

APPENDIX F TO FLORIDA SCENIC HIGHWAYS PROGRAM MANUAL

This appendix contains mandatory procedures which are explained by example in the Florida Department of Transportation's Florida Scenic Highways Program Manual.

**APPENDIX “F” TO FLORIDA SCENIC HIGHWAYS PROGRAM MANUAL
(INCORPORATED BY REFERENCE INTO RULE 14-12.021)**

**ADMINISTRATIVE PROCESS FOR ELIGIBILITY, DESIGNATION AND
IMPLEMENTATION OF PUBLIC ROADS AS FLORIDA SCENIC HIGHWAYS**

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I. PURPOSE

The purpose of this administrative process is to establish the criteria and procedures governing the designation of public roads on the State Highway System, by the Department, as scenic highways and, thereby, establish a scenic highways program within the State of Florida in accordance with Section 335.093, Florida Statutes. This scenic highways program shall be known as the Florida Scenic Highways Program and shall be comprised of state designated scenic highways which may be nominated as nationally designated scenic byways (e.g., National Scenic Byway or All-American Road) at the federal level. All public roads on the State Highway System designated as scenic highways by the Department are so designated to preserve, maintain, protect, and enhance Florida's intrinsic resources, which include cultural, historical, archaeological, recreational, natural, and scenic resources, for the enjoyment of all citizens and visitors. Scenic highways also provide vehicular, bicycle, and pedestrian access, where feasible, and encourage tourism.

II. DEFINITIONS AND ACRONYMS

Common terms used in this program are as follows:

“All-American Roads” are public roads that have been designated by the federal government as satisfying National Scenic Byways criteria and have satisfied the additional criteria and requirements for designation as All-American Roads pursuant to the National Scenic Byways Program and its implementing legislation and regulations.

“Archaeological Resources” are the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. Examples of archaeological resources are significant ruins, artifacts, inscriptions, and structural and/or human remains. These resources differ from historic resources in that they

may have existed before written records were kept in an area.

“Corridor Advocacy Group” (CAG) means a group of interested citizens, business interests, civic groups, local government representatives, Indian Tribal Councils, and other corridor advocates formed to seek designation for a roadway as a Florida Scenic Highway.

“Corridor Management Entity” (CME) means an organization created through joint powers of an agreement or memorandum of understanding, or other agreement to perpetually administer, manage, and monitor the designated corridor.

“Corridor Management Plan” (CMP) means a formal policy and plan, elements of which are adopted by a local general purpose government(s) into its comprehensive plan. The CMP addresses the goals, policies and objectives, standards, management strategies, regulatory controls, and practices, and Action Plans by which the designated Florida Scenic Highway corridor will be managed. Each Florida Scenic Highway shall have a CMP intended to maintain, preserve, protect, and enhance the intrinsic resources of the corridor and maintain roadway safety. The CMP also may address the local economy within the designated corridor.

“Corridor Video” means a videotape made of the corridor. It simulates or represents the traveler’s experience and will be used by the Scenic Highways Advisory Committee in determining eligibility.

“Cultural Resources” are portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people which are passed on from one generation to the next. Cultural Resources may include crafts, music, arts, dance or drama, rituals, festivals, languages, museums, foods, special events, vernacular architecture, and customs practiced by people, either in the past or present.

“Department” means the Florida Department of Transportation.

“Designation Application” means the package of information, including the CMP, that is submitted to the Department for review to determine whether a roadway should be officially designated as a Florida Scenic Highway.

“Designation Phase” means the second phase of the process for the Florida Scenic Highways Program which ends with an approval/denial for state designation.

“District” means one of the eight Florida Department of Transportation Districts within the State.

“District Scenic Highways Coordinator” means a person who has been appointed to implement the Florida Scenic Highways Program within the District.

“Eligibility Application” means the package of information submitted to the Department for determination of a roadway’s eligibility as a Florida Scenic Highway.

“Eligibility Phase” means the first phase of the process for the Florida Scenic Highways Program where the Department determines whether or not a roadway is eligible for designation as a Florida Scenic Highway.

“Federal Highway Administration” (FHWA) is the federal agency which oversees all highway transportation issues for the nation.

