

Section A: Roads and Streets Sub-Element

Goal: The Board of County Commissioners (the "Board") is invested with the general superintendence and control of the county roads of Bay County and may establish new roads, change and discontinue old roads, and keep the roads in good repair, and are further responsible for the width and grade of such roads (Section 336.02, Florida Statutes). The goals of the Board relative to the County Road System are: to provide a safe and convenient county road network; to implement projects and recommendations found in the Strategic Plan for Transportation System; to establish and enforce standards and regulatory requirements that will achieve the objectives of this sub-element; and, to promote and further the laws of the State relative to the "County Road System."

Vision: We will develop safe, efficient, and effective infrastructure that promotes economic development and enhances the environment, quality of life, and aesthetics.

General Strategy

The general strategy for this sub-element is to initiate a balanced program whereby all new roads are constructed to County standards so as to avoid future problems, conduct preventive maintenance programs to prevent deterioration of the existing road system, and pave unpaved roads in targeted areas. To accomplish this strategy the following concepts will be employed.

- Classification of roadways within the County road system according to function and location.
- Incorporation of the Strategic Plan for Transportation System into this Plan.
- Describe general design/construction criteria for regulations to be included in the Land Development Regulations.
- Provide for a "Pavement Management System" including a preventive maintenance program.
- Maintain roads in good or better than existing conditions.

Objective 5A.1: Maintain functional classifications for roadways within the County Road System.

Policy 5A.1.1: The County Road System is comprised of: all collector roads in the unincorporated area and all extensions of such collector roads into and through any incorporated area; all local roads in the unincorporated area; and all urban minor arterial roads that are not included in the State Highway system.

Policy 5A.1.2: Roadways within the County Road System will be classified as Arterial, Collector, and Local.

Objective 5A.2: Use the Strategic Plan for Transportation System and this Plan as the basis for maintaining and improving the County Road System.

Policy 5A.2.1: The Board will use the Strategic Plan for Transportation System and this plan to guide roadway construction and maintenance programs through the 10-year planning timeframe.

Objective 5A.3: To provide a safe, convenient and cost-efficient County Road System.

Policy 5A.3.1: The Board will maintain a balanced program of: regulations to ensure that new roads are built to County standards; preventive maintenance to prevent unnecessary deterioration of roadways, and; annual funding for resurfacing, rehabilitation and reconstruction of the County owned paved road network.

Objective 5A.4: Avoid duplicative and unnecessary permitting by using State (FDOT) standards and requirements where possible.

Policy 5A.4.1: The County shall adopt, to the maximum extent practicable, FDOT roadway standards for road resurfacing, rehabilitation, construction and reconstruction.

Objective 5A.5: Maintain the Land Development Regulations to insure that all newly constructed roads are designed and built to County standards and preserve rights-of-way on existing roads that have potential for future expansion.

Policy 5A.5.1: All newly created roads shall conform to design/construction criteria and regulations contained in the Land Development Regulations. These include, but may not be limited to, the following.

- (1) Design and construction standards.
- (2) Right-of-way standards, including right-of-way use.
- (3) Driveway connection standards.
- (4) Parking and loading standards.
- (5) Functional classifications of roadways.
- (6) Setback requirements.
- (7) Speed limit and signage requirements.
- (8) Access management standards.
- (9) Pedestrian facilities and bikeway standards.
- (10) Road names and addresses.

- (11) Other improvements such as street lights, traffic signals, turn lanes, acceleration/deceleration lanes, etc., as may be considered necessary.

Policy 5A.5.2: Identify roads that have potential for expansion and establish measures in the Land Development Regulations to preserve needed rights-of-way.

Objective 5A.6: Use a pavement management system along with generally accepted preservation procedures to identify and prioritize those roads most in need of resurfacing, rehabilitation and reconstruction.

Policy 5A.6.1: The Board shall pursue a policy of preventive maintenance to prevent further loss of the paved road system.

Policy 5A.6.2: Continue the preventive maintenance program based upon a computerized pavement management system.

Objective 5A.7: Maintain a roadway maintenance program for unpaved roads based upon the County's "Wide Open Spaces Strategy."

Policy 5A.7.1: The County will continue its maintenance schedules for unpaved roads based upon roadway locations within the Urban, Suburban, or Rural Service Areas.

Objective 5A.8: Preserve the load-carrying capacity of bridges in the County Road System through preventive maintenance and replacement and reduce/eliminate the number of bridges classified as functionally obsolete.

Policy 5A.8.1: The County will continue its bridge maintenance and replacement program consistent with the Strategic Plan for Transportation System.

Objective 5A.9: Improve the operation of intersections and road segments by synchronizing and adjusting traffic signal systems.

Policy 5A.9.1: The County will work with the Transportation Planning Organization (TPO) toward the completion and maintenance of an area wide computerized traffic signal system.

Policy 5A.9.2: Warrants published in the Manual On Uniform Traffic Control Devices For Streets and Highways, published by the Federal Highway Administration, latest edition, will be used to determine signalization needs on the County Road System.

Objective 5A.10: Prevent the creation of unpaved roads in all Service Areas of unincorporated Bay County.

Policy 5A.10.1: All newly created public or private roads will be paved to County standards. Roads that serve new developments will be paid for by the developer.

Policy 5A.10.2: The County may require developers to pay for road, paving, drainage, or other improvements on roads leading to new development projects to correct deficiencies or protect public safety.

Policy 5A.10.3: The County may use the Municipal Services Benefit Unit ordinance to pave privately owned unpaved roads as determined necessary by the Board.

Objective 5A.11: Encourage the paving of unpaved roads annually.

Policy 5A.11.1: The County will continue to fund the paving of unpaved Collector roads.

Policy 5A.11.2: The County will continue to fund the participating paving program.

Objective 5A.12: Construct road improvements on an area-wide basis so the stormwater drainage, stormwater treatment and paved roads can be provided as a system.

Policy 5A.12.1: The County's area-wide paving strategy shall be focused on those areas in which there are concentrations of unpaved roads that require an inordinate amount of maintenance to remain serviceable, contribute to flooding of adjacent property, or degrade water quality due to runoff.