

**TALLAHASSEE-ST. MARKS HISTORIC  
RAILROAD TRAIL STATE PARK**

**UNIT MANAGEMENT PLAN**

**APPROVED**

**STATE OF FLORIDA  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Division of Recreation and Parks**

**SEPTEMBER 5, 2003**



# Department of Environmental Protection

Jeb Bush  
Governor

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Tallahassee, Florida 32399-3000

David B. Struhs  
Secretary

September 8, 2003

Ms. BryAnne White  
Division of Recreation and Parks  
Office of Park Planning, M.S. 525  
3900 Commonwealth Blvd.  
Tallahassee, Florida 32399

Re: Tallahassee St. Marks Historic Railroad Trail State Park

Lease # 4015

Ms. White:

On **September 5, 2003**, the Office of Environmental Services, acting as agent for the Board of Trustees of the Internal Improvement Trust Fund, approved the management plan for **Tallahassee St. Marks Historic Railroad Trail State Park**. Pursuant to Section 253.034, Florida Statutes, and Chapter 18-2, Florida Administrative Code this plan's ten-year update will be due on **September 5, 2013**.

Approval of this land management plan does not waive the authority or jurisdiction of any governmental entity that may have an interest in this project. Implementation of any upland activities proposed by this management plan may require a permit or other authorization from federal and state agencies having regulatory jurisdiction over those particular activities. Please forward copies of all permits to this office upon issuance.

Sincerely,

*Delmas T. Barber*

Delmas T. Barber, OMC Manager  
Office of Environmental Services  
Division of State Lands

*"More Protection, Less Process"*

*Printed on recycled paper.*

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## INTRODUCTION

The Tallahassee St. Marks Historic Railroad Trail State Park is located in both Leon and Wakulla Counties (see Vicinity Map). Currently there are two designated trailheads. The northern trailhead access point is located at the intersection of U.S. Hwy 319 and State Road 363. There is also a mid point parking area located between Woodville and Wakulla, which is accessed from State Road 363. The vicinity map also reflects significant land and water resources existing near the park.

On December 21, 1987, the Department of Environmental Protection (DEP), Division of Recreation and Parks (Division) leased an 124.90-acre abandoned railroad right-of-way located between Tallahassee and St. Marks from the Florida Department of Transportation (FDOT). The railroad right-of-way later became Tallahassee-St. Marks Historic Railroad Trail State Park. On November 19, 1997, the lease was amended to incorporate three separate lands constituting 14.53 acres into Tallahassee-St. Marks Historic Railroad Trail State Park. The lease is for a period of twenty (20) years commencing on December 21, 1987, and it represents a 139.43-acre property.

On August 18, 1992, the Board of Trustees of the Internal Improvement Trust Fund (Trustees) obtained title to a 7.89-acre property; the property was acquired from The Trust for Public Land by donation. On September 27, 1993, the Trustees purchased a 26.48-acre property under P2000/ Additions and Inholdings. Total acreage of the Trustees ownership is 35.374. On December 15, 1993, the Trustees leased the two acquisitions to DEP/Division under Lease No. 4015 to be managed in conjunction with Tallahassee-St. Marks Historic Railroad Trail State Park ; the lease is for a period of fifty (50) years.

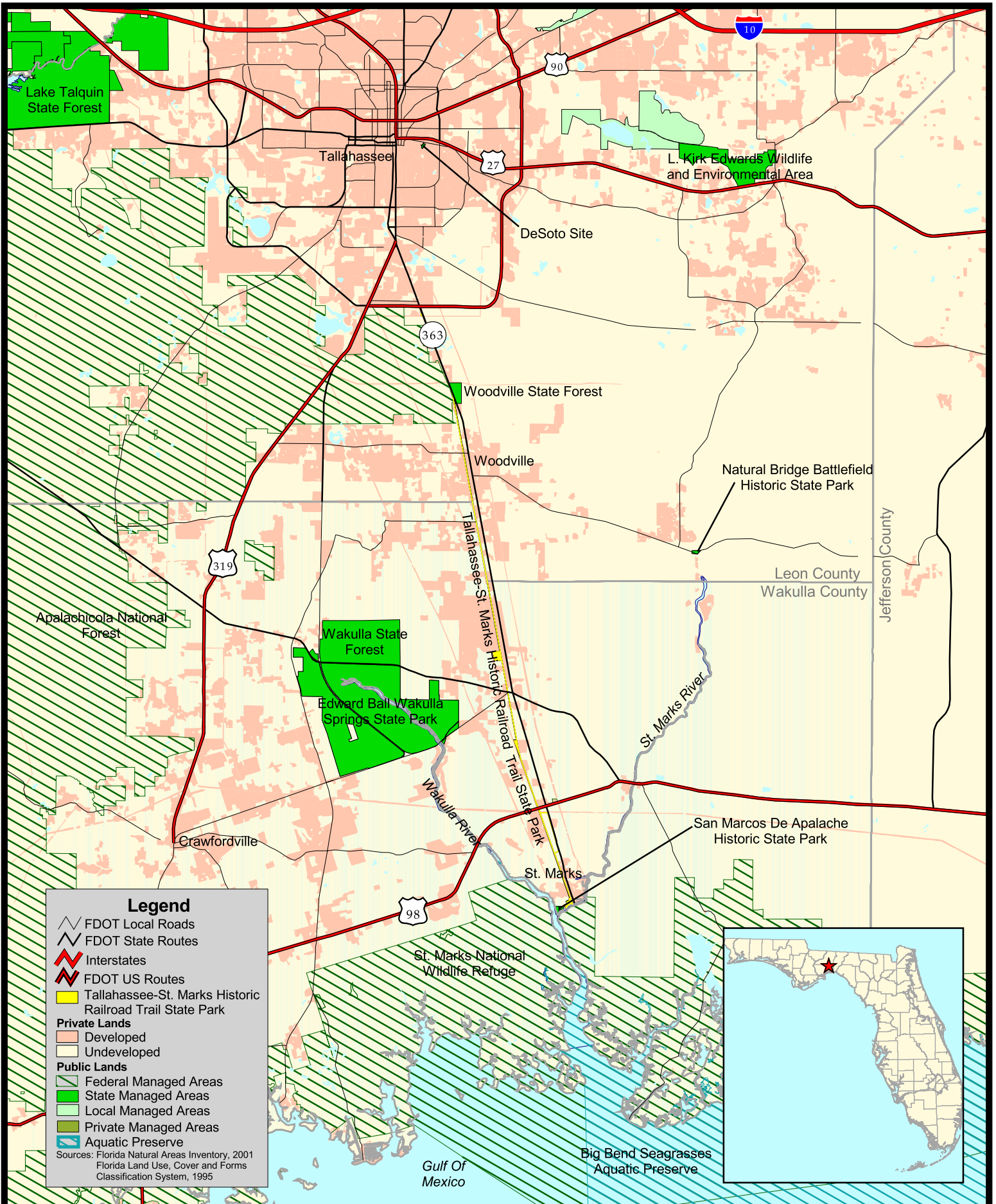
The FDOT lease and Trustees lease represent Tallahassee-St. Marks Historic Railroad Trail State Park and the Division of Recreation and Parks (Division) manages the trail. The present area of Tallahassee-St. Marks Historic Railroad Trail State Park is approximately 173.8 acres.

FDOT holds fee simple to 138.43 acres of the trail; the Trustees hold fee simple title to 34.374 acres of the Tallahassee-St. Marks Historic Railroad Trail State Park, and Division manages the trail under leases from the two agencies. The FDOT lease is for a period of 20 years, and it expires on December 20, 2007; the Trustees lease is for a period of fifty (50) years, and it expires on December 15, 2043.

At Tallahassee St. Marks Historic Railroad Trail 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 (see Addendum 1).

### **PURPOSE AND SCOPE OF THE PLAN**

This plan serves as the basic statement of policy and direction for the management of Tallahassee St. Marks Historic Railroad Trail State Park as a unit of Florida's state park system. It identifies the objectives, criteria and standards that guide each aspect of park administration, and sets forth the specific measures that will be implemented to meet management objectives. The plan is intended to meet the requirements of Sections 253.034 and 259.032, Florida Statutes, Chapter 18-2, Florida Administrative Code, and intended to be consistent with the State Lands Management Plan. With approval, this management plan will supercede and replace the current approved plan of December 9, 1998. All development and resource alteration encompassed in this plan is subject to the granting of appropriate permits; easements, licenses, and other required legal instruments. Approval of the management plan does not constitute an exemption from complying with the appropriate local, state or federal agencies. This plan is also intended to meet the



**Legend**

- ↘ FDOT Local Roads
- ↘ FDOT State Routes
- ↘ Interstates
- ↘ FDOT US Routes
- ↘ Tallahassee-St. Marks Historic Railroad Trail State Park

**Private Lands**

- Developed
- Undeveloped

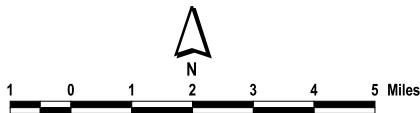
**Public Lands**

- Federal Managed Areas
- State Managed Areas
- Local Managed Areas
- Private Managed Areas
- Aquatic Preserve

Sources: Florida Natural Areas Inventory, 2001  
 Florida Land Use, Cover and Forms Classification System, 1995



**Tallahassee-St. Marks Historic Railroad Trail State Park Vicinity Map**



requirements for beach and shore preservation, as defined in Chapter 161, Florida Statutes and Chapters 62B-33, 62B-36 and 62R-49, Florida Administrative Code.

The plan consists of two interrelated components. Each component corresponds to a particular aspect of the administration of the park. The resource management component provides a detailed inventory and assessment of the natural and cultural resources of the park. Resource management problems and needs are identified, and specific management objectives are established for each resource type. This component provides guidance on the application of such measures as prescribed burning, exotic species removal, and restoration of natural conditions.

The land use component is the recreational resource allocation plan for the unit. Based on considerations such as access, population, and adjacent land uses, an optimum allocation of the physical space of the park is made, locating use areas and proposing types of facilities and volume of use to be provided.

In the development of this plan, the potential of the park to accommodate secondary management purposes (“multiple uses”) was analyzed. These secondary purposes were considered within the context of the Division’s statutory responsibilities and an analysis of the resource needs and values of the park. This analysis considered the park natural and cultural resources, management needs, aesthetic values, visitation and visitor experiences. For this park, it was determined that no secondary purposes could be accommodated in a manner that would not interfere with the primary purpose of resource-based outdoor recreation and conservation. Uses such as, water resource development projects, water supply projects, stormwater management projects, linear facilities and sustainable agriculture and forestry (other than those forest management activities specifically identified in this plan) are not consistent with this plan or the management purposes of the park and should be discouraged.

