

Iowa LTAP Mission

To foster a safe, efficient, and environmentally sound transportation system by improving skills and knowledge of local transportation providers through training, technical assistance, and technology transfer, thus improving the quality of life for Iowans.

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Just for street and

Adjusting continued from page 3

You may have to make several passes with the grader to get to the bottom of a corrugated area (washboarding). See figure 6. For heavier grading, tilt the moldboard back. See figure 7.

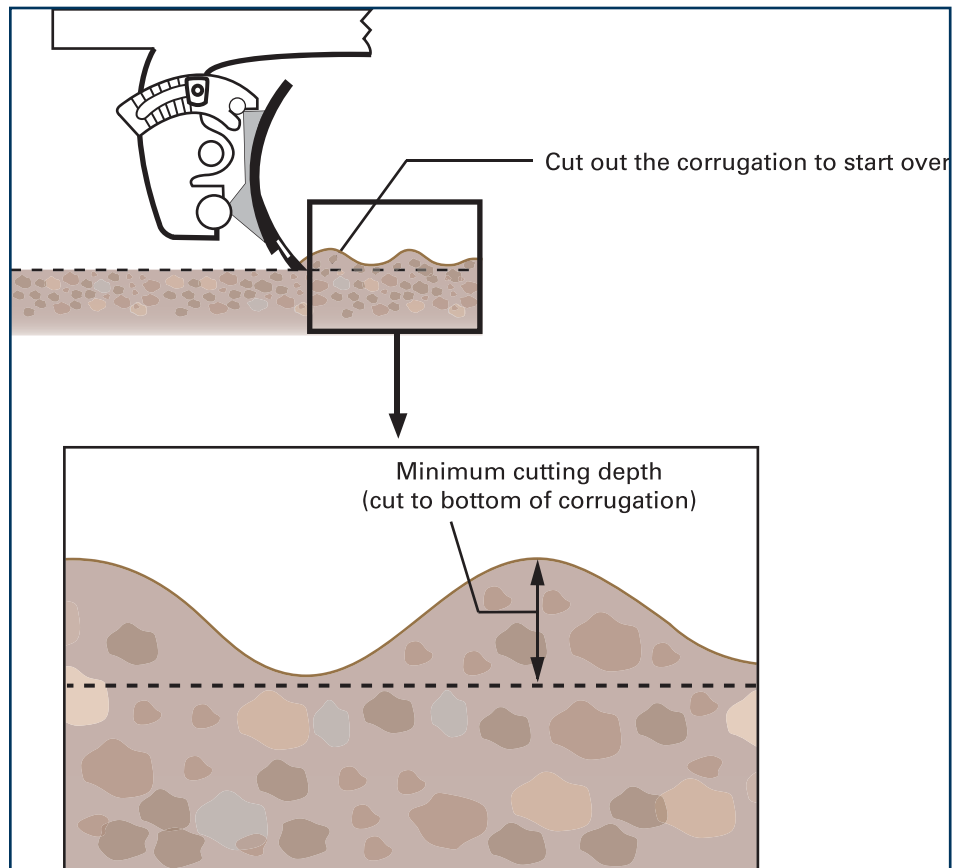


Figure 6. Cutting out a washboard

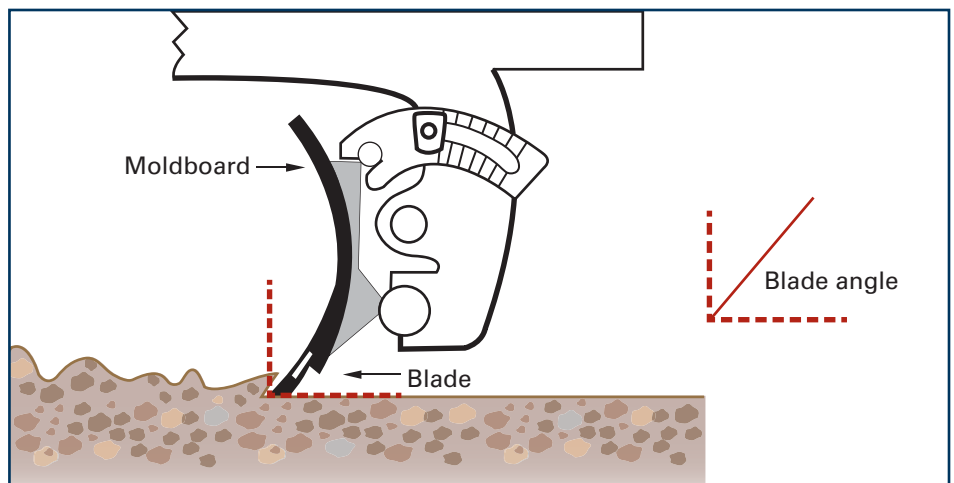


Figure 7. Moldboard tilted backward for heavier grading or more aggressive cutting



Just for street and

Providing dust control

Shoulders continued from page 5

To correct shoulder deficiencies, regularly perform the following maintenance activities:

- **Repairing high shoulders.** Shoulders higher than the adjacent pavement should be reshaped and compacted. If vegetation in the shoulder is part of the problem, use a mechanical mixer to break up roots and follow with blading.
- **Repairing erosion and secondary ditches.** Refill, reshape, and compact earth and gravel shoulders in accordance with the original design.
- **Mowing.** Mow earth shoulders regularly. Consult your supervisor, and follow your agency's policies and procedures.
