

APPENDIX A

DEFINITIONS AND ACRONYMS

This Appendix contains definitions and acronyms for commonly used words, titles, or phrases throughout the Florida Scenic Highways Program Manual.

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.

Archeological Resources: the physical evidence or remains of known historic or prehistoric human life, activity or culture in Florida. For example, significant ruins, artifacts, inscriptions, structural and/or human remains may all be considered archeological resources. These resources differ from historic resources in that they may have existed before written records were kept in an area.

Comprehensive Plan: means as defined by Section 163.3164

Control Zone: is 660 feet from the edge of the right-of-way on any road on the State or National Highway System.

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 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 recognized by the Department, elements of which are adopted by a local general purpose government(s), as applicable, into its comprehensive plan. The CMP addresses the goals, policies and objectives, standards, management strategies, regulatory controls, and practices and Action Plans applicable to a designated Florida Scenic Highway. Each Florida Scenic Highway shall have a CMP intended to preserve, enhance and maintain the intrinsic resources of the corridor and maintain roadway safety. The CMP also shall address tourism and 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, tribal or ethnic customs, festivals, languages, museums, foods, special events, vernacular architecture, physical or recognized legacies, non-resource based recreational activities, 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 Corridor Management Plan (CMP), which 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.

Designation Classification: means a Florida Scenic Highway must fall into one of two Classifications: Scenic or Heritage. Scenic Corridors are those highways that meet program criteria for natural, recreational or scenic resources. Heritage Corridors are those highways that meet program criteria for historic, archeological or cultural resources.

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

District Scenic Highways Coordinator (DSHC): 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 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 that are officially designated by the Secretary as Florida Scenic Highways. It may also include public roads that are 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.

Heritage Classification: means a level of designation within the Florida Scenic Highways Program emphasizing historical, archeological and cultural qualities which dominate the corridor.

Historical Resources: means distinctive physical elements in the landscape, either natural or manmade, that reflect actions 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. Resources may include 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 Corridor Management Plan (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 National Scenic Byways Program.

Intrinsic Resources: means the cultural, historical, archeological, 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 Highways: 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 for the National Scenic Byways Program.

Letter of Intent (LOI): 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 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 their jurisdiction, as defined by Section 163.3164, Florida Statutes.

Metropolitan Planning Organization (MPO) or Metropolitan Transportation Planning Organization (MTPO): means the forum for cooperative transportation decision making for the metropolitan planning area, as defined by Federal Transportation Planning Regulation 23 CFR 450.104. MPOs designated prior to the promulgation of this regulation remain in effect until redesignated in accordance with § 450.106 and nothing in this part is intended to require or encourage such redesignation.

National Scenic Byway: means a scenic highway which is designated by the federal government as satisfying the criteria for a National Scenic Byway pursuant to Section 1047(f) of Title 23 USC and any federal regulation and/or guidelines. These roadways offer drivers and passengers views of cultural, historical, archeological, recreational, natural or scenic resources and provide a relaxed recreational and educational experience.

Natural Resources: means the natural environment such as wetlands, marshes, geological features, forests, landforms 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 adverse human disruption.

Outdoor Advertising: generally refers to the erection, use or maintenance of a sign to advertise or inform the viewer of products or services not available at an establishment located on the premises on which the sign is erected or maintained.

Program Manual: means the Florida Scenic Highways Program Manual created by the Department to guide an applicant seeking designation for a roadway as a Florida Scenic Highway. It details each phase in the Program Process and offers step-by-step instructions. The Manual also contains all forms an applicant needs to submit to the Department for eligibility and designation.

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.

Recreational Resources: are those that provide either active or passive outdoor recreational activities directly dependent upon the natural or cultural elements of the landscape. These activities may 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 Classification: means a level of designation within the Florida Scenic Highways Program emphasizing natural, recreational and scenic qualities which dominate the corridor.

Scenic Highways 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 combinations 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 and 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.

Transportation Equity Act of the 21st Century (TEA-21): refers to the federal legislation which followed the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and continued the implementation of the National Scenic Byways Program and its grant program.

Unity: refers to how well the landscape and its resources blend together to form a "single, coherent and harmonious visual experience" [Jones & Jones, 1974].

Viewshed: means the "area of the landscape that is visible from any point along the road" [Copps, 1995].

Vividness: means the landscape displays features which are highly distinct and prominent. Its patterns of line and form, color and texture range in complexity adding a striking character to the visual experience. [Jones & Jones, 1974].

APPENDIX B

APPLICATIONS AND FORMS

This Appendix contains the forms for the Florida Scenic Highways Program process. Included are the Letter of Intent (FDOT Form 650-050-01, Eligibility Application (FDOT Form 650-050-02), Designation Application (FDOT Form 650-050-05) and the sample forms needed to complete the Corridor Impressions Survey (FDOT Form 650-050-04) and Field Inventory (FDOT Form 650-050-03).



