



1. What is the SUN Trail Program?

Established in 2015 with enacted changes in 2023 under Section [339.81, Florida Statutes \(F.S.\)](#), the Florida Shared-Use Nonmotorized (SUN) Trail program provides funding for the development of a safe statewide system of nonmotorized multi-use trails / two-directional Shared Use Paths (SUP) within the SUN Trail network for bicyclists and pedestrians. To learn more, visit: www.FloridaSunTrail.com.

2. Under what authority does the SUN Trail program operate?

[Section 339.81, F.S.](#).

3. What is the SUN Trail network?

Today, the SUN Trail network includes a combination of existing, planned and conceptual trails aligning with the Florida Greenways and Trails System (FGTS) Plan’s Priority Land Trail network and includes connections to and through lands of the Florida Wildlife Corridor Act ([Section 259.1055, F.S.](#)). The FGTS (including determining the location of the network) is overseen by the Department of Environmental Protection’s (DEP) Office of Greenways and Trails ([Chapter 260, F.S.](#)).

4. How do I verify the location of the SUN Trail network?

Visit www.FloridaSunTrail.com and select “SUN Trail Mapping Information” or contact your [District Trail Coordinator](#). FDOT also maintains geographic area data within the Roadway Characteristics Inventory ([RCI](#)) as Feature 801.

5. What should I do if I notice an inaccuracy in SUN Trail Mapping tools?

Contact the Statewide Trail Coordinator (STC), Robin Birdsong, by calling 850-414-4922.

6. How is the SUN Trail program administered?

Administration of the SUN Trail program is by the Florida Department of Transportation (FDOT or Department), an executive agency.

7. Who should I contact to learn more about SUN Trail?

FDOT is a decentralized agency, with seven regional districts and the Turnpike Enterprise (collectively referred to as Districts). In addition to the Statewide Trail Coordinator (STC) in the FDOT Strategic Development Division, Systems Implementation Office (SIO) there is at least one coordinator in each District. The District Trail Coordinator (DTC) serves as the primary point-of-contact to assist stakeholders with all day-to-day aspects of SUN Trail planning and implementation in their respective region. To identify the SUN Trail team, visit: www.FloridaSunTrail.com and select “Contacts”.

8. What is the authorization for funding the SUN Trail program?

[Section 335.065, F.S.](#), bicycle and pedestrian ways along state roads and transportation facilities, authorizes FDOT to use the State Transportation Trust Fund (STTF) to develop a safe, statewide system of interconnected high-priority, strategic, paved two-directional multi-use trails / Shared Use Paths (SUP) for bicyclists and pedestrians in coordination with DEP.

9. How are bicyclists and pedestrians defined?

[Chapter 316, F.S.](#), defines bicycles, pedestrians, and other nonmotorized uses.

10. What is the funding source for the SUN Trail program?

FDOT receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to [Section 320.072, F.S.](#), Motor Vehicle Licenses. These “Wheels on Road” revenues (fund code TLWR) are deposited into the STTF for programming in the FDOT Work Program.

11. What is the FDOT Work Program?

Prepared in accordance with [Section 339.135, F.S.](#), the Five-Year Work Program (WP) is the result of ongoing processes that prioritize funding transportation system improvements. The WP includes the tentative list of all financially feasible projects and phases that will receive funding within the timeframe. During the annual cycle, known as the development of the Tentative Work Program (TWP), projects in the outer years are considered for advancement or deferral, a new fifth year is added, and the first year drops off as projects are completed. Developing the work program involves extensive coordination with stakeholders including municipalities, counties, Metropolitan Planning Organizations / Transportation Planning Organizations / Transportation Planning Agencies (collectively [MPO](#)), and regional planning organizations ([RPC](#)).

