



# Florida National Scenic Trail Class Matrix

Trail Classes are general categories reflecting trail development arranged along a continuum. The Trail Class identified prescribes its development, representing its intended design and management standards.

Identify and apply the appropriate Trail Class for each Trail segment based on the management intent, which may or may not reflect the current condition of the Trail.

Florida National Scenic Trail Class Matrix					
Trail Attributes	Trail Class 1 Minimally Developed	Trail Class 2 Moderately Developed	Trail Class 3 Developed	Trail Class 4 Highly Developed	Trail Class 5 Fully Developed
<b>Tread &amp; Traffic Flow</b>	<ul style="list-style-type: none"> <li>Tread intermittent and often indistinct</li> <li>May require route finding</li> <li>Single lane with no allowances constructed for passing</li> <li>Predominantly native materials</li> </ul>	<ul style="list-style-type: none"> <li>Tread continuous and discernible, but narrow and rough</li> <li>Single lane with minor allowances constructed for passing</li> <li>Typically native materials</li> </ul>	<ul style="list-style-type: none"> <li>Tread continuous and obvious</li> <li>Single lane, with allowances constructed for passing where required by traffic volumes in areas with no reasonable passing opportunities available</li> <li>Native or imported materials</li> </ul>	<ul style="list-style-type: none"> <li>Tread wide and relatively smooth with few irregularities</li> <li>Single lane, with allowances constructed for passing where required by traffic volumes in areas with no reasonable passing opportunities available</li> <li>Double lane where traffic volumes are high and passing is frequent</li> <li>Native or imported materials</li> <li>May be hardened</li> </ul>	<ul style="list-style-type: none"> <li>Tread wide, firm, stable, and generally uniform</li> <li>Single lane, with frequent turnouts where traffic volumes are low to moderate</li> <li>Double lane where traffic volumes are moderate to high</li> <li>Commonly hardened with asphalt or other imported material</li> </ul>
<b>Structures</b>	<ul style="list-style-type: none"> <li>Structures minimal to non-existent</li> <li>Drainage typically accomplished without structures</li> <li>Natural Fords</li> <li>Typically no bridges</li> </ul>	<ul style="list-style-type: none"> <li>Structures of limited size, scale, and quantity; typically constructed of native materials</li> <li>Structures adequate to protect trail infrastructure and resources</li> <li>Natural fords</li> <li>Bridges as needed for resource protection and appropriate access</li> </ul>	<ul style="list-style-type: none"> <li>Structures may be common and substantial; constructed of imported or native materials</li> <li>Natural or constructed fords</li> <li>Bridges as needed for resource protection and appropriate access</li> </ul>	<ul style="list-style-type: none"> <li>Structures frequent and substantial; typically constructed of imported materials</li> <li>Constructed or natural fords</li> <li>Bridges as needed for resource protection and user convenience</li> <li>Trailside amenities may be present</li> </ul>	<ul style="list-style-type: none"> <li>Structures frequent or continuous; typically constructed of imported materials</li> <li>May include bridges, boardwalks, curbs, handrails, trailside amenities, and similar features</li> </ul>
<b>Signs</b>	<ul style="list-style-type: none"> <li>Route identification signing limited to junctions</li> <li>Route markers present when trail location is not evident</li> <li>Regulatory and resource protection signing infrequent</li> <li>Destination signing, unless required, generally not present</li> <li>Information and interpretive signing generally not present</li> </ul>	<ul style="list-style-type: none"> <li>Route identification signing limited to junctions</li> <li>Route markers present when trail location is not evident</li> <li>Regulatory and resource protection signing infrequent</li> <li>Destination signing typically infrequent outside of wilderness; generally not present in wilderness</li> <li>Information and interpretive signing not common</li> </ul>	<ul style="list-style-type: none"> <li>Route identification signing at junctions and as needed for user reassurance</li> <li>Route markers as needed for user reassurance</li> <li>Regulatory and resource protection signing may be common</li> <li>Destination signing likely outside of wilderness; generally not present in wilderness</li> <li>Information and interpretive signs may be present outside of wilderness</li> </ul>	<ul style="list-style-type: none"> <li>Route identification signing at junctions and as needed for user reassurance</li> <li>Route markers as needed for user reassurance</li> <li>Regulatory and resource protection signing common</li> <li>Destination signing common outside of wilderness; generally not present in wilderness</li> <li>Information and interpretive signs may be common outside of wilderness</li> <li>Accessibility information likely displayed at trailhead</li> </ul>	<ul style="list-style-type: none"> <li>Route identification signing at junctions and for user reassurance</li> <li>Route markers as needed for user reassurance</li> <li>Regulatory and resource protection signing common</li> <li>Destination signing common</li> <li>Information and interpretive signs common</li> <li>Accessibility information likely displayed at trailhead</li> </ul>
<b>Typical Environs Description</b>	<ul style="list-style-type: none"> <li>Natural, unmodified setting with low to no human impact on the environment</li> <li>Example: designated wilderness areas</li> </ul>	<ul style="list-style-type: none"> <li>Natural appearing environment, essentially unmodified setting with nominal site controls or landscape alterations</li> <li>Example: typical managed forest</li> </ul>	<ul style="list-style-type: none"> <li>Semi-natural environment with visible human impacts or manipulated landscapes</li> <li>Example: wildlife refuges managed for a specific habitat or for recreation</li> </ul>	<ul style="list-style-type: none"> <li>Semi-natural environment which is culturally modified yet attractive</li> <li>Example: agricultural lands or county parks</li> </ul>	<ul style="list-style-type: none"> <li>Highly modified, potentially urban environments where vegetation is often planted and maintained</li> <li>Example: rail trails or paved trails that traverse communities.</li> </ul>
<b>Typical Recreation Experience</b>	<ul style="list-style-type: none"> <li>Requires advanced planning and a great degree of self-sufficiency</li> <li>High likelihood of wildlife encounter and native ecosystems</li> </ul>	<ul style="list-style-type: none"> <li>Natural characteristics and recreation experience similar to Class 1 but less challenging</li> </ul>	<ul style="list-style-type: none"> <li>Requires some preparation and self-sufficiency; Users may find directional signing and interpretation of key local spots</li> <li>Good wildlife and natural landscape viewing opportunities with a greater chance of encountering other users</li> </ul>	<ul style="list-style-type: none"> <li>Natural characteristics and recreation experience similar to Class 3 but with more developed infrastructure and access to services</li> </ul>	<ul style="list-style-type: none"> <li>Requires little to no self-sufficiency; Users can expect a high level of infrastructure and multiple uses</li> <li>Less of a natural environment, although aesthetically pleasing and accessible. High chance of encountering other users</li> </ul>