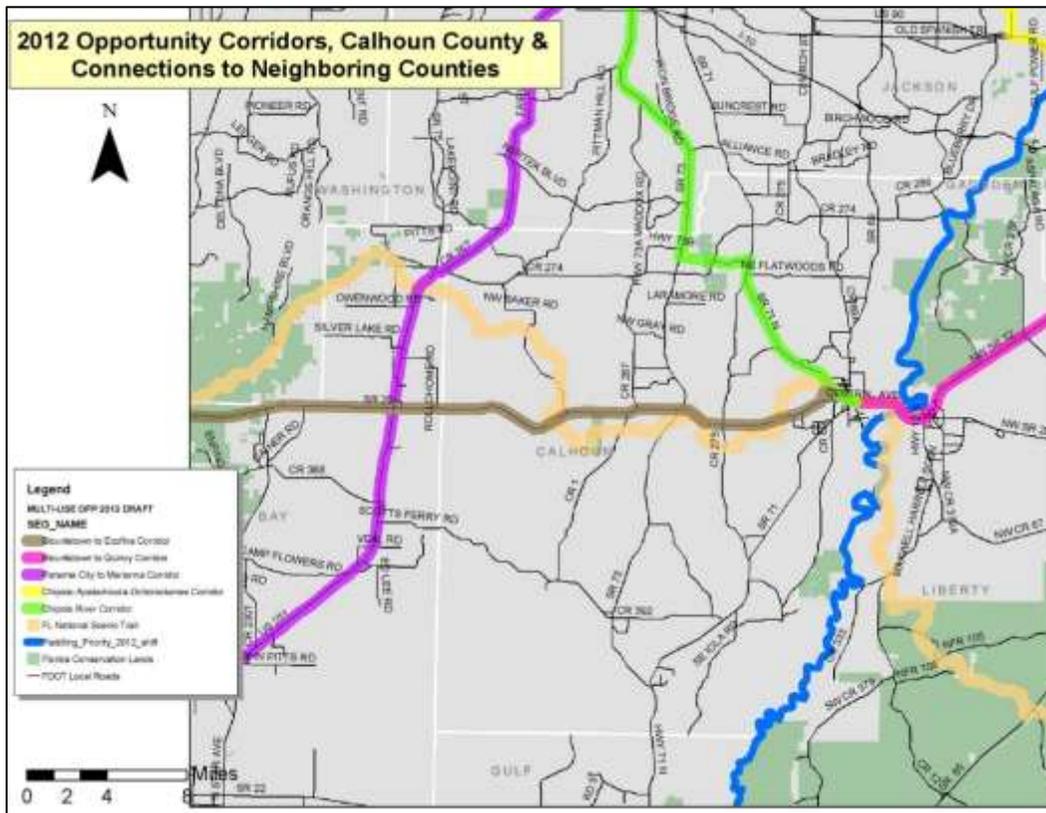
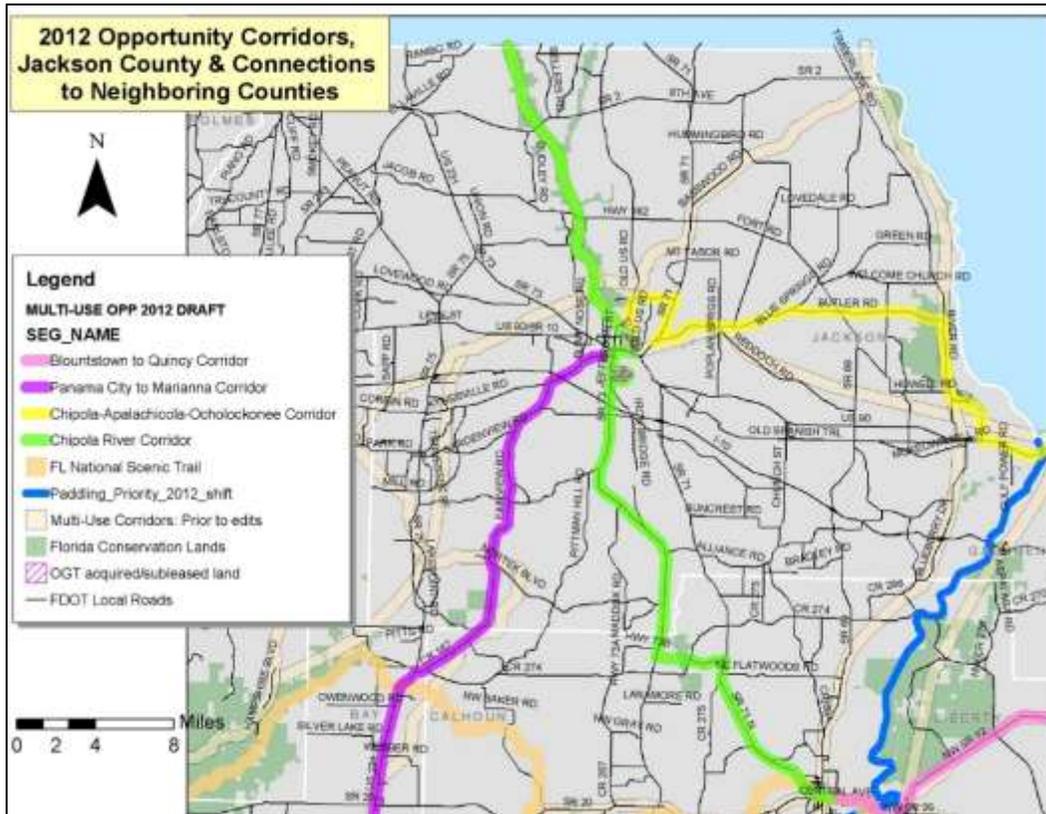
The protection extends to situations where the private owner has leased the recreational property to the government. However, the liability protection does not apply if admission is charged, or any other profit-making activity is conducted on the property, or if the owner deliberately, willfully, or maliciously causes the injury. The courts have declared that this statute is not intended to and does not protect the state or its political subdivisions from liability.

Appendix D- FDEP OGT Land and Paddling Trail Opportunities





Appendix E- Other Proximate Trails



Courtesy of the Calhoun County Chamber of Commerce

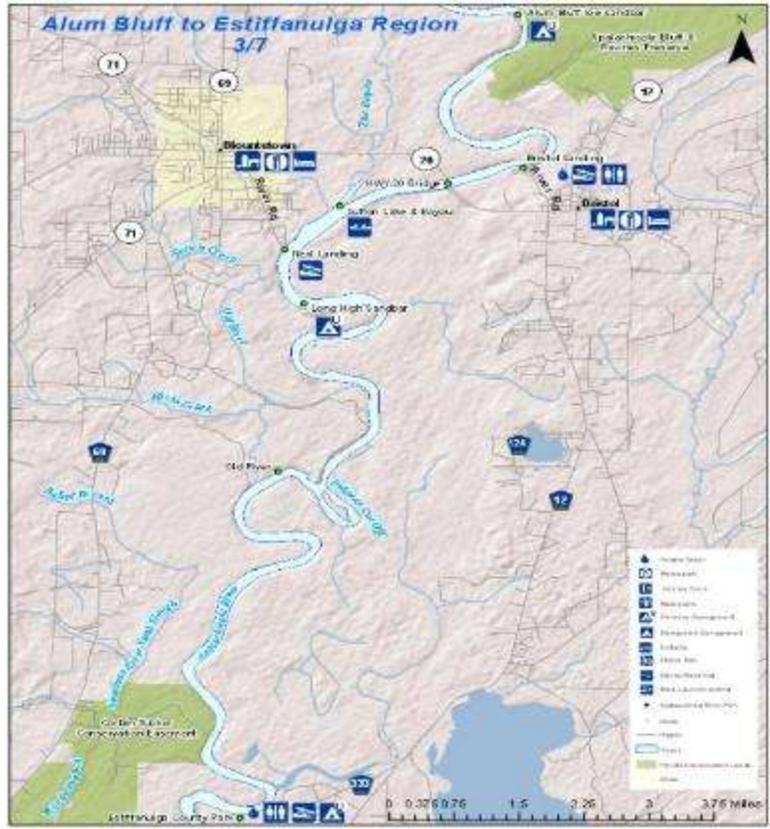


Courtesy of Charles Thrash and Chattahoochee Landing LLC

Appendix F - Natural, Historic, Cultural Resources and Recreational Assets within an Approximate Five Mile Radius of the Proposed Chattahoochee To Bristol Proposed Trail and Trail Alternative Routes

Apalachicola River and Blueway National Recreational Trail - Gadsden, Jackson, Calhoun and Liberty County. The Apalachicola River Blueway received its national designation in 2014 and connects with another National Recreation Trail, the Apalachicola River Paddling Trail System, in the lower estuary portion of the river. This 100-mile matrix of scenic waterways was developed by the Florida Fish and Wildlife Conservation Commission and designated a National Recreation Trail in 2008. The Blueway goes from Lake Seminole at the Florida/Georgia border to the City of Apalachicola on the Gulf of Mexico. Destination for canoeing, kayaking, fishing, boating, bird watching and camping. The portion of the Blueway within the five-mile range of this project is indicated on the three maps below.





Liberty County

The City of Bristol - Liberty County. Bristol is the county seat of Liberty County located at the south end of the proposed Chattahoochee to Bristol Trail just to the south of The Nature Conservancy's, Apalachicola Bluffs and Ravines Preserve. The Florida National Scenic Trail currently passes through Bristol crossing the Apalachicola River on Highway 20 from the west and before turning south into the Apalachicola National Forest.

Veterans Memorial Railroad – Bristol. 10561 NW Theo Jacobs Way (Off CR12, Behind Civic Center) Bristol FL 32321. Founded in 2001 when a group of local people, interested in both railroading and community service, banded together to install a passenger train at Veterans Memorial Park in Bristol. The Liberty County Board of Commissioners gave their permission to use a large area of the park for the Railroad. A 1950's National Amusement Device "24" gauge "Century Flyer" train set was restored and tracks were constructed. During 2011, the railroad carried over 3,500 children and adults on trips around the park for school field trips (during the school day), birthday parties, and special events sponsored by Veterans Memorial Railroad and the dedicated volunteers who provide the management and operation of the Railroad.

