

**LAMONT COUNTY**

**POLICY**

- TITLE : GRAVEL ROAD MAINTENANCE GUIDELINES
- AUTHORITY : PUBLIC WORKS
- POLICY STATEMENT : GRAVEL ROADS SHALL BE MAINTAINED TO A CONSISTENT STANDARD
- PURPOSE : TO PROVIDE GUIDELINES FOR MAINTENANCE OF GRAVEL ROADS
- POLICY RESOLUTION : 99-298, 02-300, 06-325
- PROCEDURE :
1. The roadway should be bladed to remove all potholes, washboards and ruts. When blading road surfaces, shoulders should be kept free of grass and ridges to prevent moisture build-up. Sod lumps should be worked across the roadway to separate gravel material and break up lumps. Operators should avoid cutting sod along the edge of the roadways after June 30<sup>th</sup>.
  2. The finished roadway should have a uniform crown of 3-5% in accordance with road width.
  3. All curves must be bladed in such a manner as to maintain the designed super elevation.
  4. When blading bridge approaches, materials should be carried up to the edge of the deck. Excess material should be back bladed to keep the deck free of excess material.
  5. Railway crossings should be treated in the same manner as bridge decks. The crossing must be inspected by the operator to ensure no material has been deposited on the crossing or in the flangeways.

6. Roadways should be bladed through intersections with the material spread back evenly to eliminate ridges and provide a smooth surface. The crown on the main roadway should be maintained through the intersection while the crown of the intersecting roadways should be feathered back.
7. Areas that are not smooth and firm after normal blading may require additional attention. At the discretion of the Road Foreman, minor repairs on small holes and soft areas may be performed by scarifying the area, and then blading out, reworking and re-laying the material. In some instances, additional granular material may be required to complete the work.
8. The operator should remove all large rocks that appear on the roadway during regular blading.
9. Windrowed material should not be left on the roadway overnight; however, if an emergency requires a windrow to be left overnight adequate warning devices must be in place.
10. Extreme caution must be exercised when maneuvering while blading intersections.
11. Over a period of time, the roadway wears down leaving a drop off from farm approaches to the road. These drop offs should not be allowed to become too excessive. Work on the approaches to the road will be necessary from time to time to remedy this situation.
12. The amber beacon should be in operation at all times when the grader is in operation, deadheading, or stopped on a roadway. All flags must be kept in good condition in order that the machine will be as visible as possible to the motorist in both dust and snow conditions.
13. After the first snow fall it is desirable to leave some snow on the roadway at the discretion of the operator, to form a crust over the loose gravel to stabilize the surface material when it freezes. This minimizes future gravel loss from snowplowing.

14. Mower operators will coordinate with grader operators in each area so they mow soon after the grader has done a road so as to give the grass left behind by the mowers a chance to dry up and be blown off by passing traffic between routine grading, thus lessening the “balling up” effect created when the graders make passes down a recently mowed roadway ditch.
15. Grader operators will not grade roads where ditch cutting has happened for ten days, unless there is a request from public for that road to be graded, the situation will be investigated.