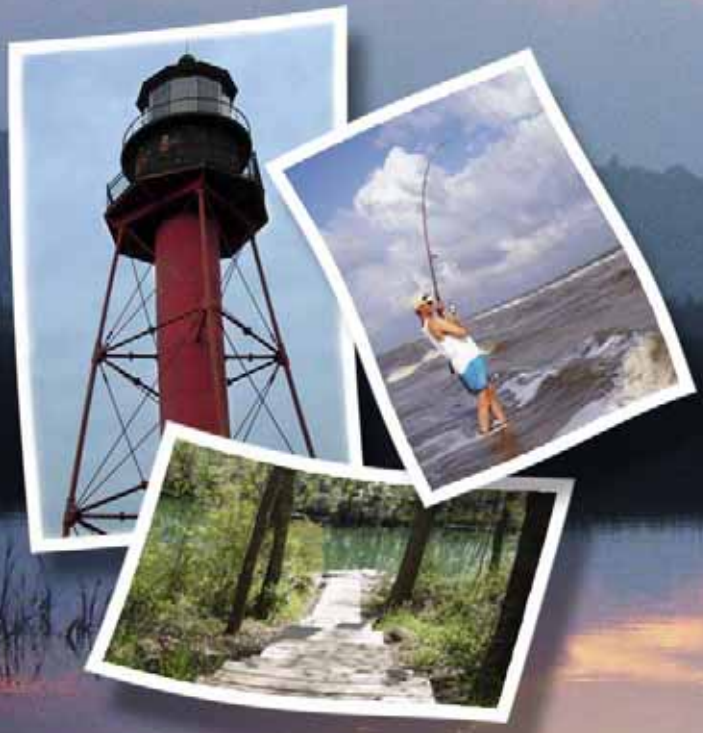
Franklin and Wakulla County

Big Bend Scenic Byway

Corridor Management Plan



Designation Application

Submitted to:

Florida Department of Transportation
District Three
Scenic Highways Coordinator
P.O. Box 607
Chipley, FL 32428
850.638.0250

Submitted by:

Franklin County Corridor Advocacy Group
Dixie Partington, Chairperson
52 7th Street
Apalachicola, FL 32320
850.653.9646

Wakulla County Corridor Advocacy Group
Bonnie Holub, Chairperson
c/o Wakulla County Tourist Development Council
P.O. Box 67
Panacea, FL 32346
850.984.3966

Prepared by:

Kimley-Horn and Associates, Inc.
Suite 100
1820 East Park Avenue
Tallahassee, FL 32301
850.309.0035

September 2006

Kimley-Horn
and Associates, Inc.

Acknowledgements

The process of designating a Florida Scenic Highway relies on the volunteer efforts of local citizens, community leaders, businesses, and non-profit organizations working closely with land-management agencies, local governments, consultants, and the Florida Department of Transportation. The members of the Franklin County and Wakulla County Corridor Advocacy Groups (CAG) have made an exemplary devotion of time and effort to this process. Other individuals, agencies, and businesses deserving recognition for their participation, encouragement, guidance, and financial contributions in the joint effort to make the Big Bend Scenic Byway a reality include:

Financial Support

Florida Department of Transportation

FDOT District Three Scenic Highway Coordinator

Laura Haddock

Grassroots Support

Franklin County CAG
Wakulla County CAG

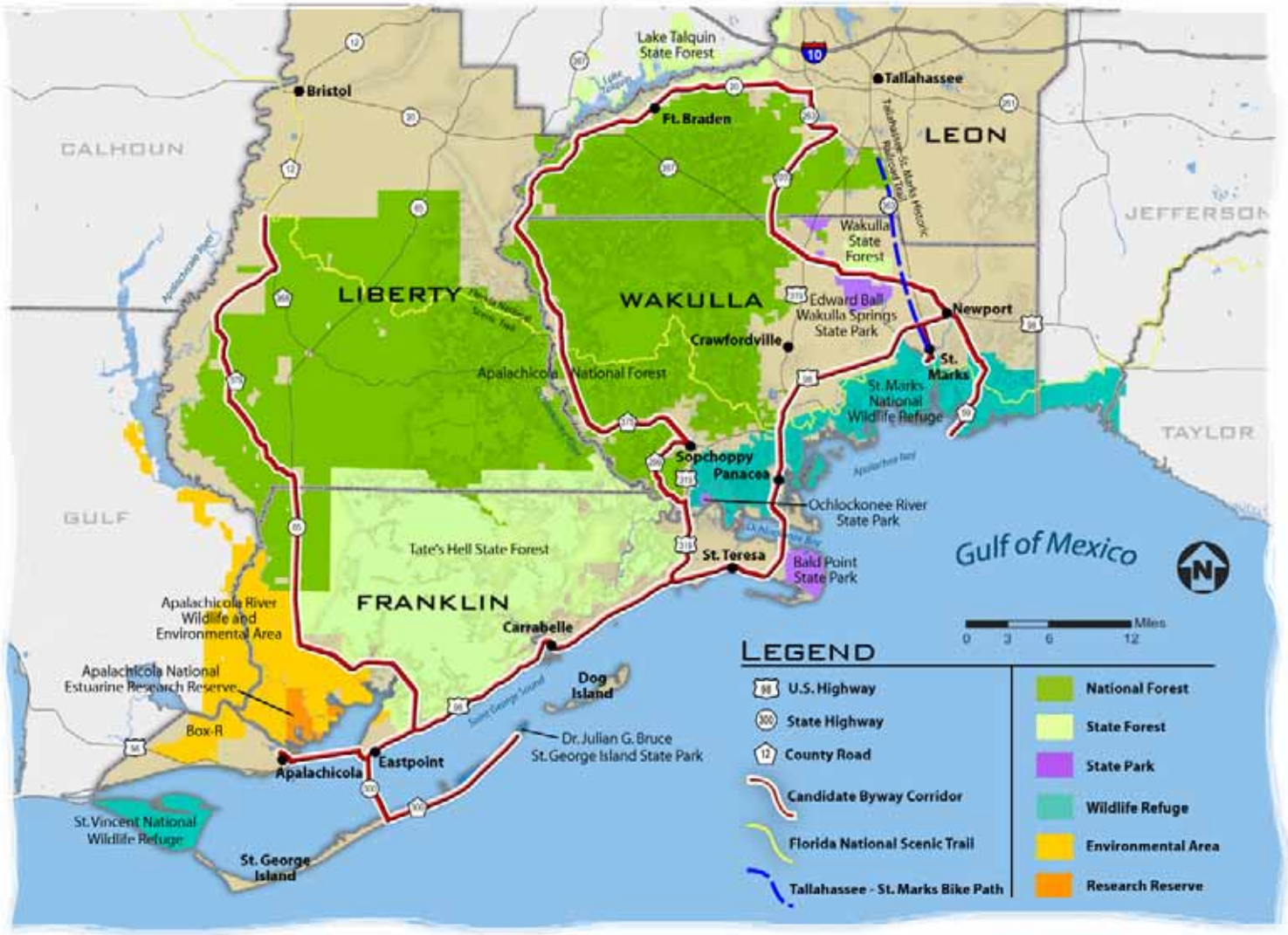
Photography

Diane G. Delaney
Wakulla County Tourist Development Council
Apalachicola Chamber of Commerce

Eligibility Application

Kimley-Horn and Associates, Inc.

Big Bend Scenic Byway Map



FLORIDA SCENIC HIGHWAY

Big Bend Scenic Byway

Franklin, Leon, and Wakulla Counties

Kimley-Horn and Associates, Inc.

Produced by the Big Bend Scenic Byway CAG in conjunction with FDOT and KHA.

Universal Criterion #1: Visible Resources 55
The resource(s) must be visible from the roadway.

Universal Criterion #2: Tells a Story 56
The corridor must "tell a story" that relates to its intrinsic resources.

Universal Criterion #3: Public Roadway 58
The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.

Universal Criterion #4: Corridor Features 61
The roadway must exhibit significant, exceptional, and distinctive features of the region it traverses.

Universal Criterion #5: Roadway Length 70
The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).

Universal Criterion #6: Qualifying Resources 71
The majority of the corridor must exhibit scenic or heritage qualifying resource(s). These resources must be as continuous as possible throughout the corridor.

Universal and Resource-Specific Criteria

Universal Criterion #7: Organized CAG 93
A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.

Universal Criterion #8: Community Participation 94
A Community Participation Program must be developed and implemented.

Universal Criterion #9: Local Support 94
Strong local support must be demonstrated.

Universal Criterion #10: Corridor Management Plan 94
A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.

The foundation of the Florida Scenic Highways Program lies in the preservation and protection of the State's outstanding resources. These ten criteria are basic elements of a Florida Scenic Highway. A brief description and reference to the page of specific criteria in the Designation Application are included in this list.

Table of Contents

List of Tables and Figures i

Secretary Signature Page iii

Designation Application Form iv

Franklin/Wakulla CAG Members vi

SHAC Comments and Responses xi

Executive Summary of the Action Plan xv

1. Introduction 1

2. Background Conditions Analysis 5

3. Intrinsic Resource Assessment and Designation Criteria 54

4. Corridor Vision 103

5. Goals, Objectives and Strategies 107

6. Corridor Story 117

7. Corridor Management Entity 121

8. Community Participation Program 125

9. Local Support 131

10. Protection Techniques 137

11. Funding and Promotion 153

12. Relationship to the Comprehensive Plan 159

13. Partnerships and Agreements 169

14. Action Plan 173

Table of Contents

Appendices

A. FDOT Authorization Letter

B. SHAC Eligibility Application Comments

C. Wakulla FLUM

D. Franklin FLUM

E. Billboard Inventory

F. Complete Intrinsic Resource List by County

G. Intrinsic Resource Visibility Inventory

H. Combined Initial Goals and Preliminary Action Plans

I. CME Agreement and Bylaws

J. CME Meeting Materials

K. Community Participation Program

L. Local Support

M. Potential Sources of Grant Funding

N. Sample Partnership Agreement

O. Stakeholder Matrix

List of Tables and Figures

Tables

1.1 Route Description
2.1 Background Support for CMP
2.2 Corridor Limits
2.3 Functional Classification
2.4 Summary of Right-of-Way Widths
2.5 Corridor Utility Contacts
2.6 Existing Land Uses
2.7 Franklin County Zoning Districts
2.8 Wakulla County Zoning Districts
2.9 Existing Zoning Designations
2.10 Franklin County Crash Data
2.11 Wakulla County Crash Data
2.12 Franklin County Traffic Volumes and Level of Service
2.13 Wakulla County Traffic Volumes and Level of Service
2.14 Franklin County Level of Service Standards
2.15 Wakulla County Level of Service Standards
2.16 FDOT 5-Year Work Program
2.17 U.S. Census Population Summary
3.1 Universal Criterion #1
3.2 Universal Criterion #2
3.3 Universal Criterion #3
3.4 Universal Criterion #4
3.5 Resource Accessibility
3.6 Universal Criterion #5
3.7 Universal Criterion #6
3.8 Universal Criterion #7
3.9 Natural Community Assessment
3.10 Coastal Trail East
3.11 Coastal Trail Central
3.12 Coastal Trail West
3.13 Forest Trail East
3.14 Forest Trail Central
3.15 Forest Trail West
10.1 Apalachicola National Forest Plan
10.2 National Wildlife Refuge Management Plans
10.3 National Estuarine Research Reserve System Plans
10.4 FWC State Wildlife Area Plans
10.5 DEP State Park Protection
10.6 State Forest Management Plans
10.7 OGT Recreational Trails
10.8 National Register of Historic Places
10.9 Florida Historical Marker Program
10.10 Additional Protection Techniques
11.1 Existing Funding Sources
12.1 Potential Comp Plan Elements for Inclusion of the Byway Vision and Goals
12.2 Comp Plan Adoption Date and Scheduled EAR Completion Date
14.1 Transportation Planning/Safety
14.2 Land Use/Zoning and Utilities
14.3 Landscaping/Beautification and Public Access
14.4 Trail Development and Tourism/Recreation Facilities
14.5 Historical/Cultural Preservation
14.6 Interpretation/Signage
14.7 Promotion
14.8 Economic Development
14.9 Administration and Coordination
14.10 Responsible Parties
14.11 Potential Funding Sources

Figures

1.1 Franklin County
2.1 Corridor Limits
2.2 Sample Urban Corridor Limits
2.3 Sample Rural Corridor Limits
2.4 Corridor Segments
2.5 Billboard Locations
2.6 Traffic Volumes
2.7 Level of Service
2.8 Trail Network
3.1 Resource Visibility
3.2 Corridor Segments
3.3 Resource Accessibility
3.4 Qualifying Resources
3.5 Coastal Trail East
3.6 Coastal Trail Central
3.7 Coastal Trail West
3.8 Forest Trail East
3.9 Forest Trail Central
3.10 Forest Trail West

Secretary Signature Page

As Secretary of the Florida Department of Transportation, the signature below indicates the approval and endorsement of this Corridor Management Plan and this corridor for designation as a Florida Scenic Highway. FDOT approval of this management plan represents our agreement to serve in a partnership with the Corridor Management Entity to preserve, enhance, and maintain the designated scenic highway corridor. We recognize the grass roots initiative and strong local support for this corridor demonstrated by the communities involved in the preparation of this management plan. This corridor management plan acknowledges that the designated corridor will be subject to the requirements of the Section 1046(c) of the ISTEA which added a new subsection(s) to 23 USC 131 precluding outdoor advertising on designated scenic highways, and the requirements of the Uniform Relocation Act. I hereby designate this corridor as a Florida Scenic Highway.

_____, Date:_____

Denver Stutler, Jr., P.E.
Secretary, Florida Department of Transportation

Designation Application
Florida Scenic Highways Program

Level of designation the Applicant is seeking
- ☑ Florida Scenic Highway
- ☐ National Scenic Byway
- ☐ All-American Road

Submission of this Designation Application form and its accompanying Designation Documentation verifies that designation as a Florida Scenic Highway is being sought for the corridor identified below. Please prepare and submit this application to your District Scenic Highways Coordinator in accordance with *Appendix F, Section X* of the Florida Scenic Highways Manual. *Chapter 3, Section 3.2* of the Florida Scenic Highways Manual illustrates how this form should be completed.

Roadway/Route Number and Name – Provide the state and US road number (if applicable) and the local or any regionally recognized name for the roadway.

Corridor Length: 171 miles. US 98/SR 30/US 319 (Coastal Highway), CR 65 (South Bayshore Drive), SR 300 (Island Drive), CR 300/SR 300 (East Gorrie Drive), Patton Drive, CR 30-A (Gulf Avenue), US 319/SR 375 (Sopchoppy Highway), US 98/SR 30/SR 61 (Coastal Highway), US 98/ SR 30 (Coastal Highway), SR 267 (Bloxham Cutoff), SR 363 (Port Leon Drive), Riverside Drive, Riverbreeze Street, CR 59 (Lighthouse Road).

Scenic Highway Name – Provide the scenic highway name to be used in any promotional activities.

Big Bend Scenic Byway

Date of Eligibility – Provide the date of the Letter of Eligibility. October 28, 2005

Corridor Advocacy Group – Provide the following information regarding the CAG chairperson.

Franklin County CAG Chairperson

PO Box 220 Apalachicola FL 32320 850 653-9644
Address Phone Number

Bonnie Holub 850-984-2966
Wakulla County CAG Chairperson

P. O. Box 712, Panacea, FL 32346
Address Phone Number

Corridor Management Entity

Bonnie Holub
CME Chairperson or Equivalent

P.O Box 712, Panacea, FL 32346 850-984-2966
Address Phone Number

We also confirm that signatories below are authorized to speak on behalf of the agency/organization they represent and that their signature denotes concurrence with all the information and concepts presented in the Designation Documentation. We also verify that all information stated on this for and/or included in the Designation Documentation are, to the best of our knowledge, true representations of the corridor and the resources for which designation as a Florida Scenic Highway is being sought.

X _____ 31 May 2006
Franklin County Corridor Advocacy Group Chairperson — Date

X _____ May 31, 2006
Wakulla County Corridor Advocacy Group Chairperson — Date

X _____ May 31, 2006
Corridor Management Entity Chairperson — Date

X _____ June 13, 2006
Franklin County Government Representative — Date

X _____ 5-31-06
Wakulla County Government Representative — Date

X _____ 5-31-06
City of Apalachicola Government Representative — Date

X _____ May 31, 2006
City of Carrabelle Government Representative — Date

X _____ June 6-2006
City of St. Marks Government Representative — Date

X _____ May 31, 2006
City of Sopchoppy Government Representative — Date

X _____ May 31, 2006
Metropolitan Planning Organization — Date

X _____ MAY 31, 2006
Regional Planning Council — Date

Additional Information – On an attached sheet, provide updated names, titles, addresses and phone numbers for the following: 1) CAG Chairperson, Vice-Chairperson, other officers/committee heads and remaining membership and 2) additional local general purpose government representatives with signature.

Big Bend Scenic Byway CAG Members

Don & Pam Ashley
Ashley Associates, Inc.
P.O. Box 430, Sopchoppy, FL 32358
850/893-6869, 850/893-9376 (F)
jdalligator@aol.com

James F. Burnett, Jr.
U.S. Fish & Wildlife Service
Refuge Manager, St. Marks National Wildlife Refuge
P.O. Box 68, St. Marks, FL 32355
850/925-6121
james_burnett@fws.gov

Curt Blair
Apalachee Land Conservancy
P.O. Box 729, Apalachicola, FL 32329
850/653-4021

Billy Boothe
The Photo Naturalist
P.O. Box 715, Bristol, FL 32321
850/643-2583
photonaturalist@natureinfocus.com

Cathleen M. Briggs
USDA Forest Service
Recreation Manager, Apalachicola National Forest
57 Taff Drive, Crawfordville, FL 32327
850/926-3561, 850/926-1904 (F)
cbriggs@fs.fed.us

Beth Brinkley
Proprietor, Resort Vacation Properties, Inc.
125 West Gulf Beach Dr.
St. George Island, FL 32328
850/927-2322, X132
bbrinkley@resortvacationproperties.com

David Butler
Vice President, Gulf State Community Bank
Drawer GG, P.O. Box 361, Carrabelle, FL 32322
850/697-3395, 850/697-3183 (H)
davidbutler@gscb.com

Patsy Byrd
Member, Panacea Waterfronts Partnership
P.O. Box 884, Panacea, FL 32346
850/984-5733

Capt. Jody Campbell
Member, Wakulla County TDC
34 Connie Drive, Shell Point, Crawfordville, FL 32327
850/926-1173
gail@talweb.com

Madeleine Carr
Friends of Wakulla Springs
223 Iroquois Rd., Crawfordville, FL 32327
850/926-3126
mhc0659@mailer.fsu.edu

Gene Charbonneau, M.D.
Chair, Panacea Waterfronts Florida Partnership
Director, Wakulla Medical Center
1328 Coastal Highway
P.O. 959, Panacea, FL 32346-0959
850/984-4735, 850/984-4742 (F)
docecg@gtc.net

Gibby Conrad
Apalachicola Eco-Tours
P.O. Box 578
Apalachicola 32329
850/653-2593
gibby@digitalexp.com

Sandy A. Cook
Florida Department of Environmental Protection, Division of Recreation & Parks
Manager, Wakulla Springs State Park
550 Wakulla Park Dr., Wakulla Springs, FL 32327
850/224-5950, 850/561-7282 (F)
sandy.a.cook@dep.state.fl.us

Toni Courtier
North State Title, Inc.
P.O. Box 127, Panacea, FL 32346
850/926-5211
toni@northstatetitle.net

Capt. Vic Davis
Board Member, Florida Foresight
14 Stratton Lane, Crawfordville, FL 32327
850/925-6660
captvic13@aol.com

Michael W. Delaney
Board Member, Florida Foresight
23 Knotty Pine St., Panacea, FL 32346
850/984-4980
mw_delaney1240@msn.com

Bonnie Dietz
President, Lanark Village Association
P.O. Box 434
Lanark Village, FL 32323
850/697-2852

Jerry S. Evans
Director, Marketing & Sales
The Inn at Wildwood
3896 Coastal Highway, Crawfordville, FL 32327
850/926-4455 fx.850/926-6955
jerrysevans@gmail.com

Big Bend Scenic Byway CAG Members

Allen Freeland
Director, Wakulla County Economic Development Council
Vice President, St. Marks Powder Co.
P.O. Box 222
St. Marks, FL 32355
850/577-2030
alfreeland@stm.gd-ots.com

Skip Frink
Carrabelle Area Chamber of Commerce
201 Tallahassee St.
P.O. Box 75
Carrabelle, FL 32322
850/697-9010
skip@oldcarrabellehotel.com

Dan Garlick
President, Garlick Environmental Associates, Inc.
P.O. Box 385
Apalachicola, FL 32329-0385
850/653-8899
garklickenvironmental5@mcshi.com

Betty Green
President, Wakulla County Historical Society
P.O. Box 151
Crawfordville, FL 32326
850/926-7405

Anita Grove
Executive Director, Apalachicola Bay Chamber of Commerce
99 Market Street
Apalachicola, FL 32320
850/653-9419
anita@apalachicolabay.org

Ace Haddock
Florida Department of Agriculture & Community Services, Division of Forestry
Operations Administrator, Tate's Hell State Forest
865 Geddie Road, Tallahassee, FL 32307
850/697-3734, X 104
haddoca@doacs.state.fl.us

Jerry Hall
Owner/Chef, Apalachicola Seafood Grill
100 Market Street
Apalachicola, FL 32320
850/653-8805
jerryanddixie@webtv.net

Walt and **Eunice Hartmann**
St. George Island Association
1181 W Gulf Beach Dr.
St. George Island, FL 32328
850/927-2663
eunihart@capital.net

Tim Harbison
Ochlockonee Bay Airport Association
2355 Surf Road
Panacea, FL 32346
850/984-5832
jth@pdaris.net

Shanon Harvey
USDA Forest Service
Landscape Architect, Apalachicola National Forest
57 Taff Drive, Crawfordville, FL 32327
850/926-3561, 850/926-1904 (F)
sharvey@fs.fed.us

Dr. John W. Hitron
Associate Director, FSU Marine Laboratory
3618 Highway 98, St. Teresa, FL 32358-2702
850/697-4095 (O) 850/697-3822 (F)
jhitron@mailer.fsu.edu

Allen Hobbs
Mayor, City of St. Marks
P.O. Box 275
St. Marks, FL 32355
850/925-6226

Tom W. Hoffer
Publisher, Franklin Chronicle
P.O. Box 590
St. George Island, FL 32328
850/670-1685, 850/927-2186

Bonnie Holub
Co-Chair, Big Bend Scenic Byway CAG
Director, Wakulla County Tourist Development Council
P.O. Box 67, Panacea, FL 32346
850/984-2966, 850/984-2967 (F)
bholub@earthlink.net

Dorothy C. Holub
Volunteer Coordinator, Wakulla Welcome Center
P. O. Box 727
Panacea, Fl 32346
850/984-5887

Marj Jacques
Keep Wakulla County Beautiful
P.O. Box 700, Crawfordville, FL 32326
926-0830, 926-0896 (F)
marjlj@aol.com

Paul G. Johnson
Secretary, Wakulla County Chamber of Commerce
537 Hickory Wood Drive
Crawfordville, FL 32327
850/926-7439, 850/926-4755 (F)
paulj488@aol.com

Kevin Jones
Florida Department of Environmental Protection, Division of Recreation & Parks
Park Manager, Julian Bruce State Park
1900 East Gulf Drive
St. George Island, FL 32328
850/927-2111
kevin.jones@dep.state.fl.us

Tim Jordan
Owner/Broker, Ochlockonee Bay Realty, Inc.
P.O. Box 556
Panacea, FL 32346
850/984-0001, 850/984-4748 (F)
obr@obrealty.com

Saundra Kelley
P.O. Box 285, Panacea, FL 32346
22 Mardi Gras Way
Alligator Point, FL
850/349-2199

Debbie Kent
Crooked River Lighthouse Association
2820 Highway 98 East, Carrabelle, FL 32322
850/697-9062
dlkbeachbum@aol.com

Rosalyn F. Kilcollins
Coastal Training Program Coordinator
Apalachicola National Estuarine Research Reserve
261 7th Street, Apalachicola, FL 32320
850/653-8063

L. Katie Kuehn
Owner/Broker, Sandy Beach Properties, Inc.
311 N.E. Avenue C
Carrabelle, FL 32322
850/697-5300
kkuehn@comcast.net

Jackie Lawhon
Municipal Clerk, City of Sopchoppy
P.O. Box 74
Sopchoppy, FL 32358
850/962-2794, 850/962-4611 (F)
sopo166@aol.com

Maxie Lawhon
Chair, Wakulla County Board of County Commissioners
P.O. Box 1263, Crawfordville, FL 32326
850/962-3681, 850/926-2071 (F)
mlawhon@mywakulla.com

Patrick Lemons
Florida Fish and Wildlife Conservation Commission
Recreation Coordinator, Tate's Hell State Forest
Farris Bryant Building, 620 S. Meridian St.
Tallahassee, FL 32399-1600
850/488-4676
Patrick.lemons@myfwc.com

Jimmy Lewis
1172 West Gulf Beach Drive
St. George Island, FL 32328
850/927-4792
pj_hideaway@gtcom.net

Helen Livingston
21 Saint James St., Panacea, FL 32346
850/984-2299
helen.livingston@med.fsu.edu

William Lowrie
Executive Director, Florida Foresight
P.O. Box 55, Sopchoppy, FL 32358
850/962-4138 (H)
blowrie@earthlink.net

Nelson Martin
Sopchoppy Outfitters
60 Lizard Lane, Sopchoppy, FL 32358
850/962-2200
nelson@sopchoppyoutfitters.com

Roger Martin
Apalachicola Bay & River Keeper, Inc.
29 Island Drive, Suite 8
P.O. Box 484, Eastpoint, FL 32328
850/670-5470
roger@abark.org

Nelle McCall and **Rick Ott**
Proprietors, From the Heart
P.O. Box 399
Sopchoppy, FL 32358
850/962-5282
sopchoppyriver@earthlink.net

Big Bend Scenic Byway CAG Members

Michael E. Millender
Proprietor, Island View Seafood, Inc.
326 Patton Drive,
Eastpoint, FL 32328
850/670-8555

Sherrie Miller
Proprietor, Posey's Up-the-Creek Restaurant
36 Elberta Ct., Panacea, FL 32346
850/984-5799, 984-5243 (O)
silverlake36@earthlink.net

Linda Minichiello
Museum Curator, Camp Gordon Johnston Association
P.O. Box 1334, Carrabelle, FL 32322
850/697-8575
tony@supernet.net

Laura Moody
Apalachicola Area Historical Association
P.O. Box 75, Apalachicola, FL 32329
653-9851
lauramoody@gtcom.net

Dixie Partington
Co-Chair, Big Bend Scenic Byway CAG
The Dixie Theatre
52 7th Street, Apalachicola, FL 32320
850/653-9646
jerryanddixie@webtv.net , dixietheatre@gtcom.net

Diane Patchell
377 Mashes Sands Rd., Panacea, FL 32346
850/570-8111
jpatdipat@aol.com

Terry Peacock
U.S. Fish & Wildlife Service
Deputy Manager, St. Marks National Wildlife Refuge
P.O. Box 68, St. Marks, FL 32355
850/925-6121, 850/925-6930 (F)
terry_peacock@fws.gov

Alan Pierce
Planning Director, Franklin County
34 Forbes St., Ste. 1, Apalachicola, Fl 32320
850/653-9783, X161
alanp@gtcom.net

Lori Ann Pollgreen
Member, Panacea Waterfronts Florida Partnership
14 Stratton Lane, Crawfordville, FL 32327
850/925-0582
geographicdesign@aol.com

Pam Portwood
Director, Wakulla County Grants Department
P.O. Box 309, Crawfordville, FL 32326
850/926-0909, 850/926-0941 (F)
pportwood@mywakulla.com

Callie Quigg
Sopchoppy School
60 Mathers Farm Road
Crawfordville, FL 32327
850/926-7373

Barbara Revell
Crooked River Lighthouse Association
2820 Highway 98 East, Carrabelle, FL 32322
850/697-2054
denbar711@msn.com

Robert Seidler
Seidler Productions
191 Pine Lane,
Crawfordville, FL 32327
850/925-6331
seidlercine@att.net

Charles Shields
Proprietor, Shields Marina, Inc.
97 Riverside Drive
St. Marks, FL 32355
850/925-6158

Colleen Skipper
Commissioner, City of Sopchoppy
P.O. Box 1219
Sopchoppy, FL 32358
850/962-4611

William Spohrer
Coombs Inn
127 Avenue B
Apalachicola, FL 32320
850/653-4321
billspohrer@avman.com

Robert Teel
ERA Community Realty, Inc.
1517 Crawfordville Highway
Crawfordville, FL 32327
bteel54@aol.com

Ron & Linda Thompson
P.O. Box 96
Panacea, FL 32346
850/984-5253

Tony Tindell
Florida Department of Environmental Protection, Division of Recreation & Parks
Assistant Park Manager, Julian Bruce State Park
1900 East Gulf Beach Drive, St. George Island, FL 32328
850/927-2111
tony.tindell@dep.state.fl.us

Linda Trice
Florida Department of Environmental Protection, Division of Recreation & Parks
Ranger, Ochlockonee Bay State Park
P.O. Box 5, Sopchoppy, FL 32358
850/962-2771, 850/962-2403 (F)
Linda.trice@dep.state.fl.us

Quill Turk, D.D.S.
President, Coastal Optimist Club
Proprietor, Dentistry by the Sea, Inc.
P.O. Drawer 459, Panacea, FL 32346
850/984-5384
q.turk@aol.com

Susan Turner
Vice President, Wakulla Bank
P.O. Box 610
Crawfordville, FL 32326
850/926-7111
struner@wakullabank.com

Kenneth Weber
Florida Department of Agriculture & Community Services, Division of Forestry
Manager, Tate's Hell State Forest
865 Geddie Road, Tallahassee 32304
850/414-1137, Carrabelle Office
850/697-3734 x 100
weberk@doacs.state.fl.us

Ron Weiss
Florida Department of Environmental Protection, Division of Recreation & Parks
Manager, Wakulla Springs Lodge
550 Wakulla Park Dr., Wakulla Springs, FL 32305
850/224-5950, 850/561-7251 (F)
ron.weiss@dep.state.fl.us

Howard Wesson
Oyster Radio
35 Island Dr., Ste. 16, Eastpoint, FL 32328
850/670-8450
woyswocy@gtcom.net l

Robin M. Will
U.S. Fish & Wildlife Service
Refuge Ranger, St. Marks National Wildlife Refuge
P.O. Box 68, St. Marks, FL 32355
850/925-6121, 850/925-6930 (F)
robin_will@fws.gov

Kay Williamson
Proprietor, Harbor House Restaurant
P.O. Box 1057
Panacea, FL 32346
850/984-2758

Mary Wolfgang
Director, Wakulla Service Center
Tallahassee Community College
444 Appleyard Dr.
Tallahassee, FL 32304
850/201-6102, 850/922-6290 (F)
wolfgang@tcc.fl.edu

Norma J. Woodcock
3599 Bloxham Cutoff Rd.
Crawfordville, FL 32327
850/421-0042

Carol Zurawka
2606 Hwy. 98W
Carrabelle, FL 32322
850/697-9183
carrabellecarol@aol.com

SHAC Comments and Responses

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if a candidate corridor merits eligibility and designation as a Florida Scenic Highway. This section of the Designation Application summarizes the comments made by the SHAC when reviewing Eligibility Applications for the Big Bend Scenic Byway. Included are comments made by SHAC members and the Franklin/Wakulla Corridor Advocacy Group's (CAG) responses to comments.

In a letter dated October 28, 2005, Florida Secretary of Transportation, Denver Stutler, Jr., P.E. stated that the Wakulla section of the Big Bend Scenic Byway "has met the eligibility requirements of the Florida Scenic Highways Program necessary for possible designation as a Florida Scenic Highway." See Appendix A for a copy of the Eligibility Determination letter.

The eligibility approval letter from the Secretary of Transportation was based on the recommendation by the SHAC that the Big Bend Scenic Byway corridor merits eligibility as a Florida Scenic Highway. The Wakulla County Eligibility Application was presented to the SHAC on September 20, 2005 for their recommendation. At the September 2005 meeting, the SHAC gave the Franklin and Wakulla County CAGs approval to develop a joint Designation Application due to the timing of Eligibility Application submittals. The Franklin County Eligibility Application was presented to the SHAC on July 20, 2006 for their recommendation. At the July 2006 meeting the SHAC voted unanimously to recommend approval of the Franklin County Eligibility Application. SHAC comments and CAG responses for the Wakulla County and Franklin County Eligibility Applications are provided below.

In general, comments from the SHAC were very complimentary of the Wakulla County Eligibility Application. Some comments that did not require responses include:

"Model application, model county, model group of organizers! OUTSTANDING!" Kerri Post, VISIT FLORIDA

"Good background and interesting story," Diane Quigley, DCA

"Background Conditions and Analysis is very complete," Pat Evans, DEP

SHAC Comments and Responses for Wakulla County Eligibility Application

There were three comments from SHAC members on their evaluation forms submitted to FDOT that required a response from the Franklin/Wakulla CAG. The comments and responses are identified below.

Diane Quigley, AICP, Department of Community Affairs

1. **Mentions that once designated no new billboards will be approved. Will existing ones be removed?**

Franklin/Wakulla CAG Response

Existing permitted conforming billboards along the corridor will not be removed. Non-conforming billboards are addressed in the Action Plan under I. Interpretation/Signage and in the Goals, Objectives, and Strategies under Strategy 2.2.5., "Encourage local governments to remove non-conforming and non-permitted signs."

2. **How will the safety and LOS deficiencies be addressed? OK to include in CMP.**

Franklin/Wakulla CAG Response

Safety issues are addressed in the Action Plan under A. Transportation Planning/Safety and in the Goals, Objectives, and Strategies under Objective 2.3: Improve Corridor Safety. LOS deficiencies were identified as 'projected traffic volumes' for planning year 2009. Improvements to roadway capacity are addressed under Strategy 2.3.3., "Improve capacity, provide alternative transportation facilities, and encourage parallel routes in areas of high-volume traffic congestion wherever practical."

3. **Need more work regarding comp plan relationship. Would like to see strategies which include the identification of the scenic corridor in the comprehensive plan and strategies to protect, preserve and enhance the corridor in accordance with the CMP.**

Franklin/Wakulla CAG Response

Additional work regarding the comprehensive plan (Comp Plan) relationship has been conducted since the Eligibility Phase. Chapter 12 Relationship to the Comprehensive Plan identifies when each local government will be conducting their required Evaluation and Appraisal Report (EAR) and next Comp Plan update. Draft Comp Plan policy language has been drafted (see Chapter 12) and will be submitted by the Big Bend Scenic Byway CME to local governments prior to their respective Comp Plan updates. The specific location within the Comp Plan for the draft policy language, such as an existing Goal and Objective that supports the Byway Vision, has been identified. Chapter 12 also identifies existing Comp Plan policies that currently support scenic highway designation and resource protection, preservation and enhancement. The Objectives and Strategies in this Corridor Management Plan that were developed to support resource protection, preservation and enhancement are included under Goal 1 Preservation and Enhancement of Intrinsic Resources and Goal 2 Improvement of Transportation and Safety (see Chapter 5 Goals, Objectives and Strategies and Chapter 14 Action Plan).

SHAC Comments and Responses for Franklin County Eligibility Application

The Franklin Eligibility Application was approved by FDOT on August 24, 2006. In general, comments from the SHAC were very complimentary of the Franklin County Eligibility Application. Some comments that did not require responses include:

*"This application is also a model for Scenic Highway applications; It is extremely well-written, beautifully presented, extremely easy to comprehend and truly paints the picture,"*Kerri Post, VISIT FLORIDA.

"Great local support," Pat Evans, DEP.

"Good history, very informative," Diane Quigley, DCA.

"Outstanding scenic [resources]; potential for nature interpretation and education," Bob Jones, FL Department of State.

There were three comments from SHAC members on their evaluation forms submitted to FDOT that required a response from the Franklin/Wakulla CAG. The comments and responses are identified below.

Diane Quigley, AICP, Department of Community Affairs

4. Concern over coastal erosion and safety as population/development grows.

Franklin/Wakulla CAG Response

Concern over coastal erosion is valid for the portions of the Big Bend Scenic Byway in Franklin County. FDOT has committed nearly $100 million in Federal Highway Administration emergency repair funds to address hurricane damage on portions of US 98 from Eastpoint to Carrabelle Beach. Articulated block walls will be installed along the coastline to prevent roadway failure from future storms. Additionally, the relocation of US 98 has been discussed as a potential long-term project by the Franklin County Planning Department. The Franklin Comprehensive Plans addresses coastal zone protection in the Coastal/Conservation Element.

An analysis of safety issues along the Big Bend Scenic Byway shows that safety concerns currently exist along 'undeveloped' segments of the corridor. Safety issues are addresses in Strategies 2.3.1 and 2.3.3.

5. Ensure preservation techniques and standards in Comp Plan and Land Development Regulations.

Franklin/Wakulla CAG Response

Chapter 10 Protection Techniques and Chapter 12 Relationship to the Comprehensive Plan provide references to policies that support resource preservation. Roadway improvements, landscaping, building placement, and design are addressed in Objectives 2.1 and 2.2 and supporting strategies and Action Plan items.

Cheryl Malin for Brian Telfair, Federal Highway Administration

6. Don't see discussion of significance, would like to see more discussion (comment refers to Cultural, Historical and Archeological sections).

Franklin/Wakulla CAG Response

The significance of Big Bend Scenic Byway intrinsic resources is provided in the description of Universal Criteria #4 in Chapter 3 Intrinsic Resource Assessment and Designation Criteria as required in the Designation Application/Corridor Management Plan. Corridor features identified as exceptional, significant and distinctive are listed with a narrative description of each resource.

Shawn Hartzer, Department of Agriculture and Consumer Services, Division of Forestry

7. Limited archeological features (Bald P & SP and St. George Island SP) and is BPSP even visible from roadway?

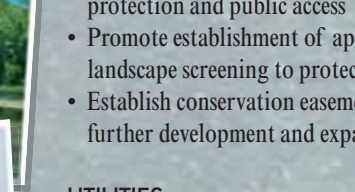
Franklin/Wakulla CAG Response

The number of archeological resources has been identified in Figure 3.4 – Qualifying Resources. A complete listing of intrinsic resources by trail segment is included in the Intrinsic Resource Assessment Matrix (Figures 3.10 – 3.14). The matrix provides a reference to resource accessibility and type. Appendix G provides a reference to resource visibility.

protection and public access
- Promote establishment of appropriate setbacks and landscape screening to protect scenic views
- Establish conservation easements or use other tools for further development and expansion of key resources

UTILITIES

- Explore relocation of utility poles where they visually impact scenic views
- Encourage central sewage, advanced water treatment, and improved septic systems
- Support improved stormwater control practices



TOURISM/RECREATION FACILITIES

- Promote restoration of Panacea, Newport, and Lanark Mineral Springs for public access
- Promote goal of walkable communities (connectivity, town centers, alternative transportation)
- Encourage the establishment of a Big Bend Maritime Center in Panacea and a maritime heritage museum in Apalachicola
- Explore the creation of new facilities such as a butterfly farm
- Encourage construction and improvement of public restrooms and picnic sites
- Support establishment of new accommodations as well as associated shops and restaurants
- Explore ways to increase use of recreation areas for boating, fishing, picnicking, etc.

HISTORICAL/CULTURAL PRESERVATION

- Support completion of an inventory of historic structures and sites
- Cooperate on restoration of selected older buildings for tourism
- Encourage appropriate repair, restoration, upgrading, and painting of homes and buildings in historic districts

INTERPRETATION/SIGNAGE

- Establish standard Byway-themed signing plan for public information and of wildflower/wildlife sites
- Support incentives/opportunities for local signage that meet business and directional needs, while helping to maintain a distinctive "Old Florida"atmosphere rural character
- Improve signage for, and public access to, attractions, parking, and facilities
- Improve scale and location of directional sign for St. George Island on U.S. 98 in Eastpoint
- Encourage local governments to remove non-conforming and non-permitted signs
- Facilitate planning of interpretive sites, encouraging consistently-themed logos, designs, and styles for both the coastal and forest trails of the Byway
- Encourage periodic prescribed burning and improved interpretation of the ecological and economic values of the practice
- Provide improved and expanded interpretive displays of red-cockaded woodpecker tree banding, "cat-faced"pines, history of Byway communities, black bears, etc.
- Explore uses of old Forest Service Fire Towers as interpretive sites
  - Improve and/or establish observation points in key areas along the Byway
  - Establish "gateways"and/or attractive welcome signs at entry points

ECONOMIC DEVELOPMENT

- Encourage a wider spectrum of shop
- Support training programs to improv
- Collaborate on mentoring programs
- Seek designation as a National Scenic possible

ADMINISTRATION

- Monitor and periodically revise the A
- Report to FDOT regarding problems
- Develop a Work Plan and correspond
- Establish committees to address speci
- Conduct meetings "in the Sunshine"t

COORDINATION

- Encourage coordination of regional
- Encourage participation of regional resources projects
- Develop a Master Plan to address cor scenic viewing areas, public staging a tion, wildflower sites, and gateways.
- Develop a Big Bend Scenic Byway wel status information, contacts, and ann upcoming events and activities
- Involve interested and affected stakeh implementation strategy
- Build formal and informal public/pri partnerships to implement individual items

WAKULLA
319
Edward Ball
Wakulla Springs
State Park
Newport
98
Crawfordville
St.
Marks
National Forest
98
St. Marks
National
Wildlife Refuge
59
375
Sopchoppy
299
319
Panacea
Apalachee Bay
Ochlockonee River
State Park
Ochlockonee Bay
319
St. Teresa
Bald Point
State Park
Gulf of Mexico
Miles
0
3
6
12
LEGEND
98
U.S. Highway
300
State Highway
12
County Road
National Forest
State Forest
State Park
Dog
Island
Dr. Julian G. Bruce
George Island State Park

Chapter 1: Introduction

Introduction

This document has been prepared as a model for future candidate corridors in the state. A unique collaboration led by local residents, state and local government representatives, business owners, and community organizations, has taken the initiative to secure Scenic Highway designation for one of the longest individual candidate corridors in the State of Florida. The documentation included in this Corridor Management Plan has been prepared in accordance with the requirements set forth in the Florida Scenic Highway Program Manual. The document, in its entirety, constitutes the Designation Application for the combined Franklin County and Wakulla County portions of the Big Bend Scenic Byway.

The Big Bend Scenic Byway Corridor Advocacy Group (CAG) has been developing the background information, intrinsic resource research and necessary partnerships to support the process of Scenic Highway Designation for almost six years. The 171-mile corridor in Florida's Big Bend region has required continuous due diligence in data collection, field work, goal setting, visioning, planning, and forethought in strategic implementation. Great effort has been devoted, not only to the research, but also to the format used to communicate the significance of the resources and local support for this unique corridor.

The following summary outlines the format of this document to help the reader navigate through the volumes of information contained within this Corridor Management Plan for the Big Bend Scenic Byway. Much of the information required for the Eligibility Application is also required for the Designation Application as supporting data. Summaries at the beginning of each chapter and sub-section explain the importance of the information. Whenever possible, tables, bulleted lists, maps and non-technical summaries have been provided to help the reader understand what they are reading.

The summaries below provide a guide for the content included in this document.

Executive Summary of the Action Plan

The Big Bend Scenic Byway CAG (BBSB CAG) developed an executive summary poster as a community participation tool. The poster is included in the beginning of this application to fulfill the program requirements for an Executive Summary of the Action Plan. Also included in the poster is a full-size Byway Map, the Byway Story, Vision, Goals, Objectives, Action Plan items, benefits and what the Byway does not do. If approved, the poster will be used during the Implementation Phase to educate decision-makers on Byway improvements that the Corridor Management Entity (CME) will be pursuing.

Background Conditions Analysis

All the background research conducted during the Eligibility Phase has been evaluated to determine opportunities and constraints along the corridor. This information has been linked to the Goals, Objectives, and Action Plan by topic in a summary table (see Chapter 2, Table 2.1). The table offers a quick reference from each Background Conditions Element to a Topic Area in the Action Plan. A bulleted list of findings has also been included in this chapter to highlight significant opportunities and constraints. Findings are also supported by tables, maps, and photos of existing conditions along the Byway corridor.

Intrinsic Resource Assessment and Designation Criteria

The intrinsic resources of the Byway tell the story of the Big Bend. The resources inventoried during the Eligibility Phase have been described in further detail in this chapter of the application. Resources have been identified and described in the following ways:

- Resource Visibility from the roadway
- Resources with Exceptional Features
- Resources with Significant Features
- Resources with Distinctive Features
- Resources by type (Natural, Recreational, etc.)
- Resource Continuity throughout the corridor

This chapter of the application includes the Ten Universal Criteria and how each Criterion has been met. This chapter also illustrates the location of all identified resources (111 resources in total) in full-color Byway maps. The reader can take a 'virtual tour' of the Byway by reading each of the Byway Trail (Coastal and Forest) narratives, and following the gallery of resource photos and maps.

Vision, Goals and Story

The content in these chapters has been refined since the Eligibility Application. The Story has been condensed to one paragraph to be used as a marketing tool for the Byway.

Community Participation Program

The Community Participation Program (CPP) includes every aspect of the designation process: formal and informal CAG meetings, developing local support, securing funding, promoting the Byway, organizing a CME, and developing partnerships and agreements. The BBSB CAG has created a model process for designating a corridor as a Florida Scenic Highway. See *Chapters 7, 8, 9, 11, and 13* for examples.

Protection Techniques and Relation to the Comp Plan

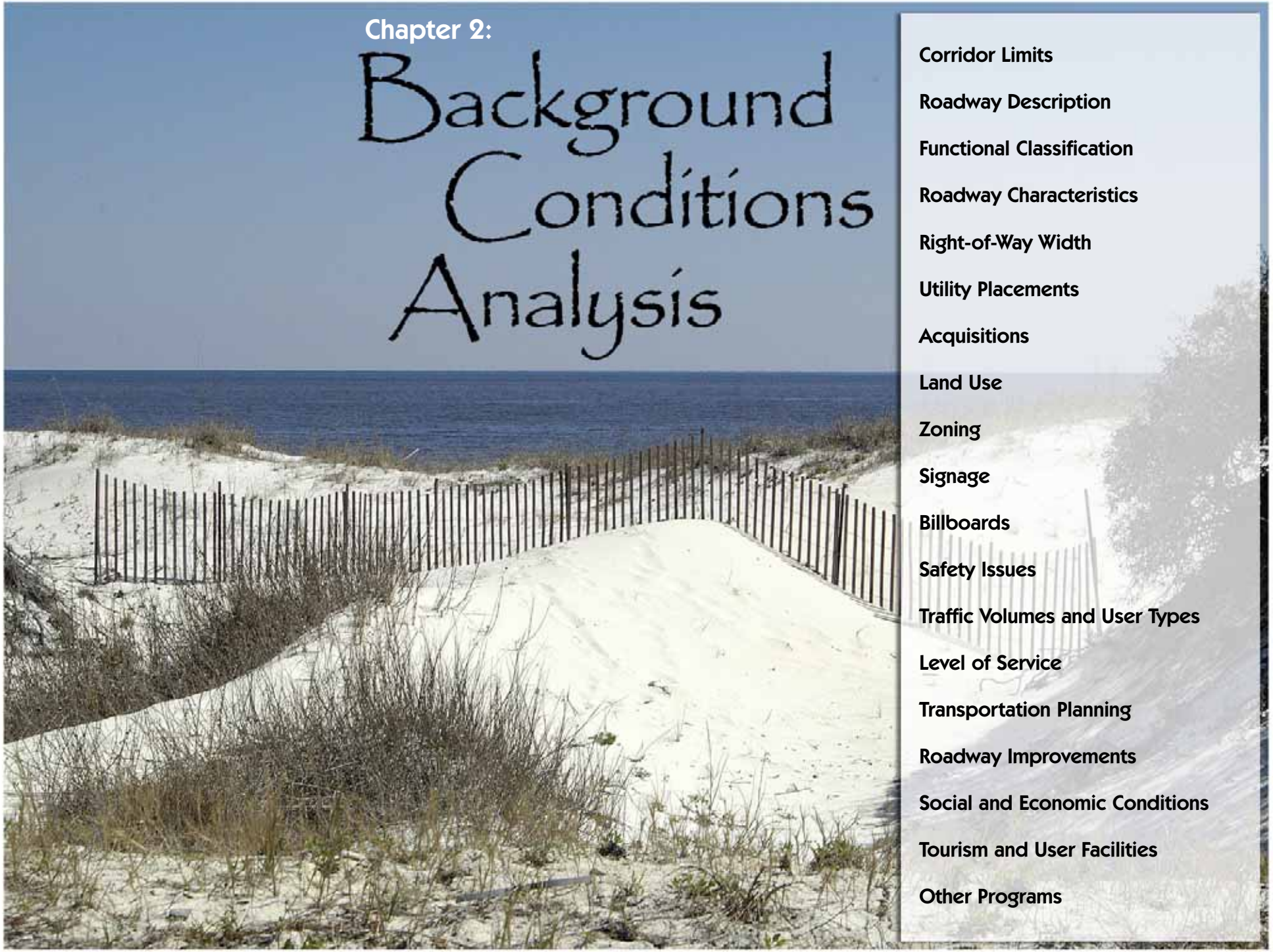
The intent of Florida Scenic Highway Designation is to preserve, enhance, and maintain intrinsic resources for the traveling public. Protecting Byway resources is a key component in the Scenic Highway Program. These two chapters provide all available data on plans, policies, and programs to protect the corridor's resources, from management area master plans to roadside litter removal programs. Also included in the Comp Plan chapter (see *Chapter 12*), is draft policy language and identification of the element in each local government Comprehensive Plan where language may be inserted to reflect the Goals, Vision, and corridor limits of the Big Bend Scenic Byway.

Objectives, Strategies and Action Plan

The BBSB CAG developed a Preliminary Action Plan during the Eligibility Phase. The improvements and concerns from field surveys identified during that phase were developed into objectives and strategies. These were then grouped into "action items" and categories by topic. The Action Plan also identifies responsible parties, potential funding sources, and prioritization by short, mid- or long-term. The Background Conditions Analysis, and Intrinsic Resource Assessment, and Designation Criteria are linked to the Goals, Objectives, and Strategies in the Action Plan.

Chapter 2:

Background Conditions Analysis



- Corridor Limits
- Roadway Description
- Functional Classification
- Roadway Characteristics
- Right-of-Way Width
- Utility Placements
- Acquisitions
- Land Use
- Zoning
- Signage
- Billboards
- Safety Issues
- Traffic Volumes and User Types
- Level of Service
- Transportation Planning
- Roadway Improvements
- Social and Economic Conditions
- Tourism and User Facilities
- Other Programs

Background Conditions Analysis

A *Background Assessment* was conducted during the Eligibility Phase of the program for the Franklin and Wakulla County portions of the Big Bend Scenic Byway. The *Background Assessment* provided information on existing conditions of the Byway such as a physical description of the Byway corridor, functional characteristics, area land uses, utilities, and planned improvements. Information also documented during the data collection phase included the existing policy/program framework for the Byway corridor.

This chapter provides a summary of the existing conditions and indicates potential opportunities and constraints within the corridor. This analysis, when combined with the *Intrinsic Resource Assessment and Designation Criteria* (see Chapter 3) directly links all Goals, Objectives, and Strategies developed for this Corridor Management Plan document.

Summary of Findings

There are a number of existing conditions that may provide opportunities for intrinsic resource protection and improvement. An analysis of background conditions supports the findings in this chapter. The Florida Scenic Highway Program Manual (2003) requires a *Summary of Findings* that *"should be linked to the Goals and Objectives, and to the Action Plan* (3.6.2)." The following table and bulleted list of findings is designed to meet this requirement. It is intended to help the reader bring together the background research conducted during the Eligibility Phase with the Action Plan developed during the Designation Phase.

The table below links each data element to a corresponding Action Plan item by topic. Reference numbers for Goals, Objectives, and Strategies relate to *Chapter 14 Action Plan*.

Table 2.1
Background Support for Corridor Management Plan

Background Conditions Support	Reference to Action Plan
Corridor Limits	Regional Collaboration; Master Plan; Partnerships
Roadway Description	
Functional Classification	Capacity; Partnerships
Roadway Characteristics	Roads & Wildlife; Intersections; Streetscaping; Screening; Native Plants/Trees; Landscaping; Clean-Up; Themed Signage; Gateways; National Designation
Right-of-Way Width	Roadway Construction; Capacity; Land Purchase; Easements; Connectivity; Viewshed
Utility Placements	Easements; Power Lines; Water Treatment
Acquisitions	Capacity; Land Purchase; Easements
Land Use	Land Purchase; Easements; Sites; Connectivity; Walkable Communities; Shopping; Master Plan; Partnerships
Zoning	Setbacks; Screening; Ordinances; Viewshed
Signage	Themed Signage; Local Signage; Way Finding; Non-Conforming; Consistency; Displays; Gateways
Billboards	Non-Conforming
Safety Issues	Intersections; Setbacks; Capacity
Traffic Volumes and User Types	Roadway Construction; Alternative Transportation; Capacity; Handicap Access; Bicycle/Hiking; Equestrian; Walkable Communities
Level of Service	Alternative Transportation; Capacity; Connectivity; Walkable Communities
Transportation Planning	Streetscaping; Capacity; Connectivity; Walkable Communities; Regional Collaboration; Master Plan Partnerships
Roadway Improvements	Roadway Construction; Intersections; Landscaping; Capacity; Native Plants/Trees
Social and Economic Conditions	Activities; Events/Festivals; Shopping; Training/Mentoring;
Tourism and User Facilities	Alternative Transportation; Sites; Handicap Access; Connectivity; Museums; Accommodations; Recreation Sites; Historic Inventory/Improvement; Way Finding; Conservation Education; Displays
Other Programs	Land Purchase; Native Plants/Trees; Native Wildflowers; Clean-Up; Historic Inventory

The following list illustrates opportunities and constraints that currently exist along the corridor. The information included in this chapter deals primarily with the physical features of the corridor, such as roadway characteristics, traffic conditions, land use, and a socioeconomic profile. Findings relative to Intrinsic Resources are supported in *Chapter 3 Intrinsic Resource Assessment and Designation Criteria.*

Roadway Characteristics

- 171 miles of regionally significant scenic corridors
- Functional classification is predominantly Principal Arterial
- Corridor includes two distinct scenic routes: the Coastal Trail and Forest Trail
- Approximately 60 percent of the corridor is adjacent to public land
- Approximately 42 percent of the corridor is adjacent to a significant water body viewshed (rivers, bays and/or the Gulf of Mexico)

Right-of-Way Widths

- 50' to 66' in urban areas
- Typically 100' to 200' in rural/undeveloped areas
- Roadway width is typically 34' (two 12' travel lanes and 5' paved shoulders)

Utilities

- Underground in new developments
- Utility easements exist adjacent to road right-of-way
- Overhead power lines carry electric, phone and cable
- Some phone, cable and internet are underground in fiber optic cables
- Only urban areas have sewer systems

Land Use and Zoning

- Significant amount of private land is undeveloped
- Majority of Franklin/Wakulla land is publicly owned
- Commercial land uses located at major intersections
- Mixed Use zoning in urban areas or transitioning urban areas
- Historic District in downtown Apalachicola
- Setbacks and height requirements are addressed in zoning ordinances

Signage and Billboards

- FDOT regulates highway directional signs within right-of-way
- Local government ordinances/codes regulate on-premise (business) signs on private property
- FDOT Outdoor Advertising Office regulates billboard permits adjacent to state roads
- Once designated, no new billboard permits on state roads within 'control zone'
- State directional signs are concentrated at major intersections
- No consistent sign theme exists along Byway
- Panacea has Waterfronts Florida gateway signs

Safety Issues

- Long, straight, rural corridors have relatively high fatality rates
- US 98 from Medart to Panacea has highest traffic volume, but had zero (0) fatalities ('99-'03)
- US 98 from Medart to Newport has lower traffic volumes, but had seven (7) fatalities ('99-'03)
- Pedestrian and bicyclist facilities are limited along the corridor

Traffic Volumes and User Types

- Highest traffic volumes on US 98 near Medart in Wakulla County and in downtown Apalachicola in Franklin County
- The US 98 segment in Medart has three schools along the corridor, which generates significant commuter traffic
- Non-vehicular users (pedestrians/ bicyclists) are focused near multi-use path networks, recreational land uses, and urban areas

Level of Service

- LOS is based on existing traffic volumes
- Local comprehensive plans determine minimum standard (typically LOS C)
- US 98 in Medart and downtown Apalachicola are projected to have LOS D or worse by 2009
- Parallel facilities are encouraged for corridors with projected LOS deficiencies

Transportation Planning

- FDOT Five-Year Work Program projects include state-funded resurfacing, bridge

replacements, sidewalk and bike path projects
- Local government transportation planning is limited to county/local roads or facilities
- Capital Region Transportation Planning Agency (CRTPA) coordinates federal and state transportation funding
- Apalachee Regional Planning Council provides technical assistance to the region
- Access Management Plans are developed specific to publicly managed lands
- Northwest Florida Transportation Corridor Authority is currently conducting US 98 corridor master plan study

Roadway Improvements
- US 98 Emergency Repair project is underway in Franklin County from Eastpoint to Carrabelle
- Ongoing FDOT resurfacing projects are identified in the Five-Year Work Program
- Site-specific improvements are occurring from private developments adjacent to the corridor
- Design for the Ochlockonee Bay Trail and construction for the St. George Island Bike Path are funded

Social and Economic Conditions
- 32,700 combined population for Franklin and Wakulla Counties (2000 Census)
- Annual festivals conducted throughout the region ten months out of the year
- Hunting and fishing
- Tourism is significant economic development activity

Tourism and User Facilities
- Nature- and Heritage-based tourism is being promoted in Wakulla County
- Lodging facilities are needed along Coastal Trail East in Wakulla County
- Wakulla Welcome Center in Panacea may serve as a Byway resource and gateway
- St. Marks National Wildlife Refuge Visitors Center may serve as Coastal Trail East gateway
- Beach access for recreational fishing is an issue in Franklin County along US 98

Corridor Limits

The Franklin/Wakulla Big Bend Scenic Byway encompasses a 171-mile route in Franklin and Wakulla Counties. The corridor limits have not changed from the Eligibility Phase. The proposed Byway corridor limits extend along US 98 (referred to as the Coastal Trail) from the western limit in the City of Apalachicola, Franklin County, including a spur to St. George Island (SR 300), to the eastern limit on CR 59 in the St. Marks National Wildlife Refuge in Wakulla County. The corridor limits include three corridors (referred to as the Forest Trails) through Tate's Hell State Forest (SR 65), Wakulla State Forest (SR 267) and the Apalachicola National Forest (CR 375). The corridor also includes short segments of local streets and county roads. See *Table 2.2* for a detailed route description of the corridor limits and *Figure 2.1* for an illustration of the corridor limits.

The limits of the Big Bend Scenic Byway include a length of 171 centerline-miles of roads and a corridor width of 600 feet outside the edge of an average public right-of-way width for urban areas (see *Right-of-Way Widths* in this chapter). In rural areas, the width of the corridor includes the limits of visibility. For example, the right-of-way width in downtown Sopchoppy is 50 feet. The width of the Byway corridor in Sopchoppy includes the 50 foot right-of-way, and 600 feet outside the edge of right-of-way, totaling a 1,250 foot wide corridor. In rural areas, such as portions of US 98 on the Coastal Trail Central, right-of-way width is 150 feet. The width of the corridor in this rural area of US 98 includes the 150 foot right-of-way, and the limits of visibility, which are dependent on the physical edge of the viewshed from the corridor.

The limits of the corridor width were established to be consistent with the definition of the 'control zone' specified in Florida Statute for managing outdoor advertising for state and local roads designated as scenic highways. The corridor limits of the Big Bend Scenic Byway DOES NOT change public right-of-way or create any inherent land use protections, nor limit,

in any way, private property rights within the limits of the corridor (see *Executive Summary – What the Byway Does Not Do*). The corridor limits attempt to provide an 'area of influence' to focus Byway-related improvements, enhancements and programs.

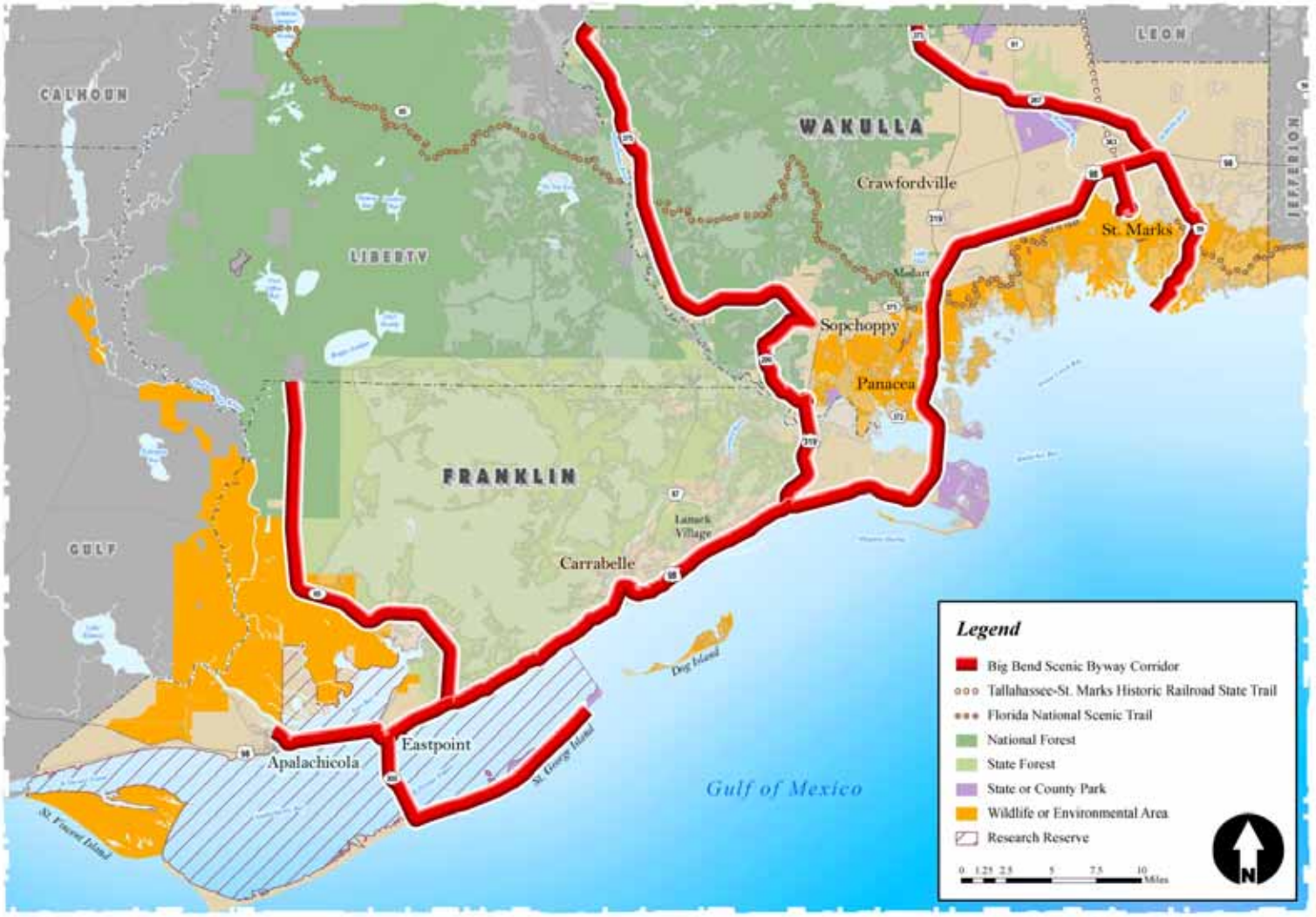
However, the Action Plan for the Big Bend Scenic Byway does not solely focus on areas within the corridor limits. For example, some strategies along the corridor apply to resources directly accessible from the boundary of the corridor limits.

Due to the overall length of the corridor, providing scale maps of the corridor limits for each segment is not feasible for a report of this type. Sample corridor limit maps are illustrated for typical urban and rural areas in *Figures 2.2 and 2.3*.

Table 2.2 Corridor Limits

Sub-Segment Name	Local Route Name	From	To
Coastal Trail (from West to East)			
BEGIN - Market Street (Apalachicola)	Market Street	Scipio Creek Marina	US 98/SR 30/Avenue E (Apalachicola)
US 98/SR 30	Coastal Highway	US 98/SR 30/Avenue E (Apalachicola)	US 98/US 319/SR 30 (John Gorrie Memorial Bridge)
US 98/US 319/SR 30	Coastal Highway	US 98/US 319/SR 30 (John Gorrie Memorial Bridge)	CR 65 (Eastpoint)
CR 65 (southbound)	South Bayshore Drive	US 98/US 319/SR 30	SR 300
SR 300 (southbound)	Island Drive	CR 65	CR 300 (St. George Island)
CR 300 (eastbound)	East Gorrie Drive	SR 300	Dr. Julian G. Bruce St. George Island State Park (entrance)
SR 300 (southbound)	East Gorrie Drive	Dr. Julian G. Bruce St. George Island State Park (entrance)	**END** - Dr. Julian G. Bruce St. George Island State Park (east boundary)
RETURN - SR 300 (northbound)	Island Drive	CR 65	Patton Drive
Patton Drive	Patton Drive	SR 300	US 98/US 319/SR 30
US 98/US 319/SR 30	Coastal Highway	Patton Drive	CR 30-A (Carrabelle)
CR 30-A (Carrabelle)	Gulf Avenue	US 98/US 319/SR 30	US 98/US 319/SR 30
US 98/US 319/SR 30	Coastal Highway	CR 30-A (Carrabelle)	US 319/SR 377 (Sopchoppy Highway)
US 98/SR 30	Coastal Highway	US 319/SR 377 (Sopchoppy Highway)	Franklin/Wakulla County Line
CONTINUE - US 98/SR 30	Coastal Highway	Franklin/Wakulla County Line	US 98/SR 30/SR 61 (Panacea)
CONTINUE - US 98/SR 30/SR 61 (Panacea)	Coastal Highway	Panacea	US 319/SR 375
US 98/US 319/SR 30/SR 61	Coastal Highway	US 319/SR 375	US 319/SR 61 (Crawfordville Highway)
US 98/SR 30	Coastal Highway	US 319/SR 61 (Crawfordville Highway)	SR 363
SR 363 (southbound)	Port Leon Drive	US 98/SR 30	Riverside Drive (St. Marks)
Riverside Drive (St. Marks)	Riverside Drive	SR 363	Riverbreeze Street (St. Marks)
Riverbreeze Street (St. Marks)	Riverbreeze Street	Riverside Drive	**END** - Fire Escape Road (St. Marks)
RETURN - US 98/SR 30 (eastbound)	Coastal Highway	SR 363	CR 59
CR 59	Lighthouse Road	US 98/SR 30	**END** - Gulf of Mexico (St. Marks Lighthouse)
Forest Trail West (from South to North)			
BEGIN - SR 65	James Gadsen Highway	US 98/US 319/SR 30	Apalachicola National Forest Boundary
SR 65	Apalachee Savannahs Forest Scenic Byway	Apalachicola National Forest Boundary	**END** - Franklin/Liberty County Line
Forest Trail Central (from South to North)			
BEGIN - US 319/SR 377	Sopchoppy Highway	US 98/SR 30	Franklin/Wakulla County Line
CONTINUE - US 319/SR 377	Sopchoppy Highway	Franklin/Wakulla County Line	CR 299
CR 299	Curtis Mill Road	US 319/SR 377	CR 22
CR 22 (eastbound)	Rose Street	CR 299	CR 375 (SR 375 in Sopchoppy)
SR 375 (Sopchoppy)	Rose Street	CR 22/CR 375 intersection	Winthrop Street
RETURN - CR 375 (northbound)	Smith Creek Highway	SR 375/CR 22 (Sopchoppy City Limit)	**END** - Wakulla/Leon County Line
Forest Trail East (from South to North)			
BEGIN - SR 267	Bloxham Cutoff	US 98/SR 30	CR 373
CR 373	Springhill Road	SR 267	Wakulla/Leon County Line

Figure 2.1: Corridor Limits



Big Bend Scenic Byway
Franklin and Wakulla County Byway Corridor

Figure 2.2: Sample Urban Corridor Limits

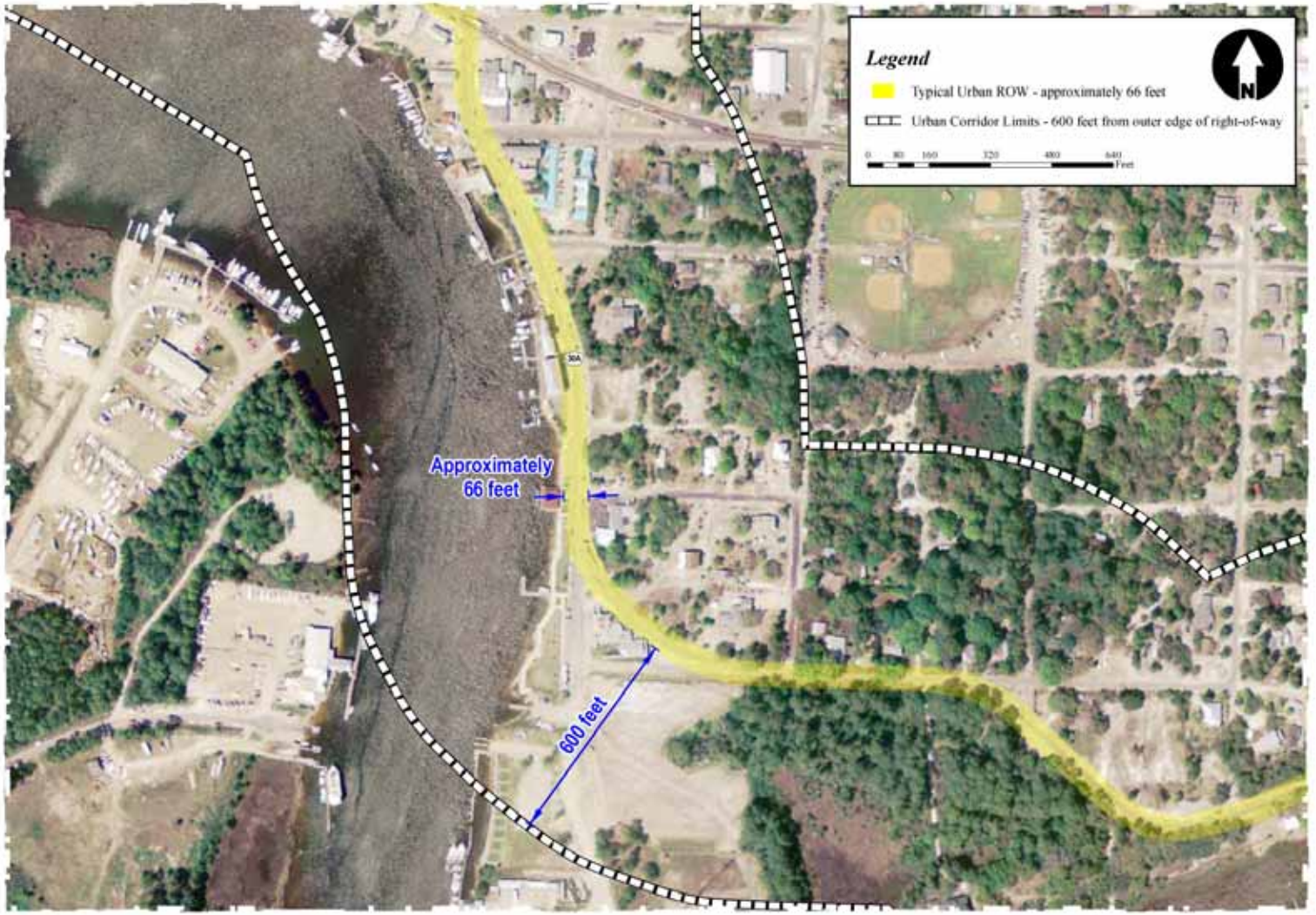
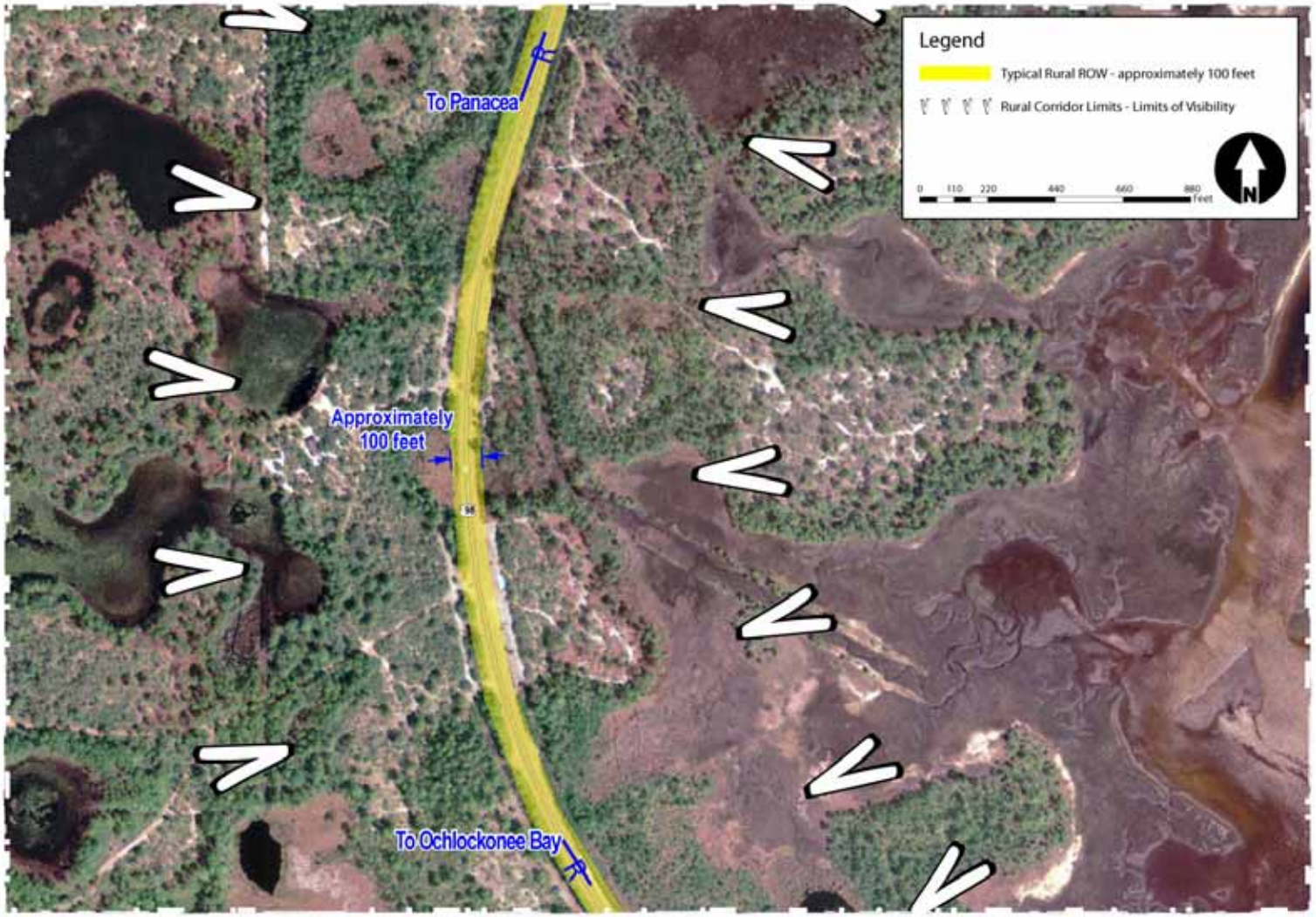


Figure 2.3: Sample Rural Corridor Limits



Big Bend Scenic Byway
Sample Rural Corridor Limits
Wakulla County, Florida

Roadway/Right-of-Way Description

The Big Bend Scenic Byway comprises a series of scenic corridors in Florida's Panhandle along the boundary of Florida's largest national forest, Apalachicola National Forest, to the breathtaking Coastal Highway along the Gulf of Mexico. The 220-mile route passes through Leon, Wakulla, and Franklin Counties. The Byway provides access to communities and natural areas along the Wakulla, Ochlockonee, and Apalachicola Rivers, in addition to the Gulf of Mexico shoreline.

This *Corridor Management Plan* describes a 171-mile portion of the Byway in two of the three counties; Franklin and Wakulla. The Leon County section will join this byway (Wakulla and Franklin) as a Scenic Highway corridor extension. The Leon County segment of the candidate Byway will be submitted separately as an extension at a later date.

The two-county portion of the Byway corridor passes by well-known significant intrinsic resources such as the St. Marks National Wildlife Refuge, St. Vincent National Wildlife Refuge, Apalachicola National Forest, Wakulla State Forest, Tate's Hell State Forest, Edward Ball Wakulla Springs State Park, Dr. Julian G. Bruce St. George Island State Park, Ochlockonee River State Park, and the Apalachicola River Wildlife and Environmental Area to name but a few. Numerous other significant resources are located along the corridor including archeological sites, historic buildings/sites/districts, recreational areas, scenic viewsheds, communities with annual cultural festivals, and some of the most diverse natural habitats in North America. Refer to the maps and supporting text in *Chapter 3* for an illustration of abundant intrinsic resources along the Big Bend Scenic Byway.

Table 2.3 Functional Classification

Route Number	Route Name	Functional Classification
Franklin County		
Market Street (Apalachicola)	Market Street	Local
US 98/SR 30	Coastal Highway	Principal Arterial
US 98/US 319/SR 30	Coastal Highway	Principal Arterial
CR 65	South Bayshore Drive	Local
SR 300	Island Drive	Major Collector
CR 30-A (Carrabelle)	Gulf Avenue	Local
US 319/SR 377	Sopchoppy Highway	Principal Arterial
SR 65	James Gadsen Highway	Minor Arterial
CR 379 (Liberty)	Apalachee Savannahs Forest Scenic Byway	Major Collector
CR 12 (Liberty)	Apalachee Savannahs Forest Scenic Byway	Minor Collector
SR 300	Island Drive	Major Collector
CR 300 (west to east)	East Gorrie Drive	Major Collector
SR 300	East Gorrie Drive	Local
Wakulla County		
US 319/SR 377	Sopchoppy Highway	Principal Arterial
CR 299	Curtis Mill Road	Minor Collector
CR 22	Rose Street	Minor Collector
SR 375	Rose Street	Principal Arterial
CR 375	Smith Creek Highway	Major Collector
US 98/SR 30	Coastal Highway	Principal Arterial
US 98/US 319/SR 375/SR 30/SR 61	Crawfordville Highway	Principal Arterial
SR 363	Port Leon Drive	Minor Arterial
Local road	Riverside Drive	Local
Local road	Riverbreeze Street	Local
CR 373	Springhill Road	Minor Collector
SR 267	Bloxham Cutoff	Major Collector
CR 59	Lighthouse Road	Minor Collector

Source: Florida DOT General Highway Map Franklin County, and Glenda Duncan, Florida DOT District Three

Functional Classification

The functional classification for the corridors in Franklin and Wakulla Counties varies, depending on the type and location of the facility. In general, any U.S. Highway functions as a principal arterial roadway along the Byway. The functional classification of state, county, and local roads will vary depending on traffic volumes and lane configurations. A summary of functional classification for the corridors is listed in *Table 2.3*.

Roadway Characteristics

Roadways within the corridor limits are typically two-lane undivided roads. The corridor typically consists of 24-foot to 34-foot wide paved roads, including two 12-foot travel lanes, and four-foot to five-foot paved shoulders. The public right-of-way on either side of the road includes 20-foot to 50-foot grass shoulders with forest, private property lines, major water bodies, and/or utility poles at the physical edge of the viewshed. Major bridge structures typically include nine-foot paved shoulders with steel or concrete guard rails. Turning lanes and traffic control devices are typically located at intersections with other arterial roads, in commercial areas, new developments, and/or near school sites.

