

Section I: Routine Maintenance and Rehabilitation

Understanding Road Cross Section

Everyone involved in gravel road maintenance must understand the correct shape of the entire area within the road's right-of-way. Figure 1 shows a typical cross section of a gravel road. If states have minimum standards or policies for low-volume roads, they must be followed.

In order to maintain a gravel road properly, operators must clearly understand the need for three basic items: a crowned driving surface, a shoulder area that slopes directly away from the edge of the driving surface, and a ditch. The shoulder area and the ditch of many gravel roads may be minimal. This is particularly true in regions with very narrow or confined right-of-ways. Regardless of the location, the basic shape of the cross section must be correct or a gravel road will not perform well, even under very low traffic.

Paved roads are usually designed and then constructed with careful consideration given to correct shape of the cross section. Once paving is finished, the



Figure 1: The components of the roadway cross section.

roadway keeps its shape for an indefinite period of time. Gravel roads are quite different. Unfortunately, many of them are not constructed well initially. In addition, gravel roads tend to rut more easily in wet weather. Traffic also tends to displace gravel from the surface to the shoulder area and even to the ditch during dry weather. Managers and equipment operators have the continual responsibility of keeping the roadway properly shaped. The shape of the road surface and the shoulder area is the equipment operator's responsibility and is classified as routine maintenance.

Keeping the foreslope and ditch established and shaped is often the maintenance operator's responsibility as well. Obviously, the whole idea here is to keep water drained away from the roadway. Standing water at any place within the cross section (including the ditch) is one of the major reasons for distress and failure of a gravel road. There is sometimes a need for specialized equipment to do major reshaping of the cross section, especially in very wet conditions. However, the operator of routine maintenance equipment must do everything possible to take care of

Gravel Roads Maintenance And Design Manual Section I

Michael Brown



Gravel Roads Maintenance And Design Manual Section I:

Gravel Roads Ken Skorseth,2000 The purpose of this manual is to provide clear and helpful information for maintaining gravel roads Very little technical help is available to small agencies that are responsible for managing these roads Gravel road maintenance has traditionally been more of an art than a science and very few formal standards exist This manual contains guidelines to help answer the questions that arise concerning gravel road maintenance such as What is enough surface crown What is too much What causes corrugation The information is as nontechnical as possible without sacrificing clear guidelines and instructions on how to do the job right

Gravel Roads Ken Skorseth,Ali A. Selim,2000 **Gravel Roads** Ken Skorseth,2000 The purpose of this manual is to provide clear and helpful information for maintaining gravel roads Very little technical help is available to small agencies that are responsible for managing these roads Gravel road maintenance has traditionally been more of an art than a science and very few formal standards exist This manual contains guidelines to help answer the questions that arise concerning gravel road maintenance such as What is enough surface crown What is too much What causes corrugation The information is as nontechnical as possible without sacrificing clear guidelines and instructions on how to do the job right

National Management Measures to Control Nonpoint Source Pollution from Hydromodification ,2006

Walking Seasonal Roads Mary A. Hood,2012-05-18 Seasonal roads are defined as one lane dirt roads not maintained during the winter They function as connectors linking farmers to their fields neighbors to neighbors or two more well traveled roads to each other Some access hunting lands and recreational areas Some pass by cemeteries allowing people to visit and honor their dead They can be abandoned as people move and towns fade In every incarnation the seasonal road touches the land in a gentler way than do other roads Having traveled nearly every seasonal road in Steuben County New York Hood finds they provide the ideal vantage to contemplate the meaning of place offering intimate contact with plant and wildlife and the beauty of a rural landscape Each road reveals how our land is used how our land is protected and how environmental factors have impacted the land As a literary naturalist Hood reflects on endangered species and invasive species as well as on issues of conservation and sustainability From state forests to potato fields from development along Keuka Lake to vineyards from old family cemeteries to logging sites Walking Seasonal Roads is a celebration and an honoring of the rural and the regionalism of place illustrating the ways we connect to our home and to each other

Environmentally Sensitive Maintenance Practices for Dirt and Gravel Roads Steve Bloser,Dave Creamer,Carolyn Napper,Barry E. Scheetz,Tim Ziegler,2014 This field guide is organized to identify visual signs of problems associated with CAUSES and SOLUTIONS for the most commonly encountered road problems

AASHTO Maintenance Manual for Roadways and Bridges Kenneth A. Brewer,American Association of State Highway and Transportation

Officials,2007 **Environmentally Sensitive Road Maintenance Practices for Dirt and Gravel Roads** Agriculture Dept., Forest Service, National Technology & Development Program,2016-12-28 Over 1 6 million miles of dirt and gravel roads exist within