<http://www.veteransmemorialrailroad.org/about-us/>



The Nature Conservancy - Garden of Eden Trail - Apalachicola Bluffs Preserve – Liberty County. The Nature Conservancy's Garden of Eden is located just to the north of Bristol, Florida in Liberty County and is known as a national biodiversity hotspot and home to a disproportionate number of imperiled species. The preserve protects many steephead ravines and streams that contribute to the Apalachicola River. Steephead ravines and associated seepage streams are among the rarest of freshwater habitats. These geologic features provide micro-climates and a refuge for many Florida's plants and animals – including two of the world's rarest evergreens, the Florida torreya and Florida yew. Other species more common in the Appalachians, such as mountain laurel and ash magnolia are at the southern end of their range here. The preserve also protects longleaf pine sandhill uplands, breathtaking river bluffs and million-year-old fossils. The TNC Preserve includes a 3.75-mile, round-trip, self-guided trail. Beginning in longleaf pine/wiregrass uplands, the trail soon skirts the top of a dramatic steephead ravine, descends steeply through the slope forest to cross a seepage stream and then ascends the slope forest back to sandhills. The trail eventually opens to a spectacular view at Alum Bluff 135 feet above the Apalachicola River.

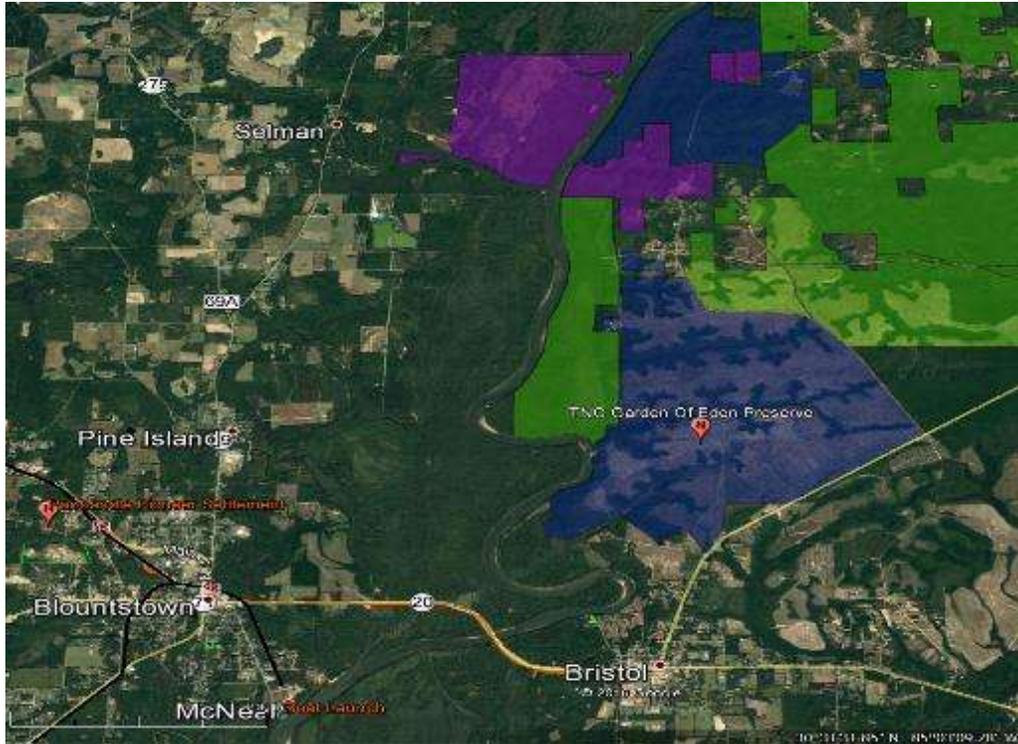


Figure 1: TNC Garden of Eden Apalachicola Bluffs and Ravines Preserve (Blue)

Torrey State Park- Liberty and Gadsden Counties. Torrey State Park is a 13,735 acre Florida State Park, U.S. National Natural Landmark and historic site thirteen miles north of Bristol. It is located north of S.R 12 on the Apalachicola River with component parcels in Liberty and Gadsden counties. The southern Liberty County portion of the park has been very successfully developed with hiking, camping, historic resources and more along the Apalachicola River Bluffs and unique feeder steephead ravines and streams with remnant north Georgia flora micro niches. The park is widely known to campers and hikers in Florida and the region as it provides an almost north Georgia experience of steep hills, cool ravines and high bluffs in Florida’s Panhandle region. It is one of the highlights of the Florida Park system. Within Torrey State Park is the Gregory House, a beautiful Southern mansion built in 1849, the house is open to the public daily. The house was built by prominent Calhoun County planter, Jason Gregory in 1849. The home originally stood across the river from the state park at Ocheese Landing in Calhoun County, but was moved to the Park by the Civilian Conservation Corps (CCC) as a public work project during the Great Depression era and restored during the 1930’s. The Gadsden portion of the park was acquired more recently and is presently underdeveloped. The park master plan is being updated to add more park user features such as camping, improved boat landing features and possibly improved access.



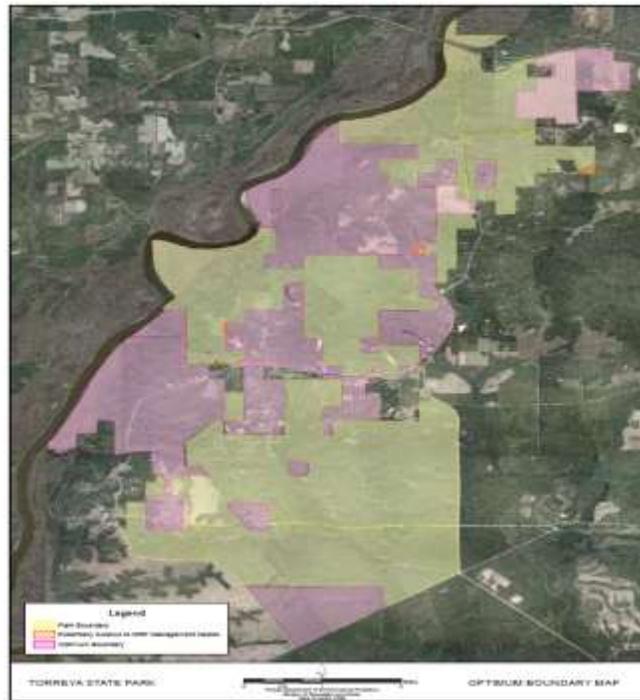


Figure 2: Existing land of Torrey State Park (green) and the Park's "optimum boundary map from the Park's management plan.

Bristol Public Boat Ramp – Liberty County. This ramp and City Park provides access to the Apalachicola River and has covered picnic area.



Figure 3: Bristol boat launch at the City's park.

Estiffanulga Public Boat Ramp, Liberty County. Provides access to the Apalachicola River. It is on Joe Red Shuler Road, Bristol.

Northwest Florida Water Management District's Beaverdam Creek Wildlife Management Area – Liberty County. The Beaverdam Creek Wildlife Management Area is Northwest Florida Water Management District along the Apalachicola River that links to TNC Garden of Eden, Apalachicola River Bluffs Preserve as well as Torrey State Park. Part of a complex of public and private conservation lands bordering the Apalachicola River in Liberty County, the 1,317-acre Beaverdam Creek Wildlife Management Area (WMA) preserves the rich biological diversity unique to this part of Florida and helps to protect the water quality of the river and its tributary creeks. The WMA is located on the east bank of the Apalachicola River just north of Bristol.

The area provides opportunities for hunting, fishing, hiking, horseback riding, boating and wildlife viewing. The Harry Donar Landing (Beaverdam Tract) provides access to the Apalachicola River.



Calhoun County

City of Blountstown - a Main Street Designated Community – Calhoun County.

Historic Blountstown sits along the west side of the Apalachicola River in Calhoun County as the County seat of Calhoun County.



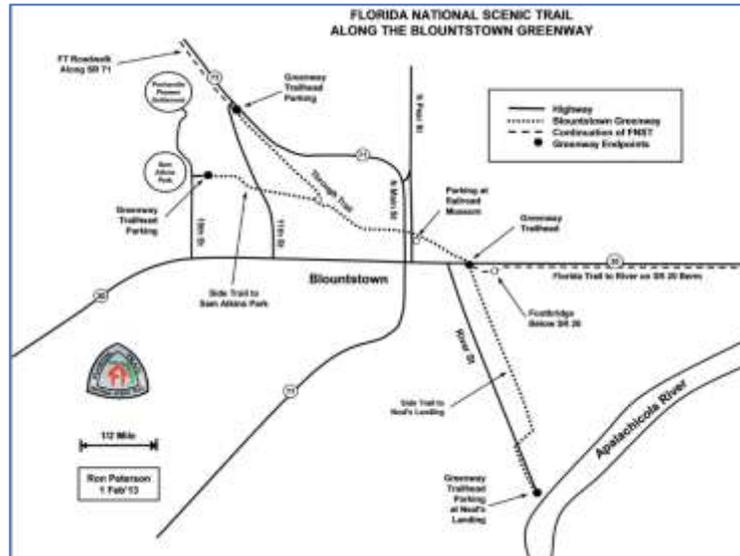
Figure 4: Map showing Blountstown and both Adkins Park and the Panhandle Pioneer Settlement.

Panhandle Pioneer Settlement - Calhoun County. The Panhandle Pioneer Settlement, a living-history museum in Blountstown, Florida, has a collection of 18 historical buildings, dating from 1820 to the 1940s. Now arranged on five acres to replicate an idyllic farm community, the buildings were moved from their original locations throughout Calhoun County. During the year, the Settlement is home to numerous events and festivals, and offers classes on the trades and crafts of the past. The Blountstown Greenway has a trailhead near the Pioneer Settlement. Currently the Florida National Scenic Trail passes nearby.

Sam Atkins Park – Blountstown – Calhoun County. The Sam Atkins Park provides both active and passive recreational opportunities. 160 acres of the Park are pineland, mixed forest and bottomland swamp protecting blackwater Sutton Creek, tributary to the Apalachicola River. This portion of the park provides visitors a multi-use trail system suitable for hikers, bicyclists and horseback riders, and a relaxing canopied picnicking area at the trailhead off a remote park access dirt road. Sam Atkins Park is 1/2 mile north of State Road 20 on Silas Green Street on the west side of the City of Blountstown and State Road 71. The Park is just south of the Panhandle Pioneer Settlement, a local cultural history attraction.