The following description of Roadway Characteristics illustrates what a traveler would see while traversing the Big Bend Scenic Byway, focusing mainly on physical characteristics such as number of travel lanes, type of shoulder, presence of traffic control devices, visible landmarks, etc. The description summarizes significant physical features of the roadway and some of the major resources located along the corridor to help paint a picture of the Byway route for the everyday traveler. Because of the length of the corridor, a detailed description of every identified intrinsic resource would require volumes of narrative. The following sections are therefore intended only to offer a glimpse of the abundant resources and indicate how they relate to traveling along the route. Maps and graphics provide additional documentation of the intrinsic resources in this chapter and *Chapter 3.* The corridors along the Gulf of Mexico coastline will be referred to the Coastal Trail West/ Central/East and inland corridors will be referred to as Forest Trail West/Central/East *(see Figure 2.4)*.

The following section provides a description of roadway characteristics by Trail from West to East, and South to North. This method is consistent with FDOT's mile marker program where mile markers go up as travelers head north or east. However, the 'Virtual Tour' of the continuity of Byway resources provided in Chapter 3 begins in the east and travels west. These descriptions were provided in both directions to appeal to visitors, who may travel in any direction along the Byway and begin their travels at either the eastern or western gateway. A map and summary of roadway features for the corridor is listed **on the following pages.**

Figure 2.4: Corridor Segments

Coastal Trail West

The western gateway for the Big Bend Scenic Byway is the Scipio Creek Marina in the City of Apalachicola, Franklin County. The Byway route follows Market Street out of the marina parking lot through a semi-residential area past the historic Orman House on the right and numerous other historic buildings. Market Street consists of a two-lane road without sidewalks. Market Street joins Coastal Highway US 98 coming in from the west at Avenue E nine blocks south of the marina.

This portion of the corridor resembles an urban streetscape with historic brick buildings located close to the street, curb, and gutter, wide sidewalks, benches for sitting and socializing, and diagonal on-street parking for local businesses. The Byway route passes through historic downtown Apalachicola, continues east on US 98, and ascends out of the port town across the John Gorrie Memorial Bridge towards the town of Eastpoint on the other side of Apalachicola Bay. The drive over the bridge offers breathtaking views of the area's National Estuarine Research Reserve and barrier islands, including the St. Vincent National Wildlife Refuge to the southwest.

The John Gorrie Memorial Bridge consists of a four-mile two-lane bridge with nine-foot shoulders or breakdown lanes. The shoulders are not conducive to bicycle or pedestrian use. However, the height of the bridge offers panoramic views of the commercial shipping and fishing on the Apalachicola River and Bay.

Once over the water and back on land, the corridor takes an immediate right turn south at the urban edge of Eastpoint on CR 65 (South Bayshore Drive) to access St. George Island. CR 65 is a two-lane county road without paved shoulders. St. George Island can be accessed directly from US 98, but CR 65 was determined to be a more scenic route by the CAG to bypass a portion of US 98 with a concentration of billboard and point-of-sale signs near the SR 300/US 98 intersection in Eastpoint. CR 65 is bordered mostly by undeveloped land up to the SR 300 or Island Drive intersection.

The Byway then takes another right turn on SR 300, heading due south towards St. George Island. SR 300 consists of a two-lane roadway with five-foot paved shoulders. The Byway crosses over St. George Sound on the Gulf Coastal Waterway Bridge to access the emerald blue water and sugar-white sand beaches of St. George Island. The SR 300 Gulf Coastal Waterway Bridge consists of a three and a half-mile span with nine-foot shoulders. Portions of the old SR 300 Bridge located adjacent to Byway remain as artificial reefs and fishing piers. These are open to the public with pedestrian and bicycle access.

SR 300 ends at a T-intersection on St. George Island at the major east-west roadway on the island, CR 300. The portion of the Byway near the intersection is a two-lane divided roadway with palm-tree-lined landscaped medians. The island's commercial land uses are concentrated at this location. The Byway route turns left and continues east as a two-lane undivided roadway without paved shoulders. The St. George Island bike path is separated from the south side of the roadway and parallels the Byway route for over a mile.

The corridor continues along CR 300 for four miles to the entrance of Dr. Julian G. Bruce St. George Island State Park. Construction of a bike path extension east to the park entrance is currently funded in FDOT's 5-Year Work Program. Upon entering the State Park entrance gate, the roadway is classified as a state facility, SR 300. The corridor in the park consists of two ten-foot travel lanes without paved shoulders. The Byway route continues through the State Park to the eastern park boundary.

The Coastal Trail West returns to US 98 from the vicinity of the CR 65/SR 300 intersection on Patton Drive. Patton Drive is a two-lane undivided county road without paved shoulders that connects SR 300 with US 98

east of Eastpoint's commercial core. Patton Drive passes through commercial land uses along the coast such as bait shops, seafood restaurants, and related fishing operations. The combined CR 65/Patton Drive section of the Byway acts as a southern bypass loop around an area of Eastpoint with a considerable number of billboard and business signs. The US 98 portion of the Coastal Trail West continues for three miles and ends at the SR 65 intersection.

Coastal Trail Central

A majority of the Coastal Trail corridor consists of a two-lane road with five-foot paved shoulders. Older sections of asphalt typically do not have paved shoulders, but as these areas are routinely resurfaced, paved shoulders will potentially be included.

The Coastal Trail Central portion of the corridor in Franklin County offers some of the most spectacular ocean views along the Byway. The route segment begins at the US 98/SR 65 intersection and travels east for approximately 23 miles to the US 98/SR 377 (Sopchoppy Highway) just east of the St. James Bay residential community. The corridor is bordered by Tate's Hell State Forest to the north and the Gulf of Mexico to the south. The City of Carrabelle is located in the middle of this largely undeveloped segment along the Carrabelle River. Because of the roadway's proximity to the Gulf, hurricane-generated tidal surges have historically eroded the roadway, forcing the route to temporarily close during reconstruction.

The Coastal Trail Central provides access to the Tate's Hell State Forest resources, including the historic Crooked River Lighthouse and the High Bluff Coastal Trail. The route passes by one of the few state-owned roadside public beach facilities at Carrabelle Beach. The location is also a historic World War II training site. The public beach facility includes turn lanes off US 98, parking, restrooms, covered picnic tables, and a white sand swimming beach. The route continues along US 98 across the Carrabelle River into the historic City of Carrabelle.

The portion of the corridor that passes through downtown Carrabelle consists of a two-lane road with nine-foot paved shoulders, which serve as turn lanes and/or on-street parallel parking areas. Sidewalks are intermittently present along this portion of the corridor. One of the significant intrinsic resources in the city is the Carrabelle Harbor. The Byway route turns right off US 98 onto CR 30-A (Gulf Avenue) in downtown Carrabelle and continues along the city's picturesque harbor front.

This portion of the corridor illustrates the historic character of the city with small locally-owned shops, sidewalks, and on-street parking. The Riverwalk, a redevelopment area located adjacent to the harbor, includes streetscape improvements such as a boardwalk overlooking the Carrabelle harbor, landscaping and street amenities including pedestrian-scale lighting, benches, and railings. New residential development is also occurring in this area. The Byway route continues east from the harbor through a residential area and merges back with US 98. The CR 30-A portion of the corridor that passes through the Carrabelle Harbor and adjacent residential neighborhoods is approximately two miles in length.

The remaining eight and one-half miles of the Coastal Trail Central follow the coastline east along US 98 through the historic community of Lanark Village and pass by the residential community of St. James Bay ending at the US 98/SR 377 (Sopchoppy Highway) intersection. The route consists of a two-lane road without paved shoulders. Private land borders the corridor to the north and single-deep residential lots/houses to the south. Many of the residential lots are undeveloped with real estate 'for sale' signs posted along the driveway entrances on US 98. Real estate property values have increased dramatically along the Coastal Trail in recent years.

Coastal Trail East

The Coastal Trail East segment of the Big Bend Scenic Byway corridor begins in Franklin County, but a majority of the route lies in Wakulla County. The route begins at the US 98/SR 377 intersection, and continues in an eastern direction across the remaining portion of St. James Island. St. James Island is the land surrounded by the Gulf, Ochlockonee Bay and the Carrabelle River.

The ten-mile drive from US 98/SR 377 along US 98 up to the Ochlockonee Bay bridge is surrounded by undeveloped forested land. The land is privately owned. This area has a high occurrence of bear sightings due in large part to the pristine bear habitat on either side of the roadway. Bear crossings are also frequent along this portion of the Byway. This segment consists of a two-lane road with five-foot paved shoulders. The corridor is very scenic with few roadway signs. The Alligator Harbor Preserve can be seen to the south from a one and three-quarter mile stretch of roadway along the coastline. Alligator Point and Bald Point State Park are both accessed from US 98 along this Byway segment.

The Byway corridor crosses over the Ochlockonee Bay Bridge and enters Wakulla County at this point. The bridge includes two travel lanes with nine-foot paved shoulders. The one-mile bridge span provides exceptional views of the Ochlockonee River to the north and Ochlockonee Bay to the south. There is a flashing yellow light at the east end of the bridge for the Surf Road intersection in the small community of Ochlockonee Bay. The intersection is the location of a small service station/country store, private campground, seafood restaurant (currently being rebuilt from the ground up due to 2005 hurricane damage) and a vacant storefront. A proposed bike trail, the Ochlockonee Bay Trail, will eventually cross the Coastal Trail East at this intersection. The planned and funded trail will parallel Surf Road starting from the Gulf of Mexico at Mashes Sands County Park and running to the City of Sopchoppy, totaling over 11 miles in length. The trail project is a partnership between Wakulla County, the St. Marks National Wildlife Refuge, and FDOT.

The two and one-half mile portion of Coastal Trail East between the communities of Ochlockonee Bay and Panacea is largely undeveloped and provides pristine tidal marsh views of Tide Creek north and south of the roadway. The route consists of a two-lane elevated roadway with four-foot paved shoulders. The roadway is elevated due to the proximity of the tidal marsh. Upon entering the community of Panacea, the roadway characteristics resemble a more historic small town. Buildings are located closer to the roadway, some sidewalks are present and mature oak trees have remained adjacent to the road. The paved shoulder on US 98 in Panacea varies and buildings are typically located at the edge of asphalt. The Coastal Trail East passes through about one and one-half miles of the Panacea community. Panacea is a designated Waterfronts Florida Community and includes a working waterfront for commercial fishermen in the area.

The Coastal Trail East continues east of Panacea for three miles to the US 319/ SR 375 (Sopchoppy Highway) intersection. The characteristics of the roadway in more rural undeveloped areas such as this one typically consists of a two-lane road with five-foot paved shoulders. This characteristic is very typical for the rural areas between the small communities along the Coastal Trail. The US 98/US 319 intersection is located in the vicinity of the community of Medart. This area of Coastal Trail East includes turn lanes for the Medart

Elementary and the Sopchoppy Highway (US319/SR 375). The two-mile section of the Byway that passes through Medart has one of the highest volumes of traffic along the Byway. Due to high traffic volumes, features such as turn lanes, striped medians, concrete medians, designated bike lanes and a traffic signal exist in this area.

The characteristics of this portion of the Byway are significant because two US highways converge along this two-mile section of the Byway. The only US Highway connecting Tallahassee to the Gulf, US 319 and Florida's Panhandle coast highway, US 98 intersect here. US 319 enters the Byway corridor near two school sites to the north of Medart (Medart High School and Middle School) and exits the corridor near a school site to the south of Medart (Medart Elementary). Crawfordville, the Wakulla County seat, lies four and one half miles to the north on US 319 (Crawfordville Highway) and the City of Sopchoppy lies six and one-half miles to the west on US 319/ SR 375 (Sopchoppy Highway).

The corridor continues east from the US 319 (Crawfordville Highway) intersection through another underdeveloped 12-mile segment of the Coastal Trail East to SR 363 (Woodville Highway). The Woodville Highway serves as the only north/south road to the City of St. Marks. The US 98 portion of the Coastal Trail East corridor has the same roadway characteristics predominant throughout the Big Bend Scenic Byway, but the FDOT right-of-way width is 200 feet; double the Byway average of 100 feet (see *Right-of-Way Width* sub-section in this chapter). The result is a corridor that includes the same typical roadway with more generous grass shoulders and a wider viewshed. This portion of the Byway has only two curves in the road, providing excellent sight-distance and visibility. Because of these physical features, the corridor has one of the highest speed limits along the Byway (60 mph) and one of the highest fatality rates (see *Safety Issues* in this chapter).

There are east and westbound turn lanes at the entrance to the Wildwood subdivision approximately two miles east of the US 319 (Crawfordville Highway) intersection. One major intersection is located within this segment of the Byway: CR 365, which provides access to the small coastal town of Shell Point six miles south, on the coast. The Coastal Trail East corridor crosses the beautiful Wakulla River five miles east of the CR 365 intersection. The origin of the Wakulla River, Wakulla Springs, is located six miles upstream within the Forest Trail East portion of the Byway. The SR 363 (Woodville Highway/Port Leon Drive) intersection is located two miles east of the Wakulla River bridge on US 98.

SR 363 is a six-mile spur road off the US 98 corridor. The intersection has a flashing yellow signal and is in close proximity to the Tallahassee–St. Marks Historic Railroad Trial bike path. An un-signalized striped crosswalk is located on US 98 for the paved multi-use Tallahassee–St. Marks Historic Railroad Trail. The paved trail parallels the west side of SR 363 a distance of 16 miles from the City of Tallahassee to the City of St. Marks. This regionally significant resource is more closely associated with the Forest Trail East. SR 363 consists of a two-lane roadway with four-foot paved shoulders. The roadway shoulders narrow as the spur route approaches the city limits of St. Marks. The corridor continues through downtown St. Marks on two local streets (Riverbreeze Street and Riverside Drive) out to the San Marcos de Apalache Historic State Park at the confluence of the Wakulla and St. Marks rivers. The local streets consist of two-lane roads without striping or paved shoulders. The roadway shoulders consist of tidal marsh and subsequent flooding of the two streets occurs during heavy rainstorms or hurricanes.

The Coastal Trail East continues along the US 98 corridor from the SR 363 intersection to the CR 59 intersection two and one-half miles to the east. The CR 59 intersection is located in the community of Newport and represents the eastern gateway to the Big Bend Scenic Byway. The St. Marks National

Wildlife Refuge Visitors Center is located three and one-half miles south of US 98. The corridor consists of a two-lane road without striping or paved shoulders. The roadbed is partially elevated through tidal marsh areas. The corridor is well known for recreational fishing in the tidal pools and spotting wildlife such as migratory birds, alligators, and deer. The roadway continues past the Visitor's Center for an additional six and one half miles to the road's end at the historic St. Marks Lighthouse on Apalachee Bay.

Forest Trail West

The Forest Trail West segment of the Big Bend Scenic Byway begins on SR 65 at the US 98 intersection in Franklin County about two miles east of the community of Eastpoint. The corridor extends for 25 miles north to the Franklin/Liberty County line and parallels the Apalachicola River to the west. The corridor consists of a recently-repaved two-lane roadway with five-foot paved shoulders. The entire corridor is nearly contained within Tate's Hell State Forest, Apalachicola National Forest (ANF), and Apalachicola River Wildlife and Environmental Area lands. Tate's Hell State Forest and the ANF are the largest state and national forests in Florida, respectively. The segment passes through 17 miles of roadway along Tate's Hell State Forest and Apalachicola River Wildlife and Environmental Area land before entering the ANF boundary. The portion of SR 65 in the ANF is a designated National Forest Scenic Byway known as the *Apalachee Savannahs Forest Scenic Byway*. The characteristics of this corridor include a paved roadway, grass shoulders and pine forest at the edge of the viewshed. Wildlife, wildflowers, and exotic plants such as the carnivorous Pitcher plant can be seen along this portion of the Forest Trail West.

Forest Trail Central

The Forest Trail Central is another north/south corridor and parallels the Ochlockonee River. The 40-mile corridor begins at the intersection of US 319 (Sopchoppy Highway) and US 98 intersection in eastern Franklin County, crosses the Ochlockonee River into Wakulla County, extends to the City of Sopchoppy, and ends to the north at the Wakulla/Leon County line. The US 319 segment of the corridor is a six and one-half mile two-lane roadway with five-foot paved shoulders. The Ochlockonee River bridge at the Franklin/Wakulla county line consists of two travel lanes and nine-foot paved shoulders and spans 850 feet. The Ochlockonee River State Park is accessed from this corridor and includes a day-use area, campground, and bay access. The park entrance is three-quarters of a mile from the Ochlockonee River bridge on the east side of the roadway. The US 319 segment ends at the T-intersection with CR 299 on the west side of the roadway.

CR 299 (Curtis Mill Road) connects Sopchoppy with the Coastal Trail. CR 299 consists of a six and one-half mile two-lane county road without paved shoulders. Three-quarters of the CR 299 corridor lies adjacent to the National Forest. A short one and one-half mile section of the corridor, in the vicinity of US 319, is bordered by private lands. The corridor is characteristic of rural countryside.

The Forest Trail Central continues from the end of CR 299 in an eastern direction to downtown Sopchoppy. This segment of the Byway has the combined designation of a county road, state highway and a downtown main street. A small bridge near downtown includes a five-foot paved shoulder, one and one-half foot walkway, and railing. As the segment enters Sopchoppy, the roadway characteristics change to a two-lane road with six-foot paved shoulders for parallel parking and five-foot sidewalks on both sides of the roadway. Buildings and property lines are located at the back of the sidewalk. There is one stop sign in downtown Sopchoppy on at Municipal Avenue. The corridor ends at the historic Sopchoppy Railroad Depot building on Winthrop Street. Sopchoppy includes a historic schoolhouse and a handful of small businesses in this quiet town along the Sopchoppy River.

The Forest Trail Central backtracks northwest from downtown Sopchoppy on CR 375 (Smith Creek Road) through the Apalachicola National Forest for 25 miles to the Wakulla/Leon County line. The corridor consists of a two-lane rural road without paved shoulders. The route parallels the Ochlockonee River and passes by numerous boat landings on the river, scenic views, wildlife viewing areas, the Bradwell Bay Wilderness Area, and also crosses the Florida National Scenic Trail.

Forest Trail East

The Forest Trail East segment of the Big Bend Scenic Byway begins at the intersection of US 98 and SR 267 (Bloxham Cutoff) in the community of Newport, Wakulla County. The corridor extends 17 miles north through the Wakulla State Forest and Edward Ball Wakulla Springs State Park ending at the Wakulla/Leon County line within the Apalachicola National Forest. The Forest Trail East parallels the Wakulla River and passes through Wakulla Springs State Park. The SR 267 portion of the segment consists of a 16-mile two-lane roadway with five-foot paved shoulders. SR 267 was resurfaced in late 2005. The CR 373 (Springhill Road) portion of Forest Trail East consists of a one-mile two-lane roadway without paved shoulders.

There are three significant intersections along the Bloxham Cutoff portion of Forest Trail East. The SR 267 corridor intersects SR 363 (Woodville Highway) and the Tallahassee–St. Marks Historic Railroad Trail four miles north of US 98. Advanced warning rumble strips and signs are used to identify the Tallahassee–St. Marks Historic Railroad Trail crossing. A striped crosswalk is also located at the intersection for the trail users. A flashing yellow signal is located at the intersection of SR 61 five miles north of SR 363. Three and one-half miles further north, rumble strips located on the approaches to the US 319 (Crawfordville Highway) warn the Byway traveler of one of the few traffic signals located along the Big Bend Scenic Byway.

Right-of-Way Width

The existing or maintained right-of-way (ROW) widths along the corridor vary according to roadway characteristics and land uses. ROW is narrower in more urban areas such as Sopchoppy, Panacea, Carrabelle, and Apalachicola. In these corridor segments, buildings will be located close to the road. In the rural and forested corridor segments, existing ROW is typically 100-feet to 200-feet. FDOT considers the maintained ROW to be the roadway pavement, and the width of the shoulder where FDOT has completed routine maintenance for over four years. Corridor segments with ROW in excess of 100' may be locations for improvements such as bike paths, parking, interpretation sites, scenic viewing areas or landscaping treatments. A summary of the minimum and maximum ROW widths for each segment is described in *Table 2.4*.

Table 2.4 Summary of Right-of-Way Widths

Segment	Route Number	Right-of-Way
Coastal Trail West	US 98/US 319/SR 30	66'-400'
	SR 300/SR G1A	100'-440'
	CR 300	100'-150'
Coastal Trail Central	US 98/US 319/SR 30	66'-400'
	US 98/SR 30	100'-200'
	US 98/SR 30/SR 61 (Panacea)	70'
	US 98/SR 30/SR 61	80'-150'
	US 98/US 319/SR 30/SR 61	100'-150'
	US 98/SR 30	200'
	SR 363	100'
Coastal Trail East	US 98/SR 30	80'-198'
	CR 59	
Forest Trail West	SR 65	60'-200'
Forest Trail Central	US 319/SR 377	66'-200'
	US 319/SR 377	200'
	CR 299	
	SR 375 (Sopchoppy)	50'
	SR 375	100'
	CR 375	100'
Forest Trail East	SR 267	100'-132'
	CR 373	100'

Source: Florida Department of Transportation Right-of-Way/Maintenance maps

Utility Placements

Utilities are necessary for the communities along the Big Bend Scenic Byway and can be considered opportunities in many respects. Utilities and associated services provide benefits such as water, power, technological advantages for local businesses, wastewater management and lines of communication. In general, utilities along the Big Bend Scenic Byway can also

pose constraints to the scenic nature of the corridor. Overhead power lines, utility poles and/or structures, transformers at intersections, and septic systems can have negative effects on views and water quality, respectively. The Action Plan identifies some strategies to address these constraints such as screening utilities at intersections, continuing installation of utilities underground in new developments, and using best management practices for stormwater and sanitary sewer.

All known utility companies with utility placements within the Byway corridors were contacted. A description of utility placements within the corridor and their respective contacts is provided in *Table 2.5*.

Franklin County

City of Apalachicola

The City of Apalachicola has six to eight-inch underground waterlines within the corridor along US 98/SR 30. Apalachicola uses gravity and vacuum sewer lines for wastewater management; lines are buried three to eight feet deep. Overhead power lines carry power, phone, and cable on the north side of the roadway corridors on some single pole and some H-frame power line structures along US 98/SR 30. Structures are 65 to 85 feet in height and are spaced approximately 250 to 450 feet apart.

City of Carrabelle

The City of Carrabelle has both six-inch and eight-inch underground waterlines buried six to nine feet underground running from the Carrabelle River. Carrabelle uses vacuum and gravity sewer lines for wastewater management. Overhead power lines carry power, phone, and cable on the northern curb line on some single pole and some H-frame structures along US 98/SR 30. Structures are 65 to 85 feet tall and are distributed 250 to 450 feet apart.

Eastpoint

The community of Eastpoint has three-, six-, and eight-inch underground water mains buried three feet deep beginning at CR 65 and across the bridge to St. George Island. Eastpoint uses vacuum sewer lines buried three to six feet deep for wastewater management. St. George Island primarily relies on septic tanks except in the State Park and in a few developments where small treatment facilities exist. The island's water is pumped across the bridge through three-,

Table 2.5 Utility Contacts

Company	Utility	Contact Person	Phone
Franklin County			
City of Carrabelle	Water/Sewer	Keith Mock	697-3618
Eastpoint	Water/Sewer	Greg Martina	670-8177
Water Management Services, Inc. (St. George)	Water	Gene Brown	668-6103
Bakerville-Donovan, Inc.	Engineers	Gerald Ward	850-438-9661
Progress Energy Power	Power	Richard Bixler	352-563-4964
GT Communications	Phone/Fiber Optics	Travis Burge	850-229-7338
Mediacom Cablevision	Cable	Corporate	1-866-351-9713
St. George Island Cable	Cable	Charles Summer	850-899-3201
Wakulla County			
City of Sopchoppy	Water/sewer	Leonard Tartt	850-926-4611
City of St. Marks	Water/sewer	Zoe Mansfield	850-925-6224
Wakulla County	Sewer	Jill McDonald	850-926-3153
Talquin Electric	Water/sewer/electric	Kevin Goff	850-627-7651
Sprint-Florida	Phone/fiber optics	Broward Sapp	850-599-1542
Progress Energy	Electric power	Richard Bixler	352-563-4964
Florida Gas Transmission	Natural gas	Joe Sanchez	407-838-7171
Comcast Cable	Cable	Irnvin Jenkins	850-574-4016

six-, and eight-inch water mains, and then buried three feet deep once on land. Along US 98/SR 30, overhead power lines carry power, phone, and cable on the northern curb line on some single pole and some H-frame structures. Structures are 65 to 85 feet tall and are distributed 250 feet to 450 feet apart.

Lanark Village

Lanark Village has six- to nine-inch underground waterlines buried three to six feet deep. Lanark Village uses a vacuum sewer for wastewater management. Overhead power lines carry power, phone, and cable on the north side of the roadway on some single pole and some H-frame structures along US 98/SR 30. Structures are 65 to 85 feet tall and are distributed 250 to 450 feet apart.

Mediacom Cablevision

Mediacom Cablevision provides DVR, DCT, High and Low Speed Internet, and phone services through both coaxial and fiber cables along the US 98/SR 30 corridor. Cable lines are typically located both above ground on utility pole structures and below ground three feet deep. Breaks in service include: between Carrabelle and Eastpoint, Lanark Village to Alligator Point, and the St. James Bay area.

St. George Island Cable

St. George Island Cable provides phone, cable, and High Speed Internet services to residences on St. George Island. Both coaxial and fiberoptic cables are buried 38 inches underground and are located on both sides of SR 300. There are many breaks in service depending on the number of current subscribers.

Wakulla County

City of Sopchoppy

The City of Sopchoppy has six-inch underground waterlines within the corridor along SR 375 (Rose Street). The City uses septic service for wastewater management; therefore, there are no sewer lines in the corridor. Overhead power lines exist on the north curb line along SR 375 that carry power, phone, and cable service.

City of St. Marks

The City of St. Marks has water, high pressure gas, sewer, phone, and cable underground utilities within the corridor.

Wakulla County

Wakulla County has a sewer line within the corridor from the intersection of US 319/ SR 61, and US 98/SR 30 to Ochlockonee Bay. An additional line is located off US 98/ SR 30 out to the community of Wildwood. The towns of Panacea, Sopchoppy, and St. Marks have their own water supply, and underground water lines.

Talquin Electric

Talquin Electric provides electric, water, and sewer service to residents in Gadsden, Leon, Wakulla, Liberty, and Jefferson counties. Water service, either eight-inch or ten-inch lines, is located within right-of-way along SR 267 from US 319 to Wakulla Springs. One eight-inch water line crosses US 98/ SR 30 at the CR 365 intersection. There are no underground service lines along the CR 375 portion of the corridor in Wakulla County.

Talquin Electric provides overhead electric distribution lines along CR 375, four miles outside of Sopchoppy, up to the Leon County line; on SR 267, from Springhill road to Wakulla Springs; and on a portion of US 98 between Medart and the Wakulla River. The power lines are typically three-phase or

single-phase lines on utility poles owned by Talquin Electric. Poles are typically located within four to seven feet of the edge of right-of-way with poles spaced approximately 300 feet apart. Cable and some phone companies lease space on Talquin's utility poles for their distribution lines.

Sprint Florida

Sprint Florida has underground cable within the corridor right-of-way. Cables are generally located at the outermost edge of the right-of-way, unless FDOT requests otherwise. Underground cable exists along CR 375 and US 98 with some cable located off-and-on along CR 299. From the east of Wakulla High School, underground cable is located on the south side of the roadway. Along SR 267, cable is located on either the east or west side of the roadway within right-of-way. Sprint Florida has cable mixed with fiberoptics in their underground lines.

Progress Energy

Progress Energy provides transmission and distribution overhead, and underground electric power along the corridors in Wakulla County. Transmission lines are located on SR 267 from Wakulla Springs to the St. Marks Lighthouse, on SR 375 in Sopchoppy, and along US 98. Overhead power lines go underground one mile from US 98 on CR 59 (Lighthouse Road) out to the St. Marks Historic Lighthouse. These lines were put underground at the request of the State of Florida. Three-phase lines are reduced to single-phase lines on SR 363 near the city limits of St. Marks. Overhead power lines on US 98 transfer to an underwater cable crossing at Ochlockonee Bay. The majority of the transmission lines along US 98 are located within a 100-foot transmission right-of-way adjacent to FDOT right-of-way. Transmission poles are typically 80 to 110 feet tall, and include H-structure type twin poles. Distribution poles are typically 35 to 45 feet in height, with taller 55-foot poles used to cross roadways, and existing lighting.

Florida Gas Transmission

Florida Gas Transmission provides federally regulated underground gas transmission lines. One eight-inch transmission line is located in Wakulla County along SR 363, from the Leon County line down to the City of St. Marks. The gas line is located within a 50-foot transmission easement typically adjacent to the road right-of-way. An above-ground take-off valve is located every ten miles to help regulate the 1,200 pounds-per-square-inch gas pressured line. Gas distribution lines are owned by local gas utility companies, and vary depending upon the type and age of development.

Comcast Cable

Comcast provides cable service to residents in Leon and Wakulla counties. Comcast runs coaxial and fiber optic cable, both on overhead lines and below ground. Overhead cable exists on the west side of CR 373 (Springhill Road). SR 267 (Bloxham Cuttoff) has overhead cable on the south curb line of the roadway extending to US 319. Overhead cable continues on SR 267, just west of Shadeville Road, on the east curb line past SR 363 for 1 ½ miles, crossing over to the west side of the roadway. Additional cable is located overhead from the US 319/US 98/ SR 61/SR 30 intersection through Sopchoppy on SR 375, continuing one mile past CR 299 (Curtis Mill Road) on CR 375. From the same US 319/US 98/ SR 61/SR 30 intersection, overhead cable runs out to Ochlockonee Bay on the west curb line, crossing over to the east, and back in the town of Panacea. On US 98 near Wakulla High School, overhead cable crosses over the corridor. Cable continues on the south side of US 98 from Cassora up to Wildwood, crosses the roadway, and then goes underground at the golf course. Overhead cable service is provided for the City of St. Marks on the west side of SR 363.

Acquisitions

There are no transportation-related acquisitions planned as of the printing of this CMP for the Byway in Franklin and Wakulla Counties.

The Big Bend Scenic Byway Corridor Management Entity will coordinate with FDOT on any future planned acquisitions to help facilitate opportunities for road-side improvements to the corridor.

Land Use and Zoning

An analysis of existing land uses and zoning designations was conducted for all parcels directly adjacent to the Big Bend Scenic Byway. This analysis included an evaluation of generalized land use categories and specific zoning district designations for individual segments along the Coastal and Forest Trail routes.

Land Use

Existing land uses along the Byway is generally Conservation in the St. Marks National Wildlife Refuge, Conservation in the State Forests, Agriculture in the Apalachicola National Forest, Rural along the undeveloped corridors and Urban in developed communities. Land use is typically commercial within town centers and at major intersections. A summary of existing land uses by corridor segment is listed in *Table 2.6*. The Franklin County Planning Department uses both Existing and Future Land Use Maps in their Comprehensive Plan. The Wakulla County Planning and Zoning Department uses their current Future Land Use Map for both existing and future land use designations. Franklin and Wakulla County Land Use Maps are located in *Appendi*ces C and D.

A description of the land uses along the Big Bend Scenic Byway is helpful in determining what types of development could occur on vacant parcels along the corridor. Local land development and zoning regulations will dictate where buildings are located in relation to the roadway, how tall buildings are, and landscaping requirements, however land uses are designated to support local government comprehensive plan goals and policies. The following list provides a brief summary of the land use classifications for Franklin and Wakulla Counties.

Table 2.6 Existing Land Uses

Segment	Hwy/Rte #	Description	Land Use
		Franklin County	
Coastal Trail	Market Street	Scipio Creek to US 98/E Street (Apalachicola)	Incorporated City
	US 98	Apalachicola	Incorporated City
	CR 65	From US 98 to SR 300	Commercial & Services, Residential, Conservation Lands, Vacant
	CR 300	At SR 300 intersection	Commercial & Services, Recreational, Vacant
	CR 300	From SR 300 to State Park boudary	Commercial & Services, Residential, Conservation Lands
	SR 300	Dr. Julian G. Bruce St. George Island State Park	Conservation Lands
	Patton Drive	SR 300 to US 98	Commercial & Services, Residential, Conservation Lands, Vacant
	US 98	Patton Drive to Eastpoint town limit line	Commercial & Services, Residential
	US 98	From Eastpoint to SR 65	Commercial & Services, Residential, Public Facilities, Vacant
	US 98	At SR 65 intersection	Vacant
Forest Trail West	SR 65	From US 98 to Liberty County line	Commercial & Services, Residential, Trans, Com, & Utilities, Recreational
Coastal Trail	US 98	From SR 65 to Carrabelle	Commercial & Services, Conservation Lands, Residential, Vacant
	US 98	Carrabelle	Incorporated City
	CR 30-A	US 98 to US 98	Residential, Vacant
	US 98	From CR 30-A to Lanark Village	Agricultural, Residential
	US 98	Lanark Village	Recreational, Residential, Vacant
	US 98	Lanark Village to SR 377	Agricultural, Commercial, Residential, Vacant
	US 98	From SR 377 to Wakulla County line	Agricultural, Public Facilities, Trans, Com, & Utilities, Vacant
Forest Trail Central	SR 377	From US 98 to Wakulla County line	Agricultural, Residential
		Wakulla County	
Coastal Trail	CR 59	From US 98 to St. Marks Lighthouse	Agriculture, Conservation
	SR 363	From US 98 to St. Marks City Limit	Industrial
	SR 363	St. Marks	Industrial, Commercial, Residential
	US 98	From CR 59 to SR 365	Agriculture, Rural 1, Rural 2
	US 98	From SR 365 to Medart	Agriculture, Rural 1
	US 98	Medart	Rural 2, Commercial
	US 98	From Medart to Panacea	Conservation
	US 98	Panacea	Urban 1, Urban 2
	US 98	From Panacea to Ochlockonee Bay	Urban 1
	US 98	Ochlockonee Bay	Urban 2
Forest Trail Central	US 319/SR 377	From Franklin County Line to CR 299	Rural 2, Agriculture
	CR 299	From US 319 to Sopchoppy	Rural 1, Rural 2, Conservation, Agriculture
	SR 375	Sopchoppy	Commercial
	CR 375	From Sopchoppy to Leon County Line	Rural 1, Conservation, Agriculture
Forest Trail East	CR 373	From Leon County Line to SR 267	Conservation
	SR 267	From CR 373 to US 98	Rural 1, Rural 2, Rural 3, Agriculture
	SR 267	Wakulla Springs State Park	Wakulla Springs Special Planning Area

Source: Franklin County Existing Land Use Maps; Wakulla County Future Land Use Map

Wakulla County Land Uses Classification Summary

Conservation

- Most restrictive land use designation
- Includes National Forest and National Wildlife Refuge, both which are restricted from development
- Very limited public or private development may be permitted
- Public recreational uses are permitted
- Limited forestry activities are permitted on public lands
- Residential uses are permitted at very low densities
- Existing agriculture or new or existing silvirculture activities are permitted
- Land may not be subdivided
- Residential density may not exceed one (1) unit per forty (40) acres
- Non-residential uses shall not exceed a floor-area ratio (FAR) of 0.05

Agriculture (Primary Agriculture)

- Addresses large-scale timber industry, and/or farming activities on privately owned property
- Forestry and agricultural uses are permitted
- Residential uses are permitted at low densities
- Public uses including schools are permitted
- Areas lying contiguous to Urban Service Areas, and/or in private ownership may be developed as PUDs to protect sensitive areas
- Residential density not to exceed one (1) unit per twenty (20) acres
- Non-residential uses shall not exceed a FAR of 0.05
- Residential areas that are wetlands have density permitted at one (1) unit per forty (40) acres

Rural - 1 (Agriculture/Rural Fringe)

- Conventional agriculture and low-density residential designation
- Agriculture and forestry activities are permitted
- Residential development at very low density is permitted
- Public uses including schools are permitted
- Non-residential uses may to exceed FAR of 0.05
- Residential densities: one unit per five (5) acres on paved roads, one unit per ten (10) acres on unpaved roads
- Gross density of subdivisions shall not exceed one unit to five (5) acres
- Subdivisions up to or greater than forty (40) acres in area; five (5) acres minimum lot size

Rural - 2

- Provides for development of rural areas near emerging urban areas
- General agriculture and forestry activities are permitted
- Residential development is permitted
- Commercial development is permitted along arterial or collector roads
- Public land uses including schools may be permitted
- Non-residential uses shall not exceed a FAR of 0.15
- Non-residential development shall be located on lots of at least one (1) acre
- Residential development is permitted up to one (1) unit per two (2) acres with central water or one (1) unit per five (5) acres without

Urban - 1 (Urban Fringe)

- Provides for higher density development in rural areas which are near urban areas
- Residential development is permitted
- Commercial development is permitted
- Public uses including schools are permitted
- Light industrial and manufacturing uses may be permitted subject to review
- Residential density not to exceed two (2) units per acre with water/sewer, and one (1) unit per acre without
- Non-residential development may not exceed a FAR of 0.3
- Commercial development shall be permitted only where parcel has access to an arterial or collector road

Urban - 2 (Urban Services)

- Supports urban services area
- Residential, commercial, and light industrial uses may be permitted
- Agricultural and forestry activities which produce odors or rely on unrestricted pesticide use shall be limited near residential uses
- Public land uses including schools may be permitted

- In areas outside the coastal high-hazard area, residential is permitted up to a density of ten (10) units per acre with central water/sewer, and one (1) unit per acre without

Commercial (Non-Urban)

- Addresses larger commercial activities
- Commercial retail, office, and service uses are permitted
- Public land uses including schools are permitted
- Non-residential development maximum FAR of 0.25 with central water/sewer, and FAR of 0.15 without

Industrial

- Reserves land for industrial activities
- Manufacturing, processing, warehousing, and storage activities are permitted
- Commercial retail, office and services uses are permitted
- Public land uses including schools are permitted
- Maximum FAR of 0.4 with central water/sewer; FAR 0.15 where not available

Sustainable Community

- Promotes the creation of self-contained new communities in Wakulla County
- Furthers six broad principles of sustainability:
  - Restoring key ecosystems
  - Achieving a more clean, healthy environment
  - Limiting urban sprawl
  - Protecting wildlife and natural areas
  - Advancing the efficient use of land and other resources
  - Creating quality communities and jobs
  - Minimizing external traffic impacts and maximizing internal capture rates
- Not customarily built-out within less than a ten (10) year planning time frame
- Mixed-use designation in which suburban or exurban residential is the predominant use
- Agricultural and forestry activities which produce odors or unrestricted pesticide use shall be limited
- Public land uses, including schools, are permitted
- Sixteen (16) units per acre maximum allocated density
- Total residential development may not exceed 75 percent of the overall land area
- Non-residential development shall be allowed at a maximum FAR of 0.5
- Commercial and light industrial use limited to thirty-five (35) percent of total land area
- Overall non-residential use may not exceed fifty (50) percent of total land area

Franklin County Land Use Descriptions

Agriculture

- To preserve threatened agricultural land from urban development
- Consists primarily of agriculture, aquaculture and silviculture
- Second largest land use in Franklin County

Commercial

- To provide for the location of commercial activities related to local industry
- Primarily located in Apalachicola, Eastpoint, and Carrabelle
- Located on transportation corridors adjacent to residential land uses

Conservation

- To provide for the long-term protection and management of undeveloped lands
- Includes national, state, and privately owned conservation lands
- Majority of mainland and barrier islands are devoted to conservation

Incorporated

- Lands inside the boundaries of the Cities of Carrabelle and Apalachicola
- Municipal land use designations apply

Institutional

- Includes educational and correctional facilities

Recreational

- To protect the natural systems of the county for resource-based recreational activities
- Includes parks and open spaces

Residential

- Most residential land uses are in incorporated cities of Apalachicola and Carrabelle, and the communities of Eastpoint, Lanark Village, Alligator Point, and St. George Island

Transportation, Communications and Utilities

- Majority of this land use is for airstrips
- Includes utility and communication facilities

Zoning

Zoning designations identify allowable uses, setback requirements, building heights and maximum densities for private parcels along the corridor. Zoning along the Byway directly supports and should be consistent with land use designations. Descriptions of the corridor's zoning districts are described in *Table 2.7* and *Table 2.8*. Zoning along the Byway is typically a category of Agriculture or Residential. As the Byway passes through more urban and developed communities, the zoning is typically Industrial, Commercial, and higher density Residential. A description of the existing zoning designations along the Byway is described in *Table 2.9*. Both the Franklin and Wakulla County Planning Departments only have original copies of their zoning maps located at their county offices in Apalachicola and Crawfordville, respectively.

Table 2.7 Franklin County Zoning Districts

District Symbol	Description	District Symbol	Description
P-1	Preservation District	R1-A	Single Family Residential Subdivision District
P-2	Recreational District	R-2	Single Family Residential/Mobile Home
A-1	Forestry Conservation District	R-3	Single Family Estate Residential
A-2	Forestry Agriculture District	R-4	Single Family Home Industry
C-1	Commercial Fishing District	R-5	Multi-Family
C-2	Commercial Business District	R-6	Rural Residential
C-3	Commercial Recreational	R-7	Multi-Family High Density
C-4	Mixed Use Residential	R-8	Multi-Family Medium Density
I-1	Industrial District	Z-1	Public Facilities District
R-1	Single Family Residential District		

Source: Franklin County Zoning Code

Table 2.8 Wakulla County Zoning Districts

District Symbol	Description	District Symbol	Description
P-1	Preservation	R-3	Multifamily residential
P-2	Conservation	RTH	Townhouse residential
AG	Agriculture	RMH-1	Mobile home residential
RR-5	Rural residential	RMH-2	Mobile home park
RR-2	Rural residential	RC-1	Rural commercial
RR-1	Semi-rural residential	CTTP	Travel trailer park commercial
RR-1(a)	Semi-rural single family residential	CO	Office commercial
RSU-1	Semi-rural residential	C-1	Neighborhood commercial
RSU-2	Semi-urban single-family residential	CS-1	Commercial seafood processing
R-1 A	Single-family residential	C-2	General commercial
R-1 A (1)	Single-family residential	C-3	Heavy commercial
R-1	Single-family residential	C-4	Downtown commercial
R-1 (A)	Single-family residential	I-1	Light industrial
R-2	Two-family duplex residential	I-2	Heavy industrial

Source: Chapter 5, Article III, Wakulla County Code

Table 2.9 Existing Zoning Designations

Segment	Hwy/Rte #	Description	Exising Zoning
Franklin County			
Coastal Trail	Market Street	Scipio Creek to US 98/E Street (Apalachicola)	Incorporated City
	US 98	Apalachicola	Incorporated City
	CR 65	From US 98 to SR 300	C-2, R-1, R-1A, R-2
	CR 300	At SR 300 intersection	C-2, C-3, C-4
	CR 300	From SR 300 to State Park boudary	R-1
	SR 300	Dr. Julian G. Bruce St. George Island State Park	P-2
	Patton Drive	SR 300 to US 98	C-1, C-2, C-4, P-1, R-1, R-1A
	US 98	Patton Drive to Easpoint town limit line	C-1, C-2, C-4, R-4, R-7
	US 98	From Easpoint to SR 65	C-3, R-1, R-4
Coastal Trail	US 98	At SR 65 intersection	R-1, C-2
Forest Trail West	SR 65	From US 98 to Liberty County line	A-2, C-2, P-1, R-1, R-2, R-4, R-6, Z-1
Coastal Trail	US 98	From SR 65 to Carrabelle Beach	A-2, R-1, R-6
	US 98	Carrabelle Beach Area	C-2, C-3, C-4, R-1, Z-1
	US 98	Carrabelle	Incorporated City
	CR 30-A	US 98 to US 98	R-4
	US 98	From CR 30-A to Lanark Village	A-2, C-3, R-1, R-4
	US 98	Lanark Village	C-2, C-3, C-4, R-1
	US 98	Lanark Village to SR 377	C-2, R-1, Z-1
	US 98	From SR 377 to Wakulla County line	A-2, Z-1
Forest Trail Central	SR 377	From US 98 to Wakulla County line	A-2
Wakulla County			
Coastal Trail	US 98	Ochlockonee Bay	C-2, RSU-1, PUD, C-2, RMH, R-3
	US 98	South of Panacea	AG, RSU-1, I-1, C-2
	US 98	At Chattahoochee Drive	C-3, R-1
	US 98	Panacea	C-2, C-3, R-1, CTTP
	US 98	North of Panacea	C-3
	US 98	At US 319/SR 375 intersection	I-1, C-1, RSU-1, AG
	US 98	Medart	I-1, RR-1, Mixed Use PUD, C-2, RR-5, AG, C-3
	US 98	From SR 365 to Medart	RSU-1, RR-1, AG, RR-5
	US 98	From Wakulla River to SR 365	AG, RR-1, C-2
	US 98	From CR 59 intersection to Wakulla River	C-3, AG
	SR 363	From US 98 to St. Marks city limit	I-1, I-2, C-3, RR-1
	SR 363	At US 98 intersection	C-3
	CR 59	From US 98 to St. Marks Lighthouse	AG
Forest Trail Central	US 319/SR 377	From Franklin County Line to CR 299	R-1A, AG
	CR 299	From US 319/SR 377 to Sopchoppy	AG, RR-1
	SR 375	Sopchoppy	C-3
	CR 375	From Sopchoppy to Leon County Line	R-1, RR-1, RSU-1, AG
Forest Trail East	SR 267	At SR 363 intersection	C-2
	SR 267	From US 319 to US 98	RR-1, RR-5, AG
	SR 267	At US 319 intersection	C-2
	SR 267	From CR 373 to US 319	RR-1, AG
	CR 373	From Leon County Line to SR 267	AG, R-1, RR-1

Source: Franklin County Zoning Maps; Wakulla County Zoning Maps

Signage

The Big Bend Scenic Byway has signage typical of a corridor with large tract of rural undeveloped areas and public lands, combined with small towns and fishing villages. Highway signs are typically the only visible signs in rural areas with concentrations of these signs near major intersections. Private signs, on-site signs, or 'point-of-sale' signs are located adjacent to the corridor on commercial parcels in more urban areas. Some wayfinding signs exist along the route for major public tourist attractions such as wildlife refuges, state parks, as well as county and city public spaces. The communities of the Big Bend Scenic Byway currently do not have formal wayfinding signs for support facilities such as accommodations and dining, nor do they have consistent signage for publicly accessible private resources. Consistent Byway themed signs and formal wayfinding are identified in the Big Bend Scenic Byway Vision, Goals, Objectives, Strategies and Action Plan to improve resource recognition, traffic circulation, and to enhance the scenic nature of the corridor.

A description of the regulatory framework for signage along the Big Bend Scenic Byway corridor is provided in the section below.

The type and placement of signs within the corridor right-of-way is regulated by the Florida Department of Transportation and *Chapter 479* of the *Florida Statutes*. Franklin County provides an ordinance in *Section 450 Franklin County Zoning Code* that describes the size, location, and type of advertising and billboards allowed outside of public right of way on county and local roads. On-premise (point-of-sale) and off-premise signs are allowed in commercial districts as specified in the zoning code. Temporary real estate and rental signs are permitted in any district, but must comply with specific size, location, and duration standards. Certain signs may be permitted in any district only with the approval of a variance by the County Board of Adjustment. Franklin County currently does not have countywide directional signs other than county road signs. All other directional signs along the proposed Byway are U.S. Highway and State Highway directional signs.

Supplemental Regulations to Wakulla County Code, *Section 6-18. Wakulla County Sign Regulations*, contain relevant information on signs for Wakulla County. These regulations contain multiple and lengthy definitions, as well as this general statement in Section 6-18 (b):

> "It is the purpose, and intent of this section to regulate the construction, use, and placement of signage on all land within the unincorporated areas of Wakulla County, Florida. These provisions may also be enforced in an incorporated city within the County if the affected city, and County enter into an interlocal agreement to provide such services. It is the County's intent that the provisions of these sign regulations be consistent with Chapter 479, *Florida Statutes*, the Florida laws regulating outdoor advertising. Further, the County finds that the regulation of signage is in the best interests of Wakulla County, adds to the protection of the character of a community, and promotes the health, safety, welfare, visual integrity, economic viability, and property values of the community at large."

Off-premises signs are permitted in the following land use designations as identified in the County Comprehensive Plan Future Land Use Map:

- Commercial
- Industrial

- Urban
- Any designation which allows commercial or industrial activities.

On-premise signs are regulated by the sign ordinance policies within the Wakulla County Code (Sec. 6-18) and the Wakulla County Zoning Ordinance. The codes set regulations for the size, location, height, and type of on-premise signs allowed in each land use designation.

Billboards

Any billboard that is on the National Highway System, Federal Aid Primary System or State Highway System as of June 1, 1991, is controlled by the State for outdoor advertising purposes. The only restriction a Florida Scenic Highway designation will place on a corridor is the provision of no new billboard permits adjacent to designated state roads within the corridor limits. In summary, existing billboards will remain along the corridor as long as they are in conformance with local and state outdoor advertising regulations; however, no new billboards will be permitted along designated state roads. Any existing billboard permits are protected under law and their removal would require monetary compensation based on current and potential market value. The Vision and Goals of the Big Bend Scenic Byway are supported by an Action Plan item that addresses the removal of non-conforming billboards and signs along the corridor.

This section outlines the regulatory framework for billboards along the Big Bend Scenic Byway.

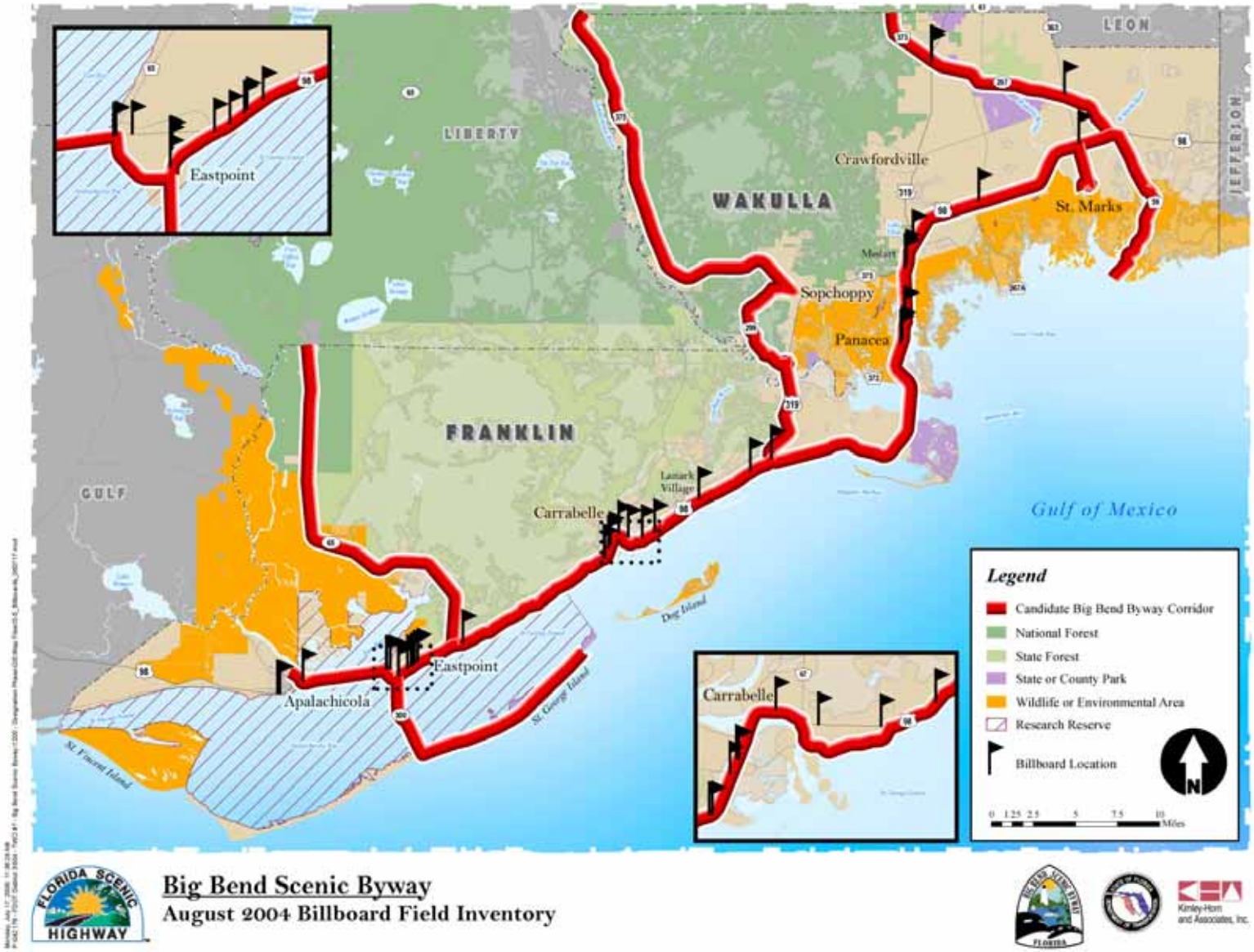
In 1991, Section 1046(c) of the Intermodal Surface Transportation Equity Act (ISTEA) added a new subsection (s) to 23 United States Code (USC) 131 that precludes outdoor advertising on designated scenic highways/byways. Once a corridor has been designated, the Florida Department of Transportation Outdoor Advertising Office is precluded from issuing new outdoor advertising permits within the control zone of the Interstate, and National Highway Systems, the Federal Aid Primary System, and any State Highway System along the corridor. A local government may have an ordinance that is stricter than State law, but such ordinance would not preclude the State from issuing an outdoor advertising permit if the permit application meets all of the requirements of State law.

The control area for outdoor advertising purposes is 660 feet or less from the nearest edge of the right of way of any portion of the State Highway System, interstate, or federal-aid primary system and beyond 660 feet of the nearest edge of the right of way of any portion of the State Highway System, interstate, or federal-aid primary system outside an urban area (Chapter 479.01(4), Florida Statute).

As mentioned in the *Signage* sub-section above, if a road system is not on the National Highway System or State Highway System and is maintained and controlled solely by a local jurisdiction, the road system is not controlled for outdoor advertising purposes by FDOT. In addition, if the sign is an on-premise sign, it is not controlled by FDOT. In these cases, local sign ordinances would be the governing authority.

A billboard inventory for the Byway was conducted on August 19-20, 2004. Billboards were 'shot' with Global Positioning System (GPS) surveying equipment and inventoried with a digital camera. The billboard inventory is illustrated in *Figure 2.5*. A list of the billboards inventoried in the field and any recent permits approved, have been verified through the FDOT Outdoor Advertising Office. Some of these locations may include billboards that are permitted, but have been removed or have not been constructed to date. Even though a billboard may not be constructed a billboard permit may exist for the location. Billboards are typically located at or near major intersections, and in urban areas.

Figure 2.5: Billboard Locations



Safety Issues

Significant non-vehicular traffic (bicycle and pedestrian) along the proposed Byway is limited to the Tallahassee-St. Marks Historic Railroad Trail, St. George Island and higher density urban areas. These areas are conducive to day-to-day walking or bicycling. The safety issues for these user types include the speed of vehicular traffic, the level of vehicular traffic volumes and the absence of traffic control devises throughout the corridor, such as traffic signals with crosswalks. While there are miles of paved shoulders along the proposed Byway corridor, bicycle use is limited to urban areas due in part to the length and characteristics of rural roadways in the area. Support facilities, such as stores and rest areas typically need to be in convenient locations to encourage bicycle use.

In general, pedestrian safety issues include a lack of sidewalks and signalized crosswalks. Wakulla County has a small network of planned paved shared-use paths to connect Sopchoppy and Ochlockonee River State Park to the Gulf of Mexico. Franklin County is currently working on the installation of more sidewalks in downtown Apalachicola and extending the St. George Island bike path network. The City of Carrabelle has included a city-wide Pathways Plan in its current Comprehensive Plan Update. The Apalachicola National Forest has been working with local governments to develop the multi-purpose paved G, F & A Trail that will ultimately provide bicycle and pedestrian access from Tallahassee to Sopchoppy and Carrabelle. When complete, these types of projects will help improve safety and mobility issues for bicyclists and pedestrians, and help promote area tourism.

Safety issues for vehicle traffic along the Big Bend Scenic Byway include high accident, injury and/or fatality rates along undeveloped rural corridors with very straight roadway alignments. The roadway characteristics of these corridors are conducive to good sight-distance, few intersections, and high speed limits. In general, these corridors indirectly encourage vehicles to travel at high speeds.

Crash data for 1999 through 2003 from the FDOT Crash Data and Records Office was the most recent data available at the time of the safety analysis. County roads and local streets along the Byway are considered "off-system roadways (O/S)" and no crash data are available for those corridors. Three of the five corridors evaluated had a decrease in the number of collisions from 1999 to 2003. The two corridors that had an increase in crashes, SR 300 (from US 98 to St. George Island) and SR 377 (Sopchoppy Highway), had less than six additional crashes in 2003 compared to the 1999 figure.

US 98 from the City of Apalachicola to the City of Carrabelle, had the highest rate of injuries per mile. The highest rate of fatalities per mile occurred on SR 377 (Sopchoppy Highway). There were two fatalities on each of the two corridors from 1999 to 2003, however US 98 has four to six times the number of traffic volume as SR 377 (see sub-section *G Traffic Volumes and User Types*). A complete breakdown of crash data for Byway corridors in Franklin County is illustrated in *Table 2.10*

Crash data for 1999 through 2003 were compiled from the FDOT Crash Data and Records Office. There was a 50 percent-67 percent increase in collisions along US 98 (Coastal Highway) from 1999 to 2003. There was an overall decrease in collisions along SR 377/US 319 and SR 267 during the same years. Port Leon Drive (SR 363), which

connects US 98 with the City of St. Marks on the Gulf, experienced no change in number of collisions during the five-year study period.

The segment of US 98 from US 319 (Crawfordville Highway) to the eastern gateway of the Byway near CR 59 had the highest number of fatalities (7) during the last five years. The highest number of injuries (187) occurred on SR 267 during that same time period. Although SR 363 had no increase in collisions from 1999 to 2003, this short segment has the highest ratio of injuries and fatalities per mile along the Byway. The second highest ratio of injuries and fatalities per mile occurred on SR 267. A complete breakdown of crash data for Byway corridors in Wakulla County is illustrated in *Table 2.11*.

Non-vehicular (bicycle and pedestrian) traffic along the proposed Byway is limited. The safety issues for these user types include the speed of vehicular traffic, the level of vehicular traffic volumes, and the absence of traffic control devices throughout the corridor.

Traffic Volumes and User Types

Wakulla County is largely a bedroom community for Leon County, and an estimated 7,000 residents work in Tallahassee. Though most of this commuter traffic occurs on US 319 north through Crawfordville, and on CR 363 (Woodville Highway), some rush-hour traffic occurs along all portions of the corridor.

In addition, the Panacea/Medart section of the corridor experiences school-related traffic, as three schools are located along this section of the corridor. Because of a lack of bike lanes and sidewalks along the

Table 2.10 Franklin County Crash Data

	Route	Market Street	SR 65	SR 30	SR 30	CR 300	SR 300	SR 377
	Roadway ID	O/S	49060	49010	49040	O/S	49580	49030
	Research Parameters	From Scipio Creek to US 98	From US 98 to Liberty County Line	From 384 to CR 67	From CR 67 to Wakulla County Line	From SR 300 to State Park Entrance	From CR 300 to US 98	From US 98 to Wakulla County Line
	Mileposts		0.000-24.284	5.843-30.260	0.000-21.576		0.000-5.443	0.000-5.536
1999	Crashes		4	40	11		2	1
	Fatalities		0	0	1		0	0
	Injuries		6	26	12		1	0
2000	Crashes		4	25	14		1	8
	Fatalities		0	0	2		0	1
	Injuries		4	27	14		3	8
2001	Crashes		4	29	9		7	2
	Fatalities		0	1	0		0	0
	Injuries		1	43	12		10	1
2002	Crashes		1	44	16		4	5
	Fatalities		0	1	1		0	0
	Injuries		1	42	17		3	4
2003	Crashes		3	36	5		7	5
	Fatalities		0	0	1		0	1
	Injuries		3	37	3		5	3

Source: FDOT Crash Data & Research Office

corridor, pedestrian and bicycle activity is very light compared to vehicular usage. Bicyclists, walkers, joggers, skaters and children in strollers can be found on the Tallahassee–St. Marks Historic Railroad State Park Trail which extends 16 miles from the City of St. Marks at the Gulf coast north to Tallahassee in Leon County. In general, these types of non-vehicular users are mostly found in urban areas and within the numerous recreation areas along the proposed Byway corridor throughout the county such as Ochlockonee River State Park, Wakulla Springs State Park, and Mashes Sands County Park, for example.

The users of the roadway include local commuter traffic and visitor traffic. Apalachicola has significant pedestrian traffic in its historic downtown. Sidewalks exist on all downtown streets and low traffic volumes in adjacent neighborhoods are conducive to walking and bicycling. St. George Island has a paved bicycle path adjacent to the corridor on CR 300 which is used by bicyclists, walkers, roller bladers, and families with strollers. The traffic characteristics of motorists are easily described using existing traffic volumes.

The users of the roadway corridor include daily commuters to Leon County, users with an origin or destination within the corridor, and visitors. As previously stated, there is little pedestrian or bicycle activity along or across the corridor. The traffic characteristics of motorists are easily described using existing traffic volumes. The Florida Department of Transportation collects traffic data at Traffic Monitoring Stations throughout the State. The State has two types of monitoring stations: portable and telemetered. Portable monitoring stations

Table 2.11 Wakulla County Crash Data

	Roadway ID	CR 375	SR 377	SR 30	SR 30	CR 59	SR 363	CR 373	SR 267
	Section	O/S	59030	59010	59110	O/S	59040	O/S	59100
	Research Parameters	From Leon County Line to Sopchoppy	From Franklin County Line to Sopchoppy	From Franklin County Line to SR 61	From SR 61 to Jefferson County Line	From Newport to the coast	From St. Marks to US 98	From Leon County Line to SR 267	From CR 373 to US 98
	Mileposts		0.000-6.101	0.000-9.442	0.000-20.731		0.000-2.580		1.766-16.631
1999	Crashes		5	9	14		5		29
	Fatalities		0	0	3		0		0
	Injuries		8	6	23		13		51
2000	Crashes		5	18	15		5		32
	Fatalities		0	0	0		0		3
	Injuries		2	20	14		6		45
2001	Crashes		5	9	12		3		31
	Fatalities		0	0	2		1		1
	Injuries		6	9	17		0		40
2002	Crashes		10	10	20		9		24
	Fatalities		0	0	0		0		1
	Injuries		9	11	34		13		23
2003	Crashes		2	15	21		5		26
	Fatalities		0	0	2		2		1
	Injuries		4	17	29		8		28

Source: FDOT Crash Data & Research Office

consist of a set of tubes that are set across a roadway once or twice a year, and then removed. Telemetered monitoring stations consist of permanent traffic counting devices, such as a loop detector in the pavement.

Overall traffic volumes in Franklin County vary from 2,000 vehicles per day on US 98/ SR 30 across St. James Island to 12,000 vehicles per day on Market Street in Apalachicola. Traffic volumes on the Wakulla County corridors vary from 300 vehicles per day on CR 59 (Lighthouse Road) to 9,400 vehicles per day on US 319/US 98/SR 61/ SR 30 (Crawfordville Highway). Existing traffic volumes are illustrated by roadway location in *Figure 2.3*.

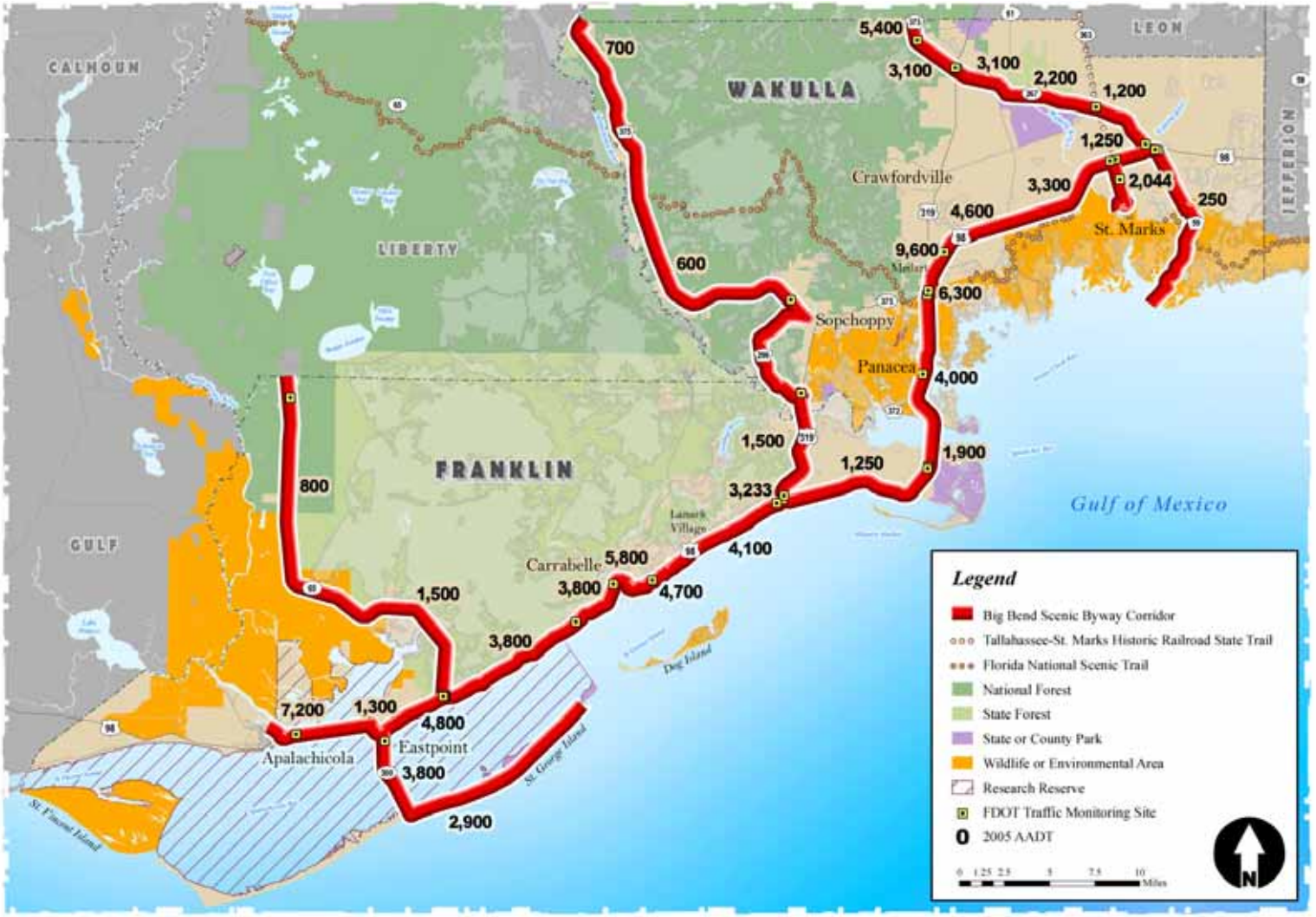
FDOT Average Annual Daily Traffic (AADT) counts from a five-year period were used for five-year, and ten-year projections. See *Table 2.12* and *Table 2.13* for historical, existing, and projected traffic volumes, and corresponding level of service for the Franklin and Wakulla County corridors, respectively. Planned developments along the corridor will increase area traffic volumes over time and should be reevaluated when the CME develops the Annual Report for the Big Bend Scenic Byway each year.

US 98, along the coast, is the main transportation route in Franklin County. SR 65 and CR 67 provide the only alternate north/south routes in the county. SR 300 provides access to St. George Island and CR 370 accesses Alligator Point from US 98 in the eastern portion of the county. A majority of Franklin County residents are employed locally in the seafood industry, vacation rental market, and boat charter businesses. According to the 2000 U.S. Census, approximately 20 percent of the homes in Franklin County are rentals. Many of those residences in Franklin County are vacation or second homes and generate local tourist traffic.

The following roadways within the Scenic Byway corridor are identified as Evacuation Routes:

- US 98 (Coastal Highway) from Apalachicola north through Panacea and Medart to the US 319/SR 377 intersection
- SR 300 (Franklin Boulevard) from CR 300 to US 98
- SR 65 (James Gadsen Highway) from US 98 to the Liberty County line
- US 319 (Sopchoppy Highway) from US 98 north past Sopchoppy and Medart to the US 98/SR 30 intersection, north through Crawfordville to the Leon County Line
- SR 267 (Bloxham Cutoff) from Wakulla Springs to the CR 373 (Springhill Road) intersection, and north to the Leon County Line
- CR 300 (East Gorrie Drive) from State Park boundary to SR 300

Figure 2.6: Traffic Volumes



Big Bend Scenic Byway
2005 Annual Average Daily Traffic (AADT)

Table 2.12 Franklin County Traffic Volumes and Level of Service

Roadway			Adopted LOS	Historical		Existing		Projected			
				2001		2005		2010		2015	
	From	To	Standard	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
US 98											
	Apalachee Street	17th Street	C	6,100	B	no data		5,358	B	5,828	B
	17th Street	Market Street	C	13,000	C	no data		13,680	D	14,880	D
	Market Street	CR 300	C	8,000	C	7,200	C	7,920	C	8,640	D
	Island Drive	SR 65	C	4,900	B	4,800	B	5,280	B	5,760	C
	SR 65	Herndon Road	C	3,800	B	3,800	B	4,180	B	4,560	C
	Herndon Road	Airport Road	C	4,100	B	3,800	B	4,180	B	4,560	C
	Airport Road	CR 67	C	6,200	C	5,800	B	6,380	C	6,960	C
	CR 67	Gulf Avenue	C	4,100	B	4,700	B	5,170	B	5,640	B
	Gulf Avenue	Idaho Street	C	4,200	B	4,100	B	4,510	B	4,920	B
	Idaho Street	US 319	C	3,260	B	3,233	B	3,556	B	3,880	B
	Idaho Street	US 319	C	3,300	B	no data		3,534	B	3,844	B
	US 319	CR 370	C	2,050	A	1,250	A	1,375	A	1,500	A
	CR 370	Franklin/Wakulla Co. Line	C	2,500	B	1,900	A	2,090	A	2,280	B
SR 65											
	Liberty/Franklin Co. Line	Sand Beach Road	C	639	A	800	A	916	A	1,033	A
	Sand Beach Road	US 98	C	1,400	A	1,500	A	1,718	A	1,936	A
CR 300											
	US 98	Gulf Beach Drive	C	3,000	B	3,800	B	4,400	B	5,000	B
US 319											
	Wakulla/Franklin Co. Line	US 98	C	1,650	A	1,500	A	1,650	A	1,800	A

Sources: Adopted LOS Standards from Applicable Comprehensive Plans, and Apalachee Regional Planning Council LOS Reports; Traffic Volumes from 2005 FDOT Traffic Information CD

Table 2.13 Wakulla County Traffic Volumes and Level of Service

Roadway			Adopted LOS	Historical 2001		Existing 2005		Projected 2010		Projected 2015	
	From	To	Standard	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
US 319											
	CR 375	Wakulla/Franklin Co. Line	C	2,400	A	no data		2,736	B	2,976	B
CR 375											
	SR 20	US 319	E	600	A	600	A	660	A	720	A
US 98											
	Franklin/Wakulla Co. Line	CR 372A	C	4,900	B	4,000	B	4,400	B	4,800	B
	CR 372A	US 319	C	6,200	C	6,300	C	6,930	C	7,560	C
	US 319	SR 61	C	9,400	D	n/a		10,146	D	11,036	D
	SR 61	Lower Bridge Road	C	4,500	B	4,600	B	5,060	B	5,520	C
	Lower Bridge Road	SR 363	C	3,700	B	3,300	B	3,630	B	3,960	B
	SR 363	SR 267	C	1,600	A	1,250	A	1,375	A	1,500	A
	SR 267	CR 59	C	2,400	A	n/a		2,964	B	3,224	B
SR 363											
	US 98	St. Marks	C	2,305	C	2,044	C	2,248	C	2,453	C
CR 373											
	Leon/Wakulla Co. Line	SR 267	E	3100	B	4,000	B	5,550	C	7,100	C
SR 267											
	CR 373	US 319	C	4,300	C	5,400	C	5,940	C	6,480	C
	US 319	Wakulla Springs Road	C	2,800	B	3,100	B	3,410	B	3,720	B
	Wakulla Springs Road	SR 363	C	2,300	A	2,200	A	2,420	A	2,640	B
	SR 363	US 98	C	1,350	A	1,200	A	1,320	A	1,440	A
CR 59											
	US 98	Gulf of Mexico Coast	E	200	A	250	A	375	A	500	A

Sources: Adopted LOS Standards from Applicable Comprehensive Plans, and Appalachee Regional Planning Council LOS Reports; Traffic Volumes from FDOT

Levels of Service

Based on the data acquired from FDOT, fifteen of the sixteen corridor segments operate adequately at or better than the adopted level of service (LOS) standards. One two-mile corridor, the US 319/US 98/ SR 61/SR 30 (Crawfordville Highway) corridor in Medart, Wakulla County, operates at a substandard level of service. Existing LOS is illustrated by roadway location in *Figure 2.7*.

The Action Plan encourages the use of separate or parallel facilities in areas of LOS deficiencies. Addressing roadway LOS deficiencies is not the responsibility of the Big Bend Scenic Byway CAG or CME. However, the CME will coordinate with FDOT, the Capital Region Transportation Planning Agency, and local governments on solutions to address LOS deficiencies that are consistent with the Goals and Vision of the Byway.

Future traffic volumes and LOS standards were developed using the methodology stated in *Subsection G Traffic Volumes and User Types* of this chapter. Considerations for LOS include: whether the corridor is rural or urban, developed or undeveloped, whether turning bays are present at major intersections, the number of travel lanes, and whether there is an uninterrupted flow of traffic or traffic control devices such as stop signs or signals. The thresholds for LOS standards for the Franklin and Wakulla corridors are detailed in *Table 2.14* and *Table 2.15*, respectively. All LOS standards are based on applicable comprehensive plan policies.

Table 2.14 Franklin County Level of Service Standards

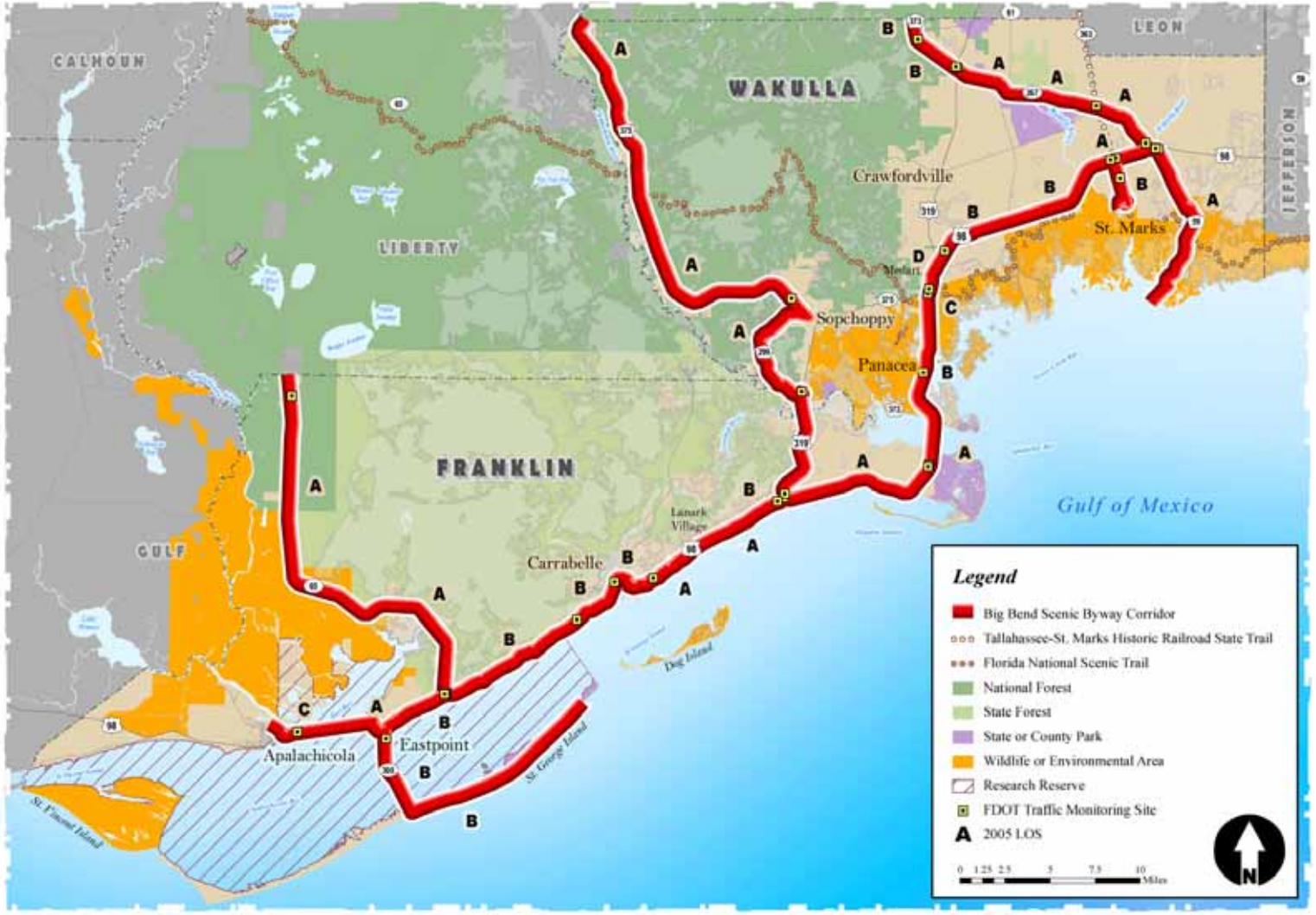
Roadway	From	To	Adopted LOS Standard	A	B	C	D	E
US 98								
	Apalachee Street	17th Street	C	2100	6900	12900	18200	24900
	17th Street	Market Street	C		4000	13100	15500	16300
	Market Street	CR 300	C	2600	5300	8600	13800	22300
	Island Drive	SR 65	C	2600	5300	8600	13800	22300
	SR 65	Herndon Road	C	2100	4200	6900	11000	17800
	Herndon Road	Airport Road	C	2100	4200	6900	11000	17800
	Airport Road	CR 67	C	2000	5800	10200	13800	18800
	CR 67	Gulf Avenue	C	2000	5800	10200	13800	18800
	Gulf Avenue	Idaho Street	C	2000	5800	10200	13800	18800
	Idaho Street	US 319	C	2100	4200	6900	11000	17800
	Idaho Street	US 319	C	2100	4200	6900	11000	17800
	US 319	CR 370	C	2100	4200	6900	11000	17800
	CR 370	Franklin/Wakulla Co. Line	C	2100	4200	6900	11000	17800
SR 65								
	Liberty/Franklin Co. Line	Sand Beach Road	C	2100	4200	6900	11000	17800
	Sand Beach Road	US 98	C	2100	4200	6900	11000	17800
CR 300								
	US 98	Gulf Beach Drive	C	2500	7200	12700	17300	23500
US 319								
	Wakulla/Franklin Co. Line	US 98	C	2100	4200	6900	11000	17800

Source: Adopted LOS Standards from Applicable Comprehensive Plans, and Apalachee Regional Planning Council LOS Reports

Transportation Planning

The transportation planning issues addressed in the Vision and supporting Action Plan primarily deal with intersection safety, bicycle and pedestrian access, wildlife safety, and alternative transportation for tourism. Responsibility for transportation planning along the scenic highway corridor is divided between the Florida Department of Transportation (FDOT), the City of

Figure 2.7: LOS



Big Bend Scenic Byway
2005 Level of Service (LOS)

Sopchoppy, the City of St. Marks, Wakulla County, the City of Apalachicola, the City of Carrabelle, Franklin County, and the Capital Region Transportation Planning Agency. Long-range planning and technical assistance is also conducted by the Apalachee Regional Planning Council (ARPC). The ARPC has a *Strategic Regional Policy Plan (1996)* that identifies regional goals, policies, and implementation strategies within the *Regional Transportation Element* of the plan.