LETTER OF INTENT
Florida Scenic Highways Program

Applicant seeking National Designation? <input type="checkbox"/> Yes <input type="checkbox"/> No

Submission of this **Letter of Intent** verifies that designation as a Florida Scenic Highway is being sought for the corridor identified below. Please submit the completed form to the District Scenic Highways Coordinator in your area.

Roadway/Route Number and Name - Provide the state and US road number (if applicable), the local or any regionally recognized roadway name and, if known, a potential scenic highway name.

Roadway/Corridor Limits - Define the roadway/corridor limits (beginning/ending termini) according to the presence of the intrinsic resources as well as to recognizable geographic locations and/or mile posts. Provide the corridor length in miles and attach a location map detailing corridor limits.

Governmental Jurisdictions - Provide the names of **ALL** local general purpose governments as well as the planning/management agencies whose jurisdiction the corridor traverses. These include, but are not limited to city, county, unincorporated areas, Metropolitan Planning Organizations, Water Management Districts, Forestry Service, Transportation Authorities and Parks and Recreation Departments.

Entity Name

Potential Contact Address Phone Number

Entity Name

Potential Contact Address Phone Number

Entity Name

Potential Contact Address Phone Number

Entity Name

Potential Contact Address Phone Number

Statement of Significance - In the space provided, identify and discuss the different types of intrinsic resources present in the corridor (see Chapter 5 - Designation Criteria of Program Manual). Concentrate on detailing why these resources are important and valued by the community. In other words, what makes this roadway special to the community and its visitors?

Pre-Application Meeting - Please indicate several time(s) and date(s) when the CAG could meet for the Pre-Application Meeting or the time and date of a Pre-Application Meeting that has already been arranged with the District Scenic Highways Coordinator

X _____ Date _____
Corridor Advocacy Group Chairperson

X _____ Date _____
Local General Purpose Government Representative

X _____ Date _____
Local General Purpose Government Representative

Additional Information - On a separate sheet, provide the names, titles, addresses and phone numbers for the following groups: 1) additional governmental/planning/management entities, 2) additional local general purpose government representatives with signature, and 3) CAG Chairperson, Vice-Chairperson and additional membership.



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ELIGIBILITY APPLICATION
Florida Scenic Highways Program

FORM 650-050-02
ENVIRONMENTAL MANAGEMENT
OGC - 08/96

Applicant seeking National Designation?
 Yes No

Submission of this **Eligibility Application** form and its accompanying **Eligibility Documentation** verifies that designation as a Florida Scenic Highway is being sought for the corridor identified below. Please prepare and submit this application to your District Scenic Highways Coordinator according to the guidance provided in *Section 2.7 Eligibility Application and Documentation Format* of the Program Manual.

Roadway/Route Number and Name - Provide the state and US road number (if applicable) and the local or any regionally recognized roadway name.

Scenic Highway Name - Provide the potential scenic highway name.

Roadway/Corridor Limits - Define the specific roadway/corridor limits (beginning/ending termini) and length using measured distances from recognizable geographic locations and/or mile posts. Refer to the corridor limits definition determined in *Chapter 6 - Intrinsic Resource Assessment*.

We verify that all information stated on this form and/or included in the Eligibility Documentation are, to the best of our knowledge, true representations of the corridor and the resources for which designation as a Florida Scenic Highway is being sought.

X _____ Date _____
Corridor Advocacy Group Chairperson

X _____ Date _____
Local General Purpose Government Representative

X _____ Date _____
Local General Purpose Government Representative

X _____ Date _____
Local General Purpose Government Representative

X _____ Date _____
Local General Purpose Government Representative

Additional Information - On an attached sheet, provide the names, titles, addresses and phone numbers for the following:
1) CAG Chairperson, Vice-Chairperson, other officers/committee heads and remaining membership and 2) additional local general purpose government representatives with signature.



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DESIGNATION APPLICATION
Florida Scenic Highways Program

FORM 650-050-05
ENVIRONMENTAL MANAGEMENT
OGC - 08/96

Applicant seeking National Designation?
 Yes No

Submission of this **Designation Application** form and its accompanying **Corridor Management Plan** verifies that designation as a Florida Scenic Highway is being sought for the corridor identified below. Please prepare and submit this application to the District Scenic Highways Coordinator according to the guidance provided in *Section 3.2 Designation Application and CMP Format*.

Roadway/Route Number and Name - Provide the state and US road number (if applicable) and the local or any regionally recognized name for the roadway.

Scenic Highway Name - Provide the scenic highway name to be used in any promotional activities.