Blountstown Greenway - Calhoun County. The Greenway passes through the heart of the charming town of Blountstown, the seat of Calhoun County in the Florida Panhandle. Portions of this 4-mile trail follow the former Marianna and Blountstown Railroad, which served the area from 1909 to 1972. The rail-trail is designated as part of the Florida National Scenic Trail, a hiking and backpacking route that stretches more than 1,000 miles from the Georgia border to the Everglades. A highlight of the route is the Panhandle Pioneer Settlement on the north end of the trail. With several historical buildings in a rustic farm setting—a schoolhouse, blacksmith shop, grist mill and others—the museum provides a glimpse of life in Northwest Florida during the 19th and early 20th centuries. There are three major access points with parking for the Blountstown Greenway: Sam Atkins Park on the trail's north side, Neal Landing

Public Boat Ramp on the trail's southern end (where River Street meets the Apalachicola River), and midway at the M&B Train Park at the intersection of Railroad Avenue and N. Pear Street.



Juniper Creek Wildlife Management Area – Calhoun County. Managed in cooperation with United States Forest Service Apalachicola National Forest, the 900-acre Juniper Creek Wildlife Management Area in Calhoun County offers numerous benefits to families who enjoy hunting and the outdoors. The Juniper Creek tract, which borders S.R. 20 west of Clarksville, is owned and managed by the United States Forest Service (USFS) Apalachicola National Forest. It is the only federally owned public land in Florida that is exclusively dedicated to youth hunting. The partnership between the USFS and the Florida Fish and Wildlife Conservation Commission (FWC) underscores the agencies' mutual commitment to connecting kids with nature. Jones Branch flows through the property and connects to Juniper Creek. These waterways are part of the Apalachicola River-Chipola River basin. The tract is classified by USFS as an experimental forest, and termite research is conducted on a small portion of the area.

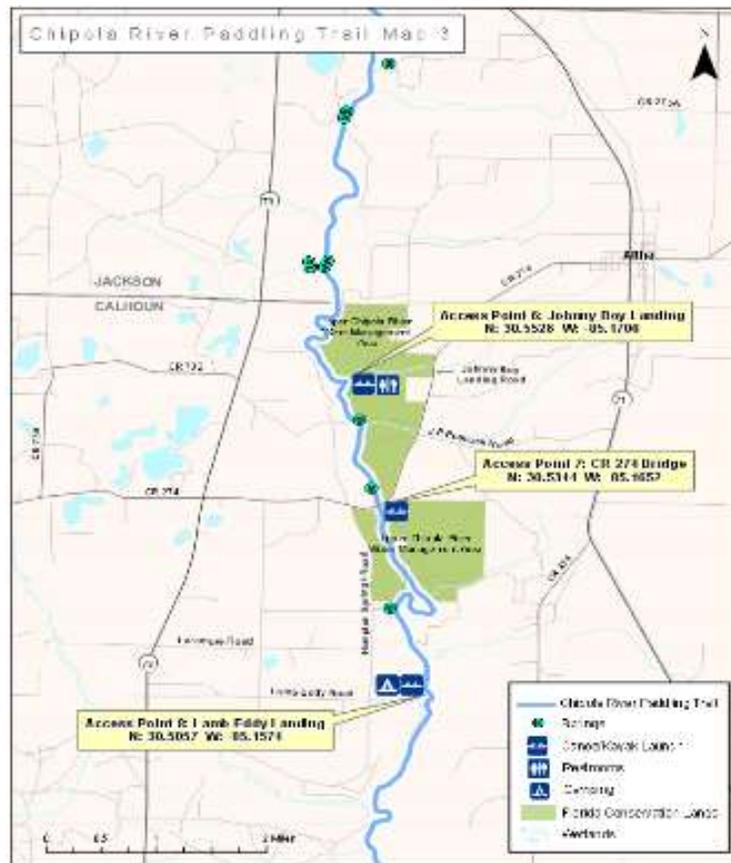
Ocheesee Landing - Calhoun County. Ocheesee Landing is at the intersection of NW Land Store Road and NW Ocheesee Landing Road north of Blountstown. During the First Seminole War in 1818, General Andrew Jackson crossed the river at Ocheesee Landing on his way to Pensacola to capture the old Spanish fort. In 1828, Florida, having become a U.S. territory, built a federal road from Pensacola to St. Augustine. It came through Ocheesee Landing because of the ferry that operated there. In 1832, Fayette County was created by the Florida Territorial Legislature and Ocheesee was incorporated and became the county seat; a post office was established. Two years later the county of Fayette was abolished. The Battle of Ocheesee began on December 15, 1817, when a large force of Seminole and Creek warriors attacked a small flotilla of U.S. supply boats making its way around the bend and up the river.

Apalachicola River - Red's Landing – Calhoun County. If one were to travel north of Blountstown on SR 69 for 5.3 miles and right on Red's Landing Road (dirt) for 2.2 miles to ramp, the delightful Red's Landing would be found. It has a single-lane ramp with unimproved parking lot capable of accommodating 20 vehicles. Bank fishing and overnight camping allowed.

Chipola River Wildlife Management Area (WMA) – Calhoun County. The WMA spans 9,094 acres in two separate tracts located along the Chipola River in Jackson and Calhoun counties. The WMA provides

valuable protection to water resources associated with the river, which flows south for 95 miles from Marianna to the Apalachicola River. Visitors enjoy hunting, fishing, boating, paddling, primitive camping and wildlife viewing. The Upper Chipola River Recreational Trail system, accessed through Florida Caverns State Park, creates opportunities for hiking, bicycling and horseback riding on a portion of the WMA.

Chipola River & Canoe Access – Calhoun County. The Chipola River is a tributary of the Apalachicola River that crosses Jackson, Calhoun, Franklin, Gadsden, Liberty, and Gulf counties and flows into the Apalachicola River. The Chipola River Canoe Trail begins at the Florida Caverns State Park and continues through Calhoun County. The Chipola River has over 60 fresh water springs, the largest number of any river in Northwest Florida. Good canoe or kayak access can be found at: County Road 274, Altha by the “Look and Tremble” rapids on the river; Johnny-Boy landing in north Calhoun County; and, Lamb Eddy landing south of CR 274.



Jackson County

The City of Marianna, Florida – a Main Street Designated Community - Jackson County.

The City of Marianna is located in Jackson County a few miles from west side of the Apalachicola River. Marianna is an official Florida Main Street town under the Florida DOS program with many historic homes. The downtown area has been restored to look as it did many years ago including many antebellum homes. Bed and Breakfast inns can be found in the community. The Florida Caverns State Park is located just north of the town and Jackson Blue Springs and Merritt's Mill Pond just to the east with the Chipola River flowing from natural groundwater springs south.

Marianna National Historic District. Designated a national historic district on May 23, 1997, the Marianna National Historic District encompasses 181 historic buildings and 1 object. These structures represent all eras of the community's history and include commercial, governmental and residential buildings as well as a cemetery and battlefield monument. The City, nicknamed "the City of Southern Charm," known for its beautiful Victorian and Antebellum homes such as: the Watson House; the 1840's House; Streetman Turner House; the Russ House; the Milton House; the Lewis-Wycoff House; the Lasche House Partenza; the James MacKinnon Home; the Jackson County Library; the Holden House; the Hinson House; the Gregg House; the Finch House; the Ely-Criglar House; the Dickson-Mock House; and Davis-West House. Also, St. Luke's Episcopal Church and cemetery, are state landmarks following a principal role in the U.S. Civil War battle of Marianna in 1864.

Sneads - Jackson County Florida. Sneads is one of Jackson County's oldest communities. It is located on the southwest shore of Lake Seminole and just west of Chattahoochee on US 90. Today, Sneads serves as Jackson County's gateway to Lake Seminole, a 37,500-acre reservoir formed by the Jim Woodruff Dam. Outstanding recreation facilities and access points are available at Sneads Park and Three Rivers State Recreation Area. A rare surviving reminder of the days before municipal water systems, the Sneads Town Pump provided water for travelers and the community during its early days. The site for the mechanical pump and its covering shelter of cypress shingles. Legend holds that "He who drinks from this pump will always return" and it was a custom for grooms to have their heads dunked beneath it before weddings in the town's early days, to assure they would always return.

Ocheeese Pond and Canoe Trail – Jackson County. This 2,225-acre lake is located south of U.S. Highway 90 and Sneads. Ocheeese has dark tannic water with approximately 90% of its surface area covered by cypress trees. There is access to the lake by taking SR 69 south of Grand Ridge (1.0 mile); turn left on CR 69A (5.9 miles) and travel left on Shady Grove Road to the ramp. Ocheeese Pond was recently added to the Florida Greenways and Trails as a paddling trail. It's a beautiful paddle—the tea-colored pond is covered with cypress trees and all kinds of wildlife such as osprey, owls, woodpeckers, and turtles.

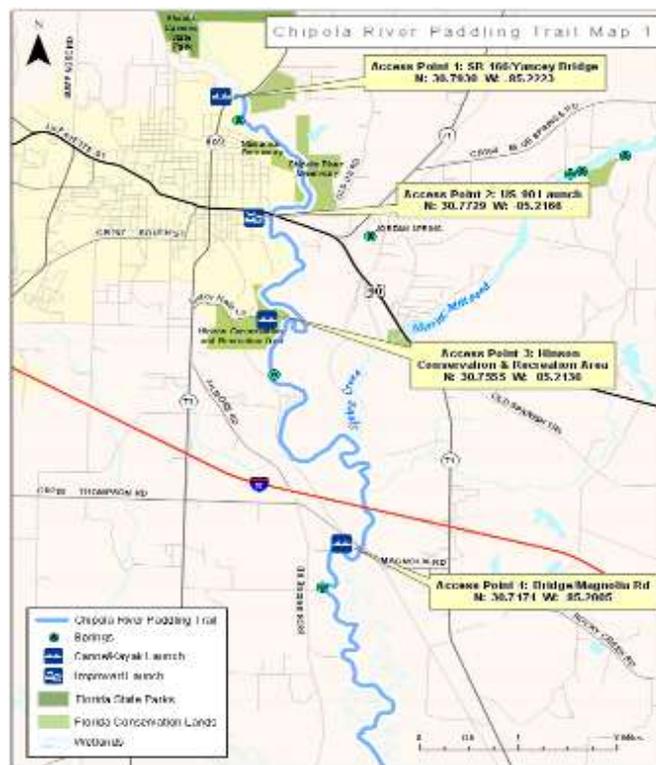


Three Rivers State Park – Jackson County.