The framework for transportation planning along the corridor includes:

- FDOT's State Long-Range Transportation Plan – 2025 Florida Transportation Plan

Table 2.15 Wakulla County Level of Service Standards

Roadway From	To	Adopted LOS Standard	A	B	C	D	E
US 319							
CR 375	Wakulla/Franklin Co. Line	C	2600	5300	8600	13800	22300
CR 375							
SR 20	US 319	C	2600	5300	8600	13800	22300
US 98							
Franklin/Wakulla Co. Line	CR 372A	C	2000	5800	10200	13800	18800
CR 372A	US 319	C	2600	5300	8600	13800	22300
US 319	SR 61	C	2600	5300	8600	13800	22300
SR 61	Lower Bridge Road	C	2600	5300	8600	13800	22300
Lower Bridge Road	SR 363	C	2600	5300	8600	13800	22300
SR 363	SR 267	C	2600	5300	8600	13800	22300
SR 267	CR 59	C	2600	5300	8600	13800	22300
SR 363							
US 98	St. Marks	C		1900	8000	10700	12100
CR 373							
Leon/Wakulla Co. Line	SR 267	E	2600	5300	8600	13800	22300
SR 267							
CR 373	US 319	C		1900	8000	10700	12100
US 319	Wakulla Springs Road	C	2600	5300	8600	13800	22300
Wakulla Springs Road	SR 363	C	2600	5300	8600	13800	22300
SR 363	US 98	C	2600	5300	8600	13800	22300
CR 59							
US 98	Gulf of Mexico Coast	E	2600	5300	8600	13800	22300

Source: Adopted LOS Standards from Applicable Comprehensive Plans, and Appalachee Regional Planning Council LOS Reports

- FDOT District Three Environmental Management, Planning and Traffic Operations Offices
- Northwest Florida Transportation Corridor Authority
- Local Government Comprehensive Plan, Transportation or Traffic Elements
- County Community Traffic Safety Teams
- Local Government Public Works Departments

In August 2005, the Florida Legislature created The Northwest Florida Transportation Corridor Authority (RTA) for the primary purpose of improving mobility throughout the US 98 corridor in Northwest Florida. Improvements include enhancement of traveler safety, identification and development/ enhancement of hurricane evacuation routes, promotion of economic development along the corridor, and implementation of transportation projects to alleviate current or anticipated traffic congestion. The US 98 corridor means U.S. Highway 98 and any feeder roads, reliever roads, connector roads, bridges, and other transportation appurtenances, existing or constructed in the future, that support U.S. Highway 98 in Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin and Wakulla Counties *(excerpt from US 98 Corridor 2007 Legislative Priorities)*.

RTA Mission Statement (As stated on RTA website – http://www.nwftca.com/):

Phase One (Planning)

To develop and adopt a Master Corridor Transportation Improvement Plan, by July 1, 2007, for "the US 98 Corridor System" – US 98 and all necessary feeder roads, reliever roads, connector roads, bypasses, approaches, bridges, avenues of access, hurricane evacuation routes, and any and all appurtenant facilities to facilitate maximum usage of and access to all existing, planned, and future transportation improvements within the US 98 Corridor through Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin and Wakulla Counties. The goals and objectives of the RTA in the development of this Master Plan are to optimize mobility, traffic safety, hurricane evacuation routes, economic development potential, and community enhancement throughout the US 98 Corridor System. The RTA shall be innovative and creative in its transportation solutions and financing, and shall coordinate for cohesion and cost savings, with all concerned governmental agencies, organizations, boards, etc. (ie, Federal, State (FDOT), & Local Governments, TPO's, Transportation Authorities), the private sector (business community) and the public, to assemble all existing related transportation projects and information and not to impede, but to enhance and optimize, all existing and planned transportation projects within the US 98 Corridor System, via coordination with, and adoption of, said transportation projects into a comprehensive Master Corridor Transportation Improvement Plan.

Upon the successful accomplishment of this Phase One Planning Mission, a Phase Two Implementation Mission Statement will be developed and adopted by the RTA for construction, operation, and maintenance of the Master Corridor Transportation Improvement Plan.

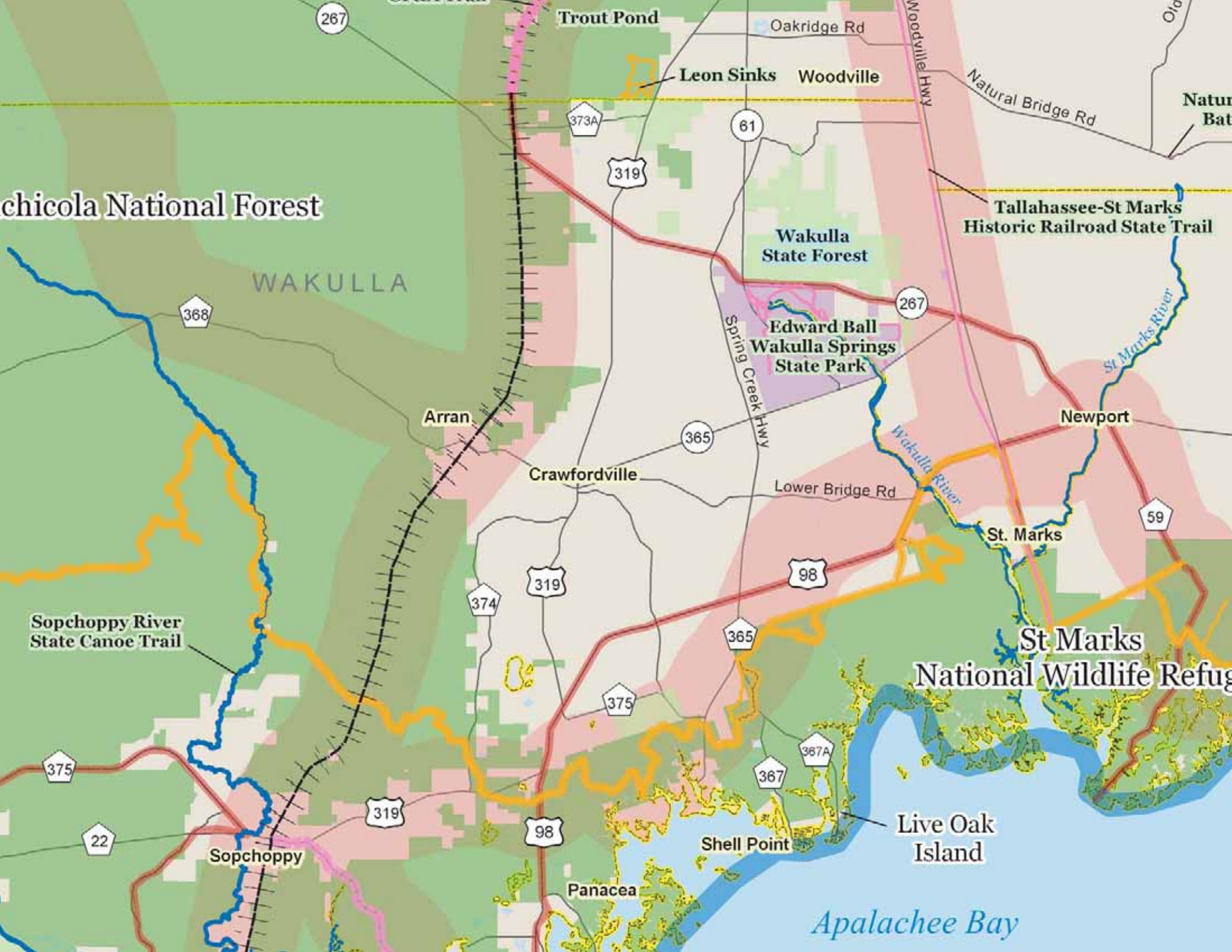
The Big Bend Scenic Byway has a number of existing and planned shared-use paths either intersecting or adjacent to the proposed Byway *(see Figure 2.8)*. The GF&A Rail Trail is a 5.9 mile shared-use path planned to eventually provide a connection from the City of Tallahassee through the City of Sopchoppy ending at Ochlockonee River State Park. The trail follows an abandoned rail line corridor for most of its planned length. One segment of the paved recreational path in Wakulla County is currently in the Project Development and Environment (PD&E) phase from the Historic Railroad Depot in the City of Sopchoppy with an alignment adjacent to CR 299 (Curtis Mill Road) to Ochlockonee River State Park. When this segment has been constructed, the path will provide visitors an alternative route for viewing the significant intrinsic resources along the Byway.

The Ochlockonee Bay Trail is a proposed 11.7 mile shared-use path that will provide a paved recreational path from the City of Sopchoppy to the Gulf of Mexico with an alignment adjacent to CR 372 (Surf Road) through a portion of the St. Marks National

Wildlife Refuge that borders Surf Road. The path will intersect the proposed Byway at the US 98 bridge over the Ochlockonee Bay. The path will provide a 'City to Sea' route from Sopchoppy through the Refuge and will terminate near existing and planned vacation condominium units along Ochlockonee Bay. A 7.1 mile segment of the path is planned for construction in 2006.

The City of Sopchoppy also has sidewalk improvements planned for its area downtown.

Wakulla County and Franklin County have both completed county-wide visioning exercises with results that are consistent with the Vision for the Big Bend Scenic Byway *(see Chapter 4 Vision)*. The results of the planning tool show how County citizens would like to see their communities grow in the future and their preferred role in regional development. For example, the Town of Panacea has been designated a Waterfronts Florida Community, and is in the process of a volunteer effort to increase the community's walkability, among other planning initiatives.


chicola National Forest
WAKULLA
Trout Pond
Oakridge Rd
Leon Sinks
Woodville
Woodville Hwy
Natural Bridge Rd
Tallahassee-St Marks
Historic Railroad State Trail
Wakulla
State Forest
Edward Ball
Wakulla Springs
State Park
Spring Creek Hwy
St Marks River
Wakulla River
Arran
Crawfordville
Lower Bridge Rd
Newport
St. Marks
Sopchoppy River
State Canoe Trail
St Marks
National Wildlife Refug
Live Oak
Island
Shell Point
Sopchoppy
Panacea
Apalachee Bay
267
373A
61
319
368
365
59
98
374
375
367A
367
22

Roadway Improvements

The FDOT District Three Work Program for 2005-2010 outlines roadway, bridge, bike path, and sidewalk projects on or near the proposed Byway. These projects will have a positive effect on the proposed Byway by providing additional connectivity for non-vehicular users and improving existing roadway facilities. The adopted FDOT Work Program includes annual support for the Franklin County Transportation Disadvantaged Program, rural transit, and improvements to the Apalachicola Municipal and Carrabelle-Thompson Airports. Sidewalk improvements along Market Street and Water Street will improve pedestrian connectivity from downtown Apalachicola to the western Byway gateway at the Scipio Creek Marina. The proposed 2.43-mile extension of the existing bike path on St. George Island will also increase non-vehicular user types on the island. The additional shared-use path will provide a much needed connection between the commercial/beach rental areas of St. George and the entrance of the State Park.

The Work Program projects in Wakulla County will have a positive effect on the proposed Byway by providing additional connectivity for non-vehicular users and improving existing facilities. The historic Railroad Depot in Sopchoppy has funding programmed for rehabilitation. Improvements to the historic building in conjunction with the development of a GF&A Trail trailhead at the Depot will position the City of Sopchoppy as a Byway hub for nature- and heritage-based tourism. Currently, no planned roadway improvements will negatively impact the proposed Byway or its intrinsic resources.

A summary of facility improvements included in the work program and located along the Byway are listed in *Table 2.16* below.

Table 2.16 FDOT 2005-2010 Work Program

Project Description	Location	Type of Work
Franklin County		
CR 300 E. Gulf Beach Drive Bike Path	From 11th Street East to St. George Island State Park	2.43 Mile Bike Path
Market and Water Streets Sidewalk	From Battery Park to Scipio Creek Boat Basin	1.33 Miles of Sidewalk
US 98 (SR 30) Sidewalk	From CR 65 to Washington Street (Eastpoint)	1.06 Miles of Sidewalk
US 98 (SR 30) Road Improvements	From SR 65 to Carrabelle River Bridge	11.66 Miles of Resurfacing
US 98 (SR 30) Bridge Repair	Yent Bayou Bridge No. 490012	Bridge-Repair/Rehabilitation
US 98/US 319 Road Improvements	From Carrabelle River Bridge to US 319/SR 377	10.76 Miles of Resurfacing
SR 300 Bridge Replacement	Bryant Patton Bridge Nos. 49003 & 04	Replace High Level Bridge
SR 65 Road Improvements	From US 98 (SR 30) to Libery County line	24.28 Miles of Resurfacing
Wakulla County		
Ochlockonee Bay Trail Phase II	CR 372 & US 98	Bike Path
GFA Rail Trail	Sopchoppy R/R Depot to Ochlockonee River S.P.	PD&E/EMO Study
Ochlockonee Bay Trail Phase IV	St. Marks Wildlife Refuge	Bike Path
Sopchoppy Railroad Depot Rehabilitation	Sopchoppy R/R Depot	Miscellaneous Structure
SR 30 (US 98) Wakulla River Bridge	Bridge No. 590022	Replace Low Level Bridge
SR 377 (US 319) Curtis Mill Branch	Bridge No. 590042	Replace Low Level Bridge
SR 61 Crawfordville	SR 30 (US 98) to Lost Creek Bridge	Add Lanes, and Reconstruct
St. Marks State Trail	Trail Head at South End	Bike Path

Source: FDOT Program Development Office 2005-2010 Adopted Work Program

Social and Economic Conditions

The Big Bend Scenic Byway region includes distinct physical environments along the Coastal and Forest Trails. The physical environments of the Byway are directly linked to the conditions of local economies, resources, and history. These conditions help tell the Big Bend Scenic Byway Story (see Chapter 6 Story). The following section provides a socio-economic context for the Intrinsic Resource Assessment *(see Chapter 3 Intrinsic Resource Assessment and Designation Criteria)*. The people, jobs, and local resources are the foundation of the Big Bend Scenic Byway.

Along the Coastal Trail West, the Big Bend Scenic Byway provides views of Apalachicola Bay, Ochlockonee Bay and River, St. George Island sand dunes and shores, historic buildings, authentic oyster and seafood houses, Bryant Patton and John Gorrie Bridges, and more. The corridor passes through a variety of significant intrinsic resources from historic towns and quaint fishing villages to expansive longleaf pine and hardwood hammocks and untouched beaches.

Known as Florida's Forgotten Coast, Franklin County enjoys some of Florida's most beautiful, well-preserved natural and cultural resources. It is located in Florida's northwestern Panhandle approximately 80 miles southwest of the state capitol, Tallahassee. The maritime culture is dominant throughout the region. One can explore miles of uncrowded pristine beaches, protected shallow bays, acres of National and State forests, and enjoy excellent fresh and saltwater fishing.

Bathed in southern hospitality, this area holds historical significance, particularly within the City of Apalachicola, once the third largest port on the Gulf of Mexico. In Apalachicola, there are over 200 historic homes and buildings listed on the National Register, including the historic Orman House Museum and the John Gorrie State Museum. In the City's historic district, many of the older homes and buildings date back to the 1830s. During the County's early history, shipping cotton and lumber mills generated the economic development of this area. By the end of the 19th century, oyster harvesting and seafood became important industries. Today, over 90 percent of Florida's oysters are harvested in the County from more than 7,000 acres of public and private oyster bars in Apalachicola Bay. Over 1,000 people are employed by the oyster industry in Franklin County. Commercial fishermen annually bring in over $11 million worth of shrimp, blue crab, and finfish to County docks, and the area's restaurants are thought to serve some of the best seafood in the country. Charter fishing and tourism are also prominent throughout the community. Though the seafood industry is dominant economically throughout the area, farming and retail sales also generate income for County residents. There is no reported manufacturing in Franklin County.

Although Franklin County is not as fast-growing as its neighbor county along the Byway (see *Table 2.17*), it is thought that future new development will play a prominent part in its eventual growth. For example, a large portion of the Eastpoint waterfront has recently been purchased for redevelopment, and Franklin County now finds itself at a crossroads as to whether or not to rezone the waterfront in order to allow other uses of the area, while ensuring the protection of the existing seafood industry, which has suffered in recent years due to falling seafood prices, increasing land values, and damage from hurricanes.

Only a short drive from the State Capitol in Tallahassee, Wakulla remains literally a sportsman's and tourist's paradise, with approximately 70 percent of its land and more than 80 percent of its coastline in some kind of protected status. Home to the world-class St. Marks National Wildlife Refuge and the internationally

Table 2.17 Population Summary

	Franklin County	Wakulla County
Census 1990	8,967	14,202
Census 2000	9,829	22,863
Ten-Year Percent Change	9.6%	61%
Estimated 2004	10,649	25,505

Source: Florida Statistical Abstract 2005, Bureau of Economic and Business Research (BEBR)

known Wakulla Springs State Park, Wakulla County offers its residents and visitors outstanding opportunities for recreation, fishing, birding, hiking, and hunting in the Apalachicola National Forest, as well as its extensive state forests, parks, marshlands, rivers, lakes, and coastal waters. The county's public school system enjoys recognition statewide for its excellence, and Wakulla students consistently rank above the state average in ACT and SAT scores.

Like many other areas in Florida, Wakulla County is in the midst of controversy about growth. As more and more people, especially from the Tallahassee area, decide that "Wakulla County is the natural place to be," the county is not only growing but, inevitably, changing. Its population grew 61 percent over the decade from 1990-2000, rising from 14,380 to 22,863, making Wakulla County the fourth fastest-growing county in the nation during that period. And the trend goes on: the University of Florida has projected that Wakulla County will continue to be one of the fastest-growing counties in Florida over the next 30 years, with an estimated growth rate of 91 percent by the year 2030. The county's population is now estimated to be close to 25,000, and, at projected rates, could reach 43,655 by 2030.

Wakulla County is struggling to cope with divided views over where to grow and how to grow, impact fees, road construction, planning, and zoning regulations, permitting of large new developments, provision of education, utilities, and other services, and protection of environmental and natural resource values. Wakulla County is now one of only six Florida counties that have average commuting times of 31-36 minutes, while the state average is only 26 minutes. Reluctantly, Wakulla seems to be moving to the status of a "bedroom community" for Leon County and Tallahassee (55 percent of those counted as employed in Wakulla County actually work outside of Wakulla, and spend much of their income there as well).

Meanwhile, Wakulla County real estate values are soaring, especially along the Coastal Trail. And unemployment remains at a comparatively low level of 3.8 percent, well under the national average as well as the statewide average of 5.3 percent (U.S. Census). However, these averages do not tell the full story. Wakulla County still contains pockets of severe poverty, particularly among families whose livelihoods have been impacted by reduced timber sales on public lands and net restrictions on mullet fishing. Job training programs have failed to produce high-paying jobs.

Nevertheless, U.S. Census reports have confirmed that Wakulla County's growth in median per capita income from 1989-1999 ranked in the top ten in Florida, with a jump of over 48 percent to $17,678. That was good news, but still well below the state average of $21,557. In 2002, however, according to the research of Dr. Bernard Sliger, former Florida State University President and distinguished economist, Wakulla County's per capita income had risen to $25,153. In fact, in Dr. Sliger's view, on the basis of these factors and several others, Wakulla County is prospering while "most of rural America is doing poorly."

Tourism and User Facilities

Increasingly, statistics prove that tourism bolsters employment, injects "imported" funds into local economies, spreads benefits to rural areas, encourages the development of resources, and promotes infrastructure projects. It is the largest sector in world economies, and the centerpiece of Florida's economy. Tourism represented over $49 billion, or 20 percent of the state's total taxable sales, from 1999-2000, and far more than any other single source. In 2002, Franklin and Wakulla Counties had over $30 million in sales for accommodation and food sales (*Florida Statistical Abstract 2005* – BEBR). According to 2005 data from the State of Florida, Franklin County has 4

hotels, 12 motels and 48 restaurants, and Wakulla County has 1 hotel, 3 motels, and 36 restaurants.

One key finding from this background information is the Coastal Trail East segment of the Big Bend Scenic Byway needs additional accommodations to keep tourists in the area for longer periods of time. The Vision, Goals, and Action Plan support this finding.

The Franklin County portion of the Big Bend Scenic Byway offers a variety of activities, attractions, and scenery for tourists. From antique shopping to eating fresh seafood in a four-star restaurant, this area can provide satisfaction for everyone. This portion of the corridor has opportunities for visitors to retreat to uncrowded beaches, watch wildlife and birds, hike and bike, boat, fish, hunt, and photograph wildflowers.

Some of the natural attractions include the Apalachicola National Forest, Tate's Hell State Forest, Apalachicola River Wildlife and Environmental Area, Apalachicola National Estuarine Research Reserve, St. Vincent National Wildlife Refuge, Bald Point State Park, Cape St. George State Reserve, and St. George Island State Park.

Historic sites and museums are other popular attractions for tourists. These include Apalachicola Historic District, Battery Park and the City Marina, Camp Gordon Johnston Museum, Chestnut Street Cemetery, Dixie Theatre, Fort Gadsden Historic Site, John Gorrie State Museum, Orman House and Cape St. George Lighthouse. Other recreational activities include the St. James Bay Golf Course and Putt-N-Fuss Fun Park.

Guided tours are offered by Apalachicola Sailing Adventures, Apalachicola Tours, B-9 Adventures Tours & Charter Fishing, Backwater Guide Service, Bay & Bayou Excursions, Book Me Charter, Journeys of St. George Island, Robinson Brothers Guide Service, Seahorse Water Safaris, and WindCatcher Sailing Charters.

Visitor Centers are provided at St. Vincent National Wildlife Refuge and in the City of Apalachicola. Lafayette Park supplies interpretive signage for visitors. Lodging is available through rentals, hotels, bed and breakfasts, cabins, and camping.

Wakulla County's tourism-related business income for 2002 was $23,541,220 (sources). Approximately 424 residents within Wakulla County are employed in the tourism sector (lodging, restaurants, guide services, parks, recreation, and stores). In 2002, over 67,453 tourists stopped by the St. Marks National Wildlife Refuge Visitor's Center (up from 43 percent from 1999), and over 193,245 tourists traveled CR 59 (Lighthouse Road) through the Refuge to its terminus at the St. Marks Lighthouse (up 2 percent from 1999).

Mid-Florida Marketing & Research, Inc. conducted baseline data research in Wakulla County from April 2002 to March 2003, providing new insights into the composition and interests of tourists visiting the county. The results of the data show 53 percent of tourists were first-time, out-of-state visitors (28 percent were from Florida). But tourists clearly like what they see: over 96 percent of the repeat visitors had made more than one visit in the past five years.

The average party size of tourist groups was 3.17 persons, and 92 percent traveled by auto. Out-of-state visitors said that while in Wakulla County there was "plenty to do" (90 percent), and 97 percent found it "a good value for the money spent." 85 percent said it was "an ideal vacation destination for the family." 100 percent found Wakulla to be very welcoming to tourists and visitors. 99 percent said it was "a good place to get some peace and quiet," and 84 percent reported that it was so enjoyable that they would definitely return.

62 percent of out-of-state visitors said they chose Wakulla County for rest and relaxation. Main activities were varied: 22 percent went to the beach, 59 percent fished, 52 percent visited Wakulla Springs State Park, 23 percent birded, 28 percent enjoyed a sightseeing water cruise, 19 percent visited the St. Marks National Wildlife Refuge, 51 percent dined out, and 17 percent did general sightseeing. Seasonal visitation was fairly even (88 percent summer, 58 percent fall, 65 percent winter, 75 percent spring).

The occupation of the primary wage earner of out-of-state visitors' households was 23 percent professional/managerial/self-employed, 34 percent mid-range white collar, 25 percent retired. The average household income before taxes was between $50,000 and $55,000. The average age of

visitors surveyed was 52 years old, and 90 percent were married.

In addition, the Wakulla County Tourist Development Council conducted two media familiarization tours (FAM Tours) during 2001-2002, resulting in increased media coverage and high praise for the county's attractions. Ron Brooks, Internet columnist, wrote: "Wakulla County might just be the best hidden treasure Florida has to offer." Other comments included: "Good luck in promoting Wakulla, and be sure to control the growth that's coming your way. I'd hate to see the county change too much," and "I've often driven through Wakulla en route to other places. Now I realize there's so much to do right there."

Wakulla County offers a range of accommodations, from primitive campsites to cozy lodges and motels. However, most of these facilities are modest in size, and date from the 1950s or earlier. A new Best Western Motel is scheduled for completion by 2006-07 on US 98/SR 30. The Inn at Wildwood, a certified Green Lodge located adjacent to the Wildwood Country Club, is now in full operation. A lodge in Panacea, modeled after the old Mineral Springs Lodge, is being planned. As they are completed, these facilities will update and expand the traveling public's inventory of accommodation choices along the Byway.

Existing accommodations along the corridor include:

Wakulla County

- Wakulla Springs State Park and Lodge
- Sweet Magnolia B&B in St. Marks
- Panacea Motel
- The Landings Restaurant and Motel in Panacea
- Shell Island Fish Camp & Marina in St. Marks
- The Inn at Wildwood

Franklin County

- Apalachicola River Inn
- Apalachicola Riverfront Vacation Home
- Bay City Lodge
- Best Western
- Breakaway Marina & Motel
- Bryant House Bed & Breakfast
- Buccaneer Inn
- Cape San Blas Inn
- Coombs House Inn
- The Consulate
- Gibson Inn
- Harbor House
- House of Tartts
- Inn at Resort Village
- Old Carrabelle Hotel
- Old Saltworks Cabins
- Pelican Inn
- Rancho Inn
- Sportsman's Lodge
- Raney Guest Cottage
- St. George Inn
- Turtle Beach Inn
- Wind-de-Mer Guest House
- Witherspoon Inn

In Wakulla County, camping is available at the Ochlockonee River State Park, Myron B. Hodge City Park in Sopchoppy, Panacea RV Park in Panacea, Holiday Park and Campground in Ochlockonee Bay, Newport Recreation Area County Park, and designated areas in the Apalachicola National Forest. In Franklin County, camping is available at Indian Pass Campground and Dr. Julian G. Bruce St. George Island State Park.

Other Related Programs

The Big Bend Scenic Byway is fortunate to be able to build upon the momentum created by other resource and locally-based programs. The corridor has been able to combine and unite many elements of related programs into a comprehensive Corridor Management Plan. For a comprehensive listing of Other Related Programs for the Big Bend Scenic Byway, see *Chapter 10* Protection Techniques.

Chapter 3:

Intrinsic Resource Assessment and Designation Criteria

Designation Criteria

UC#1 – Resource Visibility

UC#2 – Tells a Story

UC#3 – Public Roadway

UC#4 – Exceptional/Significant/ Distinctive Features

UC#5 – Corridor Length/Access

UC#6 – Quality/Continuity of Resources

UC#7 – CAG

UC#8 – CPP

UC#9 – Local Support

UC#10 – CMP/CME

Intrinsic Resource Assessment

Assessment Summary

Archeological Assessment

Natural Community Assessment

Intrinsic Resource Assessment and Designation Criteria

This chapter provides documentation of how significant elements of the landscape contribute to the scenic or heritage nature of the Big Bend Scenic Byway in Franklin and Wakulla Counties. The Designation Criteria and Intrinsic Resource Assessment is based on ten *Universal and Resource Specific Criteria* (Designation Criteria) that all proposed State Scenic Highway corridors must meet. These criteria establish the standard requirements of the Florida Scenic Highway Program. This chapter documents:

- Visibility of the intrinsic resources from the roadway
- How the resources fulfill the ten Designation Criteria
- Summary of Exceptional Byway Features
- Summary of Significant Byway Features
- Summary of Distinctive Byway Features
- Summary of Qualifying Resources by Type (Natural, Scenic, Recreational, Historic, Cultural, and Archeological)
- Continuity of Resources – Virtual Byway Tour

The summaries of Byway features, intrinsic resource maps (see *Figures 3.1 – 3.9*) and abundance of Byway photographs illustrate how the Big Bend Scenic Byway corridor fulfills the Designation Criteria for State Scenic Highway Designation. The second section of this chapter, Intrinsic Resource Assessment, summarizes the findings of the Designation Criteria.

Designation Criteria

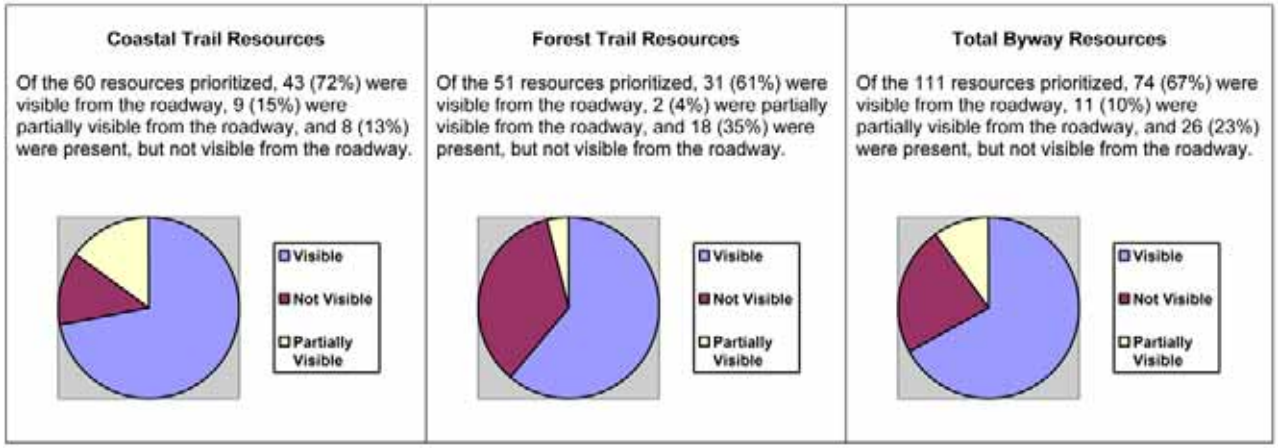
The following section describes the ten criteria and provides a reference where these criteria are addressed in the Eligibility Application.

Universal Criterion #1 - Resource(s) must be visible from the roadway.

During the Designation process, the Wakulla and Franklin Corridor Advocacy Groups (CAGs) divided their sections of the corridor into two distinct routes—the **Coastal Trail** and **Forest Trail**—and prioritized resources along both. Of the 233 resources first identified by the CAGs during the Eligibility phase, some 111 were ranked as being of priority interest. Examples of those not included in the priority list are: small cemeteries, homes not in historic districts or on the national registry, sites with no facilities, sites too far off the route, archaeological sites not open to the public, sites of minimal interest, etc.

As the charts below indicate, 77% of the intrinsic resources of the Big Bend Scenic Byway are in the corridor's viewshed. Sixty resources were identified on the Coastal Trail and fifty-one on the Forest Trail.

Figure 3.1 Resource Visibility



The candidate Byway has an abundance of resources along the proposed route (see the *Intrinsic Resource Assessment* for a complete listing and *Appendix G, Intrinsic Resource Visibility Inventory,* which assesses their degree of visibility from the corridor).

The Corridor Management Plan includes two goals, three objectives, and six strategies that address Universal Criterion #1.

Universal Criterion #2 - The corridor must 'tell a story' that relates to its intrinsic resource(s).

The Big Bend Scenic Byway tells the story of people: their history, culture, development, and interdependence with the area's rich natural resources. Whether traveling the Forest Trail of pine forests, hardwood hammocks, grasslands, streams, and rivers, or the Coastal Trail of salt marshes, bays, sand dunes, and beaches, the Byway is truly the "natural place to be." Along the 171-mile route, travelers can trace the footsteps of Apalachee and Creek Indians, Spanish Conquistadors, British and American troops, early settlers, cotton and timber barons, and Hollywood producers through historic markers, interpretive displays, parks, museums, forts, depots, lighthouses, and historic buildings. The corridor's lively maritime past can be

discovered at historic ports where brick warehouses once stood sentinel over bustling waterfronts, with ships filled with goods bound for New England and Europe. Today, these picturesque structures house galleries and antique shops welcoming visitors from around the globe. Shrimp, crab, and oyster boats still ply the coastal waters, providing Florida's freshest seafood to Byway restaurants and seafood houses. The corridor's history is also alive at night, when

Table 3.1 Universal Criterion #1

Action	Goal	Objective	Strategy
View. Seek ways, including possible construction of platform/observation tower, to open view of Spring Creek "Boil"; Work with others on the preservation of scenic views and public access to rivers and bays; Create additional viewshed areas through selective vegetation clearing; Promote public access to waterfront areas and docks for visitors; Support construction of a boardwalk along the shore of Dickerson Bay from the Wakulla Welcome Center to Woolley Park.	1 5	1.1 5.5	1.1.4 1.1.7 1.1.9 5.1.3 5.1.6
Screening. Promote establishment of appropriate setbacks and landscape screening to protect scenic views.	1	1.4	1.4.1

travelers and locals alike can enjoy an evening jam session, play, or "grand ole opry" revue in an historic theatre, school, or once-private home. The Byway's diversity of scenery, small towns, countryside, and rural charm represents the quintessential "Old Florida."

Interpretation of the corridor's long and varied history will be augmented through the use of information kiosks, interpretive signs, audio tours, and informational brochures. *See Chapter 5 Corridor Story.*

The Corridor Management Plan includes five goals, 14 objectives, and 22 strategies that address Universal Criterion No. 2.

Table 3.2 Universal Criterion #2

Action	Goal	Objective	Strategy
Museums. Encourage the establishment of a Big Bend Maritime Center in Panacea and a Maritime Heritage Museum in Apalachicola; encourage and support establishment of new facilities, such as a butterfly farm.	4	4.3	4.3.1 4.3.2
Themed Signage. Establish Byway-themed signing plan for wildflower sites; encourage posting of more widespread, attractive, and imaginative signage about presence and value of wildlife in region; establish standard Byway-themed signage, interpretation, and public information.	1	1.3 1.5 1.6	1.3.6 1.5.5 1.6.3
Local Signage. Encourage incentives/opportunities for local signage that meet business and directional needs, while helping to maintain a distinctive "Old Florida" atmosphere and rural character wherever possible.	3	3.2	3.2.2
Way Finding. Improve signage for, and public access to, attractions, parking, and facilities; improve directional signage for access to intrinsic resources. Improve scale and location of directional sign for St. George island on US 98 in Eastpoint; give more prominence to signage and interpretation for Dwarf Cypress Dome.	1 3 4	1.6 3.2 4.1	1.6.1 3.2.8 3.2.9 4.1.2
Consistency. Facilitate planning of interpretive sites, encouraging consistently-themed logos, designs, and styles for both the Coastal and Forest Trails of the Byway.	2	2.1	2.1.5
Displays. Provide improved and expanded interpretive displays; provide interpretation of Red-cockaded woodpecker tree banding; Improve interpretation of Cherokee Sink; provide interpretation of smaller, less known historic sites, like Bethel; provide interpretation of turpentining industry and remaining "cat-faced" pines; provide interpretation of the history of Byway communities; encourage new Black bear interpretive displays.	4	4.1	4.1.1 4.1.3 4.1.4 4.1.5 4.1.6 4.1.7 4.1.11
Sites. Explore uses of old Forest Service fire towers as interpretive sites; improve and/or establish observation points in key areas.	4 5	4.1 5.1	4.1.10 5.1.2
Gateways. Establish "gateways" and/or attractive welcome signs at entry points; establish information centers at key points.	3 5	3.2 5.2	3.2.1 5.2.3

Universal Criterion #3 - The roadway must be a public road that safely accommodates two-wheel-drive motor vehicles.

All 171 miles of the candidate Byway corridor are paved public facilities that can safely accommodate two-wheel-drive vehicles. The corridor is divided into two distinct segments: a Coastal Trail of 96 miles and a Forest Trail of 75 miles. Each trail is further divided into three segments: East, West, and Central. The route description for each follows:

Forest Trail East

This trail begins on SR 30/US 98 (Coastal Highway), west of the town of Newport at the intersection with SR 267 (Bloxham Cutoff), and travels northwest, following the St. Marks and Wakulla Rivers past Wakulla Springs State Park. At the intersection with CR 373 (Springhill Road), the trail travels north on CR 373, ending in the Apalachicola National Forest at the boundary with Leon County. The approximate distance of this section is 18 miles.

Forest Trail Central

Beginning in Wakulla County on CR 375 (Smith Creek Road) at the boundary with Leon County, this route travels south through the Apalachicola National Forest, crossing the Sopchoppy River. The route then turns east into the town of Sopchoppy on CR 375/CR 22 (Rose Street). At Winthrop Street, the route doubles back on CR 22 to CR 299 (Curtis Mill Road). The route follows CR 299 south to the intersection with

SR 377/US 319 (Sopchoppy Highway), and continues south on SR 377/US 319, crossing the Ochlockonee River Bridge into Franklin County. The trail ends at the intersection with SR 30/US Highway 98. The approximate distance of this section is 32 miles.

Forest Trail West

This segment begins in Franklin County on SR 65 at the intersection with US 98/SR 30 at the Green Point community just east of Eastpoint, and travels north through Tate's Hell State Forest, the Apalachicola River Wildlife and Environmental Area, and the Apalachicola National Forest, ending at the Liberty County line. The approximate distance of this section is 25 miles.

Coastal Trail East

Beginning in Wakulla County on SR 30/ US 98 (Coastal Highway) at the intersection with CR 59 (Lighthouse Road), this section then travels west over the Ochlockonee Bay Bridge into Franklin County, ending at the intersection with SR 377/US 319 (Sopchoppy Highway). It includes two spur routes from SR 30/US 98: (1) SR 363 (Port Leon Drive) through the town on St. Marks to the San Marcos de Apalache State Historic Site, and (2) CR 59 (Lighthouse Road) through the St. Marks National Wildlife Refuge to its terminus at the St. Marks Lighthouse on Apalachee Bay. The approximate distance of this section is 47 miles.

Coastal Trail Central

This section begins in Franklin County on SR 30/US 98/US 319 at the intersection with SR377/US 319 and travels west, ending at the intersection with SR 65. The approximate distance is 23 miles.

Coastal Trail West

This section begins in Franklin County on SR 30/US 98/US 319 at the intersection with SR 65 and travels west. In Eastpoint, the route follows SR 30 (Patton Drive), crossing Apalachicola Bay on the Bryant Patton Bridge/SR 300 to St. George Island. The route follows CR 300 to St. George Island State Park. Returning to US 98/SR 30, the corridor continues westward over the John

Gorrie Memorial Bridge and Apalachicola Bay to the City of Apalachicola. The route follows Market Street to its end at Scipio Creek. The approximate distance is 26 miles.

See *Figure 3.2* for a map illustrating the Forest and Coastal Trails. Functional classification and route descriptions begin in Chapter 2 and provide additional roadway information to fulfill the requirements of this criterion.

The Corridor Management Plan includes one goal, two objectives, and four strategies that address Universal Criterion #3.

Table 3.3 Universal Criterion #3

Action	Goal	Objective	Strategy
Intersections. Identify major intersections & corridor segments that require improvement/enhancement; improve pedestrian crossings at signalized and non-signalized locations.	2	2.1 2.3	2.1.3 2.3.2
Setbacks. Encourage building setbacks and landscaping closer to the roadway as a traffic-calming measure.	2	2.3	2.3.1
Capacity. Improve capacity, provide alternative transportation facilities, and encourage parallel routes in areas of high-volume traffic congestion wherever practical.	2	2.3	2.3.3

Figure 3.2: Corridor Segments

Universal Criterion #4 - The corridor must exhibit significant, exceptional, and distinctive features of the region it traverses.

Some 111 cultural, historic, archeological, recreational, natural, and scenic resources have been ranked as priority features of the Big Bend Scenic Byway and are identified on the *Intrinsic Resource Assessment List*. See *Figures 3.5 – 3.10* for the location of resources.

The following 46 intrinsic resources are recognized on a state, regional, national, or international level for their exceptional, significant, and distinctive features. Several of these resources, such as the Apalachicola National Forest, Tate's Hell State Forest, and the St. Marks National Wildlife Refuge, occupy large portions of the Byway and offer a wide variety of scenic and recreational opportunities to the traveling public. They represent 53% of the listed resources, which occur at 59 locations along the Byway's Coastal and Forest trails.

Exceptional Features/Outstanding Quality

Apalachicola River Basin – This geographic area contains many unique features worthy of superlatives. The Apalachicola River has the largest water-flow volume in Florida, is the fifth largest entering the Gulf of Mexico, and is the 21st largest in the United States. The basin has the highest species diversity of reptiles and amphibians in the United States and Canada, with more than 40 species of amphibians and 80 species of reptiles. Apalachicola Bay supports one of the most productive fisheries in the nation, accounting for 10% of the U.S. production of oysters and over 90% of Florida's oysters. Apalachicola Bay is recognized by the United Nations Educational, Scientific and Cultural Organization (UNESCO) as an International Biosphere Reserve. The largest stand of Tupelo trees in the world is in the lower Apalachicola floodplain.

St. Marks National Wildlife Refuge – A unique refuge established in 1931 to provide wintering habitat for migratory birds, St. Marks is internationally recognized as home to more than 300 species of birds. It is one of the oldest refuges in the National Wildlife Refuge System. It encompasses 68,000 acres of land and 31,000 acres of bay, spread along the Gulf Coast of Northwest Florida. The refuge includes coastal marshes, islands, tidal creeks and estuaries of seven North Florida rivers, and is home to a diverse community of plant and animal life. The refuge also has strong ties to a rich cultural past and is the site of the St. Marks Lighthouse, built in 1832, which is still in use today.

Wakulla Springs State Park and Lodge/ Archaeological and Historic District – Wakulla Springs is one of the world's largest and deepest fresh water springs, highlighting the 2,860-acre Edward Ball Wakulla Springs State Park. The bowl of the spring covers approximately three acres. The water temperature remains a relatively constant 70 degrees year-round. A record peak flow from the spring on April 11, 1973 was measured at 14,325 gallons per second—equal to 1.2 billion gallons per day. The site is listed on the National Register of Historic Places, and is designated as a National Natural Landmark. The Lodge, which features hand-painted ceilings, was built in 1937 by financier Edward Ball. The Park has preserved habitat for over a dozen rare and endangered species, including ferns and orchids.

Apalachicola National Forest – One of the largest contiguous blocks of public lands

east of the Mississippi, the Apalachicola National Forest is the largest National Forest in Florida. Containing 569,804 acres and over 120 miles of hiking and equestrian trails, it is one of the best remaining examples of the native Longleaf pine/ Wiregrass ecosystem. The upland parts of the forest are covered by stands of Longleaf and Slash pine. Wet lowlands are covered by trees such as Oak, Southern magnolia, and Cypress. More than 300 species of mammals, birds, reptiles, and amphibians make the Apalachicola National Forest their home.

St. Vincent National Wildlife Refuge – A remote 12,300-acre barrier island at the west end of Apalachicola Bay, St. Vincent is dissected by dune ridges, which are geological records of ancient beaches and fluctuating sea levels over the last 5,000 years. Many of the sand roads follow these ridges, extending from east to west the length of the island. The interdune areas vary from freshwater lakes and sloughs to dry upland pine forests. Four miles wide and nine miles long, St. Vincent is larger and wider than most of the northern Gulf Coast barrier islands. Except for official Refuge uses, no motorized vehicles are permitted. In 1990, St. Vincent was selected as one of several southeastern coastal islands for the breeding of endangered Red Wolves.

Apalachicola Historic District – With over 200 historically significant homes and commercial structures listed on the National Register of Historic Places, the city of Apalachicola was established in 1831. Shipping cotton was the city's major industry, and it soon became the third largest port on the Gulf of Mexico. By the 1850s, the waterfront was lined with brick warehouses and broad streets to handle the loading and unloading of cotton. Steamboats laden with cotton came down the river to be unloaded, then small shallow-draft schooners (lighters) shuttled the cargo to ships moored offshore. As the railroads expanded throughout the United States, a new industry took shape in the city. Home to large cypress forests, Franklin County developed several big lumber mills in the late 1800s. Lumber magnates built many of the magnificent historic homes that line the city's streets. Noteworthy structures include the Chestnut Street Cemetery, Dixie Theatre, Sponge Exchange, and Consulate.

Florida National Scenic Trail – As it leads hikers through Florida's natural wonders, the Florida National Scenic Trail meanders 1,300 miles across the state. In 1983, the U.S. Congress designated the Florida Trail as part of the National Trails System, making it one of only eight National Scenic Trails. The Trail extends approximately 100 miles along the Byway from the St. Marks National Wildlife Refuge to the Apalachicola National Forest.

Significant Features

St. Marks River – Listed as an Outstanding Florida Water, the St. Mark's River is critical to the Apalachee region's ecosystem. It originates in the hardwood and cypress river swamps of the Red Hills near Tallahassee and flows for 35 miles through Florida before emptying into Apalachee Bay. At Natural Bridge, it disappears underground and reappears a mile downstream. In the 1800s, the St. Marks River provided the basis for a lucrative cotton transport business, which in turn supported the establishment of five towns along the river bank.

Wakulla River – One of the few spring-fed rivers in North Florida, the Wakulla River is listed as an Outstanding Florida Water. The river rises from Wakulla Springs and the Florida Aquifer at Edward Ball Wakulla Springs State Park, then flows south for ten miles to its confluence with the St. Marks

River at the town of St. Marks. The Wakulla River is a state-designated canoe trail used by thousands of people each year for canoeing, manatee-watching, and fishing.

Ochlockonee River – One of the Apalachee region's most important aquatic corridors, the Ochlockonee River has the potential to be one of the most significant greenways in the region. It connects the Red Hills area in the north with the public forests, wildlife management areas, and coastal areas of the south. The Ochlockonee River has been designated as an Outstanding Florida Water, and is part of a Strategic Habitat Conservation Area for the Florida Black Bear identified by the Florida Fish and Wildlife Conservation Commission. The Florida Natural Areas Inventory has classified the upper river segments as an alluvial stream community, which is rare in Florida. The river and its corridor are home to many fish, wildlife, and plant species that are endangered, threatened, or of special concern. The river and its corridor also offer excellent recreational opportunities, as does Ochlockonee Bay. Recreational activities on the water include fishing and canoeing on the state-designated canoe trail upstream and downstream of Lake Talquin. Archaeological sites have been found in the river corridor, indicating it has been used by at least five Native American cultures.

Bald Point State Park – One of the most picturesque areas along the North Florida Gulf Coast, Bald Point is one of the newest additions to the award-winning Florida Park System. Located on Alligator Point where Ochlockonee Bay meets Apalachee Bay, the park's coastal marshes, pine flatwoods, and oak thickets foster a diversity of biological communities that make it a popular destination for birding and wildlife viewing. Every fall, Bald eagles, other migrating raptors, and Monarch butterflies are commonly sighted here as they head south for the winter. The park is also home to many endangered and rare species including the Florida Black Bear, sea turtles, and alligators.

St. George Island State Park – Over 1,962 acres of long, narrow barrier island, with miles of undeveloped beaches, dunes, and emerald waters. The park offers excellent opportunities for Gulf Coast shelling and fishing for flounder, redfish, sea trout, pompano, whiting, and Spanish mackerel. It is also a Florida Birding Trail site for spring migration. Snowy plover, Least tern, Black skimmer, and willet nest along the park's sandy shores and grass flats, which are also home to the endangered Gopher tortoise. Sea turtles nest along the park beaches, with Loggerhead turtles being the most common.

Ochlockonee River State Park – Located near the scenic point where the Ochlockonee and Dead Rivers intersect, the park's name means "yellow waters," which describes the mix of brackish, tidal surge, and fresh water emptying into the Gulf of Mexico. Trails allow visitors to explore the park and view the diverse wildlife including endangered Red-cockaded woodpeckers, rare White squirrels, and natural communities such as pine flatwoods and oak thickets. A boat ramp provides easy access to the river. Both freshwater and saltwater fish inhabit the waters around the park, including Largemouth bass, Bream, Catfish and Speckled perch.

Fort Gadsden – Called the "Hill of Good Vistas" by the Spanish and "Achackweithle" by Native Americans, this site on the eastern bank of the Apalachicola River was the focus of a series of international conflicts that literally determined the destiny of nations. At various times, Prospect Bluff hosted a Spanish settlement, a British Fort, a Negro Fort, and the U.S. Fort Scott and Fort

Gadsden. Conflicts involved escaped Negro slaves; Creek, Choctaw, and Seminole Indians; British and American forces; and Confederate and Union troops. This site is a National Historic Landmark and is listed in the National Register of Historic Places.

San Marcos de Apalache Historic State Park – The first European known to have seen this point was Panfilo de Narvaez in 1528. In 1679, the Spanish started building the first fort on this site, using logs painted with lime to look like stone, but pirates weren't fooled by the camouflage. They looted and burned the fort a few years later. Forts in St. Marks were later occupied by Spanish, British, Spanish again, then (for five weeks) by a force seeking to establish "The Nation of Muskogee," and Spanish yet again, before being taken over by Andrew Jackson in 1818. The fort passed back into Spanish control one more time before U.S. troops occupied it in 1821. In 1861, it was reoccupied by Confederate troops and named Fort Ward. The site became a permanent possession of the United States at the end of the Civil War.

Sopchoppy River & Canoe Trail – Officially designated as part of Florida's Statewide System of Greenways and Trails, the Sopchoppy River is a good example of a blackwater stream. High, heavily wooded banks line the river and wildlife is abundant. On the upper section, there is little evidence of civilization, as the river twists and bends around clumps of cypress knees.

Alligator Harbor – This Florida Aquatic Preserve is one of the world's largest feeding grounds for the Kemp's Ridley, which is the rarest and most endangered of all marine turtles. The area's abundance of blue crabs, jellyfish, shellfish and seagrass provide an important food source for all sea turtles. The unspoiled waters and beaches are valuable breeding and nesting grounds for all marine life. Alligator Harbor, in addition to being a valuable natural resource, is also archaeologically rich with several Miccosukee/Seminole Indian artifacts and burial mounds surrounding the harbor. In a joint effort between Coastal and Aquatic Managed Areas and the Division of Agricultural Consumer Services, an informational kiosk has been established at Leonard's Landing Recreation site and boat ramp for the Preserve. The kiosk presents a compilation of information about the Department of Agriculture, Division of Aquaculture, and the clam aquaculture leases within the harbor, as well as other important resources and habitats within the Alligator Harbor Aquatic Preserve.

John Gorrie State Park – This park celebrates the local doctor, John Gorrie, who pioneered the development of artificial ice-making, refrigeration, and air conditioning. As a young physician, John Gorrie moved to Apalachicola in the early 1800s when it was a prominent port of trade, commerce, and shipping in Florida. Gorrie also served as postmaster, city treasurer, town councilman, and bank director. Concern for his yellow fever patients motivated Gorrie to invent a method for cooling their rooms. He became a pioneer in the field of air conditioning and refrigeration by inventing a machine that made ice, which in 1851 received the first U.S. Patent for mechanical refrigeration. A replica of Gorrie's ice-making machine is on display at the museum in the Park, as well as exhibits chronicling the colorful history of Apalachicola, which played an important role in Florida's early economic development.

Apalachicola National Estuarine Research Reserve – The Apalachicola National Estuarine Research Reserve(ANERR) is one of 25 sites designated by the U.S. National Oceanic and Atmospheric Administration as a National Research Reserve. The program is

a federal/state partnership established to provide opportunities for long-term estuarine research and monitoring, estuarine education and interpretation, and resource management, to provide a basis for more informed coastal management decisions. The ANERR covers 246,766 acres of the Apalachicola-Chattahoochee-Flint Watershed. The reserve includes barrier island, estuarine, riverine, floodplain, and upland environments, which are closely interrelated. Florida Natural Areas Inventory – Managed Area Tracking Record Information is available through the Reserve.

Apalachicola River Wildlife and Environmental Area – This area is part of a vast ecosystem that begins hundreds of miles away in the Chattahoochee National Forest in Georgia. The 82,554-acre Apalachicola River Wildlife and Environmental Area (WEA), which is administered by the Florida Fish and Wildlife Conservation Commission, contains the largest expanse of floodplain forest in Florida. This forest along the lower Apalachicola River protects, feeds, and nurtures Apalachicola Bay, the site of Florida's most productive oyster harvesting. The region is also considered one of the most important bird habitats in the southeastern United States: more than 280 species have been identified in the Apalachicola River WEA. Lying on the eastern fringe of the Mississippi Flyway, the area hosts large numbers of birds from both the Midwest and the Atlantic seaboard during migratory periods.

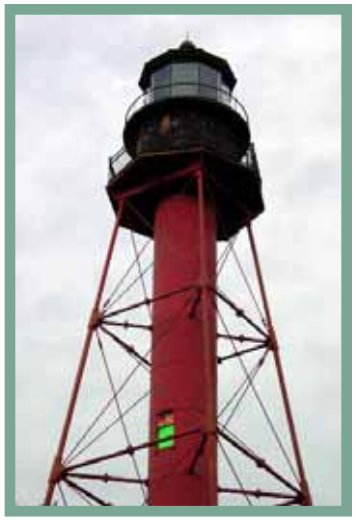
Distinctive Features/Uniqueness to Region

Karst Topography – Starting from the Florida-Georgia state line and extending through several counties, the St. Marks Watershed is a dominant geographic, hydrological, and environmental feature of the Byway corridor. Covering 1,170 square miles, the Watershed serves as a drainage basin from north of Tallahassee to the St. Marks River and, ultimately, to Apalachee Bay. On the north, the area is characterized by hardwood and cypress rivers and swamps, as well as numerous small lakes. On the south, the watershed is of global scientific interest for its Karst Topography, running throughout the Woodville Plain. A porous landform, pierced by conduits and channels extending through dissolved limestone, the plain is thinly covered with low sand hills where water is quickly absorbed. Prominent Karst Topography features, created over millions of years, include sinkholes, sinkhole lakes, disappearing rivers, springs, and underground caverns, which are often filled with water. Along the Byway corridor, these notable features are represented by Cherokee Sink, Wakulla Springs, and Shepard's Spring, among others. Wakulla Springs is an excellent example of a first-magnitude spring, pouring forth an average of 2,900 gallons of water per second from a vent 140 feet deep. In an ongoing scientific research effort, one of the most advanced in the world, divers have mapped at least 16 caves extending from Wakulla Springs, some with caverns 45 feet high and 120 feet wide, and some 1,800 feet long.

Tate's Hell State Forest – This state forest is one continuous tract of land comprising over 185,000 acres. Conquering this wet and seemingly unproductive area for timber production was the focus of the private timber industry from the 1950s to the early 1990s. During the 1960s and 1970s, the hydrology of the area was substantially altered in an attempt to establish extensive tracts of pine plantations and enhance the production of pine timber. These alterations involved clearing of natural forests, construction of roads and associated ditches, followed by the planting of large dense stands of Slash pine that were fertilized with phosphorus and nitrogen. To protect Apalachicola Bay from the severe freshwater runoff that ensued, the state began repurchasing the majority of the property in 1994 and has continued to acquire additional lands. As a result, Tate's Hell has now become the largest state forest in Florida, as well as one of the state's largest reforestation and reclamation efforts.

St. Marks Lighthouse – The St. Marks Lighthouse was completed in 1831, when its whale-oil lamp was lit for the first time. By 1842, the structure had to be torn down because it was being undercut by erosion. The lamp was taken apart and then reassembled in a new tower, only to be taken down again during the Civil War to prevent its use by Union forces blockading the town of St. Marks. The tower was rebuilt and the light returned to service after the war. The lighthouse has served mariners ever since.

Crooked River Lighthouse – The Crooked River Lighthouse was erected in 1895 on Dog Island, and later moved to its current site on the mainland, near the city of Carrabelle. The lens was built in 1894 by Henri La Paute in Paris. The lighthouse was completely damaged by a hurricane in 2005 and efforts are underway to rebuild the historic landmark.



Sopchoppy High School and Gymnasium – A plaque describes the history and architecture of this site, constructed in 1939 in native limestone by Works Progress Administration (WPA) labor. It is listed on the National Register of Historic Places, and is regularly used for musical performances and other public events.

Oystermen – These harvesters of oysters cover more than 7,000 acres of public oyster bars and 600 acres of private leased bars in Apalachicola Bay. Public bars are divided into "winter" bars, which are harvested from October through June, and "summer" bars, harvested from July through September. There are more than 1,000 people employed by the oyster industry along this part of the Byway. Tongers (traditionally called "oystermen") harvest the oysters today in the same manner they have for a century. From small wooden boats 20-23 feet long, using tongs that look somewhat like two rakes attached scissor-style, the oystermen haul the oysters to the surface. In 2000, approximately $3.5 million dollars worth of oysters (2.3 million pounds) were shucked in local seafood houses. Historically, Franklin County supplies more than 90% of Florida's oysters and 10% of the national supply. Tongers can be viewed in action from Eastpoint and from the bridge to St. George Island.

Mineral Springs – The Byway features several historic mineral springs. In 1846, the Wakulla Hotel was built next to a sulfur spring in New Port and was marketed as a health resort for the allegedly medicinal quality of the mineral water. Lanark once boasted a mineral spring and a luxurious resort, the Lanark Springs Hotel. Founded in 1895, Panacea was named for the healing properties of its many mineral springs. Visitors arrived from far away by buggy and plank road trams drawn by mules to bathe in the springs' curative waters and stay at the Panacea Mineral Springs Hotel. The protection and planned restoration of the Panacea Mineral Springs will provide the traveling public an insight into this historic attraction.

Camp Gordon Johnston – In 1942, St. James Island was commandeered to serve as the amphibious landing training site for the invasion of Normandy. Originally named Camp Carrabelle, it was home to 30,000 military personnel, training an estimated 250,000 troops for the D-Day invasion. The camp stretched from Alligator Point to Carrabelle and included Lanark, St. Teresa, Dog Island, and St. George Island. It was the second largest military installation in Florida. By 1948, most of the buildings had been demolished and the lands transferred back to private ownership. The former officers' family quarters are in the Lanark Village retirement community. Army Generals George Patton and Mark Clark stayed in the Breakaway Lodge, and are reported to have planned the Normandy Invasion sitting on the Lodge's screen porch overlooking the Ochlockonee River. Life at Camp Gordon Johnston can also be experienced today through a dedicated museum in Carrabelle.

City of Sopchoppy – Known as the" worm gruntin' capital of the world," Sopchoppy is where locals still practice the art of coaxing earthworms from the ground to sell as bait. They go into the woods at dawn, drive a hardwood stob into the ground, and

rhythmically rub the top of the exposed wood with a heavy piece of iron, such as a leaf spring from an old tractor. The friction sends vibrations into the ground and apparently irritates the earthworms, causing them to rise to the surface where they are collected in bait cans. Each year in early April, the town celebrates its tradition with a daylong festival, which has attracted national and international attention.

City of Carrabelle – Incorporated in 1893, Carrabelle flourished during the early part of the 1900s when lumbering and turpentine industries were at their height. Turpentine and other pinesap products were used in naval stores, in an era still dependent on wooden sailing vessels, and for multiple other uses such as printing ink, wax thinner, polishes for leather and furniture, and laundry glosses. Turpentining was intrinsically linked to logging. Once an area of trees had been tapped out for turpentine, the logging operations began. In the late 1800s, water and steam were employed to power circular and band saws. The crew of a large steam-operated mill could produce as much as 100,000 board feet of lumber per day. Tram road systems were developed and steam-powered locomotives, skidders, carriages, and loaders moved the old-growth timber to mills.

Prescribed Fire – Early settlers in the Big Bend found Indians using fire in virgin pine stands and adopted the practice themselves to provide better access, improve hunting, and clear brush and timber so they could farm. Annual burning to "freshen up" southern range became a custom. Today,

prescribed fire is applied along the Byway to achieve forest management objectives such as: reduce hazardous fuels, dispose of logging debris, prepare sites for seeding and planting, improve wildlife habitat, control disease, improve forage for grazing, enhance appearance, improve access, perpetuate fire-dependent species, recycle nutrients, manage endangered species, and suppress competing vegetation. Prescribed fire signs and burn sites appear throughout the corridor.

Tupelo Gum Trees and Honey – Tupelo gum trees grow profusely along rivers of the Byway. In these river swamps, beehives are placed on elevated platforms along the river's edge from which, during April and May, the bees fan out through the surrounding

Tupelo-blossom-laden swamps. These river valleys are the only place in the world where Tupelo honey is produced commercially. Tupelo honey is light amber in color or light golden with a greenish cast. The flavor is delicious and distinctive, and the honey will not granulate. Due to the high laevulose content and low dextrose ratio, diabetic patients have been permitted by their physicians to eat Tupelo honey. Tupelo honey signs are displayed throughout the corridor.

Tallahassee–St. Marks Historic Railroad State Trail – This trail follows the abandoned railbed of Florida's oldest line (operating from 1837 to 1984 as the Tallahassee-St. Marks Railroad) for sixteen miles from Florida's capitol city, Tallahassee, through the Apalachicola National Forest to the coastal community of St. Marks. Through the early 1900s, this historic railroad corridor was used to transport cotton from the plantation belt to the coast for shipment to textile mills in England and New England. Florida's first designated state trail, it is used by approximately 170,000 bicyclists, walkers, skaters, and equestrians each year.

Shrimp Fleet – By the 1920s, shrimpers shifted their primary base of operation in Florida from Fernandina Beach near Jacksonville to Franklin County and Apalachicola. From 1927-30, the seafood

industry was the primary industry in Franklin County. Apalachicola had 16 seafood and packing plants operating at full force. Though today's fleet is smaller, shrimp boats remain a distinctive feature of Apalachicola docks and waters.

Town of Panacea – A designated Waterfronts Florida Community, Panacea's long maritime heritage is linked to the days of catching thousands of pounds of mullet by use of hand-drawn seine nets. Seineyards sprang up along Dickerson Bay, where farmers from Georgia and Alabama traveled by mule-drawn wagons to barter farm goods for salt-dried mullet. Fishing for Grouper and other species overtook the mullet industry following the 1993 net-ban, and crabbing is still actively pursued in Panacea waters. A Big Bend Maritime Center is being established in Panacea to interpret this rich heritage for the traveling public and new generations of local residents.

Ralph Kendrick Dwarf Cypress Dome – A unique feature of this area, the Dwarf Cypress-also known as Bonsai or Hat-Rack Cypress--is found throughout Tate's Hell State Forest, but nowhere more prominently than in the area of this boardwalk. Many of the trees are more than 300 years old, but they grow to a height of only 6-15 feet. No one is exactly sure what causes the cypress in this area to be dwarfed. The trees are not genetically different from other pond-cypress trees in the area, and seeds from these trees will grow to normal heights when planted on other sites. The soil in this area is very deep before hitting bedrock, but there is a layer of hard clay that may prevent the cypress roots from growing deeper. The soil here is also very low in nutrients, as evidenced by the many carnivorous plants in the area. This site is thought to have been flooded in the past, further reducing the ability of these trees to grow.

Red-Cockaded Woodpecker Tree Bands – White bands encircling mature Longleaf pine trees along the forest trails of the Byway indicate nest sites of the endangered Red-cockaded woodpecker (RCW). Historically, this bird's range extended from Florida to New Jersey and Maryland, as far west as Texas and Oklahoma, and inland to Missouri, Kentucky, and Tennessee. Today, it is estimated that there are only about 5,000 groups of Red-cockaded woodpeckers, or approximately 12,500 birds, from Florida to Virginia and west to southeast Oklahoma and eastern Texas, representing a mere one percent of the bird's original numbers. The forests along the Byway are home to the largest population of RCWs in the United States. The Red-cockaded woodpecker makes its home in mature pine forests. Cavities generally take from one to three years to excavate. The aggregate of cavity trees is called a cluster and may include one to 20 or more cavity trees on 3 to 60 acres. The Red-cockaded woodpecker is considered a "keystone species" because it plays a vital role in the intricate web of life of the southern pine forests. A number of other birds-such as Chickadees, Bluebirds, Titmice, and several other woodpecker species, including the Downy, Hairy, and Red-bellied woodpecker—as well as small mammals—use the cavities excavated by RCWs. Larger woodpeckers may take over a Red-cockaded woodpecker cavity, sometimes enlarging the hole enough to allow Screech owls, Wood ducks, and even raccoons to move in. Flying squirrels, several species of reptiles and amphibians, and insects, primarily bees and wasps, also will use Red-cockaded woodpecker cavities.

Pitcher Plants (Sarracenia) – The world's greatest concentration of pitcher plant species can be seen along the Byway's savannahs and hydric pine flatwoods. Florida's six species are native perennials with hollow leaves modified as passive insect traps. In late March-April, the wetlands in which these plants grow are transformed from wintry browns and grays to the green of spring, highlighted by the brightly colored, nodding flowers of pitcher plants. Flowers range in colors from bright purple to red, dark red, or rose. Pitcher plants are fire-dependent species. Prescribed fire maintains the open aspect of the savannahs and bogs and ensures a high light environment. This adaptation is exhibited chiefly in the thickened underground rhizome from which new leaves are produced after fire.

Chapman Botanical Gardens – These gardens in Apalachicola, overlooking Scipio Creek and the Apalachicola River, are named for Dr. Alvin W. Chapman, an internationally known botanist and friend in the early 1800s of Dr. John Gorrie. In 1847, Dr. Chapman authored *The Flora of the Southern United States*.

Orman House State Park – The Orman House is a restored 1838 two-story home in Apalachicola combining Federal and Greek

Revival style. The wood for this home was cut to measure near Syracuse, New York, and shipped to Apalachicola by a sailing vessel around the Florida Keys, then assembled on the bluff overlooking the broad estuary and bay of the Apalachicola River.

World's Smallest Police Station – Featured on "Real People," "Ripley's Believe It or Not," and the "Today Show," the station is located on the Byway in Carrabelle. In the early 1960s, the police phone was bolted to a building. It was later placed in a phone booth, making it the World's Smallest Police Station.

Historic Wakulla County Courthouse – Listed on the National Register of Historic Places, the wooden vernacular-style courthouse in Crawfordville was designed by G. W. Tully and constructed in 1892-93. It is the oldest wood-frame courthouse still in use in Florida.

GF&A Trail and Depot – With a visible railbed through portions of the Byway's Forest Trail, this is a remnant of the Georgia, Florida, and Alabama Railroad, which was built in 1893. Today, portions of the bed are being converted into hiking and biking trails. The Depot is in the town of Sopchoppy.

Apalachee Bay – Apalachee Bay's coast is nearly solid salt marsh. Apalachee Bay is classified as an open bay type of estuary, where the water is shallow a long distance from the shore. Winds and waves are weak, so there's not enough sediment brought in by rivers and waves to make islands. Marsh grasses—such as Black needlerush (Juncus roemarianus) and Smooth cordgrass (Spartina alterniflora)—grow, die, and form the basis for one of the world's most productive food chains: the salt marsh.

City of St. Marks – Located at the junction of the St. Marks and Wakulla Rivers, the city has one of the longest histories of any place in Florida. Founded by Panfilo de Narvaez in 1528, St. Marks may be the third oldest settlement in North America.

Dickerson Bay – Surrounded by the Panacea Unit of the St. Marks National Wildlife Refuge, this bay is refreshed by several freshwater springs. It is lined with Black needlerush and Smooth cordgrass, and provides food and shelter to birds and wildlife, including the endangered Kemp's Ridley sea turtle. Recreational activities include fishing and birdwatching. The Bay included a number of "mullet seineyards" and was the site of Panacea bathhouses in the late 1800s and early 1900s. During the Civil War, these seineyards were closed by Federal troops along with a number of "salt vats." In addition to being a valuable natural resource, the bay is also archaeologically rich with several Miccosukee/Seminole Indian artifacts and burial mounds surrounding the harbor.

The Corridor Management Plan includes two goals, two objectives, and six strategies that address Universal Criterion #4.

Table 3.4 Universal Criterion #4

Action	Goal	Objective	Strategy
Mineral Springs. Promote the restoration of and access to Mineral Springs along the Byway (Panacea, Newport, Lanark), including provision of historically appropriate lodging facilities.	1	1.1	1.1.6
Sites. Collaborate on restoration plans for St. Marks and Crooked River Lighthouses for public access; Assist St. Marks National Wildlife Refuge (SMNWR) in providing public access to and interpretation of Goose Creek Seineyard.	1 4	1.1 4.1	1.1.2 4.1.9
Inventory. Support completion of an inventory of major historic structures and sites, defining those requiring further designation, protection, and/or improvement.	1	1.1	1.1.1
Improvement. Cooperate with public and private owners on the restoration of selected older buildings for tourist use; encourage appropriate repair, restoration, upgrading, and painting of homes and buildings in historic districts.	1	1.1	1.1.3 1.1.5

Universal Criterion #5 - The roadway should be more than one mile in length and, if appropriate, provide access to the resource(s).

The Franklin/Wakulla County corridor of the proposed Big Bend Scenic Byway is 171 miles in length. All intrinsic resources are accessible from the corridor. The corridor is divided into two distinct routes: a Coastal Trail of 96 miles and a Forest Trail of 75 miles, each of which is divided into three segments: East, West, and Central. Due to the 'wild and natural' environment of the Byway, some resources are 'off the beaten path' and require access from adjacent or intersecting roadways. Below is a summary of how resources are accessed—directly via the Byway, or indirectly via an intersecting roadway.

Summary of percentages of resources that are accessed directly from the Byway:

Of the 111 resources of the Big Bend Scenic Byway, 79 (71%) are accessed directly from the route, and 32 (29%) are accessed off the Byway via an intersecting road.

Table 3.5 Resource Accessibility

CTE	Coastal Trail East	72%
CTC	Coastal Trail Central	92%
CTW	Coastal Trail West	75%
FTE	Forest Trail East	62%
FTC	Forest Trail Central	59%
FTW	Forest Trail West	75%

See Intrinsic Resource Assessment matrix for a listing of accessibility by resource in *Tables 3.10—3.14.*

The Corridor Management Plan includes one goal, two objectives, and three strategies that address Universal Criterion #5.

Figure 3.3 Resource Accessibility

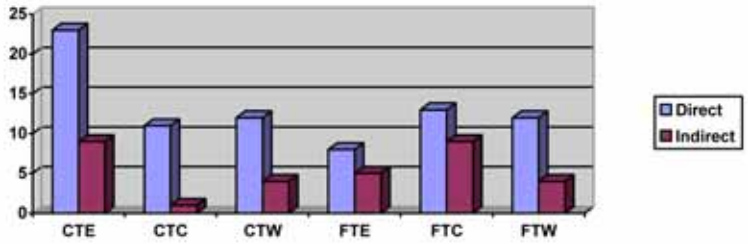


Table 3.6 Universal Criterion #5

Action	Goal	Objective	Strategy
Roadway Construction. Promote roadway construction and associated improvements (passing lanes, pull-off areas, parking sites) with design and scale appropriate to region; promote construction /improvement of pedestrian walkways, bridges, parking, and rest areas; support appropriate paving/improvements to unpaved roads providing access to important intrinsic resource sites in forests, parks, and refuges.	2	2.1 2.2	2.1.1 2.2.1 2.2.2

Universal Criterion #6 - A majority of the corridor must exhibit scenic or heritage qualifying resource(s). These resources must be as continuous as possible throughout the corridor.

Qualifying Resources

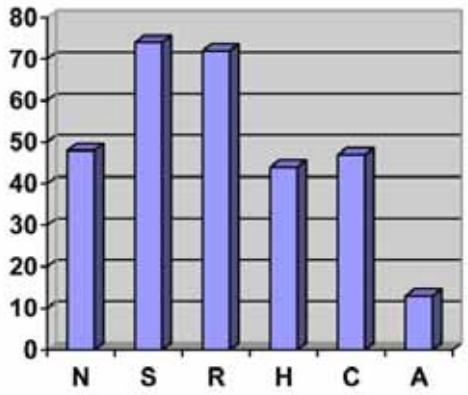
A majority of the Franklin/Wakulla County corridor exhibits scenic and heritage resources. Much of the proposed Byway is within or in view of national forest, state forest, and state parks or dramatic ocean viewsheds.

Continuity of Resources

The description below provides the reader with a "virtual tour" of the Big Bend Scenic Byway. Resources shown in **bold and underlined typeface** signify those prioritized by the CAG for that trail segment and identified on the accompanying Resource Maps and Intrinsic Resource Assessment (*Figures 3.5 – 3.10*). The 46 resources already described in Criterion #4 are so noted to avoid repetition.

Visitors can begin their adventure on the Byway from a number of entry points. For the purpose of this discussion, we'll first travel the Coastal Trail from East to West.

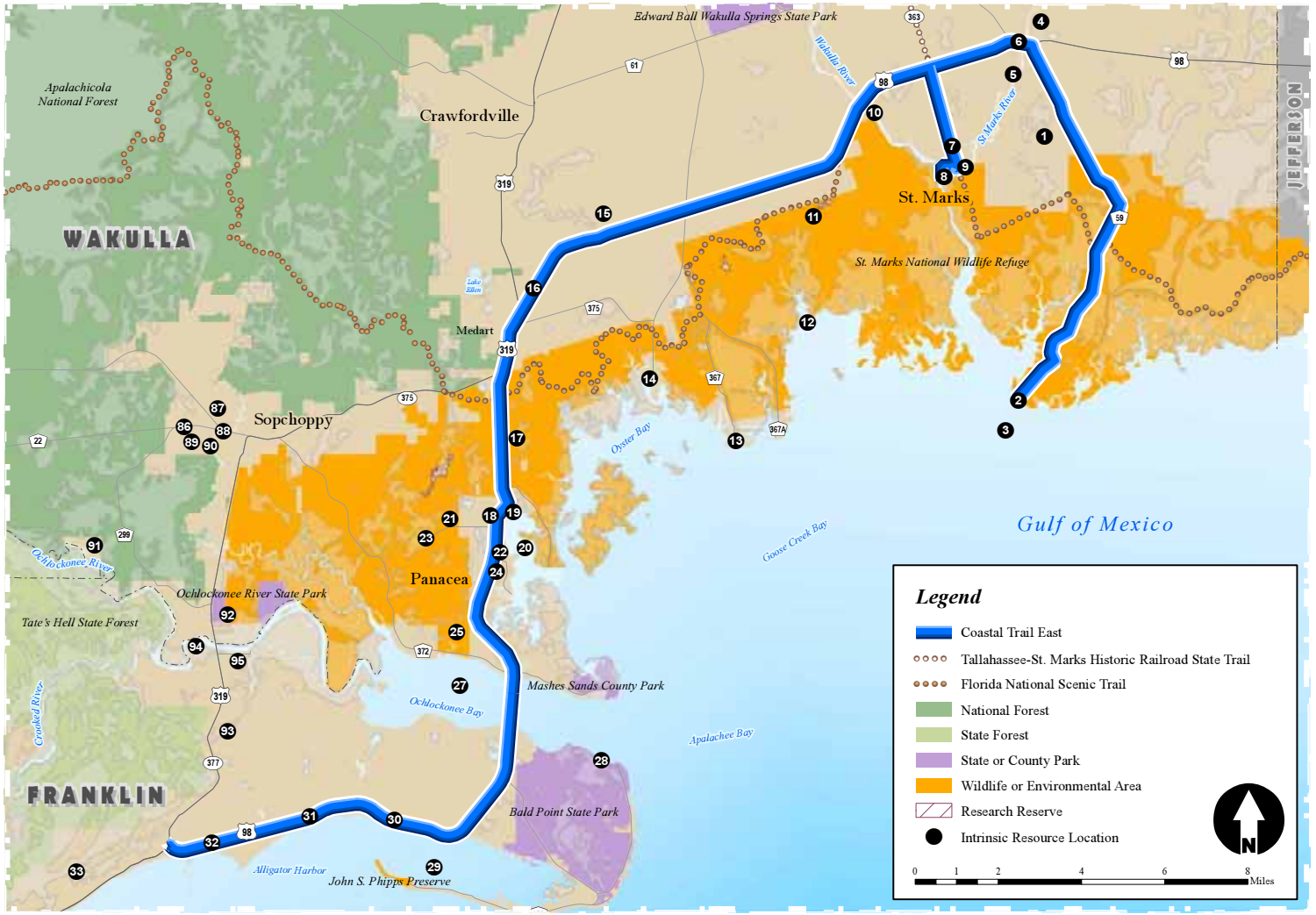
Figure 3.4 – Qualifying Resources



N—Forty-eight resources, or 43%, are identified as having Natural qualities.
S—Seventy-four resources, or 67%, are identified as having Scenic qualities.
R—Seventy-three resources, or 66%, are identified as having Recreational qualities.
H—Forty-four resources, or 40%, are identified as having Historic qualities.
C—Forty-seven resources, or 42%, are identified as having Cultural qualities.
A—Thirteen resources, or 12%, are identified as having Archaeological qualities.

Figure 3.5: Coastal Trail East

There are 32 intrinsic resources identified within the 47 miles of this trail, with 72% of the resources in the viewshed of the corridor.



Big Bend Scenic Byway
Coastal Trail East

Coastal Trail East

This segment begins in southeastern Wakulla County near the town of Newport, at the intersection of Coastal Highway (SR 30/US 98) and Lighthouse Road (CR 59). Traveling south on CR 59 for 3.7 miles, the corridor passes through rows of Longleaf pine before entering the **St. Marks National Wildlife Refuge** (Criterion #4). The Visitors Center at the Refuge contains an excellent natural history museum, a viewing platform, bathrooms, water fountains, a trail, and picnic faculties. From the Center, the road travels 6.5 miles through a mixed hardwood/pine forest, across vast salt marshes dotted with large man-made pools, to the historic **St. Marks Lighthouse** (Criterion #4) on scenic **Apalachee Bay** (Criterion #4). Recreational activities include fishing and birding at Refuge ponds along the road, hiking numerous nature trails, including the **Florida National Scenic Trail** (Criterion #4), and photographing the scenery at viewing platforms. The drive is enlivened in spring and fall with a profusion of wildflowers that line the route. Visitors are also treated to legendary migrations of waterfowl, as well as Monarch and other butterflies in the fall. The Refuge hosts a Monarch Butterfly Festival in October.

Returning to the Byway on SR 30/US 98 traveling west, visitors will see the **Wakulla County Newport Park** on the north side of the road almost directly opposite the road to the Refuge. The park offers camping, picnic facilities, bathrooms, a boat launch, and a boardwalk on the **St. Marks River** (Criterion #4). A marker at the park entrance notes that the old town of Magnolia was established about two miles north of the park. Boat rentals are available on the northwest side of the river. On the west bank of the river lies the town of **Newport**. Originally called New Port when it was founded to replace Port Leon following a disastrous hurricane, Newport became an economic center with as many as 1,500 inhabitants and a dozen large stores, warehouses, wharves, and stills, and was designated the county seat in 1844. In 1846, the Wakulla Hotel was built next to a sulfur spring (at a site on Plank Road one mile north from the intersection with SR 30/US 98) and was marketed as a health resort for the allegedly medicinal quality of the mineral waters. The town was seriously damaged during the Civil War. Once Florida's second largest city, Newport had fewer than 30 residents by 1872. Newport revived for a few years during World War II when PT boats and other watercraft were built nearby on the St. Marks River.

After crossing the river, the Byway winds 2.5 miles through hardwood forests draped in wisteria to the intersection with Port Leon Drive (SR 363). Turning left (south), visitors will pass through the **City of St. Marks** (Criterion #4). St. Marks hosts the Humanatee Festival each April. From the city, visitors follow signs at Riverside Drive for 0.6-mile to **San Marcos de Apalache Historic State Park** (Criterion #4). A well-marked trail with an informative brochure leads visitors on a journey through the

historic fortification ruins. A Visitor Center containing exhibits and artifacts covering the area's history is built on the foundation of an old marine hospital. Picnic areas are provided. The City of St. Marks has enhanced this site, located at the confluence of the Wakulla and St. Marks Rivers, with an attractive canoe and boat launch, picnic pavilion, and the trailhead for the **Tallahassee-St. Marks Historic Railroad Trail** (Criterion #4).

Returning to the Byway on SR 30/US 98, the corridor passes through wooded countryside for 2.1 miles to the **Wakulla River** (Criterion #4). Canoe and kayak rentals are available at the southeast side of the bridge. The Wakulla River, which originates at Wakulla Springs, flows south for about ten miles before joining the St. Marks River near Fort San Marcos. The crystal-clear waters make it a popular place for swimming, boating, and fishing. Wildlife-viewing opportunities include West Indian manatees, turtles, alligators, and a wide variety of birds and plants.

