Maintenance Grading
Best Practice

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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-establish 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