

# American Association of State Highway and Transportation Officials



An Application from the State Highway or Transportation Department of  
Florida

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for

- the Elimination of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. (I) Route \_\_\_\_\_
- \* the Establishment of a U.S. Bike Route \_\_\_\_\_
- the Relocation of a U.S. (I) Route 17
- \* the Relocation of a U.S. Bike Route \_\_\_\_\_
- the Extension of a U.S. (I) Route \_\_\_\_\_
- the Establishment of a U.S. Alternate Route \_\_\_\_\_
- the Establishment of a Temporary U.S. Route \_\_\_\_\_
- \*\* the Recognition of a Business Route on U.S. (I) Route \_\_\_\_\_
- \*\* the Recognition of a By-Pass Route on U.S. Route \_\_\_\_\_

Between US 23 and Roosevelt Boulevard

The following states or states are involved:  
Florida

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**For AASHTO Use Only**

Date received \_\_\_\_\_

Date application acknowledged \_\_\_\_\_

Date to Special Committee on U.S. Route Numbering \_\_\_\_\_

Date considered by the Standing Committee on Highways \_\_\_\_\_

Action of Standing Committee on Highways \_\_\_\_\_

Member Department Notified \_\_\_\_\_

Date submitted:

\_\_\_\_\_, 20\_\_\_\_

\* Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.  
\*\* A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be indicated in accordance with page 5 instructions.

**SUBMIT SIX COPIES**

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

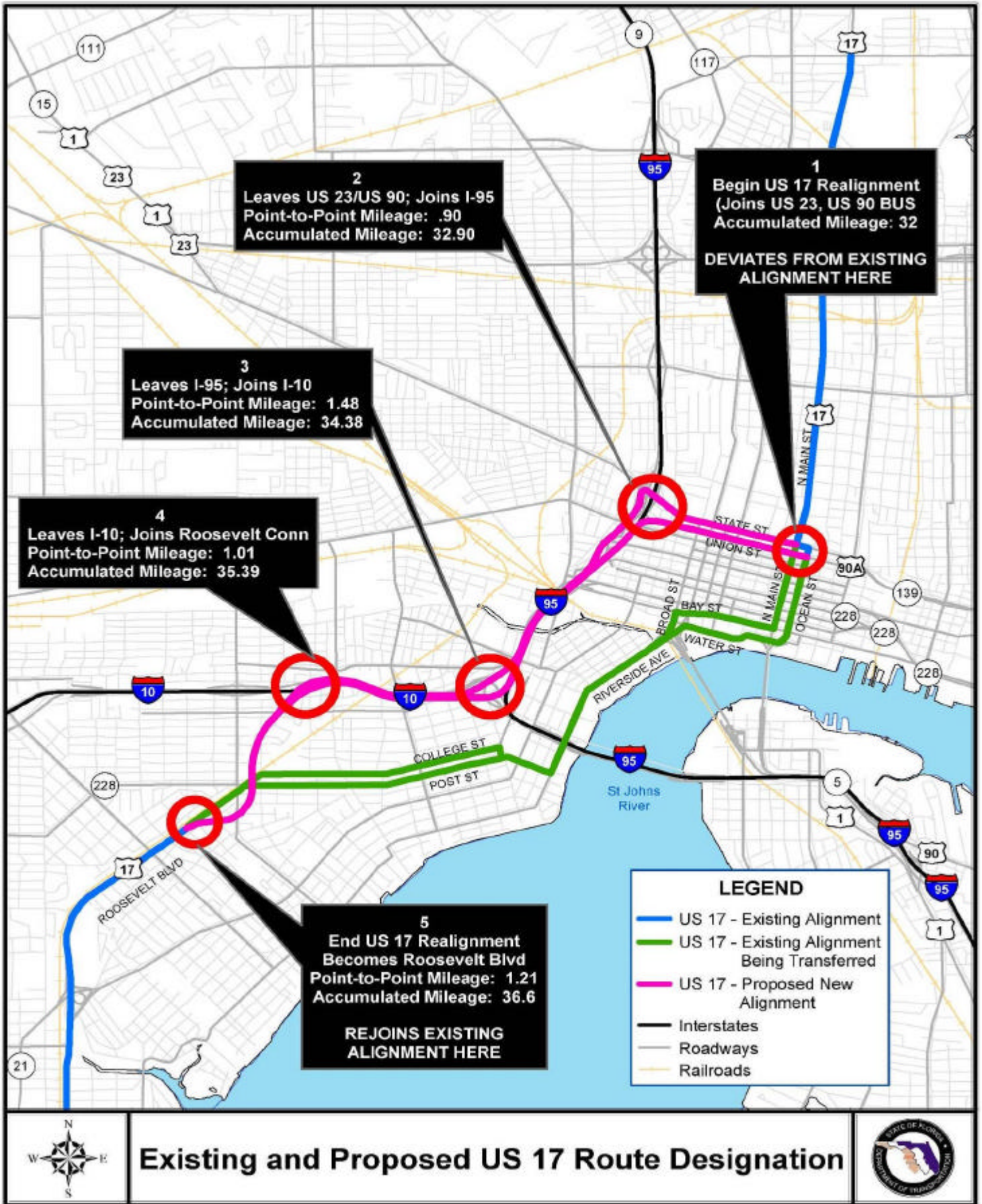
**Explanation and Reasons for the Request:** (Keep concise and pertinent.) This route now goes through residential and commercial areas. The local government has requested the conversion of much of this section of roadway from a one-way pair of roadways back to two-way operation. Upon conversion, this route will no longer meet the intent of the U. S. highway system, and will function as a local street.

