



What you **need** to  
**know** about...

## Unsealed Roads

### *maintaining our roads*

There are approximately 5000 km of roads within the Southland District Council network: 2000 km sealed, 3000 km unsealed, including over 960 bridges, with 27 townships & a growing population (28,440 as per 2006 Census) who use these roads.

With an annual Roothing Budget of over \$23M it is our aim to keep the roads maintained to an acceptable standard and are always looking at ways to improve the network as an asset for the community while keeping to an ever tightening budget.

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

### Common Issues

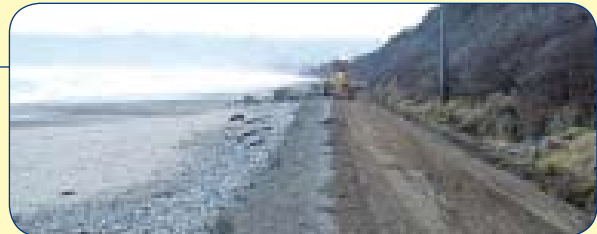
**Dust** - Dust and loose surface are a fact of life for metal roads. We can do little to combat this especially during hot and dry summer days. Dust suppressant agents (including oil) may be applied to unsealed roadways between October through March subject to obtaining a permit from Council.

**Corrugations** - Corrugation are one of the more bothersome 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 holes, soft spots and loose shingle.

**Potholes** - Potholes are common in the damp weather where the road is too 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 & Maintenance Grading

About 70,000 cubic metres of metal is placed on selected roads each year. Roads with high traffic volumes can expect to be resurfaced more often than lower volume roads.



By their nature unsealed roads cannot be kept in a steady condition. Because they are made up of stones mixed with silt fines or clay, just how they hold together and last between grades is dependent on the weather and use. Roads which carry heavy traffic such as logging trucks and milk tankers suffer increased wear.

Most metal roads are graded on a regular cycle varying between one and two months. Those with less traffic are graded less often and those with more traffic may require more frequent grading.

### Monitoring & Inspection

Unsealed roads are regularly inspected to determine whether additional maintenance is required. Priority is given to the existing maintenance program and areas the contractor feels require extra attention. Council staff monitor the contracts and audits the standard of work.

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

**Contact our Customer Services  
on 0800 732 732 if you have a concern about the  
state of any of our roads, sealed or unsealed,  
or if you come across a mess.**

### *top tips*

#### Three simple rules for driving on unsealed roads:

1. Accelerate slowly and lay off the accelerator where there are already corrugations.
2. Slow down. You will create less dust and less loose shingle.
3. Avoid hard braking. This will reduce potholes and deep intersection damage.



**If you would like to learn more about Roadings other "Need to Know" sheets you can find them on our website: [www.southlanddc.govt.nz](http://www.southlanddc.govt.nz)**



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