

- STONE SIZE-ODOT #2 (1.5-2.5 INCH) STONE SHALL BE USED, OR RECYCLED CONCRETE
- LENGTH--THE CONSTRUCTION ENTRANCE SHALL BE AS LONG AS REQUIRED TO STABILIZE HIGH TRAFFIC AREAS BUT NOT LESS THAN 70 FT. (EXCEPT ON SINGLE RESIDENCE LOT WHERE A 30-FT. MINIMUM LENGTH APPLIES).
- THICKNESS——THE STONE LAYER SHALL BE AT LEAST 6 IN. THICK FOR LIGHT DUTY ENTRANCES OR AT LEAST 10 INCHES FOR HEAVY DUTY USE.
- WOTH--THE ENTRANCE SHALL BE AT LEAST 14 FT. WIDE, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS AND EGRESS CICCURS.
  GEOTEXTILE——A GEOTEXTILE SHALL BE PLACED OVER THE ENTRE AREA PRIOR TO PLACING STONE. I SHALL BE COMPOSED OF STRONG ROT-PROOF POLYMERIC FIBERS AND MEET THE FOLLOWING SPECS.

GEOTEXTILE SPECIFICATION FOR CONSTRUCTION ENTRANCE	CONSTRUCTION ENTRANC
MINIMUM TENSILE STRENGTH	200 LBS.
MINIMUM PUNCTURE STRENGTH	80 PSI
MINIMUM TEAR STRENGTH	50 LBS.
MINIMUM BURST STRENGTH	320 PS
MINIMUM ELONGATION	20%
EQUIVALENT OPENING SIZE	EOS < 0.6 NM.
PERMITIMITY	1 X 10-3 CM/SEC.

- 6. THINING --THE CONSTRUCTION ENTRANCE SHALL BE INSTALLED AS SOON AS IS PRACTICABLE BEFORE
  7. CULVERT--A PIPE OR CULVERT SHALL BE CONSTRUCTED UNDER THE ENTRANCE IF NEEDED TO CULVERT—A PIPE OR CULVERT SHALL BE CONSTRUCTED UNDER THE ENTRANCE IF NEEDED TO PREVENT SURFACE WATER FLOWING ACROSS THE ENTRANCE FROM BEING DIRECTED OUT ONTO PAVED SURFACES.

  WATER BAR—A WATER BAR SHALL BE CONSTRUCTED AS PART OF THE CONSTRUCTION ENTRANCE IF NEEDED TO PREVENT SURFACE RUNGHE FROM FLOWING THE LENGTH OF THE CONSTRUCTION ENTRANCE AND OUT ONTO PAVED SURFACES.

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A CONSTRUCTION ENTRANCE IS A STABILIZED PAD OF AGGREGATE OVER A GEOTEXTILE BASE AND IS USED TO REDUCE THE AMOUNT OF MUD TRACKED OFF-SITE WITH CONSTRUCTION TRAFFIC.

CONDITIONS WHERE PRACTICE APPLIES:

A CONSTRUCTION ENTRANCE SHOULD BE USED:

- WHERE CONSTRUCTION VEHICLES LEAVE ACTIVE CONSTRUCTION AREAS ONTO SURFACES WHERE IS NOT CHECKED BY SEDIMENT CONTROLS;

  \* AT ALL POINTS OF EGRESS TO PUBLIC ROADS;
- WHERE FREQUENT VEHICLES AND EQUIPMENT INGRESS/EGRESS IS EXPECTED SUCH AS AT THE ENTRANCE OF INDIVIDUAL BUILDING LOTS;

PLANNING CONSIDERATIONS:

THIS PRACTICE SHOULD NOT BE RELIED ON TO REMOVE MUD FROM CONSTRUCTION IN IS FLUNG FROM THRES AS VEHICLES REACH SPEEDS HIGHER THAN IS REACHED ON SITE. THE BE APPROACH TO PREDENTING OFF-SITE. TRACKING IS TO KEEP VEHICLES HIGHER THAT FRECHENITY ENTER A SITE, AWAY FROM MUDDY AREAS IN THE FIRST TUACE. VEHICLES SHOULD BE RESTRICTED OS STABILIZED AREAS TO THE EXTENT PRACTICAL, AND AREAS WHERE FREQUENT INGRESS/EGRESS IS EXPECTED SHOULD BE STABILIZED.

- MAINTENANCE——TOP DRESSING OF ADDITIONAL STONE SHALL BE APPLIED AS CONDITIONS DEMAND. MIJD SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC ROADS, OR ANY SURFACE WHERE RUNOFF IS NOT CHECKED BY SEDIMENT CONTROLS, SHALL BE REMOVED IMMEDIATELY. REMOVAL BE ACCOMPLISHED BY SCRAPING OR SWEEPING.
- CONTRUCTION ENTRANCES SHALL NOT BE RELIED UPON TO RÉMOVE MUD FROM VEHICLES AND PREVENT OFF-SITE TRACKING. VEHICLES THAT ENTER AND LEAVE THE CONSTRUCTION-SITE SHALL BE RESTRICTED FROM MUDDY AREAS.
- NCE SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREA IS STABILIZED OR REPLACED

LEGEND

O = IRON PIN FND

O = IRON PIN SET

O = MONUMENT BOX

S = SANITARY MANHOLE

O = STORM MANHOLE

W

W = MATER VALVE

S = FIRE HYDRANT = INLET PROTECTION FLOW DIRECTION EXISTING GRADE PROPOSED GRADE = CABLE PEDESTAL CURB INLET SWALE TELEPHONE PEDESTAL ELECTRIC BOX OFFSET HUB PROP SILT FENCE

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SITE DETAILS
FOR
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S/L 45 IN THE
CAMBDEN CREEK ESTATES PHASE NO.2
PLAT VOLUME 60, PAGE 15
CONCORD TOWNSHIP
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