Three Rivers State Park covers 686 acres on the shores of 37,500-acre Lake Seminole. Archaeological research indicates that prehistoric American Indians hunted the park site thousands of years ago. A large village was located along part of its present shoreline during the Swift Creek era (20 B.C.-805 A.D.). The park was established in 1955 as construction on the nearby Jim Woodruff Dam was entering its final stages. It offers four self-guided multi-use trails with interpretive kiosks, lakeshore campgrounds, picnic areas, playgrounds and a boat landing.



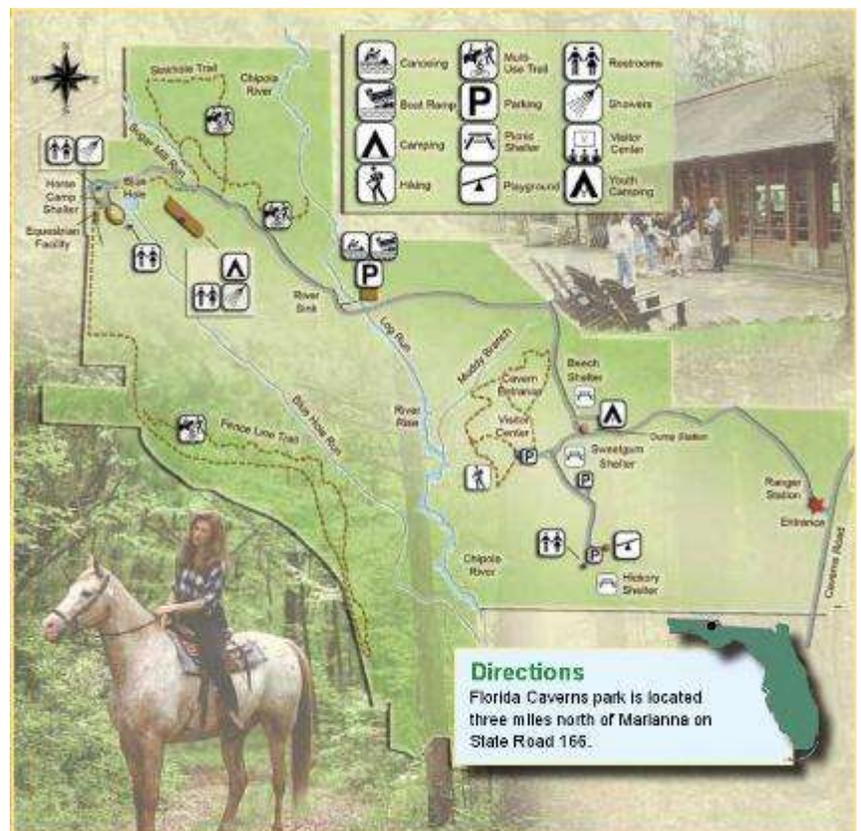
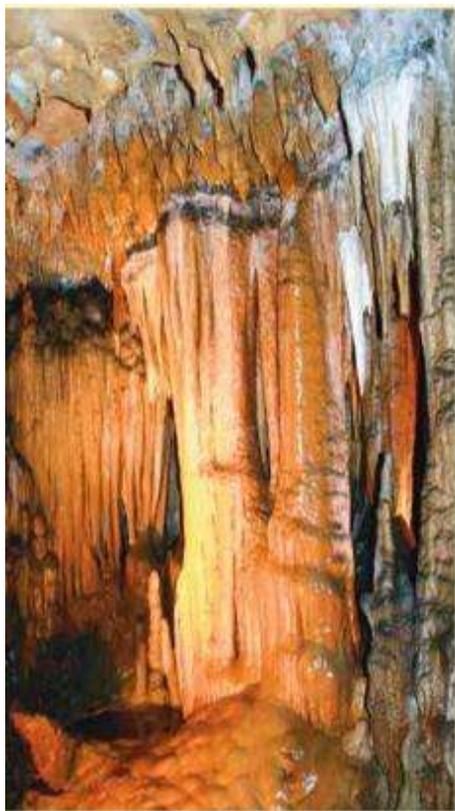
Chipola River Greenway – Marianna – Jackson County. The beautiful Chipola River Greenway consists of five parcels of land managed by the City of Marianna totaling approximately 291 acres located along the west side of the Chipola River. This includes the recently opened Hinson Conservation and Recreation Area.



Hinson Conservation Area/Park – Jackson County. The park is located one mile south of Marianna on Highway 73. The Hinson Conservation and Recreation Area and Trail has been designated by the Department of Interior as a National Recreational Trail. The trail head begins at the scenic Chipola River and turns to

form a four-mile loop around the park passing caves, sink holes and short bluffs along the 226 acres. Birding and wildlife enthusiast love this park for its great spotting.

Florida Caverns - Jackson County Florida. This is one of the few state parks with truly terrestrial caves and is the only state park in Florida to offer cave tours to the public. The Florida Cavern has dazzling formations of limestone stalactites, stalagmites, soda straws, flowstones and draperies. The Chipola River and Blue Hole spring provide areas for fishing, canoeing and boating. Florida Caverns State Park is popular for camping, picnicking, fishing, hiking and horseback riding. The visitor center was built by Civilian Conservation Corps members in the 1930's-1940's. It features exhibits on both the natural and cultural history of the park, including displays of prehistoric artifacts, dioramas and a walk-through cave exhibit. It is open to the public daily. The Natural Bridge of the Chipola River is located inside Florida Caverns State Park. The Natural Bridge is a place where the pristine Chipola River drops into a deep cave and flows underground for 1/4 mile. The historic Old Spanish Trail crossed the river here and the Natural Bridge was used by Spanish explorers in 1674-1693.



Citizens Lodge Park. This scenic park located on Chipola River and Caverns Road is a real jewel. Six trails range from paved to unpaved, from ½ mile to 2 miles as well as a fitness trail. A gazebo overlooks a gorgeous pond along the trail, outdoor picnic tables host reunions, parties, events. The outdoor stage serves as a venue to many festivals, events and Summer Concert Series. The Lodge is located at 4574 Lodge Drive, off Caverns Road.

Blue Spring Recreation Area - Jackson County. Jackson Blue Spring is the heart of this county park, located approximately five miles east of Marianna. An average of 77 million gallons a day flows from the spring,

the main source of water to a 202-acre reservoir known as Merritt's Millpond, a nationally known fishing and locally popular boating area.

Merritt's Mill Pond - Jackson County. Merritt's Mill Pond is a four-mile, spring-fed, 202-acre clear reservoir created by a dam at US 90 at its south end and by the discharge of Jackson Blue Spring and other submerged springs at the north end. It is lined with cypress trees, and ideal for crystal clear reservoir and ideal for paddling. Access is available at Hunter Fish Camp Landing at the north end and Arrowhead Campground at the south end.

Spring Creek and Spring Creek Park - Jackson County. Spring Creek is located at the south end of Merritt's Mill Pond Spring Creek and has long been known as a tuber and paddler's paradise. The pristine two-mile creek merges with the Chipola River just south of Hinson Recreational Area. A popular point for beginning paddling or float trips down Spring Creek and the Chipola River, Spring Creek Park provides boardwalks and access to the creek. It stands on the south end of the dam that creates Merritt's Millpond and provides views of the former site of Merritt's Mill, an 1869 grist and sawmill that once stood at this site. This park is maintained in excellent condition and features a launch for paddlers, excellent parking areas and boardwalks. Place an interpretive panel with information on the history of the old mill and dam.

Spanish Heritage Trail – Jackson County. The Jackson County Spanish Heritage Trail is a half-day driving tour that covers 150 miles of beautiful Northwest Florida scenery while taking you to 11 sites important to the local Spanish Colonial history. A section of the original road followed across Northwest Florida by Spanish explorers, missionaries and soldiers can be seen at Blue Springs. This trail was first described in Spanish reports dating from the 1600's and appeared on a British map drawn during the American Revolution. A portion of the original Old Spanish Trail can be followed by driving Reddoch Road which connects Blue Springs with State Highway 69 near Grand Ridge.



Figure 5: Spanish Heritage Trail Map Key

Assets Related to the Spanish Heritage Trail

Old Spanish Trail (Kiosk is inside Blue Springs Recreational Area). A section of the original road followed across Northwest Florida by Spanish explorers, missionaries and soldiers can be seen at Blue Springs. This trail was first described in Spanish reports dating from the 1600's and appeared on a British map drawn during the American Revolution. A portion of the original Old Spanish Trail can be followed by driving Reddoch Road which connects Blue Springs with State Highway 69 near Grand Ridge. <http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Mission San Carlos (West Bank Overlook off US 90, Sneads, FL). This park on the shore of Lake Seminole was the site of Mission San Carlos, a Franciscan mission occupied in 1680-1696. Established by Spanish

priests to serve a village of Christian Chacato (Chatot) Indians, the church complex was then the western most Spanish settlement in Florida. <http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Ekanachatte or "Red Ground" (Neal's Landing Park where State Highway 2 intersects with the Georgia line). Established in the 1760's, this town was visited by British soldiers during the American Revolution. The town remained occupied until 1818, when U.S. allied Creek warriors burned it.

<http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Pensacola-St. Augustine Road (City Park on State Highway 71 in downtown Malone) – Today's State Highway 2 follows much of the route of the historic Pensacola-St. Augustine Road as it carries travelers through northern Jackson County. This trail was first mapped in 1778.

<http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Campbellton/Spring Creek Settlement (Campbellton Baptist Church, State Highway 2, Campbellton, FL) – Historic Campbellton was founded as the Spring Creek Settlement in 1819-1820 by American settlers when Florida was still a Spanish colony. A part-time Spanish church called San Antonio was in this area in 1674-1675 and in 1778 the vicinity was occupied by the Pucknawhitla band of Creek Indians who lived on the old fields of the earlier settlement. <http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Chacato Rebellion (Heritage Village at Baptist College of Florida, Sanders Ave. between Ezell and College, Graceville) – This stop interprets the uprising staged against the Spanish by the Chacato (Chatot) Indians in 1675. The historical kiosk is located on the grounds of Heritage Village, a historic preservation project of Baptist College of Florida in Graceville. <http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Marcos Delgado at Bellamy Bridge (Bellamy Bridge Heritage Trail, 4057 County Road 162, Marianna, FL) – The Bellamy Bridge Heritage Trail is a one-half mile walking trail that leads through the beautiful floodplain forests of the Chipola River to historic Bellamy Bridge. The Spanish explorer Marcos Delgado crossed the Chipola River in this vicinity in 1686 and described seeing herds of buffalo in the area. Bellamy Bridge is Florida's "most haunted" bridge thanks to a unique ghost story.

