

Standard Symbol

- BMP Objectives**

 - Soil Stabilization
 - Sediment Control
 - Tracking Control
 - Wind Erosion Control
 - Non-Storm Water Management
 - Materials and Waste Management

Definition and Purpose A stabilized construction access is defined by a point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

- Appropriate Applications**
- Use at construction sites:
 - Where dirt or mud can be tracked onto public roads.
 - Adjacent to water bodies.
 - Where poor soils are encountered.
 - Where dust is a problem during dry weather conditions.
 - This BMP may be implemented on a project-by-project basis in addition to other BMPs when determined necessary and feasible by the Resident Engineer (RE).

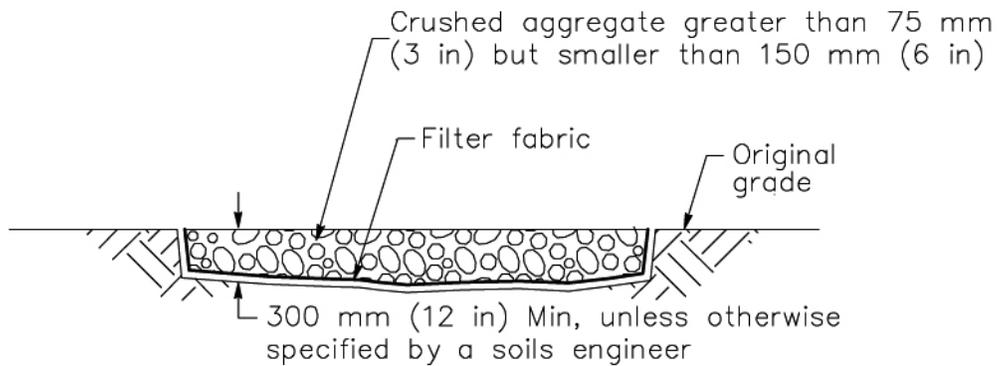
Limitations ■ Site conditions will dictate design and need.

- Standards and Specifications**
- Limit the points of entrance/exit to the construction site.
 - Limit speed of vehicles to control dust.
 - Properly grade each construction entrance/exit to prevent runoff from leaving the construction site.
 - Route runoff from stabilized entrances/exits through a sediment-trapping device before discharge.
 - Design stabilized entrance/exit to support the heaviest vehicles and equipment that will use it.