“Federal Highway Beautification Act” (FHBA) refers to the legislation regulating the construction of signage on the Interstate and federal-aid primary highway systems.

“Florida Scenic Highway” means any public road on the State Highway System that is so designated by the Secretary pursuant to Section 335.093, Florida Statutes. These roadways offer travelers views of cultural, historical, archeological, recreational, natural, or scenic resources and provide a relaxed recreational and educational experience. The intrinsic resources of the corridor must be considered of

significant value by the surrounding communities. The corridor often includes vistas, rest areas, and other amenities in harmony with the scenic character of the road.

“Florida Scenic Highways Program” (FSHP) encompasses the process and criteria that define a system of public roads on the State Highway System that are officially designated by the Secretary as part of the National Scenic Byways Program. The FSHP is voluntary and grassroots in nature and there are no penalties attached for local general purpose governments not participating in the program.

“Historical Resources” means distinctive physical elements in the landscape, either natural or manmade, that reflect the action of humans as they relate to past events, sites, or structures. These historical resources symbolize an important era in Florida history and portray a legacy of Florida that educates viewers while providing an appreciation of the past. Examples of historical resources are buildings, Indian habitations, trails, engineering structures, settlement patterns, and landscapes.

“Implementation Phase” means the third phase of the process for the Florida Scenic Highways Program where, following designation, a Corridor Management Entity implements the actions and requirements developed in the CMP.

“Indian Tribal Council” means the Seminole Tribe in the state composed of bands of Indians known and referred to as Miccosukee and Muskogee or Cow Creek.

“Intermodal Surface Transportation Efficiency Act (ISTEA)” refers to the federal legislation which initiated the development of the Nation Scenic Byways Program.

“Intrinsic Resources” means the cultural, historical, archaeological, recreational, natural, or scenic qualities or values along a roadway that are necessary for designation as a Florida Scenic Highway. Intrinsic resources are features considered significant, exceptional, and distinctive by a community and are

recognized and expressed by that community in its comprehensive plan to be of local, regional, statewide, or national significance and worthy of preservation and management.

“Legislatively Designated Scenic Highway” are roadways designated scenic and/or historic by actions of the Florida Legislature.

“Letter of Eligibility” means the written notification from the Department to the applicant stating the Department’s decision to grant eligibility as a Florida Scenic Highway and initiate the Designation Phase. This letter would also apply to the National Scenic Byways Program.

“Letter of Intent” means the written notification form submitted by the applicant to the Department stating the applicant’s intent to pursue designation for a roadway as a Florida Scenic Highway.

“Local General Purpose Government” means a county, municipality, or consolidated city-county government.

“Local Government Comprehensive Plan” refers to the local government plan for regulating land use and development within its jurisdiction, as defined by the terms “local government” and “comprehensive plan” in Section 163.3164, Florida Statutes.

“Metropolitan Planning Organization” (MPO) means the forum for cooperative transportation decision making for the metropolitan planning area.

“National Scenic Byway” means a scenic highway which is designated by the federal government as satisfying the criteria for a National Scenic Byway. These roadways offer drivers and passengers views of cultural, historical, archeological, recreational, natural, or scenic resources and provide a relaxed recreation and educational experience.

“Natural Resources” means the natural environment such as wetlands, marshes, geological features,

forests, land forms, or topography, as well as water bodies and vegetation that are indigenous and characteristic of Florida and its differing regions. These resources should show minimal evidence of exotic vegetation and human activity or disruption.

“Program Process” means the graphical representation or flowchart of the process that defines the Eligibility, Designation, and Implementation Phases of the Florida Scenic Highways Program.

“Public Road” means a road which is open and available for use by the public and dedicated to the public use, according to law or by prescription.

“Recreation Resources” are those that provide either active or passive outdoor recreational activities directly dependent upon the natural or cultural elements of the landscape. Examples of recreation resources include boating, saltwater and freshwater fishing, hiking, canoeing, camping (RV/trailer and tent), biking, saltwater beach activities, wildlife viewing, horseback riding, driving, hunting, and picnicking.

“Scenic Highway Advisory Committee” (SHAC) means the Scenic Highways Advisory Committee as appointed by the Secretary.

