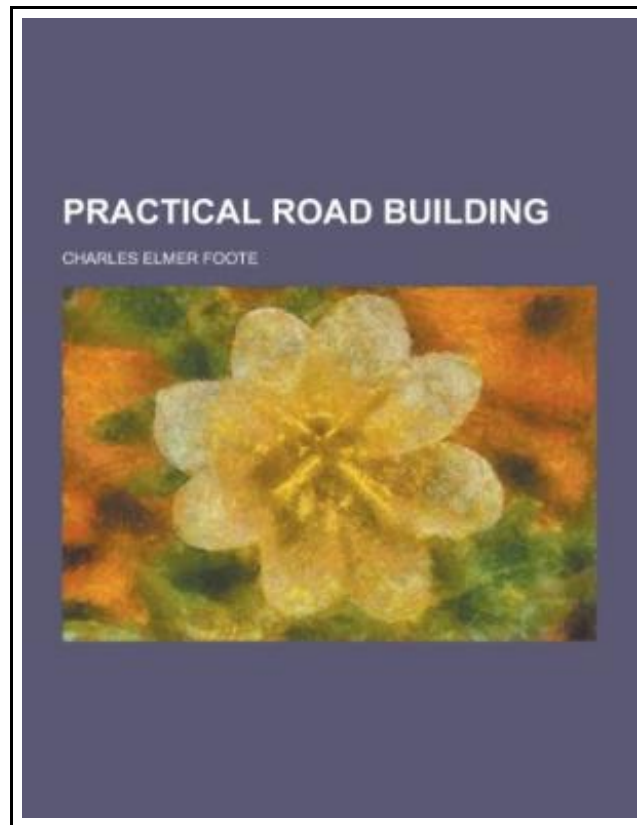


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PRACTICAL ROAD BUILDING



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Theclassics.Us, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1917 edition. Excerpt: . chapter iii road grades For purposes of discussion the subject of road grades must be separated into two phases. One phase has reference to a departure of the surface from a level; the other deals with the road-bed itself. A road is up-grade or down-grade whenever it is not level, and the measurement may be made from either end of the incline or decline. Beginning at a low point and continuing the survey to higher ground, the upgrade may be computed in a percentage, which means a given rise in each 100 feet of distance. It may be stated that while there is no especial reason except, perhaps, uniformity of expression, it is an almost universal custom to figure grades on the ascending instead of the descending scale of measurement. Thus a grade of 2 per cent. means a rise of 2 feet in each 100 feet of distance. Grades are light or heavy according to the amount of rise per 100 feet figured as a per cent. It is a general practice among road builders of experience to avoid an absolute level in laying out a road for any considerable distance. One of the reasons for this is that as there must be a slope to the side ditches to enable the water to run off, the ditches would be too shallow in the center of the level strip and too deep at the ends where the water is to be discharged....



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