

Dear Pomfret Citizens:

Enclosed you will find information regarding the way the Town maintains winter and summer roads.

We also include some information about the need for us to work with landowners regarding the borders of the Town roads within the area of the highway "right-of-way".

We will continue to try to provide good, safe roads for all of us to use. We are beginning some long range planning which we expect will help us to assign priorities better for the work load of our highway department.

The Selectmen.

2/12/92

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Board of Selectmen  
Town of Pomfret  
c/o Town Clerk  
North Pomfret  
Vermont 05053

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# TOWN OF POMFRET

POMFRET, VERMONT

## SUMMER ROAD MAINTENANCE

### SOME INFORMATION FROM STATE LAWS

1. By statute, the Selectmen are responsible for keeping the roads passable and safe and of reasonable quality and at reasonable cost. (19 VSA 304).
2. Property owners adjoining town roads may have ownership rights in the land underlying the road but their surface rights within the Right of Way (ROW) are limited by the obligation of the Town to maintain the road for the benefit of the entire Town.
3. The ROW is by statute 3 rods (3 x 16.5=49.5 ft) wide unless town records or historic monuments such as stone walls and tree lines indicate otherwise. (19 VSA 32 and 19 VSA 702). In the case of older roads the travelled way is very often not centered on the historic ROW which was laid out as a series of straight lines without curves. Our Town records contain surveys of roads of 2, 2-1/2, 3 and 4 rod widths.
4. Landowners should keep in mind that they do not acquire an interest within the ROW by constructing structures, erecting fences, planting shrubs and trees and lawns between the road and the edge of the ROW. (19 VSA 1102). Any such construction or planting which is deemed to interfere with visibility, drainage and other safety or maintenance considerations is subject to removal or regrading by the Town.
5. Driveway cuts or connections to town roads must be made and maintained to prevent rain and snow melt water from draining onto the town road travelled way. (19 VSA 1111).

### FOR YOUR INFORMATION

6. Most damage to paved and gravel roads comes from (a) high traffic volumes, (b) water and water erosion damage, and (c) the freeze-thaw cycle.
7. To prevent freeze-thaw damage to pavements the town tries (a) to maintain the pavements so water drains quickly from the surface to the ditches, (b) to keep the surface free of cracks so water cannot get beneath the pavement, (c) to keep the ditches clear and deep enough to prevent storm water getting under the pavement, and (d) to keep the shoulders between the pavement and the ditch graded so storm water will reach the ditch without running along the pavement edge.

Town of Pomfret, Vermont

SUMMER ROAD MAINTENANCE (Continued)

TOWN POLICY

8. The Town expects to maintain paved road surfaces on those roads carrying the heaviest and high volume traffic.

9. To prevent water damage to gravel roads the town tries (a) to crown the road so water will get off the road to the ditch quickly and not seep into the gravel surface, (b) to maintain roadside ditches to keep the road base dry, (c) to minimize the presence of double ditches which cause storm water to flow along the road and wash away the gravel surface material, and (d) to divert the surface and ditch water to the adjacent streams and slopes at least every 200 to 300 feet. (19 VSA 950, 951, and 952).

10. When the Town plans to place material to widen shoulders, or to excavate or regrade ditches, an effort will be made to consult and cooperate with landowners regarding those plans.

11. The Town must interfere with normal traffic flow from time-to-time to accomplish the investigation, planning and execution of routine maintenance activities. Vehicle mounted flashing lights, signs and/or flagmen will be used to warn of abnormal conditions which create a potential hazard. Failure of the public to exercise caution under these conditions, or to obey the signals of a flagman, can result in accident or injury.

By the Selectmen of the Town  
Miller G. Hewitt  
James M. Havill  
J. Peter Gratiot

# TOWN OF POMFRET

POMFRET, VERMONT

## WINTER ROAD MAINTENANCE

### TOWN POLICY

1. Roads will be plowed as soon as possible following a snow storm and the main paved road school bus route will, when possible, be plowed first.
2. Roads will be sanded when needed. Sanding may not be performed sooner than the day after plowing is finished.
3. When reported weather of snow and freezing rain is such that the roads cannot be fully plowed and/or sanded within a 12 hour work period, the department will use its best judgement on how to proceed and how to complete its task.
4. Individuals plowing driveways must not leave snow in the plowed portion of the road to interfere with town plowing.
5. Vehicles left in the travelled portion of a road, thus interfering with plowing or sanding operations, may be towed at the owner's risk and expense.
6. All decisions made by the Road Commissioner regarding maintenance, plowing and sanding of our town roads are final. The Road Commissioner is fully empowered to vary from these policies for circumstances he deems compelling.

### WE ASK THE FOLLOWING OF THE TRAVELLING PUBLIC:

Persons using Pomfret roads in winter must be aware that there is great variability in grade, curvature, and surface condition which will be encountered during and after storms. Winter tires in good condition are essential. Under icy conditions, until the roads are sanded, even 4-wheel drive and chains may not meet the needs.

Before travelling, give serious consideration to weather data available over the radio, television, and on the telephone. If the driving is going to be bad, adjust your plans to fit.

Time is required for the plow or sander to get to you and when road conditions are bad or there is an equipment breakdown it takes longer. There will be times on back roads when one should consider staying home.

By the Selectmen of the Town  
Miller G. Hewitt  
James M. Havill  
J. Peter Gratiot

5 February 1992