“Scenic Highways Coordinator” means the statewide Scenic Highways Coordinator as recognized by the Secretary. The Scenic Highways Coordinator will be responsible for implementing the Florida Scenic Highways Program and will be assisted by District Scenic Highways Coordinators.

“Scenic Resources” are a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance and provide a pleasing and memorable experience to those who view them.

“Secretary” means the Secretary of the Florida Department of Transportation.

“Special District” means a local unit of special purpose, as opposed to general purpose, government

within a limited boundary, created by general law, special act, local ordinance, or by rule of the Governor or Cabinet, as defined in Section 189.403, Florida Statutes.

“Selected Area Plan” (SAP) refers to a coordinated land use and transportation plan between property owners with large land holdings.

“State Highway System” means the following, which shall be facilities to which access is regulated:

- (a) The interstate system;
- (b) All rural arterial routes and their extensions into the through urban areas;
- (c) All urban principal arterial routes; and
- (d) The urban minor arterial mileage on the existing State Highway System as of July 1, 1987, plus additional mileage to comply with the two percent requirement.

“Transferable Development Rights” (TDR) refers to a process by which landowners can transfer development rights from a restricted parcel to another parcel or sell such rights.

III. LIMITATIONS

Notwithstanding any act of Congress or any federal rule or regulation to the contrary, nothing contained in this Administrative Process and no official action taken pursuant to the FSHP by federal, state, or local governments shall be deemed the establishment of a public park, recreation area, wildlife or waterfowl refuge, or any historic site of national, state, or local significance. The primary purpose of the State Highway System and public roads, and all associated rights-of-way, is transportation. The designation itself does not constitute any of the aforementioned land uses protected under 49 U.S.C. 303.

IV. LEGISLATIVELY DESIGNATED SCENIC HIGHWAYS

Any roadway previously designated as scenic, historic, or scenic/historic by the Florida Legislature may also

be designated as a Florida Scenic Highway upon satisfaction of the Administrative Process for the Florida Scenic Highways Program pursuant to Section 335.093, Florida Statutes.

V. NATIONAL SCENIC BYWAYS PROGRAM

The Department shall have the sole authority and responsibility for designating Florida Scenic Highways in accordance with Section 335.093, Florida Statutes, and for processing applications for consideration by the federal government as National Scenic Byways and All-American Roads in accordance with the policy of the National Scenic Byways Program. All nominations for such national designations shall be through the Department. Public roads on the State Highway System designated as Florida Scenic Highways, and other public roads otherwise nominated, shall, upon satisfaction of the federal guidelines and recommendation by the Scenic Highways Advisory Committee, be nominated by the Secretary for designation and inclusion in the National Scenic Byways Program as a National Scenic Byway or All-American Road. The Department shall coordinate with federal, state, and local governments during the nomination process and will assist in meeting requirements essential for successful National designation.

VI. PROGRAM COMMITTEES' COMPOSITION AND DUTIES

A. The SHAC shall be appointed by the Secretary and will be composed of representation from the Department's Central Environmental Management Office (CEMO), including the State Scenic Highways Coordinator. A representative from each of the following agencies will be a voting member of the SHAC: the FHWA, Florida Tourism Industry, Florida Department of Agriculture, Florida Department of Community Affairs, Florida Department of Environmental Protection, Florida Department of State, and the Florida Game and Fresh Water Fish Commission. Also, each DSHC who has submitted an Eligibility Application or a Designation Application will be a voting member on the SHAC for that particular meeting. All other DSHCs not involved with either of the above Applications are allowed to attend the meeting in a non-voting role. Advocacy groups will be allowed to participate in meetings and serve in an advisory

capacity to the SHAC in program development and implementation within their particular fields of expertise and legal jurisdiction. The Committee shall meet twice each year or as needed. The CEMO shall chair the SHAC and provide primary support staff to the Committee.

