

CHAPTER 19

NATURAL AND STABILIZED SOIL

SECTION 83- CROSS COUNTRY TRACKS AND DETOURS

1901. When possible, provide separate tracks for:
- a. Wheeled traffic.
 - b. Tracked vehicles.
 - c. ¼ ton trucks and carriers especially in very hilly country.
 - d. Pack animals.
1902. Standards. For very hasty work modification of standards given in Chapter 3 may be inevitable but one-way tracks for vehicles should never be less than 10 ft wide, nor tracks for pack animals less than 4 ft. Earth tank-tracks should be wide enough to avoid premature cutting up through “tracking”.
1903. Dry weather tracks. The essentials are:
- a. Removal of obstructions.
 - b. Grading of undulations too steep for the class of traffic concerned.
 - c. Rough leveling.
 - d. Repair and maintenance of soft spots.

Wet Weather Tracks

1904. The main problems are the improvement of soft places, crossing ditches, and maintenance of the track in wet weather.
- a. Soft places can be improved by rolling in hardcore, rubble, clinker, gravel or sand. Where, for any reason, this is impracticable, one of the expedients mentioned in Chapter 25 may have to be used.
 - b. The crossing of ditches and small streams should preferably be by bridging or forming culverts, either with concrete or metal pipes or by using timber or other available material.
 - c. If the track is likely to remain in use, even if only for a few days, every effort should be made to construct side drains. On soft going or in bad weather, it is usually best to use one of the standard

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prefabricated surfacing materials (see Chapter 24) or soft places can be improved by rolling in hardcore, clinker, gravel, or sand.

1905. The main problems are:

- a. Ditch and stream crossings.
- b. Improvement of soft patches.
- c. Maintenance of any temporary surfacing used.

1906. Except for the most temporary tracks side drains are usually necessary and intercepting ditches are often required.

1907. Whenever possible, ditches and streams should be crossed by a bridge or culvert (see Table 28.2).

1908. Soft places can be improved by rolling in hardcore, clinker, gravel, or sand, but it is usually best to use prefabricated surfacing.

Marking

1909. Proper marking of tracks is most important. In daylight, pickets 10 to 20 yds apart will suffice. At night, lights are usually necessary. In the combat zone lanterns, traffic. Electric (issued with mine marking sets) are recommended, with green and amber glasses. Taping may also be advisable, especially at bends.