

Implementing Florida's Shared-Use Nonmotorized (SUN) Trail Program

HANDBOOK



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Introduction

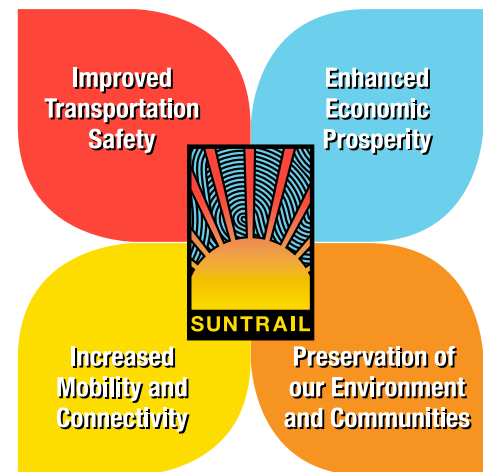
The Florida Department of Transportation's (FDOT or Department) primary statutory responsibility is to coordinate the planning and development of a safe, viable, and balanced state transportation system serving all regions of the state, and to assure the compatibility of all components, including multimodal facilities. Furthering the state's commitment to improving mobility, the Florida Legislature passed measures in 2014 and 2015 to fund and develop multi-use trails. Specifically [Section 339.81, Florida Statutes](#) (F.S.) established the Florida Shared-Use Nonmotorized (SUN) Trail program.

The Shared-Use Nonmotorized (SUN) Trail program provides funding for the development of a statewide system of interconnected and high priority (strategic) paved multi-use trails (SUN Trail network) for bicyclists and pedestrians, physically separated from the road. The SUN Trail network is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority network. SUN Trail funded projects will improve the intermodal connectors by closing gaps in the statewide paved trail system to increase the reliability of Florida's transportation system.

The Department works with partners to advance the SUN Trail program's goals (Figure 1) by closing network gaps between existing multi-use trails. By enhancing infrastructure and increasing the reliability of Florida's multi-modal transportation system, the implementation of projects within the SUN Trail network (Figure 2) has the ability to reduce crashes involving vulnerable road users and enhance safety. The resulting improvements to interregional connectivity ensure the SUN Trail network functions as a transportation system rather than standalone trails. Furthermore, closing gaps in the SUN Trail network has the ability to increase connectivity among destinations frequented by both residents and visitors. These connections link urban uses (e.g. employment centers, transportation hubs, and cultural opportunities) to rural/natural resource uses (e.g. springs, recreational, historical, and forestry lands) as well as suburban uses (e.g. neighborhoods, schools, and shopping). While increasing mobility, multi-use trails can enhance economic development opportunities. Research shows that trails increase the value of nearby properties, generate spending at local businesses, influence the location and relocation of businesses, provide area revitalization, provide sustainable tourism opportunities, and support the creation of jobs.

This Handbook provides guidance for implementation of the SUN Trail program. It includes an overview and the programmatic framework; the funding structure, including eligible and ineligible aspects of projects; the identification of projects, including the program's eligibility and selection criteria; evaluation, prioritization and selection of projects by the Department; the implementation of projects, including administration, operation and ongoing maintenance; and key contacts and resources. By consolidating information related to the SUN Trail program into a single reference document, this guidance serves as a resource for stakeholders.

Figure 1
SUN Trail Program Goals



Programmatic Framework

[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 statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) Plan, created pursuant to [Chapter 260, F.S.](#), the Florida Greenways and Trails Act. The \$25 million annual allocation is from the redistribution of new vehicle tag revenues pursuant to [Section 320.072, F.S.](#), Motor Vehicle Licenses. These Wheels on the Roads (TLWR – fund code) revenues are deposited into the STTF for use by FDOT for funding through the SUN Trail program.

Administration of the SUN Trail program is by FDOT's Central Office (CO), Planning Team of the Strategic Development Division, Systems Implementation Office, namely the SUN Trail Program Manager. This manager works with stakeholders to develop and implement the SUN Trail program, and to provide input for other trails developed by FDOT. In addition to the statewide SUN Trail Program Manager, there is at least one Trail Coordinator in each of FDOT's seven Districts and the Turnpike Enterprise, collectively referred to as the Districts. The Trail Coordinators are the District's primary point-of-contact. They assist with coordinating aspects of SUN Trail planning and implementation. These activities may include project identification, evaluation, prioritization, programming, mapping, administration, and program compliance.

The development of multi-modal transportation systems that fit within the context of a local government's vision, land uses, and environmental settings requires successful partnerships of public, private and non-profit entities throughout Florida. As demonstrated by FDOT's purchase of 16-miles of abandoned rail corridor from Tallahassee to St. Marks for the creation of the state's first rail-trail in 1984, the agency's role to implement multi-use trails is not a new concept. Ongoing statewide planning, coordination, and leadership to establish, expand, and promote the FGTS continues to be provided by the Florida Department of Environmental Protection's (FDEP) [Office of Greenways and Trails](#) (OGT). OGT's process includes guidance from the [Florida Greenways and Trails Council](#) (FGTC), who operates in accordance with [Section 286.011, F.S.](#), the Florida Sunshine Law. Among its duties, the FGTC serves to advise the FDEP on greenway and trail related issues, promote intergovernmental cooperation and private partnerships for developing the Florida greenways and trails system, and to recommend priorities for critical links in the system. Among other public agencies and private stakeholders, FGTC's membership includes FDOT. Currently the SUN Trail Program Manager represents FDOT.

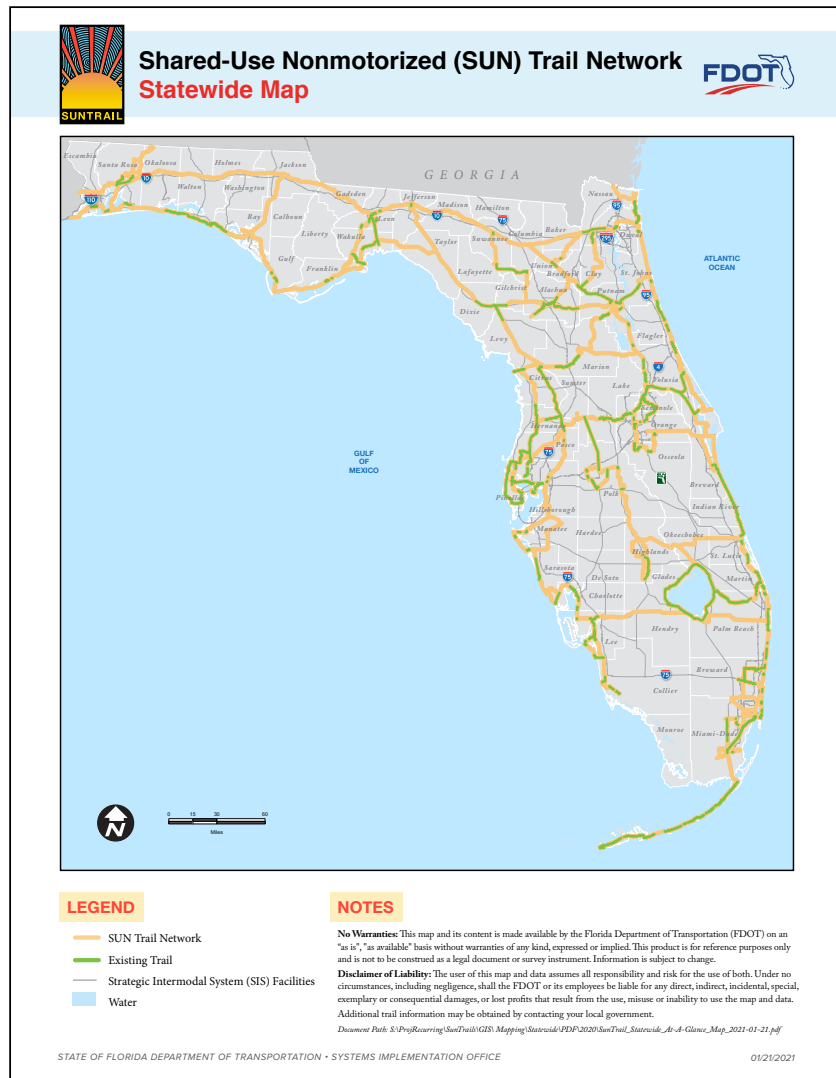
The FGTS Plan outlines the vision for the state's Greenways and Trails System both on land and water. It defines the role of the System in advancing Florida's economy, tourism, health, transportation choices, recreation, conservation, and public. This statewide System includes ecological greenways, and the combination of existing, planned, and conceptual multiple and single-use trails for a variety of visitors. The FGTS Opportunity network is the state companion to community greenways and trails and bicycle - pedestrian master plans; it is a synthesis of trail-planning efforts conducted by municipalities, counties, transportation planning organizations, non-profits and other agencies throughout Florida. It does not include all existing,

Programmatic Framework

proposed, and conceptual trails in Florida but focuses on trails of statewide significance that can form a comprehensive connected system when complete. The FGTS Priority network represents the most important Opportunity corridors.

