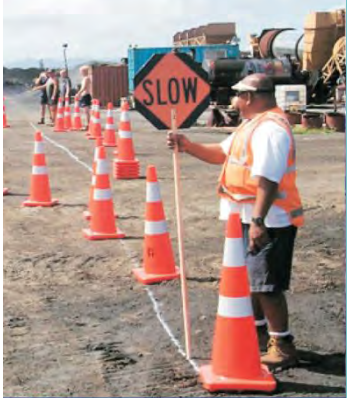




Maintenance Grading Best Practice

Mike Watty – Fulton Hogan Ltd, Wanganui



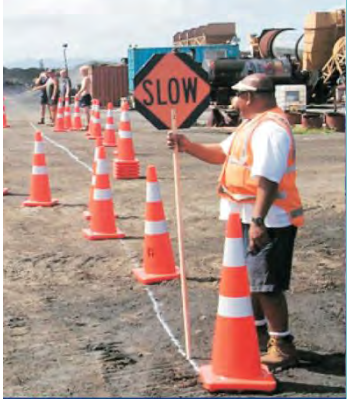
Inspections

- Monthly Inspections
- Benefits for the Contractor
 - Reduced annual grading costs
 - Gives the opportunity to also create drainage and maintenance metal programmes
- Benefits for the Client
 - Accurate network deterioration information
- General Maintenance
 - Alternative methods to maintain unsealed roads
 - Spraying grass



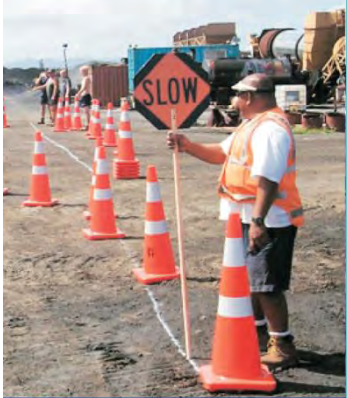
Choosing the most appropriate time of year for maintenance grading

- Spring and Autumn
Best time for aggressive grading
- Summer
Management of running course
- Winter
Touch-ups only



Shape

- Super elevation
4% to 7%
- Crown
- Grader passes



Troubled Areas

- Grading inside of corners

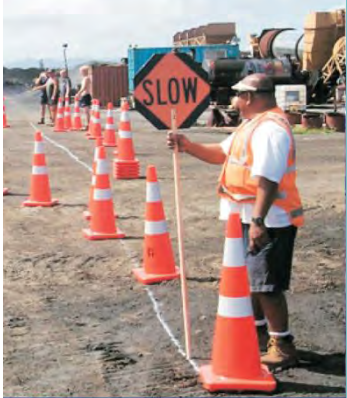
Blade angle – Try the blade more perpendicular to the grader cab than at the usual 45deg

- Potholes and Corrugations

Usually caused by poor shape and weak pavement

Standard grading only fills the holes and ruts with metal

Rip and re-constitute the surface to form a consistent pavement



Shoulders

- High Shoulders
Can be useful and act as a kerb & channel
- Cut-outs
Use appropriate locations to avoid scouring



Maintenance Metal

- Migration towards the shoulders
- Pull back shoulder metal to increase width
- Spreading new maintenance metal



A Fulton Hogan PowerPoint Presentation