

Are there rules about MAILBOXES IN THE ROW?

Mailboxes are allowed in the right-of-way without a permit, but they must meet USPS requirements. View the full USPS rules at usps.com/manage/mailboxes.

Can I plant trees or flowers ALONG THE ROAD?

Vegetation in the ROW should be low enough that it does not impede visibility or create a hazard. Rocks, trees and other fixed objects are discouraged as they can be hazardous to the traveling public and maintenance/emergency vehicles. They can also be a potential liability for the property owner.

DID YOU KNOW?

Michigan county road agencies oversee at least 31 billion sq.-ft. of ROW.



(231) 757-2882



info@masoncountyroads.com



masoncountyroads.com



All About RIGHT-OF-WAY

- Maintenance
 - Ownership
 - And Everything Else
- You Need To Know

OUT ON
YOUR ROADS



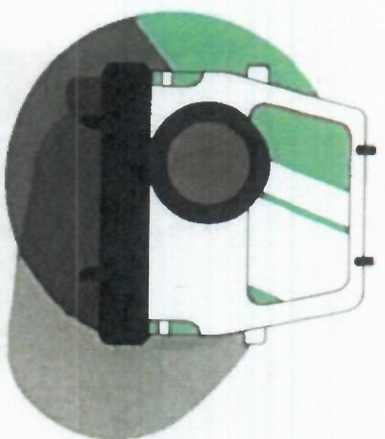
What is the **RIGHT-OF-WAY?**

Did you know that there's a name for the space on either side of the road?

It's called right-of-way (ROW), and it's an important part of road safety and maintenance.

The concept of road right-of-way was created in 1909 with the advent of automobiles. From the beginning, the road ROW was meant to provide adequate space on both sides of the road for water drainage and a safe recovery area for vehicles that leave the road surface.

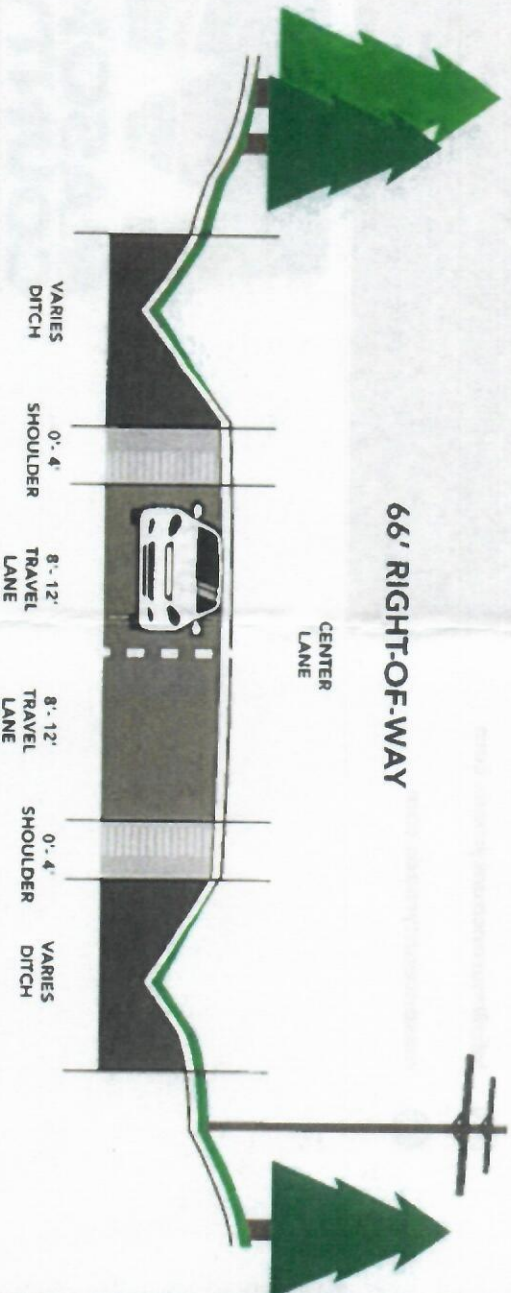
County road agencies have full jurisdiction of a permanent easement (control) of the ROW – typically 33 feet from each side of the centerline, or 66 feet in all.



What kind of **MAINTENANCE IS REQUIRED?**

- Debris pickup
- Guardrail replacement
- Sign and signal repair and replacement
- Tree/vegetation control or removal
- Mowing
- Clearing ditches
- Grading or leveling

66' RIGHT-OF-WAY



Who oversees **THE ROW?**

Since the ROW concept was created, this empty space along the road has also been appealing for government-regulated utilities. In fact, ROW was the key to electrification of Michigan from the 1930s on.

