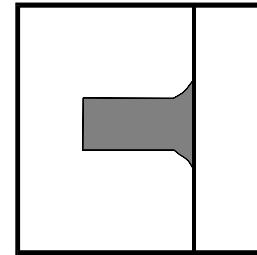
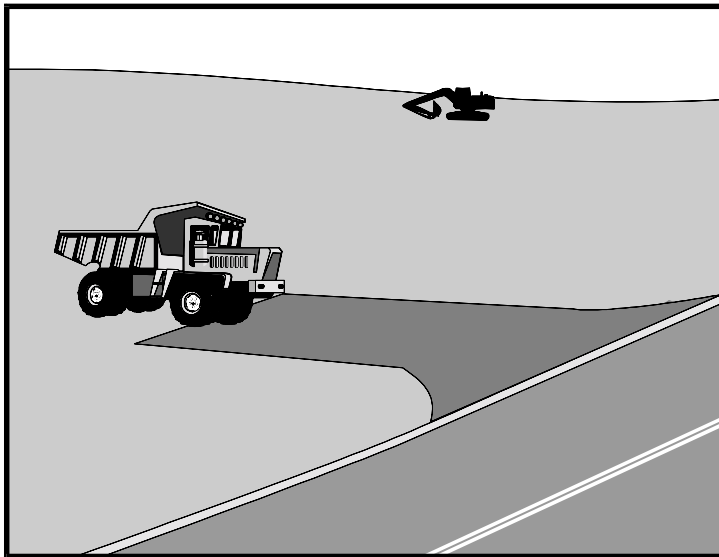


Stabilized Construction Entrance/Exit

TC-1



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 a defined 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 is 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 Engineer.

Limitations

- Site conditions will dictate design and need.

Design Guidelines and Considerations

- 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 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 should be approved by the MDT Environmental Services Bureau.
- Use of constructed or constructed/manufactured steel plates with ribs for entrance/exit access is allowed with written approval of the Engineer.
- Designate combination or single purpose entrances and exits to the construction site. Require all employees, subcontractors and others to use them.

Maintenance, Inspection, and Removal

- Inspect routinely for damage and assess effectiveness of the BMP. Repair if access is clogged with sediment or as directed by the Engineer.
- Keep all temporary roadway ditches clear.

SYMBOL: _____

CELL: 

