



**American Association of State Highway and Transportation Officials**

An Application from the State Highway or Transportation Department of Florida for:

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. (Interstate) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- \*\*Recognition of a Business Route on U.S. (Interstate) Route
- \*\*Recognition of a By-Pass Route on U.S. Route

US 17/92

**AASHTO Use Only**

Action taken by SCOH:

Between I-4/Monroe Road and SR 600/ W. 1st Street

The following states or states are involved:

Florida

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- **\*\*“Recognition of...”**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.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

DATE SUBMITTED: 04/15/2016

SUBMIT APPLICATION ELECTRONICALLY TO [usroutes@aaashto.org](mailto:usroutes@aaashto.org)

- **\*Bike Routes:** [this form is not applicable for US Bicycle Route System](#)

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.)

We are pursuing a relocation of the US Route designation of SR 600 (US 17/92) from I-4/Monroe Road to SR 600/ W. 1st Street in the City of Sanford. The proposed relocation of US 17/92 will travel along Monroe Road and SR 46. Specific reasons for the request are as follows:

- The design of the proposed I-4 Interchange includes the mainline roadway connecting to Monroe Road, instead of US 17/92, therefore diverting the majority of traffic off of US 17/92 and onto Monroe Road.
- US 17/92 is a two-lane undivided rural facility. As four-lane facilities, Monroe Road and SR 46 can more adequately serve the traffic demand through this area, which includes commercial vehicles.
- The City of Sanford has proposed a Riverwalk project which will increase the multimodal character of SR 600 but would also introduce more of a local character with lower speeds and more access points. Consequently, District Five FDOT is pursuing a jurisdictional transfer of this portion of SR 600 to the City. This relocation request is consistent with the jurisdictional transfer.

Date facility available to traffic N/A – Route is currently available to traffic.

Does the petition propose a new routing over a portion of an existing U.S. Route? NO If so, where? \_\_\_\_\_

Does the petition propose a new routing over a portion of an existing Interstate Route? NO If so, where? \_\_\_\_\_

**Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:**

Send your PDF color map to [usroutes@aaashto.org](mailto:usroutes@aaashto.org) or [mvitale@aaashto.org](mailto:mvitale@aaashto.org) with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

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.

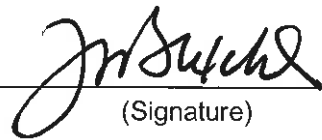


The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 21,100 as compared to 39,935 for the year 2015 for all other U.S. Numbered Routes in the State.



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)

**Jim Boxold**  
**Secretary of Transportation**  
**Florida Department of Transportation**

**Chief Executive Officer**

(Member Department)

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

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

A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

## 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.

*What follows is an Excel worksheet that you can open by right clicking your mouse and select “Worksheet Object” – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps.*

Mileage	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards								Show When In Excess of Standard	
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Horizontal Curvature	Percent Grade	
							Roadway Width Deficiency		H - Loading Deficiency					
					Percent	Percent	Percent		Percent		Percent		Degree	Length
10 20 30 40	20 40 60 80	10 20 30 40	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80	20 40 60 80							
0	1 0.313 MI	N/A	N/A	13,621	NONE	NONE	N/A	N/A	NONE	NONE	NONE	NONE		
0.5	2 1.159 MI	H	G	15,050	NONE	NONE	N/A	N/A	NONE	NONE	NONE	NONE		
1	3 1.501 MI	H	G	27,500	NONE	NONE	N/A	N/A	NONE	NONE	NONE	NONE		
1.5	3A 0.552 MI	H	G	20,000	NONE	NONE	N/A	N/A	NONE	NONE	NONE	NONE		
2	3B 0.376 MI	H	G	20,000	NONE	NONE	N/A	N/A	NONE	NONE	NONE	NONE		
2.5	3C 0.58 MI	H	E	18,600	NONE	80%	N/A	N/A	NONE	NONE	NONE	NONE		
3	4													

Attach additional sheet here if necessary

Contact Information:

**John Zielinski**  
**133 S. Semoran Blvd.**  
**Orlando, FL 32807**  
**(407) 482-7868**

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The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?

Where is it going?

What type of facility is it traveling over?

Explain the direction (north, east, south, and west)

Name the focal point city or cities

Total number of miles the route will cover

Where does it end?

**Begin your description here:**

The new route begins at the intersection of Monroe Road and the I-4 Ramps. It heads south along Monroe Road to the intersection of SR 46 and Monroe Road. The route continues east along SR 46 and ends at the intersection of SR 600 (US 17/92) and 1<sup>st</sup> Avenue. This route will replace the existing section of SR 600 (US 17/92) that runs southeast from the I-4 Ramps to SR 46. The route is located within the City of Sanford, in Seminole County, Florida. The total number of miles the new route will cover is 1.472 miles along Monroe Road (Begin MP: 7.983 to End MP: 6.511) and 3.009 miles along SR 46 (Begin MP: 8.929 to End MP: 5.920), compared to 3.426 miles along the existing alignment.