



TRANSPORTATION CABINET

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CONSTRUCTION MEMORANDUM

No. 01-13

TO: Chief District Engineers
TEBMs for Project Delivery & Preservation
Section Engineers
Division Directors

FROM: Steven Criswell, P.E. *Steven Criswell*
Director, Division of Construction

DATE: January 22, 2013

SUBJECT: Temporary Construction Entrances & Erosion Control Blanket

The Department has been inconsistent in the use and payment of temporary construction entrances and erosion control blanket throughout the state. This memorandum serves to provide guidance and understanding as to when these items should to be utilized and the appropriate method for payment of the items.

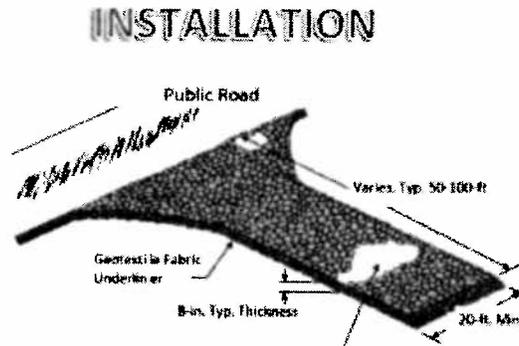
Section 212.03.03 Part E of the Standard Specifications refers to the use of erosion control blanket in ditches, although there are other areas in which erosion control blanket could be utilized and beneficial. The Highway Design Drainage Manual states that when the final slopes are 3H:1V or steeper, other protection greater than that offered by the standard seed and protect methods may be needed. The location of erosion control blanket isn't shown on the plans in every case. The following should be considered when determining where erosion control blanket should be utilized: soil type, amount of runoff, slope, and engineering judgment. A supplemental agreement will be necessary for situations in which the Engineer determines erosion control blanket is beneficial to the project and not included on the project plans. The Department's goal is to use best management practices to prevent soil erosion and to establish a permanent vegetative cover in the most economical manner.

A temporary construction entrance is one type of erosion control device. These entrances should be constructed at locations approved by the Engineer. Construction entrances should be built of geotextile fabric covered with clean rock. The length, width, and depth of an entrance (general drawing below) shall be the dimensions needed to accommodate the largest piece of construction equipment that will make use of the entrance without the propagation of mud up through the fabric and stone. The length of the entrance must ensure that all mud is shed from the construction traffic tires prior to entry onto the highway. Any mud tracked onto the roadway from a temporary construction entrance is to be cleaned immediately, ~~at no cost to the Department.~~

Temporary construction entrances will be paid at the initial installation only. The removal and additional stone needed to maintain the entrance will be considered incidental to the initial construction entrance. Contract items should be used when available to pay for the entrance. The stone should be paid either by the ton if it is from a quarry or by the cubic yard (Roadway Excavation or Embankment in Place) when

material from the project is available. The geotextile fabric should be paid by the square yard. For instances where these items are not included in the contract, a supplemental agreement will be required.

The schematic below is for illustration only and should be adjusted to meet field conditions.



Design Considerations of Construction Entrances:

- 1) Construction entrances must be approved by the Engineer. The Contractor is responsible for limiting the operational impact on the traveling public and may need to develop haul roads, etc. Sight distance should also be considered when determining locations for construction entrances.
- 2) The construction entrance, depending on soil conditions and the number/type of construction vehicles, may need to be modified in thickness and length to ensure removal of mud from vehicle tires.
- 3) Construction entrances should be located in areas where a) trapped mud doesn't flush onto the roadway in a rain event and b) project soils do not wash onto the stone. Silt fence could be used to protect the entrance in the later situation and should be paid for at the contract unit price. Construction entrances that block roadside ditches may require a temporary pipe.
- 4) Clean shot rock from the project may be used and the rock will be paid for by the cubic yard.
- 5) Care of the haul road leading up to the construction entrance is important for the maintenance of the construction entrance. Sometimes haul roads need to be bladed, stoned, or cut to drain to limit the amount of material vehicle tires accumulate.
- 6) Sweepers need to be available to clean the highway in instances where mud does make it onto the roadway.
- 7) Construction entrance stone should be in the range of a #2 stone or a 4-6" size stone in order for the entrance to be effective.

If you have any questions, please contact this office.

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