

**Town of Lyme**  
**NO THROUGH TRUCKING ORDINANCE**  
Approved by the Select Board on March 31, 2016

**ARTICLE I – No Through Trucking**

Section 1 – Authority to Regulate:

The Lyme Select board’s authority to adopt regulations is set forth in RSA 41:11 relating to regulation of the use of town roads, and RSA 47:17, VII and VIII which specifically authorizes the Select board to make special regulations as to the use of vehicles upon particular highways and to exclude such vehicles altogether from certain highways.

Section 2 – Conformity with Signs:

No person shall operate a vehicle in the Town of Lyme except in conformity with the requirements or directives of traffic signals, signs and devices, and in the manner specified in RSA Chapter 265.

Section 3 – Vehicular Traffic Restrictions (No Through Traffic)

No person shall operate a truck as defined by RSA 259:115-b, excepting as “light truck”, as defined in RSA 259:50 on the following streets in a manner that allows the operator to travel from one end of the street to the opposite end as through traffic without stopping for either business or as a resident of that street:

Baker Hill Road  
Goose Pond Road  
Grafton Turnpike  
River Road North (north of East Thetford Bridge)  
River Road South (south of East Thetford Bridge)

Section 4 – Waivers

The Select board shall have the authority in extraordinary circumstances to grant written permission to an applicant who applies in writing to permit deviation from the provisions of Article I, Section 3 of this ordinance, where the applicant demonstrates, in the sole and exclusive discretion of the Select board, that the circumstances are unique, the alternative route is unreasonable, and the use of the restricted public highway is in the public interest. The Board shall have the authority to attach such conditions to the grant of the waiver, as it deems prudent and necessary.

Section 5 – Penalty:

Failure to adhere to this ordinance shall be a violation and result in a fine of \$1,000.

Section 6 – Effective Date

Having held a duly noticed public hearing on March 24<sup>th</sup>, 2016, the Select Board by majority vote adopted this Ordinance on March 31, 2016 which shall be the effective date hereof.

Town of Lyme Select Board,



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Susan MacKenzie, Chair



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Patricia Jenks



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Charles Smith

# New Hampshire Town And City

## It's Mud Season: Weight Restrictions on Local Roads

*New Hampshire Town and City, March 2008*

By

### **Q. Do local officials have the authority to keep certain vehicles off of local roads?**

**A.** Local roads, meaning Class IV, V and VI highways, are especially vulnerable to damage in the spring. Since local officials have a statutory duty to maintain all Class V roads on a year round basis, New Hampshire statute, in RSA 231:190 and :191, allows them to take special steps to protect the roads from damage by imposing limits on the weight of vehicles that use the road. The limits may be permanent, or temporary. If there is a problem with a bridge or other structure, the limits may be permanent. If the problem relates to the spring thaw, the restriction is usually temporary.

### **Q. Why does most of the risk of damage occur in the spring?**

**A.** It's all about water and the freeze-thaw cycle. If a road is paved, and there is any crack in the surface, a water/sand/salt mixture will seep into the road base. The salt will cause this area to freeze at a lower temperature than the surrounding area, allowing more water to seep in. When the area eventually freezes, it heaves the pavement as much as four inches over a 10-foot distance in a process called "tenting." The uneven surface causes more cracks, and the process continues until the pavement is destroyed. On an unpaved road, the surface thaws while the subsurface stays frozen. Water can no longer drain away, and the surface becomes saturated, turning into mud. The mud cannot support the weight of a vehicle, allowing the wheels to sink until they hit the firm frozen layer, creating ruts as the vehicle moves forward. The ruts freeze overnight, and the process continues until the surface becomes impassable. The heavier the vehicle, the greater the potential for damage. Once the weather warms, the frost leaves all layers of the road, the water drains away, and both types of roads return to their ability to support heavy loads. The summer maintenance program must then deal with the damage caused during this vulnerable time.

### **Q. Since this happens every year, why aren't all roads built to handle the drainage, and minimize the damage?**

**A.** Because that would require every road to be built like an interstate highway, and we simply can't afford the cost. Many of our local roads came into existence when horses were the primary means of transportation, and the base layers were not built to withstand the weights of modern vehicles. Adding layer after layer of pavement does not solve the problem, because the base still can't take the load. Research shows that implementation of a spring restriction program will increase the life of pavement by 10 percent. If pavement is scheduled to last 30 years, that adds three years to the life of the road.

### **Q. What does the statute allow us to do to prevent damage to the roads?**

**A.** RSA 231:191 allows the governing body, in consultation with the highway agent, to establish