FDOT hosts public hearings during the annual work program development process to give stakeholders an opportunity to learn about and comment on the draft. After incorporating public input, the final draft is submitted to the MPOs and County Commissions for comment. After incorporating changes, the TWP is submitted to the Florida Legislature, the Executive Office of the Governor (EOG), the Florida Transportation Commission (FTC), and the Department of Economic Opportunity (DEO) for consideration. After approval of the appropriations by the Florida Legislature, budget authorization by the Governor, and signature of the FDOT Secretary the first year (sometimes known as the current year) of this Adopted Work Program (AWP) authorizes FDOT to expend funds to complete activities and projects. The last four years of the AWP (the Tentative Work Program or TWP) are included for planning purposes. The AWP provides clear direction on where, when, and how FDOT will build and fund projects. To learn more, visit: www.fdot.gov/workprogram/aboutOWP.shtm. To learn about SUN Trail projects included in the WP, visit www.FloridaSunTrail.com and select “Plans & Projects” or visit: www.fdot.gov/workprogram.

12. What project phases are eligible for SUN Trail funding?

SUN Trail legislation allows for the programming of funds to all phases of project development including preliminary planning / feasibility studies, project development and environmental planning studies (PD&E); preliminary engineering (PE / design); acquisition of real property / land / right-of-way (ROW); new construction, reconstruction or resurfacing of trail surfaces or bridges and maintenance (e.g., obligations for pavement, drainage, land stabilization and safety controls), and construction engineering inspections (CEI).

13. Are there limitations for the funding?

Yes. SUN Trail funding is limited to provisions of [Section 339.81, F.S.](#), Florida Department of Financial Services Catalog of State Financial Assistance ([CSFA](#)) Number 55.038, and FDOT Work Program Instructions ([WPI](#)).

14. Are there minimum eligibility requirements to receive SUN Trail program funding?

Yes. To receive consideration for SUN Trail funding, projects must meet the following minimum eligibility criteria requirements:

- During an open competitive solicitation cycle FDOT must receive a complete “request for funding” (RFF), including required authorized signatures, through the Grant Application Program online system ([GAP](#)) [[FDOT Procedure 525-010-300 Chapter 4](#)].
- Funding is limited to developing paved two-directional multi-use trails / Shared Use Paths (SUP) within the geographic area of the SUN Trail network for bicyclists and pedestrians.
- Documentation must be provided that the project is identified as a priority by the applicable authority. At minimum this includes an authorized signature in the RFF and may include supporting documentation such as adopted prioritization list of projects and / or resolutions.
 - If the project is within a boundary of a MPO, it must be an MPO priority [[Section 339.175\(8\), F.S.](#)];
 - Board of County Commissioners in nonmetropolitan areas [[Section 339.135\(4\)\(c\)1, F.S.](#)]
- Documentation must be provided that a non-FDOT governmental agency is formally committed to the regular day-to-day operation and maintenance of the project (long-term trail manager). At minimum this includes an authorized signature in the RFF and may include supporting documentation such as a Resolution.
- Eligibility for funding does not supersede location specific requirements which may include but are not limited to project concurrency with the comprehensive plan(s), transportation plan(s), capital improvement plan(s), long-term management plan(s), bicycle and / or pedestrian safety action plan(s), permitting, local ordinances, and zoning.

15. What selection criteria does FDOT use to evaluate project strengths?

After determining the RFF meets the minimum eligibility criteria, FDOT will give priority consideration to the continuation of previously SUN Trail funded project phases ready for programming, regional trail systems identified by the Florida Greenways and Trails Council (FGTC), and connectivity of the Florida Wildlife Corridor. Then, FDOT evaluates project strengths based on the following selection criteria:

- Enhances the safety of bicyclists, pedestrians, and motorists;
- Recognized as having regional, state, or national importance;
- Additional financial contribution committed to the project;
- Blends transportation modes by completing, improving, or enhancing existing facilities to improve mobility;
- Construction readiness;
- High level of documented public support;
- Significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations;
- Enhances or preserves environmental resources;
- Facilitates a system of interconnected trails by closing a gap in the SUN Trail network; or
- Includes cost-saving elements.