The potential for generating revenue to enhance management was also analyzed. Visitor fees and charges are the principal source of revenue generated by the park. It was determined that multiple-use management activities would not be appropriate as a means of generating revenues for land management. Instead, techniques such as entrance fees, concessions and similar measures will be employed on a case-by-case basis as a means of supplementing park management funding.

The use of private land managers to facilitate restoration and management of this unit was also analyzed. Decisions regarding this type of management (such as outsourcing, contracting with the private sector, use of volunteers, etc.) will be made on a case-by-case basis as necessity dictates.

## **MANAGEMENT PROGRAM OVERVIEW**

### **Management Authority and Responsibility**

In accordance with Chapter 258, Florida Statutes, and Chapter 62D-2, Florida Administrative Code, the Division of Recreation and Parks (DRP) is charged with the responsibility of developing and operating Florida's recreation and parks system. These are administered in accordance with the following policy:

It shall be the policy of the Division of Recreation and Parks to promote the state park system for the use, enjoyment, and benefit of the people of Florida and visitors; to acquire typical portions of the original domain of the state which will be accessible to all of the people, and of such character as to emblemize the state's natural values; conserve these natural values for all time; administer the development, use and maintenance of these lands and render such public service in so doing, in such a ./.manner as to enable the people of Florida and visitors to enjoy these values without depleting them; to contribute materially to the development of a



strong mental, moral, and physical fiber in the people; to provide for perpetual preservation of historic sites and memorials of statewide significance and interpretation of their history to the people; to contribute to the tourist appeal of Florida.

The Trustees have also granted management authority of certain sovereign submerged lands to the Division under Management Agreement MA 68-086 (as amended January 19, 1988). The management area includes a 400-foot zone from the edge of mean high water where a park boundary borders sovereign submerged lands fronting beaches, bays, estuarine areas, rivers or streams. Where emergent wetland vegetation exists, the zone extends waterward 400 feet beyond the vegetation. The agreement is intended to provide additional protection to resources of the park and nearshore areas and to provide authority to manage activities that could adversely impact public recreational uses.

Many operating procedures are standard system wide and are set by policy. These procedures are outlined in the **Division Operations Procedures Manual** (OPM) and cover such areas as personnel management, uniforms and personal appearance, training, signs, communications, fiscal procedures, interpretation, concessions, camping regulations, resource management, law enforcement, protection, safety and maintenance.

In the management of Tallahassee St. Marks Historic Railroad Trail State Park, major emphasis is placed on maximizing the recreational potential of the trail; however, preservation of resources remains important. Depletion of a resource by any recreational activity is not permitted. In order to realize the unit's recreational potential, development is aimed at providing facilities that are accessible, convenient and safe, as needed, to support recreational use or the unit's natural, aesthetic, and educational attributes.

#### **Park Goals and Objectives**

The following park goals and objectives express the Division long-term intent in managing the state park. At the beginning of the process to update this management plan, the Division reviewed the goals and objectives of the previous plan to determine if they remain meaningful and practical and should be included in the updated plan. This process ensures that the goals and objectives for the park remain relevant over time.

Estimates are developed for the funding and staff resources needed to implement the management plan based on these goals, objectives and priority management activities. Funding priorities for all state park management and development activities are reviewed each year as part of the Division legislative budget process. The Division prepares an annual legislative budget request based on the priorities established for the entire state park system. The Division also aggressively pursues a wide range of other funds and staffing resources, such as grants, volunteers and partnerships with agencies, local governments and the private sector, for supplementing normal legislative appropriations to address unmet needs. The ability of the Division to implement the specific goals, objectives and priority actions identified in this plan will be determined by the availability of funding resources for these purposes.

#### **Natural and Cultural Resources**

1. Adhere to measures that provide for reasonable protection of natural and cultural resources
  - A. Request funding for a phase I archaeological survey of the Wakulla Station Trailhead and 8.3 acre parcel at the trail's southern terminus.
  - B. Continue efforts to remove invasive, exotic plants from the trail corridor and associated parcels.
  - C. Coordinate with USFS fire management personnel in order to allow prescribed fires, on adjacent National Forest lands, to burn up to the trail corridor, therefore

- eliminating the need for additional firebreaks.
- D. Where feasible, allow a natural buffer of native plants to establish where the trail passes through urban areas.
- E. Continue to establish and maintain communications with adjacent landowners in order to discourage encroachment issues such as illegal dumping of yard and household debris, or the establishment of private fencing within the trail corridor.

### **Recreational Goals**

2. Continue to provide quality resource based outdoor recreational and interpretive programs and facilities at the state park.
  - A. Continue to provide a safe and enjoyable trail experience for hikers, bicyclists, horseback riders, and roller skaters alike.
  - B. Continue to provide opportunities for picnicking and interpretive programming.
3. Seek funding to expand recreational and interpretive opportunities through the improvement of programs and the development of new use areas and facilities, as outlined in this management plan.
  - A. Improve existing trailhead areas to enhance visitors' experience including additional interpretive signage and displays.
  - B. Create a trailhead at the southern terminus to encourage use of the southern portion of the trail thus alleviating high usage of the northern portion.
  - C. Widen and repave the northern 4 miles of the trail.
  - D. Construct support facilities and a ranger residence at the midpoint trailhead to support the entire trail as well as other state parks within the Tallahassee/St. Marks area.

### **Park Administration/Operations**

4. Continue to provide quality administrative and operational services.
  - A. Provide necessary administrative support in order to ensure a high quality visitor experience.
  - B. Continue to ensure that essential maintenance measures are implemented in order to provide attractive, clean, and serviceable facilities for park visitors.
  - C. Provide staff with appropriate training opportunities in visitor services, resource management, park operations, general maintenance, and interpretation.
  - D. Maintain park signage and support facilities in good condition.

### **Management Coordination**

The park is managed in accordance with all applicable Florida Statutes and administrative rules. Agencies having a major or direct role in the management of the park are discussed in this plan.

The Department of Agriculture and Consumer Services, Division of Forestry (DOF), assists DRP staff in the development of wildfire emergency plans and provides the authorization required for prescribed burning. The Florida Fish and Wildlife Conservation Commission (FFWCC), assists staff in the enforcement of state laws pertaining to wildlife, freshwater fish and other aquatic life existing within park boundaries. In addition, the FFWCC aids the Division with wildlife management programs, including the development and management of Watchable Wildlife programs. The Department of State, Division of Historical Resources (DHR) assists staff to assure protection of archaeological and historical sites. The Department of Environmental Protection (DEP), Office of Coastal and Aquatic Managed Areas (CAMA) aids staff in aquatic preserves management programs. The DEP, Bureau of Beaches and Wetland Resources aids staff in planning and construction activities seaward of the Coastal Construction Line. In addition, the Bureau of Beaches and Wetland Resources aid the staff in the development of erosion control

projects. Emphasis is placed on protection of existing resources as well as the promotion of compatible outdoor recreational uses.

#### **Other Designations**

The Tallahassee St. Marks Historic Railroad Trail State Park is not within an Area of Critical State Concern as defined in section 380.05, Florida Statutes. Currently it is not under study for such designation. The park is a component of the Florida Greenways and Trails System.

All waters within the unit have been designated as Outstanding Florida Waters, pursuant to Chapter 62-302 Florida Administrative Code. Surface waters in this unit are also classified as Class III waters by DEP. This unit is not adjacent to an aquatic preserve as designated under the Florida Aquatic Preserve Act of 1975 (section 258.35, Florida Statutes).

## **RESOURCE MANAGEMENT COMPONENT**

### **INTRODUCTION**

The Division of Recreation and Parks has implemented resource management programs for preserving for all time the representative examples of natural and cultural resources of statewide significance under its administration. This component of the unit plan describes the natural and cultural resources of the park and identifies the methods that will be used to manage them. The stated management measures in this plan are consistent with the Department's overall mission in ecosystem management. Cited references are contained in Addendum 2.

The Division's philosophy of resource management is natural systems management. Primary emphasis is on restoring and maintaining, to the degree practicable, the natural processes that shape the structure, function and species composition of Florida's diverse natural communities as they occurred in the original domain. Single species management may be implemented when the recovery or persistence of a species is problematic provided it is compatible with natural systems management.

The management goal of cultural resources is to preserve sites and objects that represent all of Florida's cultural periods as well as significant historic events or persons. This goal may entail active measures to stabilize, reconstruct or restore resources, or to rehabilitate them for appropriate public use.

Because park units are often components of larger ecosystems, their proper management is often affected by conditions and occurrences beyond park boundaries. Ecosystem management is implemented through a resource management evaluation program (to assess resource conditions, evaluate management activities, and refine management actions), review of local comprehensive plans, and review of permit applications for park/ecosystem impacts.

### **RESOURCE DESCRIPTION AND ASSESSMENT**

#### **Natural Resources**

##### **Topography**

Because the paved trail is established on a railroad grade, it is, for all purposes, flat along its entire length. The gradual drop in elevation over the 16 miles of its length is only about 30 ft. The 1.5-mile new section of trail, constructed away from the railroad right-of-way by the Olin Corporation of St. Marks, matches the elevation of the right-of-way at that location (11.5 ft).

Except for the original construction that leveled the railroad grade, the natural topography appears intact. Fill used to level the grade apparently was obtained adjacent to the grade, creating parallel ditches in some places. Local topographic depressions and rises along the corridor add a pleasant diversity of banks and slopes along the route. No bridges occur throughout the length of trail.

There are two principal physiographic provinces in the eastern Florida panhandle, the Northern Highlands and the Gulf Coastal Lowlands. A subdivision of the coastal lowlands is the Aucilla Karst Plain, which is distinguished by a thin mantle of Plio-Pleistocene sands covering St. Marks Formation limestones. A further division, the Woodville Karst Plain, is distinguished by ancient dune fields that have been lowered by solution activity in the underlying Suwannee limestones. The southernmost mile extends into a further sub-province, the St. Marks River Lowlands.

##### **Geology**

Since the beginning of the Pleistocene Era, the Gulf Coastal Lowlands have been repeatedly

engulfed by rising sea levels caused by interglacial warming periods. A stepwise series of terraces indicates these various sea bottoms, while the related ancient shorelines are indicated by relict scarps. Erosion has obscured these ancient dune fields and shoreline features, and furthermore, geologists are not able to accurately date the terraces. They do agree that the progression towards the coast is toward more inundation that is recent.