Side Trips

Traveling an additional 1.3 miles, visitors may wish to take a brief side trip on Wakulla Beach Road, a graded dirt road that winds for 3.9 miles through the St. Marks National Wildlife Refuge to Goose Creek Bay. From the Florida National Scenic Trail trailhead, visitors can hike three miles to **Shepard's Spring**, a beautiful spring surrounded by lush vegetation with a raised walkway and benches. Opposite the spring is **The Cathedral of the Palms**, an ancient, old-growth palm forest. The road ends at **Wakulla Beach**, with a wonderful view of Goose Creek Bay and vast seagrass beds to explore. There are no other public facilities, but the solitude and views are worth the drive.

Back on the Byway, the route continues through wooded countryside for 3.8 miles. At the intersection with Shell Point Road (CR 365), visitors can take a brief side trip for 5.9 miles through sections of the Wakulla Unit of the St. Marks National Wildlife Refuge to visit **Shell Point Beach and Spring Creek**. Shell Point is a coastal community with a public beach and restrooms. On windy days this is a popular spot for sailing and surf boarding. Shell Point hosts a Regatta each April. Spring Creek is an historic fishing village on the shore of Dickerson Bay. The name is derived from a first-magnitude spring that upwells just offshore.

Continuing west on the Byway (SR 30/US 98) for 2.8 miles, the route passes **Wildwood Golf and Country Club**, a popular 18-hole course open to the public. Wildwood has a restaurant, golf shop, and driving range. The Inn at Wildwood, a nature-oriented hotel recently designated a Green Lodging by the Florida DEP, is adjacent to the Country Club. The **Medart Recreation Park** is 1.3 miles farther along SR 30/US 98. It has ballfields, basketball courts, a children's playground, and ample parking. This

portion of the Byway is planted with native wildflowers that bloom during spring and fall.

Just past the red brick Wakulla High School, the Byway joins Crawfordville Highway (SR 377/ US 319) at the community of Medart. The route passes vegetable stands, a sugar cane field, and several houses dating from the early 1900s. In 1.5 miles, SR 377/US 319 splits off from the Byway.

Continuing on SR 30/US 98, the Byway route passes the Wakulla Middle School and enters the **Panacea Unit of the St. Marks National Wildlife Refuge**. This Unit is largely dominated by uplands pine and oak forests interspersed with several freshwater lakes. Primitive walking trails crisscross this unit, which is open to quota-hunts during the fall and winter months. Located within the Panacea Unit is the **Otter Lake Recreation Area**, which offers picnic tables and shelters, restrooms, and a

launching point for small boats with a motor size limit of ten horsepower or less. About 6.5 miles of the Florida National Scenic Trail traverses this unit of the Refuge. In 3.8 miles, visitors may want to turn on Bottoms Road before entering the town of Panacea. Only 2.5 miles long, this road passes through the Refuge along **Dickerson Bay** (Criterion #4) and offers fantastic marsh views. This is an excellent birding spot for large congregations of White pelicans in winter, Marsh hawks in the fall, Marsh wrens, Clapper rails, and a wide variety of shore birds in spring. In summer, Roseate spoonbills have even been sighted. Birding or not, the view alone is worth the drive. A boat ramp at the end of the road offers fishermen direct access to the Bay. At night, Bottoms Road is a great place for star-gazing.

Continuing on SR 30/US 98 for 0.6-mile, the route enters the **Town of Panacea** (Criterion #4). Visitors will want to stop first at the **Wakulla County Welcome Center**. Perched on pilings overlooking Dickerson Bay, the Center offers sweeping views of the surrounding marshland and coastline, and houses old photographs, artifacts, artwork, educational displays, and tourist information. Directly across the road is the **Panacea Mineral Springs** (Criterion #4). **Woolley Park**, which has a children's playground, walking trail, parking, and fishing pier, lies just off the Byway. The privately owned **Gulf Specimen Aquarium and Marine Laboratory** is another stop. It features a 25,000-gallon marine aquarium of diverse Big Bend sea life. The facility has open touch tanks, displays, dioramas, as well as gift and book shop. Panacea hosts the Blue Crab Festival in May, the Mighty Mullet Big Bend Festival in November, and Christmas in Panacea in December.

Traveling south from Panacea, the Byway offers sweeping vistas of roadside ponds and coastal marshes alive with wildlife, including Bald eagles, osprey, and numerous herons. In 2.4 miles, the route enters the tranquil **Community of Ochlockonee Bay**. The Wakulla County Regional Airport has a grass runway for small planes and during the summer offers airplane rides

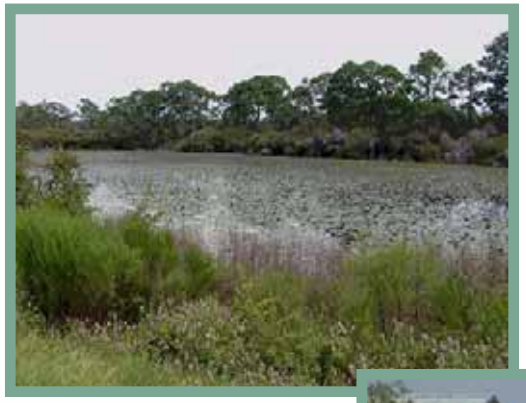
and skydiving. At the blinking traffic light before the Ochlockonee Bay Bridge, visitors can turn right (west) onto Surf Road, which leads some 3.6 miles past private coastal homes to the entrance of another portion of the Panacea Unit of the St. Marks National Wildlife Refuge with hiking trails. Alternatively, they can turn left at the traffic light onto Mashes Sands Road, which leads to **Mashes Sands Recreation Area**, a nice place to view Apalachee Bay, watch dolphins, cast for mullet and, at low tide, walk the sandbars to see a great variety of shorebirds, including Black skimmers. Facilities include a white sand beach, restrooms, boat landing, picnic tables, tidal marshes, and trailhead for the Ochlockonee Bay Trail. The 15-mile trail, currently under construction, will travel alongside Mashes Sands Road and Surf Road through the Panacea Unit of the St. Marks National Wildlife Refuge to another trailhead near Sopchoppy.

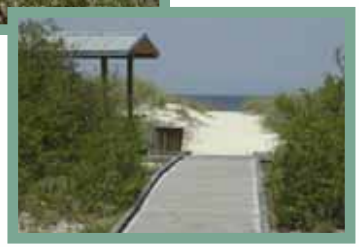
The Byway continues on SR 30/US 98 across the Ochlockonee Bay Bridge, which offers sweeping water views of **Ochlockonee Bay** and **Apalachee Bay** (Criterion #4). The Byway enters Franklin County at the end of the bridge. The turnoff to Alligator Point and **Bald Point State Park** (Criterion #4) is approximately one mile ahead. Activities include birding, picnicking, swimming, beachcombing, fishing, canoeing, kayaking, windsurfing, and hiking. The park has two beaches, a fishing dock, picnic pavilions, restrooms, hiking trails, and a handicapped-accessible boardwalk with interpretation.

Continuing on the Byway, visitors will catch their first glimpses of the **Alligator Harbor Aquatic Preserve** (Criterion #4) with Alligator Point in the background. Here **Leonard's Landing**, a small waterside pull-off and boat launch, features a roadside kiosk with information on clam farming and seagrass beds.

The Byway continues on SR 30/US 98 through **St. Teresa**, a traditional seaside community adjacent to Alligator Harbor. The corridor

passes numerous lily-clad ponds, the St. Joe development of Summer Camp, then the **Florida State University Marine Laboratory at Turkey Bayou**. The Marine Lab was constructed in 1968 to facilitate study of the coastal environment. Facilities include laboratories, classrooms, a modest library, housing, a fleet of small boats, a 47-foot multi-purpose research vessel, diving technology, and other equipment for education and research in the marine environment.





This portion of the Coastal route ends 0.6-mile past the FSU Marine Lab at the intersection of Coastal Highway (SR 30/US 98) with Sopchoppy Highway (SR 377/US 319).

Figure 3.6: Coastal Trail Central

There are twelve intrinsic resources identified within the 23 miles of this trail, with 75% of the resources in the viewshed of the corridor.

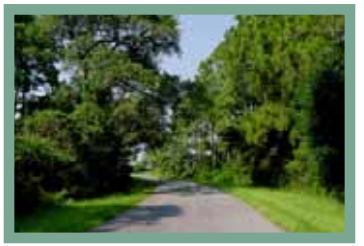
Big Bend Scenic Byway
Coastal Trail Central

Coastal Trail Central

From the intersection of Coastal Highway (SR 30/US 98) and Sopchoppy Highway (SR 377/US 319), the Byway continues west on Coastal Highway with views of beach houses, seagrass beds, and the Alligator Harbor Aquatic Preserve. The **St. James Bay Golf Course** is three miles from the beginning of this trail segment. This 18-hole championship course, designated as an Audubon International Sanctuary, is both challenging and beautiful. Open to the public, facilities include a restaurant and pro shop. Approximately 0.6-mile farther is **Lanark Village**, a retirement community with a small golf course that is also open to the public. Many of the homes in Lanark were originally officers' quarters for Camp Gordon Johnston during World War II. Lanark once boasted a mineral springs and a luxurious resort, the Lanark Springs Hotel. Reportedly, the springs became plugged and locals decided to clear them out with dynamite. Instead of opening the springs, the blast, unfortunately, collapsed the source. The hotel later burned down.

Across from Lanark is **Lanark Reef**. Best viewed at low tide, the reef is a nesting site and a feeding ground for terns and many shore birds. Franklin County maintains a boat launch here for direct access to Dog Island and the reef, highly prized for tarpon fishing.

The route continues along the water for 6.6 miles, then reaches a Forest Service fire tower, which is the future location of a trailhead for the GF&A Bike Trail running from Leon County south through Sopchoppy to the Gulf. The Byway turns left from SR 30/US 98/US 319 at this point, following Gulf Avenue (CR 30A) past wetlands that serve as a rookery for wading birds. This route enters the **City of Carrabelle** (Criterion #4) along Marine Street, with a harbor walk, waterfront pavilion, and beautiful views of the harbor and Timber Island. The city hosts a Camp Gordon Johnston Reunion in March, Riverfront Festival in April, Shriners' Fishing Tournament in May, Saltwater Fishing Classic in June, and a Boat Parade of Lights in December. This is also the location of the **Camp Gordon Johnston Museum**. Dedicated to the heritage of soldiers of World War II, this museum focuses on those who trained for amphibious landings at Camp Gordon Johnston. It includes extensive history of these units, as well as a photographic display of the area and life as it existed at the camp. Artifacts are displayed in six rooms: Barracks, Equipment, War, Home Front, Camp Gordon Johnston, and Franklin County Veterans.



The Byway rejoins SR 30/US 98/ US 319 at the intersection with Marine Street and continues west through Carrabelle. Visitors can take Tallahassee Street for one block north to the **Old Carrabelle Hotel**, a nicely renovated structure dating from the late 1800s. The property once was used as a railroad hotel serving the line from Tallahassee. The Byway passes the **World's Smallest Police Station** (Criterion #4) before crossing over the

Carrabelle River, offering breathtaking views of St. George Sound and Carrabelle Harbor.

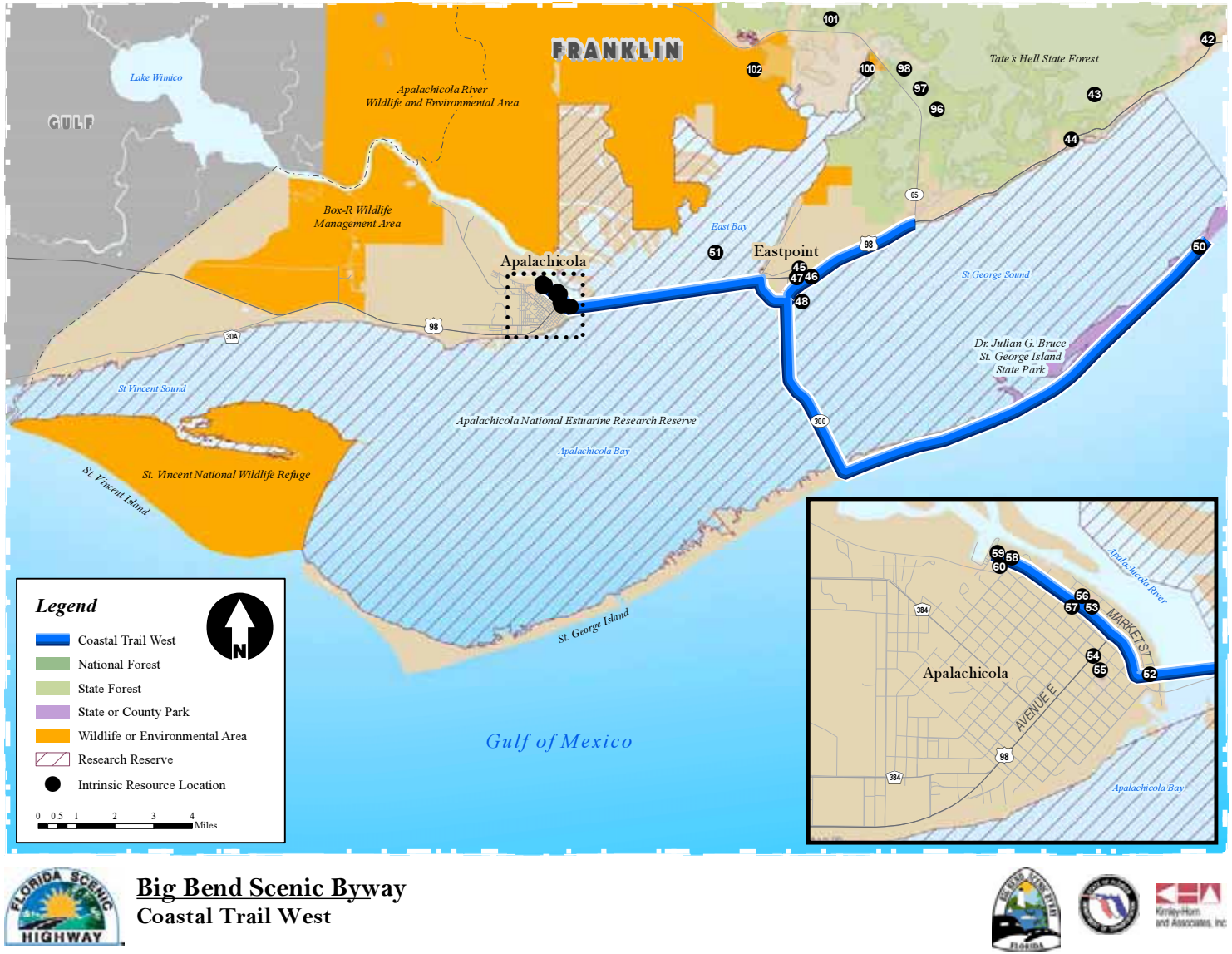
Carrabelle Beach is 1.5 miles west of Carrabelle on the Byway. A popular tourist stop, activities here include shelling, swimming, volley ball, and surf fishing. Public restrooms and covered picnic areas are available. There are a number of good diving locations off the coast, most within 20 miles of shore, making them readily accessible. Artificial reefs, shipwrecks, and five Air Force signal towers are just a few of the sites to visit.

The Byway continues along St. George Sound for another 1.9 miles, where visitors can see the **Crooked River Lighthouse** (Criterion #4). A short distance farther along SR 30/US 98/US 319 is **Tate's Hell State Forest** (Criterion #4) and the parking lot for the **High Bluff Coastal Hiking Trail**. This one-mile loop features coastal scrub habitat unique to this coastline. The route crosses old sand dunes covered by plants, Scrub oaks, and isolated groups of Sand pines, and lower elevations with dense palmettos, Slash and Longleaf pine. A picnic table is located at the halfway point and a park bench at the end of the spur trail.

The route soon crosses **Yent Bayou**, a scenic stream winding through marsh grass into the Gulf of Mexico. Black bears are frequently seen along this stretch of the Byway. The next few miles offer great views of St. George Sound and St. George Island in the distance. The Coastal Trail Central ends at the intersection of SR 30/US 98/ US 319 and SR 65.

Figure 3.7: Coastal Trail West

There are 16 intrinsic resources identified within the 26 miles of this trail, with 69% of the resources in the viewshed of the corridor.



Big Bend Scenic Byway
Coastal Trail West

Coastal Trail West

From the intersection of SR 30/US 98/US 319 and SR 65, the Byway continues west to **Eastpoint**, a commercial fishing village with processing plants, docks, seafood markets, and restaurants stretching the length of town along St. George Sound. Visitors will notice huge piles of oystershells and wooden oyster boats tied behind processing plants, denoting the role of **Oystermen** (Criterion #4) in the region. Eastpoint hosts the Volunteer Fire Department Rib Cook in March.

In Eastpoint, 2.9 miles from the intersection with SR 65, the route leaves SR 30/ US 98/US 319 and follows Patton Drive (SR 30) along the water past several typical seafood houses and the **Marion Millender Site**, a lovely shaded picnic area on St. George Sound. From here it is only a short distance to the **St. George Island Bridge Fishing Pier**, which is a remnant of the old bridge that was completed in 1965. Left standing on both sides of the Sound, these piers today are popular fishing spots.

The route continues on SR 30 for 0.7-mile until it intersects with Island Drive. The Byway follows Island Drive over the newly-constructed Bryant Patton Bridge (SR 300) to St. George Island. The water views are wonderful from the bridge and provide a great opportunity to watch oystermen in their boats "tonging" for oysters.

St. George Island is a 28-mile barrier island with some of the most beautiful and serene beaches in the United States. The island has an extensive residential community, as well as bike and kayak rentals and a bike trail. The island hosts a Chili Cook-Off in March and Oyster Spat Festival in October. Once on St. George Island, the Byway follows Gulf Beach Drive (CR 300) with good views of the Gulf of Mexico east for 4.5 miles to **St. George Island State Park** (Criterion #4). The park's beaches have been rated among the best in the United States. Activities include birding, swimming, fishing, boating, hiking, biking, camping, and nature study. Facilities include picnic shelters, restrooms, picnic tables, a boat ramp, and a camp ground.

From here, the Byway doubles back across the bridge to the mainland. Once off the

bridge, the route turns west on South Bayshore Drive for 1.1 miles to SR 30/ US 98/US 319. It then follows US 98 for 5.1 miles across the John Gorrie Bridge to Apalachicola. Visitors have an excellent view of the famous **Apalachicola Bay and River** (Criterion #4) from the bridge.

The **City of Apalachicola**, a designated Waterfronts Florida Community, has an exceptionally rich history and its maritime culture reflects the area's bountiful natural resources. Visitors can stroll past beautiful Victorian homes or spend time browsing through unique galleries, stores, and antique shops. The **Historic District** (Criterion #4) boasts over 200 historically significant homes and commercial structures around town.

The **Welcome Center** offers tourist materials and walking maps of the district. Another noteworthy stop is the **John Gorrie State Park** (Criterion #4), celebrating the local doctor who pioneered the development of artificial ice-making, refrigeration, and air conditioning.

Continuing through town on Market Street the Byway follows Scipio Creek, passing the **Chapman Botanical Garden** (Criterion #4) and, across the street, the **Orman House State Park** (Criterion #4).

The Byway terminates at the Scipio Creek Marina, a picturesque facility full of green net-draped **Shrimp Boats** (Criterion #4). The marina also provides access to two resources—the **St. Vincent National Wildlife Refuge Visitor Center** (Criterion #4) and, at the opposite end of the marina, the **Apalachicola National Estuarine Research Reserve Nature Center** (Criterion #4). It contains extensive displays and information on the estuary that includes the river delta bay. Three tanks include indigenous life from the river, bay, and gulf. A short interpretive nature walk winds through a picturesque wetland.

Apalachicola hosts numerous celebrations each year, including the Mardi Gras Festival in February, Spring Jazz Festival in March, Antique & Classic Boat Show in April, Tour of Historic Homes in May, and in November, the Florida Seafood Festival, Historic Christmas Celebration, and Fall Jazz Festival.

The Big Bend Scenic Byway's other attraction is its Forest Trail. To continue this "virtual tour," we'll follow the Forest Trail from East to West.

Figure 3.8: Forest Trail East

There are 13 intrinsic resources identified within the 18 miles of this trail, with 62% of the resources in the viewshed of the corridor.

Forest Trail East

This portion of the Byway begins in eastern Wakulla County at the intersection of Coastal Highway (SR 30/US 98) and Bloxham Cutoff (SR 267) west of Newport. The corridor along SR 267 is wooded and lined with flowering magnolia and dogwood trees in spring. The route crosses the **Tallahassee-St. Marks Historic Railroad Trail** (Criterion #4), which can be accessed at a nearby trailhead.

In a short distance, the Byway passes over a scenic freshwater stream, **McBride Slough**, before reaching the entrance to **Edward Ball Wakulla Springs State Park and Lodge** (Criterion #4). Activities include birding, wildlife viewing, swimming, photography, horseback riding, hiking, and boat rides.

Facilities include a full service lodge, gift shop, hiking trails, diving platform, swimming area, horse trails, interpretive exhibits, picnic areas, restrooms, and showers. The Park hosts the Wakulla Wildlife Festival in April. Wakulla Springs and **Cherokee Sink**, a beautifully restored sinkhole lake, are both examples of **Karst Topography** (Criterion #4). Cherokee Sink is located a short drive from the Park entrance, and has picnic tables and walkways leading down to the lake. Swimming, SCUBA diving, picnicking, and hiking are allowed.

Wakulla State Forest is located directly opposite the entrance to Wakulla Springs State Park. This is Florida's newest state forest and it currently is in the planning phase. Visitors are encouraged to hike, bike, or ride horseback on the old roadbeds and fire lanes to experience first-hand the same natural, untamed resources that early settlers discovered. Continuing on the Byway, the **Bethel Historic Site**, consisting of an old church and cemetery, is at the intersection with Spring Creek Highway (SR 365). From here the corridor passes Camp Indian Springs and then winds through rural countryside lined with fields and homes.

Side Trip

At the signalized intersection with Crawfordville Highway (SR 377/US 319), visitors may wish to take a side trip five miles south to the town of Crawfordville, the county seat of Wakulla County. Points of interest include the **Historic Wakulla County Courthouse** (Criterion #4), **Old Wakulla County Jail and Historical Society Center**, and **Azalea and Hudson Parks**, two urban parks in the center of town with walking trails and picnic facilities. **Apalachicola National Forest Headquarters**, located two blocks off SR 377/US 319 on Taff Drive, offering bird lists, nature books, forest maps, as well as trail and camping information, is a must stop for anyone wanting to visit the National Forest.

The Byway continues west on SR 267 for 2.6 miles to Springhill Road (CR 373) and turns north to access resources of the **Apalachicola National Forest** (ANF) (Criterion #4). This portion of the Byway encompasses the eastern portion of the ANF along Springhill Road. The roadway first passes through the site of the historic mill town of Helen. Though there is nothing left of the town itself, visitors will notice a raised roadbed on the west side of the Byway, which was the railbed for the Georgia, Florida, and Alabama Railroad of 1893 (nicknamed the "Gopher, Frog, and Alligator" by old-timers). This is now being converted into the **GF&A Bike Trail** (Criterion #4). The Helen Guard Station, a former Forest Service Work Center, is currently closed to the public, but is also being developed as a trailhead for the GF&A Bike Trail with an interpretive kiosk. This portion of the Byway ends at the Leon County line.

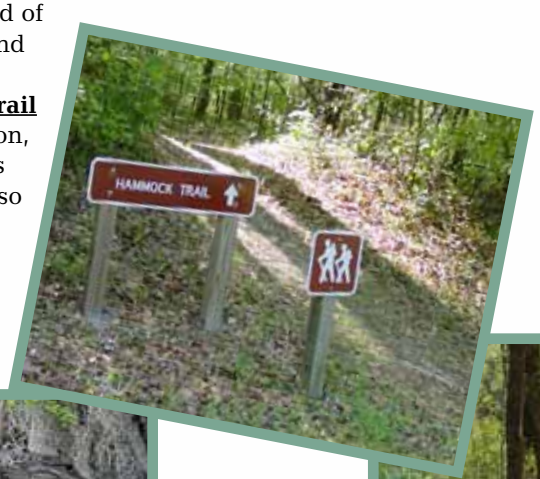
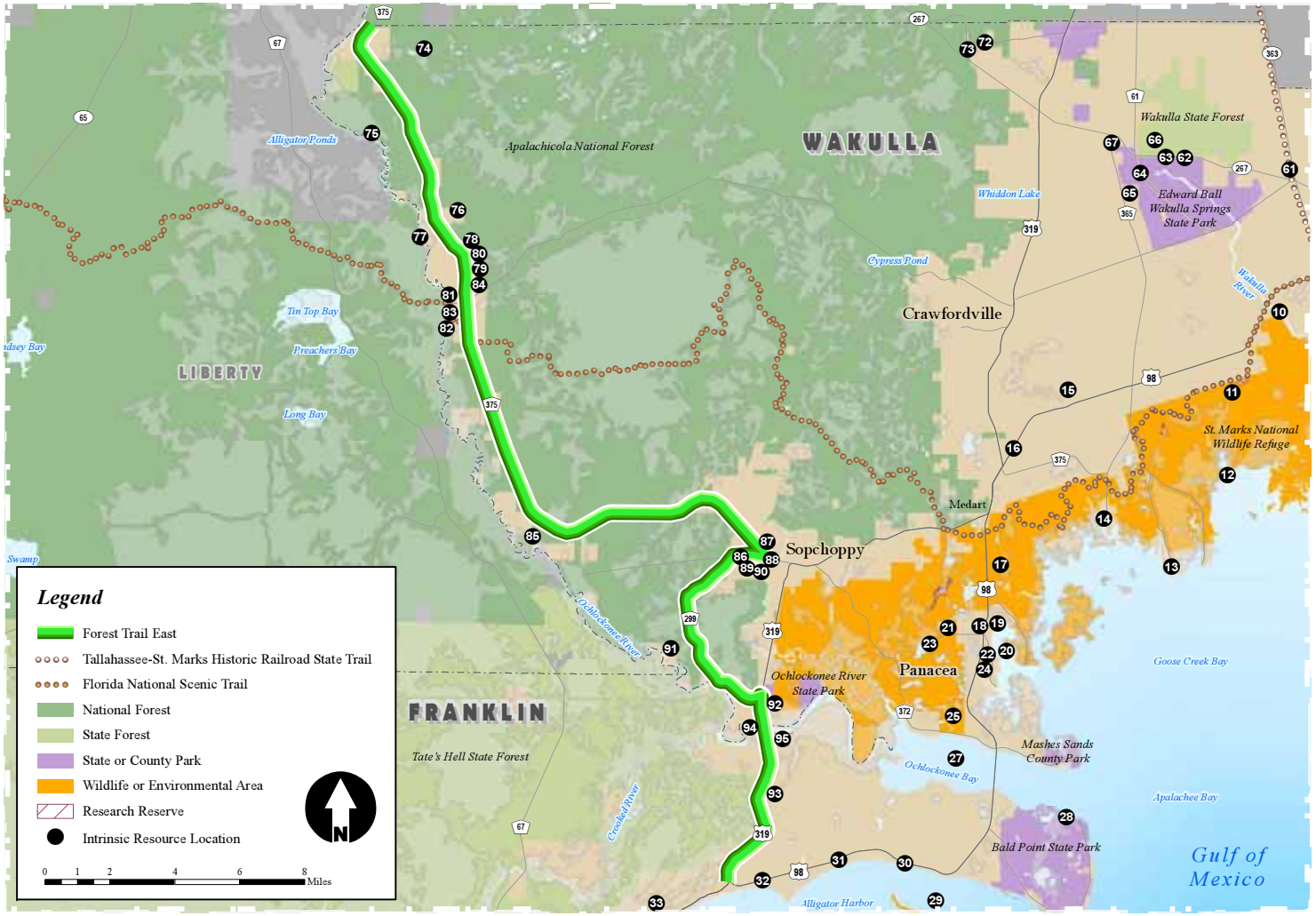


Figure 3.9: Forest Trail Central

There are 22 intrinsic resources identified within the 32 miles of this trail, with 55% of the resources in the viewshed of the corridor.



Big Bend Scenic Byway
Forest Trail Central

Forest Trail Central

This portion of the Byway begins at the Leon County line on Smith Creek Highway (CR 375). Here the Scenic Byway borders the **Ochlockonee River** (Criterion #4), passing through the central portion of the **Apalachicola National Forest** (Criterion #4). The first recreational facility along the route is **Pine Creek Landing**, which lies just 1.3 miles to the west of Byway and offers a great view of the Ochlockonee River. There are picnic facilities, primitive camping, and a boat launch. Five miles further south on the Byway is the rural **Community of Smith Creek**, comprising a picturesque cluster of old barns and homes, a cemetery, and one-room school house. Just off the Byway is **Jack Langston's Fish Camp and Landing**, with original fishing cabins and a great view of the Ochlockonee River.

Spring and fall are particularly beautiful seasons along this portion of the Byway. The roadsides are filled with **wildflowers** and frequented by varieties of beautiful butterflies. Here the Byway passes through acres of Longleaf pine and Wiregrass habitat. Black trunks of the trees denote the use of **Prescribed Fire** (Criterion #4) as a management tool and **white bands** on mature Longleaf pine trees indicate **Red-cockaded woodpecker nests** (Criterion #4). About one mile from Smith Creek, FR 13 crosses the Byway to **Two Rivers Bridge**, offering sweeping views of the Ochlockonee River and the floodplain swamp dominated by **Tupelo gum trees** (Criterion #4). The bridge also serves as the route for the **Florida Scenic Trail** (Criterion #4), with a trailhead at **Porter Lake**, an ANF facility on the western end of the bridge. The bridge is also an excellent area for birdwatching. The next ANF facility along the Byway is **Mack Landing**, which is six miles south of FR 13. The landing is one mile from the Byway on a graded dirt road (FR 336). Mack Landing is an area with camping, boat launch, picnic tables, restrooms, and fishing.

As the route continues southward, the Apalachicola National Forest gives way to gently rolling hills with fields and farms. Some nine miles from the Mack Landing turnoff, the Byway crosses the **Sopchoppy River and Canoe Trail** (Criterion #4) and enters the charming **Town of Sopchoppy** (Criterion #4) on Rose Street (CR 22). The town features an 1893 **GF&A Railroad Depot** (Criterion #4), a small historic district, outfitters, and shops. Nearby sites to visit include **Myron B. Hodge City Park**, a 35-acre park located on the banks of the pristine Sopchoppy River and canoe trail, with camping facilities, ballfield, one-room schoolhouse and log cabin, and boardwalk, as well as the **Historic Sopchoppy High School and Gymnasium** (Criterion #4). Sopchoppy hosts the Worm Gruntin' Festival in April, 4th of July Celebration, and Christmas in Sopchoppy in December.

At Winthrop Street in Sopchoppy, the Byway doubles back on Rose Avenue (CR 22), and follows the left fork over the river on CR 22. In just over a mile, it turns left on Curtis Mill Road (CR 299). When completed, the GF&A Bike Trail will follow this

Byway route from town. The route enters the Apalachicola National Forest in a few miles. Just off the route is **Wood Lake**, a facility of the Apalachicola National Forest, which has a boat launch and fishing. The route continues through the forest, then winds through wooded countryside.

In another 6.2 miles, the Byway reaches the intersection with Sopchoppy Highway (SR 377/US 319) and turns south for 0.2-mile to the entrance of the **Ochlockonee River State Park** (Criterion #4). Activities include swimming, boating, hiking, biking, camping, picnicking, birding, and wildlife viewing. Facilities include interpretive kiosks, picnic shelters, boat launch, canoe rentals, and hiking trails.

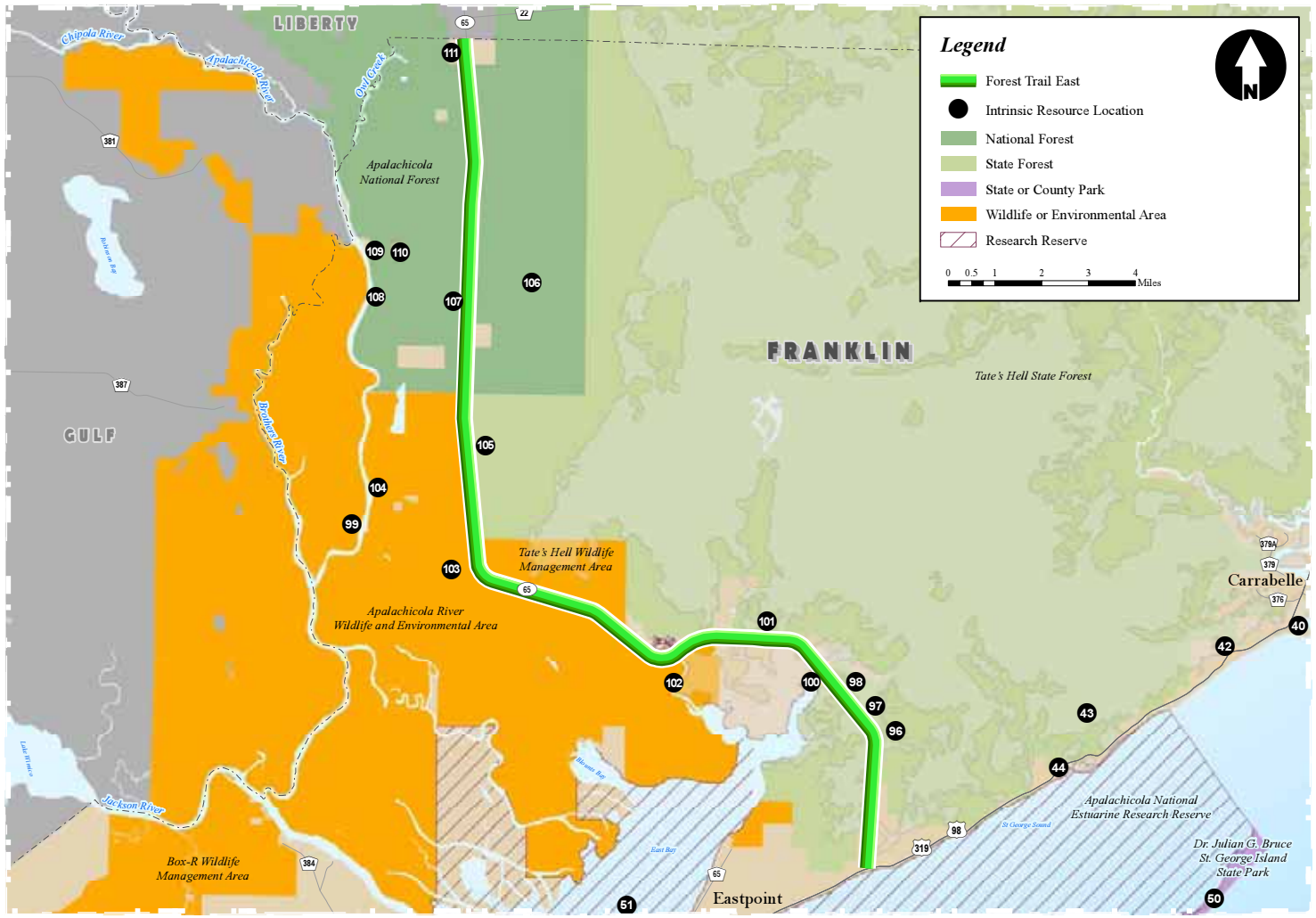
Continuing south on SR 377/US 319, the Byway crosses the Ochlockonee River Bridge, leaving Wakulla County and entering **St. James Island** in Franklin County. At low tide, visitors can still see the remains of the **Old McIntyre Ferry** lying partially submerged against the southwest bank of the river. McIntyre was a turn-of-the-century logging town and mid-way stop for the GF&A railroad line from Tallahassee to Carrabelle. The old trestle at the St. Joe Boat Ramp lies just off the Byway on McIntyre Road.

The first intersection with Rio Vista Road (CR 370) provides access to the **Cow Creek Boat Ramp**. Cow Creek is a beautiful stream that meanders past old-growth cypress and banks lined with wild rice. Travelers might also see White squirrels that were brought to the Breakaway Lodge, a hunting and fishing lodge built in 1938. In 1942, St. James Island was commandeered to serve as **Camp Gordon Johnston** (Criterion #4), an amphibious landing training site for the invasion of Normandy. Army Generals George Patton and Mark Clark stayed in the Breakaway Lodge and are reported to have planned the Normandy Invasion sitting on the Lodge's screen porch overlooking the Ochlockonee River.

The final six miles of this route passes pine plantations and a Forest Service Fire Tower. This area is frequented by Black bear and other wildlife. The route ends at the intersection of SR 377/US 319 and SR 30/US 98.

Figure 3.10: Forest Trail West

There are 16 intrinsic resources identified within the 25 miles of this trail, with 69% of the resources in the viewshed of the corridor.



Big Bend Scenic Byway
Forest Trail West

Forest Trail West

This section of the Forest Trail begins on SR 65 in Franklin County and continues 25 miles to the north, terminating at the Liberty County line. The Forest Trail West follows the Apalachicola River northward and is bordered by public lands—Tate's Hell State Forest, Apalachicola River Wildlife and Environmental Area, and the Apalachicola National Forest. **Tate's Hell State Forest** (Criterion #4) contains a network of unpaved forest roads to explore the area, including approximately 150 miles of new off-highway vehicle (OHV) trails, which are available for a fee of $50 per vehicle per year. Activities include hiking, canoeing, boating, and fishing along 35 miles of beautiful rivers, streams, and creeks.

Approximately 5.5 miles north of the intersection of SR 30/US 98/US 319 and CR 65 is the directional sign on the east side of the road for the **Ralph Kendrick Dwarf Cypress Dome** (Criterion #4). The Dome is reached via a graded dirt road, approximately 4.75 miles off the Byway (see Criterion #4). The facility includes an information kiosk with an excellent interpretation of the ecosystem, a boardwalk, and an observation tower. Activities include wildlife observation and photography.

From here the Byway passes a series of creeks. One of the best ways to explore this land and water—immortalized in the film *Ulee's Gold*, which featured **Tupelo Honey** (Criterion #4)—is by canoe or kayak. The scenery is breathtaking. Visitors can birdwatch or fish for Large-mouth bass, catfish, Striped bass, and bream. Hundreds of miles of scenic natural waterways wind through pristine floodplain forests and intertidal marshes offering excellent opportunities for paddlers on the Apalachicola River and its tributaries. April and October are great months to view Swamp lilies, Swamp roses, and asters. The first creek the route passes is **Cash Creek** with a boat launch on the east side of the road. The magnificent views in both directions from the bridge are well worth the entire drive. The second and third creeks in succession are **Whiskey George** (which has a handicapped-accessible landing) and **Doyle Creek and Landing**.

Approximately 3.5 miles north of the turnoff to the Cypress Dome on SR 65 the Byway enters the **Apalachicola River Wildlife and Environmental Area** (Criterion #4) and the **Sand Beach Recreation Area**, a beautiful Cabbage palm hammock with an outstanding view of the Apalachicola River and floodplain forest. The facility is 2.7 miles off the Byway on a graded dirt road. Facilities include an information kiosk, picnic tables, nature trail, dock, and observation tower. Activities include wildlife observation, hiking, fishing, picnicking, and boating. This is also a great place to watch sunsets.

Continuing north on SR 65, the Byway passes **Graham Creek & Landing**. The train trestle and tracks along the roadway belong to the Apalachicola Northern Railroad. Some 16.6 miles from the starting point on SR 65, the Byway enters the **Apalachicola National Forest** (Criterion #4). This portion of the forest has been regularly burned. The terrain

here shifts to more **open savannahs**, sub-tropical grasslands scattered with Longleaf pine trees and covered with drought-resistant undergrowth. They form an open landscape where wiregrass covers the forest floor. Much of the soil is sandy and often wet. Wildflowers such as orchids, **Pitcher Plants** (Criterion #4), and sundews flourish, making the **savannahs** some of the most botanically rich areas in the country.

Four miles farther along the Byway is the entrance to the **Fort Gadsden Historic Site** (Criterion #4). The site is three miles west of the Byway on FR 129 (a graded dirt road). The site was described in Criterion #4. Facilities include an information kiosk with historic dioramas depicting early settlements and major battles, picnic tables, nature trail, shelter, and restrooms. Activities include hiking, picnicking, wildlife observation, photography, and fishing.

There are two other distinctive Apalachicola National Forest facilities along this route: **Hickory Landing** with camping, picnic tables, restrooms, drinking water, boat landing, and fishing and hiking trails; and **Wright Lake** with camping, picnic tables, trailer space and dump station, restrooms, showers, fishing, swimming, hiking, and nature trails. Wright Lake is handicapped-accessible and both facilities have entrance fees. The Byway ends 2.5 miles to the north at the old town of Sumatra. Just before reaching the town is the **Sumatra Cemetery**, which has gravestones from the Civil War.

The narratives provided for Universal Criterion #4, the Intrinsic Resource Matrix, and resource maps (*Figures 3.5 – 3.10*), together with the accompanying descriptions, fulfill this criterion.

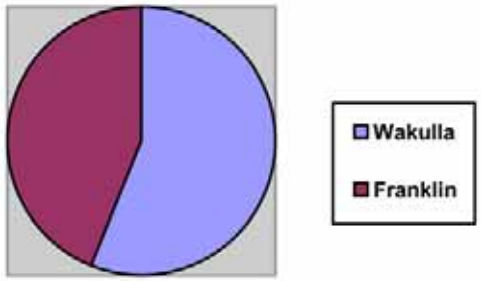
The Corridor Management Plan includes three goals, four objectives, and fourteen strategies that address Universal Criterion #6.

Table 3.7 Universal Criterion #6

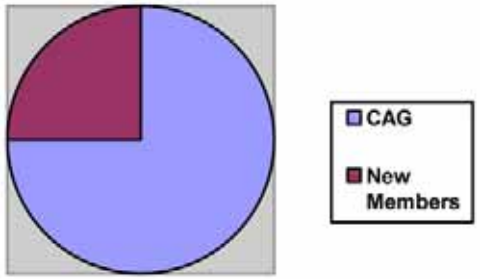
Action	Goal	Objective	Strategy
Connectivity. Improve connectivity between and among existing trail networks; encourage enhancement projects to improve bicycle and pedestrian connectivity and facilities; encourage non-motorized connectivity between the GF&A Trail, the Ochlockonee Bay Trail, and St. James Island; support the establishment of non-motorized greenways/habitat corridors to connect public lands along the corridor.	2 3	2.1 3.1	2.1.2 2.1.7 3.1.6 3.1.8
Native Plants/Trees. Promote use of native plants/trees in landscaping and removal of exotic/invasive species; support planting of native trees and plants that provide wildlife food and forage to expand opportunities for wildlife habitat and viewing.	1	1.3 1.5	1.3.1 1.5.6
Native Wildflowers. Encourage planting of wildflowers along rights-of-way, in medians, and adjacent to public and private properties; support coordination of mowing along rights-of-way to protect wildflowers, promote natural reseeding, and expand access for butterflies, birds, and other wildlife.	1	1.3	1.3.2 1.3.3
Ordinances. Encourage adoption of ordinances on landscaping, tree planting and protection that support beautification efforts.	1	1.3	1.3.5
Bicycle/Hiking. Help develop and, where possible, expand the existing network of bicycle and hiking trails; work with SMNWR and others to establish a marked bike trail along Lighthouse Road; encourage completion of the St. George Island Bike Trail to the entrance of the State Park; encourage improvement and expansion of bicycle trails on public lands.	3	3.1	3.1.1 3.1.3 3.1.4
Equestrian. Promote equestrian trails along the corridor as well as related stables and support facilities.	3	3.1	3.1.5
Trail Heads. Help evaluate public staging areas at trail heads and other convenient locations to facilitate public access to trail networks.	3	3.1	3.1.7

Universal Criterion #7 - A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.

The Wakulla County CAG was formed in the spring of 2001 and the Franklin County CAG in the spring of 2004. The two CAGs joined forces following their Designation Training in November 2005, and have continued to conduct regularly scheduled joint meetings. The combined CAG has 80 members (see *pages vi*—x for a list of current CAG members), with 45 members from Wakulla and 35 from Franklin (see *Appendix K* for minutes of meetings, announcements, etc.).



The CAG Members continue to be the "heart and soul" of the Big Bend Scenic Byway, as all of the officers elected for the newly-formed Corridor Management Entity are CAG Members (see *Chapter 7* for list of CME officers.



In addition to the number and diversity of its members, the success of the joint CAG is evident in:

- Letters of Support—representing a broad spectrum of endorsing groups;
- Formation of CAG Teams—for visioning and conduct of Field Inventories and Corridor Impression Surveys;
- Active Participation—at public meetings, presentations, and workshops; and
- Funding and Promotion—confirmed by wide support for production of the video *Fire Forests of the Big Bend Scenic Byway*, and production and dissemination of *The Guide to the Big Bend Scenic Byway (see Chapter 11)*.

The Corridor Management Plan includes four goals, six objectives, and fifteen strategies that address Universal Criterion #7. Note that 6PP is the assigned reference to the Big Bend Scenic Byway Corridor Advocacy Group.

Table 3.8 Universal Criterion #7

J	Promotion Actions	G	O	S	Responsible Parties
1	***Activities.*** Help educate private property owners/traveling public on the desirability and value of butterfly gardens, hummingbird plants, and other wildlife-friendly features; Promote strong regional tradition of fine musicians; Highlight the extraordinary opportunities for nature photography.	1 5	1.3 5.4	1.3.4 5.4.3 5.4.4	1A; 1B; 1C; 2H; 2L; 3S; 5DD; 5FF; 5HH; 5II; 6PP
2	***Publications.*** Encourage more widespread dissemination and use of *The Guide to the Big Bend Scenic Byway*; Promote historic museums and centers in Scenic Byway materials.	1	1.6 4.3	1.6.3 4.3.3	2P; 3S; 5EE; 5HH; 5JJ; 6OO, 6PP
3	***Events/Festivals.*** Coordinate scheduling of annual festivals and events to avoid overlap and competition insofar as possible; Encourage expansion of the Wakulla Birding & Wildlife Festival to a full week; Coordinate promotion of all Byway events and festivals and maintain a common calendar; Encourage establishment of new festivals, such as a Seaside Bear Festival or a Byway-wide rummage sale.	4	4.2	4.2.1 4.2.2 4.2.3 4.2.4	2P; 3S; 4U-X; 5EE, 6OO, 6PP
4	***Marketing.*** Promote family-friendly and pet-friendly character of the Byway and its major attractions; Provide information on directions to interesting sites located off the Byway corridor, but easily accessible from it; Target some marketing efforts on private pilots and charter plane services, emphasizing opportunities for fly-in visits at county airports.	5	5.4	5.4.1 5.4.2 5.4.5	2P; 3S; 5EE, 6OO, 6PP
3	***National Designation.*** Seek designation as a National Scenic Byway, with inclusion of the Leon County corridor, as soon as possible.	5	5.4	5.4.7	6OO, 6PP
L	**Administration Actions**	**G**	**O**	**S**	**Responsible Parties**
2	***Work Plan.*** Develop a Work Plan and corresponding Fundraising Strategy to implement the Action Plan; Establish committees to pursue specific Actions.	6	6.1	6.1.3 6.1.2	6OO, 6PP

Universal Criterion #8 - A Community Participation Program must be developed and implemented.

The Franklin/Wakulla County CAG has developed and successfully implemented a strong Community Participation Program (CPP). More information on the CPP can be found in *Chapter 8 - Community Participation Program*.

During the Designation phase, the focus of the CPP changed from "getting people involved" to "helping make it happen." The CAG decided to package its Corridor Management Plan as a public education tool: the Corridor Management Plan Poster. This fold-out, richly illustrated, color poster includes the following sections:

- The Big Bend Scenic Byway Story;
- Vision;
- Goals, Objectives, and Strategies;
- Action Plan;
- Benefits of Designation; and
- What the Florida Scenic Highway Program Does Not Do

Members of the CAG have presented the poster at numerous public events and meetings along the Byway, and succeeded in building broader support for the Implementation Phase. Community participation will continue to be a vital component of work on the Big Bend Scenic Byway and is reflected in the language used for implementation strategies in the Action Plan-Raise Awareness, Promote, Support, Encourage, Improve Capacity, Educate, Explore, etc.

Universal Criterion #9 - Strong local support must be demonstrated.

The Big Bend Scenic Byway has achieved strong, highly balanced support for Florida Scenic Highway designation. Of the 55 letters and resolutions received, 35 (64%) were from local businesses and civic organizations, 11 (20%) were from state and federal agencies and institutions, and 9 (16%) were from local government bodies, both city and county. (For additional information see *Chapter 9 - Local Support, and Appendix L for sample letters and resolutions)*.

In addition, the strength of local support is evident in the diversity and level of participation by CAG and CME members *(see page vi—x CAG Directory)*. The extent of local government support is confirmed by the resolutions of support approved by all incorporated communities and counties along the Byway.

Universal Criterion #10 - A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.

Corridor Management Plan

The CAG developed its Corridor Management Plan over a six-month period beginning in November 2005 (see *Chapters 7 and 8*). As stated in Universal Criterion #8 and in *Chapter 8 Community Participation Program*, the CAG chose to present its Corridor Management Plan in the form of an Executive Summary Poster for use as a public education tool. The Poster includes all elements of the Corridor Management Plan in a graphically pleasing and highly readable format (see the enclosed *Executive Summary Poster* on *page* xv).

The CAG is now working with the incorporated cities of Carrabelle, Apalachicola, Sopchoppy, and St. Marks, as well as with the Franklin and Wakulla County Boards of County Commissioners, to have the Corridor Map, Vision Statement, and Goals and Objectives of the Corridor Management Plan included in each government's Comprehensive Growth Plan during the next amendment cycle (see Chapter 12 for details). All jurisdictions and both county governments have signed the Designation Application and have adopted resolutions stating their support for designation of the Big Bend Scenic Byway.

Formation of the CME

The first action of the combined Franklin and Wakulla CAG in November 2005 was to convene a preliminary Corridor Management Entity (CME) to help develop and expand support for the Corridor Management Plan (CMP). Though this task is usually undertaken at the end of the Designation Application process, the CAG felt that early formation would be advantageous. The CAG established a six-month meeting schedule with alternate monthly meetings of the CAG and the CME (see *Chapter 7* for background and a list of CME Members). In a meeting on May 31, 2006, the CME reviewed and approved its Bylaws, elected Officers, and all members present signed the CME Agreement. The composition of the CME is profiled in Criterion #9.

Participating in the meeting were representatives of the Florida Department of Transportation (Environmental Management Office); Florida Department of Environmental Protection (Division of Recreation & Parks and Office of Greenways & Trails); Florida Fish & Wildlife Conservation Commission; Apalachee Regional Planning Council; Capital Region Transportation Planning Agency; USDA Forest Service–Apalachicola National Forest; US Department of Interior-St. Marks and St. Vincent National Wildlife Refuges; Wakulla County Board of County Commissioners; Cities of Apalachicola, Carrabelle, and Sopchoppy; Wakulla County Tourist Development Council and Economic Development Council; Chambers of Commerce of Carrabelle and Wakulla County; Franklin County Office of Emergency Management; Franklin and Wakulla County Corridor Advocacy Groups; Panacea Waterfronts Florida Partnership; Florida Foresight-Big Bend Maritime Center; Wakulla County Realtors Association; Gulf Coast Community Bank; TCC Department of Economic and Workforce Development; and The Inn at Wildwood.

Intrinsic Resource Assessment

The Byway CAG identified 111 resources as being of priority interest, sixty on the Coastal Trails and fifty-one on the Forest Trails. The location of each resource is identified in *Figures 3.5 - 3.10*, utilizing the number assigned to each resource on the following Matrix.

Assessment Summary

- Of these sites, 53% were rated as being Exceptional, Significant, or Distinctive.
- Seventy-eight resources, or 70%, are directly accessible from the Byway.
- Thirty-three resources, or 30%, are accessible via a connecting road.
- Forty-eight resources, or 43%, are identified as having Natural qualities.
- Seventy-four resources, or 67%, are identified as having Scenic qualities.
- Seventy-three resources, or 66%, are identified as having Recreational qualities.
- Forty-four resources, or 40%, are identified as having Historic qualities.
- Forty-seven resources, or 42%, are identified as having Cultural qualities.
- Thirteen resources, or 12%, are identified as having Archaeological qualities.

Archaeological Assessment

Staff at the Master Site File of the Florida Department of State have generously cooperated in identifying 199 archaeological resource sites that are within one half-mile of each side of the Big Bend Scenic Byway corridor. No listing is included in the application, as--in keeping with Department of State policy—the CAG wishes to protect their exact location. Only those sites that are open to the public are identified on the Resource List and Map.

The 199 archaeological sites along the corridor include prehistoric burial mounds, shell middens, habitations, quarries, and ceramic scatter from cultures dating from as early as 700 - 300 B.C. Here is a summary of their distribution along the Byway corridor:

- Coastal Trail East - 62 sites
- Coastal Trail Central - 20 sites
- Coastal Trail West - 16 sites
- Forest Trail East - 30 sites
- Forest Trail Central - 58 sites
- Forest Trail West - 13 sites

Natural Community Assessment

This system was created by the Florida Freshwater Fish and Wildlife Conservation Commission (FWC), using satellite images taken in 2003. The FWC mapped the entire state, ending up with 43 categories: 26 natural and semi-natural vegetation types, 16 types of disturbed lands (e.g., agriculture,

urban, mining), and 1 category for open water. Of the 43 categories, 26 are found along the Big Bend Scenic Byway in Wakulla and Franklin counties: 17 natural and semi-natural vegetation types, 8 kinds of disturbed lands, and open water.

Table 3.9 Natural Community Assessment

Community Type	Franklin	Wakulla
Coastal Strand	x	
Sand/Beach	x	x
Xeric Oak Scrub	x	
Sand Pine Scrub	x	
Sandhill		x
Mixed Pine-Hardwood Forest	x	x
Hardwood Hammocks/Forest	x	x
Pinelands	x	x
Freshwater Marsh/Wet Prairie	x	x
Shrub Swamp	x	x
Bay Swamp	x	x
Cypress Swamp	x	x
Mixed Wetland Forest	x	x
Hardwood Swamp	x	x
Bottomland Hardwood Forest	x	
Salt Marsh	x	x
Tidal Flat	x	x
Open Water	x	x
Shrub and Brushland	x	x
Bare Soil/Clearcut	x	x
Improved Pasture	x	x
Row/Field Crops	x	x
Other Agriculture		x
High Impact Urban	x	x
Low Impact Urban	x	x
Extractive	x	x

Intrinsic Resource Assessment Matrix

The Intrinsic Resource Assessment Matrix identifies the 111 resources of the Big Bend Scenic Byway within the following set of criteria:

Intrinsic Resource Assessment Matrix Legend

DA-Direct Access	Resources directly accessible from the Byway route.
IA-Indirect Access	Resources accessible via a connecting road.
E-Exceptional	Resources having Exceptional features.
S-Significant	Resources having Significant features.
D-Distinctive	Resources having Distinctive features.
UC-Universal Criteria	
#1	Resource(s) must be visible from the roadway.
#4	The corridor must exhibit significant, exceptional, and distinctive features of the region it traverses.
#5	The roadway should be more than a mile in length and, if appropriate, provide access to the resource(s).
#6	A majority of the corridor must exhibit scenic or heritage qualifying resource(s). These resources must be as continuous as possible throughout the corridor.
IR-N	Resources having Natural qualities.
IR-S	Resources having Scenic qualities.
IR-R	Resources having Recreational qualities.
IR-H	Resources having Historic qualities.
IR-C	Resources having Cultural qualities.
IR-A	Resources having Archaeological qualities.

Sample Intrinsic Resource Assessment

	Intrinsic Resource	DA	IA	E	S	D	UC 1, 4, 5, 6	IR-N	IR-S	IR-R	IR-H	IR-C	IR-A
1	St. Marks Unit-St. Marks National Wildlife Refuge & Visitors Center	x		x			1, 4, 5, 6	x	x	x	x	x	x

The first resource listed in the Matrix for Coastal Trail East is the St. Marks Unit–St. Marks National Wildlife Refuge & Visitors Center. DA is checked because it is accessible directly from the corridor. E is checked because it is an Exceptional Feature of the Byway. All four **Universal Criteria** (UC) are listed because this resource meets the following FDOT requirements:

- #1 resource(s) must be visible from the roadway;
- #4 the corridor must exhibit significant, exceptional, and distinctive features of the region it traverses;
- #5 the roadway provides access to the resource(s); and
- #6 a majority of the corridor must exhibit scenic or heritage qualifying resource(s).

These resources must be as continuous as possible throughout the corridor. All of the qualifying resource definitions are checked, because the St. Marks National Wildlife Refuge exhibits characteristics of each.

- **IR-Natural:** The Refuge exhibits numerous natural features—pine wiregrass, coastal marshes, islands, tidal creeks and estuaries of seven North Florida rivers, is home to a diverse community of plant and animal life, and is internationally recognized as home to more than 300 species of birds.
- **IR-Scenic:** The drive through the Refuge offers numerous scenic vistas-freshwater ponds with herons and egrets, expanses of marsh with hardwood hammocks, a lighthouse on Apalachee Bay, etc.
- **IR-Recreational:** Opportunities include birding, photography, wildlife viewing, boating, fishing, hiking, biking, and horseback riding.
- **IR-Historical:** The Refuge is the site of the St. Marks Lighthouse, which was built in 1832.
- **IR-Cultural:** The Visitors Center houses an excellent natural history museum and the Refuge has strong ties to a rich cultural past with artifacts ranging from "cat-faced" turpentine trees and logging mill sites to seineyard fishing sites, and water impoundments established in 1931 to provide wintering habitat for migratory birds.
- **IR-Archaeological:** The Refuge houses numerous sites and features which can be accessed from trails, including Spanish quarries, salt vat sites, and shell mounds—one of which rests under the Visitors Center.

All 111 Intrinsic Resources are profiled using the criteria listed above. They are organized by Trail and are identified on the accompanying Intrinsic Resource Maps (*Figures 3.5 – 3.10*). 46 resources are profiled in Criterion #4 in the Designation Criteria section of this chapter.

Table 3.10 Coastal Trail East

	Intrinsic Resource	DA	IA	E	S	D	UC 1, 4, 5, 6	IR-N	IR-S	IR-R	IR-H	IR-C	IR-A
1	St. Marks Unit-St. Marks National Wildlife Refuge & Visitors Center	x		x			1, 4, 5, 6	x	x	x	x	x	x
2	St. Marks Lighthouse	x				x	1, 4,5, 6		x		x		
3	Apalachee Bay	x				x	1, 4, 5, 6	x	x	x			
4	Newport Park	x					1, 5, 6			x			
5	St. Marks River	x			x		1, 4, 5, 6	x	x	x			
6	Newport Community	x					1, 5, 6			x	x	x	
7	City of St. Marks	x				x	1, 4, 5, 6			x	x	x	
8	San Marcos de Apalache Historic State Park	x			x		1, 4, 5, 6			x	x	x	x
9	Tallahassee-St. Marks Historic Railroad Trail	x				x	1, 4, 5, 6		x	x	x		
10	Wakulla River	x			x		1, 4, 5, 6	x	x	x			
11	Florida National Scenic Trail	x		x			1, 4, 6	x	x	x			
12	Wakulla Beach		x				6	x	x	x	x		
13	Shell Point Beach		x				6			x			
14	Spring Creek		x				6				x	x	
15	Wildwood Golf & Country Club	x					1, 5, 6			x			
16	Medart Recreation Park	x					1, 5, 6			x			
17	Panacea Unit-St. Marks National Wildlife Refuge	x		x			1, 4, 5, 6	x	x	x	x	x	x
18	City of Panacea	x				x	1, 4, 5, 6			x	x	x	
19	Wakulla Welcome Center	x					1, 5, 6		x	x		x	
20	Dickerson Bay		x			x	1, 4, 6	x	x	x	x	x	
21	Panacea Mineral Springs	x				x	1, 4, 5, 6	x			x	x	
22	Woolley Park		x				1, 6		x	x			
23	Otter Lake Recreation Area (SMNWR)		x	x			4, 6	x	x	x		x	
24	Gulf Specimen Marine Laboratory		x				6					x	
25	Ochlockonee Bay Community	x					1, 5, 6		x	x			
26	Mashes Sands Recreation Area		x				6	x	x	x			
27	Ochlockonee Bay	x					1, 5, 6	x	x	x			
28	Bald Point State Park		x		x		4, 6	x	x	x	x	x	x
29	Alligator Harbor Aquatic Preserve	x			x		1, 4, 5, 6	x	x	x			
30	Leonard's Landing (AHAP)	x			x		1, 4, 5, 6		x	x		x	
31	St. Teresa Community	x					1, 5, 6		x				
32	FSU Marine Laboratory	x					1, 5, 6					x	
Totals		23	9	4	6	7		14	20	26	13	15	4

Table 3.11 Coastal Trail Central

	Intrinsic Resource	DA	IA	E	S	D	UC	IR-N	IR-S	IR-R	IR-H	IR-C	IR-A
33	St. James Bay Golf Club	x					1, 5, 6		x	x			
34	Lanark Village	x					1, 5, 6				x		
35	Lanark Reef	x					1, 5, 6	x		x			
36	City of Carrabelle	x				x	1, 4, 5, 6		x	x	x	x	
37	Camp Gordon Johnston Museum	x				x	1, 4, 5, 6				x	x	
38	Historic Carrabelle Hotel		x				1, 6				x		
39	World's Smallest Police Station	x				x	1, 4, 5, 6					x	
40	Carrabelle Beach	x					1, 5, 6	x	x	x	x		
41	St. George Sound	x					1, 5, 6	x	x	x			
42	Crooked River Lighthouse	x				x	1, 4, 5, 6		x		x		
43	Tate's Hell State Forest	x				x	1, 4, 5, 6		x	x		x	
44	Yent Bayou	x					1, 5, 6	x	x				
Totals		11	1	0	0	5		4	7	6	6	4	0

Table 3.12 Coastal Trail West

	Intrinsic Resource	DA	IA	E	S	D	UC	IR-N	IR-S	IR-R	IR-H	IR-C	IR-A
45	Eastpoint Community	x					1, 5, 6		x		x	x	
46	Oystermen	x				x	1, 4, 6					x	
47	Marion Millender Site	x					1, 5, 6		x	x			
48	St. George Island Fishing Pier	x					1, 5, 6		x	x			
49	St. George Island	x					1, 5, 6	x	x	x		x	
50	St. George Island State Park	x			x		1, 4, 5, 6	x	x	x	x		x
51	Apalachicola Bay and River	x		x			1, 4, 5, 6	x	x	x	x	x	
52	City of Apalachicola	x					1, 5, 6		x	x	x	x	
53	Welcome Center-City of Apalachicola		x				6					x	
54	Apalachicola Historic District		x	x			1, 4, 5, 6		x		x	x	
55	John Gorrie State Park		x		x		4, 6					x	
56	Orman House State Park		x			x	1, 4, 5, 6		x		x		
57	Chapman Botanical Garden	x				x	1, 4, 5, 6		x			x	
58	St. Vincent National Wildlife Refuge & Visitors Center	x		x			1, 4, 5, 6	x	x	x	x	x	x
59	Apalachicola National Estuarine Research Reserve & Nature Center	x		x			1, 4, 5, 6	x	x	x			
60	Shrimp Fleet	x				x	1, 4, 5, 6		x			x	
Totals		12	4	4	2	4		5	13	8	7	11	2

Table 3.13 Forest Trail East

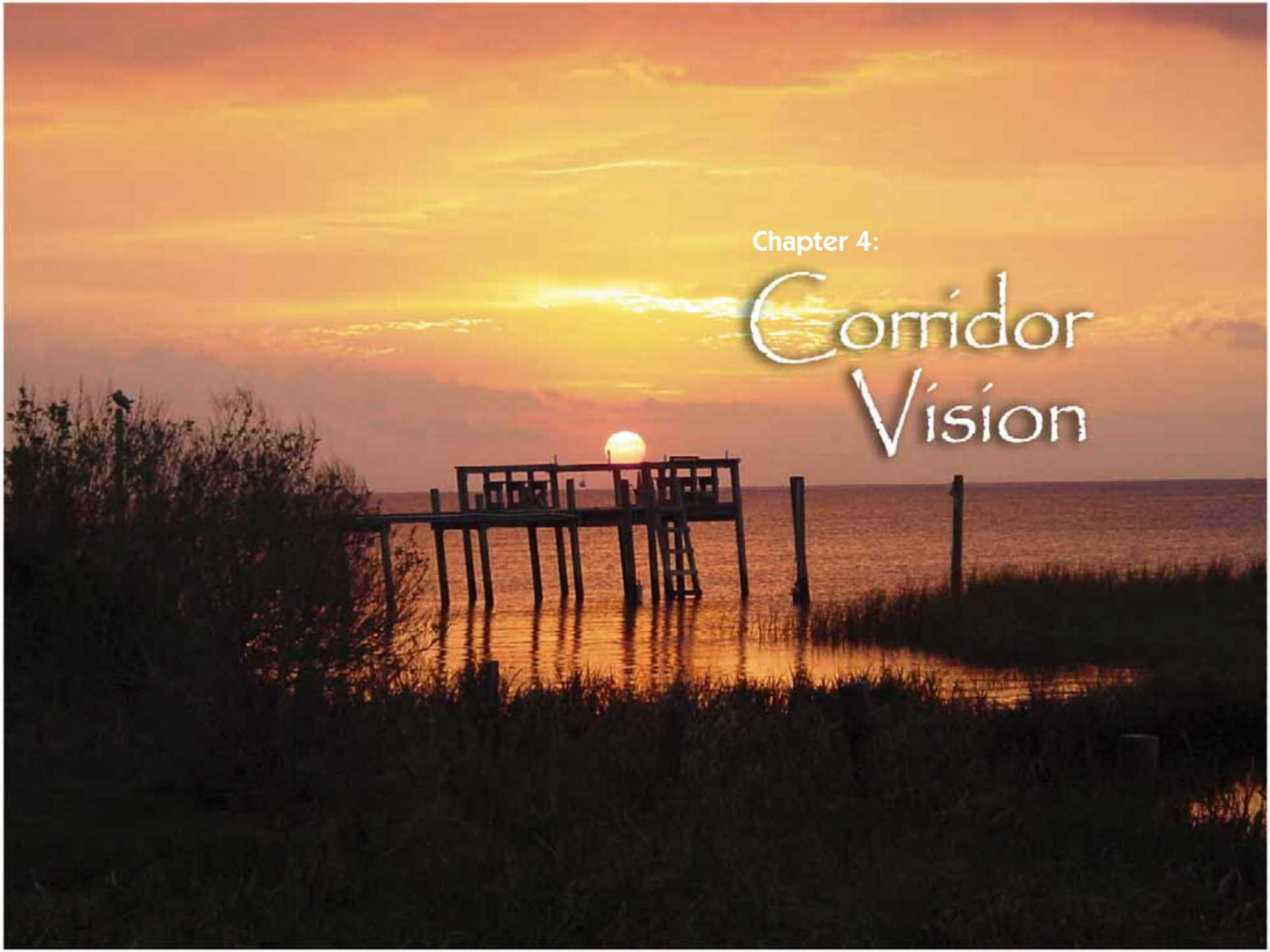
	Intrinsic Resource	DA	IA	E	S	D	UC	IR-N	IR-S	IR-R	IR-H	IR-C	IR-A
61	Tallahassee-St. Marks Historic Railroad Trail	x				x	1, 4, 5, 6		x	x	x		
62	McBride Slough	x					1, 5, 6	x	x				
63	Edward Ball Wakulla Springs State Park & Lodge	x		x			1, 4, 5, 6	x	x	x	x	x	x
64	Karst Topography	x				x	4, 5, 6	x					
65	Cherokee Sink (WSSP&L)		x			x	4, 6	x	x				
66	Wakulla State Forest	x					1, 5, 6			x			
67	Bethel Historic Site	x					1, 5, 6				x		
68	Azalea and Hudson Parks		x				6			x			
69	Visitors Center-Apalachicola National Forest		x				6					x	
70	Historic Wakulla County Courthouse		x			x	4, 6				x		
71	Old Wakulla County Jail and Historical Society Center		x				6				x		
72	Apalachicola National Forest	x		x			1, 4, 5, 6	x	x	x	x	x	x
73	G F & A Historic Bike Trail	x				x	1, 4, 5, 6		x	x	x		
Totals		8	5	2	0	5		5	6	6	7	3	2

Table 3.14 Forest Trail Central

	Intrinsic Resource	DA	IA	E	S	D	UC	IR-N	IR-S	IR-R	IR-H	IR-C	IR-A
74	Apalachicola National Forest	x		x			1, 4, 5, 6	x	x	x	x	x	x
75	Pine Creek Landing		x				6		x	x			
76	Smith Creek Community	x					1, 5, 6				x		
77	Jack Langston's Fish Camp and Landing		x				6		x	x			
78	Red-Cockaded Woodpecker Banded Nest Trees	x				x	1, 4, 5, 6	x				x	
79	Wildflowers	x					1, 5, 6	x	x				
80	Prescribed Fire Burn Sites	x				x	1, 4, 5, 6					x	
81	Two Rivers Bridge & Tupelo Gum Trees	x				x	4, 6		x	x			
82	Ochlockonee River	x			x		1, 4, 5, 6	x	x	x			x
83	Porter Lake		x				6			x			
84	Florida National Scenic Trail	x		x			1, 4, 5, 6	x	x	x			
85	Mack Landing		x				6			x			
86	Sopchoppy River & Canoe Trail	x			x		1, 4, 5, 6	x	x	x			x
87	City of Sopchoppy	x				x	1, 4, 5, 6		x		x	x	
88	GF&A Railroad Depot	x				x	1, 4, 5, 6				x	x	
89	Myron B. Hodge City Park		x				6		x	x			
90	Historic Sopchoppy High School & Gymnasium		x			x	4, 6				x		
91	Wood Lake		x				6		x	x			
92	Ochlockonee River State Park	x			x		1, 4, 5, 6	x	x	x		x	x
93	St. James Island & Camp Gordon Johnston	x				x	1, 4, 5, 6		x		x		
94	Old McIntyre Ferry & Landing		x				1, 5, 6				x		
95	Cow Creek & Boat Ramp		x				6	x	x	x			
Totals		13	9	2	3	7		8	14	13	8	6	2

Table 3.15 Forest Trail West

	Intrinsic Resource	DA	IA	E	S	D	UC	IR-N	IR-S	IR-R	IR-H	IR-C	IR-A
96	Tate's Hell State Forest	x				x	1, 4, 5, 6		x	x		x	
97	Prescribed Fire Burn Sites	x				x	1, 4, 5, 6					x	
98	Ralph Kendrick Dwarf Cypress Dome		x			x	4, 6	x	x	x			
99	Apalachicola River	x		x			1, 4, 5, 6	x	x	x	x		x
100	Cash Creek Landing	x					1, 5, 6	x	x	x			
101	Whiskey George Landing	x					1, 5, 6	x	x	x			
102	Doyle Creek and Landing	x					1, 5, 6	x	x	x			
103	Apalachicola River Wildlife & Environmental Area	x			x		1, 4, 5, 6	x	x	x		x	
104	Sand Beach Recreation Area		x				4, 6	x	x	x		x	
105	Graham Creek & Landing	x					1, 4, 6	x	x	x			
106	Apalachicola National Forest	x		x			1, 4, 5, 6	x	x	x	x	x	x
107	Pitcher Plants and Savannah	x				x	1, 4, 5, 6	x	x	x			
108	Fort Gadsden Historic Site		x		x		4, 6		x	x	x	x	x
109	Hickory Landing		x				6	x	x	x			
110	Wright Lake Recreation Facility		x				6	x	x	x		x	
111	Sumatra Cemetery	x					1, 5, 6					x	
Totals		11	5	2	2	4		12	14	14	3	8	3



Chapter 4:

Corridor Vision

Corridor Vision

Florida Scenic Highway and distinctive Big Bend Scenic Byway signs greet visitors as they enter the Wakulla and Franklin County corridor of the Big Bend Scenic Byway.

Offering two distinct drives—the Forest and Coastal Trails reveal unique cultural sites and spectacular natural settings in an "Old" Florida atmosphere. Knowledgeable, friendly staff at Welcome Centers along both trails orient visitors to special attractions, activities, and services of the area.

Travelers are impressed by the broad expanse of trees, native vegetation, and wildlife-friendly wildflowers that line the Byway. Multi-use pathways and greenways invite travelers to hike and bike the rural countryside that connects colorful communities and distinctive seaside developments to thousands of acres of protected public lands. Drivers slow down at wildlife crossings in hopes of seeing a Florida Black Bear, bobcat, grey fox, and other animals.

Visitors stop at scenic pull-offs, boardwalks, and observation towers along the coastal trail where rich marshes, seagrass beds, clam aquaculture, oyster harvesting, and other maritime practices are interpreted, and visit the vibrant working waterfronts, galleries, fish markets, and seafood restaurants that share the shoreline with moss-draped oaks. Photographers are impressed by the varied scenery and try to photograph dolphins as they chase schools of fish in the shallows while Great Blue Herons stand like sentries ready to defend their territories along the shore. Tourists who visit the Byway during the fall and spring, are treated to spectacular butterfly and bird migrations, and even try "tagging" hummingbirds and monarch butterflies at the St. Marks National Wildlife Refuge.

History buffs trace bygone days of the cotton, turpentine and lumber trade along signed walkways that wind past railroad depots, ports, historic homes, and buildings. Attractive town squares and plazas encourage locals and guests to relax and enjoy the view. Folks can sample the "Official Big Bend Scenic Byway Sandwich" or order fresh seafood served any way they choose as they watch charter boats, crabbers, and net-draped shrimp boats ply offshore waters, or they can come aboard and catch their own meal. Exhibits and live demonstrations of the life of watermen and women await those who want to learn more at the Big Bend Maritime Center and the Apalachicola Maritime Heritage Museum.

Evenings along the Byway are enlivened by plays at the historic Dixie Theater, Grand Ole Oprey hoedowns at the historic Sopchoppy School, and great music by renowned local musicians at numerous venues. Visitors also save some time to browse through galleries and antique shops and take their children to interpretive sites, such as San Marcos de Apalache Historic State Park, the John Gorrie and Orman House Historic State Museums, Camp Gordon Johnston World War II Museum, Natural Bridge Battlefield State Park, historic Fort Gadsden, and the St. Marks and Crooked River Lighthouses.

Others who enjoy getting out can hike the Florida National Scenic Trail to the "Cathedral of the Palms," bike the numerous paved and off-road trails, including the 16-mile Tallahassee-St. Marks Historic Railroad Trail, try bird-watching along the coast, picnicking at Otter Lake, or beachcombing among majestic dunes and sandy coves at Bald Point and St. George Island State Park, Mashes Sands and Carrabelle Beach, or St. Vincent National Wildlife Refuge.

But that's not all! There is another side to the Big Bend Scenic Byway where its more primitive soul is revealed. Hidden treasures within its forests, springs, sinkholes, lakes, and savannahs await those who explore the Forest Trails. Forest Trail West follows the Apalachicola River, through the Tate's Hell State Forest, Apalachicola River Wildlife and Environmental Area, and Apalachicola National Forest. Forest Trail Central follows the Ochlockonee River through the Ochlockonee River State Park and Apalachicola National Forest. Both are lined with jungle-like hardwood hammocks, swamps, bays, and streams. Easily accessible kayak and canoe trails beckon visitors to explore its riches. Camping spots accommodate those who wish to extend their stay to hike trails or try their hand at fishing the bays and inlets. Hunting deer, wild pig, and turkey are also popular in-season sports.

Travelers who leave their car and walk the Byway's wet prairies will discover clouds of butterflies and rare pitcher plants, sun dews, and ground orchids—ablaze in bright hues of orange, yellow, reds, and blues—and a dwarf Cypress dome where time seems to stand still. Forest Trail East follows the Wakulla River through mixed hardwood forests of Magnolia, Holly, and Dogwood. The terrain here shifts from sandy soils to limestone "Karst" topography, dotted with sinkhole lakes and fresh water springs. Visitors flock to the world famous Wakulla Springs State Park and Lodge, to see the

springs made famous by *Tarzan* movies and other films such as *The Creature from the Black Lagoon*. Here families enjoy a cool dip in the springs and a guided boat tour for up-close encounters with alligators, turtles, ibis, ospreys, ducks, herons, and egrets.

Visitors are surprised to learn that the Byway is a national model for prescribed fire, and learn about this forest management tool at interpretive "fire" stops. Attractive educational displays illustrate how the Long-Leaf Pine and Wiregrass ecosystem and keystone species such as the endangered Gopher Tortoise and Red-Cockaded Woodpecker depend on fire.

The Big Bend Scenic Byway has something special for every traveler. The Byway's family-oriented, pet friendly, down-home feel keeps visitors coming back year after year. From St. Marks, Panacea, and Sopchoppy to St. Theresa, Carrabelle, Eastpoint, St. George Island, and Apalachicola, visitors find nature-based inns, B&B's, historic hotels, and camping spots to fit every budget. And there are knowledgeable outfitters ready to organize any trip they desire, from catching scallops to fishing or diving reefs or springs. But everyone agrees that it's the natural splendor, acknowledged as one of the most productive and biologically significant in the world, that makes the Big Bend Scenic Byway a very special destination.

Chapter 5: Goals, Objectives and Strategies

The Goals, Objectives and Strategies developed for the Big Bend Scenic Byway in Franklin and Wakulla Counties were based on the Initial Goals and Preliminary Action Plan from the Eligibility Phase of the program (see *Appendix H*). The Franklin and Wakulla CAGs documented the action plan items from Corridor Impression Surveys, Field Inventories and work by CAG teams. These preliminary ideas are the basis for the strategies outlined in this chapter. The objectives and strategies directly support the *Vision (Chapter 4)* and *Story of the Byway (Chapter 6)*.

Goal 1 – Preservation and Enhancement of Intrinsic Resources

The Big Bend Scenic Byway shall maintain the character of the Big Bend region through preservation and enrichment of historic sites and natural areas; encouragement of prescribed burning and other responsible resource management practices; promotion of native vegetation for landscaping; use of appropriate setbacks and screening in commercial and residential development areas; protection of wildlife; and improvement of recreational facilities, interpretive sites, and access to scenic views.

Objective 1.1: Preserve and Enrich Historic Sites and Natural Areas for Public Access.

Strategy 1.1.1: Support completion of an inventory of major historic structures and sites along corridor, defining those requiring further designation, protection, and/or improvement.

Strategy 1.1.2: Collaborate with officials and organizations on plans to restore the Crooked River and St. Marks Lighthouses for public access.

Strategy 1.1.3: Encourage appropriate repair, upgrading, and painting of homes and buildings in historic districts.

Strategy 1.1.4: Seek ways, including possible construction of an observation tower, to open a view of Spring Creek "Boil" to visitors.

Strategy 1.1.5: Cooperate with public and private owners on the restoration of selected older buildings for tourist use.

Strategy 1.1.6: Cooperate with public and private sources on restoration of Panacea and Newport Mineral Springs for public access, including provision of an historically appropriate lodging facility.

Strategy 1.1.7: Work with local, regional, and state authorities on the preservation of scenic views and public access to rivers and bays.

Strategy 1.1.8: Work with utility companies and local officials to move utility poles or place them underground where they obstruct or detract from scenic views of the corridor.

Strategy 1.1.9: Create additional Viewshed areas through selective vegetation clearing.

Objective 1.2: Promote and Support Prescribed Burning of Forest Areas and Other Responsible Intrinsic Resource Management Practices.

Strategy 1.2.1: Collaborate with national, state, county, local, and private owners of forest areas to encourage periodic prescribed burning, and provide improved interpretation and public information on ecological and economic values of the practice.

Strategy 1.2.2: Work with appropriate state, county, and local authorities, as well as developers and home builders, to promote FireWise practices and wider understanding of individual responsibility for prevention of destructive wildfires.

Strategy 1.2.3: Encourage construction and expansion of central sewage and water treatment systems in residential and commercial areas along the corridor as well

as, where appropriate, upgraded and improved septic systems.

Strategy 1.2.4: Work with state, county, and local authorities to improve stormwater control practices.