16. What is ineligible for SUN Trail program funding?

Pursuant to Section [339.81](#), F.S., components funded by the SUN Trail program will not include:

- Sidewalks; nature trails; loop trails wholly within a single park or natural area.
- On-road facilities, such as bicycle lanes of routes other than on-road facilities that are no longer than one-half mile connecting two or more (existing) nonmotorized trails, if the provision of non-road facilities is infeasible and if such on-road facilities are signed and marked for nonmotorized use; an exception is made for on-road components of the Florida Keys Overseas Heritage Trail.

SUN Trail funding is for the transportation element of a standard paved asphalt multi-use trail / Shared-Use Path (SUP). Note: superstructures (e.g., bridges, underpasses, etc.) may be made of metal, concrete (“diamond” design standard finish), composite, wood, or similar materials. The allocation of SUN Trail funds will not include the development of additional features and amenities associated with trail projects. These additional features and amenities include but are not limited to the following:

- Benches, trail furniture, seating areas, or tables;
- Bicycle racks or lockers, bicycle air stations or repair stations;
- Buildings or enclosed structures, restrooms, bathhouses, comfort stations, wayside structures, shades structures, concession stands, overlooks, fishing platforms, boat ramps or launches, transit or ride share facilities, shelters, gazebos, or picnic pavilions;
- Kiosks, interpretive panels, or placemaking signs (regulatory and safety controls are allowable);
- Landscaping (trail stabilization permitted);
- Litter or recycle receptacles, or doggie bag dispensers;
- Parking areas, trailheads, or camping areas;
- Playgrounds or playing fields, fitness equipment, or fitness structures;
- Promotional, marketing, or educational materials;
- Sculptures, monuments, or art; and
- Water fountains, splash zones, spigots, showers, water features, or irrigation equipment.

If other funding sources are available for additional improvements, construction may occur at the same time as the SUN Trail funded aspects. As appropriate, local agencies should coordinate with their respective districts.

17. What is the role of the Office of Greenways and Trails (OGT)?

OGT is a bureau within DEP, Division of Recreation and Parks. An important function of OGT is to facilitate communication, cooperation and coordination among all governmental entities, landowners, recreational user groups and other non-governmental organizations involved in greenways and trails planning, development, management and maintenance. OGT oversees the Florida Greenways and Trails System (FGTS) plan, pursuant to [Chapter 260, F.S.](#), the Florida Greenways and Trails Act and the Statewide Comprehensive Outdoor Recreation Plan (SCORP). For more information, visit: www.FloridaGreenwaysAndTrails.com.

18. What is the Florida Greenways and Trails System (FGTS) plan?

Pre-dating the inception of the SUN Trail program, this [plan](#) outlines the vision for the FGTS both on land and water. It defines the role of the system in advancing Florida's economy, tourism, health, transportation choices, recreation, conservation and quality of life.

19. What is the Florida Wildlife Corridor Act?

Established by [Section 259.1055, F.S.](#), the purpose of the Florida wildlife corridor itself, is to create incentives for conservation and sustainable development while sustaining and conserving the green infrastructure that is the foundation of this state's economy and quality of life. Among other things, it aims to connect public and private lands to prevent habitat fragmentation for the protection of Florida's native wildlife, ecosystem services and ecological resiliency. The Florida Wildlife Corridor is a geographic area of conserved lands and opportunity areas defined as Priority 1, 2 and 3 of the Florida Ecological Greenway Network.

20. What is the Florida Ecological Greenway Network (FEGN)?

Maintained in the University of Florida's GeoPlan Center data layer, the [FEGN](#) is a statewide database that identifies and prioritizes a functionally connected statewide ecological network of public and private conservation lands.

21. Do the FGTS maps change?

Yes. OGT works with stakeholders to update the planning maps and seek adoption from the Florida Greenways and Trails Council ([FGTC](#)) on a regular cycle. As projects progress from preconstruction to construction, corridors may be refined to reflect the final alignment. Likewise, as funding becomes available statuses change as segments are developed into active / existing facilities open for public use. These administrative changes are ongoing. Non-administrative changes, such as adding or removing corridors, require FGTC approval.

22. Why must projects be on the FGTS Priority Land Trail network to be eligible for funding through the SUN Trail program?