The northern trailhead occurs at the southern edge of Penholoway Terrace (70-42 ft.) and the indistinct scarp occurs within the first one-half mile of the trail. The next 8 miles traverse the Talbot Terrace (42-25 ft.) and the next 5 miles transverse the Pamlico Terrace (25-10 ft.), and the final 2 miles cross the Silver Bluff Terrace (0-10 ft.) Underlying these Pleistocene sands, are the St. Marks Formation, formed about 23 million years ago (Lower Miocene), and Suwannee Limestone, formed about 33 million years ago (Oligocene). Except for the construction of the railroad grade, no alterations to the geology are known.

### **Soils**

Over the 16-mile length of the corridor, 21 different soil types are intersected. A list of these soil types can be found in Addendum 3. Generally, they are soils of sand and fine sand with slopes of zero - 5 percent. Most are typical of sand ridges, while the remainders are found in swamps and lake basins. In the 9.5-mile section of the trail north of County Road 267, 97 percent of the soils are characteristic of the sandhill community. South of U.S. Highway 98, the soils are predominately wetland soils. Soils in the town of St. Marks, including the very end of the trail and the eastern end of the 8.3-acre parcel, are actually dredged fill. A large portion of the terminus parcel is *Juncus* marsh with a small tidal creek.

Measures to protect native flora along the trail will be continued in order to provide for the conservation of soil resources and for the control and prevention of soil erosion.

### **Minerals**

No commercially valuable minerals are present at this unit.

### **Hydrology**

The unit lies entirely within the St. Marks River drainage basin that includes approximately 661 square miles. The trail does not closely approach either the Wakulla River or the St. Marks River, except at the southern terminus in the town of St. Marks. The trail also does not approach any other significant wetlands, although it passes across the intermittent Sixmile Pond at mile 0.8, and through wooded wetlands at mile 3.5 and on the Olin property, at mile 13.1-14.4.

The Florida Aquifer is very close to the surface along the corridor's entire length. The piezometric surface is between 10 and 20 ft. above mean sea level for the northern 5 miles, and between 0 and 10 ft. for the southern 11 miles. The potential recharge of rainwater to the aquifer makes pollution of the groundwater from the trail a management concern. Furthermore, high water tables create a potential for the flooding of parts of the trail, especially in its southern section. Erosion of the railroad bed or the trail itself does not seem likely, however, due to the lack of flow in the few wetlands along the trail. Flood-prone sections of the trail presumably cannot be corrected, so interpretation and temporary closures may be necessary.

### **Natural Communities**

The system of classifying natural communities employed in this plan was developed by the Florida Natural Areas Inventory (FNAI) **FNAI Descriptions**. The premise of this system is that physical factors, such as climate, geology, soil, hydrology and fire frequency generally determine the species composition of an area, and that areas which are similar with respect to these factors will tend to have natural communities with similar species compositions. Obvious differences in species composition can occur, despite similar physical conditions. In

other instances, physical factors are substantially different, yet the species compositions are quite similar. For example, coastal strand and scrub--two communities with similar species compositions--generally have quite different climatic environments, and these necessitate different management programs.

The park contains three distinct natural communities in addition to ruderal and developed areas. Park specific assessments of the existing natural communities are provided in the narrative below. A list of plants and animals occurring in the unit is contained in Addendum 4.

**Upland mixed forest.** This natural community is found on the Wakulla Station Trailhead. No pines of any species were noted along the eastern side of the parcel or in the interior of the parcel. Most of the canopy consists of pioneer species such as laurel oaks. Some large red oaks and mockernut hickories are present as well. Other trees found on the site include southern magnolia, American holly, American beech, sweetgum, eastern redbud, black cherry, red maple, and red bay. The presence of these species indicates an early successional stage towards a more pronounced hardwood forest condition. With time, this small tract of land may develop into a more diverse assemblage of hardwood canopy species.

Outside the trail corridor, natural communities are relevant from an aesthetic perspective, but beyond the influence of a management plan. Nevertheless, it may be said that the great majority of the corridor passes through a sandhill community of flat sandy soils that originally supported an open longleaf pine forest with the typical turkey oak and wiregrass associates. While the community is still apparent in a few places, second growth forest or ruderal areas now predominate. Except for the towns of Woodville and St. Marks, the trail passes through relatively undeveloped land. The lowlands area on the Olin property is best described as a basin swamp. That swamp, the St. Marks River, and marshes at the terminus will be the only significant wetland experiences for trail users.

A small, low tract of wet flatwoods occurs along the west side of the southern trail terminus. This area's natural hydrology, which appears to have once been contiguous with surrounding marshes, has been altered by city road construction. This area is heavily wooded with slash pines, red bay, sweet bay, red cedar, wax myrtle, and saltbush.

The parcel at the trail's southern terminus is also bordered by estuarine tidal marsh. These marsh areas are dominated by black needle rush, cordgrass, and sawgrass. Other species include salt bush, sea lavender, mock bishop weed, marsh pinks, sea purslane and glasswort.

Mapping of natural communities within the corridor has not been attempted due to the narrow configuration and the ruderal nature of the 60-ft. right-of-way. The eight-foot wide paved bike path is bordered with approximately four feet of mowed grass on either side. Between the mowed areas and the edges of the right-of-way, both clear and wooded areas occur along the trail length. Presumably, the vegetation is totally "volunteer," i.e., seeded in naturally from adjacent communities. In general, the vegetation within the corridor is young, due to right-of-way maintenance by Seaboard Systems Railroad. As might be expected, different sections of the corridor vary in their natural qualities depending on the uses of the adjacent lands. For example, where the corridor abuts the Apalachicola

National Forest and well-managed private pinelands, the vegetation next to and often within the right-of-way usually includes pines. This provides a scenic continuum from the edge of the trail out into the woods. In the town of Woodville, in contrast, there are sections where the entire corridor, the adjacent highway right-of-way, and the adjacent private properties are contiguous. An aesthetic visual buffer will probably never be established there. Nevertheless, along most of its length, the trail should eventually grow a buffer of native trees and shrubs

within the outer 20-ft. or so of the corridor.

The parcel in St. Marks is partly ruderal and partly natural tidal marsh.

The one-acre parcel adjacent to the northern trailhead is entirely ruderal.

### **Designated Species**

Designated species are those that are listed by the Florida Natural Areas Inventory (FNAI), U.S. Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FFWCC), and the Florida Department of Agriculture and Consumer Services (FDA) as endangered, threatened or of special concern.

No designated species are known to reside in or depend on the corridor. Yet designated species living on adjacent properties could possibly use the vegetated edges within the corridor. Regardless, no management strategy for such species is proposed other than to allow some natural vegetation to grow along the corridor's edges.

### **Special Natural Features**

No special features occur within the corridor and few are on the public or private lands adjacent to it. The Apalachicola National Forest abuts the corridor for 6,400 ft. in Leon County and about two-thirds of that length is old-growth longleaf pine forest with high aesthetic appeal. Occasional small sections of the trail have a picturesque canopy of older live oak trees extending over from outside of the corridor. Over time, a similar canopy will develop for a much larger portion of the trail.

The 1,000-ft. of river frontage in St. Marks and the St. Marks National Wildlife Refuge marshes on its far side, will become an important natural vista for trail users.

### **Cultural Resources**

Evaluating the condition of cultural resources is accomplished using a three part evaluative scale, expressed as good, fair, and poor. These terms describe the present state of affairs, rather than comparing what exists against the ideal, a newly constructed component. Good describes a condition of structural stability and physical wholeness, where no obvious deterioration other than normal occurs. Fair describes a condition in which there is a discernible decline in condition between inspections, and the wholeness or physical integrity is and continues to be threatened by factors other than normal wear. A fair judgment is cause for concern. Poor describe an unstable condition where there is palpable, accelerating decline, and physical integrity is being compromised quickly. A resource in poor condition suffers obvious declines in physical integrity from year to year. A poor condition suggests immediate action to reestablish physical stability.

No prehistoric sites are listed in the Florida Master Site File, either within or directly adjacent to the corridor. Construction of the rail bed may have destroyed any sites that did exist. However, because the corridor extends over flat sandy soils, away from both the Wakulla and St. Marks Rivers, it would seem unlikely that any significant prehistoric sites were in the corridor's direct path. The potential for the presence of significant cultural resources on the 8.3-acre southern trail terminus seems more likely, given the parcel's proximity to San Marcos de Apalache State Historic Site as well as the town of St. Marks.

The historic significance of the corridor, however, is great. Tallahassee was chosen as the territorial capital in 1824, only three years after Florida's acquisition from Spain. Within one year, the town grew from six private homes to over one hundred, as the fertile Apalachee old fields attracted many settlers. As early as 1826, a road was under construction from Tallahassee to the St. Marks River where the closest navigable water access to the Gulf of Mexico was available. Because the wagon road was through deep sand, efforts began to

construct a railroad to the town of St. Marks. There the deep “Spanish Hole”, at the confluence of the St. Marks and Wakulla Rivers, allowed large ships to be moored even at low tide. After various fundraising and construction delays, partial use was available in June 1837, and the full Tallahassee to St. Marks route was usable in November 1837. With these events, the corridor and railroad line are distinguished as being the first railroad ever to receive a federal land grant, and the longest operating railroad in Florida (1837-1984). Only the 1836 completion of the short St. Joseph to Lake Wimico railroad stakes an additional claim as the first completed in Florida.

While no railroad structures other than the rail bed, a “commissary building”, and one turpentine loading platform remain, the present 60 ft. wide trail corridor occupies the same original land grant. The only exception is where the original railroad was rerouted around the Olin property for security reasons. The history of the railroad includes ample noteworthy events to justify several interpretive exhibits, including the 1843 hurricane that destroyed Port Leon (the railroad terminus at the time), the Civil War, and the eras of cotton, naval stores, and timber.

## **RESOURCE MANAGEMENT PROGRAM**

### **Special Management Considerations**

#### **Timber Management Analysis**

Chapters 253 and 259, Florida Statutes, require an assessment of the feasibility of managing timber in land management plans for parcels greater than 1,000 acres if the lead agency determines that timber management is not in conflict with the primary management objectives of the land. The feasibility of harvesting timber at this park during the period covered by this plan was considered in context of the Division’s statutory responsibilities, and an analysis of the park’s resource needs and values. The long-term management goal for forest communities in the state park system is to maintain or re-establish old-growth characteristics to the degree practicable, with the exception of early successional communities such as sand pine scrub and coastal strand.

A timber management analysis was not conducted for this park. The total acreage for the unit is below the 1,000-acre threshold established by Florida Statutes. Timber management will be reevaluated during the next 5-year revision of this management plan.

#### **Additional Considerations**

Encroachment onto the corridor by private landowners is a concern. The Park Service will strive to establish improved communication in order to educate adjacent landowners in regards to encroachment issues.

