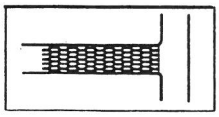
STD & SPEC 3.02



TEMPORARY STONE CONSTRUCTION ENTRANCE

CE

Definition

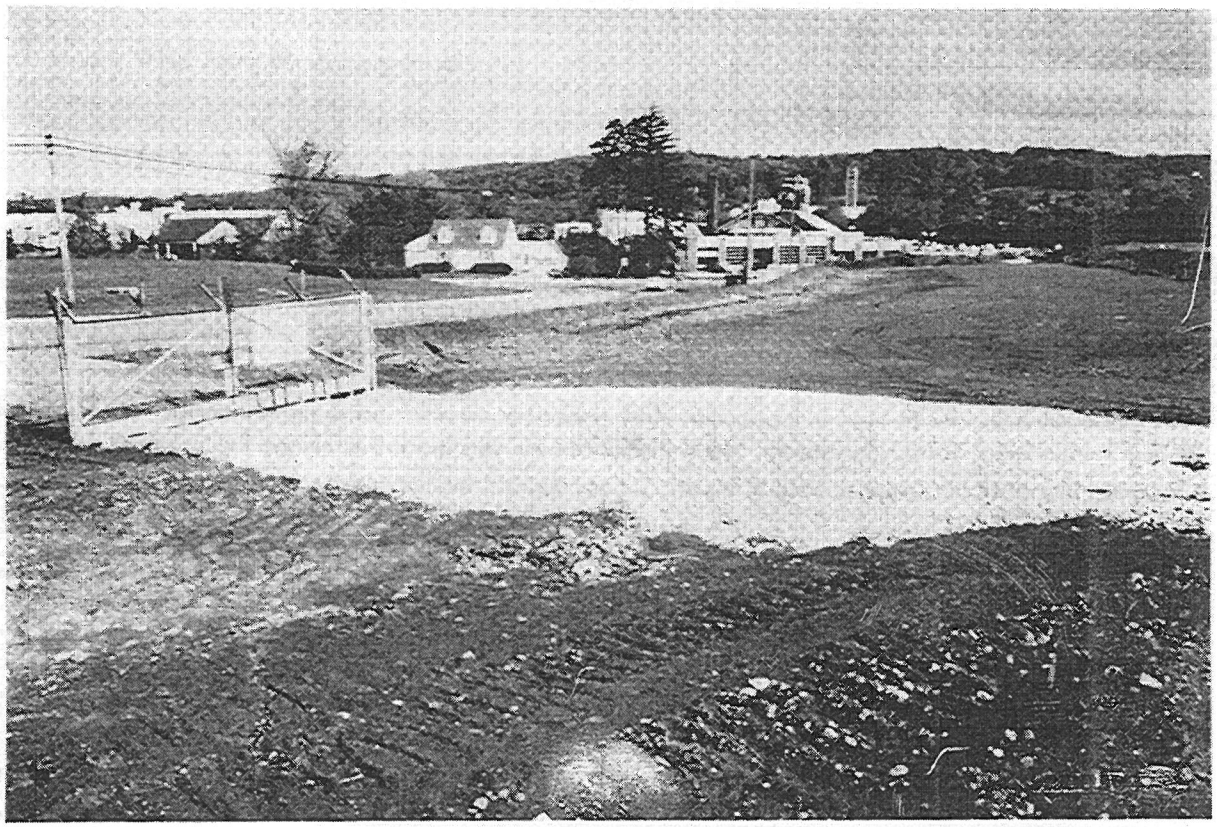
A stabilized stone pad with a filter fabric underliner located at points of vehicular ingress and egress on a construction site.

Purpose

To reduce the amount of mud transported onto paved public roads by motor vehicles or runoff.

Conditions Where Practice Applies

Wherever traffic will be leaving a construction site and move directly onto a public road or other paved area.