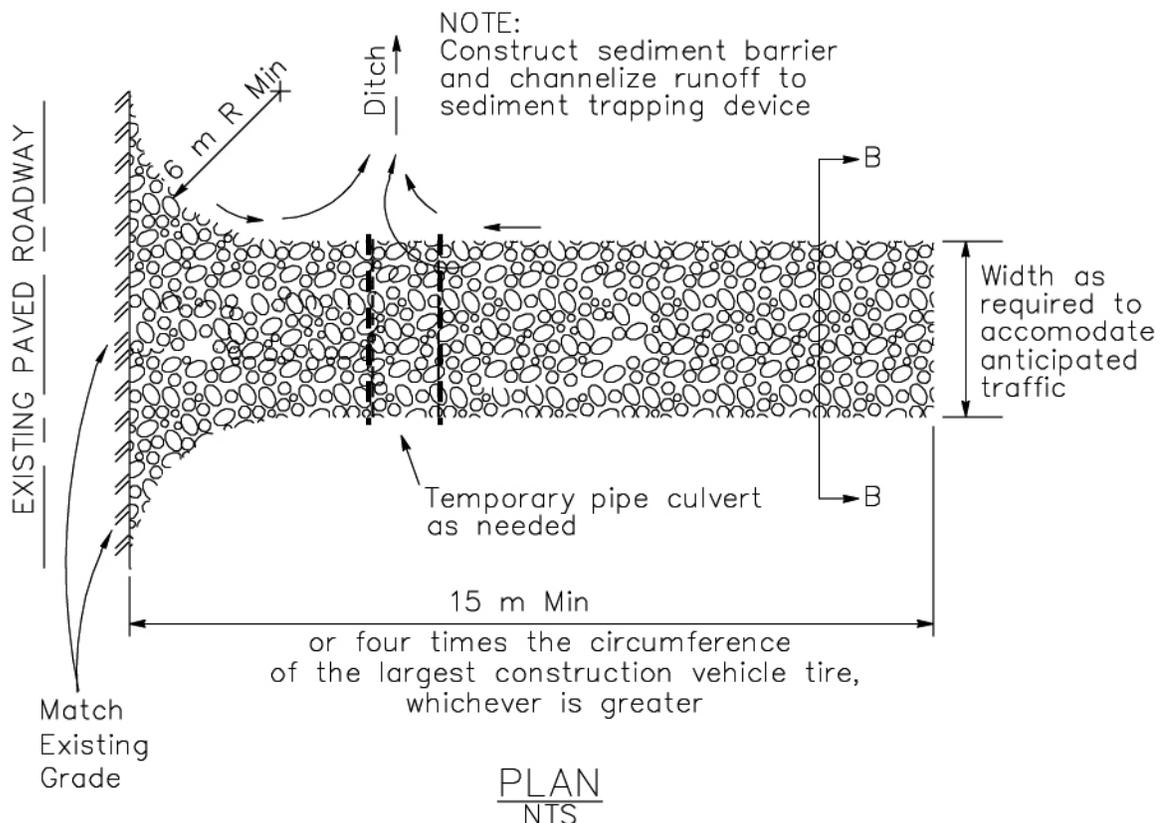
- Select construction access stabilization (aggregate, asphaltic concrete, concrete) based on longevity, required performance, and site conditions. The use of asphalt concrete (AC) grindings for stabilized construction access/roadway is not allowed.
 - Use of constructed/manufactured steel plates with ribs for entrance/exit access is allowed with written approval from the RE.
 - If aggregate is selected, place crushed aggregate over geotextile fabric to at least 300 mm (12 in) depth, or place aggregate to a depth recommended by the RE. Crushed aggregate greater than 75 mm (3 inches) and smaller than 150 mm (6 inches) shall be used.
 - Designate combination or single purpose entrances and exits to the construction site.
 - Implement BMP SC-7, “Street Sweeping and Vacuuming” as needed and as required.
 - Require all employees, subcontractors, and suppliers to utilize the stabilized construction access.
 - All exit locations intended to be used continuously and for a period of time shall have stabilized construction entrance/exit BMPs (TC-1 “Stabilized Construction Entrance/Exit” or TC-3 “Entrance/Outlet Tire Wash”).
- Maintenance and Inspection
- Inspect routinely for damage and assess effectiveness of the BMP. Remove aggregate, separate and dispose of sediment if construction entrance/exit is clogged with sediment or as directed by the RE.
 - Keep all temporary roadway ditches clear.
 - Inspect for damage and repair as needed.

Stabilized Construction Entrance/Exit

TC-1

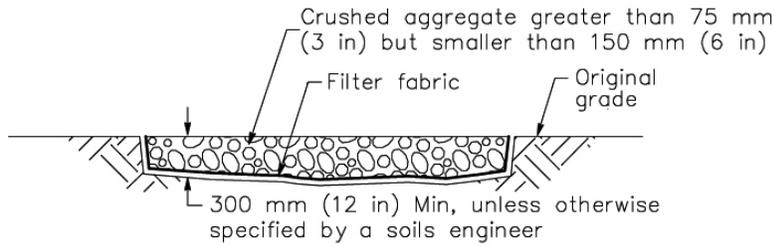


SECTION B-B
NTS

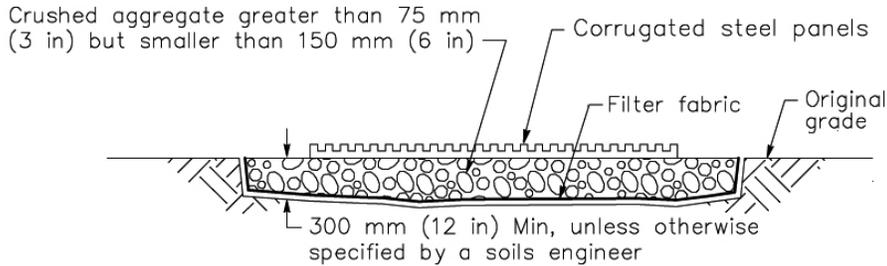


Stabilized Construction Entrance/Exit (Type 1)