Similar to the Strategic Intermodal System (SIS), the [FGTS Priority Land Trails](#) is the statewide network of high-priority (strategic) corridors and connections. The combined legislation from 2014, 2015 and enacted changed in 2023 directs FDOT, among other charges, to focus on FGTS priorities and to develop the SUN Trail network. FGTS Priority Trail land trail network (corridors) officially approved by the FGTC are eligible for SUN Trail program funding.

23. Who are the Florida Greenways and Trails Council (FGTC)?

Established pursuant to [Section 260.0142, F.S.](#), the FGTC serves to advise DEP on greenway and trail-related issues, promote intergovernmental cooperation and private partnerships for developing the greenways and trails system, and recommends priorities for critical links in the system, and provide funding recommendations for developing and managing the system.

24. What actions did FGTC take to identify and make recommendations for funding priority Regional Trail Systems through the SUN Trail program?

On March 28, 2024, the FGTC prioritized 14 regional trails systems and reconfirmed the Coast-to-Coast Trail (FDOT Item Group C2CT) and the St. Johns River-to-Sea Loop (FDOT

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Item Group SJ2S) as the highest priorities. OGT provides more information here:

<https://floridadep.gov/parks/ogt/content/florida-greenways-and-trails-system-plan-and-maps>.

FGTC prioritization follows, regional trails systems with an online presence are linked:

1. [Coast to Coast](#)
2. [St. Johns River-to-Sea Loop](#)
3. Heart of Florida Loop
4. [Florida Gulf Coast Trail](#) [formerly known as Southwest Coastal]
5. [Collier to Polk Trail](#)
6. [Capital City-to-the Sea Trail](#)
7. [Florida Keys Overseas Heritage Trail](#)
8. Nature Coast Regional Connector
9. [East Coast Greenway](#)
10. Heartland Regional Trail
11. Old Florida Regional Connector
12. Great Northwest Coast Connector
13. Caloosahatchee-Sugar Trail
14. US 90 Trail Corridor

Previously, FGTC took these actions / ranked them as follows:

December 15, 2015	Selection of the Coast to Coast (C2C) as the first Regional Trail System
January 25, 2016	Adoption of criteria for the evaluation of Regional Trail systems
February 29, 2016	Recommendation of seven Regional Trail Systems for analysis by OGT
March 31, 2016	Selection and prioritization of additional Regional Trail Systems: <ol style="list-style-type: none"> 1. St. Johns River-to-Sea Loop (SJR2C) [selected as second regional trail system for SUN Trail funding] 2. Capital City to Sea Trails (CC2S) 3. Southwest Coastal Regional Trail (SWCC) – now known as the Florida Gulf Coast Trail 4. Heart of Florida Loop (HOFL) 5. East Coast Greenway - Southeast (ECG-SE)

25. Is there an annual solicitation period for new project proposals?

No. There is not an annual solicitation. However, during the annual revision cycle, projects in the AWP are considered for advancement or deferral, a new fifth year is added, and the first year drops off as projects are completed. The annual revision is known as the development of the tentative work program (TWP).

26. Are new project phases brought in the FDOT work program when there is not an annual solicitation for new funding proposals?

Yes. When an annual solicitation does not occur, FDOT will program the continuation for project phases of earlier SUN Trail investments and eligible unfunded needs.



27. If SUN Trail funds are identified in the AWP for one phase of a project, should an agency continue to pursue other funding sources for the remaining phases?

Yes. Like other types of transportation systems, the needs may exceed available funding.

28. Can SUN Trail allocations be mixed with other allocations?

Other applicable allocations from federal, state, local, and private sources may fund improvements in tandem with the SUN Trail funded aspects. However, SUN Trail funds do not qualify as match requirements for other funding programs.

29. Who operates the trails funded through the SUN Trail program?

Long-term trail managers are typically local or regional governmental entities or other public agencies with the responsibility for oversight of transportation or recreational trails. Projects that traverse multiple jurisdictional boundaries may have multiple managers. For example, two counties and one municipality manage the East Central Regional Rail Trail.