OGT works with stakeholders to update the maps and seek adoption from the Florida Greenways and Trails Council (FGTC) on a regular cycle. However, as projects progress from preconstruction to construction, corridors may be refined to reflect the final alignment. Likewise, as funding becomes available the trail status will change as the “gaps” are developed into active/existing trails available for public use. These administrative changes are ongoing. Non-administrative changes (such as the addition or removal of corridors) require FGTC approval.

Figure 2
SUN Trail Statewide Network Map



Funding Structure

Multiple [funding options](#) are available from federal, state, local, and private sources for the development of multi-use trails. For example, the Federal Highway Administration (FHWA) funds trails through a variety of programs, FDOT and FDEP administer several of these federal programs. Additionally, the Department of Interior's National Park Service provides funding for trails through the Public Lands Highway program. Like other types of transportation systems, the needs for improving multi-use trails may exceed available funding. The SUN Trail funding alone is often inadequate to fund all phases of developing trail projects. Therefore, SUN Trail investments must be strategic, effective, and efficient. The "Evaluation, Prioritization, and Selection of Projects" section of this Handbook provides additional information about FDOT's focus for closing gaps in the existing trail system to increase the continuous length of the statewide network by building on previous investments. Some local governments utilize additional funding sources for trails, including the creation of tax referendums and fiscal allocations from local budgets. In addition to public funding, some trails also rely on non-governmental support. This establishment of non-governmental partnerships with various conservation and public interest groups may provide long-term advantages and support the project for private funding, foster local commitment, and may assist agencies in maintaining and operating multi-use trail networks. Where these non-governmental partnerships exist, their agreement is with the non-FDOT governmental entity that is formally committed to the operation and maintenance of the project (long-term trail manager) rather than with FDOT.

The SUN Trail program provides funding for the development of a statewide system of paved multi-use trails (SUN Trail network) for bicyclists, pedestrians and other nonmotorized users, physically separated from vehicular traffic. FDOT defines a multi-use trail as a paved shared-use path, which is typically 12 feet wide but may vary from 10 feet to 14 feet wide, or larger, depending upon physical or environmental constraints or usage. In some areas of extreme constraints, such as at bridges or in environmentally sensitive lands, a multi-use trail may be as narrow as eight feet wide. In general, SUN Trail funded projects will be 12-foot wide, asphalt, multi-use trails. In Chapter 224 of the Florida Design Manual there are more details on how the review and approval process occurs for multi-use trails.

FDOT will advance the development of the SUN Trail network by programming TLWR allocations over the period of the Five Year Adopted Work Program (AWP). FDOT uses a two-tier funding structure to implement SUN Trail program funds. One tier provides funding to Individual Trail segments that meet program eligibility requirements and close gaps in the SUN Trail network. The other tier provides funding to projects that meet program eligibility requirements, within the top two Regional Trail Systems – Coast to Coast Trail (C2C) and the St. Johns River-to-Sea Loop (SJR2C) – identified by the FGTC. On December 15, 2015, the FGTC identified the C2C as the first Regional Trail System (Figure 3). On March 31, 2016, the FGTC selected the SJR2C as the second Regional Trail System (Figure 4). The "Evaluation, Prioritization, and Selection of Projects" section of this Handbook provides additional information about the AWP.

Funding Structure

St. Johns River-to-Sea Loop (SJR2C)

The SJR2C Loop is a developing 260-mile, paved, multi-use, regional trail system that will link the Tri-County Agritourism Corridor to the Space Coast. In September of 2008, Putnam, Volusia, Brevard, Flagler and St. Johns counties signed a memorandum of agreement emphasizing their commitment to complete this regional system. This regional system is in various stages of development. Figure 4 illustrates the existing trails with a solid green line and an image; the orange, purple and red lines illustrate segments that are in development. Some of these project phases are beyond the Tentative Work Program (TWP) FY 2025/26. FDOT is committed to completing the SJR2C and will continue to program project phases that are ready for funding and meet the Eligibility Criteria of the SUN Trail program. The trails in Brevard and Volusia counties that form the southern part of the C2C are also part of the SJR2C.



Figure 4
SJR2C Regional Trail System



Funding Structure

Eligible Project Phases

The SUN Trail legislation, [Section 339.81, F.S.](#), allows the allocation of TLWR funds to be used on all phases of project development, including the preliminary and environmental planning; design; acquisition of real property/land/right-of-way (ROW); new construction, or reconstruction of trail surfaces and bridges; and maintenance. It is important to maintain awareness of programmatic requirements through all phases of project development. Below are details of the eligible phases.

Feasibility Study

A Feasibility Study, also referred to as a planning or corridor study, includes the development of a purpose and need; an evaluation of existing conditions in the study area; the development and evaluation of trail routes, also known as corridors or alternatives; identification of logical termini; an agreement on a course of action; public involvement and agency coordination.



Key components: prior planning efforts; inclusion of a diverse group of stakeholders (i.e. trail users and non-trail users, neighboring property owners, business owners in the general vicinity, and public entities); the recognition of and buy-in for the maintenance agreement requirements by a government agency; potential for multiple jurisdictional involvement; ROW minimization, and avoidance; a focus on one preferred corridor or viable alternative to be carried into the Project Development and Environment (PDE) Study or Preliminary Engineering/Design (PE) phase; cost estimates; and, clear and concise documentation. The Feasibility Study may not be required.

Project Development and Environment Study (PDE)

The PDE is an environmental and engineering process to determine social, economic, natural, and physical environmental impacts associated with a proposed improvement project. It includes the development and evaluation of trail concepts, known as alternatives; environmental evaluations; and additional public involvement and agency coordination. The PDE follows procedures found in the National Environmental Policy Act of 1969 (NEPA), as well as federal and state laws and regulations. The PDE team includes professional engineers, planners, and scientists who collaboratively collect and analyze project related data. Together with other interested stakeholders, they develop the best alternative to meet the identified transportation need. If the study results in a Build Alternative selection, the project may proceed to the next phase, which is the Design phase.



Key components: continued inclusion of stakeholders; ongoing discussion with local/state/federal governments regarding maintenance agreement requirements; awareness of SUN Trail requirements, ROW minimization, and avoidance; cost estimates; and, clear and concise documentation. The PDE may pick up where the Feasibility Study leaves off or it may be the initial project phase. During the PDE, the location and conceptual design of feasible build alternatives for improvements and their social, economic, and environmental effects. A PDE may result in a No-Build Alternative, which considers leaving the lands in their present state with routine maintenance.

Funding Structure

Preliminary Engineering/Design and Permitting (PE)

After the PDE study is complete, the next step is the PE which consists of the analysis and design work to produce construction plans, specifications, and cost estimates. PE components may include trail alignment specifics; trail design including any drainage needs; coordination with regulatory agencies such as water management districts and federal agencies (for permits); engineering surveys; developing a finance plan; confirming the local role in trail construction and future responsibilities; as well as refining construction schedules and costs. During design, detailed construction plans are prepared.