Telephone lines were later mounted on electrical poles. The first utility poles were installed in the ROW in the 1930s. Today, privately-owned cable, broadband and fiber companies want access to the ROW. This requires road agency approval.

County road agencies oversee the development and deployment of non-road infrastructure facilities in the ROW, including:

- Gas lines
- Water and sewer pipes
- Sidewalks and paths
- Electrical and telecommunications poles, cable and fiber

"What's the right-of-way?" GREAT QUESTION!

The right-of-way (ROW) concept was created to provide enough space on each side of the road for water drainage and a "safe space" for vehicles that leave the roadway.

County road agencies must balance their responsibility to keep drivers safe by minimizing obstacles and debris in the right-of-way.

DID YOU KNOW?

The county road agencies have a permanent easement (control) over the right-of-way land next to the road, which extends 33 feet in both directions from the centerline.



More Info
CONTACT US



(231)757-2882



info@masoncountyroads.com

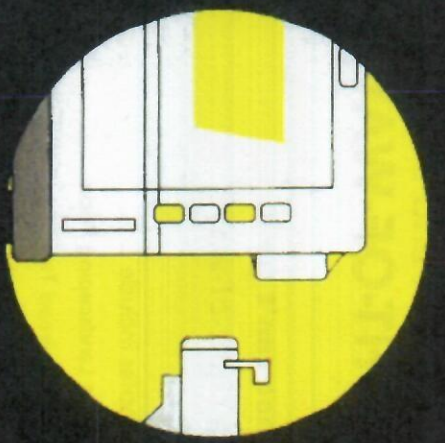


masoncountyroads.com

All mailbox regulations by the United States

Postal Services are posted here:

usps.com/manage/mailboxes.htm



All About MAILBOXES

- Placement
- Responsibilities
- And Everything Else You Need To Know

OUT ON
YOUR ROADS



Placement and the RIGHT-OF-WAY

What **can't** go in the right-of-way?



Examples include

- Landscaping Rocks
- Railroad Ties
- Concrete/Masonry Blocks
- Spikes
- Other permanently fastened things that could endanger errant vehicles

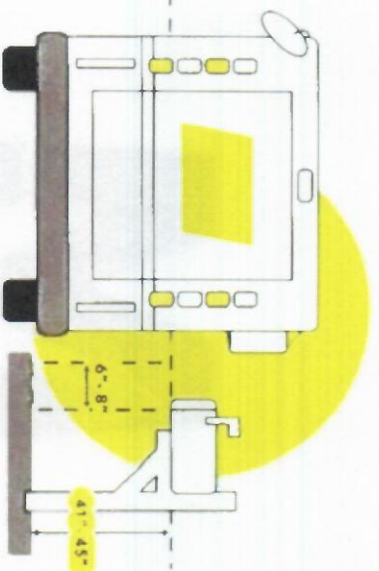
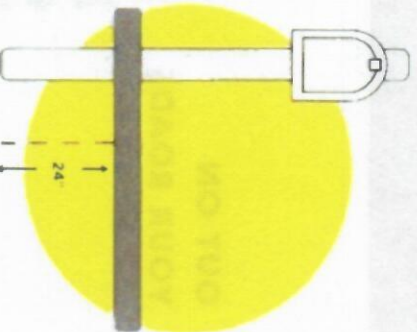
What **can** go in the right-of-way?



Your mailbox, if you follow the United States Postal Service (USPS) rules.

According to USPS rules, the mailbox should be at an offset from the edge of the pavement, so that the roadside face of the mailbox is no closer than three inches from the edge of the traveled lane.

That way, the mailbox is out of the way of maintenance crews, but still convenient for the mail carrier.



Unit and post RESTRICTIONS

USPS rules describe specific materials and sizes for the mailbox and its post.

A mailbox can be made of plastic and/or galvanized steel and should be attached to the post with enough strength to prevent separation.

The support post should be wooden or metal and cannot be driven more than 24 inches into the ground. Supports should never be set in concrete!

Multiple mailbox units cannot be mounted on one support, although lightweight newspaper tubes can be placed below the mailbox.

To see the full USPS rules, visit usps.com/manage/mailboxes.htm.

Protecting your mailbox FROM DAMAGE

Who's responsible if your mailbox falls down? You are. Mailboxes and posts in good condition can withstand the force of plowed snow. Occasional damage from winter plowing is unavoidable.