30. What are the expectations for managing entities as it relates to maintenance obligations?

All SUN Trail funded projects require a non-FDOT governmental entity to enter into an agreement or other form of documented commitment with FDOT and to serve as the long-term trail manager that handles the day-to-day upkeep and operations, protects trail users, reduces safety hazards that occur, and ensures a quality level of service (LOS) is maintained on the facility. Activities may consist of litter pick-up, trash removal, debris removal, soil and weed control, graffiti removal, mowing, sweeping, sign replacement, shrub trimming, maintenance of drainage which may include removing debris from culverts, and other regularly scheduled maintenance activities; they may also promote or market the trail for tourism.

For trails constructed in the FDOT right-of-way [on-system or State Highway System (SHS)], FDOT will provide remedial maintenance which involves repairing, replacing, or restoring major components that may have been damaged or destroyed. Minor repairs such as sealing asphalt pavement or repainting may occur every five to ten years, while major repairs may occur every 20 to 25 years. All other maintenance will be the responsibility of the non-FDOT governmental entity. Both on- and off- system SUN Trail network facilities are eligible to apply for SUN Trail program funding for minor and major repairs.

31. Will FDOT oversee SUN Trail funded project phases?

Generally, the Department will administer allocations for projects within the existing FDOT right of way (on-system SUN Trail network) for phases funded through the adopted work program. As such, the district will assign a project manager for funded projects. Administration of the funded project phases may occur by another agency if it would be more practical, expeditious, and economical for them to perform the project. Non-DOT agencies may most likely administer funds, and serve as the project manager, on projects that are located outside of FDOTs right of way (off-system SUN Trail network).

32. What happens if FDOT is not administrating the funded project phases?

When FDOT is not administering the funded project phase, then a government (local agency or LA) sub-recipient of funds delivers the project through a cost reimbursement (grant) agreement

(e.g., legal instrument describing intergovernmental tasks to be accomplished and the funds to be reimbursed for selected activities). The district facilitates execution of the Florida Department of Financial Services Catalog of State Financial Assistance ([CSFA](#)) Number 55.038 grant agreement. This legal instrument describes intergovernmental tasks to be accomplished and funds to be paid between government agencies. The Grant Application Program online system ([GAP](#)) is the authorized platform for management of agreements for the disbursement of the funding awards made by the department. Required documents, including project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation are maintained in GAP. As with all state agreements, they are subject to the Florida Single Audit Act (FSAA), Section [215.97](#), F.S. The district will assign a point of contact to provide necessary oversight, assist recipients, and sub-recipients in complying with the FSAA and ensure that its duties as a pass-through entity (as defined in the FSAA) are accomplished. The State Projects Compliance Supplement is provided at: apps.fldfs.com/fsaa/compliance.aspx.

33. Where can I learn more about Grant Application Program online system (GAP)?

FDOT Local Programs provides GAP resources: <https://www.fdot.gov/programmanagement/lp>.

34. Is the SUN Trail Cost-Reimbursement (Grant) Agreement Standardized?

Yes. To review it click here: www.fdot.gov/planning/systems/SUNTrail/guidance.shtm and select “SUN Trail Reimbursement / Grant Agreement”.

35. What is the minimum advertising period for locally administered projects funded through the SUN Trail program?

Pursuant to [Section 255.0525, F.S.](#), projects that cost more than \$200,000 shall be publicly advertised at least once in a local newspaper 21 days prior to the established bid opening and at least five days prior to any scheduled pre-bid conference. Funded projects that cost more than \$500,000 shall be published at least 30 days prior to the established bid opening and five days prior to any scheduled pre-bid conference.

36. FDOT and our governmental agency entered a [CSEFA](#) No 55.038 cost-reimbursement (grant) agreement for a project. Are vendor negotiations required to be performed in a public meeting?

