

Project Status and contact for additional information - Ray Gray or Virginia Dekle (850) 926-7227, Wakulla County Parks and Recreation Department

Phase I of this project is for 2.300 miles of trail under Phase 1 that will extend from CR – 372 from Mash Island Park to just East of Tide Creek, that includes a paved connection to the proposed Griffin Willis Trailhead parking area.

Phase II of this project is for the construction of a multi-use path along north side of CR 372 from the west end of the St. Marks Refuge boundary to the east end of the Tide Creek Bridge. A pedestrian bridge on the north side of the Tide Creek Bridge. Adding crosswalks at CR 372 and US 98 with advanced pedestrian signs and flashing beacons and extending the paved shoulders along US 98 from the Walker Bridge to approximately 525 feet north of DR 372 to tie to the existing paved shoulder.

Work progression of Phase II is conditioned upon resolution of the issues identified for Phase I.

Since the inception of this project in Fiscal Year 2005, the County has retained the services of the LPA Group to perform the environmental memorandum and permitting (96% complete), field surveys (100% complete) and design (8% complete). Additionally, the County applied for additional funding from the Florida Dept of Transportation for the design phase of this project for the purpose of shifting the alignment of the proposed path to the south side of CR-372

At the request of the permitting agencies, the Trail location was shifted from the north side to the south side of CR 372. This shift was desired in order to reduce impacts to sensitive wetland areas. In order to proceed with this alignment, an acceptable alignment must be determined at the sanitary sewer lift station locations. The County will assist in determining if the lift stations can be bridged or terminating the trail into a paved shoulder. The County will make a determination of an accept termination at the Phase I/Phase II terminus, which is at the Tide Creek Bridge location and will assist in determining or identifying if additional funding can be made available for a new pedestrian bridge since the existing bridge is structurally insufficient for a pedestrian bridge attachment and the existing width is insufficient for a pedestrian refuge.