The county road agency is not liable for damage done while fulfilling its regular duties and/or maintaining the roadway, except in very limited situations like a direct hit.

Fortunately, there are some steps you can take to protect your mailbox!

- Make sure your mailbox is properly placed in the right-of-way.
- Check the post each autumn and replace it when it is damaged, worn out or wiggly in the soil.
- Put reflectors on the mailbox and post to help a snowplow driver see it.

What About **GRAVEL ROADS?**

Gravel roads are made of a variety of stone sizes and clay, which acts as a binder to stabilize crushed stone. When traffic disturbs the clay, airborne dust is generated.

DID YOU KNOW?

In most locations, county road agencies must treat gravel roads several times a year in order to keep dust under control.



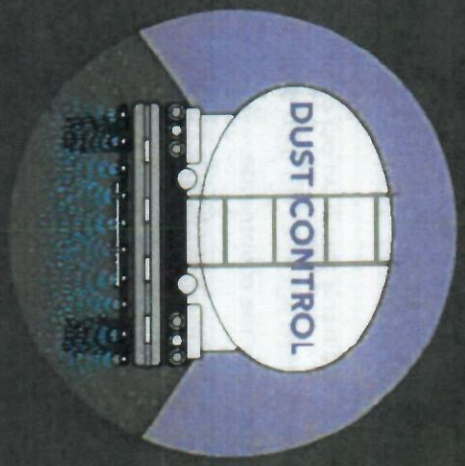
MASON COUNTY ROAD COMMISSION

More Info
CONTACT US

 (231) 757-2882

 info@masoncountyroads.com

 masoncountyroads.com



All About **DUST CONTROL**

- Challenges
- Maintenance
- And Everything Else
You Need To Know

**OUT ON
YOUR ROADS**



Why is DUST CONTROL NEEDED?

Michigan weather is tough on our gravel roads, and county road agencies do their best to reduce the dust out in the countryside.

How do road agencies reduce dust on unpaved roads?

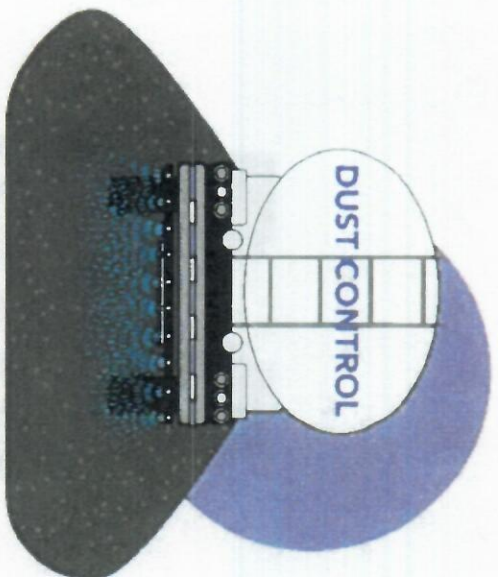
County road agencies grade roads and spray them to reduce the amount of dust. In some locations, a township may have a millage specifically for dust control on unpaved roads.

Why is dust control needed?

During dry weather, traffic on unpaved roads leads to dust, which can obscure the vision of motorists, affect adjacent property owners and escalate deterioration of the road surface.

Dust particles are essential to the stability of a road. But when they blow away, gravel roads begin to break down. Increased traffic and fly-away dust causes potholes, ruts, washboards, loss of road profile, loss of ditch lines and other problems.

To keep the dust under control, road agencies use a variety of different methods. All of them involve applying moisture to the road surface because it helps fine particles adhere to each other.



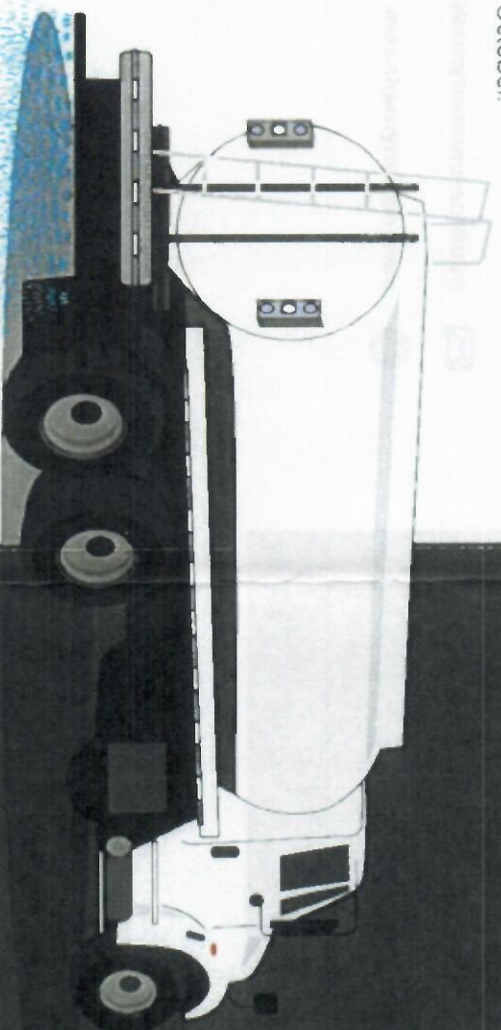
When are unpaved ROADS TREATED?