Strategy 1.2.5: Educate property owners and visitors on the importance of vegetation management to help minimize pollution runoffs to surrounding natural areas, such as rivers and bays.

Objective 1.3: Promote Use of Native Vegetation in Public and Private Landscaping.

Strategy 1.3.1: Collaborate with state, county, and local authorities as well as private landowners to promote use of native plants and trees in landscaping as well as, where appropriate, removal of exotic and invasive species.

Strategy 1.3.2: Encourage planting of wildflowers along rights of way, in medians, and adjacent to public and private properties.

Strategy 1.3.3: Support coordination of plans for mowing along rights of way to protect wildflowers, promote natural reseeding, and expand access for butterflies, birds, and other wildlife.

Strategy 1.3.4: Help educate private property owners on the desirability and value of butterfly gardens, hummingbird feeders, and other wildlife-friendly features.

Strategy 1.3.5: Encourage county and local governments to adopt ordinances on landscaping, tree planting and protection that support beautification efforts.

Strategy 1.3.6: Establish a Byway-themed signage plan for wildflower sites in the corridor.

Objective 1.4: Establish Appropriate Setbacks and Landscape Screening in Areas of Commercial and Residential Development.

Strategy 1.4.1: Work with county and local governments as well as public and private landowners to promote the establishment of appropriate setbacks and landscape screening along the corridor to protect and enhance scenic and water views.

Strategy 1.4.2: Cooperate with private land owners to establish conservation easements or use other tools for the further development and expansion of key resources (e.g., Bald Point and Ochlockonee River State Parks).

Strategy 1.4.3: Support state purchase of land to increase intrinsic resource protection along the corridor (e.g., property across from Ochlockonee River State Park).

Objective 1.5: Protect Wildlife.

Strategy 1.5.1: Work with state, regional, county, and local authorities as well as nonprofit wildlife and environmental groups to raise the awareness of wildlife protection techniques in transportation and land development planning.

Strategy 1.5.2: Support establishment of reduced speed zones and other traffic-calming measures in areas of known bear and other wildlife trails and crossings.

Strategy 1.5.3: Collaborate with transportation planners and developers on methods to improve sight distance and off-road obstacles to reduce the potential for wildlife road kill.

Strategy 1.5.4: Cooperate with law enforcement to support reduced, more strict enforcement of, speed limits on area highways and roads—as well as within parks, reserves, and refuges—to reduce road kill.

Strategy 1.5.5: Encourage the posting of more widespread, more attractive, and more imaginative interpretive signage to educate the traveling public about the presence, and value, of wildlife in the region.

Strategy 1.5.6: Support planting of native trees and bushes that provide wildlife food and forage to expand opportunities for wildlife habitat and viewing.

Objective 1.6: Enhance Recreational Facilities and Scenic Sites.

Strategy 1.6.1: Improve signage for, and public access to, area attractions, parking, and facilities.

Strategy 1.6.2: Encourage more widespread dissemination and use of The Guide to the Big Bend Scenic Byway.

Strategy 1.6.3: Work with authorities of area parks, forests, refuges, and recreation sites to establish standard Byway-themed signage, interpretation, and public information.

GOAL 2 – Improvement of Transportation and Safety

The Big Bend Scenic Byway shall assure both residents and visitors safe and convenient access to and from sites along the Byway, by varied modes of travel, as well as improved signage, parking, and appropriate speed limits for the enjoyment, understanding, and appreciation of all intrinsic resources.

Objective 2.1: Support Regional Transportation Planning.

Strategy 2.1.1: Promote roadway construction and associated improvements, including passing lanes, pull-off areas, and parking sites, with a design and scale appropriate to the region.

Strategy 2.1.2: Collaborate with state, regional, county, and local authorities to improve connectivity between and among existing trail networks.

Strategy 2.1.3: Work with regional, state, county, and local authorities to identify major intersections and corridor segments that require improvement and enhancement (such as the intersections of US 319 and US 98 in Franklin and Wakulla Counties).

Strategy 2.1.4: Encourage and support construction and improvement of public restrooms and picnic sites along area roadways.

Strategy 2.1.5: Facilitate planning of interpretive sites, encouraging consistently-themed logos, designs, and styles for both the coastal and forest trails of the Byway.

Strategy 2.1.6: Encourage coordination of regional transportation planning with FDOT, local governments, the MPO, US 98 Corridor Authority, Regional Planning Council, and land management entities on regionally significant projects.

Strategy 2.1.7: Encourage enhancement projects along the Byway corridor to improve bicycle and pedestrian connectivity and facilities.

Objective 2.2: Cooperate with Counties and Local Communities.

Strategy 2.2.1: Work with counties and local authorities on the construction and improvement of pedestrian walkways, bridges, parking and rest areas.

Strategy 2.2.2: Support appropriate paving, as well as directional and interpretive signage on currently unpaved roads (such as Old Plank Road and Wakulla Beach Road) that provide important access to scenic and recreational sites in forests, parks, and refuges.

Strategy 2.2.3: Support consistent clean-up of roadways and right-of-ways.

Strategy 2.2.4: Support permitting of electric golf carts and other alternative forms of transportation in refuges and small towns, when requested by local residents.

Strategy 2.2.5: Encourage local governments to remove non-conforming and non-permitted signs.

Strategy 2.2.6: Identify segments of the Byway, currently not designated as Adopt-a-Road corridors, for litter removal.

Objective 2.3: Improve Corridor Safety.

Strategy 2.3.1: Encourage building setbacks and landscaping closer to the roadway as a traffic-calming measure.

Strategy 2.3.2: Improve pedestrian crossings at signalized and un-signalized locations.

Strategy 2.3.3: Improve capacity, provide alternative transportation facilities, and encourage parallel routes in areas of high-volume traffic congestion wherever practical.

GOAL 3 – Expansion of Community Support and Participation

The Management Plan for the Big Bend Scenic Byway shall be community-driven and administered through innovative, open public/private partnerships to identify and achieve common goals such as development of greenways, hiking and bicycle trails, boat trails through sensitive seagrass beds, more attractive streetscaping, signage, and walkways as well as preservation of the area's maritime heritage, traditional architectural styles, and community character.

Objective 3.1: Include Public Input in the Expansion and Improvements of Area Greenway & Trail Connectivity.

Strategy 3.1.1: Develop and, where possible, expand the existing network of bicycle and hiking trails along the corridor.

Strategy 3.1.2: Work with St. Marks National Wildlife Refuge and others to establish a marked bike trail along Lighthouse Road.

Strategy 3.1.3: Encourage completion of the St. George Island bike trail to the entrance of the State Park.

Strategy 3.1.4: Encourage improvement and expansion of bicycle trails in Wakulla Springs State Park, Apalachicola National Forest, and Tate's Hell State Forest.

Strategy 3.1.5: Promote equestrian trails along the corridor as well as related stables and support facilities.

Strategy 3.1.6: Ensure non-motorized connectivity between the GF&A Bike Trail, the Ochlockonee Bay Trail, and St. James Island.

Strategy 3.1.7: Evaluate potential public staging areas at trail heads and other convenient locations to facilitate public access to trail networks.

Strategy 3.1.8: Work with landowners, developers, and officials to establish non-motorized greenways/habitat corridors to connect public lands along the corridor.

Objective 3.2: Build Consensus from Public and Private Preferences to Improve Signage in and General Appearance of Byway Communities.

Strategy 3.2.1: Work with local communities to establish "gateways" and/or attractive welcome signs at Byway entry points.

Strategy 3.2.2: Encourage incentives/opportunities for local signage that meet business and directional needs while helping to maintain a distinctive "Old Florida" atmosphere and rural character wherever possible.

Strategy 3.2.3: Encourage improvements in streetscaping such as compatible crosswalk markings, street lighting, sidewalks and walkways (possibly using oyster shells, gravel, or other water-permeable materials to minimize runoff), benches and rest areas, etc.

Strategy 3.2.4: Encourage creation of "town centers" where local residents and visitors can come together and enjoy shops, services, food, entertainment, conversation, and refreshments.

Strategy 3.2.5: Support goal of "walkable communities" wherever possible, potentially with provision of town centers, connectivity, and transportation alternatives, such as walking, bicycles, carriages, jitneys, etc.

Strategy 3.2.6: Build on existing efforts to improve working waterfronts, offering options for tourist observation and visits where feasible.

Strategy 3.2.7: Promote the beautification of intersections and use of screening to hide utilities from public view.

Strategy 3.2.8: Improve directional signage for access to intrinsic resources.

Strategy 3.2.9: Improve scale and location of directional sign for St. George Island on US 98 in Eastpoint.

Strategy 3.2.10: Improve landscaping and pedestrian and bicycle facilities along both sides of the John Gorrie Bridge to Apalachicola.

GOAL 4 – Provision of Education and Telling the Corridor Story

The Big Bend Scenic Byway shall offer residents and visitors alike educational insights into the area's rich history and unique natural resources through interpretive displays, live demonstrations, festivals, museums, special events, and other media.

Objective 4.1: Expand Interpretive Displays & Improve Informational Signage.

Strategy 4.1.1: Work with county and local authorities as well as administrators of parks, forests, and refuges to provide improved and expanded interpretive displays throughout the corridor.

Strategy 4.1.2: Give more prominence to signage and interpretation for Dwarf Cypress Dome.

Strategy 4.1.3: Provide interpretation of Red-cockaded woodpecker tree banding.

Strategy 4.1.4: Improve interpretation of Cherokee Sink.

Strategy 4.1.5: Provide interpretation on smaller, less known historic sites, like Bethel.

Strategy 4.1.6: Provide interpretation of turpentining industry and remaining "cat-face" pines.

Strategy 4.1.7: Provide interpretation of the history of Byway communities.

Strategy 4.1.8: Provide handicap access to, and interpretation of, "Cathedral of the Palms" and other key destinations along the Florida Trail.

Strategy 4.1.9: Encourage and assist St. Marks National Wildlife Refuge in providing public access to and interpretation of Goose Creek Seineyard, possibly with observation tower, picnic facility, periodic reenactment of "Seineyard Days," and opportunity for concessionaire to serve smoked mullet.

Strategy 4.1.10: Explore possible uses of old Fire Towers on SR 65 and US 319 as interpretive sites.

Strategy 4.1.11: Encourage establishment of new Black bear displays along corridor.

Objective 4.2: Promote Byway through Annual Festivals and Celebrations.

Strategy 4.2.1: Establish Scenic Byway sub-group to coordinate scheduling of annual

festivals and events to avoid overlap and competition insofar as possible.

Strategy 4.2.2: Expand Wakulla Birding and Wildlife Festival to a full week.

Strategy 4.2.3: Coordinate promotion of all Byway events and festivals and maintain a common calendar.

Strategy 4.2.4: Encourage establishment of new festivals, such as a Seaside Bear Festival at Ochlockonee River and Bald Point State Parks or a Byway-wide rummage sale.

Objective 4.3: Facilitate and Promote Byway Museums.

Strategy 4.3.1: Encourage and support establishment of a Big Bend Maritime Center in Panacea, and an Apalachicola Maritime Heritage Museum.

Strategy 4.3.2: Encourage and support establishment of new facilities, such as a Butterfly Farm.

Strategy 4.3.3: Emphasize historic museums and activity centers in Scenic Byway promotional materials.

GOAL 5 – Promotion of Economic Development and Job Creation Through Tourism

The Big Bend Scenic Byway shall encourage nature- and heritage-based tourism as a tool for sustainable economic development and shall provide travelers and their pets with attractive facilities, accommodations, and services as well as clean and accessible beaches, green spaces, and opportunities for appropriate recreational activities such as wildlife watching, boating, hunting, and fishing.

Objective 5.1: Improve Public Facilities throughout Byway Corridor.

Strategy 5.1.1: Encourage construction of more public restrooms along the Byway as well as within parks, forests, and refuges.

Strategy 5.1.2: Improve and/or establish observation points in key areas along the Byway.

Strategy 5.1.3: Improve public access to waterfront areas and docks for visitors.

Strategy 5.1.4: Explore ways to encourage greater use of Recreation Areas throughout the Byway for boating, fishing, picnicking, etc.

Strategy 5.1.5: Work with local residents to clean up and improve the town of Spring Creek to encourage tourism.

Strategy 5.1.6: Construct a boardwalk along the shore of Dickerson Bay from the Wakulla Welcome Center to Woolley Park in Panacea.

Objective 5.2: Provide Expanded Tourist Accommodations.

Strategy 5.2.1: Encourage the establishment of new accommodations (bed and breakfasts, motels, and hotels) along the corridor as well as associated shops and restaurants.

Strategy 5.2.2: Coordinate with area tourism development councils and local businesses to promote nature- and heritage-based tourism.

Strategy 5.2.3: Establish Big Bend Scenic Byway entry points and information centers at appropriate locations along the corridor.

Objective 5.3: Improve Public Services.

Strategy 5.3.1: Collaborate with local governments, area Chambers of Commerce, Economic Development Councils, and Tourist Development Councils on provision of a wider spectrum of shopping opportunities along the corridor.

Strategy 5.3.2: Work with the newly established Tallahassee Community College Service Center in Crawfordville on the development of training programs to improve local skills for the promotion of heritage- and nature-based tourism.

Strategy 5.3.3: Collaborate with local business owners and Chambers of Commerce on mentoring programs for new tourism entrepreneurs, such as outfitters, guides, etc.

Objective 5.4: Expand Public Understanding of Scenic Byway Attractions.

Strategy 5.4.1: Promote family-friendly and pet-friendly character of Big Bend Scenic Byway and its major attractions.

Strategy 5.4.2: Provide information on and directions to interesting sites located outside the Byway corridor but easily accessible from it, including Leon Sinks Geologic Site, Natural Bridge Battlefield State Historic Site, Crawfordville Courthouse, Crawfordville Historic Museum, Bald Point State Park, Ft. Gadsden Historical Site, etc.

Strategy 5.4.3: Promote the strong tradition in the area of fine musicians, performing all styles from Country and Western to Rock.

Strategy 5.4.4: Highlight the extraordinary opportunities for nature photography along the corridor, from rare and endangered species of flowers and plants to migrating butterflies, White squirrels, Red-cockaded woodpeckers, Alligators, Black bears, and many others.

Strategy 5.4.5: Target some marketing effort on private pilots and charter plane service, emphasizing the easy availability of the Wakulla County and Franklin County Airports and the opportunity for fly-in visits, charter fishing and hunting expeditions, and seasonal festivals and celebrations.

Strategy 5.4.6: Promote the Byway through existing and new internet-based applications.

Strategy 5.4.7: Seek designation as a National Scenic Byway, with inclusion of the Leon County corridor, as soon as possible.

GOAL 6 – Administration and Coordination of Byway Activities

The Big Bend Scenic Byway Corridor Management Entity shall serve as the caretaker of the Big Bend Scenic Byway by ensuring that the Action Plan is executed, and corridor activities are monitored and implemented in accordance with the Corridor Management Plan and that such activities are consistent with the Florida Scenic Highway program requirements.

Objective 6.1: Establish a Sound Administrative Structure.

Strategy 6.1.1: Conduct meetings "in the Sunshine" to encourage transparency and public participation.

Strategy 6.1.2: Develop a Work Plan and corresponding Fundraising Strategy to implement the Plan.

Strategy 6.1.3: Establish committees to address specific Action Plan items.

Strategy 6.1.4: Monitor and periodically adjust the Action Plan to reflect current realities and opportunities and report to FDOT on problems and progress in a timely manner.

Objective 6.2: Coordinate Actions with All Stakeholders.

Strategy 6.2.1: Involve interested and affected government officials, citizens, landowners, businesses, and public land managers in the implementation strategy.

Strategy 6.2.2: Build formal and informal public/private partnerships to implement individual action items.

Strategy 6.2.3: Develop a Big Bend Scenic Byway website to provide status information, contacts, and announcements of upcoming events and activities.

Strategy 6.2.4: Develop a Corridor Master Plan to address corridor-wide plans for landscaping, signing, trail networks, scenic viewing areas, public staging areas, interpretation, wildflower sites, and gateways.

Strategy 6.2.5: Encourage participation of regional governmental entities, regional private entities, and management agencies with multi-jurisdictional resources on all corridor-wide projects.

Chapter 6: Corridor Story

Big Bend Scenic Byway Story

The Story of the Big Bend Scenic Byway has been revised from an original two-page narrative developed during the Eligibility Phase. The story will be condensed further for marketing purposes by the CME following approval for designation.

Open the door to a world of memories: Florida's Big Bend Scenic Byway is waiting for you! Whether you visit the Forest Trail rich with pine forests, hardwood hammocks, grasslands, streams and rivers, or the Coastal Trail of salt marshes, bays, sand dunes, and beaches, it's the natural place to be. Over 200 miles of wonderland inhabited by birds, butterflies, animals and wildflowers are yours to explore. Trace the footsteps of Apalachee and Creek Indians, Spanish Conquistadors, British and American Troops, Settlers, Cotton or Timber Barons, and Hollywood Producers through historic markers, interpretive displays, parks, museums, forts, depots, lighthouses, and historic buildings. Discover our rich maritime heritage at historic ports where brick warehouses once stood sentinel over bustling waterfronts. In yesteryear the warehouses were filled with goods bound for New England and Europe. Today these picturesque structures house galleries and antique shops welcoming visitors from around the globe. Savor Florida's freshest seafood while watching shrimp, crab, and oyster boats work the coastal waters. Enjoy an evening jam session, play, or "grand ole opry" revue in an historic theatre, school or once private home. Experience the diversity of scenery, small towns, and rural countryside that is "Old Florida." Go hiking, kayaking, biking, or birding in two National Wildlife Refuges, a National Forest, two State Forests, a State Wildlife and Environmental Area, or six State Parks. Charter a fishing boat or dive for scallops. The Big Bend is slower-paced, relaxed, and full of surprising values. Smiles and friendly people are the norm. You won't be disappointed…rain or shine. Come make memories!

Chapter 7:

Corridor Management Entity

Corridor Management Entity

The Corridor Management Entity (CME) of the Big Bend Scenic Byway will build on the work of the Franklin and Wakulla CAGs and this Corridor Management Plan to ensure that the Action Plan is accurately implemented, monitored, and updated.

The CME for the Big Bend Scenic Byway was developed in advance of the Florida Scenic Highway Program requirement. The Franklin and Wakulla CAGs began to establish CME membership early as part of

their innovative Community Participation Program (see Chapter 8 Community Participation Program). The intent for forming a CME early was to educate, inform, and engage potential CME members in the development of the Big Bend Scenic Byway Action Plan. Engaging CME members early in the process allowed members to develop an understanding of the Action Plan and guide the implementation of projects.

The Corridor Management Entity, formally known as the "Big Bend Scenic Byway

CME," is fortunate to draw participation from the existing CAG, local municipalities, and business partners. Its membership includes:

- Apalachicola Bay Chamber of Commerce
- Apalachicola Bay Waterfronts Florida Partnership
- Apalachee Land Conservancy
- Apalachicola National Estuarine Research Reserve
- Apalachee Regional Planning Council
- Big Bend Maritime Center
- Carrabelle Chamber of Commerce
- City of Apalachicola
- City of Carrabelle
- City of Sopchoppy
- City of St. Marks
- First Coast Builders Association
- Franklin County
- Franklin County Corridor Advocacy Group
- Franklin County Emergency Management
- Franklin County Realtors Association
- Franklin County Tourist Development Council
- Florida Fish and Wildlife Conservation Commission
- Florida Department of Environmental Protection, State Park Service
- Florida Department of Transportation
- Florida Department of Agriculture & Consumer Services, Division of Forestry
- Inn at Wildwood
- Keep Franklin County Beautiful
- Keep Wakulla County Beautiful
- Capital Region Transportation Planning Agency
- National Forests in Florida
- Northwest Florida Water Management District
- Panacea Waterfronts Florida Partnership

- St. Marks National Wildlife Refuge
- St. Vincent National Wildlife Refuge
- St. Joe Company
- St. Joe Land Company
- St. Joe Foundation
- USDA Forest Service, Apalachicola National Forest
- US 98 Corridor Authority (Wakulla and Franklin Reps)
- Wakulla County
- Wakulla County Chamber of Commerce
- Wakulla County Corridor Advocacy Group
- Wakulla County Economic Development Council
- Wakulla County Emergency Management
- Wakulla County Realtors Association
- Wakulla County Tourist Development Council

The CME was officially formed on May 31st, 2006 with 24 members signing the CME Agreement and Bylaws (see Appendix I). The members voted on officers and set a date for their first meeting in September 2006. Although the corridor will not be designated by that time, the CME has already discussed projects such as getting a trademark for the Big Bend Scenic Byway logo and seeking National Designation as interim priorities before a detailed work plan is established.

Big Bend Scenic Byway CME Officers:

President - Bonnie Holub

Current Chair, Wakulla County Big Bend Scenic Byway CAG; Director, Wakulla County Tourist Development Council; Board Member, Panacea Waterfronts Florida Partnership, Co-Director, Wakulla Welcome Center; Board Member, Blue Crab Festival Steering Committee

Vice President - Cathleen Briggs

Secretary, Franklin County Big Bend Scenic Byway CAG; Member, Leon County Big Bend Scenic Byway CAG; Recreation Manager, USDA Forest Service-Apalachicola National Forest; Landscape Architect

Secretary - Bill Lowrie

Executive Director, Florida Foresight; President, Sopchoppy Preservation and Improvement Association; Principal Organizer, Sopchoppy Worm Gruntin' Festival

Treasurer - David Butler

Board Member, Franklin County Big Bend Scenic Byway CAG; Member, Carrabelle Chamber of Commerce; Director, Camp Gordon Johnston Association; Senior Vice President, Gulf State Community Bank

See Appendix J for sample CME meeting agendas, sign in sheets, minutes and notices.

Chapter 8:

Community Participation Program

Franklin/Wakulla County Collaboration

Following the Designation Training Workshop conducted for the Wakulla and Franklin County CAGs on November 9, 2005, by FDOT District Three Scenic Highways Coordinator, Laura Haddock, the CAGs agreed to proceed toward designation together, as a consolidated Big Bend Scenic Byway CAG (BBSB CAG). The primary reason for joining forces was to implement an effective regional Community Participation Program (CPP) with these goals:

1) Promote community awareness
2) Build broader consensus
3) Obtain public input
4) Foster continued public involvement in the preservation and enhancement of the Big Bend Scenic Byway corridor

Throughout the designation phase, the CPP has been integrated with the development of the Corridor Management Plan (CMP) and will continue after the anticipated Florida Scenic Highway designation.

Members of the BBSB CAG are representative of Byway communities and include a diverse cross section of local officials, state and federal agency personnel, local residents, and business owners. See *page vi*—x for a current list of CAG Members. The list of 80+ actively involved citizens illustrates the success of the CPP. Dixie Partington, Franklin County CAG Chair, and Bonnie Holub, Wakulla County CAG Chair, now serve as Co-Chairs for the combined CAG.

Community Involvement

In the past six months, the CAG and CME have sought public input and garnered support for the CMP. To facilitate public presentations, the CAG worked with FDOT consultants (Kimley-Horn and Associates and Applied Sustainability Enterprises) to produce a graphic illustration of the CMP in a poster format (see *Executive Summary of the Action Plan*).

The richly illustrated poster was, and still is, being used to communicate the Big Bend Scenic Byway Vision, Goals, and Action Plan to the public in a user-friendly format. The CPP tool has helped community members understand the role of Scenic Highway Designation and the CMP to protect and

enhance the intrinsic resources along the Byway corridor. Elements of the poster include:

- Overview
- Vision for the BBSB
- Action Plan
- What the BBSB Does Not Do
- Benefits of the BBSB
- Goals & Objectives
- BBSB Map
- Story

Over a three-month period (March-May 2006), the CMP Poster was presented by the CAG to the public for review and comment at regularly scheduled meetings of organizations such as:

- Chambers of Commerce
- Tourist Development Councils
- Women's Clubs
- Management Agencies
- Waterfronts Florida Partnership
- County and City Commission Meetings

In addition, the CMP Poster was displayed and presented to the public for review and comment at the following regional events:

- March 17, at The Nature-Based Summit at The Inn at Wildwood
- April 8, at the annual Worm Gruntin' Festival in Sopchoppy, an event that draws thousands of participants from throughout the region and state
- April 18, at the Panacea Waterfronts Florida Partnership Workshop
- May 6, at the Blue Crab Festival in Panacea
- May 12, at the Florida State Scenic Highways Conference in Cocoa Beach

The CAGs developed press releases for the media and had great local coverage on the Big Bend Scenic Byway in a variety of media. Jason Dehart, reporter for the *Tallahassee Magazine* received a Scenic Highway Program Summary press release from the CAGs and interviewed Scenic Highway Coordinator Laura Haddock. An article was developed for the May–June issue of the *Forgotten Coast – Attracting New Growth While Preserving Our Old Florida Identity*; a supplement to the *Tallahassee Magazine*. The article titled, "A Natural Showcase: A 220-Mile Trail Through the Forgotten Coast's Natural Wonders Soon May Become a Reality" features interviews with CAG members, highlights area resources and discusses the designation process.

The Big Bend Scenic Byway CAGs also participated in the Florida Scenic Highways Program State Conference in Cocoa Beach in May 2006. A panel consisting of Bonnie Holub, Pam Portwood, Diane Delaney and Oxo Slayer presented "Five Lessons from the Big Bend Scenic Byway" and

participated in lively discussion on the Byway corridor and CPP successes (see Appendix K for the conference presentation).

The BBSB CAG developed a Byway logo in an effort to brand the corridor and any print material developed as part of the CPP. The logo includes elements of the Coastal and Forest Trails and was developed with National Designation in mind. If designated

as a National Scenic Byway, the corridor would receive national marketing and promotional benefits. Inclusion of the state name, 'Florida' on the logo was included to distinguish the corridor from other 'Big Bend' areas around the nation.

Formation of the Corridor Management Entity

The first action of the CAG was to form a preliminary Corridor Management Entity (CME) to help develop and expand support for the Corridor Management Plan (CMP). Though this task is usually accomplished at the end of the designation application process, the CAG felt that early formation would lead to more productive and timely implementation of the Action Plan. The CAG brainstormed a list of all groups, agencies, entities, and organizations that have a stake in the corridor's future and issued an invitation to attend a 'Form the CME" meeting. This strategy was highly successful. Early formation of a CME has:

- Brought together a broader range of community participants
- Educated CME members about the Scenic Highway program and the extensive background work done by the CAG
- Enabled CME members to understand and support the designation process
- Encouraged CME members to review and comment on elements of the Draft CMP
- Developed a foundation for continued collaboration and partnership among members of the CME

The CAG established a six-month meeting schedule—alternating between monthly meetings of the CAG and the CME—during which the BBSB designation application would be finalized (see meeting schedule below). All meetings were publicized through announcements in newspapers and/or flyers to encourage public attendance.

Schedule of CAG/CME Meetings

NOVEMBER 30, 2005
CAG MEETING
10:00-NOON
Library-Carrabelle

JANUARY 25, 2006
CME MEETING
2:00 - 4:00 PM
FDOT-Tallahassee

FEBRUARY 22, 2006
CAG MEETING
2:00 - 4:00 PM
Welcome Center-Panacea

MARCH 29, 2006
CME MEETING
2:00 - 4:00 PM
TCC Wakulla Service Center, Crawfordville

APRIL 26, 2006
CAG MEETING
2:00 - 4:00 PM
Welcome Center, Panacea

MAY 31, 2006
CME MEETING
2:00 - 4:00 PM
TCC Wakulla Service Center, Crawfordville

Together, the CAG and CME have developed a unified Story, Vision, Goals, Objectives, Strategies, and Action Plan for the Wakulla and Franklin segments of the Big Bend Scenic Byway (presented in this document).

The combined membership of the newly formed CME broadly represents the groups and individuals that have a stake in the corridor's designation (see *Chapter 7 Corridor Management Entity*). Through work on the Corridor Management Plan they have solidified the significance of community outreach and involvement. See supporting CPP materials in *Appendix K*. The Big Bend Scenic Byway CME will continue to use the CAGs, CME meetings, and CME member organizations to engage and include public participation in Byway-related events and activities in the future.

Chapter 9:

Local Support

Local Support

The combined Big Bend Scenic Byway Corridor Advocacy Group (BBSB CAG) has built strong local support for designation of the Big Bend Scenic Byway during the five-year public participation process, which emphasized working CAG teams, regularly scheduled productive meetings, public workshops and presentations. All CME members and CAG members are committed to sustain the current level of local/regional support into the future.

All incorporated Byway communities, St. Marks, Sopchoppy, Carrabelle, and Apalachicola, have unanimously endorsed the Scenic Byway, as have the Franklin and Wakulla County Boards of County Commissioners.

Endorsements from local authorities, organizations, and merchants include:

- Alligator Point Taxpayers Association
- Apalachee Ecological Conservancy
- Apalachicola Area Historical Society
- Apalachicola Bay Chamber of Commerce
- Apalachicola Bay & Riverkeeper
- Apalachicola National Estuarine Research Reserve
- Apalachicola Traffic Safety Committee
- Camp Gordon Johnston Association
- Carrabelle Area Chamber of Commerce
- Carrabelle Lighthouse Association
- Coastal Optimist Club
- Dixie Theatre
- Florida Department of Agriculture and Consumer Services-Florida Division of Forestry
- Florida State University Marine Laboratory
- Florida Fish and Wildlife Conservation Commission
- Florida State University (Marine Laboratory)
- Friends of St. George Island State Park
- From the Heart
- Garlick Environmental Associates, Inc.
- George Griffin Pottery and School
- Iris Garden Club
- Keep Wakulla County Beautiful
- Lanark Village Association
- Mike's Marine Supply
- Ochlockonee Bay Airport Association
- Ochlockonee Bay Realty
- Ochlockonee River State Park
- 1000 Friends of Florida
- Panacea Waterfronts Florida Partnership
- Posey's Up-The-Creek Restaurant
- Sea Oats Garden Club
- Sopchoppy Education Center
- Sopchoppy Lions Club
- Sopchoppy Opry
- Sopchoppy Outfitters
- Sopchoppy Post Office
- Sopchoppy Preservation and Improvement Association
- St. George Island Civic Club
- St. George Island State Park
- St. Marks National Wildlife Refuge
- St. Vincent National Wildlife Refuge
- Shields Marina
- Sweet Magnolia B&B
- USDA-Apalachicola National Forest
- Wakulla County Chamber of Commerce
- Wakulla County Community Theater
- Wakulla County Historical Society
- Wakulla County Sheriff's Department
- Wakulla Springs State Park and Lodge

Several articles have appeared in local newspapers supporting Scenic Highway designation. Appendix L includes sample letters of support and copies of government resolutions illustrating local support for Scenic Highway Designation.

Throughout the implementation phase, the Corridor Management Entity (CME) will continue to work with local governments,

non-profit organizations, community groups, business owners, and local citizens to strengthen support for and implementation of the Corridor Management Plan. Furthermore, the CME will continue to pursue other recognition, proclamations, resolutions, or ordinances that support the Vision and Goals of the Big Bend Scenic Byway.

Sample comments from local supporters on the importance of designation include:

"Our surveys show that driving for pleasure is one of the most popular activities enjoyed by our visitors. Now they will have the Big Bend Scenic Byway to guide, inform, and educate them on their visits to the Apalachicola National Forest and surrounding area."

— Cathy Briggs, Recreation Manager, Apalachicola National Forest

"This designation will be important economically to us and help us increase tourism in the area. Each year we receive thousands of inquires from potential visitors seeking to engage in heritage- and nature-based leisure activities that incorporate unique local history and environments. Having US Highway 98 designated a Scenic Byway could contribute immensely to the reasons why people decide to visit Franklin County and why they choose to stay longer in our area."

— Apalachicola Bay Chamber of Commerce

"We strongly believe that the Scenic Byway can stimulate and facilitate sustainable economic progress that will be of direct benefit to our members and all other citizens of Franklin County. This is an opportunity to help build community pride and involvement through the identification of the unique scenic, natural, recreational, cultural, archeological, and historical resources that we possess."

— Carrabelle Area Chamber of Commerce

"This area is still remarkably undeveloped and pristine with much to offer visitors interested in ecotourism. With efforts under way to restore the Crooked River Lighthouse, enlarge the Camp Gordon Johnston Museum, and create a scenic bikeway linking the two sites, visitors will be afforded many opportunities to sample the Forgotten Coast's history and heritage. This designation would also open doors to grant funds that are not currently available for these and other worthwhile efforts."

— Apalachee Ecological Conservancy

"The scenic highway is an opportunity to help build community pride and involvement through the identification of the unique resources that we possess. In addition, we believe that visitors will realize what a wonderful natural resource that we have in the Apalachicola Bay & River and will support our efforts for its preservation and protection."

— Apalachicola Bay & Riverkeeper

"We strongly believe that the proposed Big Bend Scenic Byway project will help stimulate and support each county in their efforts to preserve numerous environmental, cultural, and historic features, which when linked via the Byway will further development of sustainable local economies."

— 1000 Friends of Florida

"The Scenic Byway initiative fits perfectly with all the other work we're doing under the Panacea Waterfronts Florida Partnership, helping to bring more people here to enjoy this beautiful natural area."

— Sherrie Posey Miller, Owner, Posey's Up-the-Creek Restaurant

Local Support

"The Big Bend Scenic Byway offers visitors a chance to enjoy a piece of the real Florida that still exists here in the Panhandle."

— Tim Jordan, Chair, Wakulla Realtors Association & Owner/Broker Ochlockonee Bay Realty

"Our biggest challenge is to get people off the interstate highway and down to St. Marks for fishing, boating, and down-home food. Putting the Scenic Byway on the map will make that a lot easier."

— Allen Hobbs, Commission Chair, City of St. Marks & Owner, Shell Island Fish Camp

"Work with a broad range of local citizens on the Big Bend Scenic Byway has made me even more aware of the great cultural and natural resources of our area, and the unique heritage we all share."

— Robin M. Will, Refuge Ranger, St. Marks National Wildlife Refuge

"We've been working in many ways for years to encourage nature-based and heritage-based tourism in Wakulla County, and the Big Bend Scenic Byway has the potential for opening our area to a wide range of national and international visitors. "

— Bonnie Holub, Director, Wakulla County Tourist Development Council

"It's been striking to watch how development of the Scenic Byway has served as a catalyst to bring concerned citizens together to pursue multiple local and regional needs."

— Michael W. Delaney, Board Member, Florida Foresight

"The Big Bend Scenic Byway offers great exposure for Wakulla County as a fly-in destination for pilots who live in Florida and other Southeastern states."

— Roger Shilling, Chairman, Wakulla County Airport Association

"We strongly believe that the Scenic Byway can stimulate and facilitate sustainable economic progress that will be of direct benefit to our members and all other citizens of Wakulla County."

— Susan Payne Turner, Past President, Wakulla County Coastal Optimist Club and Vice President, Wakulla Bank

"Because the project encourages the active involvement and participation of social, civic, church, school, and business groups, it provides a good opportunity for the education of the citizenry as to the value of the area's natural resources an the need for their protection and conservation."

— Jesse Quigg, Site Administrator, Sopchoppy Education Center, Wakulla County School Board

The Scenic Byway designation will assist people in shaping their awareness around the positive virtues our local culture has to offer."

— George Griffin, George Griffin Pottery and School

"We believe the proposed Big Bend Scenic Byway can only enhance and build upon the current efforts to preserve, protect, and promote the unique natural, cultural, and historical resources present in the Panacea community."

— Dr. Gene Charbonneau, Chairman, Panacea Waterfronts Florida Partnership

Chapter 10: Protection Techniques

Protection Techniques

Approximately three-quarters of the land in Franklin and Wakulla Counties is publicly owned. These public lands are managed by various agencies, entities and public/private partnerships. There are a number of existing programs, policies, standards, regulations, and ordinances that relate to this intrinsic resource management and provide protection techniques for the candidate Byway corridor. Additionally, local comprehensive plans supply a policy framework to support additional protection efforts. Government entities and land management agencies along the corridor provide protection through ongoing resource-based management and land development regulation within their jurisdictions. Non-profit organizations and volunteer groups also play a vital role in maintaining the resources of the Big Bend Scenic Byway, working to keep roadways clean, improve wildlife environments, and promote area culture.

Summary of Findings

The following lists provide a summary of the agencies, programs, and techniques currently being used to maintain and preserve the intrinsic resources of the Byway. A more detailed description of the programs and groups follows the summary.

- Litter Control Programs:
  - FDOT's Adopt-A-Highway Program
  - Keep Wakulla Beautiful
  - Keep Franklin Beautiful (transitioning new leadership)
  - Sheriff's Department Work Program
- Road Maintenance Programs:
  - State Road Maintenance contracted to VMS, Inc.
  - Local/County Road Maintenance
- Land Management Findings:
  - Management Agencies
    - U.S. Department of Agriculture
    - Forest Service; National Oceanic and Atmospheric Administration, National Estuarine Research Reserves
    - U.S. Department of Interior, Fish and Wildlife Services, National Wildlife Refuges
    - Florida Fish and Wildlife Conservation Commission
    - Florida Department of Agriculture and Consumer Services, Division of Forestry
    - Florida Department of Environmental Protection, Office of Greenways and Trails
  - Protection Techniques include:
    - Exotic species removal (plant and animals)
    - Prescribed burnings
    - Habitat monitoring (i.e. sand dunes, pine forests, nesting sites)
    - Protection of designated species
    - Access management (on and off-road vehicles, boats, equestrians, bicyclists, and pedestrians)
- Historic Resources Findings
  - Programs identify historic resources and provide incentives for historic preservation
  - There are thirteen (13) identified National Register of Historic Place sites and fifteen (15) sites identified through the Florida Historic Marker program
  - State Archaeological Landmark Designation, where appropriate, is also a program available for private property owners
- Comprehensive Plans (Comp Plan) Findings:
  - Related references are located within the Coastal/Conservation, Future Land Use, Transportation, Recreation & Open Space, and Intergovernmental Coordination Elements of the Franklin County Comp Plan
  - Related references are located within the Coastal Management, Intergovernmental Coordination, and Economic Development Elements of the Wakulla County Comp Plan

Additional Protection Opportunities

- Land Acquisition Programs, Florida Department of Environmental Protection, Division of State Lands
  - Florida Forever
  - Preservation 2000
  - Conservation and Recreational Lands (CARL)
- Non-Profit Agencies
  - Nature Conservancy
  - Florida Wildlife Federation
  - Florida Trail Association
- State-Initiated Efforts
  - Waterfronts Florida Partnership Program, Department of Community Affairs

  - North Florida Water Management District
  - Florida's Nature Coast Coalition
  - Great Florida Birding Trail
- Private Conservation Easements

Protection Techniques within Comprehensive Plans

In general, a Comprehensive Plan can provide county-wide policy direction to protect existing intrinsic resources within the Byway corridor through existing goals, objectives and policies for land development adjacent to Byway corridor resources. Many of these inherent protection techniques are designed to protect public health, safety, and welfare of the communities the Comprehensive Plans serve. However, these protection techniques can also provide a foundation for the development and implementation of a Corridor Management Plan. The protection techniques and associated land development policies within area comprehensive plans related to the Big Bend Scenic Byway are described in *Chapter 12 Relationship to the Comprehensive Plan.*

Litter Control and Road Maintenance Programs

State-Maintained Roadways

In 2000, VMS, Inc. entered into a seven-year contract with FDOT in District Three to provide routine and preventive maintenance on state roadways and facilities throughout a five-county area, including Gulf, Franklin, Jefferson, Liberty and Wakulla Counties. VMS, and its sub-consultants, who provide grass-cutting crews, coordinate with FDOT to properly maintain protected wildflower areas along state right-of-ways. Specific efforts have included a dialogue with FDOT and local associations regarding wildflower and butterfly populations along SR 65 at the Franklin County/Liberty County border.

VMS also manages FDOT's Adopt-A-Highway program for state-maintained roadways in Franklin and Wakulla Counties. Interested parties volunteer to "adopt" a stretch of highway, promising to clean it at least four times a year for two years. The program application is reviewed by VMS and FDOT. Once approved, VMS coordinates the installation of signage designating the roadway as adopted. VMS is currently reviewing if current volunteers are conducting the trash pick-ups as agreed.

Wakulla County

The Wakulla County Road and Bridge Department provides road repair and landscaping, including grass-cutting services for county roads. The Sheriff's Department operates a litter control program for county roads. Inmate work crews pick up litter along all state and county roadways. Two units of five to six inmates, working eight hours a day require 10-12 days to complete one cycle of litter pick-up throughout the county. The Sheriff's Department operates eight cycles per year and coordinates efforts with VMS grass-cutting crews. Additionally, the Sheriff's Department is currently in the process of establishing a litter control program for roadways in forest areas, including the Apalachicola National Forest.

Keep Wakulla Beautiful (KWCB) is a non-profit organization affiliated with Keep America Beautiful and Keep Florida Beautiful, and maintains an Adopt-A-Road Program for county-maintained roadways. Currently, there are 59 volunteer groups participating in the program. Each group has adopted two miles of roadway and has agreed to clean them twice a year. Volunteers are provided bags, gloves, and free disposal of trash collected. KWCB, the County Commission, and the Litter Control Unit work with the volunteers to ensure the success of the Adopt-a-Road program. Two KWCB volunteers call the groups quarterly to monitor progress.

KWCB also sponsors the following related activities and programs:

- Supporting beautification of the Byway through native wildlife plantings. In Panacea, by sponsoring a program with local schools to create decorative tile mosaics with coastal and maritime themes on the walls of the Brooks Concrete Company.
- *The Great Wakulla CleanUp*, which is a part of the Great Americans CleanUp each April. The main objective of this program is to focus attention on litter and litter prevention. This empowers a broad range of volunteers to take greater responsibility for making a visible difference in Florida's environment.

- *The Coastal CleanUp*, is held each year in September. Hundreds of volunteers come ready to clean Wakulla County's waterways: sinkholes, rivers, beaches, and coastline.
- *Adopt-a-Shore* programs invite volunteers to "adopt" part of the county's shoreline. Like the Adopt-a-Roadway program, volunteers agree to clean their section at least four times each year. They are provided bags, gloves, and free disposal of trash collected.
- *Weigh Your Butts* is an ongoing campaign directed primarily towards young people. KWCB offers incentives to those who collect the most cigarette butts at coastal "hot spots" such as marinas, restaurants, and motels. During the Coastal CleanUp of 1998, volunteers picked up 30,000 butts!
- *The Great Paper Project* is a five-county program designed to promote greater recycling of paper products. Recycling receptacles are offered to every school and business in this region. Small counties have difficulty in becoming competitive in the broader market; working together, however, they are able to offer the volume of recycled materials required to attract highest prices for recycling.

Franklin County

The Franklin County Road Department coordinates road construction, repair services, and landscaping (including grass-cutting) for county-maintained roads. In addition, inmate work crews from the Franklin Work Camp in Apalachicola conduct litter and trash picks along county and state roadways as part of their normally scheduled work duties.

Keep Franklin Beautiful (KFCB) is a non-profit organization also affiliated with the Keep America Beautiful and Keep Florida Beautiful program. The group is currently transitioning new leadership and has no active programs.

Land Management Agencies

The candidate Byway corridor is located adjacent to numerous parks, reserves, and protected forest areas, as indicated by *Figure 3.2, Chapter 3*. Each of the areas is managed by local, state, or federal agencies and some often are co-managed. The following tables identify each of the entities, owners, and managing agencies for all management areas near the Byway corridor.

Several federal and state agencies work to maintain significant portions of land within Wakulla and Franklin counties. Franklin County is predominately composed of Tate's Hell State Forest, two State Parks, and Wildlife Management Areas. Publicly managed land is also a majority of Wakulla County with Apalachicola National Forest and St. Marks National Wildlife Refuge. Approximately 73 percent of the land in Wakulla County is federally or state managed. Under the direction of *Florida Constitution Article IV, Section 9*, the Florida Fish and Wildlife Conservation Commission and the Florida Department of Environmental Protection have created several offices that work to maintain and implement management plans for these areas. Local governments in Franklin and Wakulla County also manage public park areas located along the Byway.

While each entity has its own formal resource plan that describes the policies, procedures and regulations for protecting intrinsic resources, goals between agencies have a common framework to preserve natural community associations and hydrological regimes through the application of system-wide policies. The following summary identifies the primary managing agencies and identifies protection techniques within specific management areas located adjacent to the Big Bend Scenic Byway in Franklin and Wakulla Counties.

U.S. Department of Agriculture, Forest Service

Established in 1905, the agencies mission is to sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations.

Table 10.1 Apalachicola National Forest Plan

Management Area	County	Policy	Protection Techniques
Apalachicola National Forest	Franklin, Wakulla	The National Forest Management Act (NFMA), implementing regulations, and other documents guided the preparation of the Forest Plan (Land-use determinations, management practices, goals, objectives, standards, and guidelines are statements of the Forest Plan's management direction. Projected yields, services, and rate of implementation are dependent on the annual budgeting process.	Techniques include specifications for prescribed fire, limiting/restricting motorized equipment, infrastructure requirements, determining appropriate recreational uses, vegetation management, and controlling/restricting timber production. Requirements depend on the intensity of use of specific area.

U.S. Department of Interior, Fish and Wildlife Service, National Wildlife Refuge System

Management, ranging from preservation to active manipulation of habitats and populations, is necessary to achieve Refuge System and U.S. Fish and Wildlife Service missions.

Table 10.2 National Wildlife Refuge Management Plans

Management Area	County	Policy	Protection Techniques
St. Marks National Wildlife Refuge	Wakulla	National Wildlife Refuge System Improvement Act of 1997 and Part 602 (National Wildlife Refuge System Planning) of the Fish and Wildlife Service Manual; In the process of creating a management plan, supposed to be available for public comment in Feb. 2006.	Forest Management Program (controlled burning of pine forests, thinning pine forests to maintain undergrowth, restoration of native forest); Impoundment management program (manipulate water levels in 1600 areas of managed pools, annual maintenance & controlled burns of impoundments); exotic Plant Eradication Program (Cogongrass, Chinese Tallow Tree); Endangered Species Program (including bald eagle, red-cockaded woodpecker, flatwoods salamander, least tern nest sites); Wildlife Population Management (waterfowl monitoring, wood duck nest box maintenance, breeding bird monitoring, wading bird rookery monitoring, deer herd management)
St. Vincent National Wildlife Refuge	Franklin	Established in 1968 as National Wildlife Refuge; National Wildlife Refuge System Improvement Act of 1997 and Part 602 (National Wildlife Refuge System Planning) of the Fish and Wildlife Service Manual	Provide habitat for migratory birds; Provide habitat and protection for threatened and endangered species such as American alligator, bald eagle, indigo snake, red wolf and sea turtle; Water management for waterfowl, wood storks, wading, birds, shorebirds and fish; Manage and preserve the natural barrier island and associated native plant and animal communities; Provide wildlife-dependent recreation and environmental education for the public; Deer management with public hunting; Prescribed fire; No public vehicle (car) access.

Table 10.3 National Estuarine Research Reserve System Plans

Management Area	County	Policy	Protection Techniques
Apalachicola National Estuarine Research Reserve	Franklin	The National Estuarine Research Reserve System is a protected areas program created by the Coastal Zone Management Act, of 1972, section 315, designed to provide a system of representative estuarine ecosystem areas suitable for long-term research, education, and stewardship.	Improve coastal decision-making by generating and transferring knowledge about coastal ecosystems (including research and monitoring of estuaries); Habitat stewardship and restoration; Increase awareness, use, and support of the reserve system and its estuarine science, education, and stewardship programs; Work to provide training for local stakeholders (both private/public) through Coastal Management Training Program.

Table 10.4 FWC State Wildlife Area Plans

Management Area	County	Policy	Protection Techniques
Tate's Hell Wildlife Management Area	Franklin	The wildlife management area is part of the close to 200,000-acre Tate's Hell State Forest. In the early 1990s, the state began purchasing the land to protect Apalachicola Bay.	Division of Forestry has prescribe-burned most of the pinelands, re-established the native longleaf pine over a major portion of the forest, and worked to restore large areas of grassy savannahs. Several stands of the distinctive "dwarf" cypress exist on the forest.
Box-R Wildlife Management Area	Franklin	Florida's Wildlife Management Area (WMA) system is managed by the Florida Fish and Wildlife Conservation Commission (FWC) to sustain the widest possible range of native wildlife in their natural habitats. These lands are more rugged than parks, with fewer developed amenities.	Timber management (thinning and reforestation), prescribed burning and hydrological restoration. Wildlife openings maintained and enhanced to attract deer, turkey, rabbits, quail, dove and snipe. Selective openings planted with native or non-invasive agricultural crops to provide wildlife viewing opportunities, dove hunting, and high quality forage for deer, turkey, dove and quail.
Apalachicola River Wildlife and Environmental Area	Franklin	In compliance with the Conceptual State Lands Management Plan and its requirement for "balanced public utilization," and are in compliance with the mission of the Fish and Wildlife Commission as described in its Agency Strategic Plan (Appendix VII).	The objective of resource management and protection pertains to preserving the natural community associations and hydrological regime through use of appropriate management procedures (e.g., controlled burning, reseeding areas, exotic species control, vehicular traffic control), restoration techniques as necessary and practical (e.g., reforestation, removal of barriers to water flow) and environmental monitoring (e.g., water quality). The scientific research program is principally concerned with gaining new information on the dynamic interaction of the River, Bay and Gulf to enhance management of the area.

National Oceanic and Atmospheric Administration, National Estuarine Research Reserve

Administered by the National Oceanic and Atmospheric Administration (NOAA), the reserve system is a federal-state partnership with Florida Department of Environmental Protection Office of Coastal and Aquatic Managed Areas. NOAA and coastal state partners collaborate to set common priorities and to develop system-wide programs.

Additionally, NOAA provides support for state partners and national cohesion. State partners carry out locally-relevant and nationally-significant programs at individual reserves and provide day-to-day management of resources and programs.

Florida Fish and Wildlife Conservation Commission (FWC)

The Fish and Wildlife Conservation Commission came into existence on July 1, 1999, the creation of a constitutional amendment approved in the 1998 General Election as part of the package proposed by the Constitutional Revision Commission. Plans of the FWC comply with the *Florida Constitution* as well as the guidance and directives of Chapters 372, 253, 259, 327, 370, 403, 870, 373,

375, 378, 487, and 597 of the *Florida Statutes*. These plans are in conformance with the Local Government Comprehensive Plans, as approved and adopted.

Florida Department of Environmental Protection, Division of Recreation and Parks

The content, development and maintenance of unit management plans are directed by *Florida Statutes 253 and 259*. Resource management planning begins with a thorough and detailed inventory of the park's natural and cultural resources, and an appraisal of their quality and condition. The purpose of this step is to identify resource management problems and needs. Next, specific management objectives and management measures for both natural and cultural resources are established, aimed at correcting identified deficiencies and sustaining the park's resource base in perpetuity. At this stage, important decisions are made on such issues as ecological burning, exotic plant and animal removal, mitigation of environmental intrusions, protection measures for listed plants and animals and the long-term restoration of natural conditions.

Table 10.5 DEP State Park Protection

Management Area	County	Policy	Protection Techniques
San Marcos de Apalache Historic State Park	Wakulla	On March 9, 1954, the Division of Recreation and Parks (Division), obtained title to the property which later became San Marco de Apalache Historic State Park. On September 28, 1967, the Division transferred its title to San Marco de Apalache Historic State Park to the Board of Trustees of the Internal Improvement Trust Fund (Trustees). On January 23, 1968, the Trustees conveyed its management authority of the historic site to the Division under Lease No. 2324 for a period of ninety-nine (99) years.	Planting native estuarine vegetation along the shoreline to hold the soil in place should be considered; Prescribed burning; Protection of designated species (including manatees, Godfrey's spider lily, and certain migrating birds); Removal of exotic species (plant and animal)
Ochlocknee River State Park	Wakulla	On May 14, 1970, the Board of Trustees of the Internal Improvement Trust Fund (Trustees) obtained title to the property that became the Ochlockonee River State Park. The Trustees holds fee simple title to the property. The park was acquired through a land exchange with the United States Department of Interior. Designated single use to provide resource-based public outdoor recreation and other related uses. There are no legislative or executive directives that constrain the use of this property.	Active prescribed burn program; Coordinate with St. Marks NWR in proper management of red-cockaded woodpeckers and their habitat, coordinate with law enforcement personnel to enforce endangered species laws within park boundaries; Formalize cooperative effort with FWC and USFWS to develop and implement a gopher tortoise restocking program; Continue to inventory biodiversity within the park, develop interpretive displays; Improve monitoring of rare and endangered species, exotic (both plant and animal) removal programs; Repair and reduce erosion within the park, particularly along the riverbanks; Reduce erosion from wave action caused by boat wakes through law enforcement and by encouraging the establishment of speed zone regulations, improve controlled access points along the Ochlockonee River.
Edward Ball Wakulla Springs State Park	Wakulla	Wakulla County lands consist of cutover sandhills with remnant longleaf-wiregrass vegetation, and mixed hardwood-pine forest. The forest contains a portion of the spring-fed McBride Slough. There are a few areas of natural longleaf, a dome swamp, and small pond.	Wakulla Springs State Park and Lodge is listed on the Natural Register of Historic Places and is designated as a National Natural Landmark.
Dr. Julian G. Bruce St. George Island State Park	Franklin	Dr. Julian G. Bruce St. George Island State Park was acquired as a donation on April 17, 1963. Since the donation, the Trustees acquired several additional parcels through purchases under the LATF, EEL, CARL, and P2000/CARL programs and added them to the park.	Monitor listed species and record disturbance of nesting shorebirds and marine turtles from human and non-human sources; Identify, establish, and protect foraging, resting, and nesting areas for over-wintering piping plovers and other shorebirds; Determine the needs and potential impacts upon shorebirds when developing plans to use heavy equipment, fencing, or plants as measures to restore dunes after major storm events; Continue to plan and implement a prescribed fire program; Implement road improvements necessary to keep four-wheel drive vehicles inside the footprint of the unimproved road that provides access to the eastern tip of the park; Continue to evaluate the numbers of visitors using the east end of the island by installing a trail counter to count vehicles that access this area; Ensure that all ground disturbing activities be coordinated with the Division of Historical Resources.
John Gorrie Museum State Park	Franklin	The park was donated by the City of Apalachicola on April 15, 1955. Public outdoor recreation and conservation is the designated single use of the property. There are no legislative or executive directives that constrain the use of this property. The Lease to the Trustees is No. 3626 and expires on January 23, 2067.	Accessibility improvements, Exhibit planning and design
Orman House	Franklin	At Orman House Historic State Park, public outdoor recreation and conservation is the designated single use of the property. There are no legislative or executive directives that constrain the use of this property. The park was acquired in 2001 using CARL/P2000 funds. On March 29, 2001, the Trustees leased Orman House Historic State Park to the Division of Recreation and Parks (Division) for a period of fifty (50) years under Lease No. 4324. The lease will expire on March 28, 2051. According to Lease No. 4324, Division manages Orman House Historic State Park only for the establishment and operation of natural resource-based public outdoor recreation and other related uses compatible with the conservation and protection of the property.	Develop a practical, cyclical maintenance and inspection schedule for the Orman House Historic State Park, associated out buildings, grounds and landscaping; Coordinate all ground-disturbing activities with the Department of State, Division of Historical Resources; Remove category I invasive exotic plants, and replace with appropriate non-invasive ornamentals if required for landscape purposes.
Bald Point State Park	Franklin	On August 30, 1999, the Board of Trustees of the Internal Improvement Trust Fund (the Trustees) obtained title to the property known as Bald Point. The property was purchased with funds from the CARL/P2000 program. The Trustees hold fee simple title to Bald Point, and DRP manages the park under Lease No. 4244. The lease is for fifty (50) years, and expires on August 29, 2049. Public outdoor recreation is the designated single use and there are no legislative or executive directives that constrain use.	Design and implement a prescribed fire program for the park; Restore the natural hydrology to the extent possible; Identify and post the boundaries of significant shorebird nesting/resting areas; Develop a designated species-monitoring program at the park; Install dune crossovers and boardwalks and use signs to control access and protect sensitive dune areas from damages caused by foot traffic and vehicles; Remove exotic species as they are encountered at the park. Protect, and interpret existing archaeological sites and their associated artifacts.

Florida Department of Agriculture and Consumer Services, Division of Forestry

The mission of the Division of Forestry is to protect Florida and its people from the dangers of wildfires and manage the forest resources through a stewardship ethic to assure they are available for future generations.

Table 10.6 State Forest Management Plans

Management Area	County	Policy	Protection Techniques
Wakulla State Forest	Wakulla	Management Plan not available	Management Plan not available
Tate's Hell State Forest	Franklin	The state began purchasing the majority of the property with Conservation and Recreation Lands (CARL) Program funds in 1994 and has continued to purchase additional lands. The entire state forest is a Wildlife Management Area and is open to regulated hunting under the direction of the Fish and Wildlife Conservation Commission. Its management plan is provided according to requirements of Section 253.034, Florida Statutes, and was prepared utilizing the guidelines outlined in Chapter 18-2.021 of the Florida Administrative Code.	Restoration of native habitats; fire management (annual prescribed burning program and establishment of perimeter fire lines); creation of roadways maintenance plan, timber harvesting program, management of non-game species; Control plan for exotic plant species; Soil and flora/fauna inventory/survey

Florida Department of Environmental Protection, Office of Greenways and Trails

Florida Department of Environmental Protection (FDEP) administers the Recreational Trails Program (RTP) in coordination with the US Department of Transportation, Federal Highway Administration (FHWA). Collectively they implement the competitive program which provides grants for projects that render, restore, or preserve recreational trails, trailhead and trailside facilities. RTP funding is primarily used for subsidiary project corridors where DOT enhancement dollars are not utilized.

Table 10.7 OGT Recreational Trails

Management Area	County	Policy	Protection Techniques
Tallahassee-St. Marks Historic Railroad State Trail	Wakulla	This is a former railroad line that has been converted to a paved 15.8-mile long recreational trail.	All portions of the property have been previously disturbed, but the non-maintained portions are recovering.

Historic Resources

Efforts at the state and federal level offer programs designed to identify historic resources. Designation of a historic site through these programs provides incentives to property owners and community groups to preserve them and also provide a means to enrich the experience of visitors to the Byway.

National Register of Historic Places

The National Register of Historic Places is an official listing of historically significant sites and properties throughout the country. It is maintained by the National Park Service of the U.S. Department of the Interior. It includes districts, sites, buildings, structures, and objects that have been identified and documented as being significant in American history, architecture, archaeology, engineering or culture. These sites and properties reflect the prehistoric occupation and historical development of our nation, state, and local communities.

Listing in the National Register or being determined eligible for listing does not automatically preserve a building and does not keep a property from being modified or even destroyed. Unless an undertaking is state or federally funded, or regulated by local ordinance, private property owners may deal with their property in any way they see fit. It does, however, encourage the preservation of significant historic resources in the following ways:

- By providing official recognition of the historic significance of the property and

encouraging consideration of its historic value in future development planning, and imposing limited protection from activities involving funding, licensing, or assistance by Federal agencies that could result in damage or loss of its historic value(s).

- By making the property eligible for a Federal Income Tax Credit. If a registered property that is income producing undergoes a substantial rehabilitation carried out according to the Secretary of the Interior's Standards for Rehabilitation, the owner may apply for a 20 percent income tax credit. The credit amounts to 20 pecent of the cost of the rehabilitation.
- In 1992, the Florida Legislature passed legislation that allows counties or cities to grant ad valorem tax relief for owners of properties that are listed or eligible for listing in the National Register or in a local district. When a property is improved its value is increased and the assessment is raised accordingly. The ad valorem tax legislation provides that the increase in assessed value of the improved property will be exempted for up to ten years from taxation for those portions of the tax bill affected by local option county or municipal exemption ordinances.
- Listing may make a property exempt from certain Federal Emergency Management Act (FEMA) requirements and eligible for some American Disabilities Act (ADA) and building safety code adjustments.

The nomination of historic resources in Florida for listing in the National Register is a function of the State Historic Preservation Officer, Florida Division of Historical Resources. Anyone interested in having a particular property listed may submit a

Table 10.8 National Register of Historic Places

Site	County	Location	Area of Significance	Historic Function	Owner
Fort San Marcos de Apalache	Wakulla	18 miles south of Tallahassee in St. Marks	Non-Aboriginal, Military, Exploration/Settlement	Defense	State
Old Wakulla County Courthouse Building	Wakulla	Church St., Crawfordville	Architecture/Engineering	Government	Local Government
Sopchoppy High School Gymnasium, Old Building	Wakulla	Jct. of Second Ave. and Summer St., Sopchoppy	Entertainment/Recreation, Education, Architecture	School, Sport Facility	Local Government
Sopchoppy High School Gymnasium, Old Building	Wakulla	164 Yellow Jacket Ave., Sopchoppy	Education, Architecture	Defense	Local Government
St. Marks Lighthouse	Wakulla	N side of Apalachee Bay at terminus of FL 59, St. Marks National Wildlife Refuge	Commerce, Military	Defense	Federal
Wakulla Springs Archeological and Historic District	Wakulla	Also known as Edward Ball Wakulla Springs State Park; Wakulla Springs	Event, Architecture/Engineering, Person, Information Potential	Domestic	State
Apalachicola Historic District	Franklin	Roughly bounded by Apalachicola River, Apalachicola Bay, 17th and Jefferson Sts., Apalachicola	Event, Architecture/Engineering	Agriculture/Subsistence, Commerce/Trade, Domestic, Government, Religion	Private and Local Government
Cape St. George Island	Franklin	Southern point of Little St. George Island, Little St. George Island	Architecture/Engineering	Transportation	Federal
Crooked River Lighthouse	Franklin	Also known as Carrabelle Lighthouse, SW of Carrabelle off U.S. 319, Carrabelle	Commerce	Transportation	Federal
Fort Gadsden Historic Memorial	Franklin	6 mi. SW of Sumatra, Sumatra	Native American, Military, Politics/Government	Defense	State
Governor's Stone (schooner)	Franklin	Apalachicola Harbor, Apalachicola	Architecture, Maritime History, Transportation, Commerce	Transportation	Private
David G. Raney House	Franklin	SW corner of Market St. and Ave. F, Apalachicola	Architecture	Domestic Dwelling	Private
Trinity Episcopal Church	Franklin	Ave. D and 6th St. (Gorrie Sq.), Apalachicola	Architecture, Religion	Religious Structure	Private

nomination proposal to the State Historic Preservation Office. The nomination proposal must meet National Register standards. It is the responsibility of the person submitting the proposal to provide the necessary information and materials. The staff of the Division is available for consultation on preparation of proposals. Below is a list of locations within Franklin and Wakulla County along or near the Byway that are the National Register of Historic Places.

The Department of State, Office of Cultural and Historical Programs

Located within the Department of State, the Office of Cultural and Historical Programs is the state agency responsible for promoting the historical, archaeological, museum, arts, and folk culture resources in Florida. A description of the programs and activities within this department that help to preserve and showcase the historic resources in and around the candidate Byway corridor are included below.

Florida Historical Marker Program

The program recognizes historic resources, persons, and events that are significant in the areas of architecture, archaeology, Florida history, and traditional culture by promoting the placing of historic markers and plaques at sites of historical and visual interest to visitors. Normally, individuals and for-profit organizations must bear the full cost of paying for and maintaining historical markers and plaques, but when funds are available state and local governmental agencies and nonprofit organizations may apply for matching grants to defray half the cost of purchasing the markers and plaques. However, marker applications must be approved by the State Historical Marker Council before a grant application may be

Table 10.9 Florida Historical Marker Program

Title	County	Location	Sponsors
WHEN THE RIVER WAS KING!	Franklin	End of Avenue D near Water Street Docks in Apalachicola	Apalachicola Historical Society In Cooperation With Florida Board of Parks and Historic Memorials
TRINITY EPISCOPAL CHURCH	Franklin	6th Ave. at Ave. D on church grounds in Apalachicola	Florida Board of Parks and Historic Memorials
MILLY FRANCIS	Franklin	Fort Gadsden State Park (South of Sumatra)	Department of Natural Resources in cooperation with Department of State
THE RANEY HOUSE	Franklin	On Ave. F at Market Street in Apalachicola	Apalachicola historic board in cooperation with Department of State
WILLIAM AUGUSTUS BOWLES	Franklin	St. George Island State Park, off of C.R. 300, south of East Point	Florida Historical Society in cooperation with the Florida Department of State
CAMP GORDON JOHNSTON (1942-1946)	Franklin	Along U.S. 98 by the Old Camp Gordon Johnston	Camp Gordon Johnston Association and Florida Department of States and Secretary of State
DR. JOHN GORRIE	Franklin	At Gorrie Grave, Across from Gorrie St. in Apalachicola	John Gorrie State Museum and Florida Department of State
WORLD WAR II D-DAY TRAINING SITE	Franklin	Carrabelle Beach	Camp Gordon Johnston Association and Florida Department of State
SAN MARCOS DE APALACHEE	Wakulla	San Marcos de Apalachee State Historic Site	Florida Board of Parks and Historic Memorials In Cooperation With Florida State Society and Dominie Everadus Bogardus Chapter Colonial Dames XVII Century
OCHLOCKONEE RIVER STATE PARK	Wakulla	Ochlockonee River State Park South of Sopchoppy	On March 11, 1968, a Special Permit for the use of this property in the St. Marks Wildlife Refuge was issued to the Florida Board of Parks and Historic Memorials by the United States Department of the Interior.
TALLAHASSEE - ST. MARKS RAILROAD	Wakulla	Vicinity of intersection of US-98 & SR-363	NA
ST. MARKS LIGHTHOUSE	Wakulla	St. Marks National Wildlife Refuge.	The Florida Society Colonial Dames XVII Century In Cooperation With Department of State
SITE OF FORMER TOWN OF MAGNOLIA	Wakulla	East side of the St. Marks River on U.S. 98	Wakulla County Bicentennial Committee in Cooperation with Department of State
PORT LEON	Wakulla	SR-363	NA
WAKULLA SPRINGS ARCHAEOLOGICAL & HISTORIC DISTRICT	Wakulla	Wakulla Springs	Department of State and Division of Recreation and Parks, Environmental Division

submitted. The grant application cycle is October 1–December 15 each year. While the markers do not provide protections to the resources, they increase public awareness of the rich cultural heritage of the state and enhance the enjoyment of historic sites in Florida by its citizens and tourists. Below is a list of the historical markers in Franklin and Wakulla Counties.

State Archaeological Landmark Designation for Privately Owned Sites

Under the provisions of Chapter 267.11, *Florida Statutes*, the Division of Historical Resources can designate archaeological resources on private property as an Archaeological Landmark or Landmark Zone. This designation recognizes the significance and increases the legal protection of privately owned archaeological sites under state law. Often without a State Archaeological Landmark or Landmark Zone designation, an owner's only legal protection against illegal or unwanted digging is the trespass law. With State designation a permit is required from the Division of Historical Resources to legally conduct field investigation. An owner may take action against non-permitted, illegal digging.

As provided in the statutes, a designated site or group of sites must demonstrate "significance to the scientific study or public representation of the state's historical, prehistoric, or aboriginal past" (Chapter 267.11, *Florida Statutes*). The Division requires that archaeological resources be eligible for listing on National Register of Historic Places in order for designation as a State Archaeological Landmark or Landmark Zone. If a site is not already listed on the National Register of Historic Places, only a professionally qualified archaeologist can determine eligibility. While no properties in Wakulla or Franklin Counties have been designated as an Archaeological Landmark or Landmark Zone, it does offer a potential protection techniques for interested private property owners.

Additional Efforts

Additional efforts by both non-profit organizations, and public agencies, often working together and in connection with community organizations, provide protection techniques for areas along the candidate Byway corridor, which help to protect the experience of visitors to the Byway. The table below describes the efforts, programs, and protection techniques offered by these groups.

Table 10.10 Additional Protection Techniques

Agency/Program	County	Description	Protection Techniques
Florida Department of Environmental Protection, Division of State Lands	Franklin, Wakulla	Florida Forever program is the state's newest blueprint for conservation of our unique natural resources. It replaces the highly successful Preservation 2000 Program (P-2000) P-2000, the largest program of its kind in the United States, was responsible for the public acquisition, and protection, of more than 1.75 million acres of land from 1990 to 1999. Conservation and Recreational Lands: was established by the Florida legislature in 1979 to acquire lands of environmental and cultural significance before they were lost to the pressures of increasing population and development, according to the requirements of Florida Statute 259.032(3)	Through these land acquisition programs, which often include involvement from non-profit groups and other state agencies, the Division of State Lands has acquired many properties of considerable significance, typically managed as state preserves, state parks, historic sites, or wildlife management areas. These include sites in Wakulla and Franklin Counties.

Table 10.11 Non-Profit Associations

Nature Conservancy	Franklin	The Nature Conservancy is an international, nonprofit organization dedicated to preserving the diversity of life on Earth and manages two preserves in Franklin County, Jeff Lewis Wilderness Preserve, and John S. Phipps Preserve.	In the Apalachicola River and Bay region, the Conservancy is working with state, U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and other partners; Leading an effort to coordinate invasive, non-native species management and control on a watershed-wide scales with more than 24 public and private partners in the region; Working with willing landowners on behalf of state partners to purchase additional acres critical to maintaining a healthy Apalachicola River and Bay system and develop a corridor of conservation land from the Apalachicola Bay to Georgia; Expand efforts to restore the longleaf pine and wiregrass forests throughout the region and will share scientific expertise with our public and private land management partners; Work with partners to develop restoration plans to repair river areas damaged by dredging and navigation.
Florida Wildlife Federation (FWF)	Wakulla, Franklin	Non-profit citizens' conservation education organization composed of citizens interested in preserving, managing, and improving Florida's fish, wildlife, soil, water, and plant life.	On St. James Island the FWF has supported efforts to increase conservation lands, including a habitat corridor connecting Tates Hell State Forest & Bald Pt. State Park which would benefit keystone species like the Black Bear and other wildlife.
Florida Trail Association	Wakulla	The goal of the Florida Trail Association—a private, nonprofit, volunteer organization founded in 1966—is the development of a continuous hiking trail the length of Florida. Starting in the Big Cypress National Preserve in the south, and extending to the Gulf Islands National Seashore and Blackwater River State Forest in the north, the 1300-mile footpath is bordered by rivers, and lakes, and is surrounded by forests of palms, pines, cypress, and moss-draped live oaks, offering hikers a unique experience. Deer, turkey, and migrating birds, as well as other wildlife, are abundant in the many wilderness areas that the footpath crosses.	Designated as one of eight National Scenic Trails in 1983, the Florida Trail provides access to Florida's tropical and semi-tropical ecosystems, utilizing public lands where possible, and developed under agreements with private landowners elsewhere. The trail is administered and managed by the U.S. Forest Service in accordance with the National Trails System Act. A partnership was developed between the U.S. Forest Service and the Apalachee Chapter of the FTA to maintain and promote the trail system. The Apalachee local Chapter of the FTA, based in Tallahassee, oversees work and advocacy for the trail system that winds its way through the Wakulla corridor. The trail can be accessed from points within the St. Marks National Wildlife Refuge in the east, and from the Apalachicola National Forest along CR 375 in the west.

Table 10.12 State-Initiated Efforts

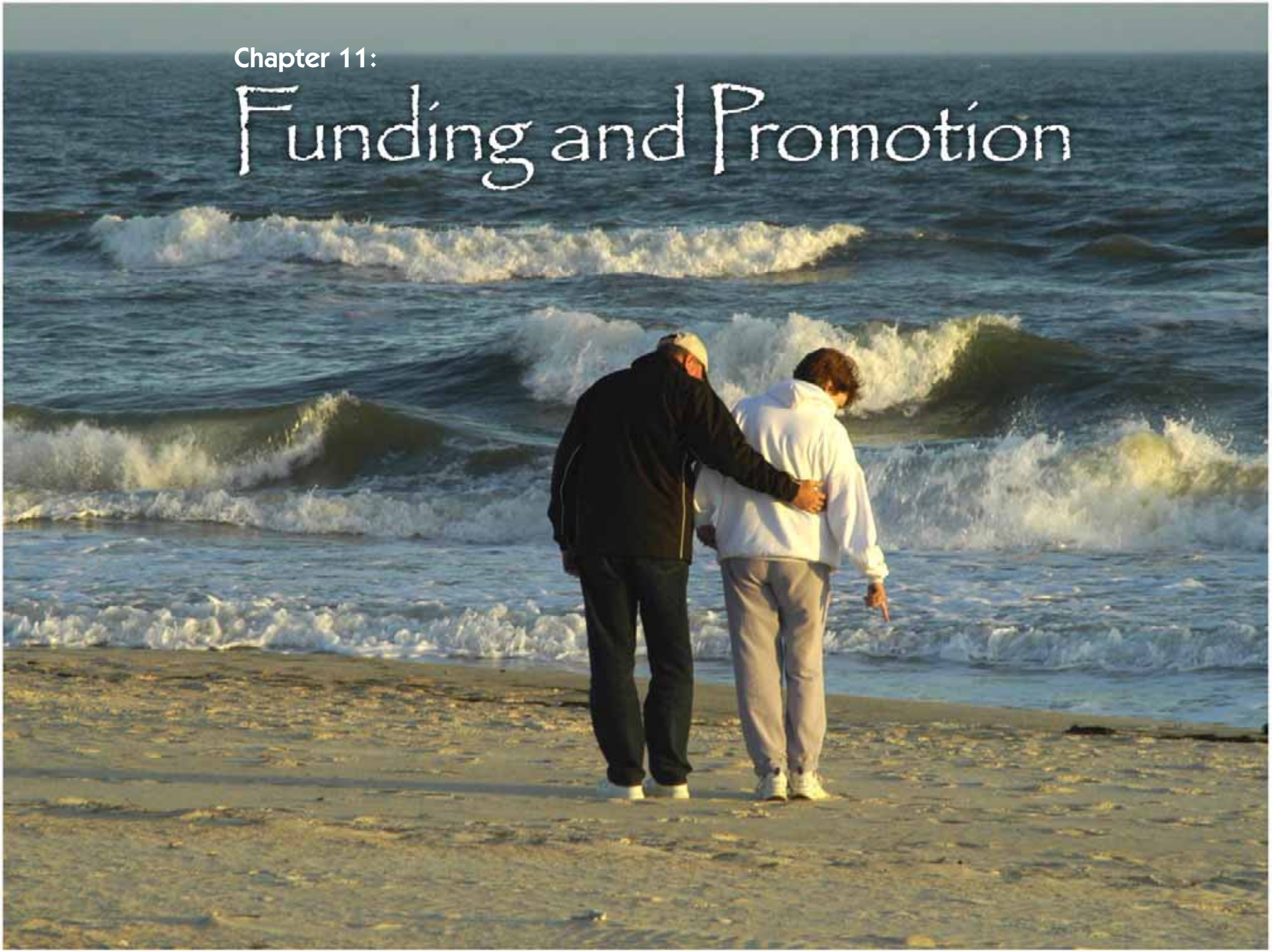
Waterfronts Florida Partnership Program, Florida Department of Community Affairs	Wakulla, Franklin	Eligible applicants include counties or municipalities required to adopt a coastal element as part of the local government comprehensive plan pursuant to Chapter 163, Part II, Florida Statutes, or a local non-governmental organization working in a partnership with a coastal local government. To be considered for designation, communities should have: (1) a coastal waterfront with a tradition of a water-oriented economy; (2) a comprehensive plan that is in compliance; and (3) a targeted waterfront area that is not a major deep water port. In addition, each community must make a commitment to provide a program manager and sufficient budget to cover work-related expenses.	The Panacea Waterfronts Florida Partnership Committee was established to oversee revitalization efforts. The Partnership established sub-committees and partnered with local civic organizations to accomplish many short-term goals, such as beautification efforts, establishment of a local Waterfronts Florida Program Office, creation and distribution of an informational brochure, and participation in several local television news and print articles. Over $350,000 in grant funds and donations have been secured for three local waterfront projects—The Wakulla Welcome Center in Panacea, Woolley Park Improvements, and Rock Landing Commercial Fishing Expansion and Improvements. Waterfronts Florida Communities. Apalachicola was one of the three communities selected statewide in 2004 as a Waterfronts Florida Community. The program objectives are to develop a vision document consistent with overall community vision, enhancement of the viable traditional economy, cultural resource protection and public access, preservation of historic integrity and overall sense of place, environmental resource, and hazard mitigation
Northwest Florida Water Management District	Wakulla, Franklin	The District is one of five water management districts in Florida created by the Water Resources Act of 1972. Sixteen counties lie within the Northwest Florida Water Management District. They include Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton and Washington counties and the westernmost portion of Jefferson County. The mission is to implement the provisions of Chapter 373, Water Resources, Florida Statutes.	Resource management (include stormwater monitoring, development of stormwater management plan, wellhead protection and surface and ground water quality monitoring); Surface Water Improvement and Management (SWIM) Program, permitting programs, land acquisition programs; Conservation easements within Wakulla County (Carpenter and Westmark Conservation Easement, Carroll Conservation Easement, Carlton Farms Conservation Easement)
Florida's Nature Coast Coalition	Wakulla	Established in 1992 by the state legislature, Florida's Nature Coast comprises eight counties--Pasco, Hernando, Citrus, Levy, Dixie, Taylor, Jefferson, and Wakulla, plus the City of Dunnellon.	The Coalition conducts familiarization tours for outdoor writers, participates in trade shows, sponsors workshops, and promotes the Nature Coast through advertisements, brochures, and, most recently, through a brochure describing a 700-mile Scenic Driving Tour through the area. Wakulla County's segment of the Scenic Byway corridor is featured in the Driving Tour, and will be promoted through a Visit Florida Marketing Grant in 2003-04.
Great Florida Birding Trail	Wakulla	This is a program of the Florida Fish and Wildlife Conservation Commission, supported in part by the Florida Department of Transportation and the Wildlife Foundation of Florida. It is a 2000-mile highway trail which unifies existing and new birding sites throughout Florida. Modeled after the successful Great Texas Coastal Birding Trail, this ambitious project combines special highway signs identifying Birding Trail sites with a detailed map showcasing the wonderful birding opportunities in Florida. The Trail will consist of a series of clusters, each containing five to ten sites highlighting communities, and special ecosystems like the Lake Wales Ridge.	The East Florida Section of the Trail opened in November 2000, and the West Florida Section followed in November 2002. Subsequent sections of the Trail will come online at 18-month intervals, with Panhandle Florida in 2003, and finally, South Florida. We anticipate that the entire statewide trail will be completed by 2006. Traditionally, only local birders knew about the great birding sites in their area. Most publicity went to the federal and state sites such as J.N. "Ding" Darling National Wildlife Refuge and Everglades National Park. The Great Florida Birding Trail aims to combine more prominent birding sites with smaller local sites in groups that will lead casual birdwatchers and their eco-tourism dollars into the surrounding communities. Nominations to include numerous birding spots along the Wakulla Corridor were submitted to the Florida Fish and Wildlife Conservation Commission for inclusion in the Birding Trail. Final site selections were made in 2003.
Waterfronts Florida Partnership Program, Florida Department of Community Affairs	Wakulla, Franklin	Eligible applicants include counties or municipalities required to adopt a coastal element as part of the local government comprehensive plan pursuant to Chapter 163, Part II, Florida Statutes, or a local non-governmental organization working in a partnership with a coastal local government. To be considered for designation, communities should have: (1) a coastal waterfront with a tradition of a water-oriented economy; (2) a comprehensive plan that is in compliance; and (3) a targeted waterfront area that is not a major deep water port. In addition, each community must make a commitment to provide a program manager and sufficient budget to cover work-related expenses.	The Panacea Waterfronts Florida Partnership Committee was established to oversee revitalization efforts. The Partnership established sub-committees and partnered with local civic organizations to accomplish many short-term goals, such as beautification efforts, establishment of a local Waterfronts Florida Program Office, creation and distribution of an informational brochure, and participation in several local television news and print articles. Over $350,000 in grant funds and donations have been secured for three local waterfront projects—The Wakulla Welcome Center in Panacea, Woolley Park Improvements, and Rock Landing Commercial Fishing Expansion and Improvements. Waterfronts Florida Communities. Apalachicola was one of the three communities selected statewide in 2004 as a Waterfronts Florida Community. The program objectives are to develop a vision document consistent with overall community vision, enhancement of the viable traditional economy, cultural resource protection and public access, preservation of historic integrity and overall sense of place, environmental resource, and hazard mitigation

Conservation Easements

Conservation easements may apply to a variety of resources and are possible protection technique available to property holders along the scenic Byway. Broadly applied, a conservation easement is a legal agreement a property owner makes with a non-profit or government organization to protect a cultural or natural resource on his property. Depending on the resources they protect, conservation easements are known by several different names. Along with tax benefits and community benefits, conservation easements are uniquely tailored to meet the needs of the individual property owner. They allow property owners to protect specific resources on their property while retaining ownership. An owner can choose which portions of the property to be protected and which to exclude from protective covenants of the easement.