<http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Natural Bridge of the Chipola River (Florida Caverns State Park, 3345 Caverns Rd., Marianna – Located inside Florida Caverns State Park, the Natural Bridge is a place where the pristine Chipola River drops into a deep cave and flows underground for 1/4 mile. The historic Old Spanish Trail crossed the river here and the Natural Bridge was used by Spanish explorers in 1674-1693. The park also features Florida's only public tour cave, Blue Hole spring, campgrounds, picnic areas, nature trails and more!

<http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Mission San Nicolas (intersection of State Highway 73 and Union Rd. north of Cottondale) – The first Christian services in Jackson County history were held in this vicinity in 1674 to dedicate the new mission church of San Nicolas de Tolentino. This mission was occupied by Franciscan friars in 1674-1675 and stood near the mouth of a large cave. It was destroyed during the Chacato (Chatot) Rebellion of 1675. The site of Mission San Nicolas has not been found, but it stood somewhere in this area.

<http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>

Fernandez de Florencia Raid (behind Cottdale City Hall, intersection of Front St. and US 231, Cottdale)
– This kiosk interprets the 1677 raid carried out by Christian Apalachee Militia against the Chisca Indians who lived to the west in Walton or Okaloosa County. Authorized and supplied by Captain Juan Fernandez de Florencia, the raid ended the threat of Chisca raids against the Spanish missions around present-day Tallahassee. The route of the raid passed through the Cottdale vicinity.

<http://visitjacksoncountyfla.com/heritage/spanish-heritage-trail/>



JACKSON COUNTY
 TOURIST DEVELOPMENT COUNCIL
Visit Jackson County
It's in our nature
Jackson County Paddling



- Access Points**
- Christoph Landing Boat Ramp: 4020 Christoffery Lane, Marianna
 - Florida Caverns Boat Ramp: 3345 Caverns Road, Marianna (non-navigable to Yancey Landing)
 - Yancey Bridge Landing: 317 Caverns Road, Marianna
 - Hinson Conservation and Recreation Area: one mile south of courthouse on S.R. 73, Marianna
 - Hunter Fish Camp Launch: 2944 Hunter Fish Camp Road, Marianna
 - Day Loop Landing: 3084 Blue Springs Road, Marianna
 - Arrowhead Campground: 4820 Highway 90, Marianna
 - Spring Creek: 4552 Highway 90, Marianna
 - Ocheesee Pond Launch: 1315 Arkansas Road, Grand Ridge
 - Neale's Landing: 7001 Highway 2, Bascom
 - Butler (Arnold) Boat Landing: 3316 River Road, Sneads
 - Buena Vista Landing: 7583 Buena Vista Landing Road, Bascom
 - Parramore Landing: 7768 Parramore Road, Sneads
 - Howell Boat Landing: 2536 River Road, Sneads
 - Three Rivers State Park Landing: 2406 Lakeside Drive, Sneads
 - Sneads Park Landing: 2599 Leagon Road, Sneads
 - Sneadhook Landing: 2360 Leagon Road, Sneads
 - Magnolia Landing: 4753 Magnolia Road, Marianna
 - Peacock Bridge Landing: 5202 Fishery Road, Marianna

Gadsden County

The City of Chattahoochee, a Main Street Designated Community – Gadsden County.

Chattahoochee today is emerging as a unique heritage and eco-tourism destination. It has the classic small town Southern charm and fits the “Small-Town Downtowns” Visit Florida program. The City is perched on the east riverbank of the Apalachicola River. Its parks focus on both natural and cultural history and includes a nationally awarded Blueway and Greenway trails. The City is home to the Jim Woodruff Dam which is the largest dam in Florida and creates Lake Seminole. The City also is home to Florida State Hospital (FSH), a hospital and mental institution. Established in 1876, it was until 1947 Florida's only state mental institution. The hospital's current administration building is the historic United States Army Officers Quarters built in 1839 and on the National Register of Historic Places.



Also, on the site is an old military arsenal used during the Seminole Wars and the American Civil War. The arsenal completed in 1839, was Florida's only US Arsenal of the Antebellum Era. The Old Arsenal now serves as a historic site and conference center on the FSH campus.



Figure 7: Inside the Historic Arsenal.



Figure 6: Indian Mound along the River at Chattahoochee Landing Park.

Chattahoochee is the "gateway" to the Apalachicola River, a nationally recognized river and Blueway paddling trail. Chattahoochee, originally known as Mount Vernon, was established as a ferry landing on the Apalachicola River during the 1820's. Prior to that time the site had already developed as a major landmark of Florida history and prehistory, which includes the Chattahoochee Landing Mounds, a major

American Indian, Fort Walton era (Mississippian) mound group. This was also the site of Nicolls' Outpost, one of only two British forts built in Florida during the War of 1812. The Apalachicola River which flows past the mounds was the site of a major battle of the First Seminole War.

Clyde Hopkins Park & Angus Gholson Jr. Nature Park of Chattahoochee – Gadsden County. The Angus K. Gholson, Jr. Nature Park of Chattahoochee, located on Morgan Avenue. The Nature Park is approximately 100 acres with trails and picnic facility area. High quality slope forests with springs and many rare plants. Invasive exotic species are a threat here. The Angus Gholson Nature Trail is one of the three trails making up The Chattahoochee Nature Trails System. The trail is little less than a half mile long but, offers hikers to a botanically rich habitat featuring bluffs and ravines near the Apalachicola River. This trail is used for short hikes. The park includes Chattahoochee Spring.

City of Chattahoochee River Landing Park – Gadsden County. This park has a picnic area and grills. It is located at the city boat ramp on the beautiful Apalachicola River, just below the Jim Woodruff Dam and includes a boat launch. This park is the proposed Chattahoochee to Bristol northern trailhead and is accessible easily from US 90 of the City's Main Street. Multiple Indian mounds are found on the site are some most significant archaeological sites in the Deep South, the Chattahoochee Landing Mounds complex was a ceremonial center of the Mississippian era (AD 900 -1550).

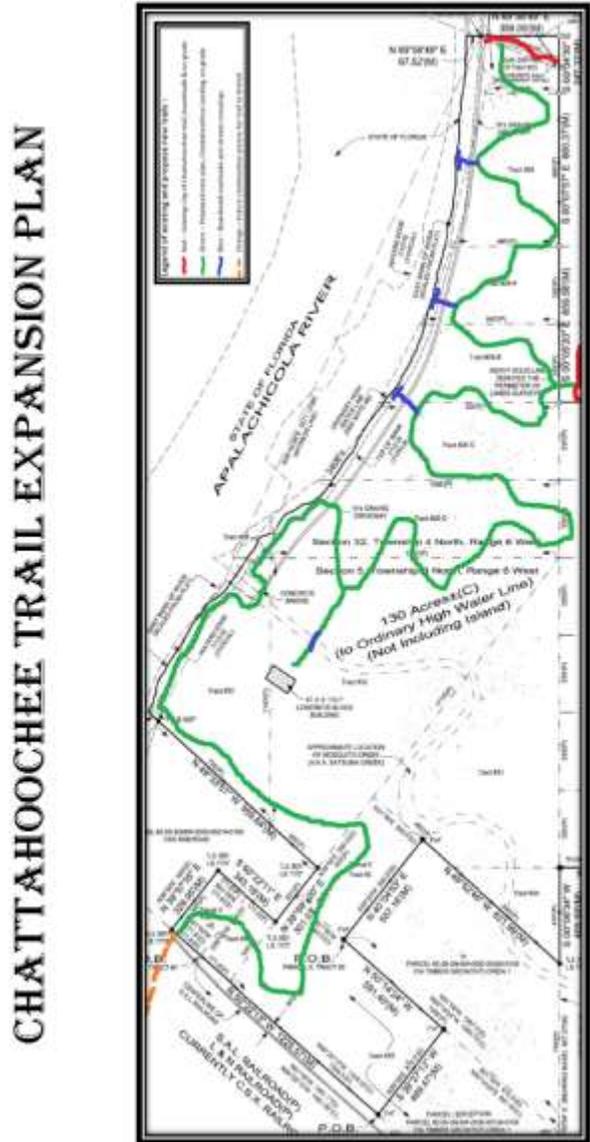
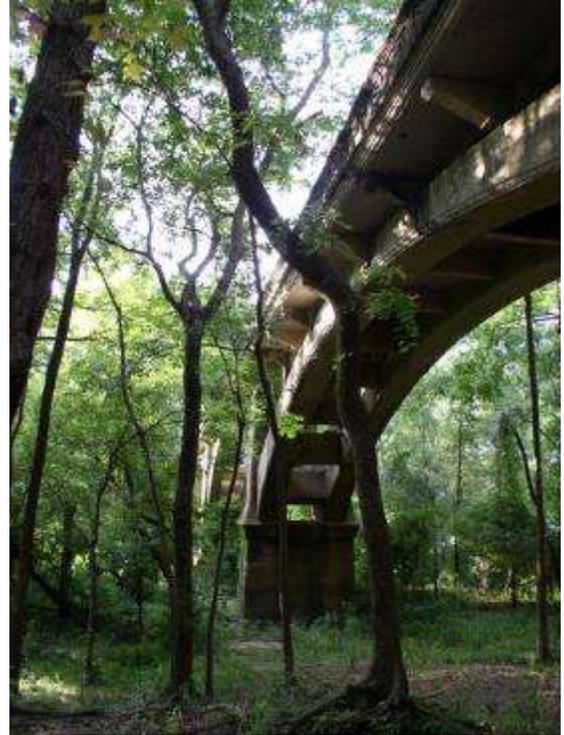


Figure 8: The City has put forward this map of possible C2B trail components in Chattahoochee.

Victory Bridge - Gadsden County & Jackson County. The Victory Bridge was completed in 1927 to carry traffic on Historic Highway 90 over the Apalachicola River. Its main span was replaced in 1958 although the western end of the original structure remained in use until the 1980s. A section of the original bridge still stands on the bank of the Apalachicola River and is accessible from the City of Chattahoochee’s Apalachicola River Landing Park just south of the Jim Woodruff Dam.