Date of Eligibility - Provide the date of the Letter of Eligibility.

Corridor Advocacy Group - Provide the following information regarding the CAG chairperson.

CAG Chairperson

Address	Phone Number
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Corridor Management Entity

CME Chairperson or Equivalent

Address	Phone Number
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We verify that all information stated on this form and/or included in the Corridor Management Plan are, to the best of our knowledge, true representations of the corridor and the resources for which designation as a Florida Scenic Highway is being sought.

X _____ Date _____
Corridor Advocacy Group Chairperson

X _____ Date _____
Corridor Management Entity Chairperson

X _____ Date _____
Local General Purpose Government Representative

X _____ Date _____
Local General Purpose Government Representative

Additional Information - On an attached sheet, provide updated names, titles, addresses and phone numbers for the following: 1) CAG Chairperson, Vice-Chairperson, other officers/committee heads and remaining membership and 2) additional local general purpose government representatives with signature.



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CORRIDOR IMPRESSIONS SURVEY FORM
 Florida Scenic Highways Program

A. Route name/number _____

B. Direction of travel _____

C. Segment Number _____

	D.	on
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Begin Segment # _____		

Begin Assessment

E. Quality Evaluation (Entire corridor)

	vividness	unity	
High			High - The corridor is exceptional in its quality of vividness or unity.
Medium			Medium - The corridor is of average significance and special, yet not exceptional.
Low			Low - The corridor is not vivid nor displays unity.



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
CORRIDOR IMPRESSIONS SURVEY FORM (Continued)
 Florida Scenic Highways Program

A. Route name/number _____

B. Direction of travel _____

C. Segment Number _____

	D.	on
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Segment # _____		
Continuing Segment # _____		
Continuing Segment # _____		
Continuing Segment # _____		

Continue

Additional
 Comments:



FIELD INVENTORY FORM
Florida Scenic Highways Program

Route Name/Number _____

Direction of Travel _____ Mile # _____

Survey Codes

T Fully visible from roadway

x Partially visible from roadway

* Not visible from roadway, but present

Positive Features

measure every tenth of a mile

Cultural 1 2 3 4 5 6 7 8 9 0

Historic or Archeological 1 2 3 4 5 6 7 8 9 1

Recreational 1 2 3 4 5 6 7 8 9 1

Natural 1 2 3 4 5 6 7 8 9 1

Scenic 1 2 3 4 5 6 7 8 9 0

Negative Features

measure every tenth of a mile

1 2 3 4 5 6 7 8 9 0

Please provide any additional comments on the features present within the corridor.

APPENDIX C

SAMPLE AGREEMENTS & PARTNERSHIPS

This Appendix contains a sample Partnership Agreement and a sample Corridor Management Entity (CME) Agreement.

CORRIDOR MANAGEMENT ENTITY(CME) PARTNERSHIP AGREEMENT

THIS PARTNERSHIP AGREEMENT is entered into between the CORRIDOR MANAGEMENT ENTITY hereinafter referred to as "CME" and _____

_____ hereinafter referred to as "CME Partner" to establish the relationship between the CME and various CME Partners in the implementation, coordination, and monitoring of the Scenic Highway Corridor Management Plan.

A. CME Partner agrees to:

1. Provide technical advice in areas of planning, engineering, architecture, economics, and environmental management, as may be appropriate by the participating entity.
2. Participate in CME activities, meetings and events, where appropriate.
3. Comply with the CME bylaws and formal actions.

B. Termination of Partnerships: This agreement can be terminated by giving (number) days written notice by either party.

THIS AGREEMENT is executed by and between the officials as duly authorized.

CORRIDOR MANAGEMENT ENTITY

Date: _____

Chairperson

Date: _____

Representative of CME Partner

CORRIDOR MANAGEMENT ENTITY AGREEMENT

THIS AGREEMENT is made and entered into this the (number) day of (month), (year), by and between (Corridor Advocacy Group), hereinafter called the “(CAG name),” and (County), a political subdivision of the State of Florida, the (City), a municipal corporation of Florida, the (Regional Planning Council), an agency of the State of Florida, the (Metropolitan Planning Organization), a governmental entity corporate and politic, and (other governmental, political, or private organizations in partnership with the corridor), herein after collectively called the “Member Entities.”

FOR AND IN CONSIDERATION OF the mutual benefits and obligations hereunto pertaining, the CME and the Member Entities agrees as follows:

1. There is hereby created a Corridor Management Entity hereinafter called the “(CME name),” which shall initiate, coordinate and monitor plans, strategies programs and events set forth in the (Corridor Name) Corridor Management Plan.
2. Each Member Entity shall appoint one representative to serve on the CME except as follows:
 - a. The (CAG name) shall have two representatives.
 - b. The (County) shall have two representatives, a member of the County Commission appointed by its chairman, and an employee of the County Planning staff appointed by the County Administrator.
 - c. The (City) shall have two representatives, a member of the City Council appointed by the City Council, and an employee of the City Planning staff appointed by the City Manager.