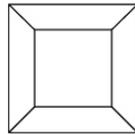


SECTION B-B
NTS

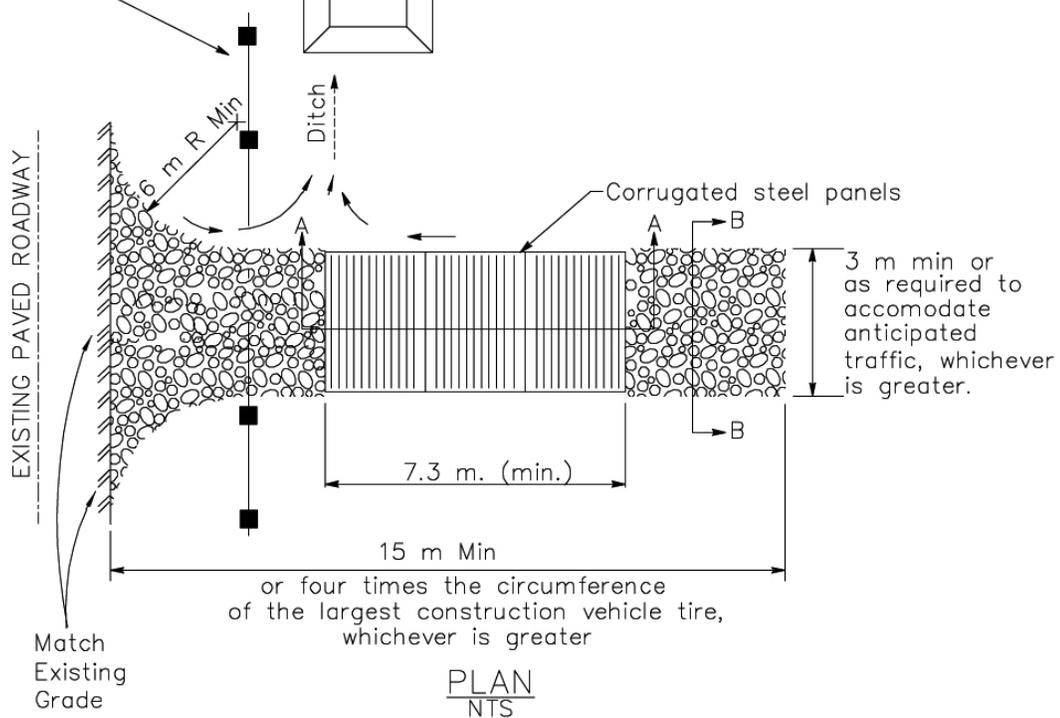


SECTION A-A
NOT TO SCALE

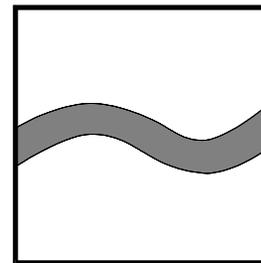
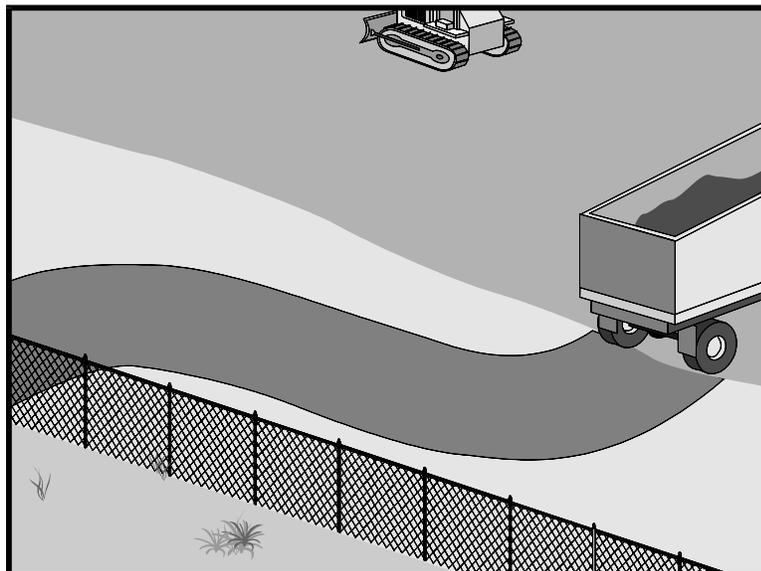
NOTE:
Construct sediment barrier and channelize runoff to sediment trapping device



Sediment trapping device



Stabilized Construction Entrance/Exit (Type 2)



Standard Symbol

- BMP Objectives**

 - Soil Stabilization
 - Sediment Control
 - Tracking Control
 - Wind Erosion Control
 - Non-Storm Water Management
 - Materials and Waste Management

Definition and Purpose A stabilized construction roadway is a temporary access road. It is designed for the control of dust and erosion created by vehicular tracking.

- Appropriate Applications**
- Construction roadways and short-term detour roads:
 - Where mud tracking is a problem during wet weather.
 - Where dust is a problem during dry weather.
 - Adjacent to water bodies.
 - Where poor soils are encountered.
 - Where there are steep grades and additional traction is needed.

■ This BMP may be implemented on a project-by-project basis with other BMPs when determined necessary and feasible by the Resident Engineer (RE).