B. The SHAC shall:

1. review and evaluate applications for eligibility and designation of public roads on the State Highway System as scenic highways at the state and national level.
2. recommend to the Secretary, public roads appropriate for eligibility and designation as scenic highways at the state and national level.
3. periodically review CMPs of state and nationally designated scenic highways and recommend to the Secretary their continuation or de-designation as scenic highways.
4. periodically review and, if necessary, recommend revision of scenic highways criteria for the eligibility, designation, and implementation of Florida Scenic Highways.
5. maintain a list of Florida Scenic Highways.
6. coordinate with other Department offices and other state agencies to help promote scenic highways and integrate programs.
7. review and evaluate applications to designate public roads as National Scenic Byways or All-American Roads.

C. The CAG must include representation from each local general purpose government jurisdiction and MPO the corridor passes through. The CAG is considered to be the applicant who initiates and guides the corridor through the Eligibility and Designation phases of the process for the Florida Scenic Highways Program.

D. The CAG will:

1. submit the Letter of Intent;
2. request a meeting and/or training course;
3. prepare eligibility documentation;
4. submit eligibility application;
5. serve as a corridor advocate;
6. develop a CMP;
7. prepare designation documentation;
8. submit designation application; and
9. establish the CME to monitor the corridor and implement the CMP in conjunction with local general purpose government.

If the SHAC determines the corridor eligible for designation, then the CAG, or a planning group designated by the CAG, will initiate the Designation Phase by performing all tasks identified in the Florida Scenic Highways Designation Phase. This entails the development of all necessary documentation for the CMP. The CMP will be submitted with a designation application to the District Scenic Highways Coordinator for review and submittal to the SHAC.

E. The CME is the organization created through joint powers of agreement, or memorandum of understanding to perpetually administer, manage, and monitor the designated corridor. The CME will perform all tasks identified in the Florida Scenic Highways Implementation Phase.

VII. FLORIDA SCENIC HIGHWAYS PROGRAM AND PROCESS

A. The Florida Scenic Highways Program is composed of roadways satisfying the requirements detailed in

sections: VIII. Required Elements of a Florida Scenic Highway, IX. Florida Scenic Highways Eligibility Phase, X. Florida Scenic Highways Designation Phase, and XII. Florida Scenic Highways Implementation Phase. The Department shall have the sole authority and responsibility to process applications for designation as a Florida Scenic Highway. All scenic highway designations shall result from the voluntary “grassroots” efforts of the CAG, which contains mandatory representation from the local general purpose government(s). The CAG is the driving force behind the designation process and is responsible for coordinating all meetings and tasks through the Designation Phase. The CAG is responsible for identifying intrinsic resources along a corridor, determining the significance and value of those intrinsic resources to the community, and developing various levels of corridor management for resource protection and preservation. The local general purpose government(s) that are participating voluntarily in the program should work in concert with the CAG to support the group’s activities and facilitate management and protection techniques through its powers, including the local government comprehensive plan. The Department and the federal government, for state and national designations respectively, must be in agreement with those intrinsic resources identified and the CMP that will be adopted by the local general purpose government(s) into their comprehensive plan(s) for designation to occur. The level of protection of the intrinsic resources is dependent upon the CMP and local ordinances and regulations. Benefits associated with participation in the program may be increased roadway corridor recognition, increased marketing potential, community consensus building, local economic incentives, prospects for increased tourism, intrinsic resource preservation incentives and increased eligibility for federal and/or state funding.

B. The Florida Scenic Highways Program is comprised of three phases: Eligibility, Designation, and Implementation. These three phases are further explained in this Administrative Process.

VIII. REQUIRED ELEMENTS OF A FLORIDA SCENIC HIGHWAY

A. The Florida Scenic Highway must be a public road on the State Highway System.

B. The public road shall possess significant, exceptional, and distinctive intrinsic resources along its borders and satisfy universal criteria and at least one of the resource specific criteria listed below:

1. Universal Criteria

(a) Resource(s) must be visible from the roadway.

(b) The corridor must “tell a story” that relates to its intrinsic resource(s).

(c) The roadway must be a public road that safely accommodates two-wheel drive automobiles.

(d) The corridor must exhibit significant, exceptional, and distinctive features of the region it traverses.

(e) The roadway must be at least one mile in length and, if appropriate, provide access to the resource(s).

(f) A majority of the corridor must exhibit the qualifying resource(s). These resources should be as continuous as possible throughout the corridor.

(g) A Corridor Advocacy Group must be organized to support the scenic highway designation.

