

**TOWN OF LOXAHATCHEE GROVES**

**RESOLUTION NO. 2008-031**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN LOXAHATCHEE GROVES, FLORIDA, PROVIDING FOR THE ADOPTION OF THE TOWN'S EMERGENCY ROAD REPAIR POLICY; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Town Council for the Town of Loxahatchee Groves had determined that it is in the best interest of the residents in the Town of Loxahatchee Groves to adopt a policy concerning emergency repair of public roads located within the Town of Loxahatchee Groves; and

**WHEREAS**, the Town Council finds the public roads within the Town of Loxahatchee Groves may require emergency repair, on occasion, due to flooding or lack of ongoing maintenance; and

**WHEREAS**, the Emergency Road Repair Policy, which is attached hereto as **Exhibit "A"**, and is incorporated herein by reference, will best serve the residents and businesses within the Town of Loxahatchee Groves; and

**WHEREAS**, the adoption of the Emergency Road Repair Policy is in the best interest of the health, safety, and welfare of the residents and businesses of the Town of Loxahatchee Groves.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF LOXAHATCHEE GROVES, FLORIDA, THAT:**

**Section 1.** The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct, and are hereby made a specific part of this Resolution.

**Section 2.** The Town Council adopts the Town of Loxahatchee Groves Emergency Road Repair Policy in the form as provided in Exhibit "A", which is attached hereto and incorporated herein by reference, and directs all Town staff and Town officials that any future action taken by Town staff and appropriate officials should be consistent with this policy.

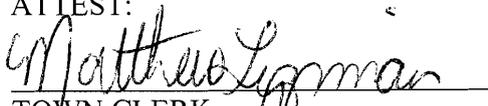
**Section 3.** That the Town Manager, or his authorized designee, in consultation with the Mayor, is hereby authorized to take action consistent with the Town's Emergency Road Repair Policy in order to ensure prompt and efficient repair of public roads within the Town of Loxahatchee Groves when there is an emergency, including but not limited to flooding or deterioration of the public road.

**Section 4.** If any clause, section, other part or application of this Resolution is held by any court of competent jurisdiction to be unconstitutional or invalid, in part or application, it shall not affect the validity of the remaining portions or applications of this Resolution.

**Section 5.** All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of such conflict.

**Section 6.** This Preliminary Assessment Resolution shall take effect immediately upon its passage and adoption.

**ADOPTED** by the Town Council of the TOWN OF LOXAHATCHEE GROVES, FLORIDA, this 17 day of November 2008.

ATTEST:  
  
TOWN CLERK

TOWN OF LOXAHATCHEE GROVES,  
FLORIDA

  
Mayor David Browning

  
Vice Mayor Marge Herzog

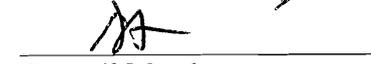
APPROVED AS TO LEGAL FORM:



Office of the Town Attorney

  
Council Member

  
Council Member

  
Council Member



## Town of Loxahatchee Groves

### Emergency Repair Policy Information

*for public dirt roads*

- (1) **Immediate Emergency Repair Policy:** Any immediate emergency repair that needs to be completed on a public road relating to a threat to the health or safety of a resident, can be authorized by the Mayor and Town Manager for immediate action. The Town will work with a contractor for the actual emergency repair.
- (2) **Other Emergency Repair Policy:**
  - a. Upon the written request of a resident on a public road the Town will evaluate and rate their dirt road. The Town will request that the district engineer work with town management to survey the road and rate it as well. Should the district choose not to participate, the town will retain and utilize an engineer to perform this service.
  - b. The town will provide a written response to the resident which will include the rating report.
  - c. If the road that has been rated received a rating of “1”, then the request is eligible to be heard by the Town Council.
  - d. Once heard by the Town Council, they can request that Town staff provide a cost estimate and project scope for road repair that was identified in the rating report.
  - e. Once the cost estimate and project scope is compiled, the Town Council will then review the information and either approve or deny the request for the emergency repair.