Chapter 11:

Funding and Promotion



Building on Success

Designation of the Big Bend Scenic Byway is viewed as the cornerstone for economic development of nature and heritage-based tourism and a catalyst for enhanced quality of life and positive social change.

The process of Scenic Highway Designation requires countless hours of work by volunteers throughout eligibility, designation and implementation. In addition to volunteers, support comes from agency, local government and private sources in the form of staff, technical resources, meeting space and in some cases, financial assistance.

The Florida Department of Transportation has provided funding support for the Scenic Highway Program in District Three through the use of consultants to assist with the technical aspects of the program.

Here is an overview of other funding activities to date.

- Funding from the Florida Department of Transportation and the St. Marks National Wildlife Refuge has been secured for the 12-mile Ochlockonee Bay Bike Trail, a major recreational feature for the Byway.
- Wakulla County, with support from the Florida Coastal Management Program, Panacea Waterfronts Florida Partnership, and the Blue Crab Festival has opened a Welcome Center on US 98 in Panacea. As a museum and resource center, the facility will serve as a "Gateway" for the Byway.
- 22 sponsors from Wakulla and Franklin County provided funds to print and distribute 14,000 copies of the *Guide to the Big Bend Scenic Byway*, to showcase the unique resources, sites, and activities available to the traveling public.
- State and federal government agencies and Corridor Advocacy Group members from Wakulla and Franklin Counties are promoting prescribed fire education along the Byway. Agency support supplied funds to produce *FireForests of the Big Bend Scenic Byway*, a 7-minute video that documents the unusual tale of prescribed fire as the source of ecosystem health and renewal of the Byway's long-leaf pine and wiregrass habitats. This project has been especially valuable in building relationships along the Byway corridor, which helped lay the groundwork for the Corridor Management Entity.
- Wakulla County in partnership with Florida Foresight is implementing a Master Plan for a Big Bend Maritime Center to be established as a major cultural and educational center for the Byway. The Maritime Center will showcase this region's distinctive local history, coastal resources and environment, traditions, practices, life styles, crafts and skills of the watermen whose labors created the Byway's working waterfronts. The Maritime Center will serve as a major attraction for residents and visitors alike.

Fundraising for Scenic Byway designation and related projects has been highly successful, and will provide a sound basis from which to continue fundraising activities during the implementation phase. The table below details how the CAG has leveraged funds for Scenic Byway designation and related promotion activities.

Grants/Contributions	$189,395
Cash Match	30,500
In-Kind Match	85,725
Combined Total	$305,620

(as of April 2006)

For those projects eligible for grant funding, Byway counties, cities, other government agencies, Big Bend Scenic Byway supporters, area non-profits, and/or the Corridor Management Entity may take the lead in securing funds. See *Appendix M* for a partial list of available sources.

Partnership Funding

In addition to fundraising through grants and donations, enhancements outlined in the Big Bend Scenic Byway Corridor Management Plan can be funded and implemented through a variety of other means. Many projects can be accomplished by coordination during the design of current or future projects, and therefore do not require additional funding. In other cases, creative public/private partnerships can accomplish the goal. Though there are numerous partnership opportunities, the following are a few examples currently being explored by the CAG:

- Approach local businesses to fund landscaping in front of their buildings.
- Ask local businesses to donate landscaping materials (i.e. plants, ropes, site furniture, etc.). Signage and on-site

Table 11.1 Existing Funding Sources

Source	Area	Amount	Year	Recipient
USDA Forest Service Rural Community Assistance Grant (RCA)	Secure Wakulla County Participation in Byway Process & LOI	$10,000	2001-2002	Wakulla County TDC
WCTDC	Match for RCA Grant	$9,125 In-Kind	2001-2002	Matching Support
VISIT FLORIDA	Intrinsic Resource Inventory	$3,500	2002-2003	Wakulla County TDC
WCTDC	Intrinsic Resource Inventory	$3,500 Cash Match	2002-2003	Cash Matching Support
Waterfronts Florida Partnership	Eligibility Process for Panacea Area	$7,500	2002-2003	Wakulla County
Panacea CAG	Eligibility Process for Panacea Area	$7,500 In-Kind	2002-2003	Matching Support
USDA Forest Service Spirit Award	Vision, Goals for Eligibility Process-Wakulla County	$5,000	2003-2004	Wakulla County TDC
WCTDC	Vision, Goals for Eligibility Process-Wakulla County	$1,000 In-kind	2003-2004	Matching Support
USDA Forest Service RCA Grant	Eligibility Process-Wakulla County	$20,000	2003-2004	Florida Foresight
Florida Foresight	USDA Match	$7,600 In-Kind	2003-2004	Matching Support
Division of Forestry	Fire Management Pilot Project for the BBSB	$26,065	2004	Florida Foresight
Florida Foresight	Fire Management In-Kind Matching Support	$5,500 In-Kind	2004	Matching Support
USDA Forest Service RCA Grant	Develop a Guide for the Big Bend Scenic Byway	$14,000	2004-2005	Florida Foresight
VISIT FLORIDA	Develop a Guide for the BBSB Cash Match	$3,500 Cash Match	2004-2005	Cash Matching Support
WCTDC	Cash Matching Support for Guide for the BBSB	$3,500 Cash Match	2004-2005	Cash Matching Support
Florida Coastal Management Program	Master Plan for a Gulf Coast Maritime Center Big Bend Maritime Center, Establishing Long-Term Management Structures	$25,000 $50,000	2004-2005 2006-2007	Wakulla County Florida Foresight
Florida Foresight	Cash Match for Master Plan Cash match for 2006-07 Grant	$10,000 $10,000	2004-2005 2006-2007	Cash Matching Support
Wakulla County/Florida Foresight	In-kind Match In-kind Match for 2006-07 Grant	$15,000 $40,000	2004-2005 2006-2007	Matching Support
22 Printing Sponsors	The Guide to the BBSB	$28,330	2005-2006	Florida Foresight

furniture could advertise the contributing business.

- Secure sponsorship from Wakulla and Franklin County libraries and groups for a resource fair with education booths, a "walk-a-thon," community barbecue, or cook-off to raise awareness for the corridor's resources and proposed improvements. Local businesses could donate food, drinks, and/or prizes. This type of regional event would raise awareness and support for the Scenic Byway, as well as raise funding for improvements
- Other co-sponsorship opportunities include a driving tour contest, poster raffle, bike-a-thon, car rally, marathons, triathlons, or bike rallies. Additionally, group-sponsored festivals, fairs, and/or garage sales could occur along the corridor.
- Develop a Big Bend Scenic Byway Calendar
- Establish a "Seed Money" campaign, selling packets of wildflower seeds.

Promotional Techniques

Collaboration among CME members to develop and implement a promotional strategy for the Big Bend Scenic Byway will build on the successful publication, *The Guide to the Big Bend Scenic Byway.* This richly illustrated, 68-page, full-color travel guide has nine maps and over 300 beautiful photographs of Byway resources. It introduces visitors to over 100 Nature/ Cultural heritage sites along the Byway's

scenic drives in Wakulla, Franklin, and Leon Counties.

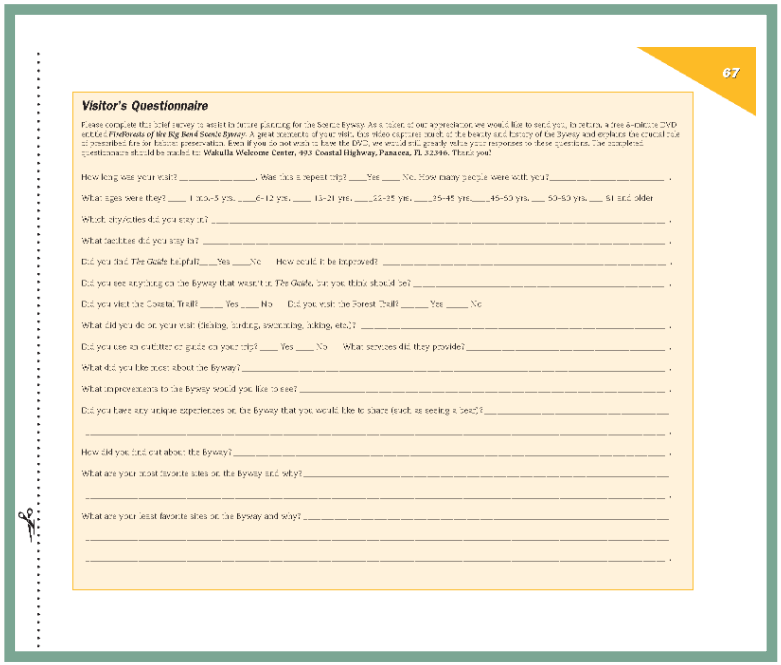
The Guide is organized into two color-coded routes—the Coastal Trail and Forest Trail—and includes chapters on Special Features, Natural History, History at a Glance, Charts for Planning a Day Trip, Specifics on Major Attractions, Celebrations, Interpretation, and a Visitor Questionnaire. Introduced to the public in 2006, it has become "the source" for the traveling public. Some 14,000 copies are being distributed and/or sold at numerous points along the Byway, in both Franklin and Wakulla Counties, with highly positive feedback from users.

…The Guide is one of the most (if not the most) comprehensive publications that provides information on nature based tourism in the Big Bend area. I served on the Scenic Highway committee and can attest to the fact that no stone went unturned regarding gathering information on the natural and cultural resources of the area. When looking through the booklet you get a sort of "Gee, I didn't know that" feeling about all the really cool places in the Big Bend."

—Sandy Cook, Manager,
Wakulla Springs State Park & Lodge

Much of the information for *The Guide* came from work by the CAG members in developing their Eligibility Application, and full credit is given to the appropriate groups and individuals for their support and contributions. The CME, together with Florida Foresight, will continue to update and revise the publication. For example, the cover will add a new seal: "Designated a Florida Scenic Highway," when the designation is made official.

The Wakulla Welcome Center in Panacea processes returned Visitor Questionnaires. The information will help guide the CME to prioritize improvements and enhancements based on visitor responses. To solicit more responses, the questionnaires will be available at various points along the Byway and available on area websites. To encourage completion of the


67

Visitor's Questionnaire

Please complete this brief survey to assist in future planning for the Scenic Byway. As a token of our appreciation we would like to send you, in return, a free 6-minute DVD entitled *Firebreaks of the Big Bend Scenic Byway*. A great snapshot of your visit, this video captures much of the beauty and history of the Byway and explains the crucial role of prescribed fire for historic preservation. Even if you do not want to have the DVD, we would still greatly value your responses to these questions. The completed questionnaire should be mailed to: **Wakulla Welcome Center, 693 Coastal Highway, Panacea, FL 32346.** Thank you!

How long was your visit? _____. Was this a repeat trip? ____Yes ____ No. How many people were with you? _____.

What ages were they? ____ Under 5 yrs. ____6-12 yrs. ____ 13-21 yrs. ____22-25 yrs. ____25-45 yrs. ____45-50 yrs. ____ 50-60 yrs. ____ 61 and older

What activities did you enjoy on? _____.

What facilities did you enjoy by? _____.

Did you find *The Guide* helpful? ____Yes ____No How could it be improved? _____.

Did you see anything on the Byway that wasn't in *The Guide*, but you think should be? _____.

Did you visit the Coastal Trail? _____ Yes ____ No Did you visit the Forest Trail? _____ Yes ____ No

What did you do or you visit (hiking, birding, swimming, fishing, etc.)? _____.

Did you use an exhibit or guide on your trip? ____ Yes ____ No What services did they provide? _____.

What did you like most about the Byway? _____.

What improvements to the Byway would you like to see? _____.

Did you have any unique experiences on the Byway that you would like to share (such as seeing a bear)? _____.

How did you find out about the Byway? _____.

What are your most favorite sites on the Byway and why? _____.

What are your least favorite sites on the Byway and why? _____.

questionnaire, the respondent receives two free DVDs illustrating area resources, *FireForests of the Big Bend Scenic Byway and Last Best Natural Place.*

Other promotional techniques under discussion are:

Materials

- Printed Fact Sheets
- Travel Map with Resources
- Newsletter
- Magazine/Newspaper Articles
- Corridor Audio/CD ROM Tour
- Internet Web Page

Sites and Structures

- Informational Kiosks
- Markers
- Gateway/Welcome Centers

Activities and Events

- Media FAM Tours
- Learning Experiences or Seminars
- Scenic Highway sponsored contests, fairs, projects

Chapter 12:
Relationship to the Comprehensive Plan

Relationship to the Comprehensive Plan

The Franklin County Comprehensive Plan and the Wakulla County Comprehensive Plan provide the foundation of goals, objectives, and policies that directly relate to the management of the Big Bend Scenic Byway. In addition, the Comprehensive Plans (Comp Plans) from the Cities of Sopchoppy and St. Marks in Wakulla County, and Carrabelle and Apalachicola in Franklin County, also provide policies that support the Byway. The following chapter includes a description and summary of findings from the Comp Plans and related policies of each respective jurisdiction that support intrinsic resources along the Big Bend Scenic Byway corridor.

Inclusion of the Big Bend Scenic Byway in Local Government Comprehensive Plans

The Florida Scenic Highways Program requires the adoption of the Byway Vision, Goals and Map in local Comp Plans for the candidate corridor to be considered for designation. In order to facilitate adoption of the required Byway components into local Comp Plans, the CAG has developed the following draft language for use by each respective jurisdiction. The Transportation or Traffic Circulation Element of each Comp Plan could serve as an appropriate location for inclusion of the Big Bend Scenic Byway. However, after review of each local government's Comp Plan structure, additional elements were identified as target locations for inclusion of the Byway's route, vision and goals.

The following draft policy language will be submitted to local planning staff prior to the appropriate cycle of Comp Plan amendments, full-plan updates or scheduled Evaluation and Appraisal Report, whichever comes first. *Table 12.1* identifies the corresponding Comp Plan Element that will be recommended for a Comp Plan amendment.

> *[Jurisdiction name] shall support the designated corridors of the Big Bend Scenic Byway (BBSB) as well as the goals and vision of the Byway as stated in the Big Bend Scenic Byway Corridor Management Plan.*

Table 12.1 Potential Comp Plan Elements for Inclusion of the Byway Vision and Goals

Jurisdiction	Element for Comprehensive Plan Adoption Date
Franklin County	Coastal/Conservation Element
City of Apalachicola	Coastal Management
City of Carrabelle	Coastal Management Element, Recreation/Open Space Element
Wakulla County	Coastal Management Element, Economic Development Element
City of Sopchoppy	Recreation/Open Space Element
City of St. Marks	Conservation Element, Coastal Management Element

Comprehensive Plan Evaluation and Appraisal Reports

All Comp Plans should address relevant current statutory and rule requirements. Pursuant to *Section 163.3191, Florida Statutes*, "each local government shall adopt an evaluation and appraisal report (EAR) once every seven years assessing the progress in implementing the local government's Comprehensive Plan." The EAR presents an opportunity for local jurisdictions to compare the content of their Comp Plan with current development conditions to ensure the Comp Plan reflects the intent of its policies. The Florida Department of Community Affairs has established a phased schedule for the adoption of EARs. Consistent with state law, municipalities are scheduled to adopt their EARs approximately one year to 18 months after the county in which they are located adopts its EAR. This phasing allows municipalities to benefit from updated information that may be collected and analyzed by each respective county, particularly regarding major community-wide planning issues.

A workshop was conducted in March 2006 by the Apalachee Regional Planning Council (RPC) and Florida Department of Community Affairs (DCA) to explain the necessary requirements relevant to local governments in the Apalachee Region, such as Franklin and Wakulla County's upcoming evaluation and appraisal reports for their respective Comp Plan updates. The workshop was an opportunity for the Franklin/Wakulla CAG to present the Byway project to the public, the RPC and DCA. This allowed local government staff and elected officials to understand the goal of the candidate Byway and anticipate adoption of the appropriate

Table 12.2: Comprehensive Plan Adoption Date and Scheduled EAR Completion Date:

Jurisdiction	Comprehensive Plan Adoption Date	EAR Completion Date
Franklin County	Adopted April 2005, and found in compliance by DCA (currently under appeal by private individual)	September 1, 2006
City of Apalachicola	Adopted June 1990	September 1, 2007
City of Carrabelle	Latest draft version completed May 2006, set for Fall 2006 Adoption	October 1, 2007
Wakulla County	Adopted on November 30, 1995 and revised on July 17, 2000	September 1, 2007
City of Sopchoppy	Adopted April 1990	September 1, 2008
City of St. Marks	Adopted August 1990	October 1, 2008

Corridor Management Plan components. *Table 12.2* identifies when each local government Comp Plan was adopted and when the next EAR is scheduled.

It should be noted that the Comp Plans for the Cities of Sopchoppy, St. Marks, and Apalachicola were last adopted in 1990, and the target date for achieving the majority of the goals within the Plans is the year 2000. The goals, policies, and objectives within these Comp Plans may not fully reflect current conditions or needs within these cities, especially given the impacts of recent hurricane seasons and growth. The EAR presents an opportunity to compare the content of the Comp Plan with any updated legislative requirements and community needs to ensure that the Comp Plan is up to date.

The following section outlines existing Comp Plan policies that generally support the Vision and Goals of the Big Bend Scenic Byway. This information is duplicated from the Eligibility Phase, however provides detailed policy statements to guide the most appropriate location for the Big Bend Scenic Byway Goals, Vision and route map.

Franklin County Comprehensive Growth Management Plan

Due to the overwhelming endorsement and approval of Plans for the proposed Byway by virtually all project stakeholders, the members of the CAG are encouraged by the inclusion of a 'scenic roads' objective in the Coastal/Conservation Element of the Franklin County Growth Management (Comprehensive Plan).

Most importantly, as a part of the Franklin County Comprehensive Plan Coastal/ Conservation Element, Objective 18 states:

> *"Maintaining Scenic routes. By 2009, the County will establish a scenic road program in order to help preserve the area's natural beauty."*

In an effort to accomplish this objective the following policies outline support for this objective.

- Policy 18.1: U.S. Highway 98 within the County, shall be designated a scenic road along the coast.
- Policy 18.2: Properties between designated scenic roads and wetlands or open water shall be zoned the lowest density allowed for their respective future land use categories.
- Policy 18.3: Site plan requirements for areas between designated scenic roads and wetlands or open water shall require the use of native vegetation in landscaping, separation of buildings by at least 20 feet along the axis of the road, and the avoidance of fencing or landscaping that would obstruct views of wetlands or open water.

The Franklin County Comprehensive Plan also includes wetland protection from new land uses, such as a 50-foot vegetated perimeter buffer, higher protection status for high-quality wetlands and no new development in wetland areas (some restrictions apply). Commercial land adjacent to waters of Apalachicola Bay shall be developed as a 'last resort' and will be reserved for water-dependent activities (Policy 2.2). This policy will assist in retaining the existing scenic intrinsic resources and viewshed along the proposed corridor.

A policy to consider identification of a parallel U.S. 98 corridor may also affect the proposed Byway corridor (Traffic Circulation

Element, Objective 4, Policy 4.3). An alternative route for U.S. 98 could reduce the amount of traffic along the existing coastline and could potentially enhance pedestrian and bicycle transportation options, however a determination of the long-term maintenance of the existing US 98 alignment will need to be evaluated.

The Franklin County CAG continues to work closely with county authorities in many areas, including planning and zoning, public works, parks and recreation, economic development and others. If the Franklin corridor is designated, the CAG believes that the specific corridor and resource enhancements that may occur during implementation, which will serve the action plan of the scenic corridor, will be consistent and directly support the policy guidance stated in the existing Comprehensive Plan.

Franklin County Protection Techniques

The Comp Plan of Franklin County, as adopted on April 5, 2005, contains numerous goals, objectives and policies that may contribute significantly to the protection of intrinsic resources along the corridor of the Big Bend Scenic Byway.

As described above, a majority of the Byway corridor, along U.S. 98, is mentioned in the Coastal/Conservation Element. The Comp Plan contains an objective and three corresponding policies directly related to maintaining scenic routes and preservation the area's natural beauty.

Protection of the proposed Byway corridor intrinsic resources is also clear in the first goal of the Future Land Use Element:

> *Ensure that the character and location of land uses in Franklin County minimize the threat to the natural environment or public health, safety, and welfare, and maximize the protection of the Apalachicola Bay while respecting individual property rights.*

Among the associated objectives and policies stated to achieve this goal are the following:

- Objective 1 provides for development activities that protect the Apalachicola Bay from harmful impact;
- Policy 1.6. Objective 2 describes how Franklin County will manage its future growth through;
- Policy 2.1 (b) regulates signage;
- Policy 2.1 (f), provides for adequate open space;
- Policy 2.1(g), protection of potable water well fields and aquifer recharge areas;
- Objective 3 ensures protection of natural and historic resources and protects the Apalachicola Bay from the deleterious effect of stormwater runoff;
- Policy 3.6 limits the area of impervious surfaces;
- Policy 3.7 protects historic resources by providing special designation through the State or County;
- Policy 3.8 ensures protection of threatened or endangered species through agency coordination; and
- Policy 3.9 insures compliance with the Critical Shoreline District Ordinance.

The Transportation Element contains additional policies to provide a safe transportation system which aids in the Byway corridor traffic movement through the goal of:

> *Providing a safe and efficient multi-modal transportation system for all residents and visitors to Franklin County with minimum delays to through traffic movement.*

The policies and objectives that support this goal include Objective 1, which provides for the safe flow of motorized and non motorized traffic, and Policy 1.3, that accommodates bicycle and pedestrian traffic as needed.

The Coastal/Conservation Element of the Comp Plan aims to further balance growth and provide protection of coastal resources through the goal of keeping:

> *Natural and historic resources of the coastal area preserved, protected or enhanced as the development proposed in the Future Land Use Element occurs.*

Several policies and objectives have been outlined as a means to achieve the above stated goal; Objective 2 supports the conservation and protection of native ecological communities and prohibits development which would damage the County's natural resources through; Policies 2.1, Policy 2.3, Policy 2.4, Policy 2.5 and Policy 2.10. Objective 4 seeks to protect

water quality on the Apalachicola River and Bay to the extent that all waters maintain ambient water quality as established by the FDEP regulations; Policy 4.5. Objective 7 maintains ambient air quality standard which are more stringent than the State and Federal air quality standards and Objective 9 enforces aquifer protection of the County's potable water source to safeguard public heath.

To further encourage preservation, education, and usage of its natural and historical areas/open space, the Recreation and Open Space Element of the Comp Plan has encouraged;

> *The goal of recreation and open space planning to provide adequate quality and quantity in recreation so that the citizens and visitors to Franklin County can be assured ample open space and resource, and user-based recreational opportunities.*

Intergovernmental cooperation is built into the Franklin County Comp Plan under the Intergovernmental Coordination Element, through an objective to maintain coordination with Apalachicola, Eastpoint, and Carrabelle and the School District. The element provides additional policy direction for the continuance of existing understandings between governments and related entities.

On whole, these and other features of the Franklin County Comp Plan offer a foundation for working with local government on the cooperative development and administration of a Corridor Management Plan and related resource protection for the proposed Big Bend Scenic Byway.

City of Carrabelle

The most recent Comprehensive Plan Update for the City of Carrabelle, currently in draft form, offers goals, policies, and objectives that provide projection techniques for the Byway, as indicated in Goal 1 of the Future Land Use element:

> *Ensure that the character and location of land uses maximize the potential for economic benefit and the enjoyment of natural and manmade resources by citizens while minimizing the threat to health, safety, welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.*

Goal 1.G.1 Policy 1.1.6, Objective D protects wetland areas by enforcing the Critical Shoreline Section of the land development regulations, which prohibits impervious surfaces and structures other decks, docks, and dune walkovers to be constructed within 20 feet of wetlands or waters of the state. Development adjacent to wetland areas shall provide a minimum 20-foot buffer.

The Transportation Element of the Comp Plan provides for a safe, convenient, and efficient movement of people and goods. US 98, a part of the Byway through the City of Carrabelle, is listed under Goal 4.G.1, Policy 1.1.5, which states that:

- Land located adjacent to U.S. Highway 98 and State Road 67 shall not be subdivided unless direct access to the State Highway is by way of a connection that meets the requirements of the Florida Department of Transportation's Access Management Rule (Rule 14-97 F.A.C.)
- Lots that cannot meet the access standards shall have access by one of the following methods: platted side streets, frontage streets, combined parking lots, shared drives, or the provision of access by easements.

Additional regulations included in the transportation element also provide protection and future opportunities for the byway:

- 4.G.1 Objective 1.3 will coordinate the traffic circulation expansion with Franklin County, the Apalachee Regional Planning Council, and FDOT.
- 4.G.1 Objective 1.4 states that the City will protect "existing and future right-of-ways from encroachment."
- 4.G.1 Objective 1.5 indicates that the City will "analyze the feasibility for bicycle and pedestrian ways in planning for transportation facilities" and includes the preparation of a bicycle/pedestrian plan to connect residential areas and major activity centers by December 1, 2007.

The Recreation and Open Space Element also offers notable protections and opportunities for areas adjacent to the Byway:

- Goal 1, Policy 1.1.2 states that the City will pursue grants through year 2010 to develop 900 feet of public waterfront property adjacent to the Carrabelle River into a public marina.

- Goal 1, Policy 1.3.1 provides for the maintenance and improvement of existing levels of shoreline access.

The Intergovernmental Coordination Element outlines how the City will coordinate planning efforts. Goal 1. Policy 1.1.2 states that the City of Carrabelle and Franklin County road improvements will be formalized by interlocal agreement to include distribution of State road funds and Franklin County's responsibility regarding Carrabelle's Level of Service standards.

The Coastal Management Element seeks to balance growth with cultural and natural resources. The objectives and polices, listed below, give specific support to the scenic routes within the City.

- 7.G Objective 2.7: Maintaining Scenic Routes. By 2007, the City will establish a scenic road program in order to help preserve the area's natural beauty.
- 7.G Policy 2.7.1: Properties between designated scenic roads and wetlands or open water shall be zoned to the lowest density allowed for their respective future land use categories.
- 7.G Policy 2.7.2 Site plan requirements for areas between designated scenic roads and wetlands or open water shall require the use of native vegetation in landscaping, separation of buildings by at least 50 feet along the axis of the road, and the avoidance of fencing of landscaping that would obstruct views of wetlands or open water.

City of Apalachicola

Apalachicola's Comp Plan describes the US 98 (Avenue E and Market St.) corridor as one of the primary commercial areas within the City. The Future Land Use Element of the Comp Plan identifies "approximately ten acres of land which border Avenue E/US 98 from 5th Street to 18th Street" as being under a mixed use residential land use category. The combination of residential and commercial purposes was sought to minimize the impact of urban sprawl. Analysis provided within the Comp Plan states, "Development should be encouraged to occur in the central business district and should be discouraged from occurring west along U.S. 98 in 'strip' fashion (44)."

Policy 2.1.b of the Future Land Use Element seeks to protect areas along the coast by limiting impervious service coverage along the riverfront and establishing setbacks along riverfront and bay wetlands. Policy 3.5 requires, in part, for subdivisions with lots along the periphery to be buffered from major roads.

The Traffic Circulation Element identifies US 98 as the major transportation element within the City, lists it as an arterial roadway, and provides the following critique:

> *US 98 currently has a right of way of 90 feet. To provide projection of this corridor, future development should be scrutinized carefully to insure adequate right of way.*

Policy 5.2.d seeks to limit hazardous roadway conditions by prohibiting direct access onto US 98 from driveways (except where no other access is available.)

Much of the City's Comp Plan speaks to the vulnerable location of the City, surrounded by waterways, and the dangers inherent during hurricane season. Intergovernmental coordination with the following agencies plays a vital role in the City's planning efforts, because, "as a result of the heavy reliance on US 98 and the low bridge access between Apalachicola and Eastpoint, it is imperative that evacuation from these areas occur during the early states of the [hurricane] warning process":

- National Hurricane Center
- National Weather Service
- Governor of Florida
- Florida Division of Emergency Management
- Franklin County of Emergency Management
- Red Cross
- Apalachee Regional Planning Council

Coordination also extends to road improvements priorities, which are established by the Franklin Board of County Commissions. The entities involved with the coordinating efforts are Apalachicola, FDOT, and the Franklin County Board of County Commissioners. The Comp Plan states that the jurisdictions in Franklin County "agree that its not economically prudent for the County and the Cities to separately own and operate road improvement equipment and to contract separately for contract paving" and that there is an "understanding between the

City and County regarding road improvement funds…The nature of the relationship between the City and the County is informal yet cooperative."

Wakulla County Comprehensive Plan

The Executive Summary of the 1997 EAR noted that the laudable objectives stated in the Wakulla County Comp Plan of November 30, 1995, in many cases took the form of mandates for future revisions to be made in the Land Development Code. The 1997 EAR concluded that up to that time, a lack of resources had prevented the County from carrying out "the necessary monitoring and implementation processes." The EAR did acknowledge that significant progress had been made in improving the technical capacity of Wakulla County to deal with its land-use and development issues, but noted that much remained to be done.

The Comp Plan of Wakulla County, as adopted on November 30, 1995 and revised on July 17, 2000, also contains numerous policies, standards and regulations that may contribute significantly to the protection of intrinsic resources along the corridor of the Big Bend Scenic Byway.

This is clear in the first and most prominent goal stated in the Future Land Use Element (FLUE-1) of the Wakulla County Comp Plan:

> *Ensure that the character and location of land uses allow for appropriate economic benefit and support the enjoyment of natural and man-made resources by citizens while minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.*

Among the associated policies stated to achieve this goal are these: Policy 1.1. (3) for protection of environmentally sensitive lands, especially those designated for Conservation; Policy 1.1.(6) for protection of potable water well fields and aquifer recharge areas; Policy 1.1.(7) for regulation of signage; Policy 1.1.(8) for assurance of safe and convenient traffic flow and vehicle parking; and Policy 1.1.(10) for identification and preservation of historically significant resources.

The Comp Plan also mandates in Policy 1.19, FLUE-19 that the Wakulla County Land Development Regulations incorporate appropriate buffering of new development and requirements for open space; protection of historically significant properties; and preservation of wildlife habitat, water flow, and water quality in 100-year floodplains, sinkholes, wetlands, and important upland habitats.

As means to encourage the continuing use of land in the county for agriculture and silviculture, the Comp Plan stresses the importance in Objective 2, FLUE-20 of limiting new urban development such as business or commercial activity to Enterprise Zones or mixed-use areas, and the adoption in Objective 4, FLUE-21 of innovative land-use techniques such as clustering, transfer of development rights, public purchases of land in Coastal High Hazard zones, land banking and conservation easements.

There are repeated requirements for special care and coordination in the management of coastal areas. Wakulla County's Comp Plan in the Coastal Management Element CME-1 specifies that all proposed developments in or adjacent to coastal areas must be reviewed together with other key resource management agencies in the Big Bend region including, for example, consonance with the Big Bend Seagrass Aquatic Preserve Management Plan, Alligator Harbor Aquatic Preserve Management Plan, Apalachicola Bay Aquatic Preserve Management Plan, and the Apalachicola National Estuarine Research Reserve Management Plan (Policy 1.9, CME-3). Topics of special emphasis include dune preservation, mitigation of hazards, cooperation on hurricane evacuation, setting and maintenance of marinas, encouragement of coastal recreation sites, designation of parks and other scenic facilities, etc.

Intergovernmental cooperation is already built into the Wakulla County Comp Plan under the Intergovernmental Coordination Element, ICE-1 – through a requirement for the resolution of goals, objectives and coordination of county land-use decisions in this area with the School Board; the separately incorporated municipalities of St. Marks and Sopchoppy; authorities in neighboring counties such as, Franklin, Jefferson, Leon and Liberty as well as, state, regional and federal agencies.

Finally, with reference to the topic of encouraging economic development, the Comp Plan under Goal 1 of the Economic Development Element, EDE-1 specifies

inclusion of the goal of "pursuing growth within the tourism industry" and "investigation of tourism development activities of other counties" when preparing recommendations to the Board of County Commissioners (Policy 2.4, EDE-2). Economic development authorities in Wakulla County are enjoined to highlight "the importance of resource-based opportunities" as well as, "clean air and water, historic and prehistoric landmarks, and copious natural resources" when pursuing economic expansion (Policy 2.6, EDE-2).

Taken as a whole, these and other features of the Wakulla County Comp Plan offer a promising foundation for working with local government on the cooperative development and administration of this Corridor Management Plan for the Big Bend Scenic Byway.

City of Sopchoppy Comprehensive Plan

While the Comprehensive Plan for the City of Sopchoppy does not specifically mention the Byway, it too provides goals, objectives, and policies that could be utilized to support Byway activities. Objective 3 of the Future Land Use (FLU) Element states that:

> *Sopchoppy shall protect new development from destroying natural resources including the Sopchoppy River, Wetlands, Flood prone areas and environmentally sensitive natural habitats.*

Objective 7 of the FLU Element calls for the City to "improve coordination with affected and appropriate governments and agencies to maximize their input into the development process and mitigate potential adverse impacts of future development and redevelopment activities." Policy 7.1 outlines that requests for development/ redevelopment orders or permits will be coordinated with adjacent counties, special districts, the Regional Planning Council, water management districts, the state, and federal agencies.

In Policy 1.5 of the Traffic Circulation Element, the City will "eliminate or minimize roadway designs which lead to hazardous conditions by preventing conflicts between roadway and pedestrian traffic." Objective 2 protects Right-Of-Way (ROW) from new building construction. Objective 3 of the Transportation Element outlines that the City will "coordinate with transportation activities and improvement which impact the City but are implemented by other government agencies," including FDOT, Wakulla County, and Apalachee Regional Planning Council. In addition, Policy 3.3 describes that the City will examine the possibility of determining bicycle and pedestrian ways, including applying for grants.

The City of Sopchoppy, in Objective 2 of the Environmental Services Element, will seek to "correct problems within the capacity of the drainage facilities by coordinating with Wakulla County." Part of this coordination included (Policy 2.2) requesting the Wakulla County Road Department to "conduct a drainage assessment with appropriate recommendations of road side ditches and swales located within the city limits." The culmination of these efforts, as stated in Objective 3, was that by 1992, the City would have adopted drainage regulations for new development that provide for the protection of natural resources. The Conservation Element offers protections and regulations regarding air quality, ground and water, soil erosion, flora and fauna, and hazard wastes.

The Recreation/Open Space Element of the Comp Plan also offers protection techniques through Objective 3, which maintains that public agencies and private enterprises will be provided the chance to donate land to the City. Policy 4.3 offers specific support for areas adjacent to the Byway, by stating that the City will support efforts by the US Forest Service to protect the portions of the St. Mark's Wildlife Refuge Environmental Services Element, and the Apalachicola National Forest located adjacent to Sopchoppy's city limits.

Additionally, the Intergovernmental Coordination Element outlines efforts for the City to coordinate its Comprehensive Plan with other local governments which provide services to the City but do not have regulatory control over the use of the land. Relevant governments include the Wakulla County School Board, Apalachee Regional Planning Council, Northwest Florida Water Management District, Wakulla County, Special Service Districts, and the State of

Florida. Coordination will consist of making plan modifications based on comments received from the above-mentioned governmental agencies.

City of St. Marks Comprehensive Plan

The City's Comp Plan provides provisions that offer general support for the Byway. The Future Land Use Element seeks to be, as described in Goal 1, "consistent with the existing character of the City" and to "not pose a threat to human health and safety or to natural resources." The Conservation Element, in its only goal, states that the City will "conserve, manage and protect its natural resources to the highest extent possible." This element utilizes coordination with Wakulla County to protect groundwater resources, vegetation, ecological communities, and threatened wildlife species (species of special concern).

The Recreation and Open Space Element requires buffer areas of open space adjacent to the St. Marks and Wakulla Rivers in land development regulations (Policy 1.2.1).

The Coastal Management Element describes protection procedures in the case of natural disaster, protects marine resources, and St. Marks and Wakulla Rivers, including developing 25-foot buffer areas of native vegetation adjacent to the rivers. In addition, this Element considers the entire jurisdiction to be a coastal area.

Coordination with the Wakulla County School Board, Apalachee Regional Planning Council, and surrounding governments is included in the Intergovernmental Coordination Element, but it is clear that interactions with Wakulla County are paramount.

> *The St. Marks Plan has been developed with its relation to the Wakulla County Plan as one if its prime considerations. The major effect of St. Marks' Plan on Wakulla County is to induce continuing growth of the County as both cause and effect of St. Marks growth as a more balanced City. In the process, St. Marks will lean on the County due to greater demand for county facilities and services, including permitting, but particularly for improved roads and solid waste disposal (8-5).*

The Traffic Circulation Element, in its first goal, establishes a roadway system that is "safe, effective, and efficient," and includes coordinating planning efforts with FDOT's Five Year Transportation Plan (Objective 1.3). St. Marks has only one arterial road, SR 363, which is part of the Scenic Byway, and the City, through the year 2000, saw no need for immediate road improvements.

> *Present day traffic flows are light, and based upon projected growth no arterial or collector roadway improvement will be required. The principal improvements needed will be the maintenance of existing paved local roadways and the reconstruction of existing graded roadways to effect safer driving conditions and more efficient traffic flow."*

Chapter 13:

Partnerships and Agreements

Partnerships and Agreements

The Big Bend Scenic Byway CAG has established informal partnerships with a number of entities over the past five years to encourage Byway-related improvements. For example, members of the CAG worked with the Ochlockonee Bay Bike Trail Committee to establish a bike trail along the Byway Corridor, and Keep Wakulla County Beautiful and local students to construct a picturesque maritime mosaic—known locally as the Great Wall of Panacea. More formal agreements have been used to secure funding for Byway Projects. For example, businesses and agencies were asked to sign a **Sponsorship Agreement** stipulating that the business/organization would help promote the image of the Big Bend Scenic Byway through the purchase and dissemination of copies of *The Guide to the Big Bend Scenic Byway*, according to the following scale:

- 225 copies with a personalized gold seal for $500
- 500 copies with a personalized gold seal for $1,050
- 1,000 copies with a personalized gold seal for $2,050
- 1,500 copies with a personalized gold seal for $3,000
- A separate fee of $75.00 was required to place a name and logo as "Sponsor" on inside back cover of *The Guide*

With the assistance of the nonprofit Florida Foresight, over 14,000 copies of The Guide were funded through sponsorship agreements with:

- Tallahassee Community College
- Leon County Tourist Development Council
- Langford Foundation
- Wakulla Springs State Park & Lodge
- Wakulla Bank
- Wakulla County Chamber of Commerce
- Apalachicola Chamber of Commerce
- Carrabelle Chamber of Commerce
- Wakulla County Economic Development Council
- Florida DEP-Office of Environmental Education
- Panacea Blue Crab Committee
- ERA Community Realty
- Wakulla Realty
- Ochlockonee Bay Realty
- Century 21
- Resort Vacation Properties
- Harbor Point Realty
- Sandy Beach Properties
- The Inn at Wildwood
- Waterfront Properties, LLC
- St. Marks National Wildlife Refuge

Currently the Big Bend Scenic Byway is developing partnerships and agreements by building on the strength of existing relationships of its CME members. Having already prioritized actions of the Corridor Management Plan, CME members are now pursuing the following partnership opportunities:

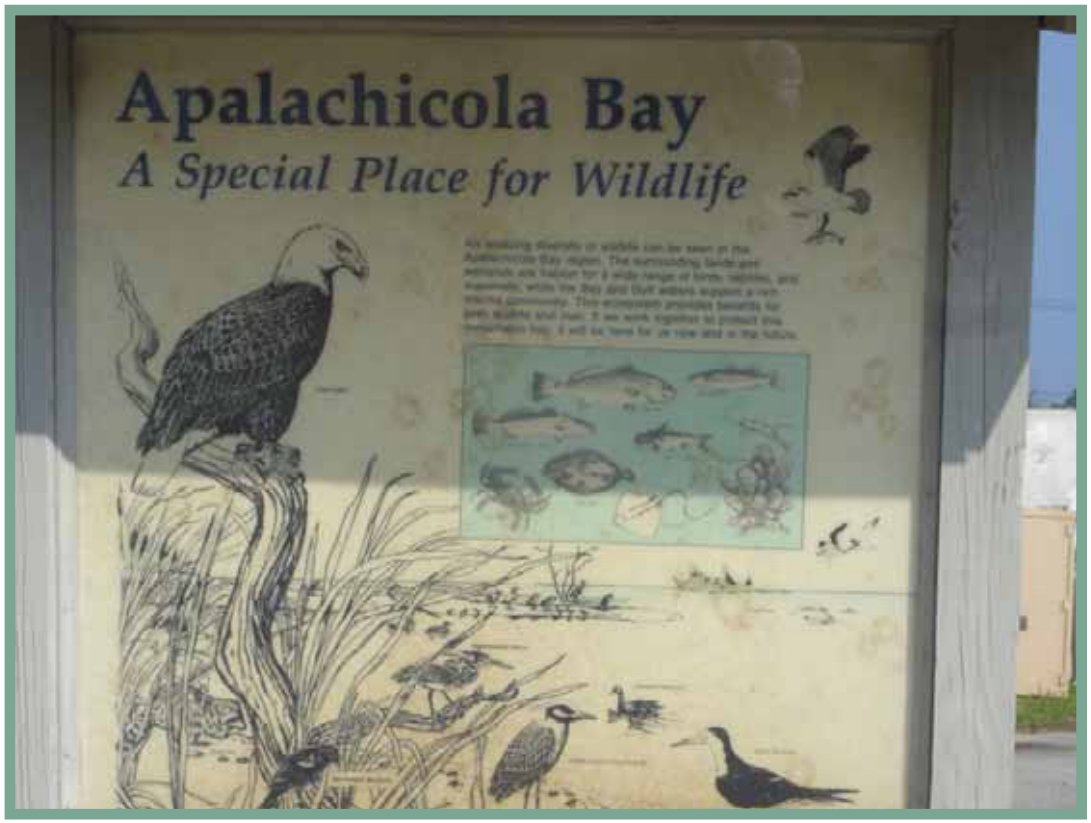
- Preliminary discussions with Tallahassee Community College to sponsor a course on Nature- and Heritage-Based Tourism.
- Preliminary discussions with The Inn at Wildwood and the Association of Nature-Based Businesses to encourage development of tourism-related jobs.
- Preliminary discussions with Apalachicola National Forest, Florida State Parks, Tate's Hell and Wakulla Springs State Forests, and St. Marks National Wildlife Refuge on the eradication of invasive exotic species and planting of wild flowers along their portions of the Byway Corridor.
- Grant application support for the Big Bend Maritime Center.
- Preliminary discussions with Panacea Waterfronts Florida Partnership to explore a Special Overlay District along the Byway Corridor in Panacea.
- Preliminary discussions with Apalachicola National Forest on prescribed fire interpretation.
- Preliminary discussions with Florida Fish & Wildlife Conservation Commission on upgrading canoe/kayak launch sites along the Apalachicola River.
- Exploration of partnership opportunities between the Wakulla and Franklin County Tourist Development Councils to promote and market the Big Bend Scenic Byway.

The possibilities for developing partnerships and agreements to implement the Corridor Master Plan are almost limitless. Agreements among partnering entities can take the form of simple written documents (e.g., a letter) or a more formal Memorandum of Understanding. The BBSB CAG recently compiled the following proposed projects:

- Donation of materials and labor to construct information kiosks

- Development of information for kiosks
- Donation of trees and native vegetation to be planted along the Byway
- Creation of Scenic Byway materials
- Provision of services for Byway activities
- Donation of conservation and/or recreation easements
- Removal of invasive/exotic plant species
- Construction of walking paths
- Co-sponsorship of Byway events
- Design of murals, street art, or facilities along the Byway
- Clean-up of dilapidated buildings, litter, and/or trash along the Byway
- Co-sponsorship of grants for Byway projects
- Provision of labor and/or materials for beautification projects
- Assistance with training and education projects

Once the Big Bend Scenic Byway has been designated and the CME formalized, both formal and informal agreements and partnerships to implement the CMP will be initiated. An existing Partnership Agreement established between the Big Bend Scenic Byway CME and Florida Foresight, along with a sample Partnership Agreement form, are also included in *Appendix N*.



Chapter 14:

Action Plan

This Action Plan outlines actions the Corridor Management Entity will work towards in support of the Goals, Objectives, Strategies, and Corridor Vision. The Action Plan serves as the "instruction manual" on how to implement the Corridor Management Plan. The Big Bend Scenic Byway Action Plan is considered a 'living document' that will be revised over time by the CME to reflect current conditions along the Byway corridor. The CME will evaluate, and when necessary, revise the Action Plan every year during the development of the Annual Report.

The Action Plan is organized into two categories: Corridor Improvements/ Maintenance; and Corridor Promotion/ Administration. Each category includes generalized Topic Areas, followed by more specific Actions, Goals, Objectives, Strategies, Responsible Parties, Time Frame, and Funding Sources. The estimated time frames are defined as: (S) short-term for 1–5 years; (L) long-term for 6–15 years; or (O) ongoing. The 13 Topic Areas of the Action Plan include the following:

Corridor Improvements & Maintenance

A Transportation Planning & Safety
B Land Use/Zoning
C Utilities
D Landscaping/Beautification
E Public Access
F Trail Development
G Tourism/Recreation Facilities
H Historic/Cultural Preservation
I Interpretation/Signage

Corridor Promotion & Administration

J Promotion
K Economic Development
L Administration
M Coordination

The abbreviations used in the Matrix for Responsible Parties and Funding Sources are explained in Table 14.10.

Responsible Parties

The members of the Big Bend Scenic Byway CAG identified a wide variety of groups that should be involved in implementing the Action Plan. They are grouped into six categories and each is assigned a letter. For example, the USDA Apalachicola National Forest is under 1. *Government Agencies-Federal* and assigned the letter *B*. In the Action Plan Matrix, this particular Responsible Party appears as *1B*.

Although the Corridor Management Entity will be involved in all aspects of implementing the Action Plan, other "responsible parties" are identified in the Action Plan Matrix. The CME or CAG have been identified as a Responsible Party when they would be expected to exercise primary leadership, such as applying for national designation or developing a corridor-wide Work Plan.

The Big Bend Scenic Byway CAG developed a stakeholder matrix for each of the CME members to identify all Action Items associated with their respective Responsible Party. The matrix has all Action Items in rows and Responsible Party in columns (see *Appendix O*) to provide a 'quick glance' of all the projects their group will be involved in.

Funding Sources

The CAG divided the potential funding sources (described in *Chapter 11*) into eight categories:

A. Community Redevelopment & Revitalization
B. Cultural & Historic
C. Education & Promotion
D. Landscaping & Beautification
E. Roadway, Pedestrian, & Bicycle Improvements
F. Parks & Public Lands
G. Beach Erosion & Hazard Mitigation
H. Stormwater Management

The funding sources are numbered, arranged alphabetically under each category, and are identified by the responsible agency or entity. The corresponding numbering system (A1, B6, etc.) is used to identify potential funding sources in the Action Plan.

A funding source is listed more than once if program funds can be applied to multiple categories. For example, the Florida Coastal Management Grant is listed under three funding categories.

ACTION PLAN MATRIX
1. CORRIDOR IMPROVEMENTS & MAINTENANCE

Table 14.1 Transportation Planning/Safety

A	Transportation Planning/Safety Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Roads & Wildlife***. Raise awareness of wildlife protection techniques in transportation/land development planning; Support establishment of speed zones and traffic calming measures in areas of known bear and other wildlife trails and crossings; Improve sight distance and off-road obstacles to reduce potential for wildlife road kill; Support reduction/enforcement of speed limits to reduce road kill.	1	1.5	1.5.1 1.5.2 1.5.3 1.5.4	1B; 1C; 1D; 2F; 2H; 2K; 2L; 2M; 2O; 3Q; 3T; 5FF; 5NN	X			D43, E47, E52
2	***Roadway Construction***. Promote roadway construction and associated improvements (passing lanes, pull-off areas, parking sites) with design and scale appropriate to region; Promote construction /improvement of pedestrian walkways, bridges, parking, and rest areas; Support appropriate paving/improvements to unpaved roads providing access to important intrinsic resource sites in forests, parks, and refuges.	2	2.1 2.2	2.1.1 2.2.1 2.2.2	1B; 1C; 1D; 2K; 2M; 2O; 3Q; 3T; 4U-X; 5HH,		X		E47, E52
3	***Intersections***. Identify major intersections & corridor segments that require improvement/enhancement; Improve pedestrian crossings at signalized and un-signalized locations.	2	2.1 2.3	2.1.3 2.3.2	1B; 1C; 1D; 2K; 2M; 2O; 3Q; 4U-X; 5NN	X			E47
4	***Alternative Transportation***. Support permitting of electric golf carts and other alternative forms of transportation where appropriate (bicycles, carriages, jitney), etc.	2	2.2	2.2.4	1B; 1C; 1D; 2K; 2M; 2O; 3Q; 3T; 4U-X	X			N/A, achieved through local government ordinances
5	***Streetscaping***. Encourage improvements in streetscaping (compatible crosswalk markings, lighting, sidewalks, walkways, benches, rest areas) where possible with reused/permeable materials.	3	3.2	3.2.3	1B; 1C; 2K; 2M; 2O; 3Q; 3T; 4U-X; 5EE		X		A2, E46, E47, E52
6	***Setbacks.*** Encourage building setbacks and landscaping closer to the roadway as a traffic-calming measure.	2	2.3	2.3.1	1B; 1C; 2K; 2M; 2O; 3Q; 3T; 4U-X; 5NN	X			N/A Achieved through zoning ordinances
7	***Capacity.*** Improve capacity, provide alternative transportation facilities, and encourage parallel routes in areas of high-volume traffic congestion wherever practical.	2	2.3	2.3.3	1B; 1C; 1D; 2E; 2K; 2M; 2O; 3Q; 3T; 4U-X; 5NN		X		E47

Table 14.2 Land Use/Zoning and Utilities

B	Land Use/Zoning Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Land Purchase***. Support land purchases that advance intrinsic resource protection and public access.	1	1.1	1.1.7	1A; 1B; 1C; 2F; 2G; 2H; 2K; 2N; 2O; 3Q; 3T; 5EE; 5FF, 5LL			X	F55, F56, F57, G60, G61, G63
2	***Screening***. Promote establishment of appropriate setbacks and landscape screening to protect scenic views.	1	1.4	1.4.1	1B; 1C; 2H; 2M; 3Q; 3T	X			N/A Accomplished through local government ordinances
3	***Easements***. Establish conservation easements or use other tools for further development and expansion of key resources.	1	1.4	1.4.2 1.4.3	2H; 5FF; 5KK; 5MM			X	E46, E47, F58
C	**Utilities Actions**	**G**	**O**	**S**	**Responsible Parties**	**S 1-5**	**L 6-15**	**O NA**	**Funding Sources**
1	***Power Lines***. Explore relocation of utility poles where they obstruct or visually impact scenic views of the corridor.	1	1.1	1.1.8	2K; 3Q; 3T; 4U-X; 5MM		X		D39, G63
2	***Water Treatment***. Encourage central sewage, advanced wastewater treatment, and improved septic systems; Improve stormwater control practices.	1	1.2	1.2.3 1.2.4	2N; 3Q; 3T; 4U-X; 5EE; 5FF			X	A2, H65, H66, H67

Table 14.3 Landscaping/Beautification and Public Access

D	Landscaping/Beautification Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Native Plants/Trees***. Promote use of native plants/trees in landscaping and removal of exotic/invasive species; Support planting of native trees and plants that provide wildlife food and forage to expand opportunities for wildlife habitat and viewing.	1	1.3 1.5	1.3.1 1.5.6	1A; 1B; 1C; 2F; 2H; 2J; 2O;3R; 3T; 4U-X; 5AA; 5DD; 5EE; 5FF; 5KK; 5LL	X			D36, D42, D39, D44, D40, D37, D38, E50, F56, G62, G64
2	***Native Wildflowers.*** Encourage planting of wildflowers along rights of way, in medians, and adjacent to public and private properties; Support coordination of mowing along rights-of-way to protect wildflowers, promote natural reseeding, and expand access for butterflies, birds, and other wildlife.	1	1.3	1.3.2 1.3.3	1A; 1B; 1C; 2E, 2F; 2H; 2K; 2M; 2N; 2O; 3Q; 3R; 4U-X; 5EE; 5KK; 5LL	X			D36, D42, D39, D44, D37, D38, F56, G62, G64
3	***Ordinances***. Encourage adoption of ordinances on landscaping, tree planting and protection that support beautification efforts.	1	1.3	1.3.5	3Q; 3T; 4U-X; 5AA; 5BB; 5KK; 5LL	X			N/A
4	***Landscaping***. Promote beautification/landscaping from intersections and use of screening to hide utilities from public view; Support improved landscaping and pedestrian/bicycle facilities along both sides of the John Gorrie Bridge to Apalachicola.	3	3.2	3.2.7 3.2.10	2F; 2K; 2M; 2O; 3Q; 3S; 3T; 4U-X; 5AA; 5BB; 5EE; 5II; 5KK; 5LL; 5MM		X		D36, D39, E51
5	***Clean-Up***. Support consistent litter removal of roadways and rights of way along corridor; Identify segments of the Byway currently not designated as Adopt-a-Road corridors for litter removal; Build on existing efforts to improve working waterfronts and tourist observation/ access; Work with local residents to improve Spring Creek for tourism.	2 3 5	2.2 3.2 5.1	2.2.3 2.2.6 3.2.6 5.1.6	1B; 1C; 2J; 2K; 3Q; 3R; 2K; 3R; 4U-X; 5EE; 5KK			X	A1, A3, A4, D41, D43
E	**Public Access Actions**	**G**	**O**	**S**	**Responsible Parties**	**S 1-5**	**L 6-15**	**O NA**	**Funding Sources**
1	***Sites***. Collaborate on restoration plans for St. Marks and Crooked River Lighthouses for public access; Assist SMNWR in providing public access to and interpretation of Goose Creek Seineyard.	1 4	1.1 4.1	1.1.2 4.1.9	1C; 2F; 2I; 2J; 3Q; 3S; 3T; 5HH; 5JJ		X		B9, D43
2	***View***. Seek ways, including possible construction of platform/observation tower, to open view of Spring Creek "Boil"; Work with others on the preservation of scenic views and public access to rivers and bays; Create additional viewshed areas through selective vegetation clearing; Promote public access to waterfront areas and docks for visitors; Support the construction of a boardwalk along the shore of Dickerson Bay from the Wakulla Welcome Center to Woolley Park.	1 5	1.1 5.5	1.1.4 1.1.7 1.1.9 5.1.3 5.1.6	1B; 1C; 2G; 2H; 2J; 2K; 2L; 3Q; 3S; 3T; 4U-X; 5EE; 5HH		X		D44, F54, F56, F57, F53
3	***Handicap Access***. Where possible, provide handicap access to and interpretation of key resources along trails, e.g., "Cathedral of the Palms."	4	4.1	4.1.7	1B; 1C; 2F; 2H; 2J; 2K; 2L; 2M; 2N; 3Q; 3S; 3T; 4U-X; 5EE	X			E49, E51

14.4 Trail Development and Tourism/Recreation Facilities

F	Trail Development Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Connectivity***. Improve connectivity between and among existing trail networks; Encourage enhancement projects to improve bicycle and pedestrian connectivity and facilities; Encourage non-motorized connectivity between the GF&A Trail, the Ochlockonee Bay Trail, and St. James Island; Support the establishment of non-motorized greenways/habitat corridors to connect public lands along the corridor.	2 3	2.1 3.1	2.1.2 2.1.7 3.1.6 3.1.8	1B; 1C; 2F; 2H; 2J; 2K; 2L; 2M; 2N; 3Q; 3S; 3T; 4U-X; 5AA; 5EE; 5FF; 5LL	X			C31, D45, E51, F55, F56
2	***Bicycle/Hiking***. Help develop and, where possible, expand the existing network of bicycle and hiking trails; Work with SMNWR and others to establish a marked bike trail along Lighthouse Road; Encourage completion of the St. George Island bike trail to the entrance of the State Park; Encourage improvement and expansion of bicycle trails on public lands.	3	3.1	3.1.1 3.1.3 3.1.4	1B; 1C; 2F; 2H; 2J; 2K; 2L; 2M; 2N; 3Q; 3S; 3T; 4U-X; 5AA; 5CC; 5EE; 5FF; 5LL	X			C31, D45, E51, F55, F56
3	***Equestrian***. Promote equestrian trails along the corridor as well as related stables and support facilities.	3	3.1	3.1.5	1B; 1C;2F; 2H; 2J; 2K; 2L; 5EE; 5FF		X		C31, E51
4	***Trail Heads***. Help evaluate public staging areas at trail heads and other convenient locations to facilitate public access to trail networks.	3	3.1	3.1.7	1B; 1C; 2F; 2H; 2J; 2K; 2L; 2M; 2N; 3Q; 3S; 3T; 4U-X; 5AA; 5EE; 5FF; 5LL	X			C31, D45, E51, F55, F56
G	**Tourism/Recreation Facilities Actions**	**G**	**O**	**S**	**Responsible Parties**	**S 1-5**	**L 6-15**	**O NA**	**Funding Sources**
1	***Mineral Springs***. Promote the restoration of and access to Mineral Springs along Byway (Panacea, Newport, Lanark), including provision of historically appropriate lodging facilities.	1	1.1	1.1.6	2P; 3Q; 3S; 3T; 5CC; 5EE; 5JJ	X			F55
2	***Walkable Communities***. Encourage creation of town centers where local residents and visitors can come together and enjoy shops, services, food, entertainment, conversation, and refreshments; Support goal of walkable communities (connectivity, town centers, alternative transportation).	3	3.2	3.2.4 3.2.5	2H; 2K; 2M; 2P; 3Q; 3S; 3T; 4U; 5AA; 5BB; 5CC; 5EE; 5GG; 5HH; 5LL		X		A1, A2, A4, E47, E48
3	***Museums***. Encourage the establishment of a Big Bend Maritime Center in Panacea and a Maritime Heritage Museum in Apalachicola; Encourage and support establishment of new facilities, such as a Butterfly Farm.	4	4.3	4.3.1 4.3.2	2H; 2P; 3Q; 3S; 3T; 4U;; 5CC; 5EE; 5HH; 5JJ	X			B7, B8, B10, B12, B13, B14, B16, B17, B18, B19, B20, B21, B23, B25, C32
4	***Accommodations***. Encourage construction and improvement of public restrooms and picnic sites; Encourage establishment of new accommodations (B&B's, Inns, Hotels) as well as associated shops and restaurants.	2 5	2.1 5.2	2.1.4 5.2.1	3Q; 3S; 3T; 4U-X; 4W; 5AA; 5BB; 5CC; 5GG; 5LL	X			A2, A5, B8, E51, F53, F56, F57
5	***Recreation Sites***. Explore ways to encourage greater use of Recreation Areas throughout the Byway for boating, fishing, picnicking, etc.	5	5.1	5.1.4	1B; 1C; 2F; 2G; 2N; 3Q; 3R; 3S; 3T; 4U-X; 5CC; 5EE; 5JJ		X		A2, A5, B8, E51, F53, F56, F57, F59

Table 14.5 Historical/Cultural Preservation

H	Historic/Cultural Preservation Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Inventory***. Support completion of an inventory of major historic structures and sites, defining those requiring further designation, protection, and/or improvement.	1	1.1	1.1.1	2I; 3S; 4U-X; 5EE; 5FF; 5JJ; 5KK	X			B6, B14, B15, E45
2	***Improvement***. Cooperate with public and private owners on the restoration of selected older buildings for tourist use; Encourage appropriate repair, restoration, upgrading, and painting of homes and buildings in historic districts.	1	1.1	1.1.3 1.1.5	1B; 1C; 2H; 3S; 5EE; 5FF; 5JJ; 5KK		X		B14, B15, B23

Table 14.6 Interpretation/Signage

I	Interpretation/Signage Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Themed Signage***. Establish Byway-themed signing plan for wildflower sites; Encourage posting of more widespread, attractive, and imaginative signage about presence and value of wildlife in region; Establish standard Byway-themed signage, interpretation, and public information.	1	1.3 1.5 1.6	1.3.6 1.5.5 1.6.3	1A; 1B; 1C; 2E; 2G; 2K; 2L; 2P; 3S; 5II	X			B9, B22, D45, E51, F56, F57, F53
2	***Local Signage.*** Encourage incentives/opportunities for local signage that meet business and directional needs while helping to maintain a distinctive "Old Florida" atmosphere and rural character wherever possible.	3	3.2	3.2.2	2K; 3Q; 3T; 4U-X; 5CC	X			N/A
3	***Way Finding***. Improve signage for, and public access to, attractions, parking, and facilities; Improve directional signage for access to intrinsic resources. Improve scale and location of directional sign for St. George island on US 98 in Eastpoint; Give more prominence to signage and interpretation for Dwarf Cypress Dome.	1 3 4	1.6 3.2 4.1	1.6.1 3.2.8 3.2.9 4.1.2	1B; 1C; 1D; 2K; 2L; 2P; 3S; 5EE	X			B22, E47
4	***Non-Conforming***. Encourage local governments to remove non-conforming and non-permitted signs.	2	2.2	2.2.5	1D; 2K; 3Q; 3T; 4U-X; 5CC	X			N/A
5	***Consistency***. Facilitate planning of interpretive sites, encouraging consistently-themed logos, designs, and styles for both the coastal and forest trails of the Byway.	2	2.1	2.1.5	1B; 1C; 1D; 2K; 2L; 2P; 3S; 5EE	X			B9, B22, B25, E51
6	***Conservation Education***. Encourage periodic prescribed burning, and improved interpretation and public information on the ecological and economic values of the practice; Promote FireWise practices and wider understanding of personal responsibility for prevention of destructive wildfires; Educate property owners and visitors on the importance of vegetation management to help minimize pollution runoffs to surrounding natural areas, such as rivers and bays.	1	1.2	1.2.1 1.2.2 1.2.5	1A; 1B; 1C; 2F; 2H; 2K; 2L; 2N; 3R; 5AA; 5DD; 5EE; 5FF; 5HH; 5KK; 5LL		X		C28, C29, C30, D43
7	***Displays***. Provide improved and expanded interpretive displays; Provide interpretation of Red-Cockaded Woodpecker tree banding; Improve interpretation of Cherokee Sink; Provide interpretation of smaller, less known historic sites, like Bethel; Provide interpretation of turpentining industry and remaining "cat-faced" pines; Provide interpretation of the history of Byway communities; Encourage new Black Bear interpretive displays.	4	4.1	4.1.1 4.1.3 4.1.4 4.1.5 4.1.6 4.1.7 4.1.11	1A; 1B; 1C; 2F; 2H; 2I; 2K; 2L; 3S; 5DD; 5EE; 5FF; 5HH; 5JJ		X		B19, B22, C28, D45, E51, F56, F57, F53
8	***Sites***. Explore uses of old Forest Service Fire Towers as interpretive sites; Improve and/or establish observation points in key areas.	4 5	4.1 5.1	4.1.10 5.1.2	2F; 2L; 3S; 5CC; 5EE; 5FF	X			B22, D45, E51, F56, F57, F53
9	***Gateways***. Establish "gateways" and/or attractive welcome signs at entry points; Establish information centers at key points.	3 5	3.2 5.2	3.2.1 5.2.3	1B; 1C; 1D; 2K; 2L; 3S; 5CC; 5EE; 5FF; 5KK	X			B8, C34, C35, D43, F54

2.CORRIDOR PROMOTION & ADMINISTRATION

Table 14.7 Promotion

J	Promotion Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Activities***. Help educate private property owners/traveling public on the desirability and value of butterfly gardens, hummingbird plants, and other wildlife-friendly features; Promote strong regional tradition of fine musicians; Highlight the extraordinary opportunity for nature photography.	1 5	1.3 5.4	1.3.4 5.4.3 5.4.4	1A; 1B; 1C; 2H; 2L; 3S; 5DD; 5FF, 5HH; 5II, 6PP	X			B8, B19, B24, D43, D39
2	***Publications.*** Encourage more widespread dissemination and use of *The Guide to the Big Bend Scenic Byway*; Promote historic museums and centers in Scenic Byway materials.	1	1.6 4.3	1.6.3 4.3.3	2P; 3S; 5EE; 5HH; 5JJ; 6OO, 6PP	X			B11, B12, C26, C33, C27
3	***Events/Festivals.*** Coordinate scheduling of annual festivals and events to avoid overlap and competition insofar as possible; Encourage expansion of the Wakulla Birding & Wildlife Festival to a full week; Coordinate promotion of all Byway events and festivals and maintain a common calendar; Encourage establishment of new festivals, such as a Seaside Bear Festival or a Byway-wide rummage sale.	4	4.2	4.2.1 4.2.2 4.2.3 4.2.4	2P; 3S; 4U-X; 5EE, 6OO, 6PP	X			B24, C27, C28, C33, C35
4	***Marketing.*** Promote family-friendly and pet-friendly character of the Byway and its major attractions; Provide information on directions to interesting sites located off the Byway corridor, but easily accessible from it; Target some marketing efforts on private pilots and charter plane services, emphasizing fly-in visits at county airports.	5	5.4	5.4.1 5.4.2 5.4.5	2P; 3S; 5EE, 6OO, 6PP		X		C27, C33, C35
5	***Internet.*** Promote the Byway through existing and new Internet-based applications.	5	5.4	5.4.6	1B; 1C; 1D; 2H; 2K; 2P; 3S; 5EE; 6OO	X			C27, C33, C35

Table 14.8 Economic Development

K	Economic Development Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Shopping***. Collaborate on provision of a wider spectrum of shopping opportunities along the corridor.	5	5.3	5.3.1	5BB; 5CC; 5GG		X		D43
2	***Training/Mentoring***. Encourage training programs to improve skills for nature-and heritage-based tourism; Collaborate on mentoring programs for new tourism entrepreneurs.	5	5.3	5.3.2 5.3.3	3S; 5BB; 5CC; 5DD; 5GG	X			A5, C35, D43
3	***National Designation***. Seek designation as a National Scenic Byway, with inclusion of the Leon County corridor, as soon as possible.	5	5.4	5.4.7	6OO, 6PP	X			B22

Table 14.9 Administration and Coordination

L	Administration Actions	G	O	S	Responsible Parties	S 1-5	L 6-15	O NA	Funding Sources
1	***Monitoring/Reporting***. Monitor and periodically adjust the Action Plan to reflect current realities and opportunities, and report to FDOT on problems and progress in a timely manner.	6	6.1	6.1.4	6OO			X	N/A
2	***Work Plan***. Develop a Work Plan and corresponding Fundraising Strategy to implement the Action Plan; Establish committees to address specific Action items.	6	6.1	6.1.3 6.1.2	6OO, 6PP	X			N/A
3	***Sunshine Law***. Conduct meetings "in the Sunshine" to encourage transparency and public participation.	6	6.1	6.1.1	6OO			X	N/A
M	**Coordination Actions**	**G**	**O**	**S**	**Responsible Parties**	**S 1-5**	**L 6-15**	**O NA**	**Funding Sources**
1	***Regional Collaboration***. Encourage coordination of regional transportation planning on significant projects; Encourage participation of regional entities and management agencies with multi-jurisdictional resources on all corridor-wide projects.	2 6	2.1 6.2	2.1.6 6.2.5	1A; 1B; 1C; 1D; 2E; 2F; 2H; 2K; 2L; 2M; 2N; 2O; 3Q; 3S; 5EE; 5FF		X		N/A
2	***Master Plan***. Develop a Corridor Master Plan to address goals for landscaping, signing, trail networks, scenic viewing areas, public staging areas, interpretation, wildflower sites, and gateways.	6	6.2	6.2.4	6OO	X			B22
3	***Communication***. Develop a Big Bend Scenic Byway website to provide status information, contacts, and announcements of upcoming events and activities.	6	6.2	6.2.3	6OO	X			C27, C33, C35
4	***Partnerships***. Involve interested and affected stakeholders in the implementation strategy; Build formal and informal public /private partnerships to implement individual action items.	6	6.2	6.2.1 6.2.2	6OO	X			N/A

Table 14.10 Responsible Parties

1	**GOVERNMENT AGENCIES-FEDERAL**
A	National Oceanic and Atmospheric Administration/Apalachicola National Estuarine Research Reserve (ANERR)
B	U.S. Department of Agriculture Forest Service/Apalachicola National Forest (ANF)
C	U.S. Department of Interior/St. Marks & St. Vincent National Wildlife Refuge (NWR)
D	Federal Highway Administration (FHA)
2	**GOVERNMENT AGENCIES-STATE/REGIONAL**
E	Apalachee Regional Planning Council (ARPC)
F	Department of Agriculture & Consumer Services, Division of Forestry (DOF)
G	Department of Community Affairs (DCA)
H	Department of Environmental Protection (DEP) • Division of Recreation and Parks (DRP) • Office of Greenways & Trails (OGT) • Waterfronts Florida Partnership (WFP)
I	Department of State (DOS)
J	Department of State Lands (DSL)
K	Department of Transportation (DOT)
L	Florida Fish and Wildlife Conservation Commission (FWC)
M	Metropolitan Planning Organization (MPO)
N	Northwest Florida Water Management District (SWFWMD)
O	US 98 Transportation Authority (US98TA)
P	VISIT FLORIDA (VF)
3	**GOVERNMENT AGENCIES-COUNTY**
Q	Franklin County (FC)
R	School Boards (SB)
S	Tourist Development Councils (TDC)
T	Wakulla County (WC)
4	**GOVERNMENT AGENCIES-CITY**
U	City of Apalachicola (COA)
V	City of Carrabelle (COC)
W	City of St. Marks (CSM)
X	City of Sopchoppy (COS)
5	**OTHER ORGANIZATIONS & ACADEMIC INSTITUTIONS**
AA	Builders/Realtors Associations (BRA)
BB	Business Owners (BO)
CC	Chambers of Commerce (CC)
DD	Colleges, Universities, Extension Services (CU)
EE	Community Associations (CA)
FF	Conservation/Science Organizations (CO)
GG	Economic Development Councils (EDC)
HH	Education Centers/Museums (EC)
II	Garden Clubs (GC)
JJ	Historical Societies (HS)
KK	Keep County Beautiful (KCB)
LL	Land Development Companies (LDC)
MM	Service Providers (SP)
NN	Local Transportation Teams (NN)
6	**Big Bend Scenic Byway**
OO	Corridor Management Entity
PP	Corridor Advocacy Group

Table 14.11 Potential Funding Sources

A	**COMMUNITY REDEVELOPMENT & REVITALIZATION**
1	Florida Coastal Management Grants, DEP
2	Florida Small Cities Community Development Block Grant Program, DCA
3	Community Based Program Grant, Keep Florida Beautiful
4	Technical Assistance Planning Grants, DCA
5	Rural Development Business and Cooperative Programs, USDA
B	**CULTURAL & HISTORIC**
6	Ad Valorem Tax Exemptions for Improvements to Historic Properties, DOS
7	Challenge Grant Program, DOS
8	Coastal Partnership Initiative, DEP
9	Congressional Appropriations, U.S. Congress
10	Cultural Facilities Program, DOS
11	Cultural Support Grant Program, DOS
12	Florida Cultural Endowment Program, DOS
13	General Program Support Museum Grants
14	Historic Preservation Grants, DOS
15	Historic Preservation Grants-in-Aid Program, DOS
16	Museum Assessment Program, Institute of Museum and Library Services
17	Museum for America Grants, Institute of Museum and Library Services
18	National Maritime Heritage Grants, National Park Service
19	Public Education Exhibit Museum Grants, DOC
20	Quarterly Grant Assistance Program, DOS
21	Regional Cultural Facilities Program, DOS
22	Scenic Byway Grants, FHA
23	Special Category Grants, DOS
24	State Touring Program-Presenter Fee, DOS
25	Transportation Enhancement Program, DOT
C	**EDUCATION & PROMOTION**
26	Arts in Education Program, DCA
27	Coastal Partnership Initiative, DEP
28	Environmental Education Grant, EPA
29	Fire Grants, Florida Division of Forestry
30	Informal Science Foundation Planning Grants, National Science Foundation
31	Private Foundation Grants
32	Public Educational Exhibit Museum Grants, DOS
33	Regional Marketing Grants, VISIT FLORIDA
34	Scenic Byway Grants, FHA
35	Tourist Development Councils
D	**LANDSCAPING & BEAUTIFICATION**
36	Donations
37	Florida's Plant-a Tree Trust Fund, FDA
38	Florida Plant Conservation Program, Florida Division of Forestry
39	Florida Highway Beautification Council Grant Program, DOT
40	Invasive Plant Management, DEP
41	Litter Removal Program, DEP
42	National Urban and Community Forestry Matching Grant Program, FDA
43	Public/Private Partnerships
44	Scenic Byway Grant, FHA
45	Transportation Enhancement Projects, DOT
E	**ROADWAY, PEDESTRIAN, & BICYCLE IMPROVEMENTS**
46	Florida Coastal Management Program, DEP
47	Florida Department of Transportation
48	Florida Mainstreet Program, DOS
49	Greenways and Rails-to-trails Program, DOT
50	National Urban and Community Forestry Matching Grant Program, FDA
51	Recreational Trails Program, DEP
52	Transportation Enhancement Projects, DOT

Table 14.11 Potential Funding Sources Continued

F	PARKS & PUBLIC LANDS
53	Florida Boating Improvement Grants, FWC
54	Florida Coastal Management Grants, DEP
55	Florida Community Trust, DCA
56	Florida Recreation Development Assistance Program, DEP
57	Florida Land and Water Conservation Program, DEP
58	Conservation Service Program, Trust for Public Lands
59	Urban Parks and Recreational Recovery Program, National Park Service
G	**BEACH EROSION & HAZARD MITIGATION**
60	Congressional Appropriations
61	Flood Mitigation Assistance Program, DCA/FEMA
62	Florida Beach Erosion Control Program, DEP
63	Hazard Mitigation Grant Program, DCA/FEMA
64	Small Beach Erosion Control Program, DEP
H	**STORMWATER MANAGEMENT**
65	Northwest Florida Water Management District
66	State Revolving Fund Loan Program for Wastewater Treatment, DEP
67	Transportation Enhancement Program, DOT

Appendices

A) FDOT Authorization Letter

B) SHAC Eligibility Application Comments

C) Wakulla FLUM

D) Franklin FLUM

E) Billboard Inventory

F) Complete Intrinsic Resource List by County

G) Intrinsic Resource Visibility Inventory

H) Combined Initial Goals and Preliminary Action Plans

I) CME Agreement and Bylaws

J) CME Meeting Materials

K) Community Participation Program

L) Local Support

M) Potential Sources of Grant Funding

N) Sample Partnership Agreement

O) Stakeholder Matrix

Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

DENVER J. STUTLER, JR.
SECRETARY

October 28, 2005

Ms. Bonnie Holub, Chairperson
Big Bend Scenic Highway/Wakulla County Section
c/o Wakulla County Tourism Development Council
Post Office Box 67
Panacea, Florida 32346

Subject: Florida Scenic Highways Program Eligibility Determination for the Big Bend Scenic Byway – Wakulla County Section

Dear Ms. Holub:

After careful consideration of the recommendation from the Scenic Highways Advisory Committee (SHAC), I concur that the Big Bend Scenic Byway - Wakulla County Section has met the *eligibility* requirements of the Florida Scenic Highways Program necessary for possible designation as a Florida Scenic Highway. The proposed scenic highway is a portion of the much larger Big Bend Scenic Byway which has been broken up into three sections due to the large size of the corridor and each section is going to proceed through the Florida Scenic Highways Program process as a separate entity. The Wakulla County section of the Big Bend Scenic Byway consists of 5 segments totaling 88 miles.

Segment 1 begins at the intersection of US 98/SR 30 and CR 59 (Lighthouse Road), continues on US 98/SR 30 ending at the intersection of US 98/SR 30 with CR 365 (Spring Creek Road). From US 98/CR 30, two spur routes for the segment include: CR 59 though the St. Marks National Wildlife Refuge to the end of the road at the historic St. Marks Lighthouse, and SR 363 south from US 98/ SR 30 through the town of St. Marks to the Florida State Historic Park, Fort San Marcos de Apalache.

Segment 2 begins on US 98/SR 30 at its intersection of CR 365 (Spring Creek Road) and continues on US 98/SR 30 to Panacea, ending at the southern end of Panacea at the intersection of US 98/SR 30 and Chattahoochee Street.

Segment 3 begins on US 98/SR 30 at Chattahoochee Street south of Panacea and continues south along US 98/SR 30 to the Ochlockonee Bay Bridge at the Franklin County line.

Segment 4 begins at the Ochlockonee River Sate Park on US 319/SR 377 at the intersection with CR 299 and continues north to the town of Sopchoppy. The corridor then resumes at the intersection of CR 22 and SR 375 continuing northwest to CR 375 to the Leon County line.

Segment 5 begins on CR 373 (Springhill Road) at the Leon County line and continues south to SR 267 (Bloxham Cutoff).

The Big Bend Scenic Byway – Wakulla County Section Eligibility Application demonstrates that the roadway corridor contains the intrinsic resources that are of great value to the State of Florida. You and your partners can preserve and sustain these important intrinsic resources for future generations to enjoy. The Big Bend Scenic Highway – Wakulla County Section's Corridor Advocacy Group (CAG) can serve to educate the traveling public by "telling a story" about the beauty and uniqueness of this corridor and its contributions to the quality of life in the State of Florida.

The Florida Scenic Highways Program personnel look forward to assisting you during the designation phase of the program. Ms. Laura Haddock, District Scenic Highways Coordinator in District Three, will send you a set of recommendations arising from the SHAC meeting concerning the corridor. Please address these recommendations and continue to work closely with Ms. Haddock in your continuing efforts.

I offer my personal congratulations to you and the membership of the Corridor Advocacy Group, for your diligence and work quality in completing the *Eligibility Phase*. Thank you for caring about Florida's precious resources and working so hard to ensure their enjoyment for years to come.