The representative (s) of each Member entity shall serve at the pleasure of the representative’s appointing authority. Membership can be expanded or reduced by majority action of the existing CME members.

3. Each Member Entity shall provide technical advice in areas of planning, engineering, architecture, economics and environmental management, as may be appropriate to the Member Entity.
4. This Agreement is a continuing contract and program, however, Member Entities may seek to dissolve their participation in the CME with a (number) day written notice in advance of the termination to the remaining party(ies). The CME will terminate if no party remains legally active.
5. Partnerships: The CME will enter into formal partnership agreements to incorporate various participating partners in the CME in addition to those identified as parties to this agreement. Partnerships may be long term or activity specific in nature.

6. Bylaws: The CME will adopt bylaws that establish procedures for the organizations.

SIGNATORIES:

(CME Members)

APPENDIX D

TECHNICAL SUPPORT

This Appendix contains a listing of the FDOT District Scenic Highways Coordinators. These references can be used by the CAG in their correspondence with the FDOT.

The following is a list of the FDOT District Scenic Highways Coordinators which can assist a Corridor Advocacy Group (CAG) in preparing their Eligibility and Designation Applications. These contacts can also answer questions and give presentations regarding the Program process.

FDOT District One Scenic Highways Coordinator P.O. Box 1249 Bartow, FL 33831-1249 Phone: (863) 519-2300 Fax: (863) 534-7172	FDOT District Five Scenic Highways Coordinator 719 South Woodland Blvd. Deland, FL 32720-6800 Phone: (386) 943-5393 Fax: (386) 736-5456
FDOT District Two Scenic Highways Coordinator 2250 Irene Street – MS 2812 Jacksonville, FL 32204-2619 Phone: (904) 360-5680 Fax: (904)360-5649	FDOT District Six Scenic Highways Coordinator 1000 NW 111 Avenue, Suite 6112 Miami, FL 33172 Phone: (305) 470-5826 Fax: (305) 377-5684
FDOT District Three Scenic Highways Coordinator P.O. Box 607 Chipley, FL 32428-9990 Phone: (850) 638-0250 Fax: (850) 638-6368	FDOT District Seven Scenic Highways Coordinator 11201 N. McKinley Dr. Tampa, FL 33612 Phone: (813) 975-6617 Fax: (813) 975-6451
FDOT District Four Scenic Highways Coordinator 3400 W. Commercial Blvd. Ft. Lauderdale, FL 33309-3421 Phone: (954) 777-4323 Fax: (954) 777-4310	FDOT Turnpike District Scenic Highways Coordinator P.O. Box 9828 Ft. Lauderdale, FL 33310 Phone: (954) 975-4855 Fax: (954) 934-1355

APPENDIX E

NATIONAL PROGRAM

This Appendix contains a listing of the National Scenic Byways Program Contacts, the National Scenic Byways Program website address and the Interim Federal Policy from FHWA.

National Scenic Byways Program Contact Information

FHWA National Scenic Byways Program

1200 New Jersey Avenue, SE
HEPN-50
Washington, DC 20590
Phone: (202) 366-1929
(800) 4BYWAYS option 3
Fax: (202) 366-7660
Web Site Address: <http://www.bywaysonline.org/>

America's Byways Resource Center

394 Lake Avenue South, Suite 600
Duluth, MN 55802
Phone: (218) 625-3312
(866) 974-6403
Fax: (218) 625-3333
Web Site Address: <http://www.bywaysresourcecenter.org/>

[FHWA Docket No. 95-15]

National Scenic Byways Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of FHWA interim policy

SUMMARY: In response to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) mandate to establish a national scenic byways program, the FHWA announces its interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities.

DATES: Comments must be received on or before July 17, 1995.

ADDRESSES: Submit written, signed comments to FHWA Docket No. 95-15, Federal Highway Administration Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Eugene Johnson, Intermodal Division, Office of Environment and Planning, HEP-50, (202) 366-2071; or Mr. Robert Black, Attorney, Office of Chief Counsel, HCC-31, (202) 366-1359. This address is Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Beginning as early as 1966, the FHWA has participated in several studies relating to establishing national scenic byways programs. The most recent study was completed in 1991 and was conducted in response to a request in the 1990 Department of Transportation Appropriations Act. This study included recommendations for establishing a national scenic byways program, including recommended techniques for maintaining and enhancing the scenic, recreational, and historic qualities associated with each byway. The ISTEA incorporated many of the recommendations from this study and called for the establishment of a national scenic byways program. Section 1047 of the ISTEA, Pub. L. 102-240, 105 Stat. 1914, set up an advisory committee to assist the Secretary of Transportation in establishing a national scenic byways program. The advisory committee was composed of seventeen

