




# BMP Section and Design

## Stabilized Construction Exit

Construction stormwater Best Management Practice must be installed, maintained, and removed in accordance with specific manufacturer specifications, where applicable, and the Construction General Permit (TXR150000).

	<p><b>DESCRIPTION</b></p> <p>Stabilized construction exits (sometimes roads) (SCEs) are designated points of entrance/exit to a construction site that are stabilized with rock, timber, or manufactured SCE products to reduce tracking of sediment onto public roadways by construction vehicles.</p>		
<p><b>TYPES</b></p>			
<p>Type 1 – Rock Construction: Long-term, constructed using coarse aggregate</p>			
<p>Type 2 – Timber Construction: Long-term, constructed using railroad ties and timbers</p>			
<p>Type 3 – Short-term: can be constructed of crushed aggregate, plywood, or wafer board</p>			
<p>Type 4 - An alternative type to types 1-3 as specified on the plans</p>			
<p><b>APPLICATION</b></p>			
<p>SCEs are used to limit the tracking of mud and dust by vehicles leaving the project site. SCEs must be used for project sites that disturbed one acre or more and are recommended for smaller project sites if tracking is likely. SCEs should be constructed for the following site conditions:</p> <ul style="list-style-type: none"> <li>• Where sediments can be tracked onto public roads</li> <li>• Where poor soils are encountered</li> <li>• Where dust is a problem - dry weather conditions</li> <li>• Where there are steep grades which require additional traction for vehicles</li> <li>• Adjacent to bodies of water</li> </ul> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;"> <p><b>Advantages</b></p> <ul style="list-style-type: none"> <li>• Reduces tracking of sediments onto public roadways</li> <li>• Directs traffic to a controlled access point</li> <li>• Protects other sediment control BMPs</li> <li>• Increases the efficiency of dislodging sediments from the tires of construction vehicles</li> </ul> </td> <td style="width: 50%; text-align: center;"> <p><b>Additional Considerations</b></p> <ul style="list-style-type: none"> <li>• Site conditions will dictate design and need</li> <li>• Wheel washing system may also be required to remove clay soil from tires (using water to wash sediment from streets is prohibited)</li> <li>• Street sweeping and vacuuming may be required</li> </ul> </td> </tr> </table>		<p><b>Advantages</b></p> <ul style="list-style-type: none"> <li>• Reduces tracking of sediments onto public roadways</li> <li>• Directs traffic to a controlled access point</li> <li>• Protects other sediment control BMPs</li> <li>• Increases the efficiency of dislodging sediments from the tires of construction vehicles</li> </ul>	<p><b>Additional Considerations</b></p> <ul style="list-style-type: none"> <li>• Site conditions will dictate design and need</li> <li>• Wheel washing system may also be required to remove clay soil from tires (using water to wash sediment from streets is prohibited)</li> <li>• Street sweeping and vacuuming may be required</li> </ul>
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<p><b>DESIGN CRITERIA</b></p>			
<p>Design in accordance with requirements outlined for each type on EC(3) -16.</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <ol style="list-style-type: none"> <li>1. Include SCEs on the SWP3 layout sheet. Locations may change during construction.</li> <li>2. A special specification may be required for Type 4 or manufactured devices.</li> <li>3. For type 1 and 2 the approach transitions should be no steeper than 6:1.</li> </ol> </td> <td style="width: 50%; vertical-align: top;"> <ol style="list-style-type: none"> <li>4. For types 1 and 2 the length should be no less than 50 feet.</li> <li>5. For types 1 and 2 the SCE should be graded to allow drainage to a sediment trapping device</li> <li>6. For types 1 and 2 width should be at least 14' for one-way and 20' for two-way traffic for the full width of the exit</li> </ol> </td> </tr> </table>		<ol style="list-style-type: none"> <li>1. Include SCEs on the SWP3 layout sheet. Locations may change during construction.</li> <li>2. A special specification may be required for Type 4 or manufactured devices.</li> <li>3. For type 1 and 2 the approach transitions should be no steeper than 6:1.</li> </ol>	<ol style="list-style-type: none"> <li>4. For types 1 and 2 the length should be no less than 50 feet.</li> <li>5. For types 1 and 2 the SCE should be graded to allow drainage to a sediment trapping device</li> <li>6. For types 1 and 2 width should be at least 14' for one-way and 20' for two-way traffic for the full width of the exit</li> </ol>
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<p><b>REFERENCES:</b> TXDOT Temporary Erosion, Sediment and Water Pollution Control Measures: Construction Exits: EC (3) – 16 TXDOT Temporary Erosion, Sedimentation, and Environmental Controls: Item 506 (Sections 2.4 &amp; 4.4.4)</p>			