Lake Woodruff Dam – Gadsden & Jackson Counties. Jim Woodruff Dam is a hydroelectric dam on the Apalachicola River. The dam impounds Lake Seminole on the common border of Florida and Georgia. There are parks on both the Jackson County and Gadsden County sides of the dam and there is a lock to allow boat traffic to move upstream. The lock and dam can be viewed from the observation point at the West Bank Overlook (sometimes labeled the Jim Woodruff Dam Overlook). This is a pleasant spot that offer beautiful views of Lake Seminole and the dam. Parking is sufficient, the grounds are maintained and there are nice covered benches by the water. Jackson County has installed an interpretive panel at the site to detail the history of Mission San Carlos (see below). Use of the back-side of that kiosk to place a panel that tells the story of the lake and of the Jim Woodruff Dam would provide an economical way to interpret both.



I-10 Bridge provides clear and high-ground passage between the two parts of Parks north and south of the Interstate where a trail could easily pass.

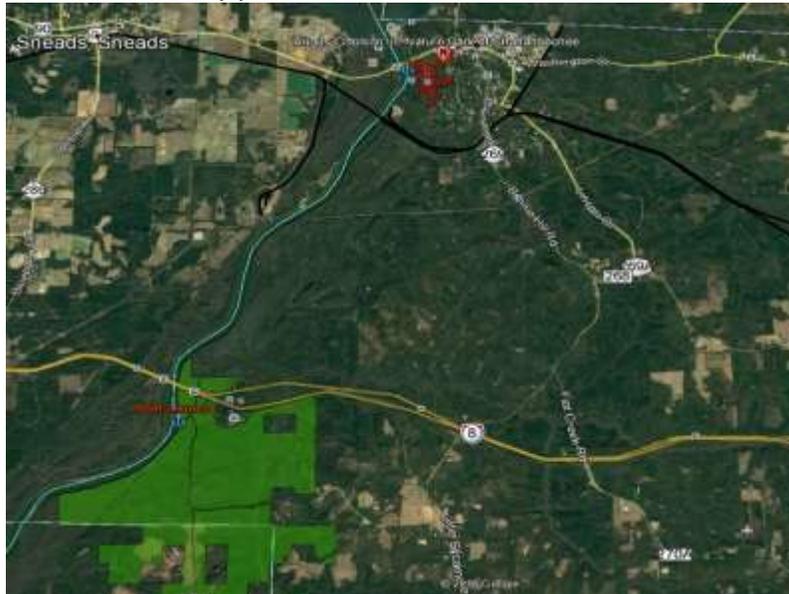


Figure 9: Shows the Gadsden County portion of Torreya State Park (green) at I-10 and the Angus Gholson Jr. Nature Park in Chattahoochee (Red).

Additional Dialogue for the City of Chattahoochee¹⁹

Chattahoochee, Florida – Historical Sites & Points of Interest

One of the most charming small cities in Florida, Chattahoochee is nestled atop the high bluffs that overlook the Apalachicola River. While the modern city was established as Mount Vernon during the 1820s, its colorful history dates back thousands of years. Over the centuries, Chattahoochee has been the location of Indian mound complexes, forts, battles, the home port of a Confederate warship, a Reconstruction era prison and the Florida State Hospital.

The city's location near the confluence of the Flint and Chattahoochee Rivers gives it historical importance out of all proportion to its size. The rivers served as early trade routes by which prehistoric American Indians moved goods and raw materials from points as far flung as the North Georgia mountains at Gulf of Mexico.

By the time of the Mississippian era (A.D. 900 - A.D. 1500), the strategic and commercial importance of the high bluffs near the confluence had become obvious. A powerful chiefdom settled on the banks of the Apalachicola at Chattahoochee and built one of the most important ceremonial Indian mound complexes in Florida.

The *Chattahoochee Landing Mounds* were built roughly 1,000 years ago. Parts of three of them can still be seen at Chattahoochee Landing Park, but archaeologists believe the complex once included at least seven earthen mounds. While archaeological investigations at the site have been limited, the mounds are listed on the National Register of Historic Places. They are associated with Florida's Fort Walton culture and recent study suggests they were aligned to serve as something of a giant astronomical observatory.

The mounds were abandoned by the time Spanish explorers arrived in Florida, but soldiers, priests and Christian Indians often crossed the Apalachicola River at the site during Florida's Spanish Mission era. River Landing Road,

¹⁹ Provided by Ben Chandler

which leads down to the river from the top of the bluffs, was part of the real Old Spanish Trail.

In 1799, Chattahoochee became the site of the second known observatory and weather station established in Florida. Andrew Ellicott, the U.S. Commissioner of Limits, was working with his Spanish counterpart, Stephen Minor, to mark the border between the United States and Spanish Florida. The *Ellicott Observatory* was established to determine the latitude and longitude at which the border intersected the river.

Ellicott, Minor and their associates occupied the observatory briefly until angry Creek and Seminole warriors forced them to evacuate it in great haste. The Indians were upset to see white men dividing their lands. A marker commemorating the observatory can be seen at the intersection of Pearl and High Streets.

The strategic importance of the land at the confluence of the Chattahoochee and Flint Rivers again became apparent during the War of 1812. British forces landed at Apalachicola Bay in May 1814 and soon established a large fort and supply depot at Prospect Bluff, 30 miles upstream from the mouth of the Apalachicola.

To better secure this position, the British in the fall of 1814 built a second fort atop the largest of the prehistoric Indian mounds at Chattahoochee Landing. Called "Fort Apalachicola" by the American military but more commonly known as *Nicolls' Outpost*, this fort was a rectangular earthwork and stockade that was armed with two small cannon.

The outpost was the scene of an important council in March 1815 in which a large group of Creek and Seminole leaders appealed to the King of England for help. The Creek prophet, Josiah Francis, was delegated at this conference to travel to Great Britain to present this appeal in person.

Nicolls' Outpost was evacuated in April or May 1815, but two years later Creek, African and Seminole warriors hiding in the vicinity ambushed a U.S. Army boat making its way up the Apalachicola River. It was under the command of Lieutenant Richard W. Scott of the 7th U.S. Infantry and carried 40 soldiers, 7 women and 4 children.

The Scott Massacre of 1817 was the first U.S. defeat of the four-decade long Seminole Wars. Forty-four people on Scott's boat were killed in a bloody disaster that led President James Monroe to order Andrew Jackson's 1818 invasion of Florida. The battle led to Florida becoming part of the United States.

By the early 1820s, settlers were living at present-day Chattahoochee and a ferry was established on the Apalachicola River at Chattahoochee Landing. The settlement was first known as Mount Vernon and grew to become a river port for the planters of Gadsden County.

Its strategic location at the head of the river led the U.S. Army to select the village to become the site of Florida's only arsenal (*The U.S. Arsenal at Chattahoochee*). Construction on this four-acre complex began in 1834 and it was completed in 1839. Surrounded by a strong brick wall and named the Apalachicola Arsenal after the river itself, the fortification stood on the grounds of today's Florida State Hospital.

Confusion in the mails caused by the fact that there were arsenals in towns named Mount Vernon in both Florida and Alabama led to the renaming of the community to Chattahoochee.

The U.S. Arsenal at Chattahoochee was seized by the state militia of Florida on January 6, 1861, and became the first military installation in Florida to fall to what would become the Confederate States of America. The

Confederate army used it as a camp of instruction and barracks for the duration of the war. It was reoccupied by the U.S. Army after the fall of the Confederacy.

In 1869 the arsenal was turned over to the state for use as a prison, a function that it served through the Reconstruction era. Among those held there were political prisoners who opposed Florida's occupation government after the Civil War.

In 1876 the complex was converted for use as a hospital for the mentally ill. The original Officers' Quarters, listed on the National Register of Historic Places, now serves as the Administration Building of the Florida State Hospital. The medical facility is Chattahoochee's largest employer.

Chattahoochee's status as a river port was a major part of its history from the 1820s until the 20th century. A tavern was built atop one of the Indian mounds at the landing and paddlewheel steamboats once docked at a wharf there. The *CSS Chattahoochee* used the landing as its homeport during the Civil War and the ferry continued to operate until the river was bridged during the 20th Century.

The completion of the *Jim Woodruff Dam* in 1958 created Lake Seminole on the Florida - Georgia border. Covering tens of thousands of acres, it is popular for outdoor recreation and Chattahoochee is a major gateway.

Chattahoochee today is a peaceful and charming community that is known for its scenery, nature trails, historic sites, quaint business district, oak-lined streets and beautiful *Angus Gholson Nature Park*. It is a gateway to both Lake Seminole and the Apalachicola River, a major eco and heritage tourism destination.

Chattahoochee is located 44 miles west of Tallahassee and can be reached via either US 90 or from Exit #166 on Interstate 10. The city offers cabins and RV hookups at its Chattahoochee RV Park.

Source: www.exploresouthernhistory.com (Dale Cox)

Appendix G – FDEP Apalachicola River Critical Natural Lands Description

Apalachicola River

Jackson, Gadsden, Liberty and Calhoun Counties

Critical Natural Lands

Purpose for State Acquisition

The high plateaus, steep bluffs and deep ravines of the northern Apalachicola River valley are some of the most significant natural features of the southeastern Coastal Plain. Covered with rich forests and dotted with unique sedgy glades, the area harbors many northern, rare, and endemic plants and animals, such as the nearly extinct Florida Torreya tree. By connecting Torreya State Park with a Nature Conservancy preserve to the south and with limestone glades to the north, and by protecting forests on the east bank of the river, the Apalachicola River project will help preserve the water quality of the river—which feeds the productive Apalachicola Bay—and the unique species and biological communities of the region, as well as provide the public with scenic areas for hiking, boat launching, and other recreational pursuits.

Managers

Division of Recreation and Parks (DRP), Florida Department of Environmental Protection. The Florida Forest Service/FFS will be a cooperating manager for the Sweetwater Creek tract in managing the forest resources, and timber issues related to planning and implementing forest management activities, and provide assistance in developing prescribed burn plans.