members: the designee of the Administrator of the FHWA; appointees from the U.S. Forest Service, the National Park Service, the Bureau of Land Management, the Bureau of Indian Affairs, and the U.S. Travel and Tourism Administration of the Department of Commerce; and individuals representing the interests of the recreational users of scenic byways, conservationists, the tourism industry, historic preservationists, highway users, State and local highway and transportation officials, the motoring public, scenic preservationists, the outdoor advertising industry, and the planning professions. The advisory committee was charged with developing minimum criteria for designating highways as scenic byways or all-American roads for purposes of a national scenic byways system. After meeting four times, the advisory committee produced a report that made recommendations on all the facets of a national scenic byway program. The National Scenic Byway Program outlined in this notice follows those recommendations.

The FHWA has awarded grants to States for scenic byway projects under the interim scenic byways program established by ISTEA. The grant funds for the interim program ran out in fiscal year 1994. This notice specifies the type of projects eligible for funding and lists the funding priority for providing grants to the States under the National Scenic Byways Program.

Through this notice, the FHWA is establishing the interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. To be designated as a National Scenic Byway, a road must significantly meet criteria for at least one of the above six intrinsic qualities. For the All-American Roads designation, criteria must be met for multiple intrinsic qualities. Anyone may nominate a road for National Scenic Byway or All-American Road status, but the nomination must be submitted through a State's identified scenic byway agency and include a corridor management plan designed to protect the unique qualities of a scenic byway. The FHWA solicits comments on any part of the policy.

The National Scenic Byways Policy is as follows:

1. Applicability

The policy and procedures of this document apply to any State or Federal

agency electing to participate in the National Scenic Byways Program by seeking to have a road or highway designated as a National Scenic Byway or an All-American Road and for any state seeking funds for eligible scenic byways projects. Participation in the national program shall be entirely voluntary.

2. Definitions

a. *Corridor* means the road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities.

b. *Corridor Management Plan* means a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.

c. *Federal Agency* means the U.S. Forest Service, Bureau of Land Management, National Park Service, and the Bureau of Indian Affairs, and their scenic byways programs.

d. *Federal Agency Scenic Byway* means a road or highway located on lands under Federal ownership which has been officially designated by the responsible Federal agency as a scenic byway for its scenic, historic, recreational, cultural, archeological, or natural qualities.

e. *Intrinsic Quality* means scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.

f. *Local Commitment* means assurance provided by communities along the scenic byway that they will undertake actions, such as zoning and other protective measures, to preserve the scenic, historic, recreational, cultural, archeological, and natural integrity of the scenic byway and the adjacent area as identified in the corridor management plan.

g. *Regional Significance* means characteristics that are representative of a geographic area encompassing two or more States.

h. *Scenic Byways Agency* means the Board, Commission, Bureau, Department, Office, etc., that has the responsibility for administering the State's scenic byways program activities. Unless otherwise designated, FHWA will assume that the State Scenic Byways Agency is the State Department of Transportation or State highway agency as recognized in the

administration of title 23, United States Code.

i. *Scenic Byway* means a public road having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms "road" and "highway" are synonymous. They are not meant to define higher or lower functional classifications or wider or narrower cross-sections. Moreover, the terms State Scenic Byway, National Scenic Byway, or All-American Road refer not only to the road or highway itself but also to the corridor through which it passes.

j. *State Scenic Byway* means a road or highway under State, Federal, or local ownership that has been designated by the State through legislation or some other official declaration for its scenic, historic, recreational, cultural, archeological, or natural qualities. An Official Declaration is an action taken by a Governor or that of an individual, board, committee, or political subdivision acting with granted authority on behalf of the State.

3. Requirements

a. Any highway or road submitted for designation under the National Scenic Byways Program by State or Federal agencies should be designated as a State scenic byway. However, roads that meet all criteria and requirements for National designation but not State or Federal agencies' designation criteria may be considered for national designation on a case-by-case basis. Any road nominated for the National Scenic Byway or All-American Road designation will be considered to be a designated State scenic byway.

b. A road or highway must safely and conveniently accommodate two-wheel-drive automobiles with standard clearances to be considered for designation as a National Scenic Byway or an All-American Road.

c. Roads or highways considered for National Scenic Byways and All-American Roads designations should accommodate, wherever feasible, bicycle and pedestrian travel.

d. To be considered for the All-American Roads designation, roads or highways should safely accommodate conventional tour buses.

e. A scenic byways corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be submitted in order for any road or highway to be considered for the National Scenic Byway of All-American Road designation.

f. For All-American Roads, there must be a demonstration of the extent to which enforcement mechanisms are being implemented by communities along the highway in accordance with the corridor management plan.

g. Before a road or highway is nominated for designation as an All-American Road, user facilities (e.g. overlooks, food services, etc.) should be available for travelers.

h. An important criteria for both National Scenic Byways and All-American Roads is continuity. Neither should have too many gaps but rather should be as continuous as possible and should minimize intrusions on the visitor's experience.