Planning Considerations

Minimum Standard #17 (MS #17) requires that provisions be made to minimize the transport of sediment by vehicular traffic onto a paved surface. Construction entrances provide an area where a significant amount of mud can be removed from construction vehicle tires before they enter a public road and, just as important, the soil adjacent to the paved surface can be kept intact. A filter fabric liner is used as a "separator" to minimize the dissipation of aggregate into the underlying soil due to construction traffic loads. If the action of the vehicles traveling over the gravel pad is not sufficient to remove the majority of the mud or there exists an especially sensitive traffic situation on the adjacent paved road, the tires must be washed before the vehicle enters the public road. If washing is necessary, provisions must be made to intercept the wash water and trap the sediment so it can be collected and stabilized. Construction entrances should be used in conjunction with the stabilization of construction roads (see Std. & Spec. 3.03, CONSTRUCTION ROAD STABILIZATION) to reduce the amount of mud picked up by construction vehicles and to do a better job of mud removal. Other innovative techniques for accomplishing the same purpose (such as a bituminous entrance) can be utilized, but only after specific plans and details are submitted to and approved by the appropriate Plan-Approving Authority.

Design Criteria

Aggregate Size

VDOT #1 Coarse Aggregate (2- to 3-inch stone) should be used.

Entrance Dimensions

The aggregate layer must be at least 6 inches thick; a minimum three inches of aggregate should be placed in a cut section to give the entrance added stability and to help secure filter cloth separator. It must extend the full width of the vehicular ingress and egress area and have a minimum 12-foot width. The length of the entrance must be at least 70 feet (see Plate 3.02-1).

Washing

If conditions on the site are such that the majority of the mud is not removed by the vehicles traveling over the stone, then the tires of the vehicles must be washed before entering the public road. Wash water must be carried away from the entrance to a approved settling area to remove sediment. All sediment shall be prevented from entering storm drains, ditches, or watercourses. A wash rack may also be used to make washing more convenient and effective (see Plate 3.02-1).

Location

The entrance should be located to provide for maximum utilization by all construction vehicles.

Construction Specifications

The area of the entrance must be excavated a minimum of 3 inches and must be cleared of all vegetation, roots, and other objectionable material. The filter fabric underliner will then be placed the full width and length of the entrance.

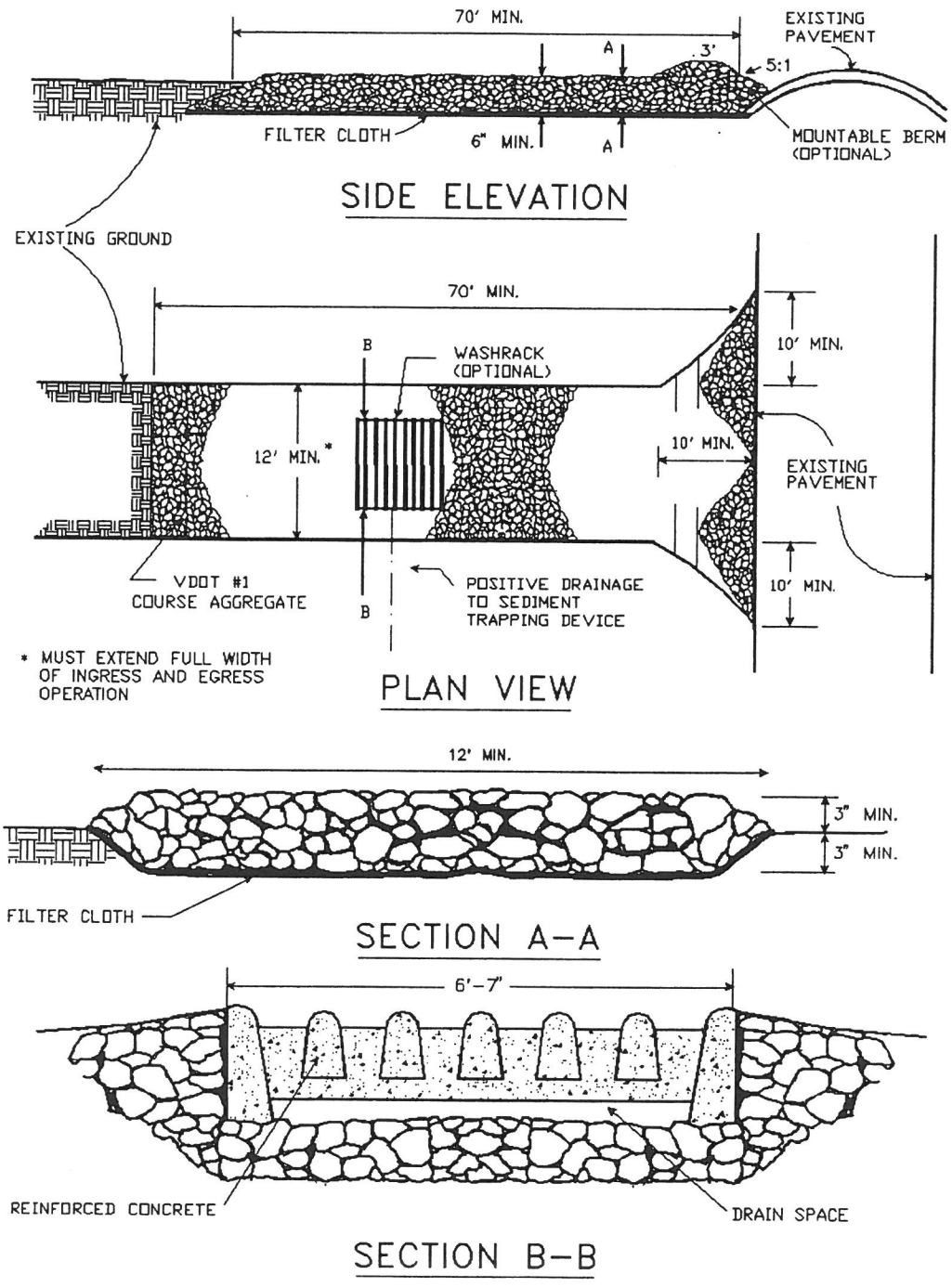
Following the installation of the filter cloth, the stone shall be placed to the specified dimensions. If wash racks are used, they should be installed according to manufacturer's specifications. Any drainage facilities required because of washing should be constructed according to specifications. Conveyance of surface water under entrance, through culverts, shall be provided as required. If such conveyance is impossible, the construction of a "mountable" berm with 5:1 slopes will be permitted.

