



Roads and Landings

Reliable access to land and equipment operational areas are essential to carry out management activities. However, the interaction of traffic on exposed soil makes roads and landings particularly susceptible to erosion. Some roads and landings are built to be used for the life of the tract while others are only built for short-term use, such as during a management activity. It is always a good idea to determine the intended use and life span of any road or landing you plan to build. In any case, whether you are building a new road/landing, or upgrading/maintaining an existing road/landing, BMPs need to be implemented. This can be as simple as laying out systems on the contour, ensuring the area is well drained, and revegetating or stabilizing disturbed areas.

Guidelines for Roads and Landings

- Use soil surveys, topographical maps, aerial photographs and site reconnaissance to help determine the best location for roads and landings.
- Avoid constructing roads and landings on steep slopes. Instead, design them to follow the contour of the land whenever possible.
- Avoid constructing roads and landings in stream buffers (SMZs), wet areas, unsuitable soils, and other sensitive areas.
- Avoid crossing streams whenever practical alternatives exist.
- Minimize the size, extent, and soil disturbance when constructing roads and landings.
- Ensure that roads and landings are well drained. Appropriate water control structures, such as waterbars, wing ditches, diversion ditches, or grass may need to be installed on roads and landings.
- Crown and ditch high traffic roads.
- Enable adequate sunlight to reach roads and landings to allow these areas to dry quickly.
- Restore, stabilize, and close roads and landings that are no longer in use.
- Inspect roads and landings periodically for problems.



Planting grass on roads and landings is an inexpensive way to prevent erosion from occurring.



Though more expensive than planting grass, rock is an excellent choice for roads that remain wet for extended periods of time or for roads with a high erosion potential.

More information regarding BMPs for roads and landings can be found in the Texas Forestry BMP Handbook. For a copy, please visit <http://tfsweb.tamu.edu/BMP> or your local Texas A&M Forest Service office.