



# 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