Key components: continued inclusion of stakeholders; ongoing discussions with local/state/federal governments regarding maintenance agreement requirements; and public information office awareness of key dates/milestones.

Right-of-Way Acquisition (ROW)

Planned multi-use trail routes may be within existing public lands, while others may be on private land. For projects not in public ownership, the acquisition of the real property/land or ROW will be necessary for the construction of the facility funded through the SUN Trail program. Although it is possible that another government entity will negotiate acquisition of SUN Trail funded properties, particularly if it is outside of FDOTs ROW, typically, the FDOT Office of ROW will be responsible for acquiring ROW with SUN Trail allocations. If the land acquired expands ROW along a FDOT maintained facility, FDOT may maintain ownership. Otherwise, FDOT may purchase land, separate from the existing FDOT ROW, on behalf of the managing agency or transfer title upon completion of construction.

FDOT conducts negotiations for the purchase of private property in strict compliance with both federal and state law. Only the properties identified as necessary for the qualified project are eligible for SUN Trail allocations. Previously acquired lands that are already in public ownership are not eligible for reimbursement with SUN Trail funds. Lands being developed with SUN Trail funds must be acquired in accordance with the laws and rules applicable to FDOT and be available for public use for the lifespan of the improvement.



Key consideration: This phase entails acquisition of necessary ROW, based on the design plans. It has been a practice of the Department to not utilize eminent domain to acquire land for trail projects. If there are not willing sellers, the result may be an inability to close a trail gap; FDOTs ROW process; provisions in the Uniform Relocation Assistance and Real Property Acquisition Policies Act requirements; and, public information office awareness of current milestones. ROW acquisition may not be required.

Funding Structure

Construction (CON)

CON and Construction Engineering Inspections (CEI) phases comprise the actual building phase for the trail facility. FDOT is obligated to fund only new construction or reconstruction of trail surfaces and bridges: pavement, drainage, land stabilization, and safety controls. SUN Trail program funds are for the transportation element of the standard trail. Additional items are ineligible for SUN Trail funding. If other funding sources are available for additional improvements, construction may occur at the same time as the SUN Trail funded elements or may occur with another project. As appropriate, local agencies should coordinate with their respective District no later than the PE phase if other funds are available for use in tandem with the TLWR allocation.



Key components: signed maintenance agreements; ribbon cutting opportunities and public information office awareness of key dates/milestones.

Note: To reduce costs and expedite construction, projects may be combined into a single contract and conducted as Design-Build. Authorized under [Section 337.11, F.S.](#), Design-Build contracting is conducted in accordance with applicable design criteria, specifications, and contract administration practices. Contractors and consultants interested in these projects will find information on these procurements on the [Design-Build web page](#).

Ineligible Project Attributes

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

- ✘ Sidewalks; nature trails; loop trails wholly within a single park or natural area;
- ✘ On-road facilities, such as bicycle lanes or routes. Exceptions to this include 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; this exception applies to on-road components of the Florida Keys Overseas Heritage Trail.

Funding Structure

SUN Trail program funds are for the transportation element of the standard trail.

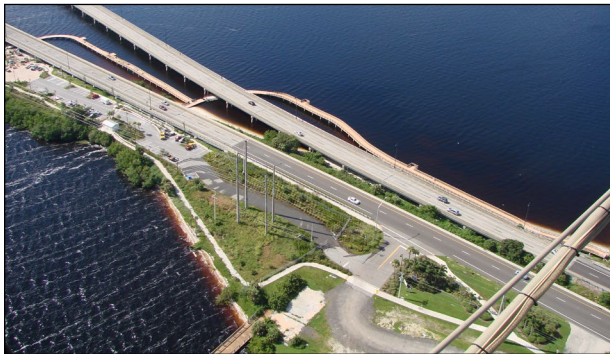
Ineligible costs include, but are not limited to, the following:

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

Other applicable federal, state, or local dollars may fund improvements in tandem with the SUN Trail funded aspects. For trails to accommodate the safe and sustainable placement of non-SUN Trail funded improvements, including natural and hardscape landscaping elements, trail design should be closely coordinated with the landscape design. Before landscape plans are prepared, the District will identify the non-FDOT agency that will be responsible for landscape maintenance. This non-DOT agency must accept responsibility and sign a written agreement for maintenance of the landscape elements. As appropriate, the local agencies should coordinate with their respective District. The Department's Work Program Instructions (WPI) provides additional information. See Part III, Chapter 16.

Figure 5

Gateway-Harbor Walk



Note. SUN Trailing Funding 429820-2

Figure 6

Spring-to-Spring Trail – Monroe Park



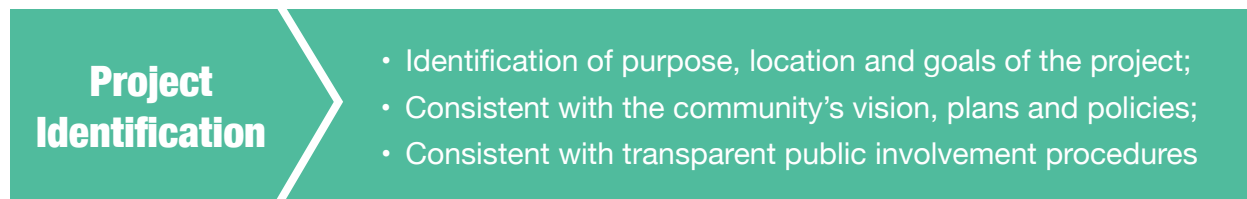
Note. SUN Trailing Funding 436434-2

Project Identification

Identifying and establishing priorities may require the coordination of planning efforts from the local to the federal level. A single trail project alone can require significant effort to complete. Combining multiple trail projects into an integrated statewide system requires coordination and a concerted effort to achieve the greater whole. The planning, evaluation and prioritization process for creating a multi-use trail varies depending upon the needs, policies, procedures, substantial goals, and values of the organization's representation. The community involvement process is essential to planning and implementing successful projects. Identifying stakeholders, proponents of the project, and potential concerns of carrying out the project are all important elements of the planning process. Additionally, strong local leadership, that fosters support and maintains momentum, is essential for successful projects. Prioritization of projects at multiple levels occurs for numerous funding sources. Priority projects should be consistent with their local government's comprehensive plan, long-term land management plans, and Transportation Improvement Plans (TIP). Although the long-range plan may not specifically identify trail and/or bicycle-pedestrian projects, a determination must document plan consistency. Local governments are encouraged to develop trail and/or bicycle-pedestrian master plans to aid with the identification and prioritization of projects. Adopting such a plan will allow the community to prioritize and fund projects in well-defined increments rather than relying on an ad hoc approach. "[Partnering with FDOT: A Resource Guide for Local Governments](#)" provides information to effectively partner with the Department to plan, design, and construct safe and efficient transportation facilities.

Figure 7

Important Components in Project Identification



The FGTS Plan provides guidance for communities initializing and prioritizing their trail vision, the final section of this Handbook provides other helpful resources. The planning, evaluation, and prioritization process for creating a multi-use trail varies depending upon the needs, policies, procedures, substantial goals, and values of the organization's representation. The identification of priorities may require the coordination of planning efforts from the local to the federal level. Community involvement is essential to planning and implementing successful projects. Identification of stakeholders, proponents of the project, and potential concerns of implementing the project are important aspects of the planning process. The [FDOT Public Involvement Handbook](#) provides techniques and methods to encourage meaningful public participation throughout the transportation decision-making process. Strong local leadership that fosters support and helps maintain momentum, is essential for successful projects. The FGTS Plan offers guidance for communities initializing and prioritizing their trail vision. The District Trail Coordinators are the primary FDOT points-of-contact for SUN Trail planning and implementation. They help with identification, evaluation, prioritization, programming, and mapping SUN Trail projects.

