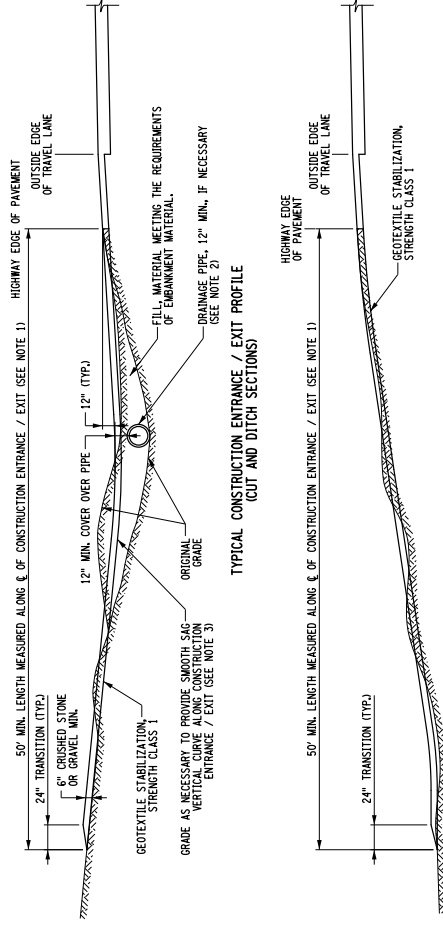
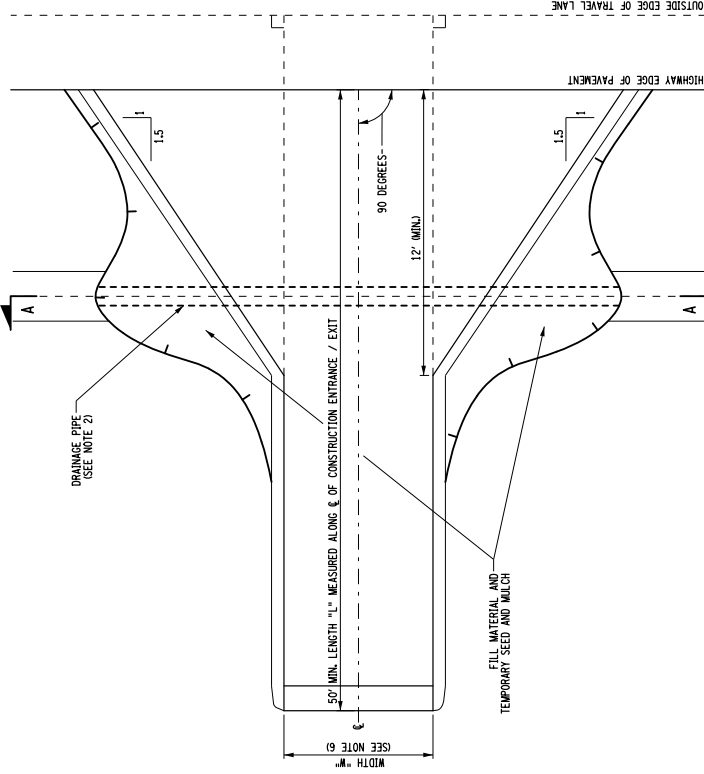


# APPLICATION NOTES:

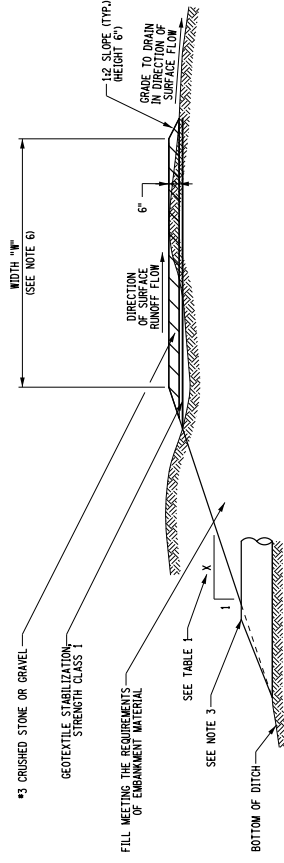
- THE PURPOSE OF A STABILIZED CONSTRUCTION ENTRANCE/EXIT IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY OR STREETS.
- GENERAL NOTES:
  - MODIFICATIONS MAY BE REQUIRED TO MATCH FIELD CONDITIONS.
  - PROPOSED DRAINAGE PIPES SHALL BE SIZED WITH SUFFICIENT CAPACITY TO CARRY DITCH FLOWS 12" MIN. ALTERNATIVE WAYS OF TRANSPORTING DITCH DRAINAGE ACROSS CONSTRUCTION ENTRANCE / EXIT MAY BE PROPOSED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER.
  - DRAINAGE PIPES OVER 20" DIA. THAT ARE NOT BEHIND A ROADSIDE BARRIER SHALL INCLUDE SAFETY END SECTIONS OR GRATING TO ENSURE TRAVERSABILITY.
  - THE CONTRACTOR SHALL GRADE TO PREPARE AND SMOOTH ORIGINAL GROUND, PLACE GEOTEXTILE OVER THE ENTIRE AREA THEN PLACE 6" OF #3 CRUSHED STONE OR GRAVEL ENTRANCE MATERIAL UP TO THE EDGE OF PAVEMENT.
  - LAYOUT DRIVEWAY OPENING PER TAPER METHOD OF LAYOUT FOR A MINOR COMMERCIAL DRIVEWAY ON STANDARD SHEET 608-03.
  - DETERMINE DRIVEWAY WIDTH "W" FROM THE MINOR COMMERCIAL DRIVEWAY CLASSIFICATION OF TABLE 1 ON STANDARD SHEET 608-03.
  - INSPECT THE CONSTRUCTION ENTRANCE / EXIT AT LEAST WEEKLY FOR SEDIMENT ACCUMULATION WITHIN THE STONE SURFACE AND FOR GENERAL SURFACE CONDITION.
  - PERIODIC MAINTENANCE IS REQUIRED IF SEDIMENT IS TRACKED ONTO PAVEMENT AND COST OF MAINTENANCE WILL BE INCLUDED IN THE UNIT PRICE BID.



TYPICAL CONSTRUCTION ENTRANCE / EXIT PROFILE (FILL SECTIONS)



TYPICAL CONSTRUCTION ENTRANCE / EXIT PLAN (CUT/DITCH AND FILL SECTIONS)



TYPICAL CONSTRUCTION ENTRANCE / EXIT SECTION A - A

| TABLE 1 |                                   |
|---------|-----------------------------------|
| X       | HIGHWAY SPEED CONDITION           |
| 2       | ALL SPEEDS - PROTECTED BY BARRIER |
| 3       | < 50 MPH                          |
| 6       | ≥ 50 MPH                          |

NEW YORK  
STATE OF  
OPPORTUNITY

Department of  
Transportation

U.S. CUSTOMARY STANDARD SHEET

## CONSTRUCTION ENTRANCE / EXIT

APPROVED JANUARY 26, 2017  
/S/ RICHARD WILDER, P.E.  
DEPUTY CHIEF ENGINEER  
DESIGN

ISSUED UNDER EB 17-001

209-05