- **Managing obstacles in the clear zone.** Agencies must manage fixed-object improvements located on the shoulder and within the clear zone. The goal is to eliminate collision hazards. If you see fixed objects in the clear zone, notify your supervisor. (See "Final Iowa rule on obstructions in ROW" in the May–June 2006 issue of *Technology News*.)
- **Maintaining shoulders at driveways.** Be aware of the area where a driveway interconnects with the shoulder. Be careful that shoulder maintenance operations do not negatively impact adjacent property owners. Figure 11 shows the proper drainage point for a driveway. ■

(Based on chapter 3 of the *Local Roads Maintenance Workers' Manual*, TR-514)

All granular surfaced roads, whether natural gravel or crushed stone, will produce dust under traffic.

The amount of moisture in the area has a great effect on the amount of dust.

The quality of granular material also has a major impact. Limestone develops the most dust. Glacial gravel, with highly plastic clay, is less prone to developing dust.

Applying dust control products (or dust stabilizers) on higher-volume granular surfaced roads may be cost effective.

Dust continued on page 7



Figure 10. Secondary ditches in shoulders can cause many roadway problems.

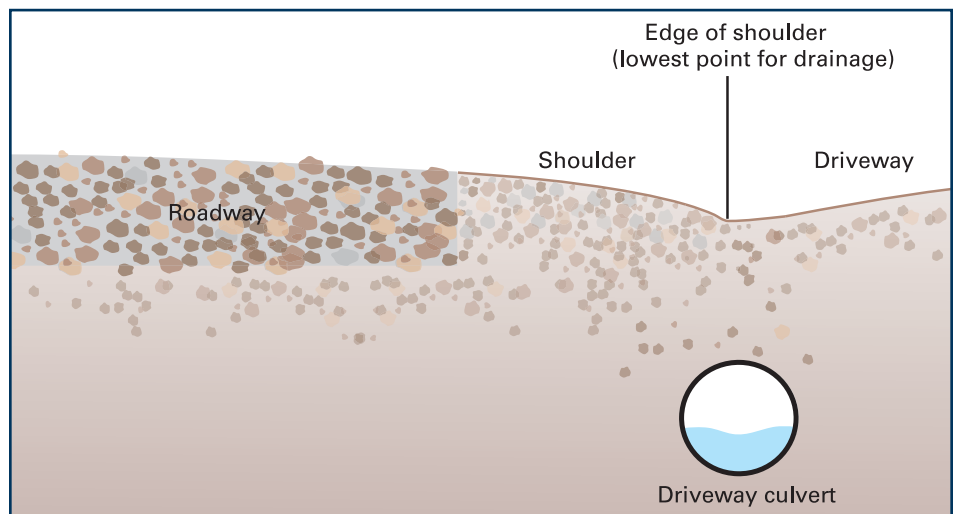


Figure 11. Maintain proper drainage point at driveways.