Although FDOT performs negotiations in public meetings, local agencies are not required to conduct vendor negotiations in a public meeting. If vendor negotiations are not performed in a public meeting, they are required to be recorded and adhere to [Section 286.0113, F.S.](#)

37. FDOT and our governmental agency entered a [CSEFA](#) No 55.038 cost-reimbursement (grant) agreement for a project. Can the same entity perform both design services and construction engineering and inspection services?

No. [Section 337.14, F.S.](#), prohibits an entity from performing both design services and construction engineering and inspection services for a project wholly or partially funded by the department and administered by a local governmental entity (exception for specific seaports).

38. I understand that SUN Trail funds are through state allocations, but federal funds are also within our funded project area. Does this federalize the project?

Yes. Although SUN Trail is a state allocation, if any part of the funded project utilizes federal funds, then that entire individual project is federalized. This requires adherence to federal requirements including the National Environmental Policy Act (NEPA) and Buy America for actions such as the acquisition of real property / land / right-of-way (ROW). Regardless of funding source, if a project has received federal funds or is eligible to receive federal funds for future phases it must comply with federal requirements. The project would require NEPA review and approval as described by the FDOT Office of Environmental Management NEPA Assignment Program Overview. For more information, visit: <https://www.fdot.gov/environment/nepaassignment.shtm>.

39. What happens if FDOT acquires new property / land / right-of-way (ROW) for a trail?

If the land acquired expands ROW along a FDOT maintained facility, the Department may maintain ownership. Otherwise FDOT may buy land on behalf of the managing agency or transfer title upon completion of construction.

40. Are all planned and existing trails in SUN Trail network 12 feet wide asphalt?

No. Many facilities within the SUN Trail network predate the existence of the SUN Trail program. Some facilities are developed without FDOT funding and are being developed for a variety of visitors and experiences.

41. Are there statewide traffic control laws for bicyclists or pedestrians?

Yes, state laws are in [Chapter 316, F.S.](#)

42. What are traffic control devices and are they standardized?

Yes, traffic control devices including signs, signals, markings, and other devices used to regulate, warn, or guide traffic; placed on, over, or adjacent to streets, highways, pedestrian facilities, and bikeways (and SUPs) are standardized.

43. How is sidewalk different from a Shared Use Path (SUP)?

A sidewalk is primarily for pedestrians; they are routinely built as part of the normal accommodations within a roadway project, and they serve a local need (e.g. between residential areas, businesses, transit, or park lands).

SUPs are paved facilities physically separated from motorized vehicular traffic by an open space or barrier and are either within the road right-of-way (sometimes called a side path) or an independent right-of way (oftentimes called a multi-use trail). SUPs are used by a variety of non-motorized users including bicycles and pedestrians. SUPs are typically part of a regional connection, people may travel to use them, and they may serve as a destination. SUPs could be near natural areas, parks, roadways, or other linear facilities.

Design for both SUPs and sidewalks are required to meet or exceed Americans with Disabilities Act (ADA) of 1990 standards. In addition to meeting the design requirements of sidewalks to ensure accessibility for pedestrians, the bicycle's operational characteristics and travel speeds influence the design criteria (e.g. width, buffer, lateral off sets, curvature, protection from drop

offs and traffic control) of SUPs. Differentiating the two is not a matter of the entity that provides the day-to-day maintenance of the facility (e.g. parks, public works, recreation or transportation departments).