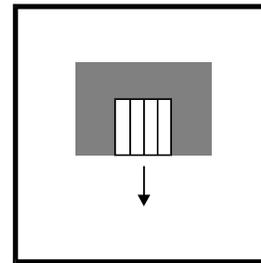
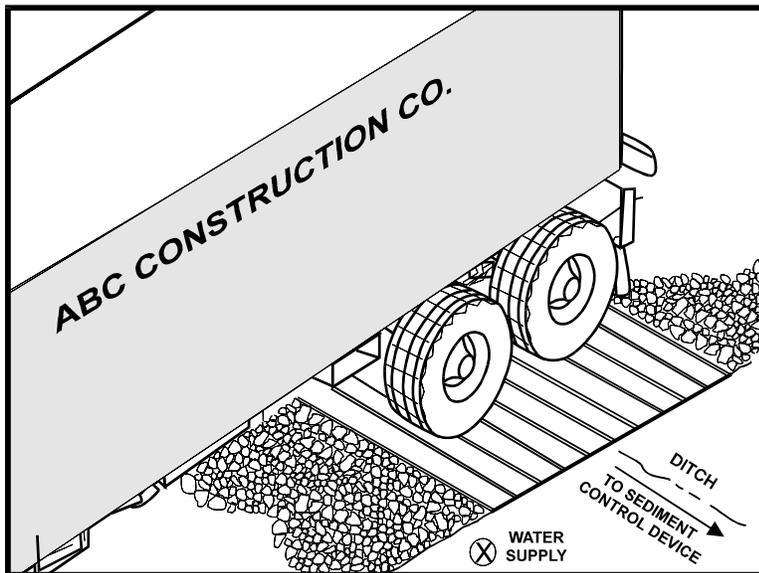
- Limitations**
- Materials will likely need to be removed prior to final project grading and stabilization.
 - Site conditions will dictate design and need.
 - May not be applicable to very short duration projects.
 - Limit speed of vehicles to control dust.

Standards and Specifications

- Properly grade roadway to prevent runoff from leaving the construction site.
- Design stabilized access to support the heaviest vehicles and equipment that will use it.
- Stabilize roadway using aggregate, asphalt concrete, or concrete based on longevity, required performance, and site conditions. The use of cold mix asphalt or asphalt concrete (AC) grindings for stabilized construction roadway is not allowed.
- Coordinate materials with those used for stabilized construction entrance/exit points.
- If aggregate is selected, place crushed aggregate over geotextile fabric to at least 300 mm (12 in) depth, or place aggregate to a depth recommended by the RE or Construction Storm Water Coordinator. Crushed aggregate greater than 75 mm (3 inches) and smaller than 150 mm (6 inches) shall be used.

Maintenance and Inspection

- Inspect routinely for damage and repair as needed, or as directed by the RE.
- Keep all temporary roadway ditches clear.
- When no longer required, remove stabilized construction roadway and re-grade and repair slopes.



Standard Symbol

BMP Objectives

- Soil Stabilization
- Sediment Control
- Tracking Control
- Wind Erosion Control
- Non-Storm Water Management
- Materials and Waste Management

Definition and Purpose A tire wash is an area located at stabilized construction access points to remove sediment from tires and undercarriages, and to prevent sediment from being transported onto public roadways.

- Appropriate Applications**
- Tire washes may be used on construction sites where dirt and mud tracking onto public roads by construction vehicles may occur.
 - This BMP may be implemented on a project-by-project basis with other BMPs when determined necessary and feasible by the Resident Engineer (RE).

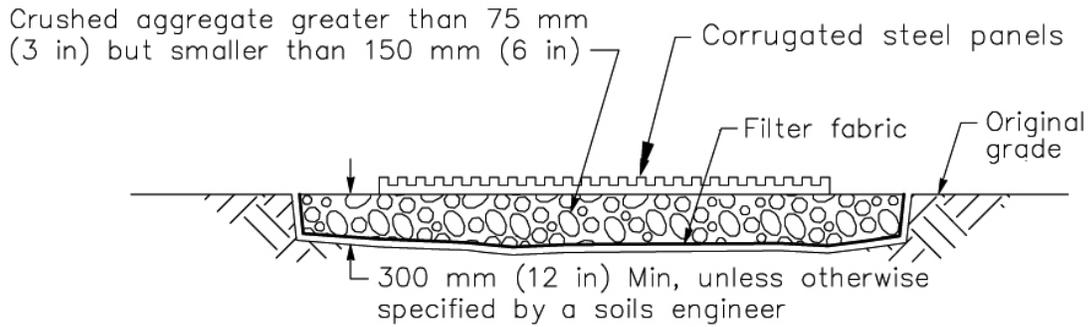
- Limitations**
- Requires a supply of wash water.
 - Requires a turnout or doublewide exit to avoid having entering vehicles drive through the wash area.