(h) A Community Participation Program must be developed and implemented.

(i) Strong local support must be demonstrated.

(j) A CMP must be developed with the endorsement of local government(s).

2. Resource Specific Criteria

(a) Historical Resources

(1) Listed or eligible for listing on the National Register of Historic Places or designated to

be of historical significance by a local government that has been certified under the guidelines adopted by the Division of Historical Resources of the Florida Department of State.

(2) More than one historical resource must be present when no other intrinsic resource(s) has been identified, unless the resource is a historic district. In that case, one historic district is acceptable if a substantial portion of the district lies adjacent to the highway.

(3) Historical resources must be able to be experienced by the traveler through interpretive facilities or materials.

(b) Cultural Resources

(1) Cultural resources must be identifiable within the distinctive traditions of a specific ethnic, religious, familial, occupational, or regional group or be recognizable as a legacy attributed to a people that influenced a specific geographic area.

(2) Resources must be able to be experienced by the traveler through interpretive facilities or materials.

(c) Archaeological Resources

(1) Listed or eligible for listing on the National Register of Historic Places or designated to be of historical significance by a local government that has been certified under the guidelines adopted by the Division of Historical Resources of the Florida Department of State.

(2) Resources must have played an identifiable role in the evolution of Florida.

(3) Resources must be able to be experienced by the traveler through interpretive facilities or materials.

(4) Site is well documented and certified in writing as suitable for visitation by the State

Archeologist.

(d) Recreational Resources

(1) Recreational resources must be resource-based (i.e., dependent upon a particular element or combination of elements in the natural or cultural environment).

(2) Resources must be identifiable as unique recreational facilities that are attractions unto themselves. The highway must serve as a link between recreational features with a common theme.

(3) More than one recreational resource must be present when no other intrinsic resource(s) has been identified.

(4) The resource and user facilities must support an increase in visitors without degradation of the resource.

(e) Natural Resources

(1) The resource must be a viable, indigenous functioning natural system.

(2) Landscape must contain features that are relatively unaltered from their original state and shows little or no intrusion by manmade features.

(3) Resources must be able to be experienced by the traveler through interpretive facilities or materials.

(f) Scenic Resources

(1) The road itself must fit or blend with the natural landscape and character of the area.

(2) The area of the landscape that is visible from any point along the road must encompass a variety of picturesque landscape characteristics or features, both natural and manmade, as determined through community based surveys, opinion polls, or letters of support.

(3) Resources must transition from one landscape scene to another with pleasing visual links.

(4) Resources must be striking and memorable, and contribute to the quality of the experience. Resources must serve as attractions unto themselves or in combination with other resources.

C. All Florida Scenic Highways must meet the CMP requirements as contained in section XI. Corridor Management Plan.

D. The CMP for the designated public road on the State Highway System shall be incorporated into the local general purpose government's comprehensive plan(s). It should be consistent with the policies of the adopted MPO Long Range Plan and the adopted Strategic Regional Policy Plan of the Regional Planning Council, and shall be consistent with the goals, objectives, and policies of the adopted local government comprehensive plan of the local general purpose government(s).

E. Designation of a state highway as a scenic highway does not affect the Department's jurisdiction over the highway under the Florida Transportation Code.

IX. FLORIDA SCENIC HIGHWAYS ELIGIBILITY PHASE

A. Any person or group forming officially as a Corridor Advocacy Group (CAG) must contact the District Scenic Highways Coordinator (DSHC) to initiate the Eligibility Phase. The Eligibility Phase consists of four primary steps.

1. establish a CAG;
2. develop and submit a Letter of Intent;
3. hold a meeting and/or training course; and
4. prepare and submit Eligibility Application.

B. A CAG must be established to perform the necessary tasks for designation. The CAG will be responsible for carrying out all tasks identified in the Eligibility Phase.

C. The CAG is responsible for meeting the designation requirements and then develop and submit a Letter of Intent anytime during the year to the DSHC who will respond back to the CAG within **30 calendar days** of receipt. The Letter of Intent is a general information form to notify the Department of the intent to establish a scenic highway. The Letter of Intent describes the corridor's name, limits, intrinsic resources, advocates, and governmental agencies with jurisdictions, and provides a statement of significance about the corridor.