4. Nomination Process

a. A nomination process will be used as the means by which roads or highways may be recognized for their intrinsic qualities and designated as National Scenic Byways or as All-American Roads. All nominations for National Scenic Byways or All-American Roads must be submitted by the State Scenic Byways Agency (SSBA) to the FHWA. The States will receive written notification of the time period for submitting nominations for designation consideration.

b. Nominations may originate from any local government, including Indian tribal governments, or any private group or individual.

c. Nominations to the program of byways on public lands may originate from the U.S. Forest Service, the National Park Service, the Bureau of Land Management, or the Bureau of Indian Affairs, but must also come through the SSBA, with the State's concurrence.

d. A two-step process may be used for nominations originating with local sponsors to help alleviate unnecessary documentation, time, and expense.

The first step is for local sponsors to submit to the SSBA the documentation necessary for the State to determine if the scenic byway possesses intrinsic qualities sufficient to merit its nomination as a National Scenic Byway or an All-American Road.

The second step is for the remainder of the nomination package to be submitted once the State has determined that the byway is appropriate for nomination.

e. A corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be included as part of all nominations made to the FHWA for National Scenic Byways or All-American Roads designations. The corridor management plan is not required for the preliminary intrinsic

quality evaluation identified above in paragraph 4d.

f. A single application may be used by a State to seek the designation of a nominated highway as either a National Scenic Byway, an All-American Road, or as both. A highway nominated for, but failing to meet, the requirements for All-American Road designation will automatically be considered for designation as a National Scenic Byway unless the State requests otherwise.

5. Designation Process

a. Designations of National Scenic Byways and All-American Roads shall be made by the Secretary of Transportation after consultation with the Departments of the Interior, Agriculture, and Commerce, as appropriate.

b. A panel consisting of six to eight experts, designated by FHWA and reflecting a cross-section of the scenic byways community of interests (including experts on intrinsic qualities, tourism, and economic development), may assist in the review of highways nominated as National Scenic Byways and All-American Roads.

6. Designation Criteria

a. National Scenic Byways Criteria

To be designated as a National Scenic Byway, a road or highway must significantly meet at least one of the six scenic byways intrinsic qualities discussed below.

The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region.

b. All-American Road Criteria

In order to be designated as an All-American Road, the road or highway must meet the criteria for at least two of the intrinsic qualities. The road or highway must also be considered a destination unto itself. To be recognized as such, it must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally.

7. Intrinsic Qualities

The six intrinsic qualities are:

a. *Scenic Quality* is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape – landform, water, vegetation, and manmade development – contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

b. *Natural Quality* applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

c. *Historic Quality* encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

d. *Cultural Quality* is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

e. *Archeological Quality* involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

f. *Recreational Quality* involves outdoor recreational activities directly association with and dependent upon

the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

8. De-Designation Process

a. The Secretary of Transportation may de-designate any roads or highways designated as National Scenic Byways or All-American Roads if they no longer possess the intrinsic qualities nor meet the criteria which supported their designation.

b. A road or highway will be considered for de-designation when it is determined that the local and/or State commitments described in a corridor management plan have not been met sufficiently to retain an adequate level of intrinsic quality to merit designation.

c. When a byway has been designated for more than one intrinsic quality, the diminishment of any one of the qualities could result in de-designation of the byway as a National Scenic Byway or All-American Road.

d. It shall be the State's responsibility to assure that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan.

e. When it is determined that the intrinsic qualities of a National Scenic Byway or All-American Road have not been maintained sufficiently to retain its designation, the State and/or Federal agency will be notified of such finding and allowed 90 days for corrective actions before the Secretary may begin formal de-designation.

9. Corridor Management Plans

a. A corridor management plan, developed with community involvement, must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for

designation as a National Scenic Byway or an All-American Road. The corridor management plan must include at least the following:

(1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.

(2) An assessment of such intrinsic qualities and of their context.

(3) A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.

(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.

(5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.

(6) A plan to assure on-going public participation in the implementation of corridor management objectives.

(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.

(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.

(9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.

(10) A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.

(11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.

(12) A narrative describing how the National Scenic Byway will be positioned for marketing.

(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.