Project Identification

For trail projects proposed for SUN Trail funding within the boundary of a Metropolitan/Transportation Planning Organizations (MPO), prioritization from the applicable MPO must occur. The FDOT MPO Program Management Handbook provides additional guidance for carrying out planning responsibilities. Typically, the MPO's member municipalities and counties identify and prioritize trail projects for consideration by the MPO. MPOs select and prioritize these candidate projects with a consideration of a range of criteria. For some projects, the MPO may conduct a feasibility study to identify and evaluate candidate projects before final prioritization. Some MPOs have separate ranking processes for bicycle, pedestrian, and trail projects while others simply group all nonmotorized projects into a single category. Regardless, the prioritization of projects should be included during public discussion and documented as actions on the TIP for the use in developing the AWP. Every five years, MPOs prepare an updated Long Range Transportation Plan (LRTP) with a 25-year outlook. Updates to LRTPs should document projects of regional significance. For trail projects proposed for SUN Trail funding outside of MPO boundaries, the project must be an identified priority of the applicable county (inclusive of their municipalities), tribal government, federal or the state managing agency, and have consistency with the local comprehensive plan. Some counties may pass resolutions or provide a similar mechanism to vet public input and document the prioritization of projects.

In some areas, it may be advantageous for more than one MPO to establish partnerships for systematically closing gaps in regionally significant trail systems. Although the MPO alliances may not have a formal role in the prioritization process with FDOT, these agencies have proven to be successful in building consensus on regional transportation issues. As appropriate, Regional Transportation Plans may include the trail systems.

Figure 8

*Punta Gorda Pathway – U.S. 41 Multi-Use
Recreational Trail – North Fork Alligator Creek Bridge*



Note. SUN Trailing Funding 440234-1

Figure 9

Palatka to St. Augustine State Trail



Note. SUN Trailing Funding 210286-8 and 435796-1



Project Identification

To receive consideration for SUN Trail funding FDOT must receive a separate, complete “Request for Funding” (also known as Grant Application) for each eligible Regional or Individual Trail project proposed for SUN Trail funding, with applicable information, including the prioritization and the required signatures during a solicitation period by the announced deadline. Proposals must be received through the Grant Application Process (GAP - online system).

Eligibility Criteria

Projects *must satisfy* the following minimum Eligibility Criteria requirements:

- ✓ Documentation that the project will be developed as a paved multi-use trail within the [SUN Trail network](#), which is aligned to the FTGS Priority Land Trail network; at minimum, this will include transmittal of a map of the project limits within the SUN Trail Network and applicable “Request for Funding” information.
- ✓ Documentation provided that the project is a priority of the applicable jurisdiction; at minimum, this will include transmittal of an adopted prioritization list of projects and the applicable “Request for Funding” information:
 - » If the project is within a boundary of a [Metropolitan/Transportation Planning Organization](#) (MPO), it must be a MPO priority.
 - » For areas outside of MPO boundaries, the project must be a priority of the county (inclusive of their municipalities), tribal government, federal or state agency.
- ✓ Documentation that a non-FDOT governmental entity is formally committed to the operation and maintenance of the project (long-term trail manager), this will include applicable “Request for Funding” information; and
- ✓ Documentation that the project is consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s), this will include applicable project concurrency information.

Figure 10
Spring-to-Spring Trail – Phase 3A



Note. SUN Trailing Funding 439039-5

Figure 11
Pierson Trail



Note. SUN Trailing Funding 439877-1

Project Identification

Selection Criteria

Strengths of individual projects may be difficult to quantify and vary significantly from system to system. Recognizing the unique features of trail projects, stakeholders developed additional criteria related to the enabling SUN Trail legislation and FDOT's mission and priorities for evaluating SUN Trail projects. This Selection Criteria includes improvements to safety, economy, mobility, and the preservation and enhancement of the surrounding environment. The Selection Criteria also relates to project significance, funding sources/matches, multi-modal improvements, construction readiness, measurable public support, immediacy of impact, environmental enhancement, system gap closure, safety, and cost savings. Projects may not meet all of the Selection Criteria, or the identified factors, nor will FDOT use the Selection Criteria to calculate a numerical score for the projects. Rather, projects with the greatest strengths will advance more quickly.



Project facilitates a system of interconnected trails by closing a gap between existing trails in the [SUN Trail network](#):

(Figure 21)

- Project connects two or more existing trails within the SUN Trail network.



Project enhances the safety of bicyclists, pedestrians and motorists:

(Figure 8)

- Project includes a safety component.
- The location of the project is within a hazardous bicyclists/pedestrian zone or in an area with significant numbers of safety concerns.
- Project implements bicycle and pedestrian safety action plan.



Project is recognized as having regional, state or national importance:

(Figure 14)

- Project is a component of a Regional Trail System prioritized by the FGTC.
- Project is a component of a [National Recreation Trail](#), [East Coast Greenway](#) or a trail that has other national importance.
- Project implements an adopted regional bicycle, pedestrian or trail master plan.



Construction readiness, continuation of project phasing, and protecting public investments:

(Figure 15)

- Project is ready for immediate construction. All preconstruction phases are complete.
- The design is nearly complete and permitting is underway. This project includes preconstruction.
- The project proposal is feasible, but construction will occur in the future.

Project Identification



Additional financial contribution committed to the project:

(Figure 5)

- Project funds are leveraged by multiple public/private sources of investments dedicated to this specific trail segment (i.e. contributions from federal, state, tribal, local, non-profit, and/or private landowners).
- Project funds are leveraged by at least one additional public/private source of investment dedicated to this specific trail segment (i.e. contributions from federal, state, tribal, local, non-profit, and/or private landowner).



Project blends transportation modes by completing, improving and/or enhancing existing facilities to improve mobility:

(Figure 11)

- Project implements [Complete Streets](#) objectives and initiatives.
- Project implements [Safe Routes to Schools](#) objectives and initiatives.
- Project provides a direct connection to regional transit systems, including rail stations, express or local bus routes.
- Project is located within a designated multi-modal district.
- Project has the potential to reduce vehicular congestion.
- Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the [League of American Bicyclists](#).
- Project improves access in a designated Walk Friendly Community, as designated by the [Pedestrian and Bicycle Information Center](#).



Project has a high level of documented public support:

(Figure 21)

- There is measurable public support and community involvement.
- The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment.
- Demonstration of support is consistent across multiple entities representing the greater community, rather than a select few interest groups.
- Recent community surveys provide indication of need and support.

Project Identification



Project has a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations:

(Figure 14)

- Project connects to or through federal, state, or local conservation/recreation areas.
- Project connects people to jobs, businesses, or civic resources.
- The project is within a Florida Trail Town recognized by the FDEP.
- Project is located along or connects to a [Florida Scenic Highway](#).
- Project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations, and/or private sector partners are directly supporting the project.
- Project is located within a [Rural Economic Development Initiative](#) (REDI) community defined pursuant to [Section 288.0656, F.S.](#)
- Project is located within a Rural Area of Opportunity (RAO) defined pursuant to [Section 288.0656, F.S.](#)



Project enhances or preserves environmental resources:

(Figure 8)

- Project ensures the [Florida Ecological Greenway Network](#) (FEGN) maximizes protection of high priority linkages; and the location of the project is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.
- Project restores or mitigates impacts of environmental degradation.
- Project incorporates water quality or drainage improvements.
- Project incorporates conservation initiatives to restore or maintain connectivity by reducing vehicle-caused wildlife mortality.
- Environmental impact assessment or statement does not identify specific issues.
- Environmental approval and permitting process is complete.



Project includes cost-saving elements:

(Figure 24)

- Potential for overall cost savings for completing the project in conjunction with another project (e.g. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project).

Note: Learn more about completed SUN Trail funded construction projects by viewing the Fact Sheets online here: www.fdot.gov/planning/systems/suntrail/plans-projects/default.

Evaluation, Prioritization and Selection of Projects

At the state level, FDOT Districts play an integral role in the evaluation, prioritization, and selection of projects for inclusion in the AWP with SUN Trail funding. The District will evaluate proposals meeting the Eligibility Criteria based on the Selection Criteria to identify the strengths of projects rather than employing a numerical comparison of projects. During the review process, the District team evaluates and confirms the accuracy of the cost estimates for the project phases and the overall project viability. If the proposed phase cannot proceed within the timeframe established by the applicable entities, the District will recommend the timeframe for programming the project phases. This District team may include input from the Office of Work Program and Budget (OWPB), the Program Management Office, the Environmental Management Office, the Office of Construction, the Office of Design, the Office of Planning, the Safety Office, etc. It is imperative that recommendations and timelines are set-forth to CO in coordination with the OWPB staff. The prioritization scenario of the District will build on previous investments and project viability, with the overall focus on projects that significantly advance closing gaps in the existing trail systems to increase the length of the trail network.