General Description

This project includes much of Florida’s upland glades natural community, currently not represented on

conservation lands, and harbors several globally rare plant species as well as 16 species occurring nowhere else in Florida. It consists of three tracts of land along the upper Apalachicola River: 1) a large tract on the east bank, running south from near Chattahoochee to Torreya State Park, including rich upland and floodplain forests and most of the upland glades in the state. It shelters several extremely rare plants such as the Florida Torreya; 2) The Land property, west of the former area, containing floodplain forest important for southeastern and gray bats; 3) The Sweetwater Creek tract, connecting Torreya State Park with a Nature Conservancy preserve, including some of the deepest steephead ravines in the state, with unique hardwood forests harboring many rare plants and animals. The uplands between the steepheads are a sand pine plantation. The upper Apalachicola has a high potential for archaeological sites; several are already known. All of these areas are threatened by timbering and unrestricted vehicular access.

Public Use

Portions of the project will be managed as state parks or preserves, wildlife management areas, and state forests, and will allow such uses as hiking, nature appreciation, limited hunting and fishing, and boat launching.

Acquisition Planning

On December 7, 1990, the Land Acquisition Advisory Council (LAAC) separated the Apalachicola River and Bay CARL project into two projects: Apalachicola Bay, and Apalachicola River, Phase I. The Apalachicola River, Phase I project included the

Apalachicola River FNAI Elements	
<i>Florida Torreya</i>	G1/S1
Florida Black Bear	G5T2/S2
<i>Gholson's Blazing Star</i>	G1/S1
Southern Elktoe	G1/S1
Torreya Pygmy Grasshopper	G1/S1
<i>Apalachicola Rosemary</i>	G1/S1
Brother Spike	G1G2/S1
<i>Apalachicola Wild Indigo</i>	G2/S1
<i>Fringed Campion</i>	G2/S1
Apalachicola Floater	G2/S1S2
<i>Baldwyn's Spiny-pod</i>	G3/S1
<i>Carolina Milkvine</i>	G3?/S1
69 rare species are associated with the project	

Placed on List	1991
Project Area (GIS Acres)	18,811
Acres Acquired (GIS)	7,825*
at a Cost of	\$10,120,682*
Acres Remaining (GIS)	10,986
Estimated (Tax Assessed) Value of	\$5,291,974

*includes acreage acquired and funds spent by the NFWFMD

Aspalaga Landing tract (800 acres/2 owners), Atkins tract (3,210 acres/7 owners), and Gadsden County Glades (1,912 acres/13 owners) and had an estimated tax value of \$4,532,300.

On April 7, 1992, the LAAC approved a 4,570-acre addition to the project boundary. It consisted of 30 owners and a taxable value of \$1,813,157.

On July 14, 1995, the LAAC approved a 374-acre addition (Land property) to the project boundary. It was sponsored by the owner, and had a taxable value of \$282,712. The tract is across from the Gadsden Glades tract and nearly adjacent to the Sneads Cove site of the Southeastern Bat Maternity Caves project.

On December 5, 1996, the Land Acquisition Management Advisory Council (LAMAC) transferred the Atkins/Trammell tract (approximately 3,210 acres) and the Hatcher tract (approximately 544 acres within the 9,145-acre Sweetwater site) to the Less-Than-Fee category. A 613-acre conservation easement was acquired on the Hatcher tract in 2002.

On May 6, 1999, the LAMAC designated an additional 11,800 acres (Lake Wimico) as essential.

On April 6, 2001, the Acquisition and Restoration Council (ARC) removed the Atkins/Trammell tract site (approximately 3,210 acres) from the project because the resources had been compromised and negotiations had reached an impasse.

On April 25, 2002, the ARC approved a less-than-fee, 2,242-acre addition (Corbin/Tucker site) to the project boundary. It was sponsored by the TNC, consisted of 2 owners, David Corbin & Ken Tucker, and had a taxable value of \$1,106,820. On August 15, 2002 the ARC approved a less-than-fee, 1,514-acre addition of the Trammel tract (that was previously part of the 3,210-acre Atkins/Trammell tract that was removed on April 6, 2001) to the project boundary. It was sponsored by the owners, Mr. and Mrs. Trammel, and had a taxable value of \$430,000.

On February 7, 2003, the ARC approved a fee simple and less-than-fee 3,113-acre addition to the project boundary. Sponsored by The Nature Conservancy (TNC), it consisted of 4 landowners, 5 tracts, and had a 2002 taxable value of \$764,996. The tracts break down as follows: Soterra Crooked Creek tract, 447 acres;

Soterra Connector tract, 117 acres; Thompson tract, 304 acres; Hatcher tract, 160 acres; and TNC

Dupuis/Traveler's tract, 1,846 acres. On October 17, 2003, the ARC approved a less-than-fee, 1,244-acre addition (Glenn Summers tract) to the project boundary. It was sponsored by the owner, Glenn Summers, and had a taxable value of \$91,645.

On December 23, 2007, the Northwest Florida Water Management District (NFWFMD) purchased a 1,544 acre conservation easement from Robert D./Kay S. Trammell and Robert Douglas Trammell and Meredith Trammell Roop for \$2,985,108. The CE is known as the Trammell tract.

On September 30, 2010 DRP purchased 553 acres known as Torreya State Park Addition for \$1,418,000 from Plum Creek. DRP will manage this.

On December 9, 2011, ARC placed this project into the Florida Forever category of Critical Natural Lands projects.

Coordination

The NFWFMD and TNC have provided information and assistance with this project. It is not a Bargain/Shared project, however.

Management Policy Statement

The primary goals of management of the Apalachicola River project are: to conserve the rich bluffs and ravines along the upper Apalachicola River, unique in North America, that provide critical habitat for many rare plants and animals; to conserve and restore these important ecosystems and their plant and animal resources through purchase because regulation cannot adequately protect them; to provide areas for natural-resource-based recreation; and to preserve several significant archaeological sites. The project should be managed under the single-use concept, with management activities being directed toward the preservation of steephead streams, hardwood forests, glades, and archaeological sites, the removal of pine plantations, and restoration of natural pine forests. The project, when completed, will include most of the bluffs and ravines in private ownership and will link a Nature Conservancy preserve with Torreya State Park. It has the appropriate size and location to achieve the management goals.

Management Prospectus

Qualifications for state designation The unique and sensitive forests, glades, and streams on the east side of the Apalachicola River qualify these lands as state forests, parks, and preserves. The Atkins tract on the

west side of the river has the size and wildlife resources to qualify as a wildlife management area.

Manager The DRP will manage the fee-simple lands east of the river between Sweetwater Creek and the old Gadsden Glades area. The FFS, however, will manage the Sweetwater Creek tract for the first ten years after the state acquires it.

Conditions affecting intensity of management The portions of the project in the vicinity of the Torreya State Park and east of the river will be high-need management areas with emphasis on public recreational use and development compatible with resource protection and management. During an initial 10-year period in which the FFS will restore natural pine forests on the Sweetwater Creek tract, the site will be a low-need management area.

Timetable for implementing management Within the first year after acquisition, management activities will concentrate on site security, natural and cultural resource protection, and efforts toward the development of a plan for long-term public use and resource management.

Revenue-generating potential No significant revenue is expected to be generated initially after the lands are placed under management of the DRP. It will probably be several years before any significant public facilities are developed. The degree of future revenue generated will depend on the nature and extent of public use and facilities.

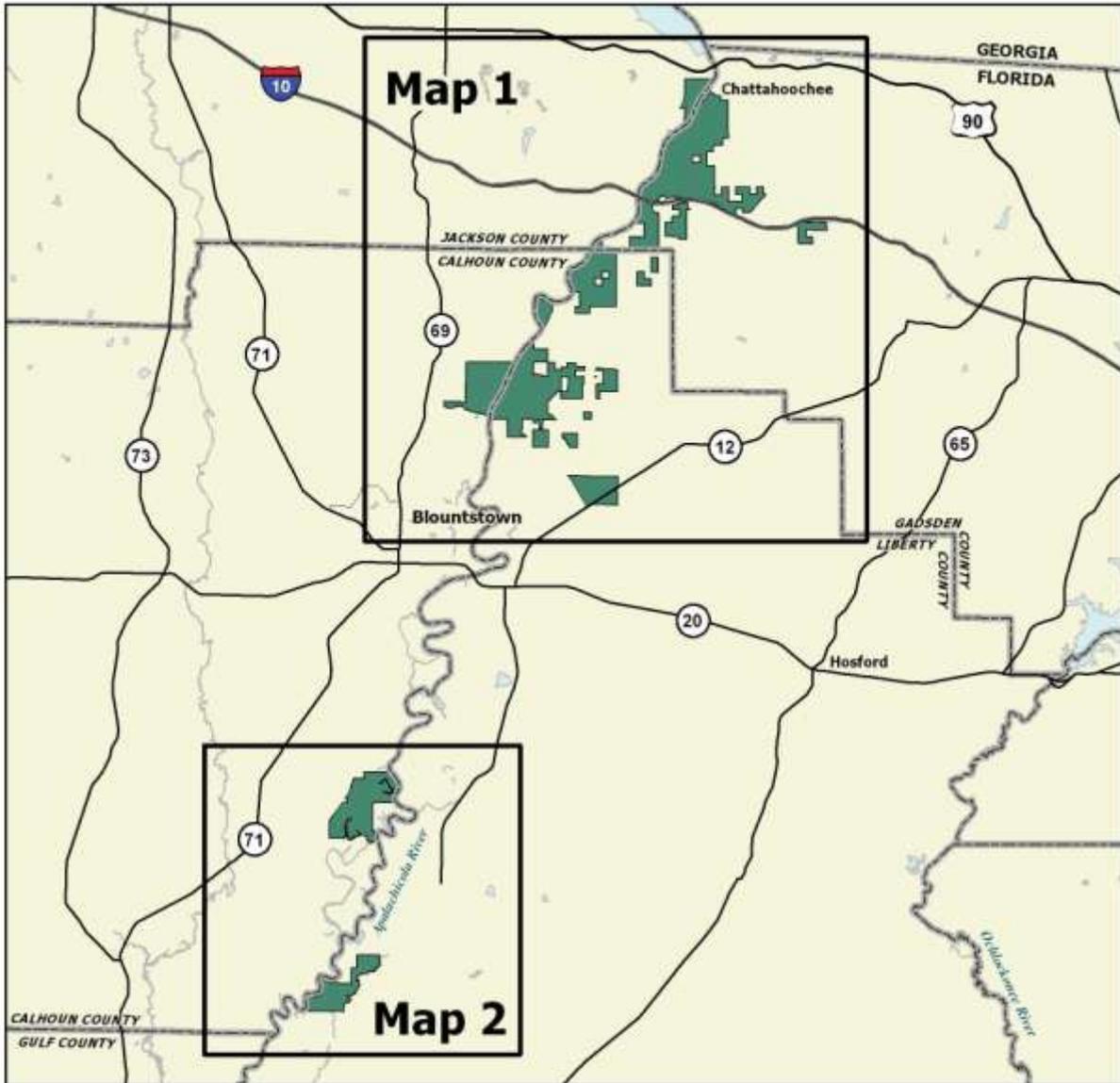
Cooperators in management activities No local governments or others are recommended for management of this project area.