(14) A description of plans to interpret the significant resources of the scenic byway.

b. In addition to the information identified in Paragraph 9a above, corridor management plans for All-American Roads must include:

(1) A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.

(2) A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.

(3) A plan for addressing multi-lingual information needs.

Further, there must be a demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

10. Funding

a. Funds are available to the States through a grant application process to undertake eligible projects, as identified below in Paragraph 10c, for the purpose of:

(1) Planning, designing, and developing State scenic byways programs, including the development of corridor management plans.

(2) Developing State and Federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways or All-American Roads.

(3) Enhancing or improving designated National Scenic Byways or All-American Roads.

b. The State highway agency (SHA) shall be responsible for the submission of grant requests to the FHWA. If the SHA is not the identified scenic byways agency, all grant requests must be forwarded from that agency to the SHA for submission to FHWA.

c. Eligible Projects

The following project activities are eligible for scenic byways grants:

(1) *Planning, design, and development of State scenic byway programs.*

This scenic byways activity would normally apply to those States that are

about to establish or they are in the early development of their scenic byways programs. All related project activities must yield information and/or provide related work that would impact on the Statewide scenic byways program.

(2) *Making safety improvements to a highway designed as a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway, due to such designation.*

Safety improvements are restricted to the highway that has been designated as a scenic byway and must be the direct result of increased traffic and/or changes in the types of vehicles using the highway. The safety improvements are only considered eligible when they arise as a result of designation of the highway as a scenic byway. Any safety deficiencies that existed prior to designation of the highway as a scenic byway are not eligible for funding considerations.

(3) *Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.*

All the related facilities in this category must be constructed within or immediately adjacent to the right-of-way of the scenic byway. The facilities must also be directly related to the scenic byway.

(4) *Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.*

All eligible projects in this category must be construction alterations that are made to the scenic byway to enhance existing access to recreational areas. Improvements are generally confined to the right-of-way of the scenic byway. However, acquisition of additional right-of-way along the byway is permitted when warranted to accommodate access improvements to the byway.

(5) *Protecting historical, archeological, and cultural resources in areas adjacent to the highways.*

Resource protection applies only to those properties that contribute to the qualities for which the highway has been designated as a scenic byway. The properties must be located directly adjacent to the scenic byway. Resource protection includes use restrictions that are in the form of easements. However, the purchase of the resource can be considered eligible only after it has been determined that all other protection measures are unsuccessful. Protection of

a resource does not include rehabilitation or renovation of a property.

(6) *Developing and providing tourist information to the public, including interpretive information about the scenic byway.*

All information must be associated with the State's scenic byways. It may provide information relating to the State's total network of scenic byways or it may address a specific byway's intrinsic qualities and/or related user amenities. All interpretive information should familiarize the tourists with the qualities that are important to the highway's designation as a scenic byway. Tourist information can be in the form of signs, brochures, pamphlets, tapes, and maps. Product advertising is not permitted on tourist information that has been developed with grant funds received under the scenic byways program.

d. No grant shall be awarded for any otherwise eligible project that would not protect the scenic, historic, cultural, natural, and archeological integrity of the highway and adjacent area.

11. Scenic Byways and the Prohibition of Outdoor Advertising

As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State's scenic byway program. This prohibition would also apply to Interstate System and Federal-aid primary system highways that are designed scenic byways under the National Scenic Byways Program and All-American Roads Program, whether or not they are designated as State scenic byways.

(Sec. 1047, Pub. L. 102-240, 105 Stat. 1914, 1948, 1996; 23 U.S.C. 131(s); 23 U.S.C. 315; 49 CFR 1.48)

Issued on: May 11, 1995.
Rodney E. Slater,
Administrator, Federal Highway
Administration.

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DEPARTMENT OF THE TREASURY

Public Information Collection
Requirements Submitted to OMB for
Review

May 12, 1995

The Department of Treasury has
submitted the following public

APPENDIX F

ADMINISTRATIVE RULE

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

Under the provisions of **Section 1S-1.001(9)(a), F.A.C., Rule 14-12.021** has been transferred to **Rule 14-15.016**.

Originally **Rule Chapter 14-12** contained rules relating to Functional Classification of Roads. Those rules on the Functional Classification of Roads were repealed. Originally, **Rule Chapter 14-12** contained rules relating to the Functional Classification of Roads. Those rules have been repealed. Since the only remaining rule in **Chapter 14-12** is an incorporation by reference rule, **Rule Chapter 14-12.021** was transferred to **Rule Chapter 14-15.016**. This happened after this version (October 2003) of the Manual was printed. Therefore any reference to **Rule Chapter 14-12.021** in Appendix F shall mean **Rule Chapter 14-15.016**.

NOTE: During the next revision to the FSHP Manual, the Administrative Rule will also be amended.