Like other funding sources FDOT administers, staff may conduct site visits to the project area to determine feasibility and obtain input from Project Managers of previously programmed (any funding source) project phases. District staff may seek clarification from the project sponsors, which may include how to phase a project for funding incrementally over time. The District will coordinate with the OWPB as they can help provide guidance and review the impacts to the WP as a result of funding the project phase(s).

After the District evaluates the proposals, the District will provide the draft Prioritization Scenario for Programming phases (PSP) to District senior management for input and approval. The PSP includes all individual and regional trail project phases and any changes to project phases programmed in the TWP. Once the District PSP is approved, the District will work with the District OWPB to create or update Candidate Files (CA) for the project phases recommended for funding. The District will transmit the approved PSP list of all eligible unfunded needs with related project information [FM numbers, project name, project limits, recommended funding amount, recommended FY, and recommended project phase(s)] to the statewide SUN Trail Program Manager. The PSP does not include ineligible projects or project phases not recommended for funding (at this time).

The development of the statewide draft prioritization scenario by the statewide SUN Trail Program Manager occurs regarding the availability of funds, timing of projects, district priorities, project tiers, and project viability. Overall, the statewide focus will build on previous investments for the significant advancement of closing gaps in the existing trail systems to increase the length of the statewide network. During the evaluation, the statewide SUN Trail Program Manager works closely with the CO OWPB staff and the District to verify the feasibility of phased programming. Following the evaluation, the SUN Trail Program Manager provides the funding scenario to CO senior management for input and approval. Upon approval of the prioritized project list, the statewide SUN Trail Program Manager notifies the CO OWPB staff and



Evaluation, Prioritization and Selection of Projects

Districts of the decision. Then the district WP staff will enter FM programming information of the project(s) into the appropriate FY during the WP development cycle. Selected project phases are included in the Work Program Public Hearing packets developed by the districts. Unselected eligible projects will remain in the Needs Plan for future funding consideration.

Changes to proposals received by FDOT, including project names, limits, descriptions, FM numbers, or costs are not made in isolation and may only occur in compliance with the law; see the [WP Instructions](#). The District must coordinate and communicate to the SUN Trail Program Manager and the District OWPB the need for changes to projects, which may include mapping, timelines, and funding needs. The course of action will be determined; then the District OWPB will enter appropriate information in the FM system.

Figure 12

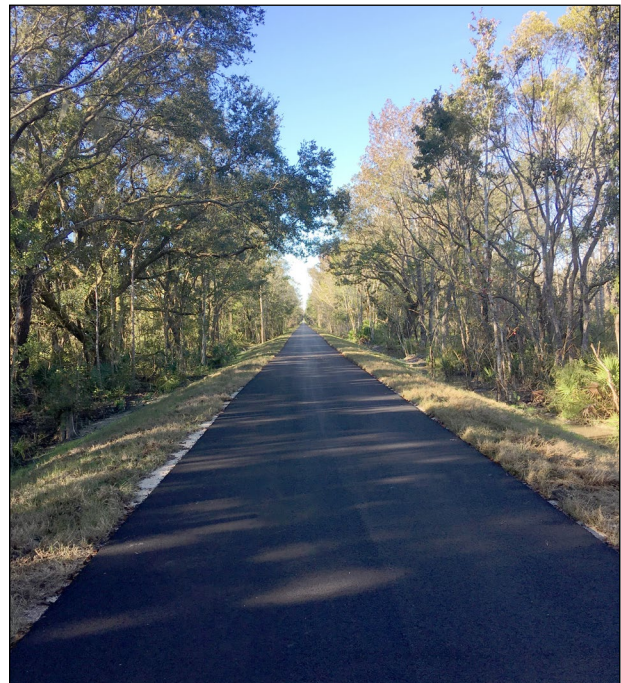
*Punta Gorda Pathway – U.S. 41 Multi-Use
Recreational Trail – North Fork Alligator Creek Bridge*



Note. SUN Trailing Funding 440234-1

Figure 13

Palatka to St. Augustine State Trail



Note. SUN Trailing Funding 210286-8

Evaluation, Prioritization and Selection of Projects

In compliance with State statute, FDOT maintains an AWP that includes the tentative list of all financially feasible transportation projects for implementation during the next five years. The Five-Year Work Program (WP) is the result of an ongoing process that prioritizes, and funds upcoming transportation system improvements scheduled for the next five years. It is prepared in accordance with [Section 339.135, F.S.](#) The development of the WP involves extensive coordination with local governments, including MPOs, municipalities, counties, and input from other stakeholders. When FDOT announces a call for new “Request(s) for Funding” the primary focus will be the new next fifth year of the WP. The first year of the AWP authorizes FDOT to expend funds to complete activities and projects. The last four years of the work program are included for planning purposes. The AWP provides clear direction on where, when and how FDOT will program project phases.

Figure 14
Dale Avenue Trail



Note. SUN Trailing Funding 439863-1

Figure 15
Shingle Creek Regional Trail – Toba Vista



Note. SUN Trailing Funding 439878-1

Evaluation, Prioritization and Selection of Projects

The identification of projects and the development of implementation schedules (Figure 16) are based on priorities and the allocation of funds. The AWP details and commits funding to localities for the included projects. 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). Annually, FDOT conducts public hearings to give stakeholders an opportunity to learn about and comment on the TWP. After this process, FDOT submits the Preliminary TWP to the MPOs and County Commissions. Once incorporating changes, it 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 during the legislative session. In July, the TWP becomes the AWP after approval of the appropriations by the Florida Legislature, budget authorization by the Governor, and signature of the FDOT Secretary. The first year of this AWP becomes the current WP year.

Pursuant to [Section 216.179, F.S.](#) if the Governor vetoes a specific appropriation, authorization of expenditures (state, federal, or local funds) or implementation may not occur. Therefore, it is possible the AWP would not reflect projects in the TWP. Each phase of a project generally takes two years to complete. Therefore, projects could take over ten years from initiation to completion and would cycle through the WP several times. The WP is inherently subject to a significant number of factors that are beyond FDOTs control. Therefore, it may be difficult to transfer all project phases from the second year of the previously AWP to the first year of the current TWP. Factors such as changing MPO priorities, difficulty in obtaining real property/land or ROW to develop the facility, environmental factors and the availability of funds could all influence development of the WP. Like other types of transportation systems, the needs for the development and improvements of multi-use trails exceed available funding. Therefore, in the Individual Trail category an allocation to one project phase is not a guarantee of commitment to allocations for future project phases.

Evaluation, Prioritization and Selection of Projects

Figure 16

Key Dates for the Development of the SUN Trail Five-Year Work Program

Activity	JANUARY SESSION												MARCH SESSION												
	2021						2022						2022						2023						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Development of the proposed draft Preliminary TWP																									
SECRETARY ADOPTS WORK PROGRAM	1												1												
Begin FDOT public hearings for developing the TWP			7															Early							
"Request for Funding" solicitation period OPENS for the new fifth year (as applicable)			Early												Early										
Finalization of proposed preliminary TWP		Late													Early										
"Request for Funding" solicitation period CLOSES for the new fifth year																	Early								
End FDOT public hearings for developing the TWP			26															Early							
Deadlines for changes to funding scenarios after public hearings MPO objections				22														Late							
Certification of Conformity letter				29														Late							
Deadline to receive DEO letter Compliance and Executive review of the preliminary TWP					6														Early						
Preliminary TWP delivered to the EOG, Legislature, FTC and DEO					28														Late						
FTC statewide public hearing						10																	TBD		
Legislature convenes						11																	TBD		
Final TWP delivered to EOG, Legislature, FTC and DEO						25																	Late		
Final amended TWP delivered to EOG, Legislature, FTC and DEO							25																Early		
Legislative session ends								22															TBD		
SECRETARY ADOPTS WORK PROGRAM	1												1												
Announcement of project phases included in the AWP through FY	1												1												

TWP: Tentative Work Program | AWP: Adopted Work Program | MPO: Metropolitan Planning Organization
 FTC: Florida Transportation Commission | EOG: Executive Office of the Governor | DEO: Department of Economic Opportunity
 ● Summer | ● Fall | ● Spring | ● Winter | ● Date to-be-decided (TBD)
 ■ Development of the proposed draft Preliminary TWP including the evaluation of eligible unfunded needs and new "Requests for Funding" applications

Note. The month legislative session begins determines the annual timeline of events.