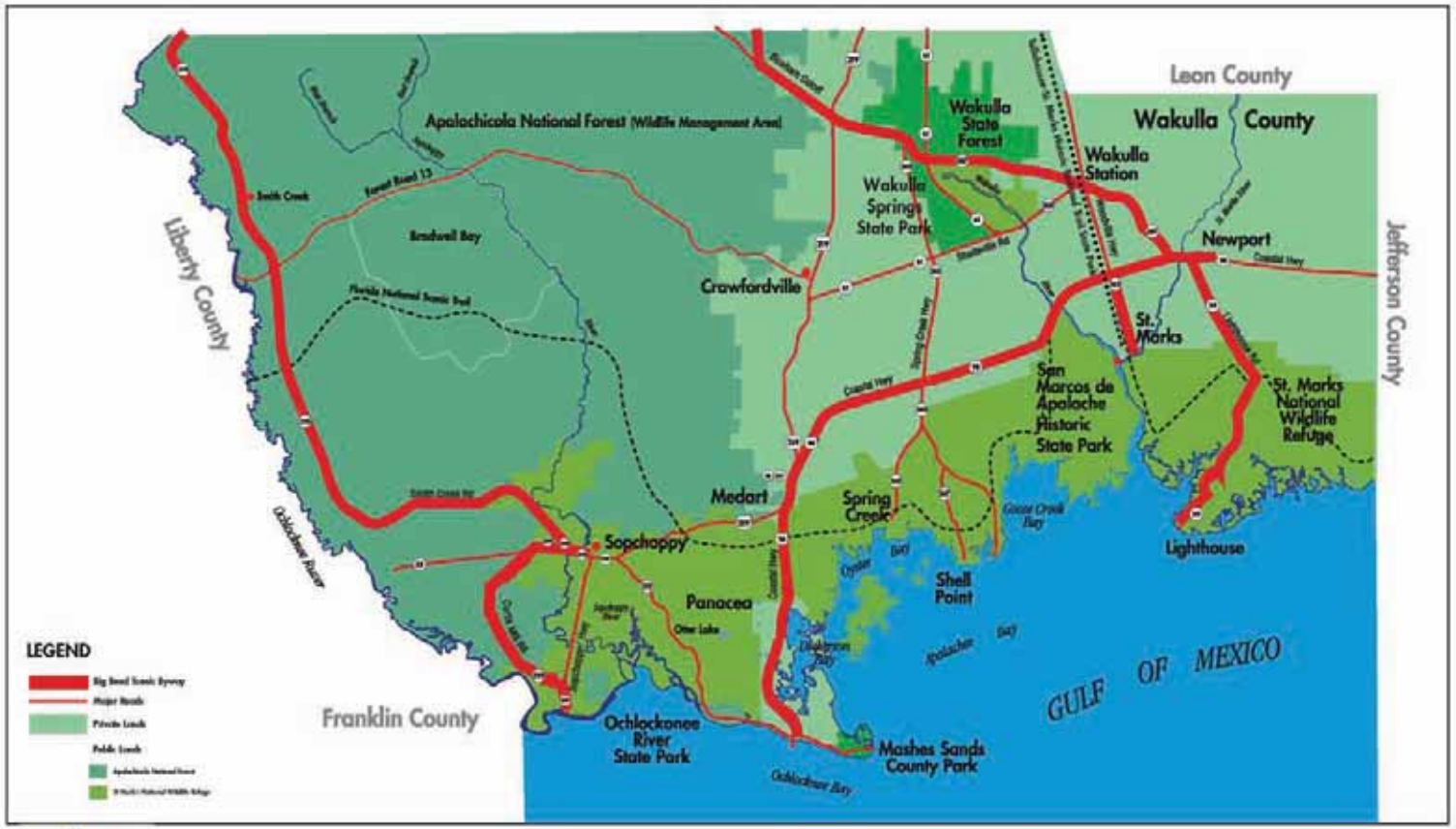
Sincerely,

Denver Stutler, Jr., P.E.
Secretary

DS/mb

Attachment

cc: Distribution List



Big Bend Scenic Byway

200178.015 Yes BT

Big Bend-Wakulla Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	*Is the resource significant, exceptional, and distinctive? Yes / No*
Cultural	Yes	Yes
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments:		

Big Bend-Wakulla Scenic Highway

	Is the resource present? Yes / No	*Is the resource significant, exceptional and distinctive? Yes / No*
Historical	Yes	Yes
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments:		
Archeological	Yes	Yes
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments:		
Recreational	Yes	Yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments:		
Natural	Yes	Yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		
Scenic	Yes	Yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments:		

Big Bend-Wakulla Scenic Highway

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	X		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	X		
Comments:			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	X		
Comments:			
4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	X		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	X		
Comments:			

Big Bend-Wakulla Scenic Highway

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	X		
Comments:			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	X		
Comments:			
8. A Community Participation Program must be developed and implemented.	X		
Comments:			
9. Strong local support must be demonstrated.	X		
Comments:			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.			
Comments: CMP not developed yet			

Big Bend-Wakulla Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

X **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name Brian R. Telfair

Signature [signature] Date 9/20/05

PE

Big Bend-Wakulla Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

Lower Lafayette Wakulla

	Is the resource present? (Yes / No)	*Is the resource significant, exceptional, and distinctive?* (Yes / No)
Cultural	X	X
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments: Background Conditions and Analysis is very complete		

88 miles

Big Bend-Wakulla Scenic Highway

	Is the resource present? (Yes) No	*Is the resource significant, exceptional and distinctive?* (Yes) No
Historical		
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments: Broad spectrum of historical connections		
Archeological	yes	Limited evidence of archeology
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments: But the story of area is so compelling		
Recreational	yes	yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments: Lots of outdoor recreational activities		
Natural	yes	yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments: Unique remnants of early FL in Wakulla - NOT heavily developed yet		
Scenic	yes	yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments:		

Big Bend-Wakulla Scenic Highway

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.		X	
Comments: Some areas you have to enter a park a refuge but some water areas are seen			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	X		
Comments: The whole area is based on making a living from nature -			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	X		
Comments:			
4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	X		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	X		
Comments:			

Big Bend-Wakulla Scenic Highway

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	X		
Comments: Strong on recreational & natural			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	X		
Comments:			
8. A Community Participation Program must be developed and implemented.	*		
Comments:			
9. Strong local support must be demonstrated.	X		
Comments:			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.	X		
Comments: copies of support resolutions included			

Big Bend-Wakulla Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

X **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name PAT EVANS

Signature [signature] Date 9.20.05

Big Bend-Wakulla Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	***Is the resource significant, exceptional, and distinctive? Yes / No***
Cultural	Yes	Yes
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments:		

	Is the resource present? Yes / No	***Is the resource significant, exceptional and distinctive? Yes / No***
Historical	Yes	Yes
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments:		
Archeological	Yes	Yes
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments:		
Recreational	Yes	Yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments:		
Natural	Yes	Yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		
Scenic	Yes	Yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments: Mentions that once designated no additional billboards will be approved. Will existing ones be removed?		

Big Bend-Wakulla Scenic Highway

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	X		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	X		
Comments: good background & interesting story			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	X		
Comments: How will the safety & LOS deficiencies be addressed? OK to include in CMP.			
4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	X		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	X		
Comments:			

Big Bend-Wakulla Scenic Highway

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	X		
Comments:			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	X		
Comments:			
8. A Community Participation Program must be developed and implemented.	X		
Comments:			
9. Strong local support must be demonstrated.	X		
Comments:			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.	X		
Comments: Need more work regarding comp plan relationship. Would like to see strategies which include the identification of the scenic corridor in the comprehensive plan and strategies to protect ~~and~~ preserve and enhance the corridor in accordance with the CMP.			

Big Bend-Wakulla Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

X **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name Diane Quigley

Signature Diane Quigley Date 9-9-05

Big Bend-Wakulla Scenic Highway

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.		X	
Comments: Some areas you have to enter a park or refuge but some water areas are scenic			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	X		
Comments: The whole area is based on making a living from nature.			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	X		
Comments:			
4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	X		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	X		
Comments:			

Big Bend-Wakulla Scenic Highway

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	✓		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	✓		
Comments:			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	✓		
Comments:			
4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	✓		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	✓		
Comments:			

Big Bend-Wakulla Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

✓ **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name KERRI POST

Signature Kerri L Post Date 9/20/05

Model application, model county, model group of organizers!
OUTSTANDING!

SH

Big Bend-Wakulla Scenic Highway

SH

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	***Is the resource significant, exceptional, and distinctive? Yes / No***
Cultural	Yes X	Yes
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments:		

Big Bend-Wakulla Scenic Highway

	Is the resource present? Yes / No	***Is the resource significant, exceptional and distinctive? Yes / No***
Historical	X Yes	Yes
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments:		
Archeological	X Yes	Yes
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments:		
Recreational	X Yes	Yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments:		
Natural	X Yes	Yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		
Scenic	X Yes	Yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments:		

Big Bend-Wakulla Scenic Highway

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	✓		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	✓		
Comments:			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	✓		
Comments:			
4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	✓		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	✓		
Comments:			

Big Bend-Wakulla Scenic Highway

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	✓		
Comments:			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	✓		
Comments:			
8. A Community Participation Program must be developed and implemented.	✓		
Comments:			
9. Strong local support must be demonstrated.	✓		
Comments:			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.	✓		
Comments:			

Big Bend-Wakulla Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

X **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name Shawn Hartzer

Signature [signature] Date 9-20-05

Big Bend-Wakulla Scenic Highway

RJ

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	***Is the resource significant, exceptional, and distinctive? Yes / No***
Cultural	Yes	Yes
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments: ☆		

	Is the resource present? Yes / No	*Is the resource significant, exceptional and distinctive? Yes / No*
Historical	Yes	Yes
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments:		
Archeological	yes	yes
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments:		
Recreational	yes	yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments:		
Natural	yes	yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		
Scenic	yes	yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments:		

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	✓		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	✓		
Comments:			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	✓		
Comments:			
4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	✓		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	✓		
Comments:			

Big Bend-Wakulla Scenic Highway

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	✓		
Comments:			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	✓		
Comments: Support			
8. A Community Participation Program must be developed and implemented.	✓		
Comments:			
9. Strong local support must be demonstrated.	✓		
Comments:			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.	✓		
Comments:			

Big Bend-Wakulla Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

✓ **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name ROBERT O JONES

Signature Robert O Jones Date Sept 20 2005

Big Bend (Franklin County) Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

PRINT REVIEWER'S NAME Dawn Quigley

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples)*.

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	*Is the resource significant, exceptional, and distinctive? Yes / No*
Cultural	Yes	Yes
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments:		

Big Bend (Franklin County) Scenic Highway

	Is the resource present? Yes / No	*Is the resource significant, exceptional and distinctive? Yes / No*
Historical	Yes	Yes
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments:		
Archeological	~~Yes~~ Yes	~~Yes~~ Yes
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments: ~~Only 1 Arch. site identified~~ - not much info about them		
Recreational	Yes	Yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments:		
Natural	Yes	Yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		

Big Bend (Franklin County) Scenic Highway

Scenic	Yes	Yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments:		

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	X		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	X		
Comments: Good History - Very informative			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	X		
Comments: Concern over coastal erosion & safety as population/development grows			

Big Bend (Franklin County) Scenic Highway

4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	X		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	X		
Comments:			

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	X		
Comments:			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	X		
Comments:			

Big Bend (Franklin County) Scenic Highway

8. A Community Participation Program must be developed and implemented.	X		
Comments:			
9. Strong local support must be demonstrated.	X		
Comments:			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.	X		
Comments: Ensure preservation techniques and standards in comp plan and LDR's. (land development regulations)			

Big Bend (Franklin County) Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

✓ **Merits eligibility as a Florida Scenic Highway**

____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name DIANE QUIGLEY

Signature Diane Quigley Date 7/11/07

Big Bend (Franklin County) Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

PRINT REVIEWER'S NAME PAT EVANS

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	***Is the resource significant, exceptional, and distinctive? Yes / No***
Cultural	yes	yes
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments:		

Big Bend (Franklin County) Scenic Highway

	Is the resource present? Yes / No	***Is the resource significant, exceptional and distinctive? Yes / No***
Historical	yes	yes
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments:		
Archeological		
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments:		
Recreational	yes	yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments:		
Natural	yes	yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		

Scenic	yes	yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments:		

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	X		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	X		
Comments:			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	X		
Comments:			

Big Bend (Franklin County) Scenic Highway

4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	X		
Comments: One of last uncluttered viewscapes			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	X		
Comments:			

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	X		
Comments:			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	X		
Comments:			

8. A Community Participation Program must be developed and implemented.	X		
Comments:			
9. Strong local support must be demonstrated.	X		
Comments: Great local support.			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.			
Comments:			

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

X **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name PATRICIA M. EVANS

Signature Patricia M Evans Date 7-17-06

Big Bend (Franklin County) Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

PRINT REVIEWER'S NAME Cheryl Matin for Brian Telfair

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	***Is the resource significant, exceptional, and distinctive? Yes / No***
Cultural	Yes	?
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments: don't see discussion of significance would like to see more discussion		

Big Bend (Franklin County) Scenic Highway

	Is the resource present? Yes / No	***Is the resource significant, exceptional and distinctive? Yes / No***
Historical	Yes	?
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments: don't see discussion of significance would like to see more discussion on		
Archeological	Yes	?
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments: Same comment as historical		
Recreational	Yes	Yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments: ~~Same~~ Comment as above		
Natural	Yes	Yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		

Scenic	Yes	Yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments: None comment was received		

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	✓		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	✓		
Comments:			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	✓		
Comments:			

Big Bend (Franklin County) Scenic Highway

4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	✓		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	✓		
Comments:			

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	✓		
Comments:			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	✓		
Comments:			

8. A Community Participation Program must be developed and implemented.		✓	
Comments:			
9. Strong local support must be demonstrated.	✓		
Comments:			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.		✓	
Comments:			

Big Bend (Franklin County) Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

✓ **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name Cheryl Martin for Brian Teffair

Signature Cheryl Martin for Brian Teffair Date 7-20-06

St. Teresa - unbuilt
Carrabelle / Apalachicola - Part

Big Bend (Franklin County) Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

PRINT REVIEWER'S NAME Bob Jones

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	*Is the resource significant, exceptional, and distinctive? Yes / No*
Cultural	yes	yes
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments: scattered but significant - fishing & commerce in Carrabelle - Eastpoint & Apalachicola		

Big Bend (Franklin County) Scenic Highway

	Is the resource present? Yes / No	*Is the resource significant, exceptional and distinctive? Yes / No*
Historical	yes	yes
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments: scattered - lighthouse & Apalachicola & FT Gadsden		
Archeological	yes	restricted
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments: Part of St Teresa - Apalachicola Bat Route Part of NR & FT Gadsden Hist Monument Historic Park		★ Estuarine National Landmark 1935
Recreational	yes	yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments: parks - beaches		
Natural	yes	yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments: • strong unit of proposal ★ • outstanding scenic - potential for nature interpretation & education - interpretation & education of natural resources		

Scenic		
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. Those resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments: ★ outstanding - exceptional		

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	✓		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	✓		
Comments: historic development in response to coastal and pine land environments			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	✓		
Comments:			

Big Bend (Franklin County) Scenic Highway

4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	✓		
Comments:			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	✓		
Comments:			

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	✓		
Comments: "Scenic"			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	✓		
Comments:			

8. A Community Participation Program must be developed and implemented.	✓		
Comments:			
9. Strong local support must be demonstrated.	✓		
Comments: through representation of cities			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.	✓		
Comments: 2 incorporated city govs & county commission included in county comp plan			

Big Bend (Franklin County) Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

✓ **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name BOB JONES

Signature Robert L. Jones Date 7-20-06

Big Bend (Franklin County) Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

PRINT REVIEWER'S NAME Shawn Hartzog

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples).*

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	*Is the resource significant, exceptional, and distinctive? Yes / No*
Cultural	Yes	Yes
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments:		

	Is the resource present? Yes / No	*Is the resource significant, exceptional and distinctive? Yes / No*
Historical	Yes	Yes
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments:		
Archeological		
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments: limited archeological features (BaSP, SP and Strange Island SP) and is BPSP evenwise from roadway (P 50)		
Recreational	Yes	Yes
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments:		
Natural	Yes	Yes
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		

Scenic	Yes	Yes
Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.		
Comments:		

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.			
Comments: Pg. 54 Archeological?			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	X		
Comments: Pg 89			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	X		
Comments: Pg 9 Crash data pg 24			

4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	X		
Comments: Pg 45			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	X		
Comments: Pg 10			

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	X		
Comments: Pg 50			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	X		
Comments: Pg 95			

8. A Community Participation Program must be developed and implemented.	✓		
Comments: p 99			
9. Strong local support must be demonstrated.	X		
Comments: Many letters of support given. p 103			
10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.	X		
Comments: P123			

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

✓ **Merits eligibility as a Florida Scenic Highway**

_____ **Does not merit eligibility as a Florida Scenic Highway**

Print Name _____

Signature _____ Date _____

Big Bend (Franklin County) Scenic Highway

Scenic Highways Advisory Committee (SHAC)
Evaluation of Candidate Corridor
ELIGIBILITY PHASE

PRINT REVIEWER'S NAME KERRI POST

The role of the Scenic Highways Advisory Committee (SHAC) is to evaluate applications and determine if candidate corridors merit eligibility and designation as Florida Scenic Highways. As a member of this committee, your review of submitted applications should be based on the quality of the corridor's resources as well as the corridor's ability to meet certain program criteria. Each application submitted to the SHAC will have been reviewed for completeness and sufficiency by FDOT staff. It is, therefore, the focus of the SHAC to review an application from a statewide context and determine if an applicant corridor demonstrates the qualities and caliber necessary to merit statewide recognition as a Florida Scenic Highway.

RESOURCE-SPECIFIC CRITERIA

The corridor's resource(s) must be:

1. *Recognized* and valued by the surrounding communities
2. *Outstanding* in its quality and composition within the landscape
3. *Representative* of the geographic region in which it is located

An applicant corridor must meet at least one of the following **Resource-Specific Criteria** in the manner specified above *(refer to Section 5.3 of the Program Manual for more detailed description, list of criteria, and examples)*.

Please note: It is not enough to have a resource present. It must also be significant, exceptional, and distinctive to the area. If a resource is present but not significant, exceptional, and distinctive, please provide your comments in the appropriate space provided in the table.

	Is the resource present? Yes / No	*Is the resource significant, exceptional, and distinctive? Yes / No*
Cultural	Yes	Yes!!
Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next.		
Comments: The cultural resources present are truly exceptional! This is genuine "Old Florida"!		

Big Bend (Franklin County) Scenic Highway

	Is the resource present? Yes / No	*Is the resource significant, exceptional and distinctive? Yes / No*
Historical	Yes	Yes!!
Historical resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.		
Comments: This area is rich in history + heritage!		
Archeological	Yes	
Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. These resources differ from historical resources in that they may have existed before written records were kept in an area.		
Comments:		
Recreational	Yes	Yes!
Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape.		
Comments:		
Natural	Yes &	Yes!
Natural resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and adverse human disruption.		
Comments:		

Big Bend (Franklin County) Scenic Highway

Scenic	Yes	Yes!

Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.

Comments: The scenic aspect is breath taking! This application represents one of the most scenic areas of the state! The protection ~~promotion~~ responsible promotion of this corridor will be critically important!

UNIVERSAL CRITERIA

A candidate corridor must meet ten (10) criteria considered basic elements of a Florida Scenic Highway. Some of these criteria may require the SHAC to make "reasonable judgments" for compliance, but in all cases the criteria must be met to achieve corridor designation *(refer to Section 5.2 in the Program Manual for more detailed descriptions and examples).*

	Yes	Maybe	No
1. Resource(s) must be visible from the roadway.	✓		
Comments:			
2. The corridor must "tell a story" that relates to its intrinsic resource(s).	✓		
Comments: What an amazing story it is! Praise the "Forgotten Coast"!!			
3. The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.	✓		
Comments:			

Big Bend (Franklin County) Scenic Highway

4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.	✓		
Comments: A benchmark of the true "Old Florida".			
5. The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).	✓		
Comments:			

	Yes	Maybe	No
6. A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit at least one of the following qualities: historic, archeological or cultural. For either classification, resources must be as continuous as possible throughout the corridor.	✓		
Comments: This corridor has outstanding qualifying resources for either/both Scenic + Heritage designation.			
7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.	✓		
Comments:			

Big Bend (Franklin County) Scenic Highway

8. A Community Participation Program must be developed and implemented.	✓		

Comments:
Outstanding CMP leadership, ontreach + implementation

9. Strong local support must be demonstrated.	✓		

Comments:
Many diverse organizations clearly whole heartedly support this effort (+ rightly so!) Dc

10. A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.			

Comments:
A CMP does not have to be created during the Eligibility phase, however I believe solid goals + actions + plans have been identified.

Big Bend (Franklin County) Scenic Highway

Once it has been determined that the candidate corridor sufficiently satisfies the above criteria, the SHAC should openly discuss the recommendation of the corridor as a Florida Scenic Highway. The recommended corridors should serve as outstanding examples of Florida's resources. Their designation will place them upon a list of exceptional features our state has to offer visitors and residents alike.

Based on a review of the Eligibility Application, it is my opinion that the corridor:

✓ **Merits eligibility as a Florida Scenic Highway** RESOUNDING YES!

____ **Does not merit eligibility as a Florida Scenic Highway**

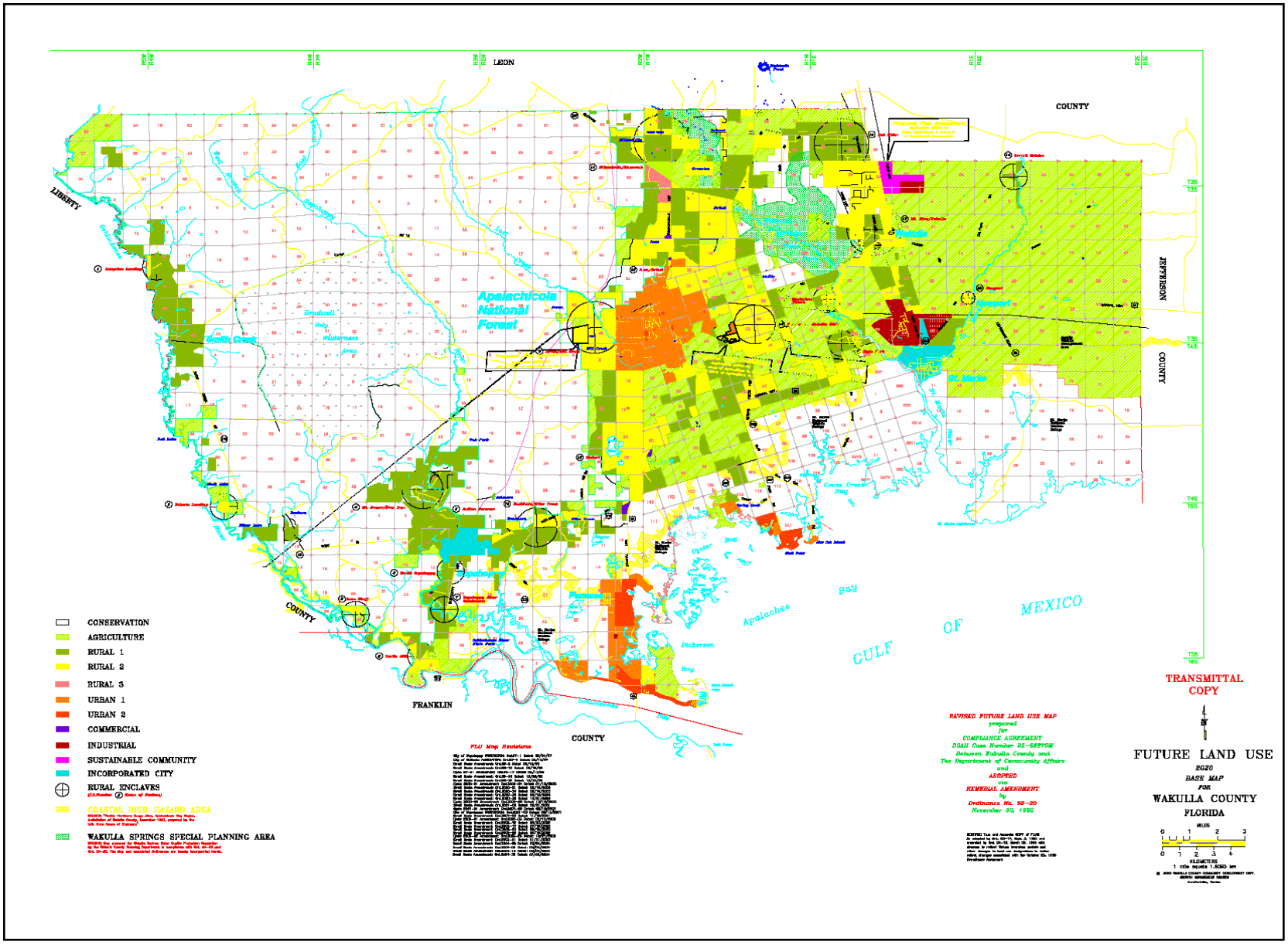
Print Name KERRI POST

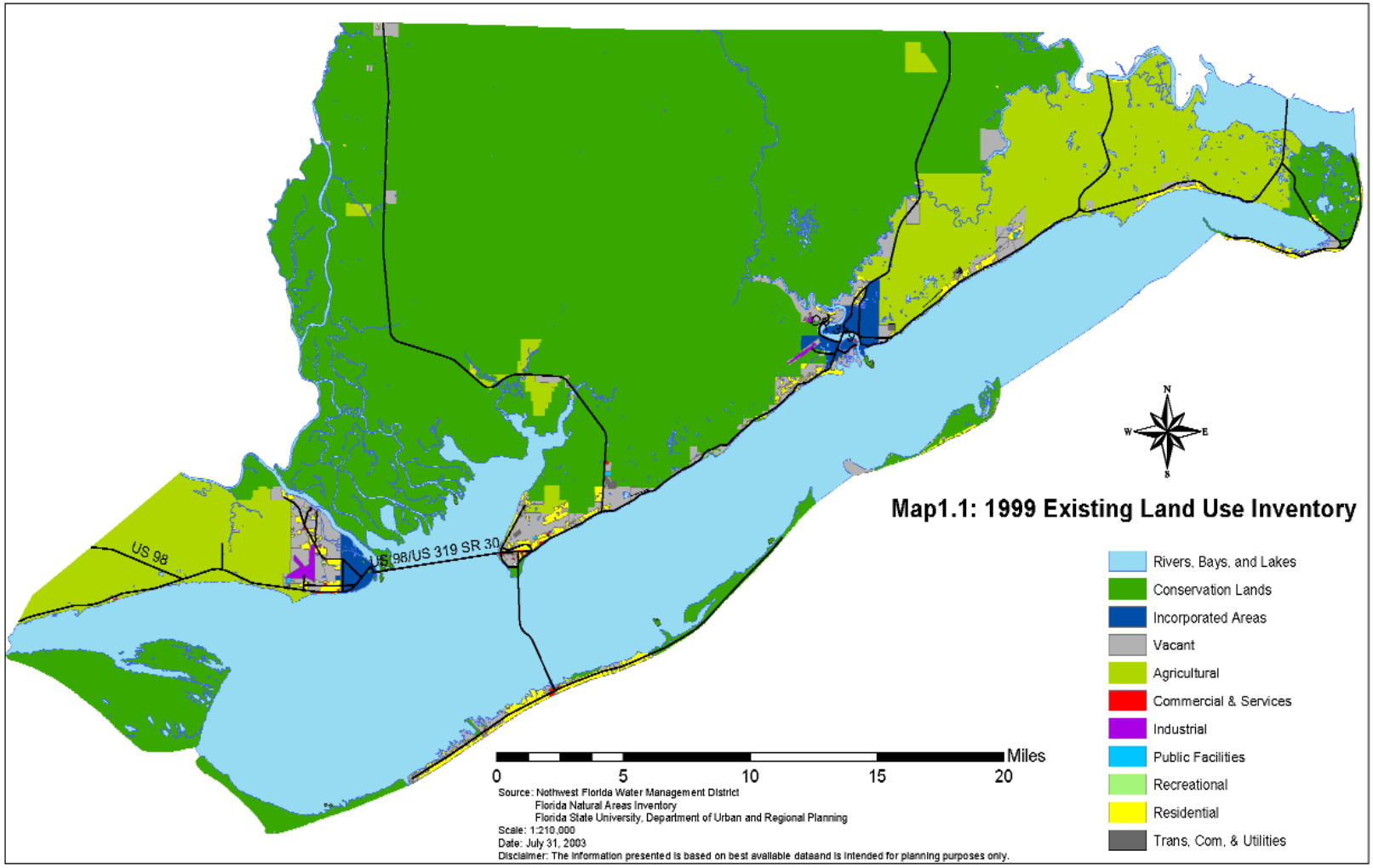
Signature Kerri J. Post Date 7/19/06

This application is also a model for Scenic Highway applications; it is extremely well-written, beautifully presented, extremely easy to comprehend + truly "paints the picture".

I would also like to disclose that VISIT FLORIDA has awarded a grant to Franklin + Wakulla County to promote a driving tour for the area.

Appendix C – Wakulla FLUM




US 98
US 98/US 319 SR 30
N
W
E
S
Map1.1: 1999 Existing Land Use Inventory
Rivers, Bays, and Lakes
Conservation Lands
Incorporated Areas
Vacant
Agricultural
Commercial & Services
Industrial
Public Facilities
Recreational
Residential
Trans, Com, & Utilities
Miles
0
5
10
15
20
Source: Nothwest Florida Water Management District
Florida Natural Areas Inventory
Florida State University, Department of Urban and Regional Planning
Scale: 1:210,000
Date: July 31, 2003
Disclaimer: The information presented is based on best available dataand is intended for planning purposes only.

Appendix E – Billboard Inventory

Big Bend Scenic Byway Billboard Inventory (Franklin County)
Conducted August 19-20, 2004

Billboard #	Hwy/Rte #	Side of Road	Florida Sign Permit #	Sign Description	Location Description
1	US 319	South	BG 024	"Angelos"	at US 98
2	US 319	South	BU 249	"Harbor House Panacea"	at US 98
3	US 98	South	no tag - lg. point of sale	"Berts Bikini Bar"	at St. James
4	US 98	South	BK 082, BK 081	"www.beachview.com", "Julia Mayes"	1 mi NE of Carrabelle
5	US 98	South	no tag	"Gibson Hotel...Apalachicola"	1\2 mi E of Carrabelle
6	US 98	North	no tag - city sign	"Welcome to Carrabelle"	at Carrabelle City Limits
7	US 98	North	BE 623, BE 624	"Gulf State Comm. Bank"	just W of Carrabelle City Limits
8	US 98	North	BG 857	"Carrabelle Realty"	W of Carrabelle City Limits
9	US 98	North	BE 231	"Harry's Bar and Package"	1\2 mi W of E Carrabelle City limits
10	US 98	North	BF 944	"Carrabelle General Store"	in Carrabelle N side of road
11	US 98	North	no tag - repainted	"St. James Bay", "McKinney Properties", "Tiffin Furniture", "Skip Shiver Sheriff"	1\4 mi E of Carrabel R. Bridge
12	US 98	North	BB 845, BB 846	"Lanark Village Plaza"	in Lanark - N side of roadway
13	US 98	South	BH 045, BH 046	"Carrabelle Boat Club", "Carrabelle Boat Club"	South of Carrabelle R. Bridge
14	US 98	North	BG 588, BG 589	"Pirate's Landing", "Tiki Hut"	south of Carrabelle R. bridge
15	US 98	North	BN 225, BN 226	"St. George Island", "Brooks Concrete", "River View", "Blue Water Bay"	1\2 mi S of Carrabelle R. bridge
16	US 98	South	BY 261, BY 262	"Franklin Realty", "Franklin Realty"	at Gulf Beach Dr. S of Carrabelle
17	US 98	South	BK 560, BK 559	"Beachside Motel", "Beachside Motel"	S of Gulf Beach Dr. SE side of road
18	US 98	South	no tag - realtor sign	"Gramercy Plantation"	
19	US 98	South	BP 195, BP 196	"Badcock", "Prestine Properties", "St. James Bay"	in E Eastpoint
20	US 98	North	BL 742, BL 743	"Crystal Water", "98 Liquors", "Finnis"	in Eastpoint
21	US 98	South	BL 740, BL 741	"Inn at Resort Village", "Anchor Realty", "Anchor Realty"	in Eastpoint
22	US 98	South	BK 553, BK 552	"Prestine Properties", "Prestine Properties", blank, blank	just W of SR 300 in Eastpoint
23	US 98	North	BL 505, BL 506	"Inn at Resort Village", "IGA", "Riverside"	W of SR 300 Eastpoint
24	US 98	North	BU 188, BU 189	"Piggly Wiggly", "St. George Island"	E of CR 65
25	US 98	North	AL 535	"Sportsman's-White Eagle", "Sportsman's-White Eagle", other service signs	at CR 65
26	US 98	South	AN 638, AN 639	"Sportsman's Restaurant", "Sportsman's Restaurant"	at CR 65
27	US 98	North	no tag - city sign	"Welcome to Apalachicola"	N of Apalachicola River Bridge
28	US 98	North	BZ 015, BZ 016	"Dockside Café", blank	W of Apalachicola City Limits
29	US 98	South	BA 212	"Piggly Wiggly"	at Apalacicola city Limits
30	SR 300	West	BV 102, BV 103	"Prudential Resort Realty", "Seller's Tile"	S of US 98 Eastpoint
31	SR 300	East	BK 555, BK 556	"Appliance Solution", "Pool Sensations", "Coastal Building Supply"	S of US 98 Eastpoint
32	SR 300	West	no tag	radio station sign	S of US 98 Eastpoint
33	SR 300	West	BK 272, BK 273	"St. James Bay", "Anchor Realty"	1\2 mi N of St. George bridge
34	US 98	South	BY 263	"Taylor Building Supply"	1\2 mi E of SR 300
35	US 98	South	BU 469, BU 470	"Port Inn", "Anchor Realty"	3\4 mi E of SR 300 in Eastpoint

Source: Billboard field inventory, August 19 and 20, 2004

Big Bend Scenic Byway Billboard Inventory (Franklin County)
Conducted August 19-20, 2004

Billboard #	Hwy/Rte #	Side of Road	Florida Sign Permit #	Sign Description	Location Description
1	US 319	South	BG 024	"Angelos"	at US 98
2	US 319	South	BU 249	"Harbor House Panacea"	at US 98
3	US 98	South	no tag - lg. point of sale	"Berts Bikini Bar"	at St. James
4	US 98	South	BK 082, BK 081	"www.beachview.com", "Julia Mayes"	1 mi NE of Carrabelle
5	US 98	South	no tag	"Gibson Hotel...Apalachicola"	1\2 mi E of Carrabelle
6	US 98	North	no tag - city sign	"Welcome to Carrabelle"	at Carrabelle City Limits
7	US 98	North	BE 623, BE 624	"Gulf State Comm. Bank"	just W of Carrabelle City Limits
8	US 98	North	BG 857	"Carrabelle Realty"	W of Carrabelle City Limits
9	US 98	North	BE 231	"Harry's Bar and Package"	1\2 mi W of E Carrabelle City limits
10	US 98	North	BF 944	"Carrabelle General Store"	in Carrabelle N side of road
11	US 98	North	no tag - repainted	"St. James Bay", "McKinney Properties", "Tiffin Furniture", "Skip Shiver Sheriff"	1\4 mi E of Carrabel R. Bridge
12	US 98	North	BB 845, BB 846	"Lanark Village Plaza"	in Lanark - N side of roadway
13	US 98	South	BH 045, BH 046	"Carrabelle Boat Club", "Carrabelle Boat Club"	South of Carrabelle R. Bridge
14	US 98	North	BG 588, BG 589	"Pirate's Landing", "Tiki Hut"	south of Carrabelle R. bridge
15	US 98	North	BN 225, BN 226	"St. George Island", "Brooks Concrete", "River View", "Blue Water Bay"	1\2 mi S of Carrabelle R. bridge
16	US 98	South	BY 261, BY 262	"Franklin Realty", "Franklin Realty"	at Gulf Beach Dr. S of Carrabelle
17	US 98	South	BK 560, BK 559	"Beachside Motel", "Beachside Motel"	S of Gulf Beach Dr. SE side of road
18	US 98	South	no tag - realtor sign	"Gramercy Plantation"	
19	US 98	South	BP 195, BP 196	"Badcock", "Prestine Properties", "St. James Bay"	in E Eastpoint
20	US 98	North	BL 742, BL 743	"Crystal Water", "98 Liquors", "Finnis"	in Eastpoint
21	US 98	South	BL 740, BL 741	"Inn at Resort Village", "Anchor Realty", "Anchor Realty"	in Eastpoint
22	US 98	South	BK 553, BK 552	"Prestine Properties", "Prestine Properties", blank, blank	just W of SR 300 in Eastpoint
23	US 98	North	BL 505, BL 506	"Inn at Resort Village", "IGA", "Riverside"	W of SR 300 Eastpoint
24	US 98	North	BU 188, BU 189	"Piggly Wiggly", "St. George Island"	E of CR 65
25	US 98	North	AL 535	"Sportsman's-White Eagle", "Sportsman's-White Eagle", other service signs	at CR 65
26	US 98	South	AN 638, AN 639	"Sportsman's Restaurant", "Sportsman's Restaurant"	at CR 65
27	US 98	North	no tag - city sign	"Welcome to Apalachicola"	N of Apalachicola River Bridge
28	US 98	North	BZ 015, BZ 016	"Dockside Café", blank	W of Apalachicola City Limits
29	US 98	South	BA 212	"Piggly Wiggly"	at Apalacicola city Limits
30	SR 300	West	BV 102, BV 103	"Prudential Resort Realty", "Seller's Tile"	S of US 98 Eastpoint
31	SR 300	East	BK 555, BK 556	"Appliance Solution", "Pool Sensations", "Coastal Building Supply"	S of US 98 Eastpoint
32	SR 300	West	no tag	radio station sign	S of US 98 Eastpoint
33	SR 300	West	BK 272, BK 273	"St. James Bay", "Anchor Realty"	1\2 mi N of St. George bridge
34	US 98	South	BY 263	"Taylor Building Supply"	1\2 mi E of SR 300
35	US 98	South	BU 469, BU 470	"Port Inn", "Anchor Realty"	3\4 mi E of SR 300 in Eastpoint

Source: Billboard field inventory, August 19 and 20, 2004

Appendix F – Complete Intrinsic Resource List by County

Complete Intrinsic Resource List (Wakulla County Eligibility Application)

St. Marks/New Port Team

- St. Marks Lighthouse (S, H)
- Wakulla River at Bridge on Highway 98 (S)
- St. Marks River at Bridge on Highway 98 (S)
- Coastline from St. Marks Refuge and Wakulla Beach (S)
- Wakulla Beach (S, R)
- Salt Water Marshes & Hammocks (S)
- Live Oak Island (S)
- Shell Point Beach (S, R)
- Goose Creek Area (S)
- St. Marks National Wildlife Refuge (S, N, R, H)
- Wakulla River (S, N, R)
- St. Marks River (S, N, R)
- Goose Creek Seine Yard (N, H)
- Port Leon Hammock (N)
- St. Marks Annual Festivals (C)
- New Port Jazz Festival (C)
- Monarch Butterfly Festival (C)
- San Marcos De Apalache State Museum (A, H)
- Monument Across from St. Marks Powder near Bank (A)
- St. Marks Lighthouse Boat Ramp (R)
- East River Boat Ramp (R)
- Route from New Port to Lighthouse (R, S, N)
- St. Marks Picnic Pavilion, Boardwalk, and Boat Ramp (S, R)
- Posey's Topless Oyster Bar (C)
- Riverside Café & Boat Rental (R)
- Ouzt's Restaurant-Newport (C, R)
- Tallahassee/St. Marks Rail Trail (R)
- Florida Natural Scenic Trail (S, R)
- St. Marks City Park (R)
- Shell Point Beach (R)
- Munson Wills Off-Road Bike Trail (R)
- Port of St. Marks (H)
- Town of St. Marks (H)
- Town of New Port (H)
- St. marks Humanatee Celebration (C, R)

Spring Creek/Medart/Panacea Team

- Panacea Visitors Center (S)
- View from Woolley Park (S)
- Wildflowers at 319/98 (S)
- Wildflowers across from High School (S)
- St. Marks Refuge (N, S, R)
- St. Marks Refuge-Boat Ramp at Bottoms Road (R)
- Otter Lake & Park (N, S, R)
- Florida Scenic Trail (S, R, N)
- Boils at Spring Creek (N)
- Woolley Park (R)
- Rock Landing (H, R)
- Levy Bay Boat Ramp (R)
- Gulf Specimen Marine Lab & Aquarium (R)
- Panacea Women's Club (R)
- Medart Recreation Park (R)
- Dickerson Bay (N, S)
- Panacea Mineral Springs (H)
- Bottoms Fishery (H)
- Town of Spring Creek (H)
- Bonnet Pond Cemetery (H)
- Pigott Cemetery (H)
- Lake Ellen Cemetery (H)
- Blue Crab Festival (C)
- Kids Fishing Rodeo (C)

Ochlockonee Bay/St. Teresa Team

- Sand Flats at Mashes Sands County Park (S)
- Tide Creek (S)
- Mashes Sands/Surf Road (S)
- Bear Creek Scenic Bluff (S)
- Wildflowers and Butterflies in Spring/Fall Highways 375/319 (S)
- Ochlockonee River Bridge (S)
- Cow Creek Landing (S)
- Evans Creek (S)
- Ulmans Creek (S)
- Ochlockonee River at Ochlockonee Bridge (S)
- Alligator Harbor Aquatic Preserve (S, N)
- Sea Turtle Nesting Beaches-Alligator Point (N)
- Manatee Habitat in Apalachee Bay & Adjacent Rivers (N)
- Seagrass Beds-Alligator Harbor & Apalachee Bay (S, N)
- St. Marks National Wildlife Refuge (S, N, R)
- Mashes Sands County Park/Beach (R)
- Mashes Sands Boat Ramp & Fishing Pier (R)
- Ochlockonee Bay Archeological Canoe Trail (A, R)
- Bald Point State Park (S, N, R)
- KOA Camp Ground-Alligator Point (R)
- Boat Ramp-Alligator Point (R)

- Ochlockonee Bay Bridge Boat Ramp (R)
- Wakulla County Airport (R)
- Bayside Marina & Boat Ramp (R)
- Proposed Mashes Sands-Surf Road Bike Trail (R)
- Ochlockonee River State Park (S, N, R)
- Camp Gordon Johnson (H)
- Alligator Harbor Clam Farming (C)
- FSU Marine Lab (C)
- Shell Hammock Mounds (A)

Sopchoppy/Smith Creek Team

- Sopchoppy River (State Canoe Trail) (S, N, R)
- Bradwell Bay (S, N)
- Morrison Hammock (S, N)
- Ochlockonee River (S)
- Apalachicola National Forest (S, N, R)
- Sopchoppy 4th of July Celebration (C)
- Sopchoppy Worm Gruntin' Festival (C)
- Sopchoppy June Jam (C)
- Sopchoppy FallFest (C)
- Christmas in Sopchoppy (C)
- Sopchoppy Opry (C)
- Wakulla County Community Theater (C)
- Worm Grunting Industry (C)
- Backwoods Jam Sessions (C)
- Beekeeping Industry (C)
- Myron B. Hodge City Park (R)
- Florida Scenic Trail (R)
- Mt. Beasor Bridge & Canoe Launch (H,R)
- Oak Park Bridge Canoe Launch (R)
- Woodlake (R)
- Mack Lake (R)
- Silver Lake (R)
- Jack Langston Fish Camp-Boat Ramp (R)
- Pine Creek Landing (R)
- Sopchoppy High School & Gym (H)
- Sopchoppy Train Depot (H)
- G F & A Railroad Corridor (H)
- Langston House (H)
- Rouse House (H)
- Ed Lawhon House (H)
- Oak Park Cemetery (H)
- Curtis Mill School (H)
- Emmett Whaley Log Home (H)

Springhill Road/Bloxham Cutoff/Wakulla Springs Team

- McBride Slough (S, N)
- Dogwoods along 61/Shadeville Rd (S)
- River Sink (N)
- Apalachicola National Forest (S,N, R)
- Leon Sinks (N)
- Sulphur Spring (N)
- St. Marks Bike Trail (R)
- Wakulla State Forest (R)
- New Port Campground (R)
- Wakulla Boat Ramp (R)
- Livestock Pavilion (R)
- Bethel Historic Site (H)
- Camp Indian Springs (H)
- Cherokee Sink (H)
- Wakulla Springs (S,N,H,R,A)
- Tallahassee Meridian (H)
- Spring Creek/Shell Point Road (H)
- Shadeville Community (H)
- Wakulla Station (H)
- Newport (H)
- Boat Tours at Wakulla Springs (C)
- St. Patrick's Day Community Festival (C)
- Welcome Back Songbirds (C)
- Gala New Year Festival (C)

Crawfordville/Other Team

- Old Wakulla County Courthouse (H)
- Crawfordville Elementary School (H)
- Old County Jail (H)
- Azalea Park (R)
- Crawfordville Cemetery (H)
- Wakulla Chivaree (C)
- Battle of Natural Bridge Re-enactment (H)
- Natural Bridge (H)

Complete Intrinsic Resource List (Franklin County Eligibility Application)

Lanark/St. James Island (Team 1)

- Ochlockonee Bay Bridge Viewshed (S)
- Ochlockonee Bay Boat Landing (S, R)
- Bald Point State Park (S, N, C, R, H, A)
- Sunrise Beach (S, N, R)
- Leonard's Landing (C, R)
- Coastal Highway 98 Viewshed (S)
- Alligator Harbor Aquatic Preserve (N)
- Seaside Ponds (N, S)
- FSU Marine Lab (C)
- St. James Forestry Site (C, S)
- Ochlockonee River Bridge View (S)
- Cow Creek Boat Landing (S, R)
- McIntyre Ferry (C)
- St. James Bay Golf Club (R, S)
- Lanark Village (C)
- Lanark Par 3 Golf Course (R)
- Lanark Reef (N)
- Lanark Boat Landing (R)
- Fire Watch Tower (C)

Carrabelle Area (Team 1)

- 30-A Viewshed (S)
- Dog Island (N, R)
- Carrabelle Riverwalk (C, R)
- Carrabelle Harbor (N, S, R)
- Camp Gordon Johnston Museum (H)
- Camp Gordon Johnston Reunion/Parade (H, C)
- Old Carrabelle Hotel (H)
- Carrabelle Chamber of Commerce Visitor Center (C)
- World's Smallest Police Station (C)
- Riverfront Festival (C)
- Civil War Battle—Affair at Crooked River (H)
- Parade of Lights (C)
- Shriners, Yamaha, & Big Bend Fishing Tournaments (C)
- Tate's Hell State Forest Up-River Sites (N, S, R)
- Carrabelle Bridge View (S)
- Crooked River (N, S, R)
- Carrabelle River (N, S, R)
- Carrabelle Beach (H, R, S, N)
- Crooked River Lighthouse (H)
- Off-Shore Fishing (R)
- Scuba Diving (R)
- Scalloping (R)
- Flats Fishing (R)
- Canoeing/Kayaking (R)
- Hunting (R)

US 98 after Lighthouse & SR 65 (Team 2)

- Tate's Hell State Forest (N, S, R)
- High Bluff Coastal Hiking Trail (R)
- Yent Bayou (S, N)
- Coastal Highway Viewshed (S)
- St. George Sound (S, N)
- Apalachicola River Wildlife and Environmental Area-FWC (N, S, R)
- Sand Beach Road Facility (N, S, R)
- Butcher Pen Landing (N, R)
- Gardner Landing (N, R)
- Cash Creek & Landing (N, S, R)
- Whiskey George Creek and Landing (N, S, R)
- Doyle Creek & Landing (N, S, R)
- Graham Creek & Ramp (S, N, R)
- Bloody Bluff Landing (N, R)
- Deep Creek (N, R)
- Bryant Landing and Creek (R, N)
- East Bay Fire Tower (C)
- Tate's Hell State Forest (N, S, R)
- Ralph G. Kendrick Dwarf Cypress Dome (S, R, C)
- Fire Tower (C)
- Apalachicola National Forest (N, S, R, C, H)
- Apalachicola Northern Railroad (C)
- Wright Lake–ANF (R, S, N)
- Ft. Gadsden Historical Site (H, S)
- Ft. Gadsden Creek (S, N)
- Hickory Landing (S, N, R)
- Wildflowers (S, N)
- Prescribed Fire (C)
- Sumatra Cemetery (H)

Eastpoint and St. George Island (Team 3)

- Oyster and Seafood Houses (C, H)
- Oystering (C, H)
- Apalachicola National Estuarine Research Reserve Headquarters (C)
- Marion Millender Site (S, R)
- Old Bridge Fishing Piers (R)
- St. George Island State Park (N, S, C, H, A, R)
- St. George Island Bike Path (R)
- St. George Island Public Beach (S, R)
- Annual Mullet Toss (C)
- Annual Chili Cook-Off (C)

Apalachicola (Team 3)

- Shrimp Boats (C)
- Seafood Houses (C)

- Apalachicola National Estuarine Research Reserve Nature Center & Walk (N, C, R)
- Apalachicola Bay Chamber of Commerce Visitor's Center (C)
- Coombs House Inn and Annex (H)
- The Orman House State Park (H)
- Apalachicola River and Bay (N, S, H, R)
- Tupelo Honey Making (C, H)
- Scipio Creek Marina and Landing (R)
- Dr. John Gorrie State Museum (H)
- St. Vincent National Wildlife Refuge (S, C, N)
- St. Vincent National Wildlife Refuge Visitor's Center (C)
- Orman Building (H)
- Grady Building and Market (H)
- The Gibson Inn (H)
- Bryant House B&B (H)
- Zingarelli Building (H)
- Dixie Theater (H)
- Raney House & Guest Cottage Museum (H)
- Cone Building (H)
- U.S. Post Office (H)
- Cotton Warehouse (H)
- Venezellos Boat (H, C)
- Sponge Exchange (H, C)
- Fort Coombs Armory (H)
- Hays House (H)
- Willoughby C. Marks Memorial (H)
- Battery Park and City Marina (S, R)
- St. Patrick's Roman Catholic Church (H)
- Trinity Episcopal Church (H)
- First United Methodist Church (H)
- The Witherspoon Inn (H)
- The Marks/Clark House (H)
- The Flatauer House (H)
- The Chapman House (H)
- Chestnut Street Cemetery (H)
- The First Baptist Church (H)
- Lafayette Park (S, R)
- House of Tartts (H)
- Chapman Botanical Gardens (S, R)
- St. Paul African Methodist Episcopal Church (H)
- Battery Park and Marina (R)
- Veterans' Park (C, R)
- Antique Boat Show (C)
- Seafood Festival (C)
- Tour of Historic Homes (C)

Off-Corridor Points of Interest

- Apalachee Savannahs Scenic Byway (N, S, R, C, H)
- Apalachicola Bluffs and Ravines Preserve (N, S, R)
- Torreya State Park (N, S, R)
- St. Joseph State Park (N, S, R)

Intrinsic Resource Visibility Inventory

The following resource inventory describes whether the resource is (V) Visible, (PV) Partially Visible, or (NV) Not Visible from the Byway corridor. This information was taken from field inventories conducted by the CAG Teams during Eligibility.

Coastal Trail East

	Intrinsic Resource	V	PV	NV
1	St. Marks Unit-St. Marks National Wildlife Refuge & Visitors Center	x		
2	St. Marks Lighthouse	x		
3	Apalachee Bay	x		
4	Newport Park	x		
5	St. Marks River	x		
6	Newport Community	x		
7	City of St. Marks	x		
8	San Marcos de Apalache Historic State Park	x		
9	Tallahassee-St. Marks Historic Railroad Trail	x		
10	Wakulla River	x		
11	Florida National Scenic Trail	x		
12	Wakulla Beach			x
13	Shell Point Beach			x
14	Spring Creek			x
15	Wildwood Golf & Country Club	x		
16	Medart Recreation Park	x		
17	Panacea Unit-St. Marks National Wildlife Refuge	x		
18	City of Panacea	x		
19	Wakulla Welcome Center	x		
20	Dickerson Bay		x	
21	Panacea Mineral Springs	x		
22	Woolley Park		x	
23	Otter Lake Recreation Area			x
24	Gulf Specimen Marine Laboratory			x
25	Ochlockonee Bay Community	x		
26	Mashes Sands Recreation Area			x
27	Ochlockonee Bay	x		
28	Bald Point State Park		x	
29	Leonard's Landing	x		
30	Alligator Harbor Aquatic Preserve	x		
31	St. Teresa Community	x		
32	FSU Marine Laboratory	x		
Total		23	3	6

Coastal Trail Central

	Intrinsic Resource	V	PV	NV
1	St. James Bay Golf Club		x	
2	Lanark Village	x		
3	Lanark Reef	x		
4	City of Carrabelle	x		
5	Camp Gordon Johnston Museum	x		
6	Historic Carrabelle Hotel		x	
7	World's Smallest Police Station	x		
8	Carrabelle Beach	x		
9	St. George Sound	x		
10	Crooked River Lighthouse		x	
11	Tate's Hell State Forest	x		
12	Yent Bayou	x		
Total		9	3	0

Coastal Trail West

	Intrinsic Resource	V	PV	NV
1	City of Eastpoint	x		
2	Oystermen/Boats	x		
3	Marion Millender Site		x	
4	St. George Island Fishing Pier		x	
5	St. George Island	x		
6	St. George Island State Park	x		
7	Apalachicola Bay and River	x		
8	City of Apalachicola	x		
9	Welcome Center-City of Apalachicola			x
10	Apalachicola Historic District		x	
11	John Gorrie State Park			x
12	Orman House State Park	x		
13	Chapman Botanical Garden	x		
14	Visitors Center & St. Vincent National Wildlife Refuge	x		
15	Nature Center & Apalachicola National Estuarine Research Reserve	x		
16	Scipio Creek Dock/Shrimp Boats	x		
Total		11	3	2

Forest Trail East

	Intrinsic Resource	V	PV	NV
1	Tallahassee-St. Marks Historic Railroad Trail	x		
2	McBride Slough	x		
3	Edward Ball Wakulla Springs State Park & Lodge	x		
4	Karst Topography	x		
5	Cherokee Sink			x
6	Wakulla State Forest	x		
7	Bethel Historic Site	x		
8	Azalea and Hudson Parks			x
9	Visitors Center-Apalachicola National Forest			x
10	Historic Wakulla County Courthouse			x
11	Historic Wakulla County Jail and Historical Society Center			x
12	Apalachicola National Forest	x		
13	GF&A Historic Bike Trail	x		

Total 8 0 5

Forest Trail Central

	Intrinsic Resource	V	PV	NV
1	Apalachicola National Forest	x		
2	Pine Creek Landing			x
3	Smith Creek Community	x		
4	Jack Langston's Fish Camp and Landing			x
5	Red-Cockaded Woodpecker Banded Nest Trees	x		
6	Wildflowers	x		
7	Prescribed Fire Burn Sites	x		
8	Two Rivers Bridge & Tupelo Gum Trees			x
9	Ochlockonee River	x		
10	Porter Lake			x
11	Florida Scenic Trail	x		
12	Mack Landing			x
13	Sopchoppy River	x		
14	City of Sopchoppy	x		
15	GF&A Railroad Depot	x		
16	Myron B. Hodge City Park			x
17	Historic Sopchoppy High School & Gymnasium			x
18	Wood Lake			x
19	Ochlockonee River State Park	x		
20	St. James Island	x		
21	Old McIntyre Ferry & Landing		x	
22	Cow Creek & Boat Ramp			x

Total 12 1 9

Forest Trail West

	Intrinsic Resource	V	PV	NV
1	Tate's Hell State Forest	x		
2	Prescribed Fire Burn Sites	x		
3	Ralph Kendrick Dwarf Cypress Dome			x
4	Apalachicola River	x		
5	Cash Creek Landing	x		
6	Whiskey George Landing	x		
7	Doyle Creek and Landing	x		
8	Apalachicola River Wildlife & Environmental Area		x	
9	Sand Beach Recreation Area			x
10	Graham Creek & Landing	x		
11	Apalachicola National Forest	x		
12	Pitcher Plants and Savanna Plants	x		
13	Fort Gadsden Historic Site			x
14	Hickory Landing	x		
15	Wright Lake Recreation Facility			x
16	Sumatra Cemetery	x		
	Total	11	1	4

Wakulla/Franklin CAG
Combined Initial Goals and Preliminary Action Plans

(W) = Wakulla County CAG
(F) = Franklin County CAG

Goal 1. Resource Protection, Maintenance, Preservation, and Enhancement

The Big Bend Scenic Byway shall maintain the character of the region within which it is located through preservation and enrichment of its historic sites and natural areas, observance of prescribed burn and other natural resource management practices, use of native vegetation for landscaping, establishment of buffer zones in areas of commercial and residential development, protection of wildlife, and enhancement of recreational facilities and scenic sites.

Plantings and Landscaping along the Byway

- Introduce native vegetation and wildflowers at appropriate places along the corridor (C)
- Remove exotic vegetation (W)
- Review beautification ordinances (F)
- Review tree/landscape ordinances (F)
- Plant wildflowers along route near edge of ROW and woods (W)
- Coordinate mowing on ROW to allow for growth and enjoyment of wildflowers (F)
- Maintain beauty and natural features of this part of the corridor (W)
- Encourage planting and protection of wildflowers along highways (W)

Protect and Enhance the Viewshed of the Corridor

- Protect and enhance water views along the corridor (F)
- Open "Spring Creek Boil" view to tourists (observation tower) (W)
- Maintain views and enhance quality of vegetation, wildflowers (W)

Erosion Control

- Promote best practices for beach/roadside erosion control (F)

Prescribed Fire

- Replant burned areas with native vegetation (F)
- Showcase FireWise and fire management strategies of Prescribe Fire (W)

Historic Structures

- Complete restoration of St. Marks Lighthouse (W)
- Identify historic structures if not already listed (F)
- Restore Historic Districts-encourage painting of old buildings and homes (W)
- Maintain and restore selected older buildings for appropriate tourist use (W)

Widlife

- Address wildlife safety (F)
- Reduce road kill in SMNW refuge (W)
- More planting-butterfly gardens and hummingbird feeders (W)
- Plant for wildlife (W)
- Plant native trees for food/forage for increased wildlife viewing (W)

Recreation

- Where needed, improve public parks and boat launch sites along the corridor (F)

Environmental Protection

- Encourage expansion of central sewage systems, newer/annual inspected septic systems for Storm Water improvement along Byway (W)
- Retain natural settings of Byway Rivers (W)
- Restore Mineral Springs (W)

Easements & Acquisition

- Encourage St. Joe Company to grant easements for Bald Point and Ochlockonee River State Parks (W)
- Purchase land for sale across from Ochlockonee River State Park for conservation land (W)
- Provide appropriate setbacks along roadways (F)

Goal 2. Transportation and Safety

The Big Bend Scenic Byway shall provide both residents and visitors safe and convenient access to and from sites along the Byway, by varied modes of travel, as well as improved signage and appropriate speed restrictions for protection and appreciation of wildlife.

Varity of Modes of Travel

- Use electric golf carts in small towns and at SMNW Refuge (W)

Safety

- Consider removing disintegrated old trucks from the viewshed (F)
- Address run-down, hazardous structures along the corridor (F)
- Remove old tanks in St. Marks (W)

Signage

- Increase wildlife signage and reduced speed limits to reduce roadkills (F)
- Establish bear and wildlife crossings with slower speed signs

Transportation Planning

- Pave Old Plank and Wakulla Beach Road (W)
- Establish pull-off spots, where appropriate (F)
- Introduce passing lanes, where appropriate (F)
- Open up SMNWR dike roads to driving for a brief period each year
- Improve look of US 98—too many signs near bridge
- Establish passing lanes and pull-offs for scenic vistas

Goal 3. Community Support and Participation

The Management Plan for the Big Bend Scenic Byway shall be community-driven and enacted through innovative public/private partnerships to achieve goals such as greenways, hiking and bicycle trails, boat trails through sensitive seagrass beds, more attractive streetscaping, signage, and walkways as well as preservation of its maritime heritage, traditional architectural styles, and community character.

Greenways & Trails

- Develop bike trails, where appropriate, along the corridor (F)
- Have marked bike trail on SMNW refuge road (W)
- Complete the St. George Island Bike Trail (F)
- Improve hiking and bike trails in Wakulla Springs State Park and State Forest (W)
- Promote equestrian usage of corridor (W)
- Create bike trails, scenic paths, and trails for hiking and birding
- Link the GF&A Bike Trail from Sopchoppy to Carrabelle, with Bald Point State Park, and the Ochlockonee Bay Bike Trail

Streetscaping, Signage, Walkways

- Consider disguising ugly electric transformers and poles (F)
- Consider more attractive signage along the corridor (F)
- Entry signs into towns, sidewalks, bike/pedestrian trails and crossings, retro street lamps (W)
- Visible small town centers with atmosphere (W)
- Maintain "Old Florida" atmosphere
- Enhance working waterfronts
- Clean up unsightly intersection at US 319 and 98
- Encourage walkable communities with attractive lighting, signage, and benches
- Install sidewalks—might use oyster shells, gravel, or other permeable surface

Museums, Maritime Heritage,

- Community museum for local history (turpentine, mills, caviar, worm-gruntin, farming)W
- Fully develop Welcome Center and develop as Firewise model

Architectural styles, Community character

- Add signage for access to resources off the main corridor (F)
- Install larger sign on Coastal Highway 98 for St. George Island (F)
- Improve walkability of communities (F)
- Improve landscaping along the John Gorrie Bridge to Apalachicola (F)
- Maintain rural character of place (W)
- Maintain St. Marks village atmosphere (W)

Goal 4. Education and Corridor Story

The Big Bend Scenic Byway shall offer residents and visitors alike educational insights into the area's rich history and unique natural resources through interpretive displays, live demonstrations, festivals, museums, and other media.

Interpretive Displays & Signage

- Improve interpretive signage along the corridor (F)
- Highlight the Dwarf Cypress Boardwalk (F)
- Interpret Red-cockaded Woodpecker tree banding (F)
- Improve access to and interpretation of Cherokee Sink (W)
- Add interpretation to Bethel historic site (W)
- Interpret turpentine sites (W)
- Interpret industrial site in St. Marks (W)
- Add interpretive information and parking at Florida Trail to "Cathedral of the Palms" (W)
- Interpretive information and parking at SMNWR access to Goose Creek Seineyard with concessionaires (smoked mullet), observation tower, picnic facilities, and reenactment of "Seineyard Days" (W)
- Create Byway Interpretive Center with St. Marks history (W)
- Use Fire Tower on SR 65 and US 319 for interpretive site (F)
- Increase nature/heritage interpretation for entire area via road and water
- Interpret "seineyards"
- Ochlockonee River State Park can feature new bear exhibits

Festivals, Demonstrations

- Coordinate and promote festivals and events along the corridor (F)
- Make Wakulla Birding and Wildlife Festival a full week of activities (W)
- Increased support for Humanatee festival
- Great festivals—Worm Gruntin, 4th of July, Christmas in Sopchoppy (W)
- Annual "Seaside Bear Festivals" held at Ochlockonee River and Bald Point State Parks in spring and fall

Museums & Centers

- Highlight maritime history, establish a center
- Consider establishing "gateways" along the corridor (F)

Goal 5. Economic Development and Tourism

The Big Bend Scenic Byway shall encourage nature-heritage tourism as an economic development tool and provide travelers and their pets attractive facilities, accommodations, and services, as well as clean and accessible beaches, green spaces, and opportunities for responsible recreational activities, such as boating, hunting, and fishing.

Facilities

- Open more restrooms along Byway, including in SMNWR (W)
- Increase observation facilities along Byway and within SMNW refuge
- Access dock and waterfront areas for visitors to buy fresh fish, shop, etc.
- Greater use of Otter Lake recreation area for boating, fishing, picnicking
- Clean up and improve town of Spring Creek
- Create boardwalk from Wakulla Welcome Center in Panacea to Dickerson Bay

Accommodations

- Increase nice places to eat, shop, and sleep/B&B's
- Restore Newport mineral springs with lodging facilities
- Rebuild hotel for visitors at Mineral Springs

Services

- Provide a greater variety of shopping and amenities
- Create viable and lasting business opportunities

Identity, Promotion

- Provide information to travelers on important sites off the Byway corridor such as Leon Sinks, Crawfordville Courthouse and History Museum, Natural Bridge, etc. (W)
- Make sure the Byway is a place for families and their pets
- Area is renowned for great music (W)
- Promote fishing and birding, as well as other nature related activities (hiking, biking, canoeing, etc.)
- People come to area to photograph flowers, butterflies, white squirrels, red-cockaded woodpeckers, and bears

The Corridor Management Entity (CME) has been formed to pursue partnerships and take the lead in monitoring and implementing the Corridor Management Plan for the Big Bend Scenic Byway.

Big Bend Scenic Byway Corridor Management Agreement

This agreement is made and entered into this 31st day of May, 2006 by and among the parties shown on the signature page affixed.

Recitals

The Corridor Advocacy Groups of Wakulla and Franklin Counties, acting jointly, hereinafter called the CAG, are in the process of applying to the Florida Department of Transportation for designation of the Big Bend Scenic Byway as a Florida Scenic Highway. Prerequisites to designation are: (a) the preparation and submission by the CAG of a Corridor Management Plan (CMP), setting forth a vision and goals for the Scenic Highway as well as strategies to achieve such goals in the form of an Action Plan; and (b) institution of a "Corridor Management Entity" (CME) to facilitate and monitor the accomplishment of those goals.

Once the Big Bend Scenic Byway has been designated as a Florida Scenic Highway, the CME Agreement will be executed and the attached CME Bylaws will go into effect.

Therefore, in consideration of the above premises and the mutual covenants and agreements set forth herein, the parties agree as follows:

1. There is hereby created the Big Bend Scenic Byway Corridor Management Entity, which--upon designation of the Big Bend Scenic Byway as a Florida Scenic Highway--will initiate, coordinate, and monitor the plans, strategies, programs, and events set forth in the Corridor Management Plan.

2. It is agreed that the CME will include interested and affected government officials, landowners, businesses, public land managers, and citizens within the area benefited by the Scenic Highway. CME membership may be expanded or reduced at any time by majority vote of the existing members.

3. The CME may adopt such bylaws and organizational rules as necessary or appropriate for its organization and operation, consistent with provisions including, as appropriate, provision for the formation of committees, election of other officers, and retention of employees or independent contractors in the CME's discretion.

4. This Agreement will serve as a continuing contract and program to ensure appropriate implementation and consistency in carrying out the goals and objectives of the Corridor Management Plan.

5. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Nothing contained herein shall constitute the adoption of the provisions of policies for the Action Plan as law, regulation, or ordinance of any public body. Land management decisions, directions, budgeting, and implementation of policies for the public lands within the Big Bend Scenic Byway corridor are the responsibility of the individual public agencies.

IN WITNESS WHEREOF, the undersigned, as Founding Members of the CME, have executed this Agreement as of the day and year indicated above.

SIGNATORIES:	ENTITY
Bonnie Golub	Wakulla Co. CAC
Jim Jordan	Wakulla County Realtors Assoc.
Jackie Lawhon	City of Sopchoppy
Skip Mink	Carrabelle Area Chamber of Commerce & The Old Carrabelle Hotel
Bill Lowrie	Big Bend MariTime Center
Steve Lemon	Florida Wildlife Commission
Mary (Mel) Kelly	City of Carrabelle
Barbara Johnson	Wakulla County Chamber of Commerce
Katie Turner	Office of Greenways and Trails, FDEP

SIGNATORIES:	ENTITY
Cathy Bizzo	Wakulla, Franklin CAG Apalachicola National Forest
Marcus L. Beard	Apalachicola National Forest
Mary Thiffgang	Tallahassee Community College, Wakulla center
Robin M. Wild	U.S. Fish + Wildlife Service St Marks NWR
	Wakulla Economic Development Council
Marie Lawhon	Wakulla County Commission
	Franklin County CAG Chair
	THE INN AT WILDWOOD
William L Baker, Jr	Franklin County Emergency Management
Betty Webb	City Of Apalachicola
Pam Portwood	Panacea Waterfronts Florida Partnership
Sandy Cook	DEP- Wakulla Springs State Park

SIGNATORIES:	ENTITY
David K Butler	Franklin County CAG
Peter Koeppel	Capital Region Transportation Planning Agency
Keith McCarron	APPALACHEE REGIONAL PLANNING COUNCIL

BYLAWS

INTRODUCTION

The Corridor Management Entity (hereinafter CME) will serve as the caretaker of the Big Bend Scenic Byway by ensuring that the Action Plan is executed, and corridor activities are monitored and implemented, in accordance to the Corridor Management Plan (hereinafter Plan). Once the Florida Department of Transportation has approved the Designation of the Big Bend Scenic Byway as a Florida Scenic Highway, the CME agreement will be executed.

This agreement is a continuing contract and program to ensure implementation and consistency in carrying out the goals and objectives of the Plan. However, any member or entity may terminate his or its participation in the CME upon thirty (30) days written notice.

The following Bylaws entered into this 3/21 day of May, year of 2006, by and among the parties shown on the signature page hereto, constitute the rules and procedures adopted by the Big Bend Scenic Byway CME for the regulation and management of its affairs.

ARTICLE I – ORGANIZATION

Section I: The name of the organization shall be "The Big Bend Scenic Byway CME." The CME may, by a vote of the Membership body, change its name at any time.

Section II: The designated corridor of the Big Bend Scenic Byway in Franklin and Wakulla Counties is a length of 171 miles. The attached map details the route and limits of the corridor.

ARTICLE II – POWERS

The organization will have the powers as are now or may be granted hereafter by law. The specific and primary purpose of the organization is to serve as the caretaker of the Big Bend Scenic Byway and to preserve, protect, enhance, and expand the intrinsic resources found along the Byway by monitoring, implementing, and updating plans, strategies, and programs included in the Corridor Management Plan.

ARTICLE III – MEMBERSHIPS

It is desired that the CME include interested citizens, landowners, businesses, and local government representatives within the area affected by the Scenic Byway. Membership shall be composed of any municipality, municipal representative(s), government agency representative(s), group, business, or individual willing to enter a partnership or agreement with the CME. Each member will be entitled to one vote. Any member or entity may terminate its participation in the CME upon thirty (30) days written notice. The CME will terminate when no party remains active.

Role of Members: Each member shall provide assistance and/or advice in the area of data collection, research, historic preservation, planning, engineering, architecture, economics, marketing, public relations, communications, community organizing, fundraising, environmental management, etc., as may be appropriate for the group, organization, or individual.

Term: Membership to the CME shall begin when the CME and the group, business, or individual enter into the agreement. Any member may terminate its participation in the CME upon thirty (30) days written notice.

Quorum: The presence of a simple majority of members at any meeting shall constitute a quorum to transact business. The act of a majority of members present at a meeting when a quorum is present shall be the act of the CME.

Voting: Public or formal resolutions, actions, activities, and financial investments of the CME will be decided by a majority vote of the membership held at any meeting duly called and convened at which a quorum is present. Each member will be entitled to one (1) vote on each item of business. Proxy votes will not be accepted.

Conflict of Interest: In order to assure the fairness and reasonableness of all contracts and transactions of the organization, no member shall vote on any contract or other business transactions in which the member, the member's employer, or the member's family has a direct financial interest in the outcome. In the event of such a conflict of interest, the member shall abstain from voting and such abstention shall be noted in the minutes with an identification of the member's conflict.

Termination of Membership: Membership in the Big Bend Scenic Byway CME will terminate due to one of the following events:

- For cause inconsistent with membership or engaging in any conduct that is a violation of the conflict of interest provision. Any member so removed for just cause may be removed by a simple majority affirmative vote of a quorum, present in person at any regular or special meeting called for that purpose, whenever in the membership's judgment the best interest of the Big Bend Scenic Byway thereby would be served. Any such member proposed to be removed shall be entitled to appear before and be heard at such meeting, at which time, he/she may present such witnesses and make such defenses as he/she may deem advisable.

- In the case of business membership, by voluntary or involuntary dissolution of the business, corporation, firm partnership, organization, or other business entity, the membership will be terminated.

- For any member who does not attend or send an alternate representative to two (2) consecutive meetings of the CME without prior notice of absence, or any member who does not attend three (3) consecutive meetings, unless confined by illness or otherwise waived by an affirmative vote of at least two-thirds of the members present at any regular meeting or special meeting called for that purpose.

ARTICLE IV – OFFICERS

The Officers of the Big Bend Scenic Byway CME are responsible for maintaining the daily operations of the organization.

Officers: Officers include President, Vice President, Treasurer, and Secretary.

President: The President shall convene regularly scheduled meetings, and shall preside or arrange for other officers to preside at each meeting in the following order: Vice President, Secretary, and Treasurer. The President has and exercises general charge and supervision of the affairs of the organization and shall do and perform such other duties as may be assigned to him/her by a majority vote of the membership.

Vice President: At the request of the president, or in his/her absence or disability, the Vice President shall perform the duties and possess and exercise the powers of the President; and to the extend authorized by law, the Vice President shall have such other powers as may be assigned to him/her by a majority vote of the membership.

Treasurer: The Treasurer shall have custody of all funds, property, and securities of the Big Bend Scenic Byway CME. When necessary or proper, he/she may endorse for collection, on behalf of the Big Bend Scenic Byway CME, checks, notes, and other obligations and shall deposit the same to the credit of the Big Bend Scenic Byway at such bank or banks or depository as the membership may designate. The Treasurer shall sign all receipts and vouchers and, together with one other officer, shall sign all checks of the Big Bend Scenic Byway as well as bills of exchange and promissory notes issued by the Big Bend Scenic Byway, except in cases where the signing and execution thereof shall be expressly designated by the membership or by these bylaws to some other officer, employee, or agent of the Big Bend Scenic Byway. The Treasurer shall make such payments as shall be necessary or proper to be made on behalf of the Big Bend Scenic Byway. He/she shall enter transactions regularly on the books of the Big Bend Scenic Byway to be kept by him/her, for or on account of the Big Bend Scenic Byway, and shall exhibit such books at all reasonable times to any officer. The Treasurer shall, in general, perform all duties incident to the office of the Treasurer, subject to the control of the membership.

Secretary: The Secretary shall have general charge and supervision of the correspondence of the organization to include notification of meetings and distribution of copies of minutes and agendas. The Secretary shall sign such papers pertaining to the organization that he/she may be authorized or directed to sign by the membership. The Secretary shall keep the seal, or logo, of the organization and affix it to all papers requiring a seal or logo. The Secretary shall make all reports required of him/her by the membership. The Secretary shall keep a complete record of all meetings of the organization and maintain complete documentation of the year's activities in written and/or pictorial form. This information shall be included in a scrapbook at the end of the year.

Other Officers: Other officers may be designated as deemed necessary by the membership.

Elections of Officers: Officers shall hold office until the first annual meeting or until their successors are elected and qualified. All candidates for an officer position must have been a member of the Big Bend Scenic Byway CAG and/or CME for at least six (6) months. Election

of Officers will occur as the first item of business at the Annual Meeting of the CME Membership. Directors shall be elected by a majority vote of the current members.

Term: Officers shall be elected to hold office for a term of one (1) year, but are eligible for re-election.

Compensation: No Officer shall receive compensation other than for reasonable expenses.

Transfer of Authority: In case of the absence of any Officer of the Big Bend Scenic Byway, or for any other reason that the membership deems sufficient, the membership may transfer the powers and duties of that Officer to any other Officer, provided a majority of the membership concurs.

Annual Meeting: The CME will hold one Annual Meeting of the Big Bend Scenic Byway CME at which time the Officers will be elected. The CME shall determine the time of year such meeting will be held, and the Officers shall select a date and hour of the day for such an annual meeting. Failure to hold the annual meeting at the designated time shall not cause a forfeiture or dissolution of the organization, provided that an alternative date and time is specified to the membership.

Vacancies: Any vacancy occurring in an Officer position shall be filled by a vote of the majority of the remaining members. Vacancies shall be filled only to the end of the particular Officer's term.

Regular Meetings: Regular meetings shall be held no less than quarterly for a total of four (4) times annually; the time and date determined by the Officers.

Notice of Meetings: Notice of all meetings shall be given by either regular or electronic mail to each member at least seven (7) days before the date therein designated for meeting. The notice shall specify the time, place, and agenda for such meeting. Public notices, including the time, date, location, and general purpose of the meeting shall be posted at one or more public places. Such places may include public libraries, city/county offices, or public bulletin boards. If possible, notices should also be provided in local newspapers.

Public Access: All meeting shall be open to the public. If possible, the CME meeting minutes will be taken and made available for public inspection at the next meeting, and on a web site if available.

ARTICLE V – COMMITTEES

The CME may create and dissolve committees as needed. The President appoints and removes all committee chairs.

ARTICLE VI – FINANCIAL OBLIGATIONS

Indebtedness: The CME shall not incur any indebtedness on the part of the Big Bend Scenic Byway in excess of the money in the hands of the Treasurer, unless such indebtedness shall be first authorized by a two-thirds majority vote at a duly announced membership meeting.

Negotiable Instruments, Deeds, and Contracts: All checks, drafts, notes, bonds, bills of exchange, and orders for the payments of money on behalf of the Big Bend Scenic Byway and all deeds, mortgages, and other written contracts and agreements to which the Big Bend Scenic Byway shall be a party, shall, unless otherwise directed by the membership, or unless required by law, be signed by the Treasurer or any other Officer.

Dissolution of the Big Bend Scenic Byway: Upon the dissolution of the Big Bend Scenic Byway, assets shall be distributed for one or more exempt purposes within the meaning of section 501(c) (3) of the Internal Revenue Code, or the corresponding section of any future federal tax code, for the preservation and beautification of the Big Bend Scenic Byway or intrinsic resources found along the Big Bend Scenic Byway and identified in the Corridor Management Plan.

Limits of Financial Obligations: No part of the net earnings of the Big Bend Scenic Byway shall be distributable to the members or Officers, except that the Big Bend Scenic Byway shall be authorized and empowered to pay reasonable compensation for services rendered.

ARTICLE VII – FISCAL YEAR

The fiscal year of the Big Bend Scenic Byway CME shall be the calendar year.

ARTICLE VIII – NON-DISCRIMINATION

In all matters pertaining to the operation of the Big Bend Scenic Byway, including the selection and appointment of Officers, the provision of services to eligible groups, and the conduct of the Big Bend Scenic Byway business, the Big Bend Scenic Byway and its Officers and members shall not discriminate against any person on account of age, race, gender, religion, national origin, or physical or mental impairment.

ARTICLE IX – RULES OF ORDER

The current "Robert's Rules of Order" shall be the parliamentary authority for all meetings and matters of procedure specifically covered by these Bylaws.

ARTICLE X –AMENDMENTS TO BYLAWS

The Big Bend Scenic Byway may make, amend, revise, alter, or rescind these Bylaws, from time to time, in whole or in part, by a majority vote of the members of the Big Bend Scenic Byway CME present at any meeting duly called and convened at which a quorum is present, provided that reasonable advance notice thereof shall have been given in writing to each member prior to such meeting.

We, the undersigned, herby certify that the foregoing Bylaws were adopted by the Big Bend Scenic Byway at a meeting duly announced and held on the 31st day of May, 2006.

By: _____
President

Attest: _____
Secretary

BIG BEND SCENIC BYWAY
MEETING OF THE
CORRIDOR MANAGEMENT ENTITY

2:00 – 4:00 PM, January 25, 2006
Florida Department of Transportation
Suwannee Room #205, Haydon Burns Building
605 Suwannee Street, Tallahassee

Agenda

2:00 – 2:15 **Welcome, Introductions, and Status Report**

Bonnie Holub & Dixie Partington, CAG Chairs, Wakulla and Franklin Counties

2:15-3:45 **Presentation and Discussion**

- **Designation Application Elements**
- **Role of the CME**
- **Draft Vision, Goals, Strategies & Objectives**
- **Draft Background Analysis**
- **Draft Protection Techniques**
- **Draft Partnership Agreements**

Oxo Slayer, Kimley-Horn and Associates, Consultant to FDOT District 3 and the BBSB CAGs
Diane Delaney & Don Lesh, Applied Sustainability Enterprises, Consultants to the BBSB CAGs

3:45 – 4:00 **Schedule and Next Steps**
Adjournment

Bonnie Holub & Dixie Partington

BIG BEND SCENIC BYWAY

MEETING OF THE CORRIDOR MANAGEMENT ENTITY

2:00–4:00 p.m., Wednesday, March 29, 2006
Tallahassee Community College - Wakulla Center Conference Room
5 Crescent Way, Crawfordville
(From Tallahassee, go south on US 319 to Crawfordville, continue past Wakulla County Courthouse, look for TCC Center on left just before Gulf Coast Lumber. Phone 922-6290)

Agenda

2:00 – 2:15 p.m. — **Welcome, Introductions, and Status Report**

***Bonnie Holub**, Interim CME Chair*

2:15 – 3 30 p.m. — **Presentations and CME Discussion**

- Draft Corridor Management Plan
- Update on BBSB Poster and Public Presentations
- Assigning Responsible Parties and Funding Sources to Action Plan

***Oxo Slayer**, Kimley-Horn and Associates, Inc., Consultant to FDOT District Three and the BBSB CAGs*
***Diane Delaney** & **Don Lesh**, Applied Sustainability Enterprises, Sub-Consultants to FDOT District Three and the BBSB CAGs*

3:30 – 4:00 p.m. — **Process of CME Formalization**

- Agreement
- Bylaws
- Proposed Slate of Officers
- Schedule and Next Steps

Bonnie Holub

4:00 p.m. — **Adjournment**

Bonnie Holub

WELCOME, PLEASE SIGN IN

Big Bend Scenic Byway
Corridor Management Entity Meeting
January 25, 2006

	NAME	AFFILIATION	E-MAIL ADDRESS	PHONE
1	Oxo Slayer	Kimley-Horn/D3 Consultant	oxo.slayer@kimley-horn.com	309-0035
2	Bonnie Holub	Wakulla Co. TDC/CAC	bholub@earthlink.com	984-2966
3	Don Lesh	Applied Sustainability	donaldlesh@aol.com	984-6663
4	David K. Butler	Carrabelle Chamber of Commerce	dkbutler@gtcom.net	697-3395
5	Pam Register	Franklin Co. EMO	em3frank@gtcom.net	653-8977
6	Mel Kelly	Mayor City of Carrabelle	melkelly@chegnet.net	697-8133
7	Laura Haddock	FDOT		638-0250
8	Steve Brown	Wakulla Co. Chamber	brown@fortyone-group.com	984-7209
9	Cathy Briggs	Apalachicola National Forest	cbriggs@fs.fed.us	219-3437
10	Jon Sewell	Kimley-Horn & Associates	Jon.Sewell@kimley-horn.com	309-0035
11	Jackie Lawton	City of Sopchoppy	SOP@166@aol.com	962-4611
12	Robin Turner	Office of Greenways + Trails	Robin.Turner@dep.state.fl.us	245-2052
13	Cheryl Sanders	Franklin Co. Commission	csanders@gtcom.net	697-2534
14	Britt Evans	Division of Forestry	evansb1@doacs.state.fl.us	414-9955
15	Robin Will	U.S. Fish & Wildlife Service	robin_will@fws.gov	925-6121
16	Dixie Delaney	ASE	didelaney@msn.com	984-0662
17	Mary Scott Gilbert	Florida Fish & Wildlife	MaryScott.Gilbert@MyFWC.com	410-5291
18	Peter Koeppel	Capital Region Trans. Planning Agency	Koeppelp@talgov.com	891-8090
19	Bill Lawrie	Big Bend Maritime Center	billlawrie@earthlink.net	962-4138
20	Pam Portwood	Panacea Waterfronts/Wakulla Co	pportwood@mywakulla.com	926-0909

WELCOME, PLEASE SIGN IN

Big Bend Scenic Byway
Corridor Management Entity Meeting
January 25, 2006

	NAME	AFFILIATION	E-MAIL ADDRESS	PHONE
1	Brian Yablonski	St. Joe Company	brian.yablonski@joe.com	850 543 2064
2	KEITH MCCARRON	ARPC	keith.mccarron@thearpc.com	850-488-6211
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

DENVER J. STUTLER, JR.
SECRETARY

RECEIVED
JUN 16 2006
KIMLEY-HORN AND ASSOCIATES, INC.