the United States providing a vital part of the nation's transportation system. An environmentally sensitive road maintenance practice is a practice that when implemented reduces the adverse effect of a road on the environment by treating the cause of the problem and is in keeping with the natural landscape. This illustrated field guide provides examples of environmentally sensitive maintenance practices which if implemented reduce erosion and sediment maintain subsurface hydrologic connectivity restore drainage density to more natural conditions and eliminate diversion potential. It is organized to identify visual signs and problems associated with CAUSES and SOLUTIONS for the most commonly encountered road problems: road surface, ditch, cutbank, etc. Highway inspectors, public works construction inspectors, building inspectors and engineers that must meet compliance with specifications, building codes and other regulations. Additionally, City engineers, concrete masonry contractors, road maintenance specialists and workers and technicians as well as County Road Supervisors may be interested in this volume. Students pursuing degree programs for Civil Engineering or certificates of study for Industrial Maintenance Technology or Public Works training in classes such as Roadway Asset Management Essentials or Inspecting Pavement Markings or certified Public Infrastructure Inspector courses may be interested in this print field guide as a handy reference. Related products: Sign Up for the Public Roads print subscription to begin receiving valuable guidance bimonthly from the U.S. Department of Transportation Federal Highway Administration here <https://bookstore.gpo.gov/products/sku/750-005-00000-4> ctid Drainage Manual can be found here <https://bookstore.gpo.gov/products/sku/024-003-00177-5> Field Book for Describing and Sampling Soils Version 3.0 is available for purchase here <https://bookstore.gpo.gov/products/sku/001-000-04758-2> Converging Waters Integrating Collaborative Modeling With Participatory Processes to Make Water Resources Decisions can be found here <https://bookstore.gpo.gov/products/sku/008-022-00349-5> Gravel Roads Construction and Maintenance Guide is available for purchase here <https://bookstore.gpo.gov/products/sku/050-001-00348-1> Designing Sustainable Off Highway Vehicle Trails An Alaska Train Manager's Perspective is available here <https://bookstore.gpo.gov/products/sku/001-001-00701-3> Other resources that may be of interest produced by the United States Department of Transportation USDOT can be found here <https://bookstore.gpo.gov/agency/199> Other publications produced by the U.S. Forest Service within the United States Department of Agriculture can be found here <https://bookstore.gpo.gov/agency/819>

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Bearing Capacity of Roads, Railways and Airfields Andreas Loizos, Imad Al-Qadi, Tom

Scarpas,2017-07-20 Bearing Capacity of Roads Railways and Airfields includes the contributions to the 10th International Conference on the Bearing Capacity of Roads Railways and Airfields BCRRA 2017 28 30 June 2017 Athens Greece The papers cover aspects related to materials laboratory testing design construction maintenance and management systems of transport infrastructure and focus on roads railways and airfields Additional aspects that concern new materials and characterization alternative rehabilitation techniques technological advances as well as pavement and railway track substructure sustainability are included The contributions discuss new concepts and innovative solutions and are concentrated but not limited on the following topics Unbound aggregate materials and soil properties Bound materials characteristics mechanical properties and testing Effect of traffic loading In situ measurements techniques and monitoring Structural evaluation Pavement serviceability condition Rehabilitation and maintenance issues Geophysical assessment Stabilization and reinforcement Performance modeling Environmental challenges Life cycle assessment and sustainability Bearing Capacity of Roads Railways and Airfields is essential reading for academics and professionals involved or interested in transport infrastructure systems in particular roads railways and airfields

The Highway Design and Maintenance Standards

Model: User's manual for the HDM-III model Thawat Watanatada, World Bank, 1987 This book describes the Highway Design and Maintenance Standards model HDM III and its constituent components and provides a comprehensive discussion of the submodels their interaction and the operational parameters involved The HDM III is designed to make comparative cost estimates and economic evaluations of different construction and maintenance options including different time staging strategies either for a given road project on a specific alignment or for groups of links on an entire network The user can search for the alternative with the lowest discounted total cost and can call for rates of return net present values or first year benefits If the HDM is used in conjunction with the Expenditure Budgeting Model the set of design and maintenance options that would minimize total discounted transport costs or maximize net present value of an entire highway system under year to year budget constraints can be determined The HDM III model is not only a readily usable program for handling voluminous computations automatically it is also a repository of the most extensive and consistent set of empirical data on the subject The information includes the qualitative structure and quantitative parameters of relationships among construction standards maintenance traffic characteristics road deterioration and vehicle operating costs

Monthly Catalog of United States Government Publications United States. Superintendent of Documents, 1995 February issue includes Appendix entitled Directory of United States Government periodicals and subscription publications September issue includes List of depository libraries June and December issues include semiannual index *Monthly Catalogue, United States Public Documents*, 1995

Low-Volume Road Engineering Robert A. Douglas, 2018-10-09 Everything that sustains us grown mined or drilled begins its journey to us on a low volume road Long Defined as roads with traffic volumes of no more than 400 vehicles per day they have enormous impacts on economies communication and social interaction Low volume roads

comprise at one end of the spectrum farm to market roads roads in developing countries northern roads roads on aboriginal lands and parklands and at the other end of the spectrum heavy haul roads for mining oil and gas oil sands extraction and forestry Low Volume Road Engineering Design Construction and Maintenance gives an international perspective to the engineering design of low volume roads and their construction and maintenance It is a single reference drawing from the dispersed literature It lays out the basic principles of each topic from road location and geometric design pavement design slope stability and erosion control through construction to maintenance then refers the reader to more comprehensive treatment elsewhere Wherever possible comparisons are made between the standard specifications and practices existing in the US Canada the UK South Africa Australia and New Zealand Topics covered include the following Road classification location and geometric design Pavement concepts materials and thickness design Drainage erosion and sediment control and watercrossings Slope stability Geosynthetics Road construction maintenance and maintenance management Low Volume Road Engineering Design Construction and Maintenance i s a valuable reference for engineers planners designers and project managers in consulting firms contracting firms and NGOs It also is an essential reference in support of university courses on transportation engineering and planning and on mining oil and gas and forestry infrastructure **Monthly Catalog of United States Government Publications** ,1996-07 State and Local Highway Training and Technology Resources ,1994 **Enron Oil and Gas Company Burly Area Project** ,1994 *Municipal and County Engineering* ,1922 Vols 76 83 93 include Reference and data section for 1929 1936 46 1929 called Water works and sewerage data section *Local Road Surfacing Criteria* Kathryn A. Zimmerman,2004 **Expanded Moxa Arch Area Natural Gas Development Project, Sweetwater County, Lincoln County, Uinta County** ,1996

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