Project Implementation

Through implementation of the project phase(s), it is important to maintain transparency, consistency and for information to be readily available/understandable to the public.

Design Requirements

FDOT adopted FHWA's Manual Uniform Traffic Control Devices (MUTCD) 2009 edition with Revisions 1 and 2, May 2012. The entire MUTCD applies to SUN Trail projects. FDOT publishes design criteria for multi-use trails (shared-use paths) in both the FDOT Design Manual (FDM) and the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook). Projects in FDOT's ROW must follow the FDM design criteria along with FDOT's Standard Plans and Specifications. Projects located along non-FDOT owned ROW typically follow design criteria found in the Florida Greenbook. 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 Manual).

Naming Trails

As trail visioning occurs, it is important for planners to understand statutes relating to naming facilities on state property and the erection of honorary or memorial markers. Section 334.071, F.S., legislative designation of transportation facilities, is the operative statute for the naming requests and to note the definition of "transportation facility" in Section 334.03(30), F.S., which is the definition that would apply to the statute that controls memorial designations of transportation facilities. Likewise, it is important to have an understanding of Section 267.062, F.S., for the naming of any state building, road, bridge, park, recreational complex, or other similar facility. Naming SUN Trail projects occurs in accordance with the provisions of the law. As applicable, the District will resolve any naming conflicts.

Project Administration

Generally, FDOT will administer allocations on projects within the existing FDOT ROW (on-system) for phases funded through the AWP. As such, the District office will assign a project manager for funded project phases. 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. This would most likely occur on projects that are located outside of FDOT's ROW (off-system).

For non-FDOT managed projects, the local agency will act as the administering body, and serve as the project manager, with the District providing necessary oversight. The District will facilitate execution of the Florida Department of Financial Services Catalog of State Financial Assistance (CSFA) Number 55.038 cost-reimbursement (grant) agreement with another government entity. This legal instrument will describe intergovernmental tasks to be accomplished and funds to be paid between government agencies. As with all state agreements, they are subject to the Florida Single Audit Act (FSAA) and [Section 215.97, F.S.](#) The District will assign a point-of-contact

Project Implementation

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 for the successful implementation of the awarded funds. [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).

Pursuant to [Section 255.0525, F.S.](#), projects that cost more than \$200,000 shall be publicly advertised at least once in a newspaper of general circulation in the county where the project is located 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. FDOT performs negotiations in public meetings, but local agencies are not required to conduct vendor negotiations in a public meeting. If local agencies do not perform vendor negotiations in a public meeting they are required to be recorded and must adhere to [Section 286.0113, F.S.](#) 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 by the FDOT District or the Office of Environmental Management as described in the FDOT PD&E Manual and pursuant to the NEPA Assignment Memorandum of Agreement signed between FDOT and Federal Highway Administration effective December 14, 2016.

Operation and Maintenance

Successful trail projects depend on partnerships. The primary role of FDOT is to program, fund and develop projects based on MPO and/or local priorities. The day-to-day maintenance will be by an entity other than the FDOT. If the project is funded, the District will enter into standardized Maintenance Memorandum of Agreement (MMOA) with another governmental agency to ensure their commitment to long-term trail maintenance prior to the final obligation of program funds for all construction projects, both within and outside of FDOT ROW. If another agency is administering funding of the project, then the MMOA obligations are included in the [CSFA Number 55.038](#) Agreement for non-FDOT administered contracts.

Trails constructed inside of FDOT ROW – FDOT will maintain the pavement and any bridge structures for a trail in its ROW and will apply normal roadway maintenance standards such as mowing and litter control to the entire ROW inclusive of the trail. Beyond this, a local sponsor/agency will enter into a maintenance agreement with the Department to undertake all other trail maintenance. The area of responsibility will be the footprint of the trail within FDOT ROW as defined by the District. The local sponsor/agency will be responsible for any mowing and litter control above FDOT roadway standards and maintenance of trail specific facilities, drainage, and features such as ornamental landscaping, wayside areas, benches, litter receptacles, and restrooms.

Project Implementation

Trails constructed outside of FDOT ROW – shall be maintained by an entity other than FDOT. The Department will enter into an agreement or other form of documented commitment to ensure that a local sponsor/agency is committed to long-term trail maintenance. The local sponsor/agency will be responsible for all trail operation and maintenance needs which includes routine pavement and bridge structure repair, drainage, litter control, sweeping, vegetation management, and the maintenance of trail specific facilities and features such as ornamental landscaping, wayside areas, benches, litter receptacles, and restrooms.

It is important to identify the party responsible for trail operation and maintenance early in development of a project. This ensures the appropriate agency is aware of its various responsibilities and has the authority to maintain the project long-term. Communication of this willingness occurs upon submittal of the “Request for Funding”; it is an eligibility requirement for funding through the SUN Trail program. Typically, long-term managers are local or regional governmental entities, tribal governments or other public land agencies with the responsibility for oversight of transportation or recreational trails. Projects traversing multiple jurisdictional boundaries may have multiple managers. For example, two counties and one municipality manage the East Central Regional Rail Trail.

The managing entity ensures a quality level-of-service on the facility by providing both routine and remedial maintenance. Routine Maintenance involves the day-to-day upkeep of a trail; they may also promote or market the trail for tourism.

Routine Maintenance may involve:

- ✓ Litter pick-up
- ✓ Trash removal
- ✓ Debris removal
- ✓ Soil and weed control
- ✓ Maintenance of drainage
- ✓ Graffiti removal
- ✓ Mowing
- ✓ Sweeping
- ✓ Sign replacement
- ✓ Shrub trimming
- ✓ Other regularly scheduled maintenance activities

Remedial Maintenance may involve:

- ✓ 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 approximately every 20 years. A FDOT constructed multi-use trail that has reached the end of its pavement or bridge structure lifecycle shall be prioritized by the local government for funding consideration. Trail reconstruction must be prioritized by the MPO or applicable local government/agency. Alternatively, the District, at its discretion may reconstruct a trail in FDOT ROW in coordination with a road-resurfacing project.

Project Implementation

Level-of-Service (LOS)

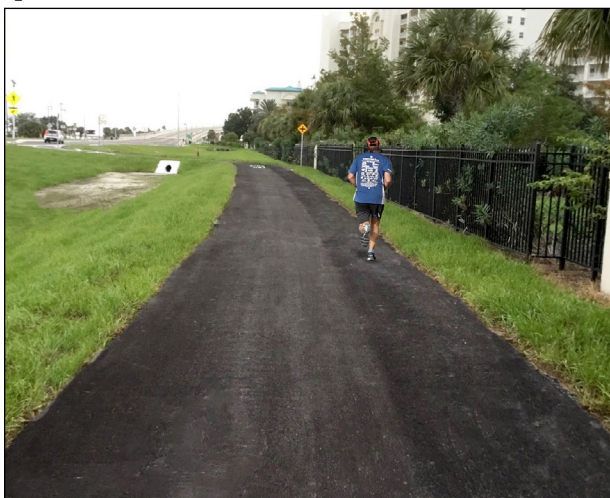
LOS is a scoring system that ranks a given roadway's ability to handle current traffic volume (usage). If a roadway's current traffic volume exceeds carrying capacity, traffic flow may be impeded and unsafe, and that roadway's LOS score will be low. Conversely, if a roadway's carrying capacity is greater 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 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". Trail design should consider this target and provide adequate width to meet anticipated demand.

