

**NATURAL RESOURCES CONSERVATION SERVICE
CONSERVATION PRACTICE STANDARD
RHODE ISLAND**

ACCESS ROAD

(Ft.)

CODE 560

DEFINITION

A travel-way for equipment and vehicles constructed as part of a conservation plan.

PURPOSE

To provide a fixed route for vehicular travel while protecting the soil, water, air, fish, wildlife, and other adjacent natural resources.

CONDITIONS WHERE PRACTICE APPLIES

Where access is needed from a private or public road or highway to a land use enterprise or conservation measure, or where travel ways are needed in a planned land use area to carry out resource activities involving the management of timber, livestock, agriculture, wildlife habitat, and other conservation enterprises.

GENERAL CRITERIA APPLICABLE TO ALL PURPOSES

Laws and Regulations. All Federal, state, and local laws, rules, and regulations, including local inland wetland agency regulations, governing the construction and use of this practice as well as setbacks from wells, surface water and property boundaries shall be followed. Planned work shall comply with all federal, state, and local laws and permit conditions and requirements. **The landowner shall obtain all necessary permits prior to construction or any land clearing activities.**

Access roads shall be designed to serve the enterprise or planned use with the expected

vehicular or equipment traffic. The type of vehicle or equipment, speed, loads, soil, climatic, and other conditions under which vehicles and equipment are expected to operate need to be considered. Planned work shall comply with all federal, state and local laws and regulations.

Where general public use is anticipated, roads shall be designed to meet applicable federal, state and local criteria.

Location. Roads shall be located to serve the purpose intended, to facilitate the control and disposal of surface and subsurface water, to control or reduce erosion, to make the best use of topographic features, and to include scenic vistas where possible. The roads should generally follow natural contours and slopes to minimize disturbance of drainage patterns. Roads shall be located where they can be maintained and where water management problems are not created. To minimize the risk of pollution, roads shall be located away from wetlands and watercourses. Utilize buffers where possible to protect waterbodies. See additional discussion under Considerations.

Alignment. The gradient and horizontal alignment shall be adapted to the intensity of use, mode of travel, the type of equipment and load weights, and the level of development.

Grades normally should not exceed 10 percent except for short lengths. Maximum grades of 18 percent should only be exceeded if necessary for special uses such as logging roads, field access roads, fire protection roads or other roads not

accessible for use by the general public.

For stream crossings, the road should be aligned so that it crosses perpendicular to the channel as much as possible.

Width. The minimum width of the roadbed is 14 ft for one-way traffic and 20 ft for two-way traffic. The roadbed width includes a tread-width of 10 feet for one-way traffic or 16 feet for two-way traffic. Each type of road also requires 2 feet of shoulder width on each side. Single-lane logging or special-purpose roads can have a minimum width of 10 feet, with greater widths at curves and turnouts. The two-way traffic tread width shall be increased approximately 4 feet for trailer traffic. The shoulder width may be either gravel or grass.

Turnouts shall be used on single lane roads where vehicles travel in both directions on a limited basis. Where turnouts are used, road width shall be increased to a minimum of 20 feet for a distance of at least 30 feet.

Side Slopes. All cuts and fills shall be designed to have stable slopes of a minimum of 2 horizontal to 1 vertical on heights of less than 4 feet. For short lengths, rock areas, or very steep hillsides, steeper slopes may be permitted, if soil conditions warrant and special stabilization measures are installed.

Areas with geological conditions and soils subject to slides shall be avoided or treated to prevent slides.

Drainage. The type of drainage structure used will depend on the intended use and runoff conditions. Culverts, bridges, fords, or grade dips for water management shall be provided at all natural drainage ways. The capacity and design shall be consistent with sound engineering principles and shall be adequate for the class of vehicle, type of road, development, or use. When a culvert or bridge is installed in a drainage way, its minimum capacity shall convey the design storm runoff without causing erosion or road overtopping. Table 1 lists minimum design storm frequencies for various road types.

Table 1

Minimum Design Storm Frequencies for Various Road Types

Road Type	Storm Frequency
Forest Access Roads, Farm Field Access Roads	2 year - 24 Hour
Farm Driveways, Recreation Facility Access Roads	10 year - 24 Hour
Public Access Roads, Camp grounds, Etc.	25 year - 24 Hour

An erosion-resistant low point or overflow area may be constructed across the access road to supplement culvert capacity on non-public use roads. Culverts, bridges, fords and hardened overflow areas should be installed so the road crossing does not significantly impact fish migration.