### **Management Needs and Problems**

1. A phase I archaeological survey of the Wakulla Station Trailhead and southern terminus parcel is needed.
2. Routine exotic removal efforts need to continue at this unit.
3. There is a need to maintain effective communication with fire management personnel on the adjacent Apalachicola National Forest, in order to minimize firebreaks along the trail corridor, and encourage the ecological benefits of prescribed fires in these immediate pineland areas.
4. There is a need to allow native plants to establish a buffer where the trail passes through urban areas, in order to enhance visual aesthetics.
5. There is a need to maintain open, effective communication with private landowners adjacent to the trail.

### **Management Objectives**

The resources administered by the Division are divided into two principal categories: natural



resources and cultural resources. The Division primary objective in natural resource management is to maintain and restore, to the extent possible, to the conditions that existed before the ecological disruptions caused by man. The objective for managing cultural resources is to protect these resources from human-related and natural threats. This will arrest deterioration and help preserve the cultural resources for future generations to enjoy.

1. Request funding for a phase I archaeological survey of the Wakulla Station Trailhead and southern terminus parcel.
2. Continue efforts to remove invasive, exotic plants from the trail corridor and associated parcels.
3. Coordinate with USFS fire management personnel in order to allow prescribed fires, on adjacent National Forest lands, to burn up to the trail corridor, therefore eliminating the need for additional firebreaks.
4. Where feasible, allow a natural buffer of native plants to establish where the trail passes through urban areas.
5. Continue to establish and maintain communications with adjacent landowners in order to discourage encroachment issues such as illegal dumping of yard and household debris, or the establishment of private fencing within the trail corridor.

### **Management Measures for Natural Resources**

#### **Hydrology**

No management measures for water resources are possible due to the configuration of the unit. Flowing water does not occur adjacent to the corridor and the few standing or occasional wetlands have already received the impacts the previous railroad contributed. Any effects from the accumulation of creosote, oil and other pollutants from the years of railroad operation are presumably irreversible and any further pollution from the recent paving of the trail is probably minor in comparison.

The disturbed tidal marsh at the southern terminus of the trail will continue to be protected so as to foster recovery towards a more natural condition. This will help provide for the conservation of water resources and for the control and prevention of soil erosion along banks of the St. Marks River.

#### **Prescribed Burning**

The objectives of prescribed burning are to create those conditions that are most natural for a particular community, and to maintain ecological diversity within the unit's natural communities. To meet these objectives, the park is partitioned into burn zones, and burn prescriptions are implemented for each zone. The park burn plan is updated annually to meet current conditions. All prescribed burns are conducted with authorization from the Department of Agriculture and Consumer Services, Division of Forestry (DOF). Wildfire suppression activities will be coordinated between the Division and the DOF.

Because of the desire to maximize a vegetative buffer along the outer edges of the corridor, no ecological burning will be conducted as a management tool. A single exception is to encourage the U.S. Forest Service to carry any ecological burns they conduct on their adjacent lands, onto the corridor and up to the pavement. Not only will this preclude the need for any plowed fire lanes at the edge of the corridor, but also it will sustain an open vista from the trail into the Apalachicola National Forest. In addition, the U.S. Forest Service should be encouraged to leave the land adjacent to the trail in an old growth designation.

Although it seems likely that the Wakulla Station Trailhead was once part of the adjacent longleaf pine forest, the area no longer maintains feasibly restorable components of the former natural community. Fire is not recommended as a management measure, since this area has become an early successional mixed hardwood community.

### **Designated Species Protection**

The welfare of designated species is an important concern of the Division. In many cases, these species will benefit most from proper management of their natural communities. At times, however, additional management measures are needed because of the poor condition of some communities, or because of unusual circumstances that aggravate the particular problems of a species. The Division will consult and coordinate with appropriate federal, state and local agencies for management of designated species.

No designated species are known to reside in or depend on the corridor. Yet, designated species living on adjacent properties could possibly use the vegetated edges within the corridor. Regardless, no management strategy for such species is proposed other than to allow the natural vegetation to grow within the buffer zone.

### **Exotic Species Control**

Exotic species are those plants or animals that are not native to Florida, but were introduced because of human-related activities. Exotics have fewer natural enemies and may have a higher survival rate than do native species, as well. They may also harbor diseases or parasites that significantly affect non-resistant native species. Consequently, it is the strategy of the Division to remove exotic species from native natural communities.

The ruderal nature of the unit, as well as the proximity of private property along the trail, will contribute to an ongoing invasion of exotic flora. However, proper control measures should minimize this problem. Exotic trees and shrubs should be removed in order to encourage native buffer and canopy species along the corridor. The eventual goal should be to reach a level of exotic species suppression whereby routine removal efforts will be adequate to deter the regrowth of exotics from seed banks or recruitment from adjacent properties.

District 1 Americorps personnel have made a notable impact on the exotics in this unit and should continue removal efforts along the trail and adjacent parcels.

### **Problem Species**

Problem species are defined as native species whose habits create specific management problems or concerns. Occasionally, problem species are also a designated species, such as alligators. The Division will consult and coordinate with appropriate federal, state and local agencies for management of designated species that are considered a threat or problem.

Other than the exotic plant species along the trail, there are presently no other specific problem species. When problem species are encountered, division policy will be followed.

### **Management Measures for Cultural Resources**

The management of cultural resources is often complicated because these resources are irreplaceable and extremely vulnerable to disturbances. The advice of historical and archaeological experts is required in this effort. Approval from Department of State, Division of Historical Resources (DHR) must be obtained before taking any actions, such as development or site improvements that could affect or disturb the cultural resources on state lands (see **DHR Cultural Management Statement**).

Actions that require permits or approval from DHR include development, site excavations or surveys, disturbances of sites or structures, disturbances of the substrate, and any other actions that may affect the integrity of the cultural resources. These actions could damage evidence that would someday be useful to researchers attempting to interpret the past.

### **Research Needs**

#### **Natural Resources**

Any research or other activity that involves the collection of plant or animal species on park

property requires a collecting permit from the Department of Environmental Protection. Additional permits from the Florida Fish and Wildlife Conservation Commission, the Department of Agriculture and Consumer Services, or the U.S. Fish and Wildlife Service may also be required.

Efforts to compile a more accurate and complete inventory of plants and animals occurring on or adjacent to the park will continue

### **Cultural Resources**

An archaeological survey of the Wakulla Station Trailhead and eight acre parcel at the trail's southern terminus should be conducted.

### **Resource Management Schedule**

A priority schedule for conducting all management activities that is based on the purposes for which these lands were acquired, and to enhance the resource values, is contained in Addendum 5. Cost estimates for conducting priority management activities are based on the most cost effective methods and recommendations currently available (see Addendum 5).

### **Land Management Review**

Section 259.036, Florida Statutes, established land management review teams to determine whether conservation, preservation, and recreation lands titled in the name of the Board of Trustees of the Internal Improvement Trust Fund (board) are being managed for the purposes for which they were acquired and in accordance with a land management plan adopted pursuant to s. 259.032, the board of trustees, acting through the Department of Environmental Protection (department). The managing agency shall consider the findings and recommendations of the land management review team in finalizing the required 5-year update of its management plan.

This park has not been subject to a land management review.

## **LAND USE COMPONENT**

### **INTRODUCTION**

Land use planning and park development decisions for the state park system are based on the dual responsibilities of the Division of Recreation and Parks. These responsibilities are to preserve representative examples of original natural Florida and its cultural resources, and to provide outdoor recreation opportunities for Florida's citizens and visitors.

The general planning and design process begins with an analysis of the natural and cultural resources of the unit, and then proceeds through the creation of a conceptual land use plan that culminates in the actual design and construction of park facilities. Input to the plan is provided by experts in environmental sciences, cultural resources, park operation and management, through public workshops, and environmental groups. With this approach, the Division objective is to provide quality development for resource-based recreation throughout the state with a high level of sensitivity to the natural and cultural resources at each park.

This component of the unit plan includes a brief inventory of the external conditions and the recreational potential of the unit. Existing uses, facilities, special conditions on use, and specific areas within the park that will be given special protection, are identified. The land use component then summarizes the current conceptual land use plan for the park, identifying the existing or proposed activities suited to the resource base of the park. Any new facilities needed to support the proposed activities are described and located in general terms.

### **EXTERNAL CONDITIONS**

An assessment of the conditions that exist beyond the boundaries of the unit can identify any special development problems or opportunities that exist because of the unit's unique setting or environment. This also provides an opportunity to deal systematically with various planning issues such as location, regional demographics, adjacent land uses and the park's interaction with other facilities.

Tallahassee-St. Marks Historic Railroad Trail State Park is located within Leon and Wakulla Counties. Its northern trailhead is located about three miles south of Tallahassee and runs south 16 miles to its southern terminus at St. Marks in the panhandle of the state. The populations of Leon and Wakulla Counties and the adjacent Jefferson and Gadsden Counties have grown 24 percent since 1990, and are projected to grow an additional 15 percent by 2010 (BEBR, University of Florida, 2000). As of 2000, 18 percent of residents in these counties were in the 0-14 age group, 51 percent in the 15-44 age group, 21 percent in the 45-64 age group, and 9 percent were aged 65 and over, which indicates a younger community than the state average for these groupings (BEBR, University of Florida, 2000). Nearly 371,300 Floridians reside within 50 miles of the park, which includes the cities of Tallahassee, Quincy, Perry, Madison, Monticello, Chattahoochee, and Blountstown (Census, 2000).

Tallahassee-St. Marks Historic Railroad Trail State Park recorded 171,642 visitors in 2001/2002. This represents a net decrease over the last five years. By Division estimates, these visitors contributed \$4,800,574 in direct economic impact and the equivalent of 96 jobs to the local economy (Florida Department of Environmental Protection, 2002).

#### **Existing Use of Adjacent Lands**

The Tallahassee-St. Marks Historic Railroad Trail State Park is located in Leon and Wakulla Counties, from just south of Tallahassee to the town of St. Marks. Land uses around the trail include industrial, residential, and commercial. The north end of the state trail connects with a northern trail extension, managed by the City of Tallahassee. Almost three miles of the northern section of the state trail is adjacent to the Apalachicola National Forest. Approximately 3/5 of the trail parallels either County Road 363, also known as the Woodville

Highway, or the Old Woodville Highway. There are several large tracts of land west of the trail being used for timber production. A number of single-family residences are adjacent to the trail, especially in the Woodville area. A portion of the trail, south of U.S. 98, was rerouted away from Olin Inc., a manufacturer of explosives. Across the St. Marks River at the south end of the trail lies a portion of the St. Marks National Wildlife Refuge.