Figure 17
Space Coast Trail



Note. SUN Trailing Funding 436187-2

Figure 18
Spring-to-Spring Connector



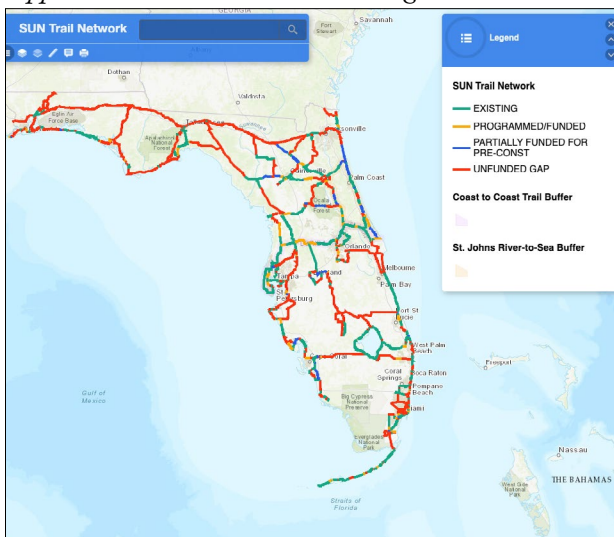
Note. SUN Trailing Funding 436434-1

Mapping Information

The SUN Trail network is the statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians. Today, the SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails; it is a refined version of the FGTS Plan’s Land Trails Priority network, which is developed and overseen by FDEP. Not all trails are within the SUN Trail network. To visit existing trails, contact your local government. FDOT provides mapping data and products for general planning purposes online.

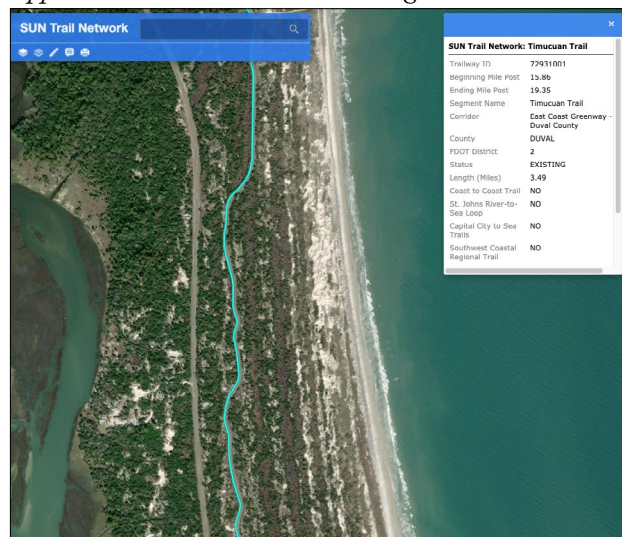
These tools include a web application for viewing the SUN Trail network (Figure 19 and Figure 20) and User Guide; Shapefiles, which contain measures which can be used for event mapping of tabular data that contains mile point information corresponding to the FDOT Transportation Data and Analytics (TDA) Office’s Spatial Data & Analytics Roadway Characteristics Inventory (RCI) Features and Characteristics; a report titled “Multimodal Data Inventory Evaluation to Improve FDOT’s Roadway Classification Inventory”; which details the SUN Trail assets and includes recommendations for SUN Trail features and characteristics data to be collected, to support the management of the life cycle of trail assets and performance measurement; a SUN Trail Keyhole Markup Language (KMZ) file, which is used to display geographic information in Google Earth; and other Portable Document Format (PDF) files.

Figure 19
SUN Trail Network from the SUN Trail Web Application/ArcGIS Online Viewing Tool



Note. SUN Trail Web Application/ArcGIS Online Viewing Tool

Figure 20
Aerial of Timucuan Trail from the SUN Trail Web Application/ArcGIS Online Viewing Tool



Closing

FDOT developed this Handbook to serve as a reference document for implementation of the SUN Trail Program. It is not a comprehensive guide for trail planning and development. Updates to this Handbook may occur as the SUN Trail program evolves. FDOT would like to thank you, the reader, for your interest in this legacy program that continues the State's commitment of improving mobility, by continuing to fund the development of a statewide, connected system of trails.

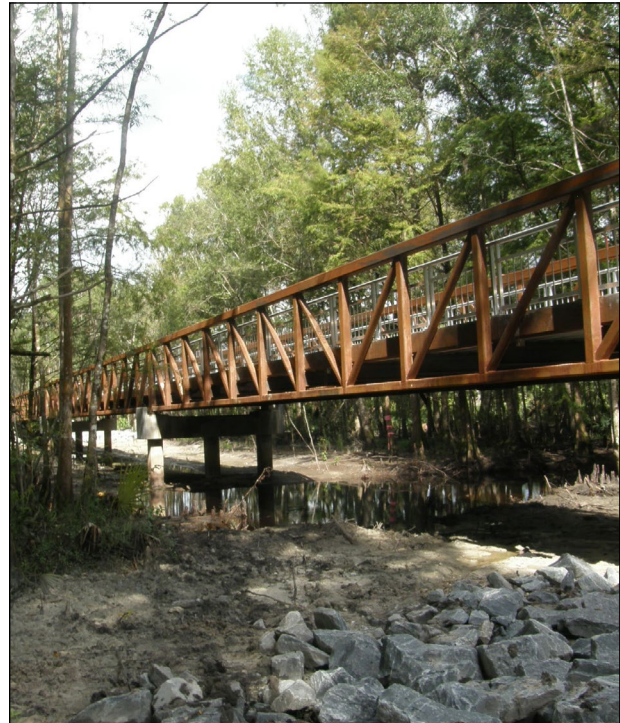
Recognizing the need for ongoing coordination and the likelihood for additional questions, the remaining sections of this document include key FDOT staff members, at the District level, and CO in Tallahassee. Stakeholders should contact the District Trail Coordinators for information about the SUN Trail statewide program. Following the [staff contact](#) section, a series of [resources](#) and links provide the reader with additional information.

Figure 21
Starkey Trail



Note. SUN Trailing Funding 435719-1

Figure 22
Palatka-to-Lake Butler State Trail



Note. SUN Trailing Funding 436187-2

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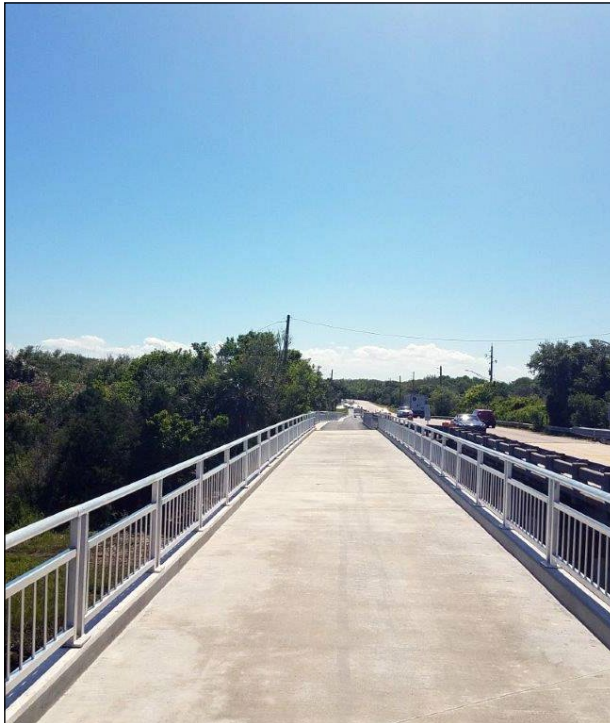
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Work Program Analyst – Statewide Programs, Office of Work Program and Budget