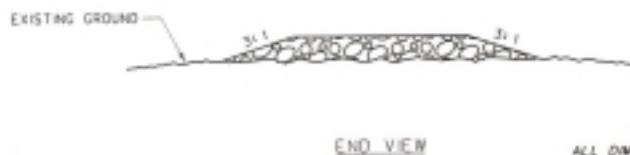
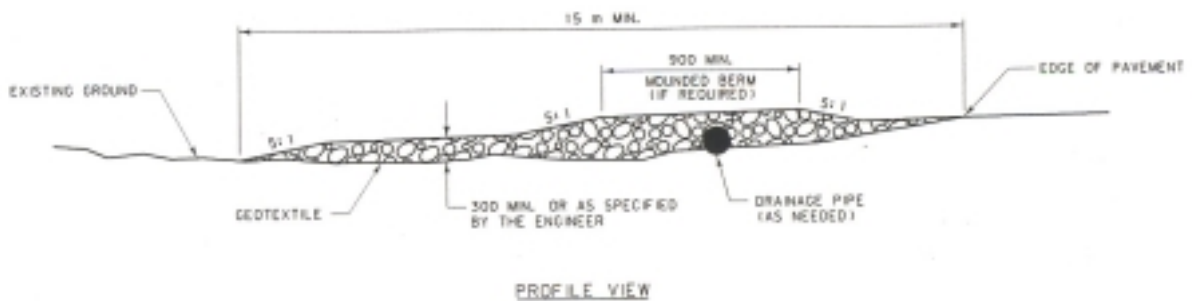
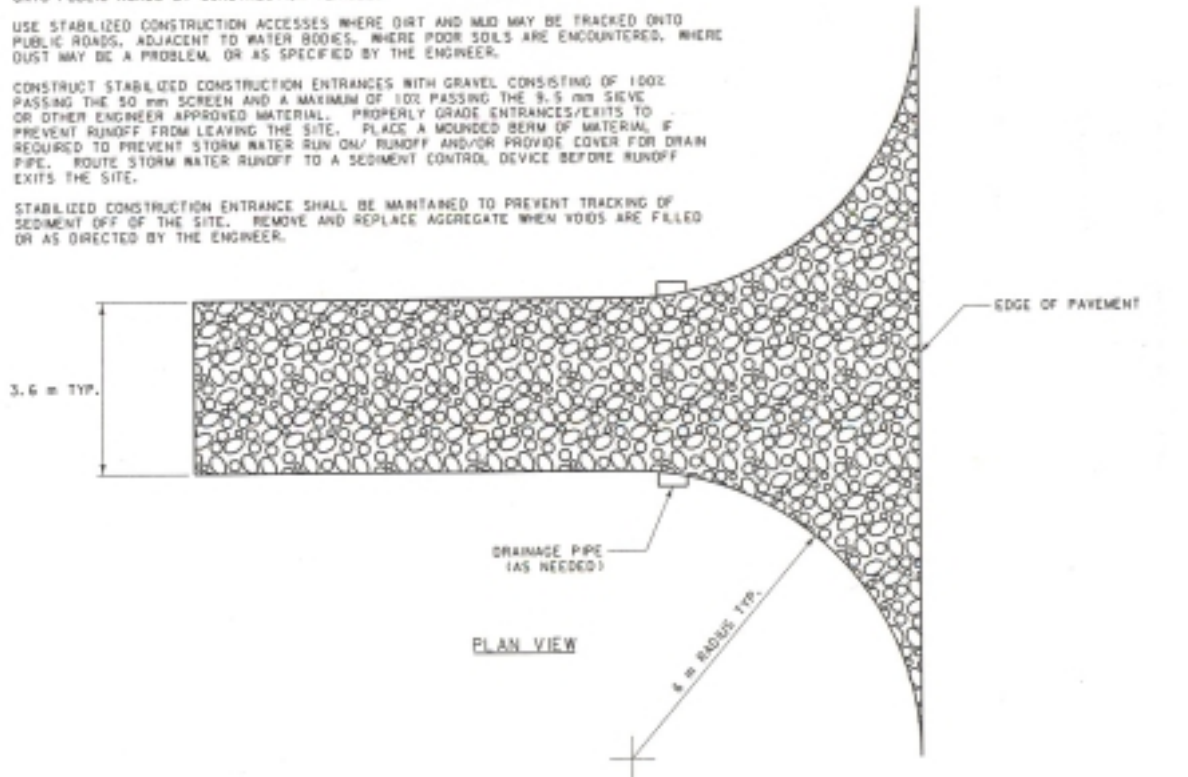
STABILIZED CONSTRUCTION ENTRANCE/EXIT TC-11

A STABILIZED CONSTRUCTION ACCESS IS A DEFINED 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.

USE STABILIZED CONSTRUCTION ACCESSES WHERE DIRT AND MUD MAY BE TRACKED ONTO PUBLIC ROADS, ADJACENT TO WATER BODIES, WHERE POOR SOILS ARE ENCOUNTERED, WHERE DUST MAY BE A PROBLEM, OR AS SPECIFIED BY THE ENGINEER.

CONSTRUCT STABILIZED CONSTRUCTION ENTRANCES WITH GRAVEL CONSISTING OF 100% PASSING THE 50 mm SCREEN AND A MAXIMUM OF 10% PASSING THE 9.5 mm SIEVE OR OTHER ENGINEER APPROVED MATERIAL. PROPERLY GRADE ENTRANCES/EXITS TO PREVENT RUNOFF FROM LEAVING THE SITE. PLACE A MOUNDED BERM OF MATERIAL, IF REQUIRED TO PREVENT STORM WATER RUN ON/ RUNOFF AND/OR PROVIDE COVER FOR DRAIN PIPE. ROUTE STORM WATER RUNOFF TO A SEDIMENT CONTROL DEVICE BEFORE RUNOFF EXITS THE SITE.

STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT OFF OF THE SITE. REMOVE AND REPLACE AGGREGATE WHEN VEHICLES ARE FILLED OR AS DIRECTED BY THE ENGINEER.



ALL DIMENSIONS ARE MILLIMETERS UNLESS OTHERWISE NOTED.

