Milestones:

Sanbornton, Wilton, and *Wolfeboro* have joined Mutual Aid.

The *Builder Inspectors* have joined Mutual Aid. Inventory forms are available on-line at www.t2.unh.edu/ma or call the UNH T2 Center

Websites:

UNH T2 Center: http://www.t2.unh.edu

NH DOT Traveler's Information
http://www.nh.gov/dot/511/

NH Department of Safety, Motor Carrier Unit Frequently Asked Questions
http://nh.gov/safety/dmv/hpeo/answersmc.html#q1

NH Wetlands Bureau
http://www.des.state.nh.us/wetlands/index.html

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The Importance of Drainage

Inadequate drainage greatly contributes to road failure. Proper drainage is vital as water affects road serviceability. To maintain a good roadway network the road manager must keep water out of it.

A drainage system reduces water damage and saves money. The major elements to a drainage system are:

1. Roadway
2. Shoulders
3. Ditches
4. Culverts.

These elements work together to prevent water from passing through the road surface. The roadway and shoulder move water to the side and carry it away. Even properly design roads could flood, washout, and develop potholes if drainage is neglected. Fix problems immediately.

Damaged shoulders, ditches, and culverts result in poor drainage. They allow water to stand on the road or seep back into the base, which saturates and weakens the base/road.

To avoid overflow and washouts, keep ditches and culverts free of debris and sediment.

Water penetrates the roadway through surface cracks and weakens the base and subgrade. This results in potholes, cracks, and pavement failure. Crack sealing is a primary way to keep the water out of the base and subgrade. A seal may be applied after.

Maintain vegetation in ditches to prevent erosion. Mow vegetation and cut brush to keep water flowing smoothly. Keep culverts free of sediment to avoid road deterioration and flooding.

Smooth and reshape gravel roads to allow the road and shoulder to shed water to the ditches and away from the roadway.

Adapted from: *Water--Roads Number One Enemy"* Illinois Interchange Vol. 9 No.4