Unpaved road maintenance depends on the weather, so a dust control schedule isn't guaranteed. However, county road agency crews can help reduce dust by applying materials during dry summer and fall months – usually May to October.

What is used for DUST CONTROL?

Before applying dust control materials, the road agency grades the road surface. After grading, they may use one of the following materials to reduce dust:

- Calcium chloride
- Mineral brine
- Water
- Oil
- Oil emulsions
- Lignosulfonate
- Molex



When is the best time to RE-GRAVEL?

Dry summer and fall months are ideal times to re-gravel – usually May through October. Winter and spring weather conditions make it difficult to re-gravel. During winter when there is frost in the ground, not much can be done.

In the spring, as temperatures warm and frost comes out of the roadbed, the road becomes soft and unstable and will stay this way until moisture evaporates. Adding gravel to roads at this time often results in more mud.

In the summer, roads are graded before dust control treatments are applied.

Road agencies also aim to level gravel roads after it rains and the road has softened.

DID YOU KNOW?

Unpaved road maintenance is weather-dependent, so most county road agencies don't have a firm maintenance schedule.

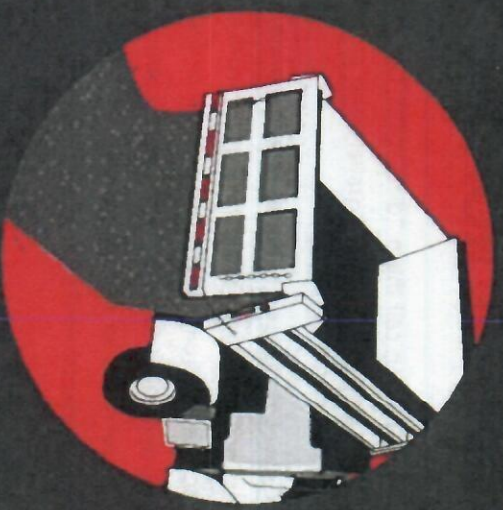


More Info CONTACT US

(231)757-2882

info@masoncountyroads.com

masoncountyroads.com



All About GRAVEL MAINTENANCE

- Challenges
- Maintenance
- And Everything Else You Need To Know

OUT ON
YOUR ROADS



GRAVEL ROADS

People often call them "dirt" roads, but unpaved roads are really made of gravel, sand and clay.

Gravel roads require careful maintenance.

It's not as easy as you think – crews work hard to keep our unpaved roads smooth and safe.

It's important to be knowledgeable about gravel roads so you can understand how maintenance works.

How do road agencies MAINTAIN GRAVEL ROADS?

Re-graveling is the process of grading (leveling or smoothing) an unpaved road and adding new gravel to the surface.

How else do road agencies maintain gravel roads?

In the summertime, besides grading and applying extra gravel, road agencies must:

- Mow and ditch
- Clean culverts
- Apply dust control materials

Mowing and ditching are needed for maintaining an obstruction-free zone for cars that go off the road and to drain water away from the roadbed.



"My gravel road is a MUDDY MESS."

Can you stop this springtime situation?"

Spring is a challenging time for gravel road maintenance. The best solution to this

problem is warm, dry temperatures and good wind. It's important to be patient, as adding gravel to muddy roads will only make them muddier. Our best bet is to wait it out until the road is moist enough to grade into a smooth condition, but not muddy.

What do road agencies use to GRAVEL ROADS?

Filling small spots with gravel or limestone helps keep the road surface safe for the traveling public. When projects require significant volumes of gravel or limestone, they are considered resurfacing work and beyond routine maintenance, which can cost \$35,000 - \$49,000 per mile.