Roadside ditches shall be adequate to provide surface drainage for the roadway and deep enough, as needed to serve as outlets for subsurface drainage. At a minimum, the roadside ditch shall be 1.0 foot below the top of road surface to provide internal drainage. Ditch channels shall be designed to be on stable grades or protected with structures or linings for stability.

Water-breaks or water-bars may be used to control surface runoff on low-intensity use forest, ranch or similar roads. On steep grades where runoff and erosion is anticipated down the road, water bars should be considered. Water bars must be constructed of materials that are compatible with the use and maintenance of the road surface. Water bar discharge areas must be well vegetated or have other erosion resistant materials. See Figure 1. Recommended Spacing of Relief Culverts and Water Bars Based on Soil Type.

Surface crowning can also help direct road runoff into the side drainage ditches. Unobstructed flow into the ditches must be maintained to prevent flows from causing roadside erosion. Provide a turnaround at the end of dead end roads. In some areas, turnarounds may also be desirable for

stream, lake, recreation, or other access purposes.

Provide parking space as needed to keep vehicles off the road or from being parked in undesirable locations.

Surfacing. Access roads shall be given a wearing course or surface treatment if required by traffic needs, soil, climate, erosion control, or particulate matter emission control. The type of treatment, if needed, depends on local conditions, available materials, and the existing road base. Where these factors or the volume of traffic are concerns, special treatment of the surface may be required. On weak bearing capacity soils such as silts, organics, and clays, the surface treatment should be underlain with a geotextile material specifically designed for road stabilization applications when the road is used on a regular basis.

Unsurfaced roads may require controlled access to prevent damage or hazardous conditions during adverse climatic conditions.

Toxic and acid-forming materials shall not be used on roads. This should not be construed to prohibit use of chemicals for dust control and snow and ice removal after considering

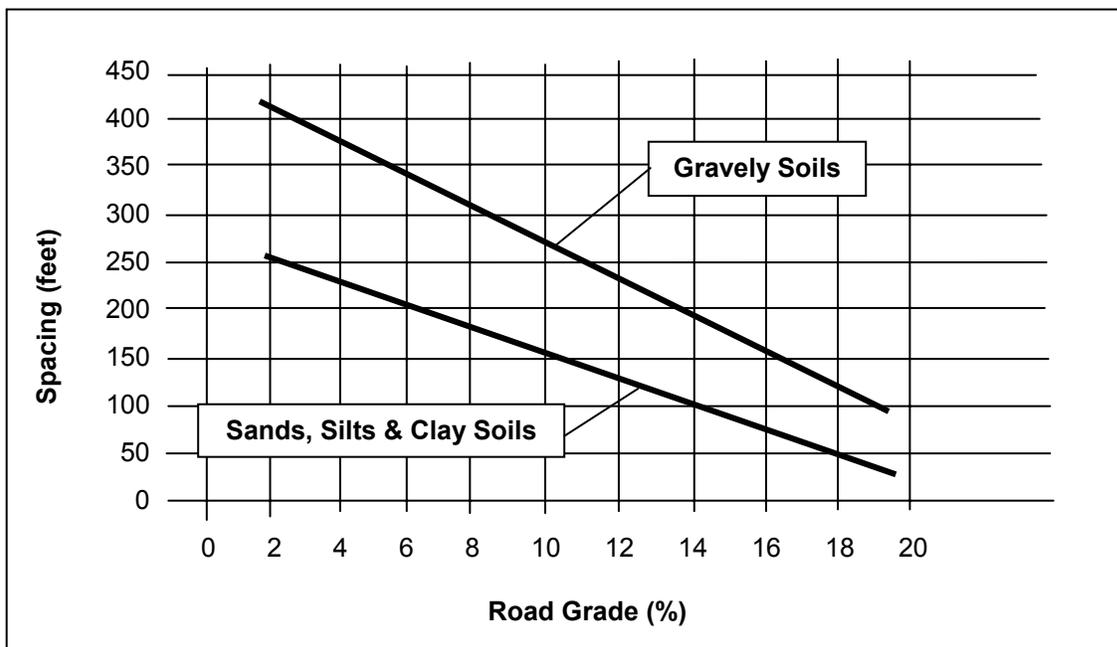
potential impacts on stabilizing vegetation.