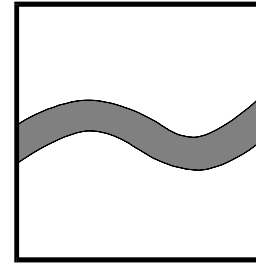
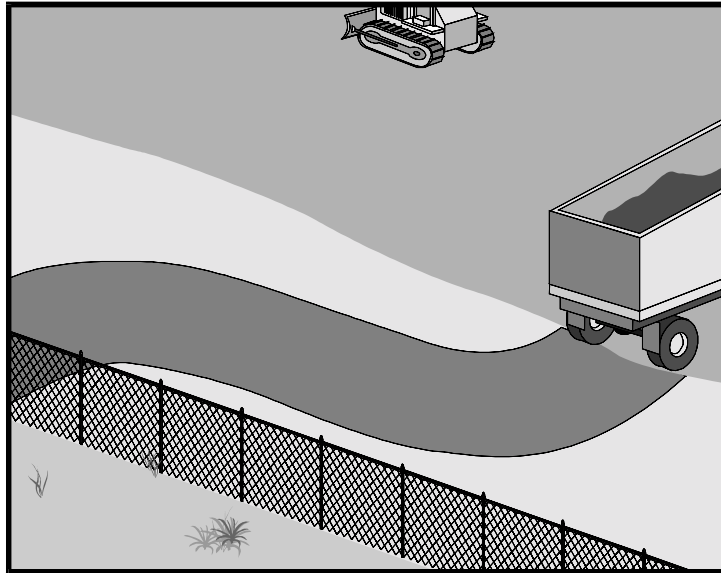
PRELIMINARY

REFERENCE STANDARD SPEC. SECTION 208	DWG. NO. 208-??
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STABILIZED CONSTRUCTION ENTRANCE/EXIT (TC-11)

EFFECTIVE: **CDM** Camp Dresser & McKee Inc.

Stabilized Construction Roadway TC-2



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 connecting existing public roads to a remote construction area. 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.
- This BMP may be implemented on a project-by-project basis with other BMPs when determined necessary and feasible by the Engineer.

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.

Design Guidelines and Considerations

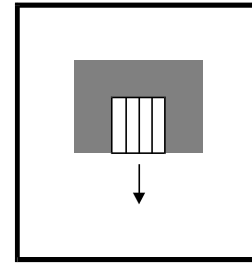
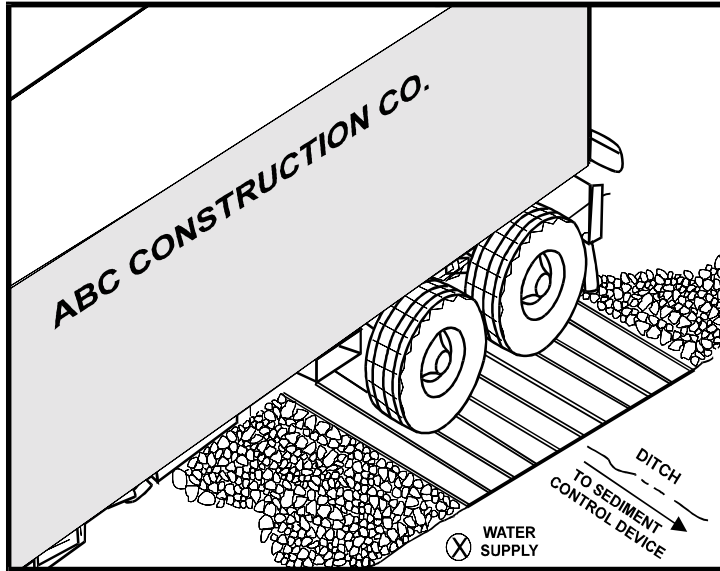
- Properly grade roadway to prevent runoff from leaving the construction site.
- Design stabilized access to support heaviest vehicles and equipment that will use it.
- Stabilize roadway, using aggregate, AC, or concrete based on longevity, required performance, and site conditions. The use of cold mix asphalt or AC grindings for stabilized construction roadway should be approved by the MDT Environmental Services Bureau.
- Coordinate materials with those used for stabilized construction entrance/exit points.

Maintenance, Inspection, and Removal

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

Entrance/Outlet Tire Wash

TC-3



- 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 under carriage, 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 in addition to other BMPs when determined necessary and feasible by the Engineer.

Limitations

- Requires a supply of wash water.
- Requires a turnout or doublewide exit in order to keep entering vehicles from having to drive through the wash area.

Design Guidelines and Considerations

- 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 in) but smaller than 150 mm (6 in).
- 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 sump device. The drainage ditch shall be of sufficient grade, width, and depth to carry the wash runoff.
- Require that all employees, subcontractors, and others that leave the site with mud-caked tires and/or undercarriages use the wash facility.
- Constructed/Manufactured steel-ribbed plates may be used in lieu of rock.

Maintenance, Inspection, and Removal

- Remove accumulated sediment in wash rack and/or sediment sump to maintain system performance.
- Inspect routinely for damage and repair as needed.

