



Town of Rindge, New Hampshire  
Department of Public Works  
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Gravel Road Maintenance Policy

The Town of Rindge has over 9 miles of unpaved gravel roadways (Class V) ranging from access to a single home/property to a connector providing access to many properties.

The roadways are typically low traffic volume (<50 ADT Recommended NHDOT\*).

The maintenance of unpaved roadways consists generally of the use of various equipment (Grader/Loader York rake) gravel. The basic components to a gravel roadway are the driving surface, shoulder and ditch. The shoulder area and ditch may be minimal. Drainage is typically limited to ditches and cross culverts as needed.

The rights of ways for unpaved roads in Rindge range from 2 rods to 3 rods (33 feet to 49.5 feet) in width.

Problems that are typically encountered on unpaved roadways include rutting, groundwater intrusion including springs, spring thaw, gravel displacement, dusting, ditch and cross culvert clogging, and stone/ledge outcrops.

The challenges to maintain gravel roadways include the increase of development and traffic on gravel ways. Greater Average Daily Travel and larger vehicles cause significant stresses on the roadway increasing maintenance costs.

Winter

- The unpaved roads maintained for winter travel are as identified on the established plowing route list.
- Travel ways will be plowed of accumulated snow in accordance with established Snow and Ice Policy.
- Care will be undertaken during those times of the year when the travel surface is soft and plowing activities will significantly damage the roadway.

The Town of Rindge prohibits discrimination on the basis of race, color, national origin, sex, sexual orientation, religion, age, disability, marital or family status. The Town of Rindge is equal opportunity employer.

- Prior to spring thaw, Load Limit restrictions will be enacted under the approval of the Board of Selectmen. Signs to be installed.
- Ice treatment or slippery road conditions will be treated with sand/grit or as determined by the DPW Director or Road Foreman per Sand Bid Specs.
- Periodic inspection of the roadways will occur on an as-needed basis.
- Water issues as originating from winter melting conditions will be addressed as required, as determined by the DPW Director or Road Foreman.
- Complaints of road conditions etc. to be logged in the Public Works Log Complaints to include name and phone number of complainant.
- All complaints will be evaluated by the DPW Director or Road Foreman.

#### Spring

- Road conditions to be monitored by the DPW Director or Road Foreman during the melting season.
- Areas of road failure/excessive mud, etc. to be addressed as needed with stone/gravel.
- Drainage issues to be addressed as needed to facilitate follow of groundwater.
- Complaints to include name phone number of complainant.
- All Complaints will be evaluated by the DPW Director or Road Foreman.

#### Summer

- Road conditions to be monitored by the DPW Director or Road Foreman. Appropriate monitoring/inspection after heavy summer storms is necessary.
- Once spring thaw is complete and while road is damp but not saturated, grading of the roadway can commence.
- The DPW Director or Road Foreman will determine the order of the maintenance activity.
- Once grading is underway, the operator will shape the roadway paying attention to the crown of the roadway (existing and needed) (ideal is 1/2" per foot), the exiting condition i.e. corrugation, rutting, and displacement of material.
- Roadway, shoulder and ditches will be attended to by the grader. Additional equipment as necessary, and as determined by the DPW Director or Road Foreman, will be utilized to effectuate the maintenance of the roadway.
- Grader operator to utilize established techniques to effectuate the maintenance. Low speed, correct moldboard angle and pitch to be employed. Maintenance windows or as a result of winter maintenance activities to be addresses as necessary by the grader operator.
- Grader operator to be aware of super-elevation of any roadways.
- Soft or weak subgrades are difficult to remedy. Operator can supplement with stone/gravel as necessary. Proper rebuilding is probably unlikely given financial constraints.

- Potholes, corrugations and other defects to be addressed as necessary throughout the season.
- Roadside ditches to be maintained as necessary and as staffing permits. Cross culverts to be maintained as necessary.
- Road defects such as stones/boulders etc. to be addressed in the summer as determined by the DPW Director or road Foreman.
- Drainage improvements to be planned with assistance of the DPW Director or Road Foreman who shall apply for any necessary permits.
- Drainage installations, modifications and maintenance to be undertaken under the supervision of the DPW Director or Road Foreman with proper permits
- Acceptable gravel to be installed on roadways as determined by the DPW Director or Road Foreman, within budgetary constraints. Typically gravel funds are made available after bituminous paving is complete.
- Dust Control-the town does not undertake activities to control dust, etc. Chemical treatment (i.e. calcium chloride) is not used.
- Complaints of road conditions etc. to be logged in the Public Works Log Complaints to include name and phone number of complainant.
- All Complaints will be evaluated by the DPW Director or Road Foreman.

#### Fall

- Road conditions to be monitored by the DPW Director or Road Foreman.
- Potholes, corrugations and other defects to be addressed as necessary throughout the season.
- Maintenance grading to occur as required.
- Roadside ditches to be maintained of leaves, rocks and brush debris as necessary and as staffing permits. Cross culverts to be maintained as necessary.
- Drainage improvements to be planned with assistance of the DPW Director or Road Foreman who shall apply for any necessary permits.
- Drainage installations, modifications and maintenance to be undertaken under the supervision of the DPW Director or Road Foreman with proper permits.
- Acceptable gravel to be installed on roadways as determined by the DPW Director or Road Foreman, within budgetary constraints. Typically gravel funds are made available after bituminous paving is complete.
- Dust Control-the town does not undertake activities to control dust, etc. Chemical treatment (i.e. calcium chloride) is not used.
- Complaints of road conditions etc. to be logged in the Public Works Log Complaints to include name and phone number of complainant.
- All complaints will be evaluated by the DPW Director or Road Foreman.

When working on gravel roads, appropriate work zone safety to be employed (signage, cones, detours, etc.).

The above policy is not intended to be inclusive of all maintenance activities that occur on Rindge unpaved roadways. It is intended to be a general guidance tool. Any and all activities are subject to change and the policy modified as determined by the Board of Selectmen or DPW Director.

\*NHDOT Minimum Geometric & Structural Guide for Local Roads and Streets

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Chairman

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DPW Director

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