Utilize additional conservation practices to reduce the potential for generation and transport of particulate matter emissions.

Construction Operations. Construction operations should be carried out in such a manner that erosion and air and water pollution are minimized. Construction shall include the following requirements as necessary for the job:

1. Trees, stumps, roots, brush, weeds, and other objectionable material shall be removed from the work area.
2. Unsuitable material shall be removed from the roadbed area.
3. Grading, sub-grade preparation, and compaction shall be done as needed.
4. Surfacing shall be done as needed.
5. Measures must be in place to limit the generation of particulate matter during construction.

Figure 1
Recommend Spacing of Relief Culverts and Water Bars Based on Soil Types



Traffic Safety. Passing lanes, turnouts, guardrails, signs, and other facilities as needed for safe traffic flow shall be provided. Traffic safety shall be a prime factor in selecting the angle and grade of the intersection with public highways. Preferably, the angles shall be not less than 85 degrees. The public highway shall be entered either at the top of a hill or far enough from the top of a curve to provide visibility and a safe sight distance. The clear sight distance to each side shall not be less than 300 feet or as required by the Rhode Island Department of Transportation or local regulations.

Erosion Control. A soil erosion and sediment control plan shall be developed and implemented. Watercourses and water quality shall be protected during and after construction by erosion-control facilities and maintenance.

If soil and climatic conditions are favorable, roadbanks and disturbed areas shall be vegetated as soon as possible and skid trails, landings, logging, and similar roads shall be vegetated after harvesting or seasonal use is completed (see Rhode Island NRCS Practice Standard 342, Critical Area Planting). If the use of vegetation is precluded, protection against erosion shall be provided by non-vegetative materials, such as gravel or other organic or inorganic material (see Rhode Island NRCS Practice Standard 484, Mulching), or in accordance with local regulations and/or the provisions of the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control.

Roadside channels, cross drains, and drainage structure inlets and outlets shall be designed to be stable (see Rhode Island NRCS Practice Standard 587, Structure for Water Control). If protection is needed, riprap or other similar materials shall be used.

CONSIDERATIONS

Consider visual resources and environmental values during the planning and designing of the road system.

When available, consider using organic bio-degradable materials as a surface treatment.

Access roads should be located where minimal adverse impacts will affect wetlands, waterbodies wildlife habitat, and air quality. Consideration should be given to the following:

- Effects on downstream flows or aquifers that would affect other water uses or users.
- Effects on the volume and timing of downstream flow to prohibit undesirable environmental, social, or economic effects.
- Short-term and construction-related effects of this practice on the quality of on-site downstream water courses.
- Effects of sediments, pathogens, and soluble and sediment-attached substances that would be carried by runoff from construction activities.
- Effects on wetlands and water-related wildlife habitats that would be associated with the practice.
- Establishing vegetation on road shoulders wider than the 2-4 ft.
- Limiting the number of vehicles and vehicle speed will reduce the potential for generation of particulate matter and decrease safety and air quality concerns.

PLANS AND SPECIFICATIONS

Plans and specifications shall be in keeping with this standard and shall describe the requirements for applying the practice to achieve its intended purpose. Plans and specifications shall include construction plans, drawings, job sheets or other similar documents. These documents shall as a minimum, specify the requirements for installing the practice and include the kind, quantity and quality of materials to be used.

To the extent practical, specifications shall conform to NRCS National Engineering Handbook Parts 642 and 643 (Section 20).

AS-BUILT DRAWINGS

As built drawings shall be prepared showing all pertinent element and elevations as actually installed, and a copy shall be provided to the owner / operator upon construction completion.

OPERATION AND MAINTENANCE

An Operation and Maintenance (O&M) plan shall be prepared for, reviewed and signed by the landowner or operator. The plan shall specify that the treated areas and associated practices are inspected annually and after significant storm events to identify repair and maintenance needs:

1. Inspect culverts, roadside ditches, water bars and outlets after each major runoff event and restore flow capacity as needed.
2. Minimize the damage to vegetative buffers adjacent to the road when it is necessary to chemically treat the road surface to maintain erosion protection.
3. Maintain vegetated areas in adequate cover to meet the intended purpose(s).
4. Fill low areas in travel treads and re-grade, as needed, to maintain road cross section.
5. Inspect roads with water-bars periodically to insure proper cross section is available and outlets are stable.
6. Conservation practices that limit particulate matter emissions should be incorporated into long-term maintenance plans.