D. After submission of the Letter of Intent, the CAG shall arrange a meeting and/or training course with the DSHC and other parties and groups interested in supporting the application. The purpose of the meeting and/or training course is to ensure all participants understand the Program Process and all requirements for designation. At the meeting and/or training course, it will be determined what level of scenic highway designation, State or federal, the applicant will pursue.

E. The CAG will prepare and submit a Preliminary Eligibility Application and, after revisions, a Final Eligibility Application to the DSHC. The Eligibility Application includes corridor information, eligibility documentation, and local endorsement.

The Eligibility Application shall contain a detailed analysis and description of the corridor's intrinsic resources as well as other documentation, such as background assessment, intrinsic resource assessment, criteria assessment, vision development and initial goals, and schedule development, that addresses or supports the designation requirements. The DSHC can provide technical assistance in the preparation of this documentation, if required.

F. The DSHC will, within **60 calendar days** of receipt, review the Preliminary Eligibility Application for completeness and work with the applicant to resolve outstanding issues. Once this is done, the CAG will submit the Final Eligibility Application to the DSHC for submission to the SHAC through the Central Environmental Management Office. Within **60 calendar days**, the SHAC will review, evaluate, and meet on the Eligibility Application based on requirements set out in this Administrative Process and the Program Manual and will make a recommendation to the Secretary regarding eligibility. The SHAC will meet twice each year or as needed. If the Secretary approves the eligibility application, a Letter of Eligibility will be sent to the CAG with a copy to the DSHC, and the CAG may begin the Designation Phase. If denied eligibility, a Letter of Denial will be sent explaining the reason(s) for denial. If additional information is needed, the SHAC will request additional information through the DSHC. The Letter of Eligibility qualifies the corridor for ISTEA Transportation Enhancement funding to develop the CMP.

G. Any CAG whose Eligibility Application has been denied eligibility status may resubmit a revised Eligibility Application at the next submittal date.

X. FLORIDA SCENIC HIGHWAYS DESIGNATION PHASE

A. Upon eligibility approval, the CAG, or a designated planning group appointed by the CAG, will begin developing the CMP.

The CMP shall be a written document that serves as a record of a scenic highway's development as well as the plan by which the scenic highway is implemented, maintained and enhanced indefinitely.

Every scenic corridor shall have a CMP that satisfies all of the requirements contained in section XI. Corridor Management Plan.

B. When the CMP has been fully developed, the CAG shall submit a Preliminary and a Final Designation Application and CMP to the DSHC.

The Final Designation Application includes general corridor information and local endorsement by the CAG, Corridor Management Entity, and local general purpose governments.

The DSHC will, within **60 calendar days** of receipt, review the Preliminary Designation Application for completeness and work with the applicant to resolve outstanding issues. Once this is done, the CAG will submit the Final Designation Application to the DSHC for submission to the SHAC through the Central Environmental Management Office. Within **60 calendar days**, the SHAC will review, evaluate, and meet on the Designation Application and determine whether or not the application satisfies the Universal and Resource Specific criteria for designation as a Florida Scenic Highway. The SHAC will meet twice each year or as needed. If additional information is needed, the SHAC may request additional information through the DSHC. If the SHAC determines the corridor does not meet the designation requirements, it will make a recommendation to the Secretary stipulating that the corridor should not be designated, along with its rationale. If the Secretary denies the Designation Application, a Letter of Denial stating the rationale for denial will be sent to the CAG with a copy to the DSHC.

C. If the designation application is determined acceptable by the SHAC and all requirements for designation are met, the SHAC shall make a recommendation to the Secretary for acceptance of the designation application and official designation of the roadway as a Florida Scenic Highway.

D. The Secretary will approve or deny official designation of the road as a Florida Scenic Highway and

notify the applicant of the decision in writing. In the case of a denial of designation, the Secretary shall also provide the reason for denial in writing. The DSHC will be copied on all correspondence.

E. Any CAG whose Designation Application has been denied designation may resubmit a revised Designation Application at the next submittal date.

