

UNPAVED ROADS IN CHILE: INTERNATIONAL ROUGHNESS INDEX AS A PRIMARY FACTOR IN MAINTENANCE CONTRACTS

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Unpaved road network in Chile: a maintenance challenge

Road network in Chile



- Budget decision
- Common task of the Latin America countries

Modalities to the unpaved network maintenance



Proposal interest

- Maintenance policies should be focused on results (quality or level of service)
- The innovation in the maintenance strategies are allowed
- This situation may reduce maintenance costs
- Adequate standards coverage should increase in the roads network.

PROPOSAL DEVELOPMENT Proposal basis

program and to apply intervention activities

 The road agency should then define and control the maintenance results.

IRI is a well validated index used to express the road

surface quality









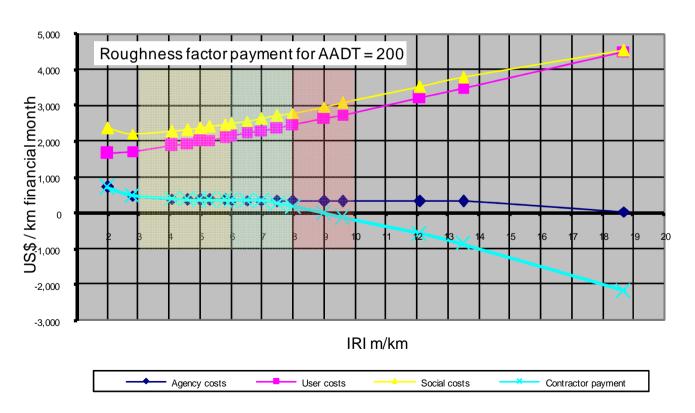
Payment proposal basis for unpaved road maintenance contracts based on IRI surfarce road control

$$P_{m} = f_{r} * f_{a} * f_{t} * f_{tp} * f_{o} * L$$

Factor	Adjustment due to:
f _r	Roughness (US\$/km)
f _a	Carriageway width
f _t	Finished appearance
f_tp	Heavy traffic and rainfall
f _o	Contractor financial offer

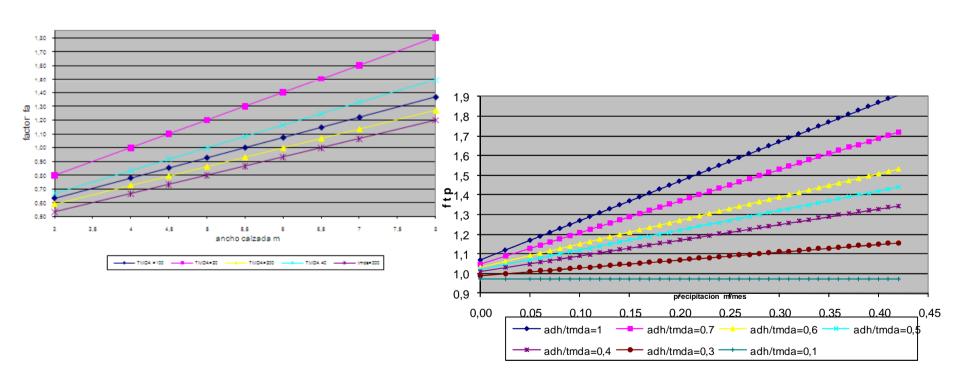


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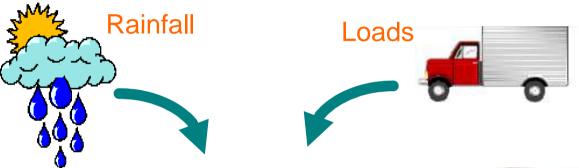


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The case of the heavy traffic-rainfall factor



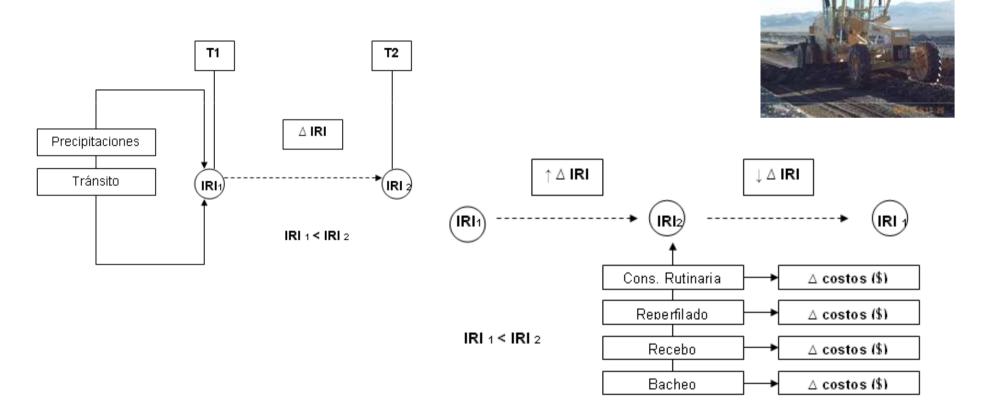








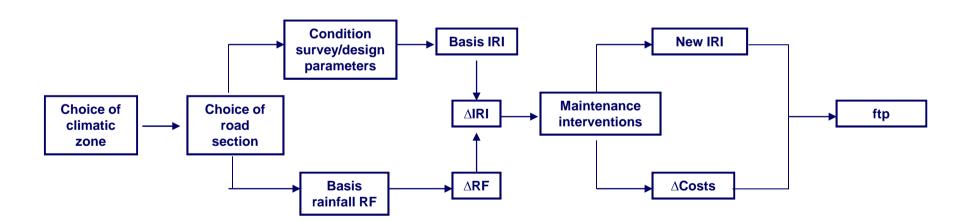
The case of the heavy traffic-rainfall factor





The case of the heavy traffic-rainfall factor

Methodology to the construction of curves $\triangle IRI - \triangle RF$





CONCLUSION

Although the present study is based on the Chilean unpaved road network, it could be extended and adapted to any network.

- Contracts length should not be short. On the contrary, it is recommended that they should last a least between 4 to 6 years.
- Some works, like the bridges infraestruture, could be contracted through the traditional modalities.
- A management infrastructure analysis is required.



God Bless Chile



God Bless Concepción
Thank you very much