

# Sediment

## RUN-OFF FROM ON FARM ROADWAYS

**Access roads and tracks should be matched with the runoff control measures used in the paddock. Uncontrolled runoff will erode access roads, remove any gravel that may have been applied and make them boggy during wet weather. Rough tracks lead to damaged machinery, increased accident risk, increased travel time, damaged produce and lower market prices.**

Ridge lines are ideal locations for access roads and tracks. They receive no overland flows and usually have the lowest slopes in the landscape. These features make them ideal for roads and tracks that will have minimal maintenance and are more likely to remain trafficable in wet conditions. Because of their elevation, they provide good viewing opportunities to facilitate property inspections.

Another suitable location for tracks or roads is on the contour. Roads diagonally across a slope may intercept run-off leading to erosion. Roads directly up and down a slope can be safer. Although steeper, they intercept less overland flow. Whoa-boys prevent erosion damage on roads by regularly removing run-off.

While roads and tracks can be located parallel and adjacent to drains and waterways they should not be located in the drainage line. Regular vehicular traffic will compact the surface and discourage grass growth. Wheel ruts will concentrate runoff and cause erosion, and vehicles will bog in wet weather. However, concrete tracks built into a waterway may make it suitable for use as a main access road.

High use roads should be crowned so that they shed runoff into grassed flat-bottomed table drains. Roads and tracks are especially at risk when sections of them are below normal ground level. This may occur as a result of their method of construction or by erosion. Subsurface roads and tracks attract run-off and soon develop rills or even gullies.

Where possible, grass should be established on low-use tracks. On high-use tracks, crushed rock or gravel should be used especially in areas with the greatest risk of erosion.

Shade should be considered when planting trees next to tracks. Winter shading of laneways reduces the drying action of sun and wind.

Where drains or watercourses are crossed, either culverts or pipes should be provided or crossings should be stabilised with concrete, rock or gravel.

*Information in this fact sheet has been obtained from the following resource and is gratefully acknowledged.*

*Erosion control on property roads and tracks - cross sections and locations L239*

*Erosion control on property roads and tracks - managing runoff L240*

*Disclaimer: This information is provided as a reference tool only. Please seek professional advice.*

*A Growcom project conducted in collaboration with the Department of Natural Resources and Mines with funding provided by the Queensland Government's Rural Water Use Efficiency Initiative - Irrigation Futures.*



**Queensland  
Government**