The proposed routing, mostly on U.S. 23 and Interstates 95 and 10, will be faster and more convenient to the traveling public.

Date facility available to traffic All proposed portions of the new alignment are open to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? Yes If so, where? Along U.S. 23 from existing U.S. 17/SR 5 west to I-95.

Does the petition propose a new routing over a portion of an existing Interstate Route? Yes If so, where? On I-95 from US 23 south to I-10, west on I-10 from I-95 to the Roosevelt Connector.



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 98,661 as compared to 18,342 for the year 2005 for all other U.S. Numbered Routes in the State.

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*The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973 has been read and is accepted.*

In our opinion, this petition complies with the above applicable policy.

\_\_\_\_\_  
(Signature)

**Chief Executive Officer**

\_\_\_\_\_  
(Member Department)

This petition is authorized by official action of \_\_\_\_\_

under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

## Instructions for Preparation of Page 6

**Column 1: Control Points and Mileage.** Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

<b>Column 2: Pavement Type.</b>	<b>Code</b>
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

<b>Column 3: Pavement Condition</b>	<b>Code</b>
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

**Column 4: Traffic.** Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

**Columns 5 & 6 Pavement Width and Shoulder Width.** These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

**Columns 7 & 8 Major Structures.** Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

**Column 9: Vertical Sight Distance.** Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

**Column 10: Horizontal Curvature.** Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

**Column 11 Percent Grades.** Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.



## UNITED STATES HIGHWAY NUMBER 17

State	Type	Intersection	Point To Point Mileage	Accumulated Mileage in State	Remarks
Florida		State Line	0	0	
		Gross	2	2	Crosses I-95
		Jacksonville	19	21	Crosses I-295
		Jacksonville	9	30	Joins U.S. 1; U.S. Alt. begins and leaves
		Jacksonville	2	32	Joins U.S. 23, leaves U.S. 1
		Jacksonville	1	33	Leaves U.S. 23, joins I-95
		Jacksonville	1	34	Leaves I-95, joins I-10
		Jacksonville	1	35	Leaves I-10, joins Roosevelt Connector
		Jacksonville	1	36	Joins SR 15/Roosevelt Boulevard
		Jct. N. Orange Park	9	45	Crosses I-295
		Jct. N. DeLand	96	141	Joins U.S. 92
		DeLand	2	143	
		Jct. W. Sanford	13	156	Crosses I-4
		Sanford	4	160	
		Orlando	19	179	Crosses I-4
		Orlando	1	180	Joins U.S. 441
		Orlando	3	183	Crosses I-4
		Kissimmee	14	197	Leaves U.S. 441, joins U.S. 192
		Kissimmee	1	198	Leaves U.S. 192
		Haines City	23	221	Joins U.S. 27 Alt.
		Haines City	1	222	Crosses U.S. 27, leaves U.S. 27 Alt.
		Lake Alfred	7	229	Leaves U.S. 92
		Bartow	15	244	Joins U.S. 98
	Fort Meade	11	255	Leaves U.S. 98	
	Solona	61	316	Crosses I-75	
	Punta Gorda	2	318	Route ends, Jct. U.S. 41	