Apalachicola National Forest provides opportunities for public outdoor recreation, including an off-road bike trail at Munson Hills, which is located 1.25 miles south of the northern trailhead. Approximately 1.25 miles south of Munson Hills is a Leon County park, J. Lewis Hall Sr. Woodville Park and Recreation Complex, which provides baseball fields, basketball courts, a picnic area, a playground, and a restroom. Just south of the southern terminus is St. Marks City Park. This park provides a pavilion with a short deck, a restroom, and a boat ramp into the St. Marks River. This city park will soon be linked to the state trail and serve as the southern terminus. Adjacent to this city park is another State Park, San Marcos De Apalache Historic State Park. This State Park is home to a museum, historic ruins, and an interpretive trail.

### **Planned Use of Adjacent Lands**

Because of the linear shape of the park, the state trail borders properties with a variety of future land use designations. Within Leon County, the trail is surrounded by “Rural Agriculture”, “Residential Preservation”, “Rural Community”, and “Institutional” designations (Leon County, 2002). Within Wakulla County, the trail is bordered by “Conservation”, “Agriculture”, “Rural 1”, “Industrial”, and “Incorporated City” designations (Wakulla County, 2002).

It is anticipated that residential development will continue to increase on private lands surrounding the trail. Adjacent development in the future will affect the recreational trail by generating increased vehicular traffic and additional road and driveway crossings along the trail.

The City of St. Marks owns an adjacent parcel of land at the southern trail terminus that will continue to be developed into a park for city residents as well as trail users.

### **PROPERTY ANALYSIS**

Effective planning requires a thorough understanding of the unit's natural and cultural resources. This section describes the resource characteristics and existing uses of the property. The unit's recreation resource elements are examined to identify the opportunities and constraints they present for recreational development. Past and present uses are assessed for their effects on the property, compatibility with the site, and relation to the unit's classification.

### **Recreation Resource Elements**

This section assesses the unit's recreation resource elements those physical qualities that, either singly or in certain combinations, supports the various resource-based recreation activities. Breaking down the property into such elements provides a means for measuring the property's capability to support individual recreation activities. This process also analyzes the existing spatial factors that either favor or limit the provision of each activity.

### **Land Area**

The Tallahassee-St. Marks Historic Railroad Trail State Park is the first unit of this type to be managed by the Division of Recreation and Parks. The trail corridor averages 60 feet in width and extends approximately 16 miles from Capital Circle south to the town of St. Marks. The railbed was altered to provide a level grade for the train tracks. The resulting level surface has made the trail popular with visitors of all ages and abilities.

The existing trail includes an 8-foot wide, paved asphalt path that generally runs down the center of the r/o/w. The paved path has proven to be very popular with cyclists, skaters, and pedestrians. An unpaved horse trail parallels the paved asphalt path on the western side. The only section of trail where the route leaves the railroad r/o/w is south of U.S. 98 where the trail was routed away from Olin Incorporated. There are currently two improved trailheads. One is at the north end, just south of Capital Circle. The other is near the midpoint on a piece of property known as the Wakulla Station Trailhead.

The Wakulla Station Trailhead, purchased in 1993, is located a mile north of S.R. 267, adjacent to the trail and the Old Woodville Highway. Although this 26.5-acre parcel was formerly upland pine forest, the lack of fire has allowed hardwoods to invade. The few remaining pines were cut prior to acquisition of the parcel. The property's tree cover is primarily laurel oak with a few large southern red oaks.

Just west of the southern terminus of the trail, in the City of St. Marks, lies approximately 8.3 acres of state-owned land. Though currently undeveloped, a portion of this property could be improved to serve as the southern trailhead.

### **Natural Scenery**

There are opportunities to view wildlife and natural vegetation from the trail since it is adjacent to large tracts of undeveloped land.

### **Significant Wildlife Habitat**

Since the right-of-way itself averages only 60 feet in width, it does not contain any significant wildlife habitat.

### **Natural Features**

Since the right-of-way itself averages only 60 feet in width, it does not contain any significant natural features.

### **Archaeological and Historical Features**

The trail is the site of the first chartered railroad in Florida, and was the longest operating railroad in Florida (1837-1984). The historic railroad connected the territorial capital with the Gulf port of St. Marks. Conceived and financed by leading planters and merchants, the railroad transported naval store and timber products, and later the prosperous cotton crop of the region for shipment to East Coast markets. A small wood-frame structure is located on the 26-acre tract near the mid-point. This building was a prominent feature along the railroad corridor in the post depression era, serving as the central transfer facility for the turpentine industry to the railroad.

There are no known archaeological features associated with the trail.

### **Assessment of Use**

All legal boundaries, significant natural features, structures, facilities, roads, trails and easements existing in the unit are delineated on the base map (see Base Map). Specific uses made of the unit are briefly described in the following sections.

### **Past Uses**

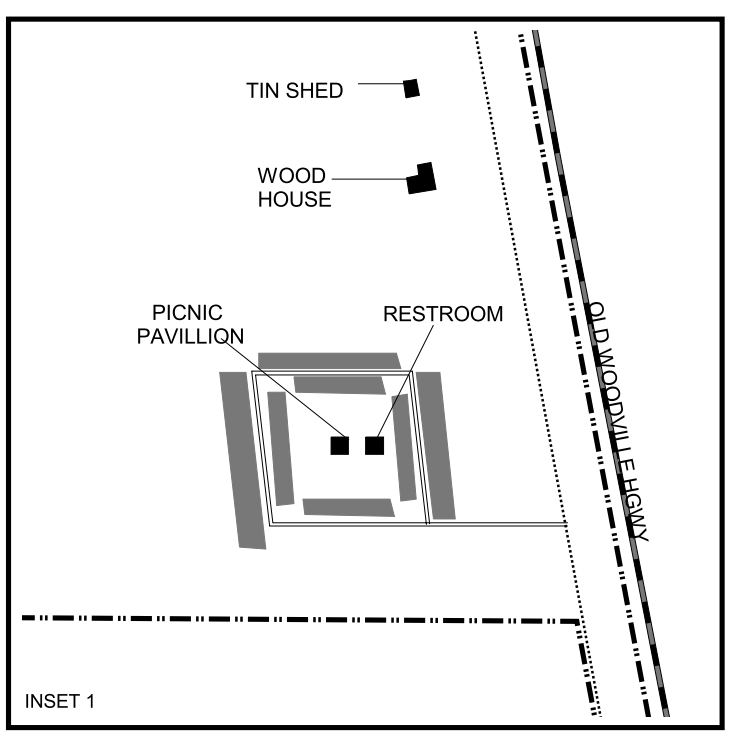
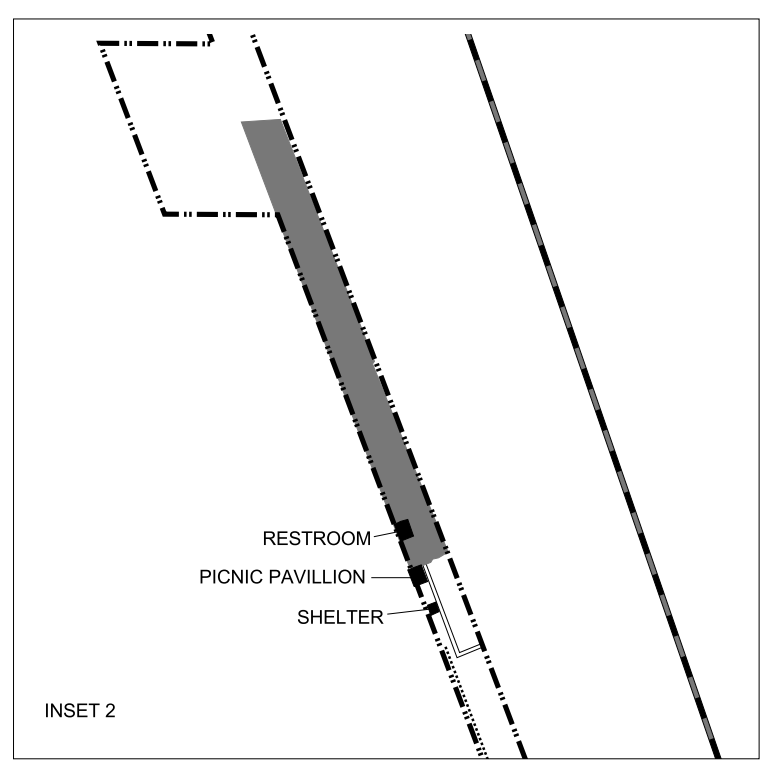
The trail had been the site of the Tallahassee-St. Marks Railroad, which was the longest operating railroad in the state. The Department of Transportation purchased the abandoned right-of-way in 1984.

### **Recreational Uses**

The trail offers recreational opportunities for walking, running, bicycling, skating, and horseback riding. This multiple use trail accommodates a varied array of visitors with a wide range of athletic abilities.

INSET 2

NORTH TRAILHEAD



SR 363

INSET 1

WAKULLA STATION TRAILHEAD

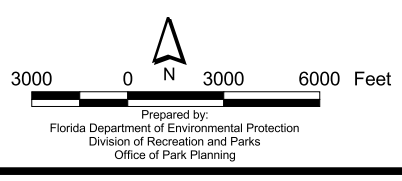
CR 365 SR 267

- LEGEND**
- Park boundary
  - County Road
  - Park Road Paved
  - Park Road Unpaved
  - State Road
  - Shared-Use Trail
  - Structures
  - Water bodies
  - Parking lots

SOUTH TRAILHEAD

ST. MARKS RIVER

TALLAHASSEE-ST. MARKS  
HISTORIC RAILROAD TRAIL  
STATE PARK



BASE MAP

### **Other Uses**

The Munson Hills Off-Road Bike Trail, located in the Apalachicola National Forest, is accessible from the state trail. Many off-road cyclists park at the state's northern trailhead and pedal approximately 1.25 miles south on the state trail to the beginning of this popular single-track bike trail in the woods. Convenient access into the National Forest expands recreational opportunities for all trail users.

Several private landowners must cross the trail to access their property. With increasing development adjacent to the trail, additional requests for vehicular crossings are anticipated. Request for trail crossings will be addressed on a case-by-case basis.

### **Protected Zones**

A protected zone is an area of high sensitivity or outstanding character from which most types of development are excluded as a protective measure. Generally, facilities requiring extensive land alteration or resulting in intensive resource use, such as parking lots, camping areas, shops or maintenance areas, are not permitted in protected zones. Facilities with minimal resource impacts, such as trails, interpretive signs and boardwalks are generally allowed. All decisions involving the use of protected zones are made on a case-by-case basis after careful site planning and analysis.

At Tallahassee-St. Marks Historic Railroad Trail State Park, no areas have been designated as protected zones.

