



Old Dixie Trail

Project Development & Environment Study

Newsletter 1 - December 2017



PROJECT SCHEDULE

FEASIBILITY

Early 2017 to Early 2018

- o Collect and analyze existing conditions data
- o Examine engineering factors (Safety, traffic, driveway/street crossings, etc)
- o Examine environmental factors (Natural and human-built environments)
- o Identify opportunities and physical constraints
- o Conduct stakeholder interviews to understand community goals and needs
- o Analyze trail segments
- o Public Meeting



PD&E

Early 2018 to Mid 2019

- o Identify and define alternatives that meet/address the study goals and objectives
- o Conduct environmental analyses required under the National Environmental Policy Act
- o Continue stakeholder engagement
- o Public Hearing Spring 2018



CONTACT US

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Financial Project ID 435391-1-22-01

Newsletter 2 - March 2018



PROJECT OVERVIEW

The Florida Department of Transportation (FDOT), District One began a Project Development and Environment (PD&E) Study for the Old Dixie Trail (ODT) in April 2017. The ODT will connect the trailheads of the Auburndale-TECO Trail and the Lake Hamilton-Haines City Trail. The ODT, a 12-foot wide multi-use trail, also offers connections to the Lake Alfred Trail and the Chain of Lakes Trail, as well as other planned, future trails.

Trail benefits include: **Creating regional trail connectivity; Enhancing quality of life; Providing safe, multimodal access to community/recreational destinations; and, Fostering economic development.**

The study is conducted in two phases - feasibility and PD&E, see Project Schedule.

FEASIBILITY PHASE RECOMMENDATIONS

The Feasibility Phase Study completed the existing conditions data collection and analyzed potential trail segments in the project study area, in an effort to identify end-to-end trail alternatives that best meet the project's goals and objectives (Trail benefits).

Based on the evaluation, Segments 1, 2, 3, 4, 5, 9, 10, and 12, as well as existing trail Segments 6, 7, and 16 are recommended to be carried forward into the PD&E Phase.

For detailed information and to review the Corridor Evaluation and Feasibility Study reports, please see the Documents and Publications page on the project website: www.swflroads.com/trails/odt/Documents.html



EVALUATION MEASURE	SEGMENT																							
	1	2	3	4	5	6	7	8	9	10	11	12	13a	13b	14	15	16	17a	17b	18	19	20a	20b	
CONNECTIONS	Sidewalks, bike lanes, trails, and transit	Good	Fair	Fair	Fair	Fair			Fair	Fair	Fair	Poor	Good	Fair	Fair	Poor	Poor		Poor	Poor	Fair	Fair	Fair	Poor
	Parks, schools, government, medical, cultural/civic center, and places of worship	Fair	Good	Fair	Good	Good			Good	Good	Good	Poor	Good	Fair	Poor	Poor	Poor		Fair	Poor	Fair	Poor	Poor	Poor
ECONOMIC OPPORTUNITY	Commercial activities (retail, office, service, hotel, restaurant, etc)	Fair	Fair	Good	Good	Good			Good	Good	Fair	Good	Poor	Poor	Poor	Poor		Fair	Fair	Poor	Poor	Poor	Fair	
	Population per acre (2010 Census)	Good	Poor	Good	Fair	Good			Fair	Fair	Fair	Poor	Fair	Good	Poor	Fair	Good		Poor	Good	Poor	Poor	Poor	Good
PEOPLE & JOBS	Population per acre (2040 estimate)	Good	Good	Good	Fair	Good			Poor	Good	Good	Good	Fair	Poor	Poor	Fair		Poor	Poor	Fair	Poor	Poor	Fair	
	Jobs per acre (2010 Census)	Fair	Good	Good	Good	Good			Fair	Fair	Good	Fair	Good	Poor	Poor	Poor		Poor	Poor	Poor	Poor	Poor	Fair	
SAFETY & ENGINEERING	Jobs per acre (2040 estimate)	Good	Good	Good	Good	Good			Good	Good	Fair	Fair	Fair	Poor	Poor	Poor	existing trail carried to PD&E	existing trail carried to PD&E	Poor	Poor	Poor	Good	Fair	
	Average roadway speed	Good	Good	Poor	Poor	Poor			Poor	Poor	Poor	Poor	Poor	Poor	Poor	Fair		Good	Good	Good	Good	Good	Fair	
ENVIRONMENTAL	Annual average daily traffic	Good	Good	Poor	Fair	Poor			Good	Poor	Fair	Fair	Good	Fair	Good	Good		Good	Good	Good	Good	Good	Good	
	Driveway crossings per mile	Poor	Good	Poor	Good	Fair			Good	Good	Fair	Good	Fair	Good	Fair	Poor		Good	Good	Good	Good	Good	Poor	
	Street crossings per mile	Good	Good	Poor	Poor	Poor			Good	Fair	Fair	Good	Poor	Good	Fair	Poor		Fair	Fair	Good	Good	Good	Fair	
	Pedestrian and bike crashes	Good	Good	Poor	Poor	Poor			Good	Fair	Poor	Fair	Poor	Good	Good	Good		Good	Good	Good	Good	Good	Good	
	Crashes	Good	Good	Poor	Fair	Poor			Good	Fair	Fair	Poor	Poor	Good	Good	Good		Good	Good	Good	Good	Good	Good	
ENVIRONMENTAL	Historic Resources	Good	Fair	Good	Good	Good			Fair	Poor	Good	Good	Poor	Good	Good	Good		Good	Good	Good	Good	Good	Good	
	Contamination	Good	Fair	Fair	Fair	Poor			Fair	Poor	Poor	Good	Fair	Good	Good	Good		Good	Good	Good	Good	Good	Fair	
	Floodplains and water quality	Good	Fair	Good	Fair	Good			Fair	Fair	Fair	Good	Good	Good	Good	Good		Poor	Poor	Good	Good	Good	Good	
	Wetlands	Good	Good	Good	Good	Good			Good	Good	Fair	Good	Good	Good	Good	Good		Fair	Poor	Fair	Good	Good	Good	
	Wildlife and habitat	Good	Good	Good	Fair	Fair			Good	Fair	Fair	Good	Good	Good	Good	Good		Fair	Fair	Fair	Good	Good	Good	
ENVIRONMENTAL	Parks and recreation	Poor	Fair	Fair	Fair	Poor			Fair	Poor	Poor	Good	Good	Good	Good	Good		Fair	Good	Poor	Fair	Fair	Fair	
	Farmlands and prime soils	Good	Fair	Good	Good	Good			Poor	Poor	Poor	Good	Fair	Good	Good	Good		Fair	Good	Good	Good	Good	Fair	

LEGEND Good Fair Poor Recommended for PD&E

PD&E PHASE

The recommended segments are then used to make end-to-end or "build" alternatives that will be analyzed in finer detail in the PD&E Study Phase. Five trail alternatives are recommended for inclusion in the PD&E Study.