#### **Requirements for the project to commence, once approved by the Town Council:**

- a) Date of commencement of project
- b) Approximate date of completion of project
- c) Cost Estimate of project
- d) Basic scope of project

If an immediate emergency repair needs to be completed before this information is provided, then communication to Town Staff is expected. Once the project is completed, it will be necessary for this information to be provided to authorize payment for the project.

*\*The rating criteria that will be utilized is identified in the Dirt Road Rating System*

# Rating the condition of unimproved roads

This section of the manual presents a simplified rating system to help you manage earthen roads and supply information for your local road inventory. It uses a scale of 1 to 4, with 4 being very good and 1 being poor

Ratings of the earthen road's overall condition are based on the general condition and the extent and severity of distress. Recommended maintenance or treatment is also a part of the rating process. Inspecting roads every year or two helps track the condition and lets local officials plan for maintenance and improvement.

First evaluate the general road conditions. If the road has been graded to create a smooth profile (cuts and fills) and has drainage ditches and a crown, then it could be

rated 4 if there is little or no distress (potholes, etc.). If it has been graded, but has some distress, then it will be rated 3 or lower

If the road has not been graded, that is it follows the natural profile of the terrain, but has little distress, it could be rated 3. Roads with grass surfaces, potholes, ruts, unstable surface soil, and limited access would typically be rated 2 or 1

Study the general conditions and distresses common for each rating category. Next, proceed to the photographic examples that illustrate typical conditions for each PASER rating. The table below is a summary of the ratings and their characteristic conditions.

Surface rating	General condition, distress, and recommended improvement
<p><b>4</b> Very Good</p>	<p>Graded with cut and fill areas. Crown present. Ditches and culverts may be present. Comfortable ride over 25 mph possible. No significant ruts or potholes. Sandy or stable surface material. Access normally available in all weather. No improvement needed</p>
<p><b>3</b> Good</p>	<p>May have some limited grading, crown or drainage. Slight rutting, less than 3 inches deep. Very few potholes, little washboarding. Comfortable ride at 15-20 mph. Good access and stable surface except in severe weather or unusual conditions. Routine maintenance or spot grading helpful</p>
<p><b>2</b> Fair</p>	<p>Road follows natural terrain. Road not graded with cuts or fill areas. Little or no crown. Limited or no ditches or culverts. Ruts may be very common, some over 6 inches deep. Occasional potholes and uneven surface conditions. Ride usually requires speeds lower than 15 mph. Access may be limited during and after rain. Significant grading required to improve drainage, repair ruts and potholes, and improve road to good condition.</p>
<p><b>1</b> Poor</p>	<p>Very poor surface and driving conditions. Recreational trail, limited use. Severe rutting and/or extensive potholes. Surface condition often limits speed to less than 10 mph. Access for cars and trucks may be restricted for extensive periods of time. Reconstruction needed to provide improved access, repair severe distress, and improve road to good condition.</p>

**4 – VERY GOOD**

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Graded with cut and fill areas.

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Crown present.

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Ditches and culverts may be present.

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Comfortable ride over 25 mph possible.

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No significant ruts or potholes.

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Sandy or stable surface material.

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Access normally available in all weather.

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No improvement needed.

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*EXAMPLES*

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- A Graded road with crown allows good ride and speeds of 25 mph. Sandy surface soil.
- B Surface mixture of soil and gravel. Graded with cuts and fill areas.
- C Excellent drainage provided by ditch and crown. Stable surface soils.



✓ **3 - GOOD**

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May have some limited grading,  
crown or drainage.

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Slight rutting, less than 3 inches deep.

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Very few potholes, little washboarding.

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Comfortable ride at 15-20 mph.

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Good access and stable surface  
except in severe weather or  
unusual conditions.

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Routine maintenance or spot  
grading helpful.



*EXAMPLES*

- A Graded surface profile. Minor rutting. Good ride.
- B Grading creates good profile and ride. Dust from loose, dry soil surface
- C No graded profile or ditch. Crown helps drainage. Slight rutting and good ride. Provides good access.
- D No graded profile. Slight crown. Stable surface provides all-weather access. Comfortable ride at 15-20 mph.