### **Existing Facilities**

**Recreation facilities.** The entire length of the state trail has an 8-foot wide paved path running down the center of the right-of-way. An unpaved equestrian trail parallels the paved path. Three trailhead areas provide access to the trail. The northern trailhead includes paved parking, a waiting shelter with a bike rack, a picnic shelter, a new restroom, and an empty lot for overflow parking and oversized vehicles. The mid-point trailhead includes parking for cars and horse trailers, a restroom facility, and a picnic pavilion. The southern trailhead currently contains no structures. In addition, a 7.89 acre parcel is located between U.S. Highway 98 and S.R. 267 which serves as a rest area with picnic tables and a water fountain furnished and supplied by adjacent landowner.

**Support facilities.** The mid-point trailhead has a fenced in area for maintenance/shop facilities but none have been constructed.

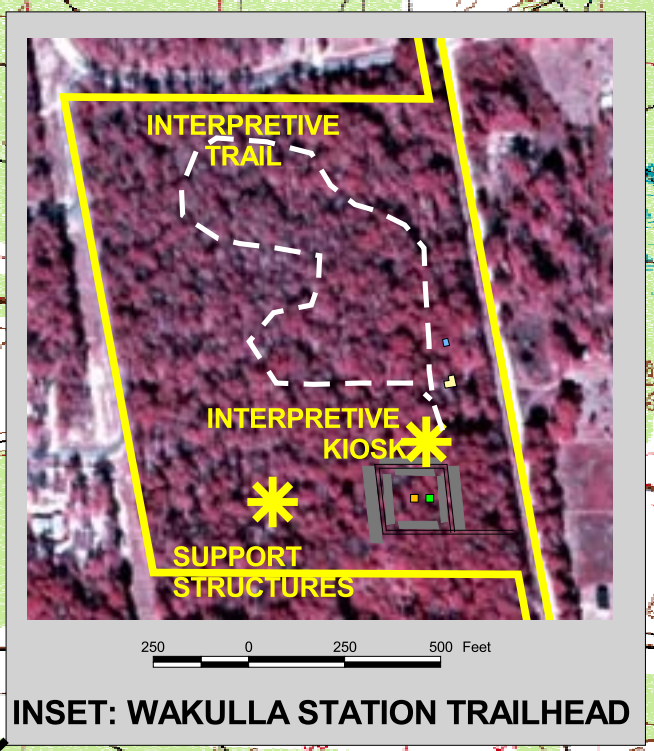
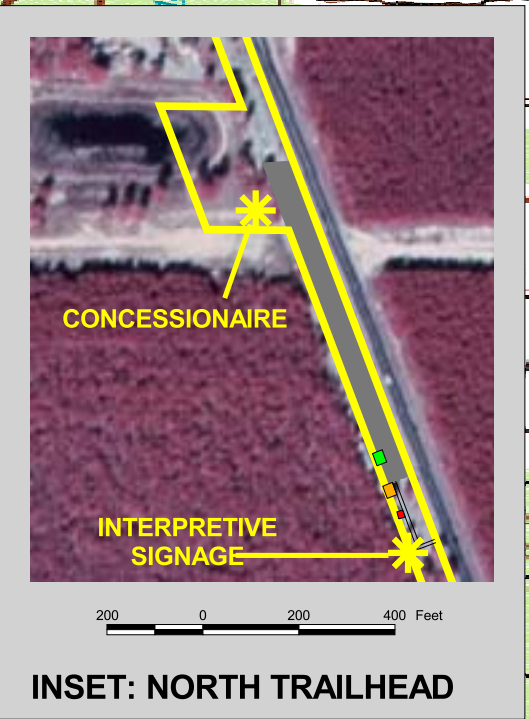
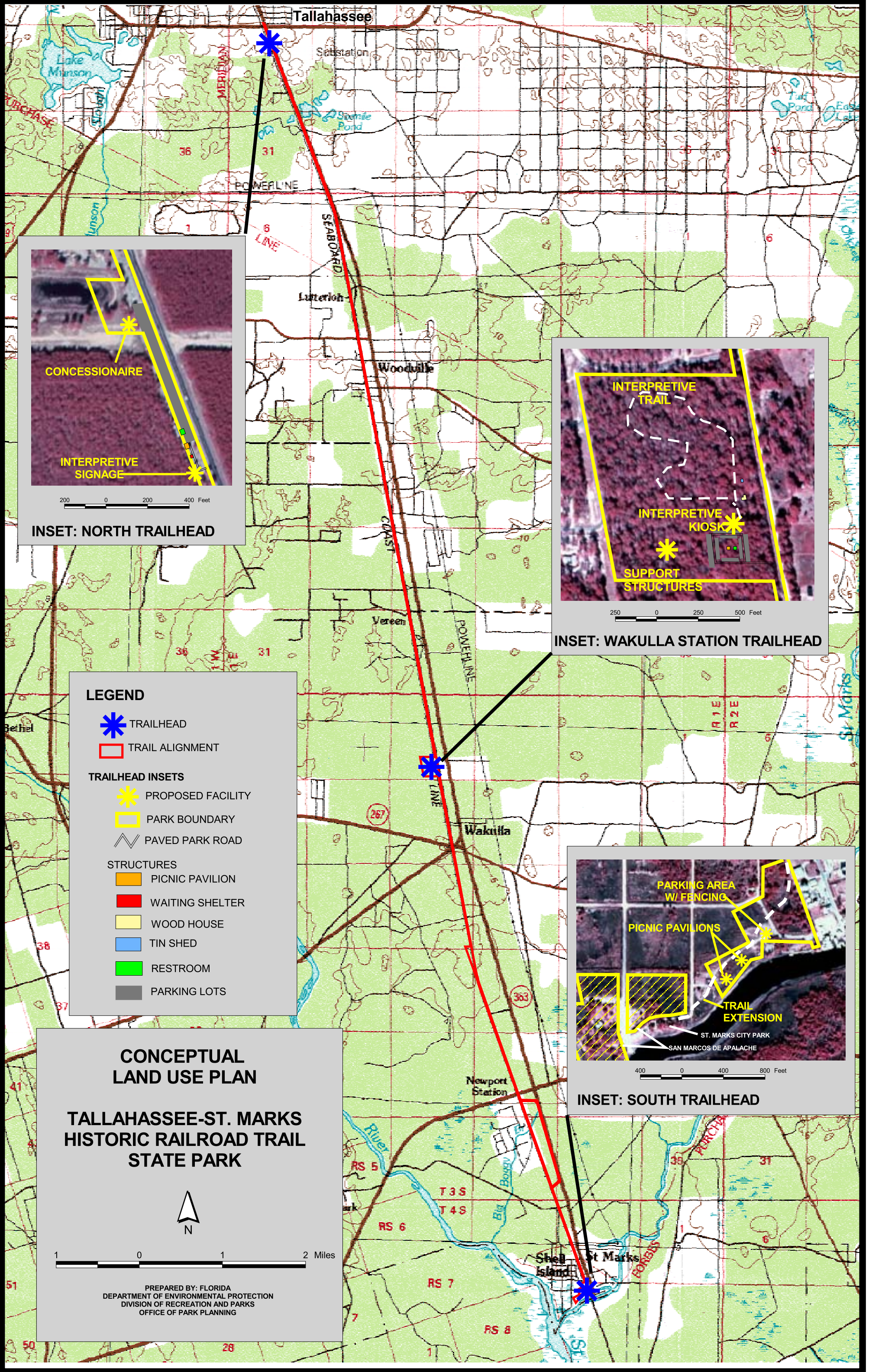
### **CONCEPTUAL LAND USE PLAN**

The following narrative represents the current conceptual land use proposal for this park. As new information is provided regarding the environment of the park, cultural resources, recreational use, and as new land is acquired, the conceptual land use plan may be amended to address the new conditions (see Conceptual Land Use Plan). A detailed development plan for the park and a site plan for specific facilities will be developed based on this conceptual land use plan, as funding becomes available.

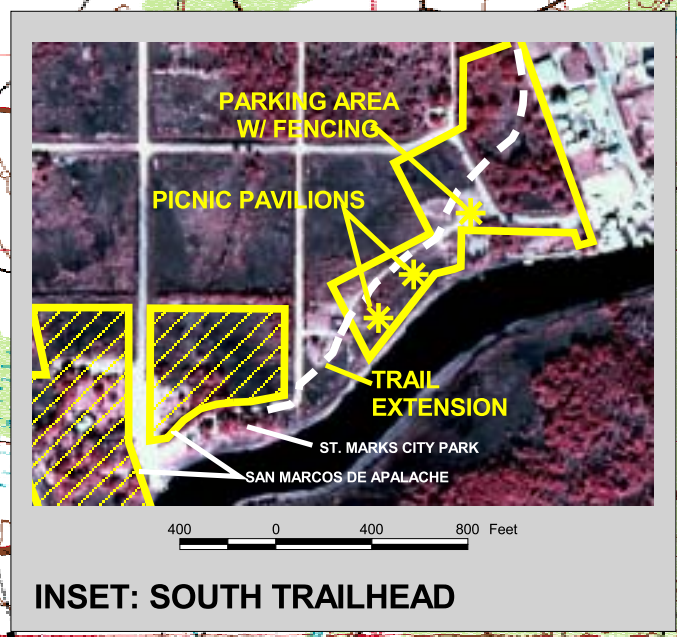
During the development of the unit management plan, the Division assesses potential impacts of proposed uses on the resources of the property. Uses that could result in unacceptable impacts are not included in the conceptual land use plan. Potential impacts are more thoroughly identified and assessed through the site planning process once funding is available for the development project. At that stage, design elements, such as sewage disposal and stormwater management, and design constraints, such as designated species or cultural site locations, are more thoroughly investigated. Advanced wastewater treatment or best available technology systems are applied for on-site sewage disposal.

Stormwater management systems are designed to minimize impervious surfaces to the





- LEGEND**
- TRAILHEAD
  - TRAIL ALIGNMENT
- TRAILHEAD INSETS**
- PROPOSED FACILITY
  - PARK BOUNDARY
  - PAVED PARK ROAD
- STRUCTURES**
- PICNIC PAVILION
  - WAITING SHELTER
  - WOOD HOUSE
  - TIN SHED
  - RESTROOM
  - PARKING LOTS



**CONCEPTUAL LAND USE PLAN**

**TALLAHASSEE-ST. MARKS HISTORIC RAILROAD TRAIL STATE PARK**

1 0 1 2 Miles

PREPARED BY: FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION DIVISION OF RECREATION AND PARKS OFFICE OF PARK PLANNING



greatest extent feasible, and all facilities are designed and constructed using best management practices to avoid impacts and to mitigate those that cannot be avoided. Federal, state and local permit and regulatory requirements are met by the final design of the projects. This includes the design of all new park facilities consistent with the universal access requirements of the Americans with Disabilities Act (ADA). After new facilities are constructed, the park staff monitors conditions to ensure that impacts remain within acceptable levels.