- Standards and Specifications**
- Incorporate with a stabilized construction entrance/exit. See BMP TC-1, “Stabilized Construction Entrance/Exit.”
 - Construct on level ground when possible, on a pad of coarse aggregate, greater than 75 mm (3 inches) and smaller than 150 mm (6 inches). A geotextile fabric shall be placed below the aggregate.
 - Wash rack shall be designed and constructed/manufactured for anticipated traffic loads.
 - Provide a drainage ditch that will convey the runoff from the wash area to a sediment trapping device. The drainage ditch shall be of sufficient grade, width, and depth to carry the wash runoff.

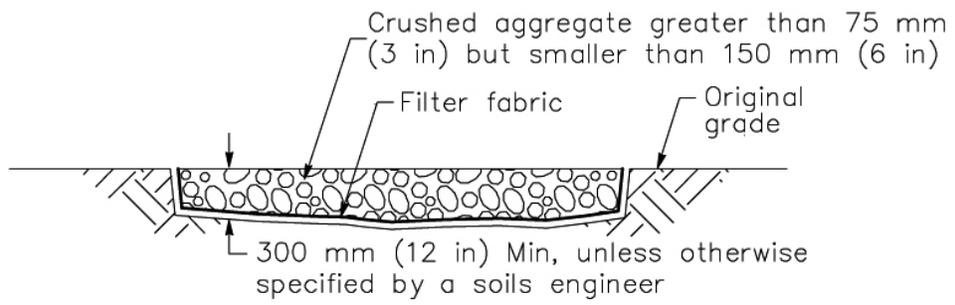
- Require all employees, subcontractors, and others that leave the site with mud-caked tires and/or undercarriages to use the wash facility.
 - Implement BMP SC-7, “Street Sweeping and Vacuuming” as needed.
 - Use of constructed or prefabricated steel plate with ribs for entrance/exit access is allowed with written approval of RE.
- Maintenance and Inspection
- Remove accumulated sediment in wash rack and/or sediment trap to maintain system performance.
 - Inspect routinely for damage and repair as needed.

Entrance/Outlet Tire Wash

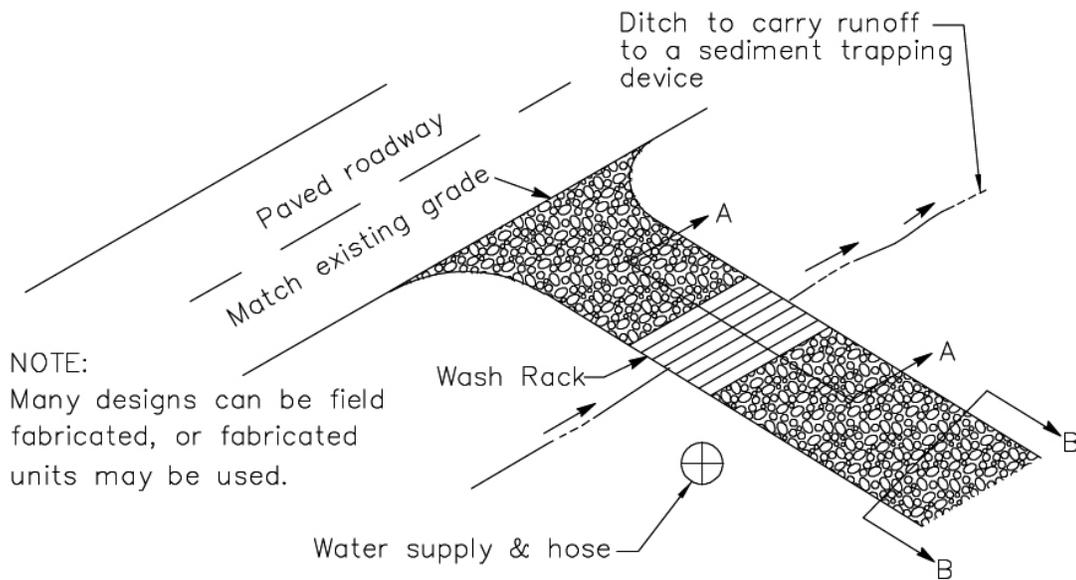
TC-3



SECTION A-A
NOT TO SCALE



SECTION B-B
NTS



NOTE:
Many designs can be field fabricated, or fabricated units may be used.

TYPICAL TIRE WASH
NOT TO SCALE