✓ **2 – FAIR**

Road follows terrain. No ditches. Loose surface soil. Moderate ruts. Comfortable ride at 10 mph.

Road not graded with cuts or fill areas.

Little or no crown.

Limited or no ditches or culverts.

Ruts may be very common, some over 6 inches deep.

Occasional potholes and uneven surface conditions.

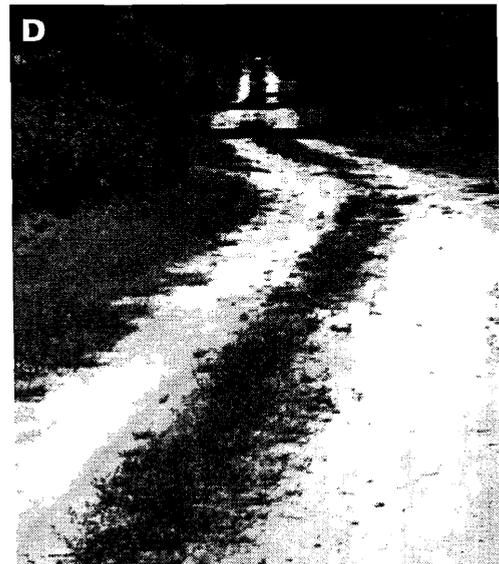
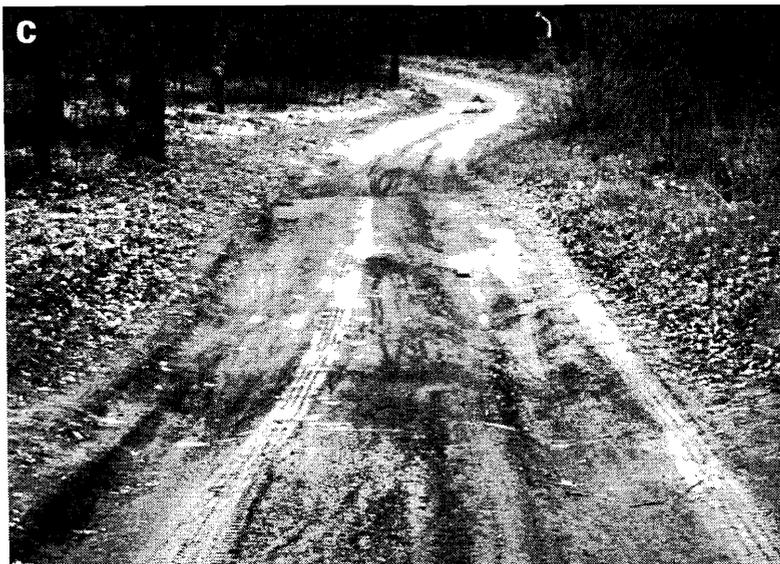
Ride usually requires speeds under 15 mph.

Access may be limited during and after rain.

Significant grading required to improve drainage, repair ruts and potholes, and improve road to good condition.

*EXAMPLES*

- A Road follows terrain. No ditches. Stable surface. Ride comfortable at 10-15 mph.
- B Water crossing creates ruts and may limit access in wet weather.
- C Loose dry soil creates moderate ruts in several locations.
- D Low volume forest access. Stable surface. Comfortable ride at 10 mph.



✓ 1 – POOR

Very poor surface and driving conditions.

Recreational trail, limited use.

Severe rutting and/or extensive potholes.

Surface condition often limits speed to less than 10 mph.

Access for cars and trucks may be restricted for extensive periods of time.

Reconstruction needed to provide improved access, repair severe distress, and improve road to good condition.



- EXAMPLES*
- A Wheel tracks are only evidence of road.
  - B Severe ruts and mud limit access throughout the year.
  - C Rocks and holes limit speed and produce rough ride.
  - D Loose dry soil creates severe ruts.