XI. CORRIDOR MANAGEMENT PLAN

A. Every Florida Scenic Highway must have a Corridor Management Plan (CMP). The CMP represents the primary tool for the preservation and management of each Florida Scenic Highway. It allows for different uses and benefits associated with a scenic corridor and its intrinsic resources while at the same time maintaining the integrity of those same resources. To ensure the viability and implementation of the CMP, the CMP and its contents shall be incorporated into various elements of the local comprehensive plan(s) of the local government entity(ies) the scenic highway traverses so that corridor planning and protection are integral parts of the community's goals, policies, and objectives.

B. The required elements of a CMP are listed below:

1. Vision Statement - describes the future vision of the scenic highway and what it means to the community.

2. Local support documentation - contains written documentation from local advocates who support the designation.

3. Community Participation Program - outlines the process for disseminating information and soliciting and recording input from the general public, for both pre-designation and post-designation processes.

4. Roadway/Right-of-Way existing conditions analysis - involves the collection of data for roadway

conditions (laneage, Average Annual Daily Traffic, accidents, maintenance, roadway safety, Level of Service, etc.) as well as for conditions within the Right-of-Way and adjacent land use, zoning, etc.

5. Transportation Planning - involves evaluating existing and future transportation plans and programs affecting the corridor. This includes multimodal considerations and agreement from FDOT and FHWA, where applicable, with the CMP.

6. Community Development - involves consideration of the effect of corridor designation on existing and future land uses and development along the corridor. Compliance with the local government comprehensive plan must be shown.

7. Intrinsic Resource Assessment - involves the recording of the location, type, and condition of intrinsic resources and other relevant data according to a defined assessment technique and evaluation process.

8. Goals, Objectives, and Strategies - involves the development of goals, objectives, and strategies for achieving the corridor vision.

9. Comprehensive Plan relationship - involves the incorporation of vision, goals, objectives, standards, operational guidelines for protection, and management strategies for resource protection and corridor enhancement into the local government comprehensive plan or evidence that such already exists. Evidence of adoption in the local government comprehensive plan or resolution of intent to amend the local government comprehensive plan during the next time period should satisfy evidence of protection.

10. Action Plan - involves the development of specific and definable actions, responsibilities, agreements, procedures, protection techniques, funding, schedules, etc., for the management and enhancement of the scenic highway.

11. Protection techniques - involves the development of the most effective methods and techniques to be used in the protection, preservation, and enhancement of the scenic highway (e.g., ordinances, development standards). Ensures adherence to FHWA National Scenic Byway Interim Policy regarding state designated scenic highways.

12. Monitoring - establishes the methods and time schedules for monitoring the CMP implementation, and reviewing and updating a CMP.

13. Coordination, agreements and partnerships - involves a description and record of all coordination efforts, agreements, and partnerships among public, private, and governmental advocates.

14. Funding, marketing, and promotion - involves a description of the plans for obtaining funding to support the scenic highways designation, the marketing strategies and measures of success, and the promotional plans and materials that will be developed for the scenic highway.

15. Corridor Management Entity (CME) - involves a description of the CME including its role and responsibilities in implementing the CMP.

XII. FLORIDA SCENIC HIGHWAYS IMPLEMENTATION PHASE

A. Upon written notice of designation approval, the Corridor Management Entity (CME) which is established by the CAG shall, in conjunction with the local general purpose government, be responsible for:

1. implementing the Corridor Management Plan (CMP),
2. monitoring and maintaining the CMP through time,
3. addressing any deficiencies, and
4. providing annual status reports and five year CMP updates.

B. The CME shall implement the CMP according to the action plan defined therein. This entails the

organization and implementation of management techniques, agreements, and other actions necessary to achieve the vision established for the scenic highway.

C. The CME shall monitor the corridor to ensure that all goals, objectives, and strategies are being addressed through the enforcement of the CMP. The CME will also evaluate the effectiveness of the CMP's implementation and identify where changes in policies, strategies, and management techniques should be considered. The CMP shall be a dynamic document, which means the CMP will evolve over time as elements of the highway and corridor evolve.

D. The CME shall also be responsible for correcting, to the maximum extent feasible, any deficiencies identified in any update of the CMP or other review that has been brought to its attention. These remedial actions will be in keeping with the vision for the scenic highway.