Management Cost Summary FFS/Sweetwater		
Category	Startup	Recurring
Source of Funds	CARL	CARL
Salary	\$105,910	\$105,910
OPS	\$0	\$0
Expense	\$30,000	\$30,000
OCO	\$168,000	\$13,000
FCO	\$0	\$0
TOTAL	\$303,910	\$148,910

Management Cost Summary DRP/Sweetwater		
Category	Startup	Recurring
Source of Funds	CARL	CARL
Salary	\$83,306	\$72,319
OPS	\$24,960	\$44,720
Expense	\$16,800	\$49,730
OCO	\$101,252	\$1,000
FCO	\$0	\$0
TOTAL	\$226,318	\$167,769

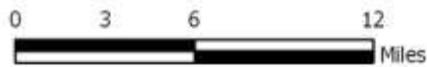
Management Cost Summary DRP/ North		
Category	Startup	Recurring
Source of Funds	CARL	CARL
Salary	\$72,319	\$72,319
OPS	\$44,720	\$44,720
Expense	\$49,730	\$49,730
OCO	\$81,527	\$1,000
FCO	\$0	\$0
TOTAL	\$248,296	\$167,769

Updated 2/4/2016

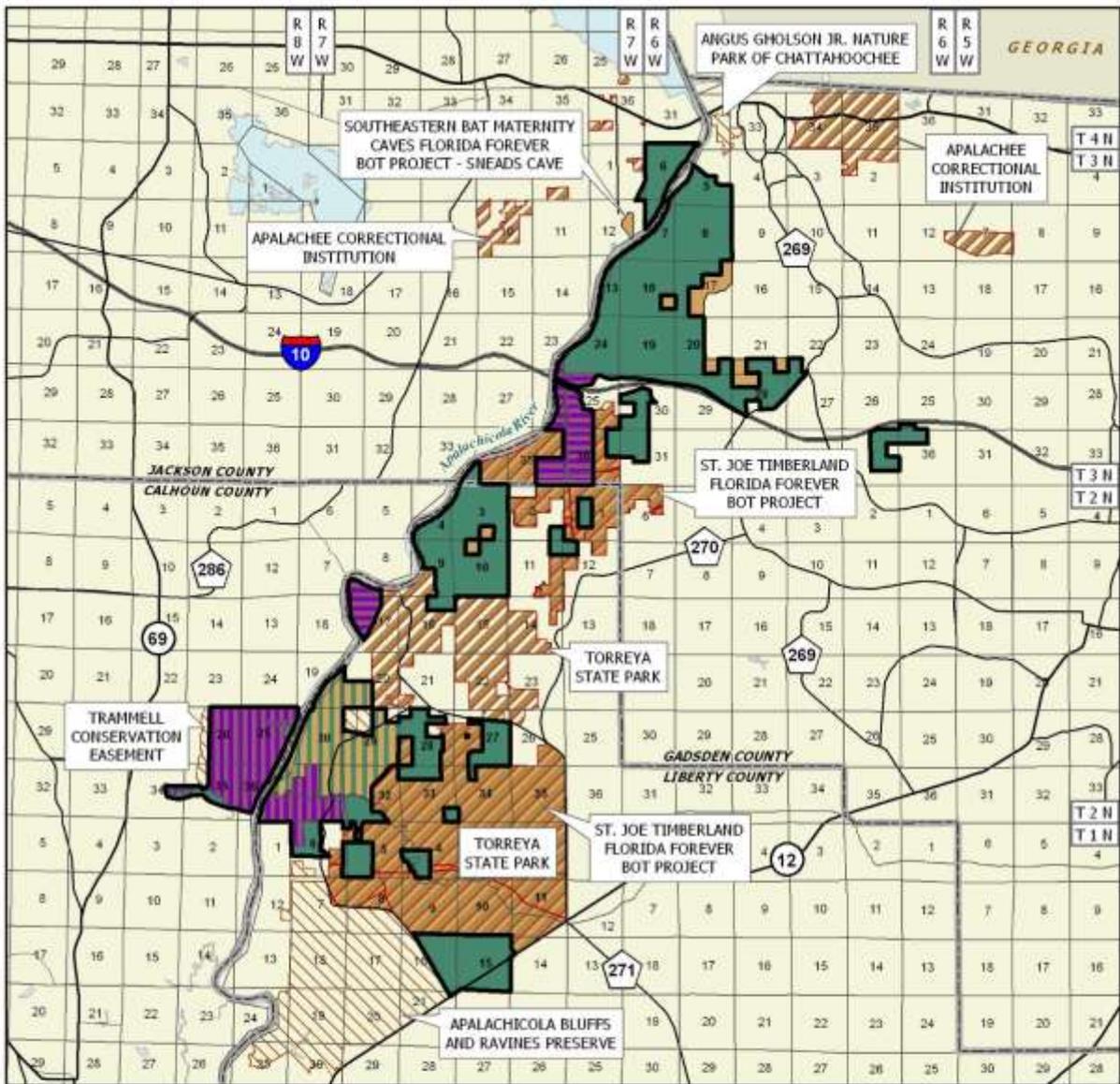


APALACHICOLA RIVER: OVERVIEW

JACKSON, GADSDEN, LIBERTY AND CALHOUN COUNTIES



FEBRUARY 2010



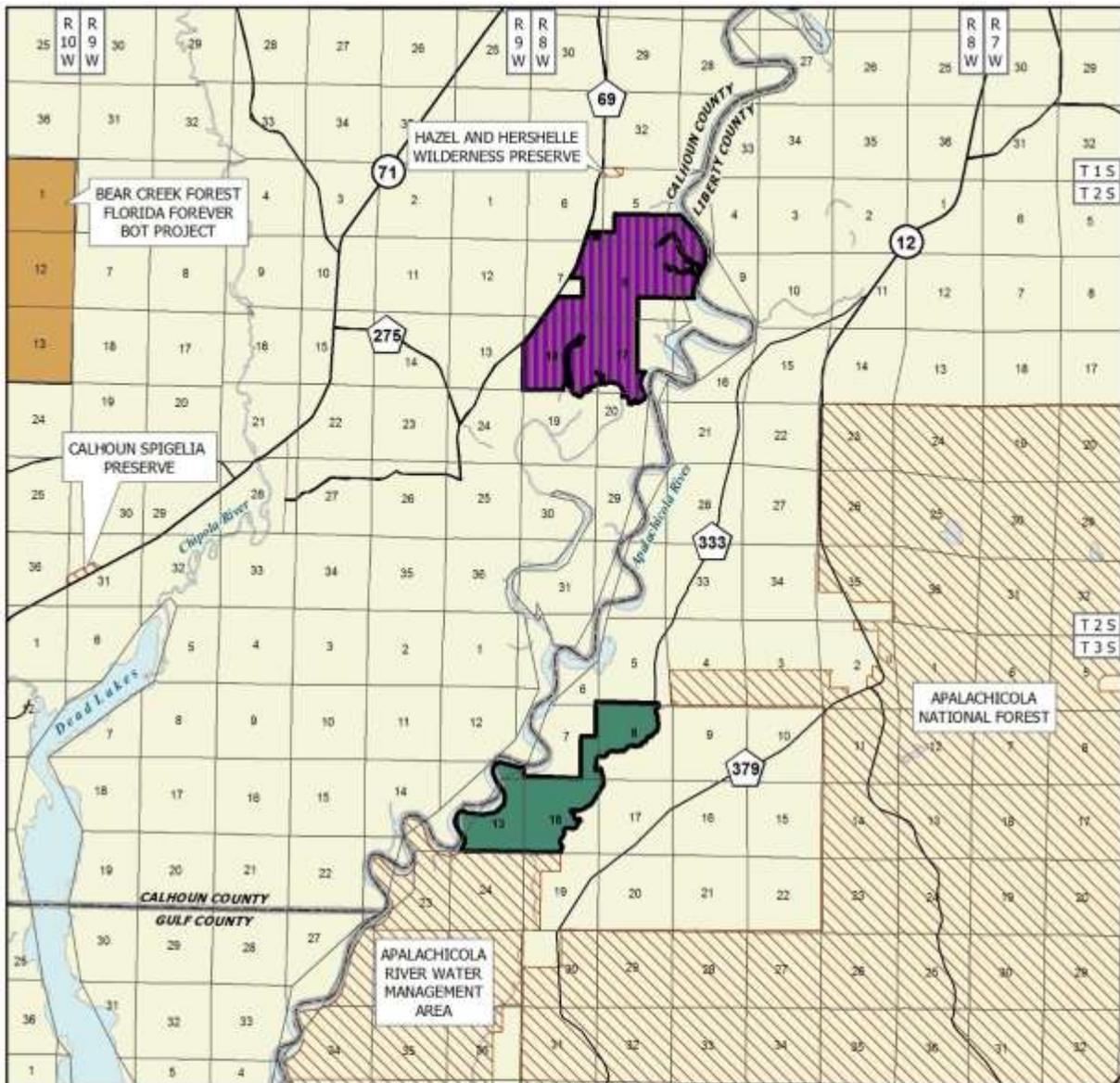
APALACHICOLA RIVER: MAP 1 OF 2

JACKSON, GADSDEN, LIBERTY, AND CALHOUN COUNTIES

-  Florida Forever BOT Project Boundary
-  Acquired for Conservation (Fee Simple)
-  Acquired for Conservation (Less-Than-Fee)
-  TNC Owned Lands Within the Project
-  Essential Parcel(s) Remaining
-  Other Florida Forever BOT Projects
-  State Owned Lands
-  Other Conservation Lands



SEPTEMBER 2009



APALACHICOLA RIVER: MAP 2 OF 2

CALHOUN AND LIBERTY COUNTIES

-  Florida Forever BOT Project Boundary
-  Acquired for Conservation (Less-Than-Fee)
-  Essential Parcel(s) Remaining
-  Other Florida Forever BOT Projects
-  Other Conservation Lands



JULY 2014