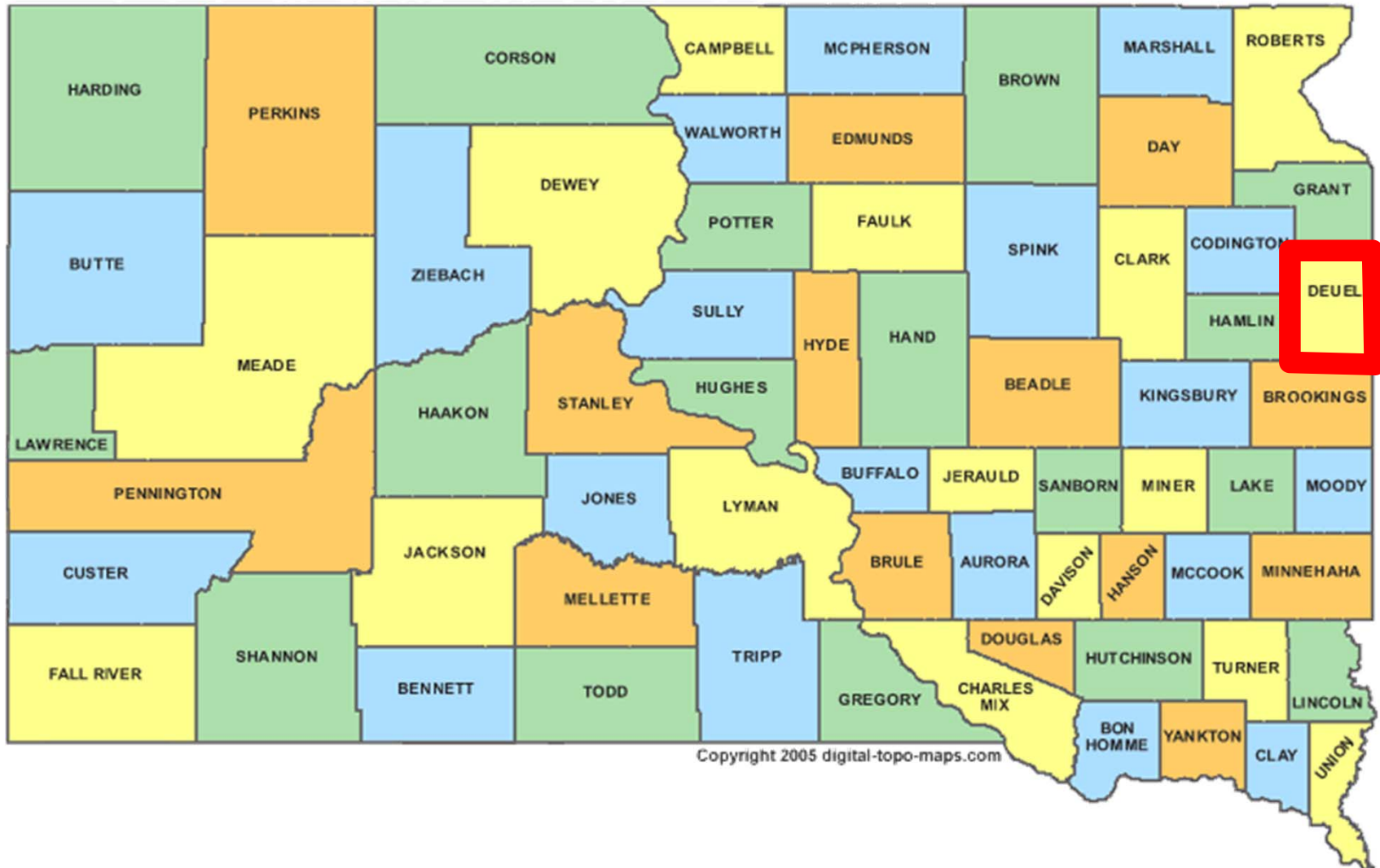


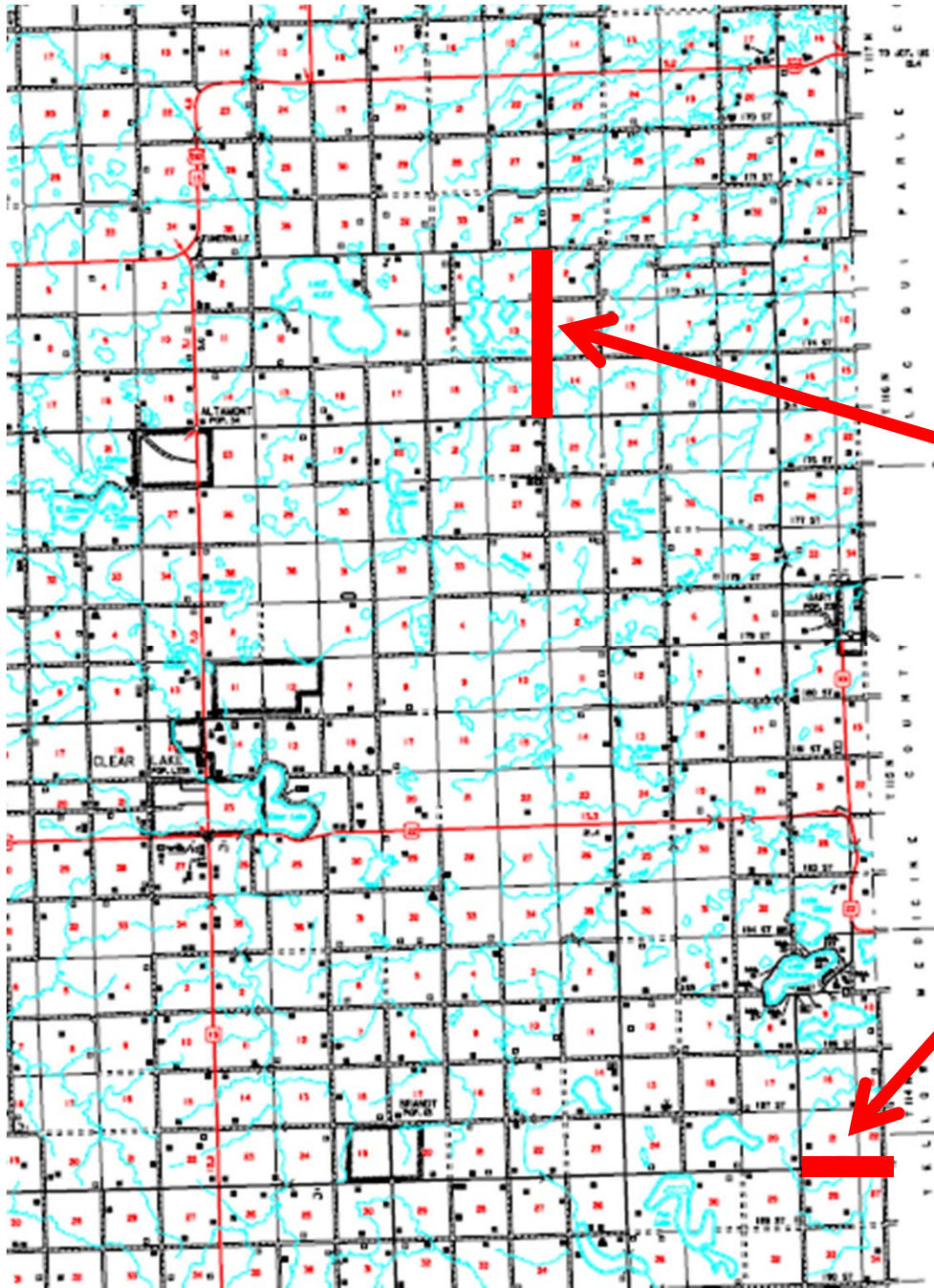
Returning Roads to Gravel – Dealing with Public Reaction

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Experience while managing Deuel Co Hwy Dept in 1980s.





Two sections of
asphalt surface were
returned to gravel

3 mile section

Classification: Rural Local
Road

ADT: 55 (Current Estimate)

Surface today: Gravel

1.5 mile section

Classification: Rural Major
Collector

ADT: 150 (Current
Estimate)

Surface today: Pavement.

Problems that led to decision

- Gravel base was marginal in quality and thickness.
- Lignin Sulfonate treatment in base inhibited prime coat penetration during blotter construction. Blotter surface began to delaminate.
- Extent and severity of potholes and breakup was very high.

Dealing with Public Reaction

- Contact was made with residents living on the road to explain decision prior to “depaving”.
- Initial reaction was very negative by one resident, neutral by two others.
- Honest assessment by County: will be replaced with blotter surfacing at such time as County can afford it. (it won't be in near future)

Lessons Learned:

- **Use the best surface gravel available to get a tightly bound and smooth surface.**
- **Was more cost effective to hire a recycling machine than to rip and pulverize blotter with disk or sheepsfoot roller.**
- **Get the job done quickly.**

Which surface is worse???



Use the best gravel you can find.



**This will get
you in trouble!**



Summary:

- Be honest & forthright with residents.
- It's a bitter pill to swallow for local residents – some will object no matter how logical the decision may be.
- But, there was some positive comment and appreciation for a smooth driving surface.