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Figure 23

Timucuan Trail



Note. SUN Trailing Funding 434028-1

Figure 24

Tower Road Multi-Use Path



Note. SUN Trailing Funding 439933-1

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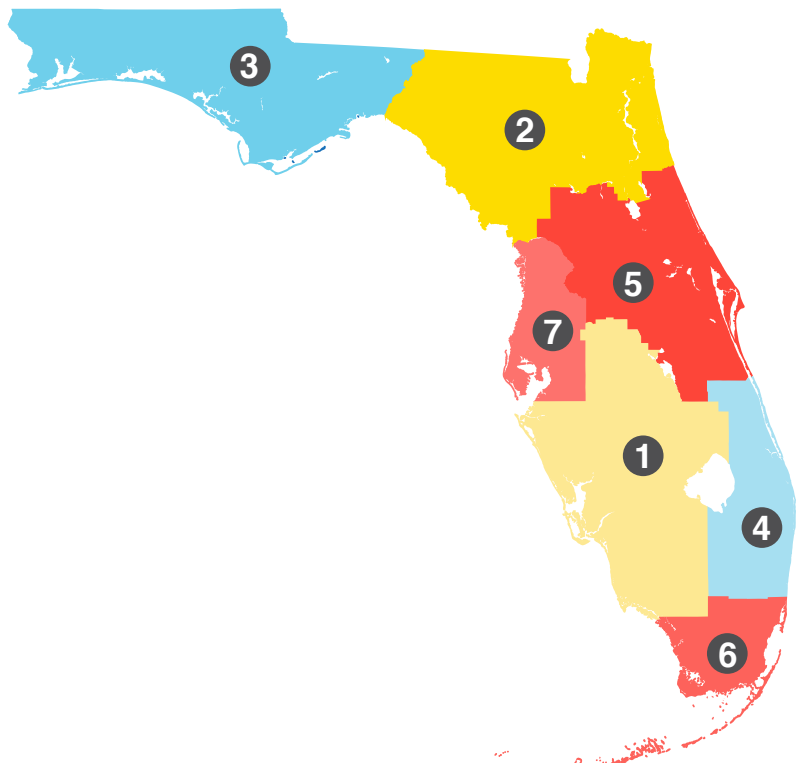
(813) 975-6405

Florida Turnpike Enterprise

Daniel Kastelic

daniel.kastelic@dot.state.fl.us

(407) 264-3478



Resources

Primary Resources

Florida Department of Transportation www.fdot.gov

Central Office Planning Team www.fdot.gov/planning	
Systems Implementation Office	www.fdot.gov/planning/systems/default.shtm
Office of Policy Planning	www.fdot.gov/planning/Policy
FDOT Public Involvement Handbook	fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/environment/pubs/public_involvement/pi-handbook_april-2018.pdf?sfvrsn=d24f280b_0
FDOT MPO Program Management Handbook	fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff_29
Partnering with FDOT: A Resource Guide for Local Governments	fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/local-resource-guide_v21.pdf?sfvrsn=e72abc3_6
Multimodal Data Inventory Evaluation to Improve FDOTs Roadway Classification Inventory	<p><i>Summary:</i> fdotwww.blob.core.windows.net/sitefinity/docs/default-source/research/reports/fdot-bdv25-977-47-sum.pdf</p> <p><i>Report:</i> fdotwww.blob.core.windows.net/sitefinity/docs/default-source/research/reports/fdot-bdv25-977-47-rpt.pdf</p>
Transportation Data Analytics Office, see Roadway Characteristics Inventory	www.fdot.gov/statistics/rci

Office of Construction www.fdot.gov/construction

Design-Build	www.fdot.gov/construction/DesignBuild/Design-Build.shtm
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Office of Design www.fdot.gov/design

Office of Roadway Design	www.fdot.gov/roadway
FDOT Design Manual (FDM)	www.fdot.gov/roadway/fdm
FDOT Bicycle and Pedestrian Facilities	www.fdot.gov/roadway/bikeped/default.shtm
Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways (the Florida Greenbook) (2016)	www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm
Scope of Services	www.fdot.gov/designsupport/Scope
Standard Plans	www.fdot.gov/design/standardplans/default.shtm
Standard Specifications	www.fdot.gov/programmanagement/Implemented/SpecBooks/default.shtm
Complete Streets	www.flcompletestreets.com



Resources

Primary Resources

Office of Environmental Management		www.fdot.gov/environment
Efficient Transportation Decision Making (ETDM)	www.fdot.gov/environment/ETDM.shtm	
FDOT PD&E Manual	www.fdot.gov/environment/pubs/pdeman/pdeman-current	
Program Management Office		www.fdot.gov/programmanagement
Office of Right-of-Way		www.fdot.gov/rightofway
State Safety Office		www.fdot.gov/safety
Traffic Engineering and Operations Office		www.fdot.gov/traffic/TrafficServices/MUTCD.shtm
Manual Uniform Traffic Control Devices (MUTCD) 2009 edition with Revisions 1 and 2, May 2012	mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm	
Office of Work Program and Budget		www.fdot.gov/workprogram/aboutOWP.shtm
Work Program Instructions	www.fdot.gov/workprogram/development/wp-instructions.shtm	
Federal Highway Administration (FHWA)		www.transportation.gov
U.S. Access Board, Americans with Disabilities Act (ADA), Public Rights-of-Way	www.access-board.gov/guidelines-and-standards	
Guide for the Development of Bicycle Facilities, AASHTO	www.bookstore.transportation.org/collection_detail.aspx?ID=116	
Manuals and Guides for Trail Design, Construction, Maintenance, and Operation and for Signs	www.fhwa.dot.gov/environment/recreational_trails/guidance/manuals.cfm	
Shared-Use Path Level of Service Calculator	www.fhwa.dot.gov/publications/research/safety/pedbike/05138	
Structures Design	www.fdot.gov/structures/docsandpubs.shtm	



Resources

Additional Resources

FDEP, Office of Greenways and Trails	www.FloridaGreenwaysAndTrails.com
American Trails	www.AmericanTrails.org
Coast-to-Coast Trail	www.c2ctrail.com
East Coast Greenway	www.greenway.org
Florida Geographic Data Library (FGDL)	www.fgdl.org/metadataexplorer
National Environmental Policy Act (NEPA)	ceq.doe.gov
Rails-to-Trails Conservancy	www.railstotrails.org
St. Johns River-to-Sea Loop Alliance	www.sjr2c.org

Florida Statutes

Section 339.81, F.S.	Florida Shared-Use Nonmotorized Trail Network
Section 335.065, F.S.	Bicycle and pedestrian ways along state roads and transportation facilities
Section 320.072, F.S.	Motor Vehicle Licenses
Section 334.03(30), F.S.	Definitions—When used in the Florida Transportation Code
Section 334.048, F.S.	Legislative intent with respect to department management accountability and monitoring systems
Section 334.071, F.S.	Legislative designation of transportation facilities
Chapter 337, F.S.	Contracting; Acquisition, Disposal, and Use of Property
Section 337.14, F.S.	Application for qualification; certificate of qualification; restrictions; request for hearing
Section 339.135, F.S.	Work Program
Section 215.97, F.S.	Florida Single Audit Act, and Catalog of State Financial Assistance Number 55.0538
Section 216.179, F.S.	Reinstatement of vetoed appropriations
Section 255.0525, F.S.	Advertising for competitive bids or proposals
Chapter 260, F.S.	Florida Greenways and Trails Act
Section 267.062, F.S.	Naming state buildings and other facilities
Section 286.011, F.S.	Public meetings and records—the Sunshine Law
Section 286.0113, F.S.	General exemptions from public meetings
Section 288.065, F.S.	Rural Economic Development Initiative—REDI



Suggestions and Comments for the SUN Trail Handbook

**Name of Agency or
FDOT Department:**

**Name of Person
(providing feedback):**

Email Address:

Telephone Number:

Physical Address:

Suggestions or Comments:

Comments or suggestions may be attached as marked up copies of pages from the SUN Trail Handbook.

Please complete the requested information on a copy of this sheet and return to:

**Florida Department of Transportation
SUN Trail Program
Systems Implementation Office
605 Suwannee Street, MS 19
Tallahassee, Florida 32399-0450**



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Updated February 2021