

some things **you** ought
to **know**

living on an unsealed road

Maintaining our roads

There are approximately 520kms of unsealed roads in the Mackenzie District. We spend nearly \$1 million per year maintaining them.

This includes regular grading and the application of new metal every few years to ensure a good surface for traffic to run on.

DUST

Dust and loose surface are a fact of life for metal roads. We can do little to combat this, especially during hot summery days. Using oil as a dust suppressant is not permitted on unsealed roads.

CORRUGATIONS

Corrugations are one of the more annoying aspects of unsealed roads. They are generally caused through bad driving habits.

The Council's contractor can grade out some of the corrugations but grading too deep can also affect the substructure of the road allowing water to seep in causing large craters, soft areas and loose shingle.



POTHoles

Potholes are more common in the damp where the road is flat, or there is a hollow or corrugation. The traffic splashes the "fines" out and potholes develop.

The Council's contractor works within the available budget to keep roads shaped with a high camber for water to run off.

METALLING

About 25,000 cubic metres of metal is placed on selected roads each year. Roads with high traffic volumes can expect to be resurfaced every three years.

some things **you** ought to **know**

living on an unsealed road

MAINTENANCE GRADING

By their nature, unsealed roads cannot be kept in a steady state. Because they are made up of stones mixed with clay or silt fines, just how well they last between grading is very much dependent on the weather.

Roads which carry heavy traffic such as logging trucks and milk tankers can also suffer increased wear.

Most metal roads are graded every month. Re-metalling typically occurs between September and November and again in February to April due to the required weather conditions.

Roads with less traffic are graded less frequently and those with more traffic may require more frequent grading..

The Council can advise when the grader is due.

The road surface should remain in good condition for about a week and a half after grading, depending on weather conditions, traffic volumes and driver behavior.

MONITORING AND INSPECTION

Unsealed roads are inspected regularly by the Council's Roads Maintenance Contractor who determines whether additional maintenance is required.

Driving safety

Three simple rules for driving on unsealed roads

- Accelerate slowly. Do not spin your wheels, especially through gear changes when entering onto metal roads from a driveway or another road. Lay off the accelerator where there are already corrugations. All wheel drive vehicles create micro corrugations through heavy acceleration.
- Slow down. You will find less dust and less loose shingle.
- Avoid hard braking. This will reduce potholes and deep intersection corrugations. Report any intentional damage to the Council or Police.



Corrugations caused by speeding motorists will generally not result in extra grading whereas corrugations caused by bad weather or heavy traffic may.

Priority is given to the existing maintenance programme and areas the contractor feels require extra attention. Council staff monitor the contracts and audit the standard of work.

Contact us on (03) 685 9010 or 0800 685 8514 if you have any concerns about the state of any unsealed road.