June 12, 2006

Oxo Slayer
Kimley-Horn and Associates, Inc.
1820 East Park Avenue
Tallahassee, Florida 32301

Re: 2006 Florida Scenic Highways Statewide Conference - Cocoa Beach, Florida

Dear Mr. Slayer:

I want to thank you for all of your time and efforts in presenting your session *"Success in Dealing with Multiple Stakeholders"* at the 2006 Florida Scenic Highways Statewide Conference in Cocoa Beach. The conference was a complete success and we were proud to have you be a part of it.

We have received many wonderful comments about the conference and all of our speakers. We hope you enjoyed your time in Cocoa Beach, and again, thank you for being a part of such a wonderful event!

Sincerely,

Mariano Berrios
Florida Scenic Highways Program
State Coordinator

www.dot.state.fl.us

Joint Wakulla and Franklin CAG
Designation Training Workshop

MARK YOUR CALENDAR

Wednesday, November 9, 2005

11:00 AM - 2:00 PM

Historic Breakaway Lodge (Home of Don and Pam Ashley)

St. James Island, Franklin County

From Crawfordville follow US 319 south past Sopchoppy and the Ochlockonee River State Park, crossing the Ochlockonee River Bridge into Franklin County. Immediately turn left onto CR 370/Rio Vista Drive... #1533, 3rd Driveway on left after the turn. Lunch is included.

- ***Learn how to….. Create a Corridor Management Plan;***
- ***Establish a Corridor Management Entity; and***
- ***Complete a Designation Application***

Special thanks to Pam and Don Ashley for hosting this training workshop. Space is limited, so Please RSVP attendance by October 26 to Don Lesh at donaldlesh@aol.com or call 850/984-0663

Big Bend Scenic Byway

Combined Meeting of the
Wakulla and Franklin CAGs

Wednesday, November 30, 2005
10:00 AM – 12:00 Noon
Carrabelle Public Library, Franklin County

Agenda

- Welcome and Introductions
- Overview of Designation Application Schedule and Tasks
- Review Draft Vision Statement
- Review Draft Initial Goals, Objectives, Strategies
- Discuss Action Plan
- Discuss Public Participation Program
- Review Formation of the Corridor Management Entity
- Other Business
- Adjourn

Forgotten Coastline Vol. 15 No. 12
December 2005

Franklin County Moves Forward With Big Bend Scenic Byway Plans

A major step toward designation of the Big Bend Scenic Byway was taken recently with the submission of a draft Eligibility Application for the Franklin County corridor. A graphically striking, full-color document, this application built on many earlier actions such as unanimous resolutions of support by the City Councils of Carrabelle and Apalachicola; endorsements from many civic, environmental, and business groups; individual citizens; and the Franklin Board of County Commissioners; and approval of Franklin's Letter of Intent by the FDOT.

A tour of Franklin County's beautiful natural attractions was subsequently conducted for Florida's Scenic Highway Advisory Committee (SHAC), whose members strongly encouraged the county's candidacy. Community teams formed by Franklin's Corridor Advocacy Group (CAG) then worked for well over a year to identify and document the area's "intrinsic resources" and gather other technical information required for the application.

After any revisions requested by FDOT are completed, Franklin County's final Eligibility Application will be presented to the SHAC for review. The SHAC is chaired by the Florida Department of Transportation as administrator of the state's Scenic Highway Program. SHAC members include representatives from the Florida Department of Community Affairs, Florida Department of State (Division of Historical Resources), Florida Department of Environmental Protection (Division of Parks and Recreation), Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services (Division of Forestry), VISIT FLORIDA, and the Federal Highway Administration.

If designated according to current plans, the Big Bend Scenic Byway will comprise a corridor of approximately 220 miles running through coastal and forested portions of Franklin, Wakulla, and Leon Counties.

Continued on page 9

Scenic from page 4

Owing to the extended length of the proposed Byway and the great wealth of scenic, recreational, natural, cultural, historical, and archaeological resources along its route, FDOT initially approved the preparation and submission of separate Eligibility Applications for each of the three counties involved.

In a meeting held on September 20 of this year, at which time the SHAC reviewed and unanimously approved Wakulla County's Eligibility Application, it was noted that Franklin's application was expected to be ready for review during the first quarter of 2006. Coordination between Franklin and Wakulla Counties on the Big Bend Scenic Byway initiative has been close and positive from the start, since the counties have many resources and historic characteristics in common. Therefore, with FDOT approval, the final task of preparing a Designation Application-which will include a proposed Corridor Management Plan-will be undertaken jointly by the Franklin and Wakulla CAGs. Meanwhile, work by members of the Leon County CAG on their portion of the Scenic Byway corridor is continuing.

The first combined meeting of the Franklin and Wakulla CAGs o plans for their joint Designation Application was held on Wednesday, November 30, at the Carrabelle Public Library. As always, members of the public were welcome to participate.

These efforts are expected to lead eventually to state as well as national designation of the entire corridor, including formation of a single regional Corridor Management Entity (CME), which will serve in cooperation with all local, state, and federal jurisdictions as the promoter and protector of the unique resources of the Big Bend Scenic Byway. Preliminary discussions have already started among CAG leaders and representatives of the several agencies and entities that are expected to comprise the Big Bend CME. Details of the next meeting of this group, anticipated in January 2006, will be announced shortly.

For further background on the candidate Big Bend Scenic Byway or the Florida Scenic Highways Program in general, contact Ms. Laura Haddock, Scenic Byways Coordinator, FDOT District 3, Chipley, Florida (telephone 850/638-0250, extension 560; e-mail laura.haddock@dot.state.fl.us).

The Big Bend Scenic Byway will help to preserve many of the historic buildings along the Hwy 98 corridor.

Big Bend Scenic Byway

First Combined Meeting of the Wakulla and Franklin CAGs

MARK YOUR CALENDAR

Wednesday, November 30, 2005
10:00 AM - 12:00 Noon
Carrabelle Public Library, Franklin County

The Florida Department of Transportation has agreed that the task of preparing a Designation Application—including a proposed Corridor Management Plan—will be undertaken jointly by the Franklin and Wakulla CAGs. This first meeting will set the schedule for accomplishing that task, plus review drafts of their combined:

- ***Vision***
- ***Initial Goals***
- ***Action Plan***
- ***Public Participation Program***

Come Share Your Ideas. Everyone is Welcome!

Success in Dealing with Multiple Stakeholders

5 Lessons
from the
Big Bend Scenic Byway

Overview

- Long corridor - 220 miles
- Three counties
- Rural undeveloped
- Small government budgets and staff
- 75% Public ownership-federal, state, county, city

1. Conduct a Program Needs Assessment

- Understand FDOT program
- Identify stakeholder capacity
- Evaluate strengths and weaknesses
- Fill in the gaps

2. Maximize Opportunities

- Get the most out of presentations & activities
- Broaden participation by dividing into teams
- Opportunities to engage the public
- Generate publicity

3. Create Ownership

- Build partnerships for broad ownership
- Build support to integrate visions and plans
- Keep all endorsers involved

Big Bend Scenic Byway

4. Promote Uniqueness

- What makes your corridor special
- Bring in the experts early to create a council
- Evaluate greater impacts, such as public education
- Create a product to get your message out

Big Bend Scenic Byway

Fire Forests of the Big Bend Scenic Byway

Big Bend Scenic Byway

5. Be Visual

- Increase the utility of material
- Make it attractive
- Make it readable
- Build a photo library

Big Bend Scenic Byway

5 Lessons from the Big Bend Scenic Byway

1. Conduct a Program Needs Assessment
2. Maximize Opportunities
3. Create Ownership
4. Promote Uniqueness
5. Be Visual

A Natural Showcase

By Jason Dehart

An anhinga spreads its wings at the St. Marks National Wildlife Refuge.

A 220-Mile Trail Through the Forgotten Coast's Natural Wonders Soon May Be a Reality

TRAILS

The Forgotten Coast is big on sightseeing, bird watching, biking, boating, hiking and fishing. Now, thanks to a state trail program and the hard work of local citizens, all of those outdoor pursuits will be interconnected and easily identified.

The Big Bend Scenic Byway, as proposed by the Florida Department of Transportation (DOT), will highlight the cultural, historical, archaeological, recreational, natural and scenic wonders along selected highways and byways of Wakulla, Franklin and western Leon counties.

That's good news for area tourism leaders eager to promote ecotourism.

Bonnie Holub of the Wakulla County Tourist Development Council said her county has been working toward getting a Scenic Highway designation for at least four years. Wakulla even helped fund a 66-page, full-color booklet promoting the program, which she sees as an essential part of attracting more visitors.

"The byway is heritage-based and nature-based. That's what we'll be trying to point out to visitors," Holub said. "We want the whole community to join in and put a priority on ... our beautiful coastline and inland areas."

Holub said the county is in the final phases of developing a management plan for the proposed byway, which would be County Road 375, County Road 299, and portions of U.S. Highway 319 and U.S. Highway 98.

The bureaucratic red tape to secure the designation is almost over, Holub said.

"The Wakulla and Franklin County portions are expected to be designated by the end of the year," she said.

State officials indicate that nothing has been set in stone yet, but that the work of reviewing applications continues.

"They are still in the application phase, and official designation doesn't come until all of that is completed and the DOT secretary provides official designation in the form of a letter," said Laura Haddock, the DOT's Scenic Highways Program coordinator for this region of the state.

Wakulla Chamber of Commerce President Steve Brown said he can't wait for the official word to come through. A lot is riding on ecotourism, he said.

"I think the designation will be wonderful for our ecotourism and will really stimulate that," he said. "It's our chief industry in Wakulla County."

But the problem Wakulla County had for years was the lack of hotel space for ecotourists. However, that's less of a problem with the opening of The Inn at Wildwood, a nature-based lodge. A Best Western motel also is being built just down the road from the Inn, located on U.S. Highway 98 south of Crawfordville.

Businessman Joe Barry, who founded The Inn at Wildwood, said more money is spent on bird watching in Florida than fishing.

"That's when I decided to have a nature-based lodge," he said. "My intent here is to replace the fishing industry we lost due to the net ban."

The inn has 71 rooms, a nicely appointed lobby, conference rooms, a

fitness center, a back-porch patio area and an outside wedding chapel. Even though it has been open for only a few months, eight weddings have been booked over the next year. But the hotel's environmental friendliness is its claim to fame.

"Everything we use here is environmentally friendly," said Jerry Evans, the inn's manager. "It's a pretty big deal now. Even in our gift shop we stick to nature-based themes and promote local artists and photographers. Our vision is to use this place as a catalyst to jump-start ecotourism in Wakulla County. We see what nature-based tourism can be, and it's a huge industry across the state. In Wakulla, we are a mother lode of natural resources."

Indeed. Roughly 73 percent of Wakulla County is in the hands of state and federal government wildlife management agencies. This includes the Apalachicola National Forest, St. Marks National Wildlife Refuge, Edward Ball/Wakulla Springs State Park, Wakulla State Forest and Ochlockonee River State Park.

> "We see what nature-based tourism can be, and it's a huge industry across the state."
>
> – Jerry Evans, manager of The Inn at Wildwood

According to a map of the proposed trail, the scenic byway is divided into a Forest Trail and a Coastal Trail. Starting at Newport in Wakulla County, the Forest trail takes travelers along State Road 267 up into Leon County, where the road becomes County Road 2203. The trail becomes State Road 263 near Tallahassee Regional Airport and then heads west along State Road 20. Next it follows County Road 375 along the Ochlockonee River and into the heart of the Apalachicola National Forest. Down below Sopchoppy, the trail follows County Road 299 until it becomes U.S. Highway 319. The Forest Trail ends where 319 meets U.S. Highway 98 west of St. Teresa.

The Coastal Trail runs between Apalachicola and the St. Marks Lighthouse. Starting at the lighthouse and running along County Road 59, the trail goes north to Newport, then turns left onto U.S. Highway 98. It skirts the St. Marks National Wildlife Refuge and turns south toward Panacea, crosses the Ochlockonee Bay bridge and turns by Bald Point State Park in Franklin County. From there it goes through St. Teresa, west to Carrabelle, Eastpoint and Apalachicola. A dogleg on State Road 300 ventures down to St. George Island.

There are plenty of stops to make along the way. The eastern part of the Coastal Trail has the St. Marks National Wildlife Refuge Visitor Center along with the historic St. Marks Lighthouse, there's San Marcos de Apalache Historic State Park at the junction of the Wakulla and St. Marks rivers, the Gulf Specimen Marine Laboratory, Bald Point State Park with its education displays about wetlands, and Leonard's Landing, a roadside kiosk display that has information about clam aquaculture and seagrass beds.

The center of the trail features the Camp Gordon Johnston Museum, which is dedicated to the World War II training camp that helped our nation's soldiers prepare for the D-Day invasion, and the Crooked River Lighthouse. To the west, there's the John Gorrie State Park (dedicated to the inventor of the ice machine) the Orman House State Park, the St. Vincent National Wildlife Refuge Visitor Center and the Apalachicola National Estuarine Research Reserve's Nature Center, which features a natural history museum and aquarium.

The fun doesn't stop on the coast. Inland, on the Forest Trail, are more historical and natural sites. There's the Leon Sinks Geological Site, the Natural Bridge Battlefield State Park and the famous Edward Ball Wakulla Springs State Park and Lodge. The central portion of this trail features the Silver Lake Recreation Area, Lake Talquin State Park, Fort Braden Community Center, Ochlockonee River State Park and Sopchoppy High School and Gymnasium, which is listed on the National Registry of Historic Places. The western part of the Forest Trail takes visitors to Tate's Hell Forest, the Apalachicola River Wildlife and Environmental Area and the Fort Gadsden Historic Site.

Incidentally, the Big Bend Scenic Byway also intersects other nature trails, including the Florida National Scenic Trail, the Apalachee Savannah Scenic Byway and the Tallahassee-St. Marks Historic Railroad Trail State Park.

According to the state DOT, Florida's Scenic Highway Program was established in part through some initial studies on national scenic roads and parkways conducted by the Federal Highway Administration in the 1960s. In 1991, the Intermodal Surface Transportation Efficiency Act began to develop a National Scenic Byways Program. While several routes had been designated as "scenic" or "historic" by the Florida Legislature, before 1991 the state had no official statewide scenic-highways programs.

In 1993, state lawmakers passed an enabling law, and a year later the DOT received a grant from the Federal Highway Administration to develop a Florida Scenic Highways Program.

The DOT said the program does not affect or limit the local government's ability to implement approved-land-use and development regulations. The designation also doesn't stop the DOT from improving the roadways, Haddock said.

One important restriction deals with roadside billboards. No new billboards will be approved within the corridor, although existing ones are grandfathered in, according to the DOT.

Reprinted with permission of Rowland Publishing, Inc.

Scenic Byway Project Moves Ahead

The Wakulla County portion of the Big Bend Scenic Byway has met all eligibility requirements for possible designation as a Florida Scenic Highway, according to Florida Department of Transportation (DOT) Secretary Denver Stulter, Jr.

Stulter recently sent a letter to Wakulla County Tourist Development Council Director Bonnie Holub who also serves as chair of Wakulla's Corridor Advocacy Group (CAG) for the Scenic Byway. Many local residents have been supporting the highway designation during the planning process over the past 24 months.

Secretary Stulter's certification was based on a review of Wakulla's application on Sept. 20 by the interagency Scenic Highway Advisory Committee whose members unanimously recommended approval. The application was presented by Holub, Wakulla County Grants and Special Projects Coordinator Pam Portwood and Laura Haddock, Scenic Byways Coordinator for DOT in District 3.

The state advisory committee has representatives on it from the Florida Department of State, Department of Community Affairs, Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Department of Agriculture and Consumer Services, Visit Florida and the Federal Highway Administration.

Based on the current plans, the Big Bend Scenic Byway will comprise a corridor of approximately 220 miles through coastal and forested portions of Wakulla, Franklin and Leon counties. Due to the length and wealth of resources along the route, DOT required separate eligibility applications from all three counties.

The Wakulla CAG produced a full-color document supporting the byway project which included letters of support from Wakulla County Commissioners and city commissions in Sopchoppy and St. Marks as well as civic and business groups.

Community teams worked more than a year to identify and document the "intrinsic resources" and supply other required information on the corridor.

Wakulla and Franklin counties have coordinated their byway efforts since the two counties have resources and historic characteristics in common. Franklin is nearing the completion of its eligibility application. Work by the Leon County CAG is also continuing.

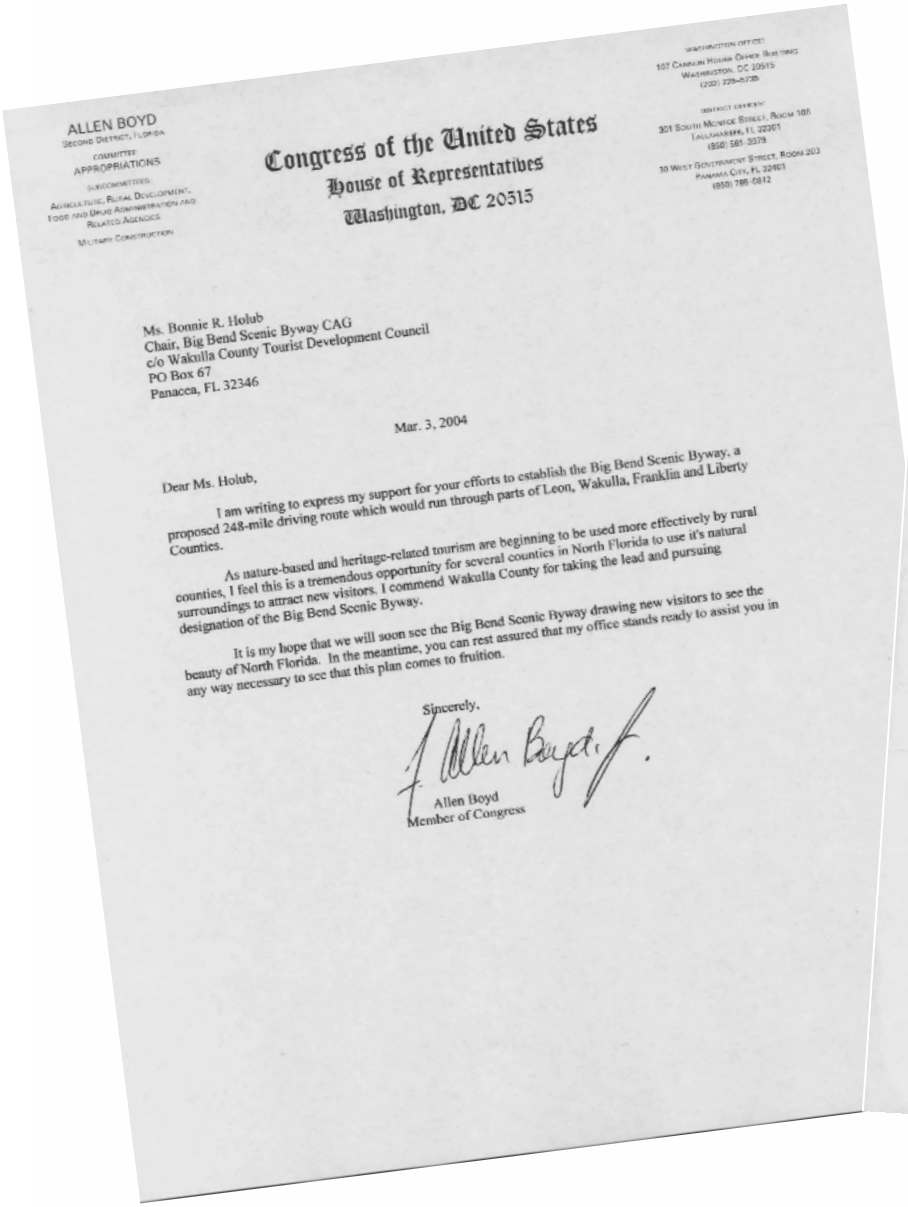
The first combined meeting of the Franklin and Wakulla CAGs to begin work on a combined designation application is scheduled for Wednesday, Nov. 30 from 10 a.m. until noon at the Carrabelle Public Library. The meeting is open to the public.

All of the effort is expected to eventually lead to state and national designation of the entire corridor, including the formation of a single Corridor Management Entity (CME), which will serve, in cooperation with all state, local and federal jurisdictions, as the promoter and protector of the unique resources of the Big Bend Scenic Byway.

Preliminary discussions among CAG leaders and other agency officials who are expected to comprise the Big Bend CME have already started.

Technical assistance for the Florida Scenic Highway Program has been provided by consultants Carter & Burgess, Inc., Kimley-Horn & Associates, Inc. and Diane Delaney and Don Lesh of Applied Sustainability Enterprises, Inc.

Appendix L – Local Support



ALLEN BOYD
Second District, Florida
COMMITTEE
APPROPRIATIONS
SUBCOMMITTEES:
Agriculture, Rural Development, Food and Drug Administration and Related Agencies
Military Construction

Congress of the United States
House of Representatives
Washington, DC 20515

Washington Office:
107 Cannon House Office Building
Washington, DC 20515
(202) 225-5235

District Offices:
301 South Monroe Street, Room 108
Tallahassee, FL 32301
(850) 561-3979
30 West Government Street, Room 203
Panama City, FL 32401
(850) 785-0812

Ms. Bonnie R. Holub
Chair, Big Bend Scenic Byway CAG
c/o Wakulla County Tourist Development Council
PO Box 67
Panacea, FL 32346

Mar. 3, 2004

Dear Ms. Holub,

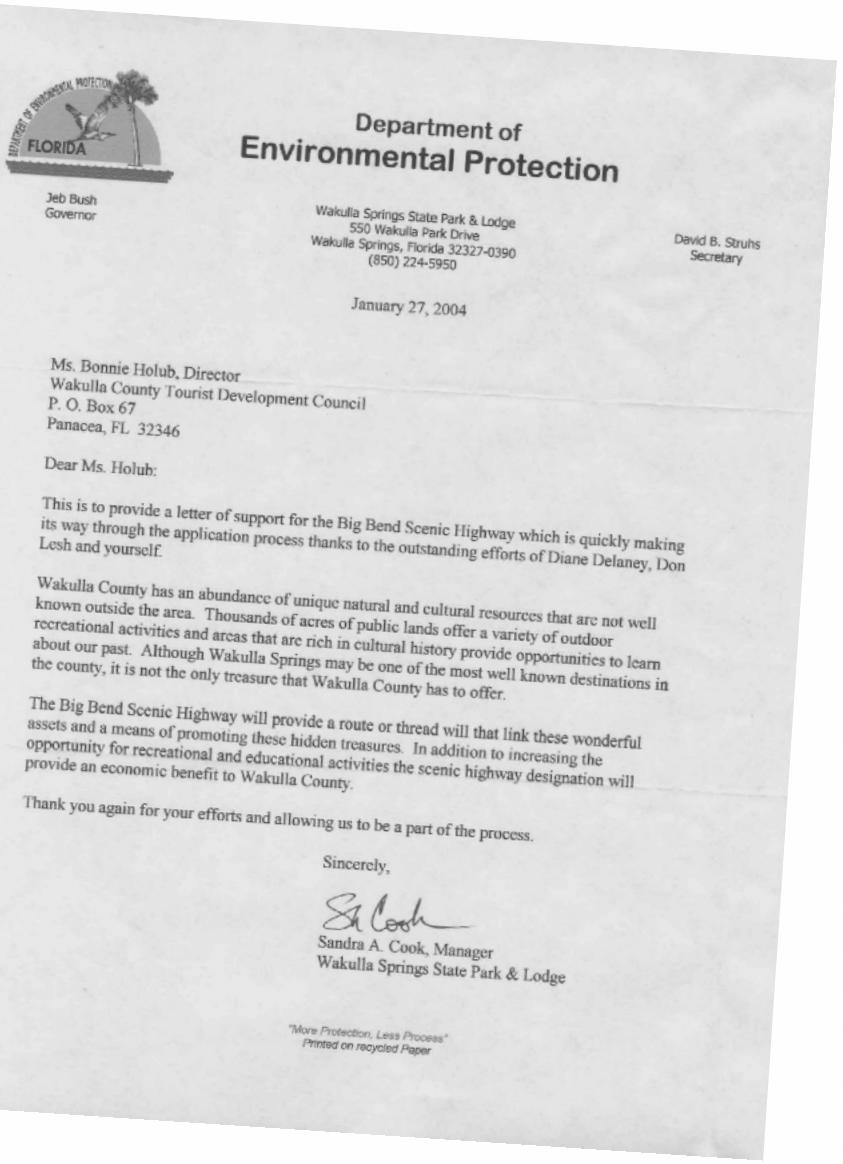
I am writing to express my support for your efforts to establish the Big Bend Scenic Byway, a proposed 248-mile driving route which would run through parts of Leon, Wakulla, Franklin and Liberty Counties.

As nature-based and heritage-related tourism are beginning to be used more effectively by rural counties, I feel this is a tremendous opportunity for several counties in North Florida to use it's natural surroundings to attract new visitors. I commend Wakulla County for taking the lead and pursuing designation of the Big Bend Scenic Byway.

It is my hope that we will soon see the Big Bend Scenic Byway drawing new visitors to see the beauty of North Florida. In the meantime, you can rest assured that my office stands ready to assist you in any way necessary to see that this plan comes to fruition.

Sincerely,

Allen Boyd
Member of Congress



FLORIDA
Department of
Environmental Protection

Jeb Bush
Governor

Wakulla Springs State Park & Lodge
550 Wakulla Park Drive
Wakulla Springs, Florida 32327-0390
(850) 224-5950

David B. Struhs
Secretary

January 27, 2004

Ms. Bonnie Holub, Director
Wakulla County Tourist Development Council
P. O. Box 67
Panacea, FL 32346

Dear Ms. Holub:

This is to provide a letter of support for the Big Bend Scenic Highway which is quickly making its way through the application process thanks to the outstanding efforts of Diane Delaney, Don Lesh and yourself.

Wakulla County has an abundance of unique natural and cultural resources that are not well known outside the area. Thousands of acres of public lands offer a variety of outdoor recreational activities and areas that are rich in cultural history provide opportunities to learn about our past. Although Wakulla Springs may be one of the most well known destinations in the county, it is not the only treasure that Wakulla County has to offer.

The Big Bend Scenic Highway will provide a route or thread will that link these wonderful assets and a means of promoting these hidden treasures. In addition to increasing the opportunity for recreational and educational activities the scenic highway designation will provide an economic benefit to Wakulla County.

Thank you again for your efforts and allowing us to be a part of the process.

Sincerely,

Sandra A. Cook, Manager
Wakulla Springs State Park & Lodge

"More Protection, Less Process"
Printed on recycled Paper

Department of
Environmental Protection

Jeb Bush
Governor

Wakulla Springs State Park & Lodge
550 Wakulla Park Drive
Wakulla Springs, Florida 32327-0390
(850) 224-5950

David B. Struhs
Secretary

January 27, 2004

Ms. Bonnie Holub, Director
Wakulla County Tourist Development Council
P. O. Box 67
Panacea, FL 32346

Dear Ms. Holub:

This is to provide a letter of support for the Big Bend Scenic Highway which is quickly making its way through the application process thanks to the outstanding efforts of Diane Delaney, Don Lesh and yourself.

Wakulla County has an abundance of unique natural and cultural resources that are not well known outside the area. Thousands of acres of public lands offer a variety of outdoor recreational activities and areas that are rich in cultural history provide opportunities to learn about our past. Although Wakulla Springs may be one of the most well known destinations in the county, it is not the only treasure that Wakulla County has to offer.

The Big Bend Scenic Highway will provide a route or thread will that link these wonderful assets and a means of promoting these hidden treasures. In addition to increasing the opportunity for recreational and educational activities the scenic highway designation will provide an economic benefit to Wakulla County.

Thank you again for your efforts and allowing us to be a part of the process.

Sincerely,

Sandra A. Cook, Manager
Wakulla Springs State Park & Lodge

"More Protection, Less Process"
Printed on recycled Paper

WAKULLA COUNTY CHAMBER OF COMMERCE

P.O. Box 598, Crawfordville, Florida 32326
Telephone: (850) 926 1848 Facsimile: (850) 926 2050

October 16, 2001

Ms. Bonnie Holub
Executive Director
Wakulla County Tourist Development Council
P.O. Box 67
Panacea, Florida 32346

Dear Ms. Holub:

On behalf of the Directors of the Wakulla County Chamber of Commerce, I would like to thank you--as well as your associates Diane Delaney and Don Lesh of Applied Sustainability Enterprises--for the very concise and effective presentation at our meeting on October 9 of plans for designation of a 248-mile Big Bend Scenic Highway running through Wakulla County as well as portions of Leon, Franklin, and Liberty Counties. I am happy to confirm that, following our discussion of these plans, the Chamber's Directors voted unanimously on October 9 to endorse and support this important initiative.

We strongly believe that the Scenic Byway can stimulate and facilitate sustainable economic progress that will be of direct benefit to our members and all other citizens of Wakulla County, and help build community pride and involvement through the identification and sharing of the unique scenic, natural, cultural, archeological, historical, and recreational resources that we possess.

In addition to sending this letter from the Chamber, we are encouraging our members to document their support for the Scenic Byway project through letters to you on behalf of their own businesses, organizations, and institutions. We wish you every success and look forward to participating actively as work on the Scenic Byway designation moves forward.

You have our authorization to use this letter with the Florida Department of Transportation as well as in other related public meetings and discussions in this area. Please let us know if we may assist you in any other way.

Best wishes,

Tim Jordan
President

Remembering the Past . . . Planning the Future

United States Department of the Interior

FISH AND WILDLIFE SERVICE
St. Marks National Wildlife Refuge
P. O. Box 68
St. Marks, FL 32355

January 16,2004

Ms. Bonnie Holub
Director
Wakulla County Tourist Development Council
P.O. Box 67
Panacea, Florida 32346

Dear Ms. Holub:

The St. Marks National Wildlife Refuge supports the establishment of the Big Bend Scenic Byway through Wakulla County. The Refuge wraps around 40-plus miles of the Gulf coast, and will touch a majority of the Byway. The Byway will produce endless opportunities for stimulating awareness of the magnificent natural resources of the area, which will tie into the refuge's outreach and education goals. The Wakulla County section of the Big Bend Scenic Byway represents one of the last remaining places visitors can see how the "natural" Florida functions, with an incomparable array of scenic, natural, recreational, as well as cultural, historic and archeological sites. Also, the partnership of local organizations, businesses and government agencies that forms the Citizens Advocacy Group strengthens the community's commitment to the project and ensures its sustainability.

We will continue to send a representative from the refuge to the Citizen Advocacy Group and look forward to being an active part of the Big Bend Scenic Byway.

Sincerely,

James Burnett
Refuge Manager

cc: Mr. Louis Hinds, Refuge Supervisor
Ms. Joann Clark, Refuge Roads Coordinator

rw:JB

RESOLUTION OF WAKULLA COUNTY BOARD OF COUNTY COMMISSIONERS IN SUPPORT OF BIG BEND SCENIC HIGHWAY

WHEREAS, the Florida Department of Transportation has established the Florida Scenic Highway Program as a counterpart to the National Scenic Byway Program administered by the U.S. Federal Highway Administration;

WHEREAS, this program is a voluntary, grassroots, community-based effort to heighten awareness of our state's history and intrinsic resources--cultural, historical, archeological, recreational, natural, and scenic--by designating roadway corridors for the education and enjoyment of our citizens and the traveling public;

WHEREAS, this program encourages mutually beneficial partnerships between state agencies, municipal governments, business organizations, civic and advocacy groups, and individuals as the basis for a "Corridor Advocacy Group" to oversee the identification and description of local resources, foster broad public involvement, and provide for the preservation, maintenance, enhancement, and protection of resources along the corridor;

WHEREAS, a Big Bend Scenic Byway has been proposed for a 248-mile corridor extending through Wakulla, Franklin, Liberty, and Leon Counties, with the collaboration and sponsorship of the U.S. Department of Agriculture Forest Service, Apalachicola National Forest;

WHEREAS, experience elsewhere in Florida where Scenic Highways have been designated confirms that local jurisdictions gain significant benefits in terms of strengthened public/private collaboration; improved community vision and understanding; increased pride in local resources and heritage; greater local, state, national, and international recognition; promotion of nature/heritage tourism; and related economic returns through grant support from State, Federal, and private sources as well as provision of services, accommodations, and retail sales; and

WHEREAS, this initiative is compatible with and supportive of other programs to promote rural redevelopment, job creation, and economic progress with respect for the environment, natural resources, and historic traditions of the counties of the Big Bend area.

NOW, THEREFORE BE IT RESOLVED that the Wakulla County Board of County Commissioners, recognizing the importance and desirability of the Big Bend Scenic Byway, endorses the initiative undertaken through the Wakulla County Tourist Development Council (TDC); authorizes the TDC to seek designation of the Byway through submission of a Letter of Intent to the Florida Department of Transportation; empowers Commissioner Maxie Lawhon to co-sign the Letter of Intent on behalf of the Board of County Commissioners; and urges all citizens, organizations, institutions, and businesses of Wakulla County to support

this project and participate actively in the Corridor Advocacy Group that has been formed under the leadership of the TDC.

IN TESTIMONY WHEREOF, the Members of the Wakulla County Board of County Commissioners have hereunto subscribed their names and have caused the Official Seal of Wakulla County to be hereunto affixed in the City of Crawfordville on this 4th day of February, 2002.

SIGNED:

Nathan Thompson, Jr., County Commissioner - District II, Chairman

Warren Crum, County Commissioner - District IV, Vice Chairman

Michael Stewart, County Commissioner – District III

Leon Nettles, County Commissioner – District I

Maxie Lawhon, County Commissioner - District V

ATTEST: Parrish Barwick, County Administrator

CITY OF SOPCHOPPY

RESOLUTION

WHEREAS, the Florida Department of Transportation has established the Florida Scenic Highway Program as a counterpart to the National Scenic Byway Program administered by the U.S. Federal Highway Administration;

WHEREAS, this program is a voluntary, grassroots community-based effort to heighten awareness of our state's history and intrinsic resources--cultural, historical, archeological, recreational, natural, and scenic--by designating roadway corridors for the education and enjoyment of our citizens and the traveling public;

WHEREAS, this program encourages mutually beneficial partnerships between state agencies, municipal governments, business organizations, civic and advocacy groups, and individuals as the basis for a "Corridor Advocacy Group" to oversee the identification and description of local resources, foster broad public involvement, and provide for the preservation, maintenance, enhancement, and protection of resources along the corridor;

WHEREAS, a Big Bend Scenic Byway has been proposed for a 248-mile corridor extending through Wakulla, Franklin, Liberty, and Leon Counties, with the collaboration and sponsorship of the U.S. Department of Agriculture Forest Service; and

WHEREAS, the experience in the eight other areas of Florida where Scenic Highways have previously been designated suggests that local jurisdictions gain significant benefits in terms of strengthened public/private collaboration; improved community vision and understanding; increased pride in local resources and heritage; greater local, state, national, and international recognition; promotion of nature/heritage tourism; and related economic returns through grant support from State, Federal, and private sources as well as provision of services, accommodations, and retail sales.

NOW, THEREFORE, BE IT RESOLVED that the members of the City Council of Sopchoppy recognize the importance and desirability of the Big Bend Scenic Byway, endorse the initiative undertaken through the Wakulla County Tourist Development Council (TDC) to seek designation of the Byway through the Florida Department of Transportation; and urge the citizens, organizations, institutions, and businesses of Sopchoppy to support and participate actively in the Corridor Advocacy Group now in formation under the auspices of the TDC.

IN TESTIMONY WHEREOF, the Members of the City Council have hereunto subscribed their names and have caused the Official Seal of Sopchoppy to be hereunto affixed in the City of Sopchoppy on this twelfth day of November, 2001.

SIGNED:

William L. Tartt, Mayor

Martha Evans, Member, City Council

Eddie Evans, Member, City Council

Colleen Hawkins, Member, City Council

Robert Greener, Member, City Council

William Stephens, Public Works Director

ATTEST: Jackie Lawhon, City Clerk

CITY OF ST. MARKS

RESOLUTION
01-1

WHEREAS, the Forida Departrnent of Transportation has established the Florida Scenic Highway Program as a counterpart to the National Scenic Byway Program administered by the U.S- Federal Hohway Administration,

WHEREAS, this program is a voluntary, grassroots community-based effort to heighten awareness of our state's history and intrinsic resources--cultural, historical, archeological recreational, natural, and scenic--by designating roadway corridors for the education and enjoyment of our citizens and the traveling public,

WHEREAS, this program encourages mutually beneficial partnerships between state agencies, municipal governments, business organizations, civic and advocacy groups, and individuals as the 6asis for a "Corridor Advocacy Group" to oversee the identification and description of lor-al resources, foster broad pubiic involvement, and provide for the preservation, maintenance, enhancement, and protection of resources along the corridor;

WHEREAS, a Big Send Scenic Byway has been proposed for a 248-mile corridor extending through Wakulia, Franklin, Libarty, and Leon Counties, with the collaboration and sponsorship of the U.S. Department of Agriculture Forest Service-, and

WHEREAS, the experience in the eight other areas of Florida where Scenic Highways have previously been designated suggests that local jurisdictions gain significant benefits in terms of strengthened public/private collaboration; improved community vision and understanding; increased pride in local resources and heritage; greater local, state, national, and international recognition-, promotion of nature/heritage tourism, and related economic returns through grant support from State, Federal, and private sources as well as provision of services, accommodations, and retail sale .s.

NOW, THEREFOR.- BE IT RESOLVED that the members of the City Council of St. Marks recognize the importance and desirability of the Big Bond Scenic Byway-, sndorse the initiative undertakers through the Wakulla County Tourist Development Council (TE)C) to seek designation of the Byway through the Florida Department of Transportation-, and urge the citizens, organizations, institutions, and businesses of St. Marks to support and participate actively in the Corridor Advocacy Group now in formation under the auspices of the TDC.

IN TESTIMONY WHEREOF, the Members of the City Council have hereunto subscribed their names and have caused the Official Seal of St. Marks to be hereunto affixed in the City of St- Marks on this eighth day of November, 2001.

Attest:

Marjorie A. Freeman, City Manager

Charles C. Shields, Mayor

Allen Hobbs, Commissioner

Joe A. Mansfield, Treasurer

Pat Ward, Commissioner

Ron Gagliardi, Commissioner

CITY OF CARRABELLE

RESOLUTION 04-2003

WHEREAS, the Florida Department of Transportation has established the Florida Scenic Highway Program as a counterpart to the National Scenic Byway Program administered by the U.S. Federal Highway Administration; and

WHEREAS, this program is a voluntary, grassroots community-based effort to heighten awareness of our state's history and intrinsic resources-cultural, historical, archeological, recreational, natural, and scenic-by designating roadway corridors for the education and enjoyment of our citizens and the traveling public; and

WHEREAS, the program encourages mutually benefit partnerships between state agencies, municipal governments, business organizations, civic and advocacy groups, and individuals as the basis for a "Corridor Advisory Group" to oversee the identification and description of local resources, foster broad public involvement, and provide continued support for the preservation, enhancement, and maintenance of resources along the corridor; and

WHEREAS, a Big Bend Scenic Byway has been proposed for a 248-mile corridor extending through Wakulla, Franklin, Leon, an Liberty Counties, with the collaboration and support from numerous local associations, businesses, and government agencies; and

WHEREAS, the experience in the ten other areas of Florida where Scenic Highways have previously been designated suggests that local jurisdictions gain significant benefits in terms of strengthened public/private collaboration; improved community vision and understanding; increase pride in local resources and heritage; greater local, state, national, and international recognition; promotion of nature/heritage tourism; and related economic returns through grant support from State, Federal, and private sources as well as provision of services, accommodations, and retail sales; and

WHEREAS, the roles and responsibilities of local governments, county governments, and the Florida Department of Transportation do not change, and individual property rights are not affected, as a result of designation.

NOW, THEREFORE, BE IT RESOLVED that the members of the City Council of Carrabelle recognize the importance and desirability of the Big Bend Scenic Byway; endorse the initiative undertaken through the Franklin County Corridor Advisory Group (FCCAG) to seek designation of the Byway through the Florida Department of Transportation; and urge the citizens, organizations, institutions, and businesses of Carrabelle to support and participate actively in the process.

IN TESTIMONY WHEREOF, the members of the City Council have hereunto subscribed their names and have caused the Official Seal of Carrabelle to be hereunto affixed.

Effective Date: This Resolution shall become effective immediately upon open adoption this 5th day of JUNE, 2003.

CITY OF CARRABELLE, FLORIDA
By: Wilburn Messer
Wilburn Messer
Mayor

ATTEST:
By: Rebecca L. Jackson, CMC
City Clerk

CITY OF CARRABELLE INCORPORATED 1893 CARRABELLE, FLORIDA

Franklin County

RESOLUTION

STATE OF FLORIDA, COUNTY OF FRANKLIN
I HEREBY CERTIFY that the above and foregoing is a true and correct copy of an instrument recorded in the official records of FRANKLIN COUNTY, FLORIDA
Witness my hand and official seal of said this 25th day of June 03
KENDALL WADE
CLERK OF CIRCUIT COURT
by Avarnes D.C.

WHEREAS, the Florida Department of Transportation has established the Florida Scenic Highway Program as a counterpart to the National Scenic Byway Program administered by the U.S. Federal Highway Administration;

WHEREAS, this program is a voluntary, grassroots community-based effort to heighten awareness of our state's history and intrinsic resources—cultural, historical, archeological, recreational, natural, and scenic—by designating roadway corridors for the education and enjoyment of our citizens and the traveling public;

WHEREAS, the program encourages mutually beneficial partnerships between state agencies, municipal governments, business organizations, civic and advocacy groups, and individuals as the basis for a "Corridor Advisory Group" to oversee the identification and description of local resources, foster broad public involvement, and provide continued support for the preservation, enhancement, and maintenance of resources along the corridor;

WHEREAS, a Big Bend Scenic Byway has been proposed for a 248-mile corridor extending through Wakulla, Franklin, Leon, and Liberty Counties, with the collaboration and support from numerous local associations, businesses, and government agencies;

WHEREAS, the experience in the ten other areas of Florida where Scenic Highways have previously been designated suggests that local jurisdictions gain significant benefits in terms of strengthened public/private collaboration; improved community vision and understanding; increased pride in local resources and heritage; greater local, state, national, and international recognition; promotion of nature/heritage tourism; and related economic returns through grant support from State, Federal, and private sources as well as provision of services, accommodations, and retail sales;

WHEREAS, the roles and responsibilities of local governments, county governments, and the Florida Department of Transportation do not change, and individual property rights are not affected, as a result of designation;

NOW, THEREFORE, BE IT RESOLVED that the members of the Franklin County Board of County Commissioners recognize the importance and desirability of the Big Bend Scenic Byway; endorse the initiative undertaken through the Franklin County Corridor Advisory Group (FCCAG) to seek designation of the Byway through the Florida Department of Transportation; and urge the citizens, organizations, institutions, and businesses of Apalachicola to support and participate actively in the process.

IN TESTIMONY WHEREOF, the members of the Franklin County Board of County Commissioners have hereunto subscribed their names and have caused the Official Seal of Franklin County to be hereunto affixed. Dated this 17th day of June 2003.

ATTEST
Kendall Wade
CLERK

SEAL
BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, FLORIDA

CHERYL SANDERS
CHAIRMAN

City of Apalachicola

RESOLUTION 03-02

WHEREAS, the Florida Department of Transportation has established the Florida Scenic Highway Program as a counterpart to the National Scenic Byway Program administered by the U.S. Federal Highway Administration;

WHEREAS, this program is a voluntary, grassroots community-based effort to heighten awareness of our state's history and intrinsic resources—cultural, historical, archeological, recreational, natural, and scenic—by designating roadway corridors for the education and enjoyment of our citizens and the traveling public;

WHEREAS, the program encourages mutually beneficial partnerships between state agencies, municipal governments, business organizations, civic and advocacy groups, and individuals as the basis for a "Corridor Advisory Group" to oversee the identification and description of local resources, foster broad public involvement, and provide continued support for the preservation, enhancement, and maintenance of resources along the corridor;

WHEREAS, a Big Bend Scenic Byway has been proposed for a 248-mile corridor extending through Wakulla, Franklin, Leon, and Liberty Counties, with the collaboration and support from numerous local associations, businesses, and government agencies;

WHEREAS, the experience in the ten other areas of Florida where Scenic Highways have previously been designated suggests that local jurisdictions gain significant benefits in terms of strengthened public/private collaboration; improved community vision and understanding; increased pride in local resources and heritage; greater local, state, national, and international recognition; promotion of nature/heritage tourism; and related economic returns through grant support from State, Federal, and private sources as well as provision of services, accommodations, and retail sales;

WHEREAS, the roles and responsibilities of local governments, county governments, and the Florida Department of Transportation do not change, and individual property rights are not affected, as a result of designation;

NOW, THEREFORE, BE IT RESOLVED that the members of the City Council of Apalachicola recognize the importance and desirability of the Big Bend Scenic Byway; endorse the initiative undertaken through the Franklin County Corridor Advisory Group (FCCAG) to seek designation of the Byway through the Florida Department of Transportation; and urge the citizens, organizations, institutions, and businesses of Apalachicola to support and participate actively in the process.

IN TESTIMONY WHEREOF, the members of the City Council have hereunto subscribed their names and have caused the Official Seal of Apalachicola to be hereunto affixed in the City of Apalachicola on this ~~sixth~~ 3rd day of ~~May~~ June, 2003.

SIGNED:

Alan C. Pierce, Mayor

Van W. Johnson, Commissioner

James L. Elliott, Commissioner

John M. Bartley, Sr., Commissioner

Robert L. Davis, Commissioner

CARRABELLE AREA
CHAMBER OF COMMERCE
PO DRAWER DD • CARRABELLE, FLORIDA 32322
PHONE: 850-697-2585 FAX: 850-697-5413

December 18, 2002

Mr. H. E. Prescott, P. E.
Secretary, District 3
Florida Department of Transportation
P. O. Box 607
Chipley, Florida 32428

Dear Mr. Prescott:

On behalf of the Directors of the Carrabelle Area Chamber of Commerce, we wish to endorse and support your plans for a 248-mile Big Bend Scenic Highway running through Franklin County as well as portions of Wakulla, Leon and Liberty Counties.

We strongly believe that the Scenic Byway can stimulate and facilitate sustainable economic progress that will be of direct benefit to our members and all other citizens of Franklin County. This is an opportunity to help build community pride and involvement through the identification of the unique scenic, natural, recreational, cultural, archeological, and historical resources that we possess.

In addition to sending this letter from the Chamber, we are encouraging our members to document their support for the Scenic Byway project through letters on behalf of their own businesses, organizations, and institutions. We wish you every success and look forward to participating actively as work on the Scenic Byway moves forward.

You have our authorization to use this letter with the Florida Department of Transportation as well as in related public meetings and discussions in this area. Please let us know if we may assist you in any other way.

Sincerely,

Ronald Treutel
President

Bs

Florida Department of Agriculture and Consumer Services
CHARLES H. BRONSON, Commissioner
The Capitol • Tallahassee, FL 32399-0800

Please Respond to:

Division of Forestry
Forest Management Bureau
3125 Conner Blvd., C25
Tallahassee, FL 32399-1650

April 17, 2003

Mr. H.E. Prescott, PE
Secretary, District 3
Florida Department of Transportation
PO Box 607
Chipley, FL 32428

Dear Mr Prescott:

On behalf of the Florida Division of Forestry, I would like to convey our support for the creation of the Big Bend Scenic Byway, on the proposed route of existing roadways between Tallahassee and Apalachicola. The Division of Forestry manages three state forests, containing a total of approximately 168,000 acres of land, in the four counties where the Byway would be located. These state forests have numerous access points along the proposed route. Creation of the Byway would encourage members of the public to take advantage of the recreational opportunities that our agency makes available on these state forests.

The Byway would also help to reinforce our commitment to educating the public about the value of conservation and active forest management. The additional visitors attracted by the Byway could view the various ecological restoration efforts that our agency has undertaken since assuming management of these forests, and access the interpretive information that we provide. The history of these state forests is an integral part of the history of the Big Bend region, and would complement the efforts of other public and private entities to promote tourism in this part of the state.

Please let me know if you need additional information, or if we can be of any assistance.

Sincerely,
CHARLES H. BRONSON
COMMISSIONER OF AGRICULTURE

L. Earl Peterson, Director
Florida Division of Forestry
850/488-4274

Fresh From Florida

Florida Agriculture and Forest Products
$53 Billion for Florida's Economy

ST JOE

April 23, 2004

Dixie Partington, Chairperson
Franklin County Scenic Byway – Franklin County
52 7th Street
Apalachicola, Florida 32320

Dear Dixie:

I am writing regarding your work with the Franklin County Scenic Byway Committee. Specifically, I am interested in meeting with you to better understand your committee's recommendation relating to buffers, signage, and design standards as they apply to roads on St. James Island. As you are aware, during the last 15 months we have been participating in community meetings and discussions relating to the holding of The St. Joe Company in eastern Franklin County. We share your concerns with the area and would welcome better understanding of your recommendations for Highways 98 and 319 as they bisect St. James Island.

In addition to the St. James Island transportation policies that address lighting, buffers, billboards, and limited access, I am enclosing a copy of design criteria that the St. Joe Company has imposed on its properties in Bay County. I imagine using a similar approach that could complement your efforts. I continue to believe that having one landowner facilitates the ability to develop a thoughtful and meaningful approach to a scenic highway corridor.

Thank you and I look forward to meeting with you at your convenience - my contact information: 850/636-3240 (office), 850/830-7384 (cell), or bbuzzett@joe.com.

Sincerely,

Billy Buzzett
Director of Strategic Planning

Cc: Cheryl Sanders, Chair, Franklin County Board of County Commissioners

The St. Joe Company · 100 Beckrich Road, Suite 200, Panama City Beach, FL 32407 · 850.636.3200 · 850.636.3201 Fax

POTENTIAL SOURCES OF GRANT FUNDING FOR THE BIG BEND SCENIC BYWAY

FLORIDA STATE GRANTS

Arts in Education Program (AIE) funds **life-long learning and quality educational programs** in visual, performing, and literary arts. Eligible Applicants: County, municipality, school district, college or state government, and nonprofit organization. Award: $1,000 - $15,000. Match: (1:1). Contact: Florida Department of State, Division of Cultural Affairs. Deadline: November 29.

Challenge Grant Program funds **non-recurring, special projects**. Eligible Applicants: County, municipality, school district, college or state government, and nonprofit organization. Award: $10,000 - $250,000. Match: Variable. Contact: Florida Department of State, Division of Cultural Affairs. Deadline: Fall.

Cultural Facilities Program funds **acquisition, construction, or renovation** of cultural facilities. Not for planning. Eligible Applicants: County, municipality, school district, college or state government, and nonprofit organization. Award: Up to $500,000. Match: (2:1). Contact: Florida Department of State, Division of Cultural Affairs. Deadline: April.

Cultural Support Grant Program funds cultural organizations that demonstrate a sustained commitment to cultural excellence, general or specific projects, as well as nonprofit organizations, art, science, and youth programs, and children's museums.
Eligible Applicants: County, municipality, school district, college or state government, and nonprofit organization. Award: $2,000 - $350,000. Match: Variable. Contact: Florida Department of State, Division of Cultural Affairs. Deadline: Varies.

Florida Coastal Management Grants support innovative local-level coastal management projects in four program areas: public access, remarkable coastal places, working waterfronts, and community stewardship. Eligible Applicants: Governmental, educational, and non-profit entities can apply, and the Florida Coastal Management Program offers technical assistance and training along with the more traditional funding support. Award: $15,000 - $50,000. Match: (1:1). Contact: Florida Department of Environmental Protection, Coastal Management Program. Deadline: The department shall publish a notice of availability of funds in the *Florida Administrative Weekly* between August 15 and September 15. Applications for that funding cycle will not be accepted prior to the notification.

Florida Communities Trust (FCT) is a state **land acquisition** grant program for community-based parks, open space, and greenways that further outdoor recreation and natural resource protection needs identified in **local government comprehensive plans**. Eligible Applicants: Local governments and eligible nonprofit environmental organizations. Award: Approximately $66 million is available to eligible applicants each year and applicants are eligible for up to 6.6 million or 10 percent of this amount. Match: Counties with populations greater than 75,000 and municipalities with populations greater than 10,000 are required to provide a minimum match of 25% of the total project cost. Small counties and cities that are under the above thresholds, and eligible nonprofit environmental organizations, may apply for a 100% grant award. Contact: Florida Department of Community Affairs. Deadline: May 5.

Florida Cultural Endowment Program provides shares to qualifying cultural sponsoring organizations for **operations**. Eligible Applicants: County, municipality, school district, college or state government, and nonprofit organization. Award: $240,000 state dollars to $360,000 local dollars. Up to $600,000 total

dollars for annual operations. Match: (As stated). Contact: Florida Department of State, Division of Cultural Affairs. Deadline: June.

Florida Highway Beautification Council Grant funds landscaping beautification along Florida's roadways. Grant applicants submit construction-ready landscape plans, and if awarded, agree to maintain the completed landscaped property in perpetuity. Eligible Applicants: City and county governments. Award: Varies Contact: Florida Department of Transportation.

Florida Plant Conservation Program restores and maintains existing populations of listed plants. Eligible Applicants: Local governments, educational institutions, communities, and non-profit groups. Award: Varies. Contact: Florida Division of Forestry

Florida's Plant A-Tree Trust Fund supports planting of native trees on rural acres or urban landscapes. Eligible Applicants: Local governments, educational institutions, communities, and non-profit groups. Award: Varies. Contact: Florida Department of Agriculture and Consumer Services.

Florida Recreation Development Assistance Program funds acquisition or development of land for public outdoor recreation. Eligible Applicants: Municipalities and county governments Award: varies. Contact: Florida Department of Environmental Protection

Florida Small Cities Community Development Block Grant Program provides grants for neighborhood revitalization, commercial revitalization, and economic development, including rehabilitation and preservation of housing, water and sewer improvements, street improvements, parks and recreation, drainage improvements, downtown revitalization, and economic development activities. Eligible Applicants: Municipal governments with a population of 50,000 or less and county governments with a population of 200,000 or less. Award: up to $7,000,000 in loan guarantees. Contact: Florida Department of Community Affairs.

Florida Recreation Development Assistance Program (FRDAP) is a competitive program which provides grants for **acquisition or development of land for public outdoor recreation use or to construct or renovate recreational trails.** Florida's Department of Environmental Protection (DEP) administers the program according to Florida Statute and Administrative Code. The Bureau of Design and Recreational Services in DEP's Division of Recreation and Parks has direct responsibility for FRDAP. Eligible Applicants: Municipal and county governments. Award: Up to $200,000. Match: Cash/in-kind, depends on grant amount ($50,000 or less, 0%; $50,001 - $150,000, 25%; and above $150,000, 50%). Contact: DEP Bureau of Design and Recreation Services. Deadline: Announced submission period.

General Program Support Museum Grants underwrite **technical, curatorial, administrative, and educational costs** associated with daily management of museum facilities. Eligible Applicants: Nonprofit museums. Award: Not to exceed 20% of museum's operating expenses up to $75,000. Match: (Cash) 1:1. Contact: Florida Department of State, Division of Historical Resources. Deadline: December 15.

Greenways and Rails-to-Trails Program to construct bicycle and pedestrian trails. Eligible Applicants: Private organizations or any government entity. Award: Varies. Contact: Florida Department of Transportation.

Historic Preservation Grants assist in **identification, excavation, protection, and rehabilitation of historic and archeological sites in Florida; to provide public information; and encourage**

preservation in smaller cities. Eligible Applicants: Departments or Agencies of state, universities, cities, counties, local governments, nonprofit organizations. Award: Up to $50,000, with most in the range of $5,000 - $25,000. Match: Cash (1:1). Contact: Florida Department of State, Division of Historical Resources. Deadline: December 15.

Public Educational Exhibit Museum Grants support **development and presentation of exhibitions** through text, graphic, or audiovisual elements; artifacts; and educational components. Eligible Applicants: Cities, counties, local governments, corporation, partnership, either profit or nonprofit. Award: Up to $35,000. Match: Cash (1:1). Contact: Florida Department of State, Division of Historical Resources. Deadline: December 15.

Recreational Trails Program provides funding to develop and maintain recreational trails for motorized and non-motorized recreational trail users, including projects that may include maintenance and restoration of existing trails, development and rehabilitation of trail facilities, purchase/lease of equipment, construction of new trails, acquisition of property for trails or trail corridors, state administrative costs, and the operation of educational programs to promote safety and environmental protection. . Eligible Applicants: Private organizations or any government entity. Award: up to $25,000,000; smaller innovative projects are given priority. Match: Federal-aid highway funds may be used to make up the matching fund requirements for RTP projects. Contact: Florida Department of Environmental Protection.

Quarterly Grant Assistance Program funds quarterly support for **small projects, consultant grants, in-service training, and staff exchange programs**. Eligible Applicants: County, municipality, school district, college or state government, and nonprofit organization. Award: $1,500. Match: Cash varies. Contact: Florida Department of State, Division of Cultural Affairs. Deadline: January, April, July, October.

Regional Cultural Facilities Program funds **acquisition, construction, or renovation** of regional cultural facilities. Budgets must document these costs of at least $50 million. Not for planning. Eligible Applicants: County, municipality, school district, college or state government, and nonprofit organization. Award: Up to $2.5 million. Match: (2:1). Contact: Florida Department of State, Division of Cultural Affairs. Deadline: May.

Special Category Grants assist large **restoration projects at historic structures, and major museum exhibit projects** involving the development and presentation of information on the history of Florida. Eligible Applicants: County, municipal, and local government, nonprofit organization. Award: $50,000 - $350,000. Match: Minimum $50,000. Contact: Florida Department of State, Division of Historical Resources. Deadline: May 31.

State Touring Program-Presenter Fee supports sponsoring **organizations selecting state roster of state performing arts touring companies, visual arts organizations, and individual artists**. Eligible Applicants: County, municipality, school district, college or state government, and nonprofit organization. Award: 2/3 of cost for small counties with less population than 75,000. Match: (0). Contact: Florida Department of State, Division of Cultural Affairs. Deadline: May.

Transportation Enhancement Program funds projects that go beyond what is routinely provided in transportation projects or in mitigation requirements associated with transportation projects. Funds can be used for provision of facilities for pedestrian and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping, historic preservation, control and removal of outdoor advertising, environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality. . Eligible Applicants: state agencies, state or national interest groups,

MPOs, county commissions, municipalities, and local interest groups. Award: Up to $25,000,000; smaller innovative projects are given priority. Contact: Florida Department of Transportation/Federal Highway Administration

Technical Assistance for Community-Based Organizations. Provides technical assistance to help form an organization, identify community development strategies, identify financial resources for community development projects, and refers to other responsible agencies. Eligible Applicants: Economic development organizations or government entity. Contact: Program Supervisor, Enterprise Florida, Inc. at 407/316-4600, or www.floridabusiness.com

VISIT FLORIDA Regional Marketing Grants fund special **media and promotion projects**. Eligible Applicants: County Tourist Development Councils and VISIT FLORIDA members. Award: $3,500. Match: (1:1). Contact: VISIT FLORIDA, Special Projects Office. Deadline: May.

U.S. Federal Appropriations

Federal Appropriations. To establish eligibility the Wakulla and Franklin County Boards of County Commissioners would have to assign the Big Bend Scenic Byway a 1-3 top priority. There are thirteen different "pots" available for appropriation funding. Congressman Allen Boyd, who is a member of the House Appropriations Committee, might sponsor a bill. It would also be very desirable to have state-level support from Senator Al Lawson and Representative Will Kendrick.

Federal and Private Foundation Grants

The Dunn Foundation Funds educational programs that develop the awareness of community character and appearance. Provides program planning and design funds, as well as seed money for educational programs. Eligible Applicants: Academic and non-profit entities can apply. Award: $500 - $10,000. Contact: The Dunn Foundation. Deadline: Pre-applications must be made to the Foundation no later than January 1. Formal proposal by March 15, with awards made in early June.

Federal Highway Administration Scenic Byway Enhancement Grants. For scenic byway projects selected by the U. S. Secretary of Transportation. The State is the agent that manages the project and reimburses project sponsors for eligible project costs upon completion of work. Contact: Florida DOT, District 3. Deadline: Changes. Award: Variable.

Historic Preservation Fund Grants-In-Aid provide matching grants to states for the **identification, evaluation, and protection of historic properties** by such means as survey, planning, technical assistance, acquisition, development, and certain Federal tax incentives available for historic properties. States can pass funds to third parties. Eligible Applicants: States. Award: Amounts allocated to states based on geographic features. Match: (0). Contact: State Historic Preservation office. Deadline: Linked to fiscal calendar. Authorization: National Historic Preservation Act of 1966.

Informal Science Foundation Planning Grants support exploratory phase of projects that provide **informal public learning of science, technology, engineering, and mathematics (STEM)**, as well as informal science education on a regional scale. Contact: National Science Foundation. Deadline: Changes each year. Award: $75,000 maximum.

Museum for America Grants support the efforts of museums to **conserve the nation's historic, scientific, and cultural heritage; to maintain and expand a museum's educational role; and ease financial burden**. Eligible Applicants: Public nonprofit or private nonprofit museums in the U.S. Award: $5,000 - $150,000 project grants and direct payments for specified use. Match: Cash or in-kind (1:1). Contact: Institute of Museum and Library Services (IMLS). Deadline: Varies.

Museum Assessment Program (MAP): Institutional Assessment, Collections Management Assessment, Public Dimension Assessment, Governance Assessment Grants. Eligible Applicants: Museums. Award: Ranges from $2,325-$3,820 per assessment. Match: (0). Contact: Institute of Museum and Library Services IMLS). Deadline: Varies.

National Maritime Heritage Grants. Currently **not** funded. Contact: National Park Service, US Department of Interior.

National Scenic Byways Grant. Funds can be used for enhancements along roads designated as scenic highways, including safety improvements, construction of pedestrian and bicyclists' facilities, access to recreational areas, and protection of historical, archeological, and cultural resources in the area adjacent to the scenic highway. Eligible Applicants: Local governments. Awards: Varies. Match: 20% match through local general purpose government funds. Contact: Florida Department of Transportation.

National Urban and Community Forestry Matching Grant Program supports projects that develop or enhance a community's ability to have a sustained, comprehensive tree care program. Eligible Applicants: Local governments, educational institutions, communities, and non-profit groups. Match: 50% Contact: Florida Department of Agriculture and Consumer Services.

Urban Park and Recreation Recovery Program rehabilitation of recreational areas, including resource and needs assessment, coordination, citizen involvement and planning, and program activities to encourage public definition of goals. Funds can also be used for rebuilding, remodeling, or expanding existing facilities. Eligible Applicants: Local governments. Award: Match: Planning (50% Federal/50% Local); Rehabilitation (70% Fedral/30% Local); Innovation (70% Federal/30% Local). Contact: National Park Service, Department of the Interior.

The Guide to the Big Bend Scenic Byway

A Unique Presentation of this Remarkable Region

This richly illustrated, 68-page, full-color travel guide—produced by the nonprofit Florida Foresight—introduces over 100 nature/cultural heritage sites along 220 miles of scenic drives in Florida's Great Northwest running through Wakulla, Leon, and Franklin Counties. This corridor is a candidate for designation as a state, and possibly national, Scenic Byway.

Scenic drives are organized into two color-coded routes: the **Coastal Trail** (primarily US 98) and the **Forest Trail** (SR 65, SR 267, SR 20, CR 375, CR 299, and US 319). ***The Guide*** features 9 maps and over 300 beautiful photographs.

Communities covered include: Newport, St. Marks, Panacea, Crawfordville, Sopchoppy, Ft. Braden, St. Teresa, Carrabelle, Eastpoint, St. George Island, Apalachicola, and more.

Specifics on Major Attractions

- Directions & Descriptions of over 100 sites
- Activities, Facilities, Fees, Hours
- Minimum Times to Allow, Contacts

Charts for Planning a Day Trip

- Interpretive Sites along the Byway
- Celebrations & Events
- Driving Distances and Times
- Tourist Facilities
- Average Temperatures
- Information Contacts

History at a Glance

- Native American and Spanish Periods to Post-World War II
- Civil War Highlights
- Florida Archive Photographs

Special Features

- Prescribed Fire
- Turpentine and Logging
- Tupelo Honey
- Fishing
- Keystone Species: Gopher Tortoise & Red-Cockaded Woodpecker
- Karst Topography

Natural History

- 12 Habitats of the Region
- Lists of Wildlife, Trees, & Plants

Visitor Questionnaire

- By completing and returning an enclosed survey, visitors can receive 2 free videos, *FireForests of the Big Bend Scenic Byway* and *The Last Best Natural Place*.

A partnership of VISIT FLORIDA, Wakulla County Tourist Development Council, Apalachicola National Forest, and the USDA Forest Service brought this publication to life. Our goal is to raise $25,000 to print and distribute 15,000 copies of ***The Guide*** throughout Wakulla, Leon, and Franklin Counties. Your company can help promote the image of this region by purchasing copies of ***The Guide*** for your clients, visitors, and future residents. ***The Guide*** will also help your employees and our citizens to better answer the question *"What is there to do around here?"*

Compliments of **Fantastic Bay Realty**

Printing and Distribution Costs

With Personalized Gold Seals

$500 for 225 copies
$1,050 for 500 copies
$2,050 for 1,000 copies
$3,000 for 1,500 copies

Add $75.00 to place name and logo as a "Sponsor" in The Guide

ORDER FORM

The Guide to the Big Bend Scenic Byway

COMPANY NAME _____

ADDRESS_____

CITY_____ STATE_____ ZIP CODE_____

COMPANY CONTACT_____

PHONE_____ E MAIL_____

YES, OUR BUSINESS/ORGANIZATION WANTS TO HELP PROMOTE THE IMAGE OF THIS REMARKABLE PLACE. WE WOULD LIKE……

_____ **225** copies with our personalized gold seal and have enclosed a check for **$500**

_____ **500** copies with our personalized gold seal and have enclosed a check for **$1,050**

_____ **1,000** copies with our personalized gold seal and have enclosed a check for **$2,050**

_____ **1,500** copies with our personalized gold seal and have enclosed a check for **$3,000**

_____ **$75.00** additional fee to place name and logo as "Sponsor" on inside back cover of ***The Guide***

Total Amount Enclosed $_____

Name to appear on gold seal "Compliments of _____

_____

Name to appear in ***The Guide*** _____

_____

Orders and Payments must be received by Friday, November 11. Please email logo to **didelaney@msn.com**. Checks should be made payable to Florida Foresight and mailed with the order form to P.O. Box 1210, Panacea, Florida 32346. Your personalized copies will be delivered to you in November. Questions? Call Diane Delaney/984-0662. Florida Foresight is a tax-exempt 501(c)(3) nonprofit organization.

BIG BEND SCENIC BYWAY
CORRIDOR MANAGEMENT ENTITY (CME)
PARTNERSHIP AGREEMENT

This PARTNERSHIP AGREEMENT is entered into between the Big Bend Scenic Byway Corridor Management Entity (hereinafter referred to as "CME") and

_____

(hereinafter referred to as "CME Partner") with the goal of establishing cooperative working relationships between the CME and a broad range of CME Partners for the long-term coordination, implementation, and monitoring of the Big Bend Scenic Byway Corridor Management Plan.

A. CME Partner agrees to:

1. Provide technical advice in such areas as planning, engineering, architecture, economics, environmental management, or others that maybe appropriate and within the competence of the Partner;
2. Send a representative to CME meetings, activities, and events, as appropriate; and
3. Comply with CME bylaws and formal decisions and actions related to the management of the Big Bend Scenic Byway.

B. CME agrees to:

1. Provide CME Partner with copies of the latest approved plans, decisions, and actions related to the Scenic Byway;
2. Alert CME Partner in advance of time and place of scheduled CME meetings; and
3. Consult, as appropriate, with CME Partner with respect to planned future actions by the CME which may directly affect the Partner's area of jurisdiction and/or expertise.

C. Duration of Partnership: This AGREEMENT shall remain in force from the day of execution by both Parties until termination by either the CME or the CME Partner with thirty (30) days written notice to the other Party.

D. Purpose of Partnership: Florida Foresight, a Wakulla County-based nonprofit 501(c)(3) organization, will continue to provide grant writing and management support as needed, and will work to establish the Big Bend Maritime Center to celebrate our coastal heritage.

THIS AGREEMENT shall be effective from the date of the last signature below, indicating approval by duly authorized officials of both Parties.

FOR THE CORRIDOR MANAGEMENT ENTITY

Bonnie Wahlen
Title: Chair, BBSB CME

Date: June 22, 2006

FOR THE CME PARTNER

Pam Portwood
Title: President, Florida Foresight

Date: 6-22-06

BIG BEND SCENIC BYWAY
CORRIDOR MANAGEMENT ENTITY (CME)
PARTNERSHIP AGREEMENT

This PARTNERSHIP AGREEMENT is entered into between the Big Bend Scenic Byway Corridor Management Entity (hereinafter referred to as "CME") and

_____

(hereinafter referred to as "CME Partner") with the goal of establishing cooperative working relationships between the CME and a broad range of CME Partners for the long-term coordination, implementation, and monitoring of the Big Bend Scenic Byway Corridor Management Plan.

A. CME Partner agrees to:

1. Provide technical advice in such areas as planning, engineering, architecture, economics, environmental management, or others that maybe appropriate and within the competence of the Partner;
2. Send a representative to CME meetings, activities, and events, as appropriate; and
3. Comply with CME bylaws and formal decisions and actions related to the management of the Big Bend Scenic Byway.

B. CME agrees to:

1. Provide CME Partner with copies of the latest approved plans, decisions, and actions related to the Scenic Byway;
2. Alert CME Partner in advance of time and place of scheduled CME meetings; and
3. Consult, as appropriate, with CME Partner with respect to planned future actions by the CME which may directly affect the Partner's area of jurisdiction and/or expertise.

C. Duration of Partnership: This AGREEMENT shall remain in force from the day of execution by both Parties until termination by either the CME or the CME Partner with thirty (30) days written notice to the other Party.

D. Purpose of Partnership: (insert information) _____

_____.

THIS AGREEMENT shall be effective from the date of the last signature below, indicating approval by duly authorized officials of both Parties.

FOR THE CORRIDOR MANAGEMENT ENTITY

_____ Date: _____
Title:

FOR THE CME PARTNER

_____ Date: _____
Title:

Big Bend Scenic Byway
Stakeholder Action Plan Matrix

6/27/2006

		1A	1B	1C	1D	2F	2G	2H	2I	2J	2K	2L	2E	2M	2N	2O	3Q	3R	3S	3T	4U	4V	4W	4X	2P	5AA	5BB	5CC	5DD	5EE	5FF	5GG	5HH	5II	5JJ	5KK	5LL	5MM	5NN
		NOAA	USDA	U.S. Dept. of the Interior	FHA	FL Dept. of Agriculture	DCA	DEP	DOS	DSL	DOT	FWC	ARPC	MPO	NWFWMD	US 98 TA	Franklin County	School Boards	Tourist Development Councils	Wakulla County	City of Apalachicola	City of Carrabelle	City of St. Marks	City of Sopchoppy	Visit Florida	Builders/Realtors Associations	Business Owners	Chambers of Commerce	Educational Institutions	Community Associations	Conservation/Science Orgs.	EDC	Education Centers/Museums	Garden Clubs	Historical Societies	Keep County Beautiful	Land Development Companies	Service Providers	Local Transportation Teams
		Federal				State Government							Regional				Local Governments								Other													
	Transportation **A**																																						
A1	Wildlife		X		X	X		X			X	X		X		X	X			X										X							X
A2	Construction		X		X						X			X		X	X			X	X	X	X	X									X					
A3	Intersections		X		X						X			X		X	X				X	X	X	X														X
A4	Alternative		X		X						X			X		X	X			X	X	X	X	X														
A5	Streetscaping		X								X			X		X	X			X	X	X	X	X						X								
A6	Setbacks		X								X			X		X	X			X	X	X	X	X														X
A7	Capacity		X		X						X		X	X		X	X			X	X	X	X	X														X
	Land Use **B**																																						
B1	Purchase	X	X			X	X	X			X				X	X	X			X										X						X		
B2	Screening		X					X						X			X			X																		
B3	Easements							X																							X					X		X	
	Utilities **C**																																						
C1	Power Lines										X						X			X	X	X	X	X														X	
C2	Water Treatment														X		X			X	X	X	X	X						X								
	Beautification **D**																																						
D1	Native Plants	X	X			X		X		X						X		X		X	X	X	X	X		X			X	X						X		
D2	Wildflowers	X	X			X		X			X		X	X	X	X	X	X			X	X	X	X						X							X		
D3	Ordinances																X			X	X	X	X	X		X	X										X		
D4	Landscaping					X					X			X		X	X		X	X	X	X	X	X		X	X			X				X		X	X		
D5	Clean-up		X							X	X						X	X			X	X	X	X						X						X			
	Public Access **E**																																						
E1	Sites			X		X			X	X							X		X	X													X		X				
E2	View		X				X	X		X	X	X					X		X	X	X	X	X	X						X			X						
E3	Handicap		X			X		X		X	X	X		X	X		X		X	X	X	X	X	X						X									
	Trails **F**																																						
F1	Connectivity		X			X		X		X	X	X		X	X		X		X	X	X	X	X	X		X		X		X							X		
F2	Bike/Hiking		X			X		X		X	X	X		X	X		X		X	X	X	X	X	X		X		X		X							X		
F3	Horse		X			X		X		X	X	X																		X									
F4	Trail Heads		X			X		X		X	X	X		X	X		X		X	X	X	X	X	X		X				X							X		

Big Bend Scenic Byway
Stakeholder Action Plan Matrix

		1A	1B	1C	1D	2F	2G	2H	2I	2J	2K	2L	2E	2M	2N	2O	3Q	3R	3S	3T	4U	4V	4W	4X	2P	5AA	5BB	5CC	5DD	5EE	5FF	5GG	5HH	5II	5JJ	5KK	5LL	5MM	5NN
		NOAA	USDA	U.S. Dept. of the Interior	FHA	FL Dept. of Agriculture	DCA	DEP	DOS	DSL	DOT	FWC	ARPC	MPO	NWFWMD	US 98 TA	Franklin County	School Boards	Tourist Development Councils	Wakulla County	City of Apalachicola	City of Carrabelle	City of St. Marks	City of Sopchoppy	Visit Florida	Builders/Realtors Associations	Business Owners	Chambers of Commerce	Educational Institutions	Community Associations	Conservation/Science Orgs.	EDC	Education Centers/Museums	Garden Clubs	Historical Societies	Keep County Beautiful	Land Development Companies	Service Providers	Local Transportation Teams
		Federal				State							Regional				Local Governments								Other														
	Facilities G																																						
G1	Springs																X		X	X					X			X		X					X				
G2	Walkability							X			X			X			X		X	X					X	X				X		X	X				X		
G3	Museums							X									X		X	X					X			X		X			X		X				
G4	Accommodations																X		X	X	X	X	X	X		X						X					X		
G5	Recreation		X			X	X								X		X	X	X	X	X	X	X	X				X		X					X				
	Historic Preservation H																																						
H1	Inventory								X										X		X	X	X	X						X					X	X			
H2	Improvement		X						X										X											X					X	X			
	Signage I																																						
I1	Themed		X		X	X		X			X	X							X						X								X						
I2	Local										X						X			X	X	X	X	X				X											
I3	Way finding		X		X						X	X							X						X					X									
I4	NonConforming				X						X						X			X	X	X	X	X				X											
I5	Consistency		X		X						X	X							X						X														
I6	Education	X	X			X		X			X	X			X			X								X			X	X			X				X		
I7	Displays	X	X			X		X	X		X	X							X										X	X			X		X				
I8	Sites					X						X							X									X		X									
I9	Gateways		X		X						X	X							X									X		X						X			
	Promotion J																																						
J1	Activities	X	X						X				X						X										X			X	X					
J2	Publications																		X						X					X					X				
J3	Events																		X		X	X	X	X	X					X									
J4	Marketing																		X						X					X									
J5	Internet		X		X				X			X							X						X					X									
	Economic Development K																																						
K1	Shopping																										X	X				X							
K2	Training																		X								X	X	X			X							
K3	Designation		X		X		X		X			X		X												X				X		X	X						X

Big Bend Scenic Byway
Stakeholder Action Plan Matrix

6/27/2006

		1A	1B	1C	1D	2F	2G	2H	2I	2J	2K	2L	2E	2M	2N	2O	3Q	3R	3S	3T	4U	4V	4W	4X	2P	5AA	5BB	5CC	5DD	5EE	5FF	5GG	5HH	5II	5JJ	5KK	5LL	5MM	5NN
		NOAA	USDA	U.S. Dept. of the Interior	FHA	FL Dept. of Agriculture	DCA	DEP	DOS	DSL	DOT	FWC	ARPC	MPO	NWFWMD	US 98 TA	Franklin County	School Boards	Tourist Development Councils	Wakulla County	City of Apalachicola	City of Carrabelle	City of St. Marks	City of Sopchoppy	Visit Florida	Builders/Realtors Associations	Business Owners	Chambers of Commerce	Educational Institutions	Community Associations	Conservation/Science Orgs.	EDC	Education Centers/Museums	Garden Clubs	Historical Societies	Keep County Beautiful	Land Development Companies	Service Providers	Local Transportation Teams
		Federal				State							Regional				Local Governments								Other														
	Administration **L**																																						
L1	Reporting										X																												
L2	Work Plan	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X		X	X				X	X	X
L3	Sunshine Law																X			X	X	X	X	X															
	Coordination **M**																																						
M1	Regional	X	X		X	X		X			X	X	X	X	X	X	X			X										X									
M2	Master Plan	X	X		X	X		X			X	X	X	X	X	X	X			X										X									
M3	Communication				X						X								X																				
M4	Partnership	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X		X	X				X	X	X