### **Potential Uses and Proposed Facilities**

The existing forms of public recreation provided by the trail are appropriate and should continue. In addition, the following park development is recommended:

#### **Recreation Facilities**

**Repave and widen the northernmost 4 miles of trail.** The trail was first paved in 1988 and is beginning to show signs of age. The northern section of the trail absorbs most of the trail usage and minor repairs to cracks and holes in this section are a constant strain on the park's budget. It is recommended that the section north of Oak Ridge Road be repaved; about 4 miles in length. It is also recommended that this section be widened to 10 or 12-feet to accommodate the higher traffic in this area and adhere to current trail standards.

**Develop interpretive program.** There is a need to develop an interpretive program featuring the historic railroad and its cultural significance. Interpretive exhibits are recommended at each of the three trailheads to tell the story of the 147-year history of the railroad. Noteworthy events include the 1843 hurricane that destroyed Port Leon (the railroad terminus at the time), the Civil War, and the eras of the cotton, naval stores, timber, and turpentine. In addition, the historic wooden and tin structures at the mid-point trailhead were associated with the turpentine industry and should be considered for adaptive reuse. If the structures are beyond repair, they should be documented and removed.

**Northern trailhead improvements.** The northern trailhead is currently the most heavily used area of the park. It could therefore benefit from additional interpretive signage to introduce visitors to the historic significance of the railroad that once occupied the same route as the trail they are about to enjoy. In addition, a trail map should also be permanently displayed to reveal the route, length, other trailheads, and interesting points along the way.

It is also recommended that a new concessionaire be found for the northern trailhead. The previous concessionaire operated out of a mobile structure that is no longer on site; therefore, a permanent structure is recommended to serve as the new concessionaire building. Finding space for this new building may prove difficult. One option would involve building in the one-acre overflow parking area. Another option would involve installing another mobile structure. The concessionaire is needed to rent and sell bicycles and in-line skates. Bicycle repairs, parts, and accessories could also be available, as well as some food and beverage products.

**Wakulla Station Trailhead development.** The mid-point trailhead, known as the Wakulla Station Trailhead, is an appropriate site for interpreting the history of the railroad and the turpentine industry. An open-air interpretive facility and short interpretive trail are recommended for this property. Because of the potential for vandalism, a ranger residence should be built on this property prior to the construction of the interpretive facility.

**Develop southern trailhead.** The City of St. Marks has recently developed an adjacent parcel into a park for city residents as well as trail users. The southern terminus of the state trail is being rerouted and extended to connect to the city park. The Division of Recreation and Parks and the City of St. Marks will continue to coordinate their conceptual land use plans for recreational development of public lands between San Marcos de Apalache Historic State Park and the St. Marks Trail. Two medium picnic-shelters, interpretive signage, a bike rack,

additional parking, and some attractive fencing are recommended on the state's property at the new southern terminus. The city has already constructed a pavilion and restroom on their property and has plans to build a boardwalk, a fishing platform, and boat-trailer parking.

**Promote/Market Tallahassee Heritage Tour.** There is an opportunity to capitalize on the close proximity of numerous prehistoric and historic sites under state management. Letchworth Mounds, Lake Jackson Mounds, DeSoto Site, San Marcos de Apalachee, Natural Bridge Battlefield, Tallahassee-St. Marks Historic Railroad Trail, Maclay Gardens, and Edward Ball Wakulla Springs State Parks as well as Mission San Luis de Apalachee collectively convey the long history of inhabitation of the Tallahassee area. Promoting these sites as stops along a Heritage Tour should increase visitation while providing a more thorough and accurate depiction of the history of the area. Publication of a brochure to be made available at each site is recommended to market the Heritage Tour. In preparation of this effort, each site should revisit their interpretation program to ensure they are adequately telling their portion of the story of Tallahassee's heritage.

**Support Facilities**

**Support facilities at the mid-point.** A closed, 3-bay shop and ranger residence is needed at the mid-point trailhead. This location is ideal due to its central location among the Tallahassee-St. Marks GeoPark that it will serve. If the shop is constructed prior the residence, it is recommended that a RV site is prepared to provide security for the shop area.

**Facilities Development**

Preliminary cost estimates for the following list of proposed facilities are provided in Addendum 5. These cost estimates are based on the most cost-effective construction standards available at this time. The preliminary estimates are provided to assist the Division in budgeting future park improvements, and may be revised as more information is collected through the planning and design processes.

**Recreation Facilities**

**General Improvements**

Interpretive Master Plan  
Repave and Widen Trail (4 miles at north end)

**Northern Trailhead**

Concessionaire Building  
Interpretive Signage

**Midpoint Trailhead**

Adaptive re-use of historic structure or demolition  
Interpretive Display/Kiosk  
Interpretive Trail

**Southern Trailhead**

Medium Picnic Shelters (2)  
Stabilized Parking (30 spaces)  
Interpretive Signage  
Bicycle Rack  
Split rail fencing (700 feet)

**Support Facilities**

**Midpoint Trailhead**

Ranger Residence  
3 Bay Shop Building  
Flammable/Small Storage Building

**Existing Use and Optimum Carrying Capacity**

Carrying capacity is an estimate of the number of users a recreation resource or facility can accommodate and still provide a high quality recreational experience and preserve the natural values of the site. The carrying capacity of a unit is determined by identifying the land and water requirements for each recreation activity at the unit, and then applying these requirements to the unit's land and water base. Next, guidelines are applied which estimate the

physical capacity of the unit's natural communities to withstand recreational uses without significant degradation. This analysis identifies a range within which the carrying capacity most appropriate to the specific activity, the activity site and the unit's classification is selected (see Table 1).

The optimum carrying capacity for this park is a preliminary estimate of the number of users the unit could accommodate after the current conceptual development program has been implemented. When developed, the proposed new facilities would approximately increase the unit's carrying capacity as shown in Table 1.

**Table 1--Existing Use And Optimum Carrying Capacity**

<b>Activity/Facility</b>	<b>Existing Capacity</b>		<b>Proposed Additional</b>		<b>Estimated Optimum</b>	
	<b>One Time</b>	<b>Daily</b>	<b>One Time</b>	<b>Daily</b>	<b>One Time</b>	<b>Daily</b>
<b>Trails</b>						
Shared Use	320	1,280			320	1,280
Equestrian	128	128			128	128
<b>Interpretive Program</b>						
			20	80	20	80
<b>Picnicking</b>						
	32	64			32	64
<b>TOTAL</b>	<b>480</b>	<b>1,472</b>	<b>20</b>	<b>80</b>	<b>500</b>	<b>1,552</b>

**Optimum Boundary**

As additional needs are identified through park use, development, research, and as adjacent land uses change on private properties, modification of the unit's optimum boundary may occur for the enhancement of natural and cultural resources, recreational values and management efficiency. Identification of lands on the optimum boundary map is solely for planning purposes and not for regulatory purposes. A property's identification on the optimum boundary map is not for use by any party or other government body to reduce or restrict the lawful right of private landowners. Identification on the map does not empower or require any government entity to impose additional or more restrictive environmental land use or zoning regulations. Identification is not to be used as the basis for permit denial or the imposition of permit conditions.

The optimum boundary map reflects lands identified for direct management by the Division as part of the park. These parcels may include public as well as privately owned lands that improve the continuity of existing park lands, provide additional natural and cultural resource protection, and/or allow for future expansion of recreational activities.

Approximately 110 acres adjacent to the northern trailhead has been identified as desirable for acquisition. The addition of this property would allow for future expansion of trailhead facilities, provide additional recreational trail opportunities, and provide a connection to the Apalachicola National Forest. At this time, no lands are considered surplus to the needs of the park.

## **Addendum 1—Acquisition History**

**Tallahassee-St. Marks Historic Railroad Trail State Park  
Acquisition History**

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**Sequence of Acquisition**

On December 21, 1987, the Department of Environmental Protection (DEP), Division of Recreation and Parks (Division) leased a 124.90-acre abandoned railroad right-of-way located between Tallahassee and St. Marks from the Florida Department of Transportation (FDOT). The railroad right-of-way later became Tallahassee-St. Marks Historic Railroad Trail State Park. On November 19, 1997, the lease was amended to incorporate three separate lands constituting 14.53 acres into Tallahassee-St. Marks Historic Railroad Trail State Park. The lease is for a period of twenty (20) years commencing on December 21, 1987, and it represents a 139.43-acre property.

On August 18, 1992, the Board of Trustees of the Internal Improvement Trust Fund (Trustees) obtained title to a 7.89-acre property; the property was acquired from The Trust for Public Land by donation. On September 27, 1993, the Trustees purchased a 26.48-acre property under P2000/ Additions and Inholdings. Total acreage of the Trustees ownership is 35.374. On December 15, 1993, the Trustees leased the two acquisitions to DEP/Division under Lease No. 4015 to be managed in conjunction with Tallahassee-St. Marks Historic Railroad Trail State Park ; the lease is for a period of fifty (50) years.

The FDOT lease and Trustees lease represent Tallahassee-St. Marks Historic Railroad Trail State Park and the Division of Recreation and Parks (Division) manages the trail. The present area of Tallahassee-St. Marks Historic Railroad Trail State Park is approximately 173.8 acres.

**Title Interest**

FDOT holds fee simple to 138.43 acres of the trail; the Trustees hold fee simple title to 34.374 acres of the Tallahassee-St. Marks Historic Railroad Trail State Park, and Division manages the trail under leases from the two agencies. The FDOT lease is for a period of 20 years, and it expires on December 20, 2007; the Trustees lease is for a period of fifty (50) years, and it expires on December 15, 2043.

**Outstanding Reservations**

Division's management leases from FDOT and the Trustees stipulate that all the property be utilized for public outdoor recreation and related purposes. Uses such as water resource development projects, water supply projects, storm-water management projects, and linear facilities and sustainable agriculture and forestry (other than those forest management activities specifically identified in the park's unit management plan) are not consistent with this plan or the management purposes of the park.

Following is a listing of outstanding rights, reservations, and encumbrances which apply to Tallahassee-St. Marks Historic Railroad Trail State Park.

Instrument:	Warranty Deed
Instrument Holder:	The Trust for Public Land
Beginning Date:	August 18, 1992
Ending Date:	There is no specific ending date given.
Outstanding Rights, Uses, Etc.:	The deed is subject to the easement granted to the Defense Plant Corporation referred to in the instrument.
Instrument:	Lease Agreement
Instrument Holder:	The Florida Department of Transportation
Beginning Date:	December 21, 1987
Ending Date:	There is no specific ending date given.
Outstanding Rights, Uses, Etc.:	The lease agreement is subject to all utilities in place and in use to the maintenance's thereof.