The filter cloth utilized shall be a woven or nonwoven fabric consisting only of continuous chain polymeric filaments or yarns of polyester. The fabric shall be inert to commonly encountered chemicals and hydrocarbons, be mildew and rot resistant, and conform to the physical properties noted in Table 3.02-A.

Maintenance

The entrance shall be maintained in a condition which will prevent tracking or flow of mud onto public rights-of-way. This may require periodic top dressing with additional stone or the washing and reworking of existing stone as conditions demand and repair and/or cleanout of any structures used to trap sediment. All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately. The use of water trucks to remove materials dropped, washed, or tracked onto roadways will not be permitted under any circumstances.

STONE CONSTRUCTION ENTRANCE



Source: Adapted from 1983 Maryland Standards for Soil Erosion and Sediment Control, and Va. DSWC

Plate 3.02-1

TABLE 3.02-A

CONSTRUCTION SPECIFICATIONS FOR FILTER CLOTH UNDERLINER

Fabric Properties[1]	Light-Duty Entrance[2] (Graded Subgrade)	Heavy-Duty Entrance[3] (Rough Graded)	Test Method
Grab Tensile Strength (lbs.)	200	220	ASTM D1682
Elongation at Failure (%)	50	220	ASTM D1682
Mullen Burst Strength (lbs.)	190	430	ASTM D3786
Puncture Strength (lbs.)	40	125	ASTM D751 (modified)
Equivalent Opening Size (mm)	40-80	40-80	U.S. Standard Sieve CW-02215

[1] Fabrics not meeting these specifications may be used only when design procedure and supporting documentation are supplied to determine aggregate depth and fabric strength.

[2] Light Duty Entrance: Sites that have been graded to subgrade and where most travel would be single axle vehicles and an occasional multi-axle truck. Examples of fabrics which can be used are: Trevira Spunbond 1115, Mirafi 100X, Typar 3401, or equivalent.

[3] Heavy Duty Entrance: Sites with only rough grading and where most travel would be multi-axle vehicles. Examples of fabrics which can be used are: Trevira Spunbond 1135, Mirafi 600X, or equivalent.

Source: Virginia Highway and Transportation Research Council (VHTRC)