44. What design criteria applies to my project that has funding from the SUN Trail program?

- Projects are required to meet or exceed Americans with Disabilities Act (ADA) of 1990 design standards and be developed as a paved nonmotorized multi-use trail / two directional Shared Use Path (SUP) for bicyclists and pedestrians.
- FDOT adopted FHWA's Manual of Uniform Traffic Control Devices ([MUTCD](#)). The entire MUTCD applies to SUN Trail projects. Sections that are of particular value in designing SUPs include: Chapter 9B—shared use paths; Chapter 3B—pavement markings; Chapter 4F—pedestrian hybrid beacons; Section 4L.03—warning beacons (of a pedestrian's presence); Section 4N.02—in-roadway warning lights at crosswalks; and Part 6 Temporary Traffic Control. FDOT Traffic Engineering Manual ([TEM](#)) contains additional requirements for traffic control devices along the SHS.
- The Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways ([Florida Greenbook](#)) provides criteria for public streets, roads, highways, bridges, sidewalks, curbs and curb ramps, crosswalks, bicycle facilities, underpasses, and overpasses used by the public for vehicular and pedestrian travel. Authority for the Florida Greenbook is established by Chapters 20.23(3)(a), 334.044(10)(a), and 336.045, Florida Statutes, and Rule 14-15.002, Florida Administrative Code. The manual is intended for all projects not on the state and national highway systems. Projects located along non-FDOT owned right-of-way, without any funding from the SUN Trail program, typically follow design criteria found in the Florida Greenbook.
- Projects involving construction on, under, or over the Department's right-of-way [on-system or State Highway System (SHS)] must adhere to criteria in the FDOT's [Standard Plans and Specifications](#) and the [FDOT Design Manual \(FDM\)](#) [Topic # 625-000-002]. Likewise, facilities developed with funding from the SUN Trail program adhere to the criteria and standards. FDM Chapter 224 – Shared Use Paths provides information for projects being developed in the SUN Trail network including details for facilities that are less than the standard, 12 feet in width, require approval by the Chief Planner. When it becomes necessary to deviate from the Department's criteria, early documentation and approval are required. There are two approval processes used by designers: Design Exceptions and Design Variations. FDM Chapter 122 details the process which includes using the FDM form for Design Variations, District Design engineer reviews (and if approves) submittal to CO for review in Project Suite Enterprise Edition ([PSEE](#)).
- At times, the combination of funds used for a project, nature of work, or location along federally classified routes (such as the National Highway System) may trigger additional design requirements (e.g., [FDOT Structures](#)).

45. What is Level-of-Service (LOS) and are there tools to calculate it for trails?

LOS is a scoring system that ranks a given roadway's ability to handle current traffic volume (usage). If a roadway's current traffic volume exceeds carrying capacity, traffic flow may be impeded and unsafe, and that roadway's LOS score will be low. Conversely, if a roadway's carrying capacity is greater than the roadway's current usage (thereby allowing traffic to flow freely and safely), then the LOS score for that roadway will be high. LOS scores are typically awarded on an ordinal "letter grade" scale of A through F, with A standing for the highest/best LOS score possible.

In July 2006, FHWA released a report on how to calculate LOS for "shared use paths" (multi-use trails). The centerpiece of the report was a spreadsheet calculation tool that can determine the LOS for a given trail based on basic input data from the trail manager.

According to FHWA, a trail's carrying capacity (and thus LOS) is primarily a function of trail width and user type (e.g. cyclists, inline skaters, and pedestrians). Largely influenced by trail width, trail user conflicts typically occur during passing (opposite direction meetings and same direction over-takings). Length is not a factor in determining trail carrying capacity.

Using the FHWA trail LOS calculation tool, a standard 12-foot-wide paved multi-use trail with an hourly one-way trail user volume of 55-164 (passing a single, precise point on the trail) will receive an LOS score of B. User volume below 55 receives an LOS score of an A while user volume above 164 receives a C or lower.

Carrying capacity in the SUN Trail network is defined as "the trail user volume which will allow a trail to retain a LOS score of B or better". Consequently, all:

14-foot-wide trails with standard use have a one-way hourly carrying capacity of 195 (or a daily carrying capacity of 4,680 [195×2 (two-way traffic) \times 12 (daily number of hours of operation)]).

12-foot-wide trails with standard use have a one-way hourly carrying capacity of 164 (or a daily two-way carrying capacity of 3,936 [164×2 (two-way traffic) \times 12 (daily number of hours of operation)]).

10-foot-wide trails with standard use have a one-way hourly carrying capacity of 70 (or a daily carrying capacity of 1,680 [70×2 (two-way traffic) \times 12 (daily number of hours of operation)]).

For additional information, visit:

<https://www.fhwa.dot.gov/publications/research/safety/pedbike/05138>.

To download the LOS Calculator click here: [Microsoft® Excel® LOS Calculator](#).