

Woodpecker Extension (Short Version)

- **The Original Trail:** So, back in 2004, they finished the first part of the Woodpecker Trail. It's a 3.6-mile paved path, 10 feet wide, with some cool Trex boardwalks over wet spots. It goes from the Little Shoals entrance to Big Shoals State Park, and walkers and cyclists use it.
- **The Big Dream (2005):** A year later, everyone agreed that extending this trail was a super important idea. The big vision was to connect Big Shoals Public Lands (BSPL) to Stephen Foster Folk Culture Center State Park and the town of White Springs.
- **Extension Options (Then & Now):**
 1. **Option 1 (Not Recommended):** Follow State Road 135 and some local roads in White Springs. This option has a host of issues with placement vis-a-vis road drainage and land ownership and costs.
 2. **Option 2 (The Favored One):** Go west from Little Shoals, then south through the Barnett Tract (part of Swift Creek Conservation Area, or SCCA), cross US 41, and then use existing sidewalks to Stephen Foster.
 3. **Option 3 (The Robust Alternative):** Rather than using the sidewalk all the way to Stephen Foster, hike a section of the unpaved Florida Trail, and then continue on to Stephen Foster
 4. **Option 4 (Not Recommended at this time):** In lieu of the sidewalk or FT, build a boardwalk over wetlands, and a stairwell up a steep hill. Upside? The beauty of Wetlands! Downside? Cost!
- **Still an Objective, 20 Years Later:** Fast forward to today, and the extension is still just an "objective" in the Big Shoals Unit Management Plan. No money for design or building yet!
- **Who Owns What Now?** The Barnett Tract is now owned by White Springs, along with Wesson Street's right-of-way.
- **The Route Details:**
 1. The total distance is about 1.7 miles.
 2. **Part 1 (1.5 miles):** Starts at Little Shoals and goes southwest through BSPL to White Springs' land. It will need a bridge over a stream, but otherwise should be a pretty straightforward paved path.
 3. **Part 2 (1.2 miles):** The sidewalks along US 41 are already in place, so the only cost will be to paint a crosswalk at Sunrise Drive where the path crosses US 41.
- **Show Me the Money! (Cost Analysis):**
 1. This is going to be a big project!

Component	Calculation	Unit Cost (Range)	Estimated Cost Range	Notes
1. Trail Construction (1.5 mi)	1.5 miles of 10-foot wide asphalt path, including clearing, grading, base, and paving.	\$120,000 – \$180,000 per mile	\$180,000 – \$270,000	Uses a conservative rural rate, assuming some challenging terrain in the woods.
2. Pedestrian Bridge (30 ft)	Prefabricated steel/FRP pedestrian bridge (10-foot width) to span a seasonal stream.	\$800 – \$1,200 per linear foot (LF)	\$24,000 – \$36,000	Excludes significant foundation costs for abutments/piers.
3. Bridge Abutments & Installation	Engineering, permitting, foundations (abutments), delivery, and installation of the bridge structure.	Varies by site	\$75,000 – \$120,000	This is often the most variable cost, especially if deep foundations are required.
4. Final Safety & Utility	New crosswalk at US 41, signage, and striping along	Lump Sum	\$15,000 – \$25,000	Includes professional crosswalk marking and required signage.

	the 1.5-mile path.			
5. Design & Engineering (15%)	Geotechnical investigation, surveying, final engineering plans, and construction oversight.	15% of Subtotal	\$44,100 – \$67,650	Essential for proper siting of the bridge and permitting.
6. Contingency (15%)	Unforeseen costs (e.g., unexpected rock, poor soil, higher permitting fees).	15% of Subtotal	\$44,100 – \$67,650	Critical to ensure the project doesn't stall due to a budget overrun.
TOTAL ESTIMATED PROJECT COST			\$380,200 – \$586,300	Rounding up provides a strong grant target.