## **Addendum 2—References Cited**

**Tallahassee-St. Marks Historic Railroad Trail State Park**  
**References Cited**

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### **Addendum 3—Soil Descriptions**

**Tallahassee-St. Marks Historic Railroad Trail State Park**  
**Soil Descriptions**

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**2 - Adamsville fine sand** - This soil is nearly level and somewhat poorly drained. It is on broad ridges on the flatwoods. The slope is 0 to 2 percent.

In 95 percent of the areas mapped as Adamsville fine sand, the Adamsville soil and similar soils make up 82 to 99 percent of these mapped areas. Dissimilar soils make up 1 to 18 percent of the mapped areas.

Typically, this soil has a surface layer of very dark gray fine sand about 6 inches thick. The upper part of the underlying material, to a depth of about 30 inches, is brown fine sand. The lower part to a depth of about 80 inches is pale brown, mottled fine sand. Similar soils included in mapping are very dark grayish brown or dark grayish brown fine sand in the lower part of the underlying material. Other similar soils, in some of the higher parts of the landscape, are moderately well drained.

**Addendum 4—Plant And Animal List**

Tallahassee-St. Marks Historic Railroad Trail State Park

Plants

Common Name	Scientific Name	Primary Habitat Codes (for designated species)
red maple	<i>Acer rubra</i>	
sugar maple	<i>Acer saccharum</i>	
mimosa tree*	<i>Albizia julibrissin</i>	
sedge	<i>Carex spp</i>	
mockernut hickory	<i>Carya tomentosa</i>	
eastern redbud	<i>Cercis canadensis</i>	
flowering dogwood	<i>Cornus florida</i>	
sedge	<i>Cyperus spp</i>	
American beech	<i>Fagus grandifolia</i>	
yellow jessamine	<i>Gelsemium sempervirens</i>	
American holly	<i>Ilex opaca</i>	
yaupon holly	<i>Ilex vomitoria</i>	
Cogon grass*	<i>Imperata cylindrica</i>	
sweetgum	<i>Liquidambar styraciflua</i>	
Chinese privet*	<i>Ligustrum sinense</i>	
Japanese honeysuckle*	<i>Lonicera japonica</i>	
southern magnolia	<i>Magnolia grandiflora</i>	
panic grass	<i>Panicum spp.</i>	
redbay	<i>Persea borbonia</i>	
longleaf pine	<i>Pinus palustris</i>	
laurel cherry	<i>Prunus caroliniana</i>	
black cherry	<i>Prunus serotina</i>	
southern red oak	<i>Quercus falcata</i>	
laurel oak	<i>Quercus hemisphaerica</i>	
water oak	<i>Quercus nigra</i>	
winged sumac	<i>Rhus copallina</i>	
sand Blackberry	<i>Rubus cuneifolius</i>	
Chinese tallow*	<i>Sapium sebiferum</i>	
saw palmetto	<i>Serenoa repens</i>	
catbrier	<i>Smilax spp.</i>	
Chinese wisteria*	<i>Wisteria sinensis</i>	

Tallahassee-St. Marks Historic Railroad Trail State Park

Animals

Common Name	Scientific Name	Primary Habitat Codes (for all species)
<b>Birds</b>		
Red-tailed hawk	<i>Buteo jamaicensis</i>	OF
Northern Cardinal	<i>Cardinalis cardinalis</i>	OF
Northern Bobwhite	<i>Colinus virginianus</i>	OF
Common ground-dove	<i>Columbina passerina</i>	OF
Mourning Dove	<i>Zenaida macroura</i>	OF
Turkey vulture	<i>Cathartes aura</i>	OF
Black vulture	<i>Coragyps atratus</i>	OF
Blue Jay	<i>Cyanocitta cristata</i>	OF
Red-bellied woodpecker	<i>Melanerpes carolinus</i>	OF
Northern flicker	<i>Colaptes auratus</i>	OF
Downy woodpecker	<i>Picoides pubescens</i>	OF
Northern Mockingbird	<i>Mimus polyglottos</i>	OF
Brown Thrasher	<i>Toxostoma rufum</i>	OF
<b>Mammals</b>		
Opossum	<i>Didelphis marsupialis</i>	21
Whitetail Deer	<i>Odocoileus virginianus</i>	21
Raccoon	<i>Procyon lotor</i>	21
Eastern Mole	<i>Scalopus aquaticus</i>	
Eastern Gray Squirrel	<i>Sciurus carolinensis</i>	21
Eastern Cottontail	<i>Sylvilagus floridanus</i>	21

## Habitat Codes

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### **TERRESTRIAL**

1. Beach Dune
2. Bluff
3. Coastal Berm
4. Coastal Rock Barren
5. Coastal Strand
6. Dry Prairie
7. Maritime Hammock
8. Mesic Flatwoods
9. Coastal Grasslands
10. Pine Rockland
11. Prairie Hammock
12. Rockland Hammock
13. Sandhill
14. Scrub
15. Scrubby Flatwoods
16. Shell Mound
17. Sinkhole
18. Slope Forest
19. Upland Glade
20. Upland Hardwood Forest
21. Upland Mixed Forest
22. Upland Pine Forest
23. Xeric Hammock

### **PALUSTRINE**

24. Basin Marsh
25. Basin Swamp
26. Baygall
27. Bog
28. Bottomland Forest
29. Depression Marsh
30. Dome
31. Floodplain Forest
32. Floodplain Marsh
33. Floodplain Swamp
34. Freshwater Tidal Swamp
35. Hydric Hammock
36. Marl Prairie
37. Seepage Slope
38. Slough
39. Strand Swamp
40. Swale
41. Wet Flatwoods
42. Wet Prairie

### **LACUSTRINE**

43. Clastic Upland Lake
44. Coastal Dune Lake
45. Coastal Rockland Lake
46. Flatwood/Prairie Lake
47. Marsh Lake

### **LACUSTRINE—Continued**

48. River Floodplain Lake
49. Sandhill Upland Lake
50. Sinkhole Lake
51. Swamp Lake

### **RIVERINE**

52. Alluvial Stream
53. Blackwater Stream
54. Seepage Stream
55. Spring-Run Stream

### **ESTUARINE**

56. Estuarine Composite Substrate
57. Estuarine Consolidated Substrate
58. Estuarine Coral Reef
59. Estuarine Grass Bed
60. Estuarine Mollusk Reef
61. Estuarine Octocoral Bed
62. Estuarine Sponge Bed
63. Estuarine Tidal Marsh
64. Estuarine Tidal Swamp
65. Estuarine Unconsolidated Substrate
66. Estuarine Worm Reef

### **MARINE**

67. Marine Algal Bed
68. Marine Composite Substrate
69. Marine Consolidated Substrate
70. Marine Coral Reef
71. Marine Grass Bed
72. Marine Mollusk Reef
73. Marine Octocoral Bed
74. Marine Sponge Bed
75. Marine Tidal Marsh
76. Marine Tidal Swamp
77. Marine Unconsolidated Substrate
78. Marine Worm Reef

### **SUBTERRANEAN**

79. Aquatic Cave
80. Terrestrial Cave

### **MISCELLANEOUS**

81. Ruderal
82. Developed

**MTC** Many Types Of Communities

**OF** Overflying

**Addendum 5—Priority Schedule And Cost Estimates**

## **Tallahassee-St. Marks Historic Railroad Trail State Park**

### **Priority Schedule And Cost Estimates**

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Estimates are developed for the funding and staff resources needed to implement the management plan based on goals, objectives and priority management activities. Funding priorities for all state park management and development activities are reviewed each year as part of the Division's legislative budget process. The Division prepares an annual legislative budget request based on the priorities established for the entire state park system. The Division also aggressively pursues a wide range of other funds and staffing resources, such as grants, volunteers, and partnerships with agencies, local governments and the private sector for supplementing normal legislative appropriations to address unmet needs. The ability of the Division to implement the specific goals, objectives and priority actions identified in this plan will be determined by the availability of funding resources for these purposes.

1. Phase I archaeological survey of the Williams Tract and 8.3 acre parcel at southern terminus. Estimated Cost: \$20,000
2. Control of invasive exotic plants along the trail corridor. Estimate based on approximately 250 staff hours annually, and herbicide/equipment costs. Estimated Annual Cost: \$4,000



**Tallahassee-St. Marks Historic Railroad Trail State Park  
Priority Schedule And Cost Estimates**

<b>Item</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Multiplier</b>	<b>Amount</b>
<b>Interpretive Improvements</b>					
Interpretive Master Plan	1.000	ea.	\$6,000.00	1.00	\$6,000.00
<b>Midpoint Trailhead Improvements</b>					
Adaptive re-use of historic structure	1.000	LS	\$100,000.00	1.00	\$100,000.00
Demolish Historic Structures	1.000	ea.	\$10,000.00	1.00	\$10,000.00
Interpretive Display / Kiosk	1.000	ea.	\$20,000.00	1.00	\$20,000.00
Interpretive Trail	2000.000	LF	\$2.00	1.00	\$4,000.00
<b>Northern Trailhead Improvements</b>					
Concessionaire Building	1.000	ea.	\$120,000.00	1.00	\$120,000.00
Interpretive Signs	1.000	ea.	\$5,000.00	1.00	\$5,000.00
<b>Southern Trailhead Improvements</b>					
Bicycle Rack	1.000	ea	\$500.00	1.00	\$500.00
Interpretive Signs	1.000	ea.	\$5,000.00	1.00	\$5,000.00
Medium Picnic Shelter	2.000	ea.	\$36,000.00	1.00	\$72,000.00
Split Rail Fence	700.000	LF	\$2.00	1.00	\$1,400.00
Stabilized Parking (10 Car)	3.000	per 10	\$2,500.00	1.00	\$7,500.00
<b>Support Structures</b>					
3 Bay Shop Building	1.000	ea.	\$150,000.00	1.00	\$150,000.00
Flammable/Small Storage Building	1.000	ea.	\$9,600.00	1.00	\$9,600.00
Flammable/Small Storage	1.000	ea.	\$18,000.00	1.00	\$18,000.00
Ranger Residence (concrete)	1.000	ea.	\$165,000.00	1.00	\$165,000.00
<b>Trail Improvements</b>					
Repave 10 ft. Trail	21000.000	LF	\$10.00	1.00	\$210,000.00
Sub-Total					\$904,000.00
20 Percent Contingency Fee					\$180,800.00
<b>Total</b>					<b>\$1,084,800.00</b>

**NOTE:** These preliminary cost estimates, based on Divisions standards, do not include costs for site-specific elements not evident at the conceptual level of planning. Additional costs should be investigated before finalizing budget estimates.