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COUNTY'S "50 IN 5" BACKGROUND

Roads that Public Works does not categorized as a roadway meeting LDC 6.03.04 for connection of a development project.

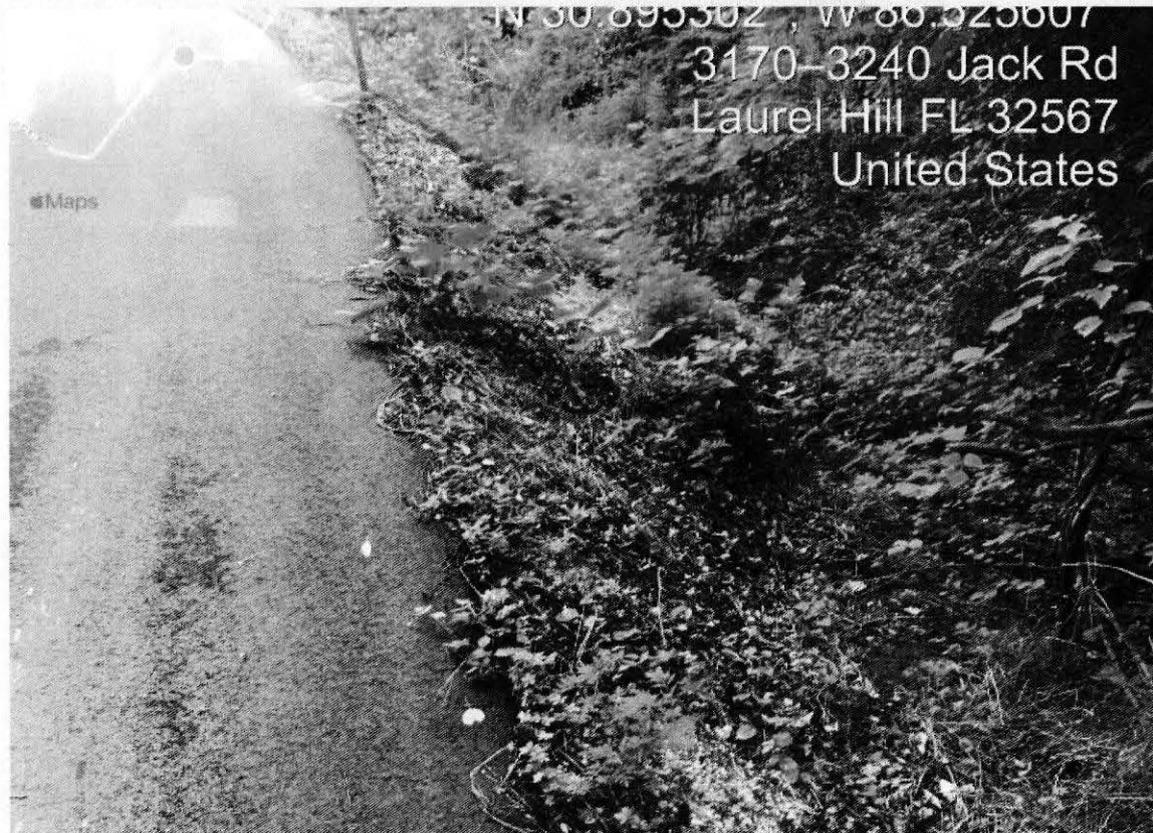
Stabilized Dirt Roads/Okaloosa County's "50 in 5" program

- Previous dirt roads that were stabilized with the County's "50 in 5" program
- Program was developed to mitigate Public Works staff having to grade roadways weekly.
- Program was also to mitigate siltation of receiving waters under the MS4 permit.
- These roadways were stabilized under the "Dusty Roads" exemption with FDEP/WMD
- No design, no stormwater, no right-of-way, and minimal thicknesses to stabilize the road in the most efficient method possible.
- In general, the thickness of asphalt is less than 1", sometimes less than $\frac{3}{4}$ ".
- Many of these roadways are already deteriorating, exposing the base material and requiring patching.
- Adding additional trips on these roadways will more rapidly deteriorate roadways that were not constructed in methods required to allow larger volumes of traffic.

Jack Road, Laurel Hill



Jack Road, Laurel Hill



Jack Road, Laurel Hill



Clary Road, Laurel Hill



Connection of a Street or Driveway to a Public Roadway/ROW (LDC 6.03.04)

- Existing public right-of-way that exists by way of plat or deed
- AND the existing roadway surface shall be a hot-mix asphalt.
- Developments proposed on roadways that do not comply with these requirements above shall improve roadway to meet minimum standards, including but not limited to:
 - *Right-of-way standards*
 - *Lane width standards*
 - *Improvements shall be made to where a connection is made with a roadway that provides adequate access as described above.*

Road and Street Design Standards (LDC 6.03.14)

- FDOT “Green Book” Standards for clear zone, shoulder widths, etc.
- Minimum lane widths between 10’ and 12’ (depending on classification)
- Asphalt pavement layer of no less than 1.5” (2” on cul-de-sacs, collectors, arterials, heavy traffic roadways, etc.)

Public Works Findings

- Stabilized dirt roads, to include this portion of Garret Mill Road, are not constructed to handle a large volume of traffic that comes with development and, therefore does not meet the requirements of LDC 6.03.04.
- Denying this variance request will not deprive applicant use of the property for a single-family residence, timberland, agriculture.
- Approving the variance request is not in harmony with the general intent of the LDC.