SYMBOL: _____

CELL



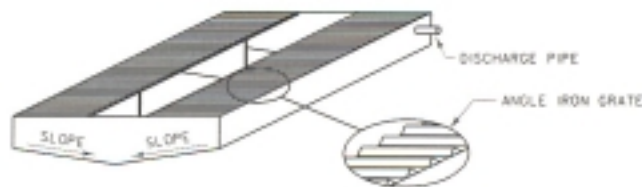
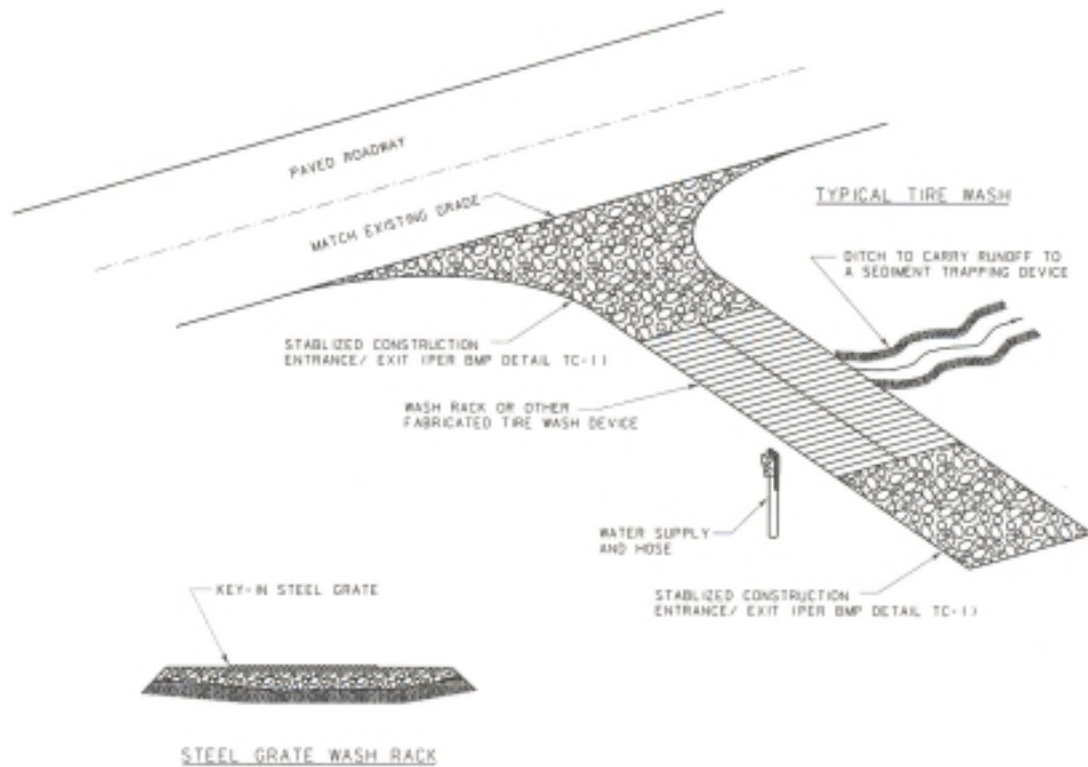
ENTRANCE/OUTLET TIRE WASH (TC-3)

A TIRE WASH IS AN AREA LOCATED AT A STABILIZED CONSTRUCTION ACCESS POINT WHERE PRESSURIZED WATER IS USED TO REMOVE SEDIMENT FROM TIRES AND UNDERCARRIAGE, AND TO PREVENT SEDIMENT FROM BEING TRANSPORTED ONTO PUBLIC ROADWAYS.

TIRE WASHES ARE MEANT TO BE USED ON A PROJECT-BY-PROJECT BASIS AND REQUIRES APPROVAL BY THE ENGINEER. THESE DEVICES REQUIRE A SUPPLY OF WASH WATER AND MAY REQUIRE A TURNOUT OR DOUBLE WIDE ACCESS.

FOLLOW BMP TC-1 FOR STABILIZED CONSTRUCTION ENTRANCES/EXITS. PROVIDE WASH RACK SUITABLE FOR SUPPORTING TRAFFIC LOADS. DIRECT WASH WATER FROM THE RACK, THROUGH A DRAINAGE DITCH, TO A SEDIMENT TRAP DEVICE. ENGINEER'S APPROVAL IS REQUIRED PRIOR TO CONSTRUCTION.

TIRE WASH DEVICES OTHER THAN THOSE SHOWN MAY BE USED AS APPROVED BY THE ENGINEER.



PRELIMINARY

REFERENCE STANDARD SPEC. SECTION 208	DWG. NO. 208-77
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ENTRANCE/OUTLET TIRE WASH
(TC-3)

EFFECTIVE:

CDM Camp Dresser & McKee Inc.