

**NATURAL RESOURCES CONSERVATION SERVICE
CONSERVATION PRACTICE STANDARD**

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 for resource activities involving the management of timber, livestock, agriculture, wildlife habitat, and other conservation enterprises 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.

Access roads range from seasonal use roads, designed for low speed and rough driving conditions, to all-weather roads heavily used by the public and designed with safety as a high priority. Some roads are only constructed for a single purpose; i.e. control of forest fires, logging and forest management activities, access to remote recreation areas, or access for maintenance of facilities.

CRITERIA

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.

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

Federal, State and Local Laws and Permits

Design and construction activities shall comply with all federal, state, and local laws, rules, and regulations governing activities in or along streams, pollution abatement, health, and safety.

The owner or operator is responsible for securing all required permits or approvals and for performing all planned work in accordance with such laws and regulations. NRCS employees are not to assume responsibility for procuring these permits, rights, or approvals, or for enforcing laws and regulations. NRCS may provide the landowner or operator with technical information needed to obtain the required rights or approvals to construct, operate, and maintain the practice.

Permits may be required from the following agencies when obstruction

NRCS, NHCP

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NRCS, WV

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Conservation practice standards are reviewed periodically and updated if needed. To obtain the current version of this standard, contact your Natural Resources Conservation Service [State Office](#) or visit the Field Office Technical Guide.
Note: Bold italics is information added or changes made to the National Conservation Standard by WV.

removal is performed within the boundaries of a stream or floodplain or if burning is required:

1. **WV Division of Forestry**
2. **US Army Corps of Engineers (USACE)**
3. **WV Department of Environmental Protection (Air, Land, Water and Waste, Permitting, other)**
4. **Division of Natural Resources Office of Land and Streams**
5. **US Fish and Wildlife Service**
6. **Local, state and county ordinances**

All required permits shall be approved before construction implementation.

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 reduce potential pollution, roads shall be located away from watercourses. Overland flow should not be impeded. Utilize buffers where possible to protect water-bodies.

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 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.

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.

Culverts shall be a minimum of 12 inches in diameter and installed at a depth at least 12 inches below the subgrade of the road, unless other conditions dictate more stringent requirements.

Table 1	
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

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 *and WV Silvicultural Best Management Practices for Controlling Soil Erosion and Sedimentation from Logging Operations.*

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. If these factors or the volume of traffic is not a problem, no special treatment of the surface is 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. **Reference, WV Conservation Practice Heavy Use Protection Area (561) or WV DEP Erosion and Sediment Control BMP Manual (Chapter 3), for road foundation and surfacing criteria. Bituminous pavement, concrete, aggregate or other suitable surfacing material may be used. The subgrade established for the road shall be crowned at least 0.5 inch per foot of width, except where there is a grade dip for drainage.**

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.

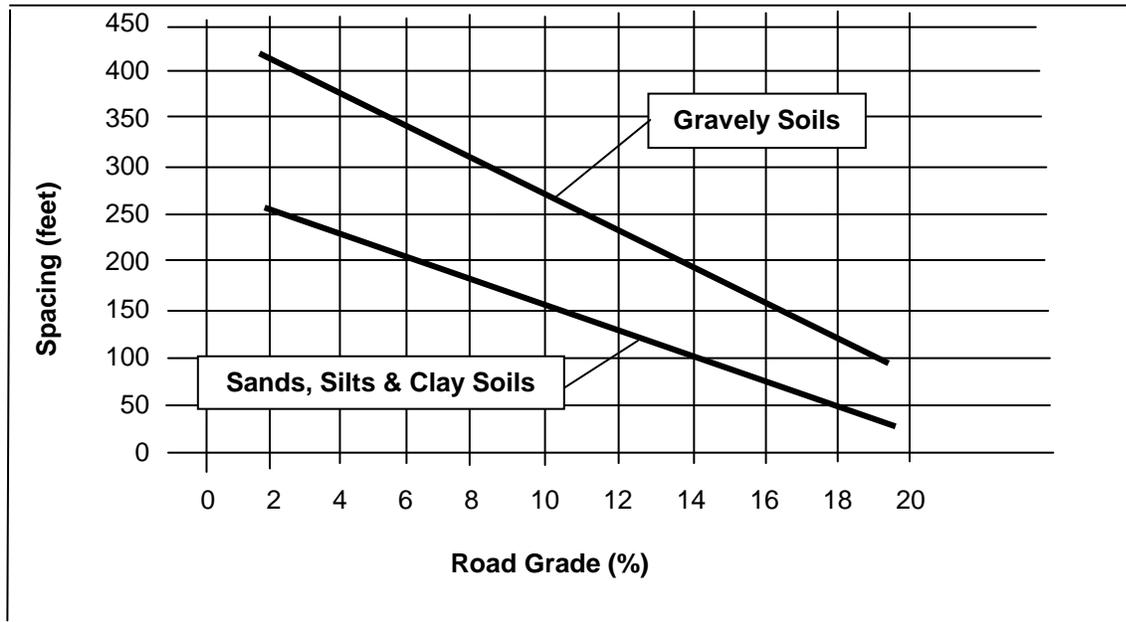
Construction Operations. Construction operations should be carried out in such a manner that erosion and air and water pollution are minimized and held within legal limits. Construction shall include the following requirements as necessary for the job:

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.

6. Balance cut and fill quantities when practicable.

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 or 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 local regulations.

Erosion Control. If soil and climatic conditions are favorable, road banks 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 Critical Area Planting-342). If the use of vegetation is precluded and protection against erosion is needed, protection shall be provided by non-vegetative materials, such as gravel or other organic or inorganic material (see Mulching 484), or in accordance with local regulations.

Roadside channels, cross drains, and drainage structure inlets and outlets shall be designed to be stable (see Structure for Water Control - **584**). If protection is needed, riprap or other similar materials shall be used.

Watercourses and water quality shall be protected during and after construction by erosion-control facilities and maintenance. Filter strips, water and sediment control basins, and other conservation practices shall be used and maintained as needed.

CONSIDERATIONS

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

When available, consider using organic biodegradable materials as a surface treatment.

Access roads should be located where minimal adverse impacts will affect wetlands, water bodies, watercourses, 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.
- Overall effects on erosion and the movement of sediment, 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 for constructing access roads shall be in keeping with this standard and shall describe the requirements for applying the practice to achieve its intended purpose.

OPERATION AND MAINTENANCE

An operation and maintenance plan will be developed, (*reference WV Access Road O&M*).

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.

REFERENCES

1. **WV DEP “West Virginia Erosion and Sediment Control Best Management Practice Manual” Chapter 3 -**
<http://apps.dep.wv.gov/dwwm/stormwater/BMP/index.html>
2. **West Virginia Division of Forestry “WV Silvicultural Best management Practices for Controlling Soil Erosion and Sedimentation from Logging Operations” –**
<http://www.wvforestry.com/BMP%20Book%202009.pdf>
3. **USDA Forest Service, Northeastern Area State and Private Forestry, NA-TP-06-98**
Radnor PA July 1998, “A Landowner’s Guide to Building Forest Access Roads “ –
<http://www.na.fs.fed.us/Spfo/pubs/stewardship/accessroads/accessroads.htm>
4. **National Engineering Handbook (NEH)**
Title 210- Section 5- Hydraulics, Part 630 Hydraulics, Part 630 Hydrology, Part 560 Engineering Field Handbook
5. **WV5- Engineering Field Handbook, Appendix A- Quick Reference Design and Construction Support Data for Conservation Practices**
6. **Associated Practice Standards such as WV Conservation Practice Structure for Heavy Use Protection Area (561), Waste Storage Facility (313) Structure for Water Control (587), etc. located in WV e-FOTG Section IV- at**
<http://www.nrcs.usda.gov/technical/efotg/> (click on WV from the US map).
7. **NRCS National and State Utility Safety Policy (NEM Part 503-Safety, Subpart A - Engineering Activities Affecting Utilities 503.00 through 503.06)**
8. **Miss Utility of West Virginia (MUWV); Call Before you Dig, 1-800-245-4848 -**
<http://www.muwv.org/>
9. **NRCS National and State Utility Safety Policy (NEM Part 503-Safety, Subpart A Engineering Activities Affecting Utilities 503.00 thru 503.06)**
10. **“A Century of Lessons about Water Resources in Northeastern Forests” – James W. Hornbeck and James N. Kochenderfer**