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**

- I. PURPOSE
- II. DEFINITIONS AND ACRONYMS
- III. LIMITATIONS
- IV. LEGISLATIVELY DESIGNATED SCENIC HIGHWAYS
- V. NATIONAL SCENIC BYWAYS PROGRAM
- VI. PROGRAM COMMITTEES' COMPOSITION AND DUTIES
- VII. FLORIDA SCENIC HIGHWAYS PROGRAM AND PROCESS
- VIII. REQUIRED ELEMENTS OF A FLORIDA SCENIC HIGHWAY
- IX. FLORIDA SCENIC HIGHWAYS ELIGIBILITY PHASE
- X. FLORIDA SCENIC HIGHWAYS DESIGNATION PHASE
- XI. CORRIDOR MANAGEMENT PLAN
- XII. FLORIDA SCENIC HIGHWAYS IMPLEMENTATION PHASE
- XIII. REVIEWING AND MONITORING OF FLORIDA SCENIC HIGHWAYS
- XIV. ANNUAL REPORTS AND FIVE YEAR CORRIDOR MANAGEMENT PLAN UPDATE
- XV. STANDARD EXCEPTIONS AND SIGNING REQUIREMENTS
- XVI. STATUTORY AUTHORITY

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.

Archeological Resources: are the physical evidence or remains of known historic or prehistoric human life, activity, or culture in Florida. For example, significant ruins, artifacts, inscriptions, and structural and/or human remains may all be considered archeological resources. 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 adopted by a local general purpose government(s) into its comprehensive plan, that specifies the applicable standards, management procedures, regulatory controls, and operations practices 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. Additionally, the CMP 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 Corridor Management Plan (CMP), which 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. Resources may include 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 Corridor Management Plan (CMP).

Indian Tribal Council: means the Seminole Tribe in the state composed of bands of Indians known a 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, archeological, 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 for 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 Section 163.3164, Florida Statutes.

National Scenic Byway: means a scenic highway which is designated by the federal government as satisfying the criteria for a National Scenic Byway pursuant to Section 1047(f) of Title 23 U.S.C. and any federal regulation and guidelines. These roadways offer drivers and passengers views of cultural, historical, archeological, recreational, natural, or scenic resources and provide a relaxed recreation an 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. These activities may include boating, saltwater and freshwater fishing, hiking, canoeing, camping (RV/Trailer and tent), biking, saltwater beach activities, wild life 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 roads nominated for such national designations shall be nominated 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 Scenic Highways Advisory Committee (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 Federal Highway Administration (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 District Scenic Highways Coordinator (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. 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 Corridor Management Plans (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 Corridor Advocacy Group (CAG) must include representation from each local general purpose government jurisdiction 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 and host the pre-application meeting(s);
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 Corridor Management Entity (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 Corridor Advocacy Group (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 Corridor Management Plan (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 (3) 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, for the present and the future.

(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 Corridor Management Plan 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 in a specific geographic area.

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

(c) Archeological Resources

(1) Listed or eligible for listing on the National Register of Historic Places under Title 36 C.F.R., Part 60 (1983), which is incorporated herein by reference, 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 Corridor Management Plan (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 pre-application meeting(s); 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 pre-application meeting with the DSHC and other parties and groups interested in supporting the application. The purpose of the pre-application meeting is to ensure all participants understand the Program Process and all requirements for designation. At the pre-application meeting, it will be determined what level of scenic highway designation, State or federal, the applicant will pursue.

E. The CAG will prepare and submit an 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 Eligibility Application for completeness, and if needed, work with the applicant to resolve outstanding issues. Once this is done, the DSHC will submit the Eligibility Application to the Scenic Highways Advisory Committee (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. 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 ISTEAs Transportation Enhancement funding to develop the CMP.

G. Any CAG who's 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 Corridor Advocacy Group (CAG), or a designated planning group appointed by the CAG, will begin developing the Corridor Management Plan (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. Once the CMP has been fully developed, the CAG shall submit the Designation Application and CMP to the District Scenic Highways Coordinator (DSHC). The 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 application for completeness and, if needed, work with the applicant to resolve outstanding issues. Once this is done, the DSHC will submit the Designation Application to the Scenic Highways Advisory Committee (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. 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 who's 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 strategies, standards, operational guidelines for protection, and management techniques 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).
12. Monitoring - establishes the methods and time schedules for monitoring CMP implementation, and reviewing and updating of the 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 Corridor Management Plan (CMP) and can recommend to the Scenic Highways Advisory Committee (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

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 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 can be made based on frequency of intersections and directional needs.
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 de-designated as scenic highways shall have Scenic Highways Signing removed.

XVI. STATUTORY AUTHORITY

Section 335.093, Florida Statutes.