E. The CME shall prepare an annual status report and five year update of the CMP in accordance with section XIV. Annual Reports and Five Year CMP Update. The purpose of these updates is to compare current conditions with those of the baseline conditions established in existing conditions analysis and resource assessment to ensure the vision for the scenic highways either has been attained or is still being pursued.

XIII. REVIEWING AND MONITORING OF FLORIDA SCENIC HIGHWAYS

A. The District Scenic Highways Coordinator will monitor compliance with the CMP and can recommend to the SHAC a review of the state or national designation, as appropriate.

B. SHAC review of a designated scenic highway can also be initiated by a request from any individual, group, public agency, or by the SHAC itself.

C. The SHAC can review Florida Scenic Highways resulting from changes in the extent and quality of the

intrinsic resources responsible for designation and to assess compliance with the CMP, which is essential to maintaining such designation.

D. If the SHAC determines a Florida Scenic Highway or other nationally designated public road no longer possesses characteristics to qualify for the designation or that the CMP is not being implemented, and the SHAC determines that compliance is feasible, it will recommend that the Department work with the Corridor Management Entity to bring the CMP into full compliance to maintain the designation. If the SHAC determines that compliance is not feasible, or if the CME fails to bring the CMP into full compliance, the SHAC will:

1. recommend to the Secretary that the public road no longer meets the criteria for designation as a Florida Scenic Highway and that its designation be rescinded; and

2. when also designated at the federal level, recommend to the Federal Highway Administration, through the Secretary, that the state or local public road no longer meets the criteria for designation as a National Scenic Byway or All-American Road and that its designation be rescinded.

XIV. ANNUAL REPORTS AND FIVE YEAR CORRIDOR MANAGEMENT PLAN

UPDATE

A. Annual Status Report - The Corridor Management Entity (CME) shall develop and submit an Annual Status Report to the District Scenic Highways Coordinator (DSHC) which shall address the following elements:

1. Corridor Conditions
2. Goals, Objectives, and Strategies to accomplish the Corridor Vision
3. Discuss effectiveness of Community Participation Program

4. Funding
5. Measuring Success
6. Discuss effectiveness of Local Government Comprehensive Plan Relationship
7. Problem Areas
8. Annual Action Plan Update
9. Other Issues

The Annual Status Report shall be submitted every year within **60 days** of the anniversary date of the official designation. The DSHC will submit the Annual Status Report within **30 days** of the anniversary date of receipt to the State Scenic Highways Coordinator for record keeping and review by the SHAC.

B. Five Year CMP Update - The CME shall develop and submit a Five Year CMP Update to the DSHC according to the following elements:

1. Corridor Conditions
2. Corridor Vision
3. Goals, Objectives, and Strategies to accomplish the Corridor Vision
4. Community Participation
5. Local Support
6. Partnerships
7. The Educational Experience to be Provided by the Corridor
8. Evaluation of Protection Techniques
9. Funding
10. Corridor Promotion and Measuring Success

11. Discuss effectiveness of Local Government Comprehensive Plan Relationship
12. Problem Areas
13. Action Plan Update

The Five Year CMP Update shall be submitted every five years, within **60 days** of the anniversary date of the official designation. The DSHC will submit the Five Year CMP Update to the State Scenic Highways Coordinator within **30 days** of the anniversary date of receipt for record keeping and review by the SHAC.

XV. STANDARD EXCEPTIONS AND SIGNING REQUIREMENTS

A. Designated scenic highways shall be signed using Scenic Highways Signing approved by the Department and subject to the following criteria:

1. Signing shall not interfere with or distract from adjacent traffic control devices or from the resources of the area.

2. Signing of the designated scenic highway shall be as close to the termini as possible. Signing will be installed at no more than five mile intervals along the scenic highway.

However, exceptions are made when required by intersections and directional needs to assist the traveling public.

3. Scenic Highways Signing shall conform to the *Manual on Uniform Traffic Control Devices*, which is incorporated by reference in Rule 14-15.010.

4. Highways which are no longer designated as scenic highways shall have Scenic Highways Signing removed.

XVI. STATUTORY AUTHORITY

Section 335.093, Florida Statutes.