

REFERENCE INFORMATION DOCUMENT FOR CONSTRUCTION EXIT CONTROLS.
TYPE WHEEL WASHOFF.

All exits must have properly selected, installed and maintained erosion prevention and sediment control BMPs. **The properly selected exit control is a function of site conditions, soil type, soil condition, vehicle tire and load size, time year, and duration of use.** In addition, all equipment must be inspected and cleaned to ensure terrestrial and aquatic invasive specie prevention of spread protocols are implemented prior to project entry, departure, or transport along roads within the project.

Relevant Information.

1. Standard Specification 2573.3K and K1 list and describe various construction exit controls.
2. The Standard Detail Sheet 5-297.405 5 of 8 shows various exit control installation protocols.
3. The DNR AIS document lists decontamination of equipment and material protocols.
4. MnDOT terrestrial weed prevention of spread describes methods of prevention control and equipment cleaning.

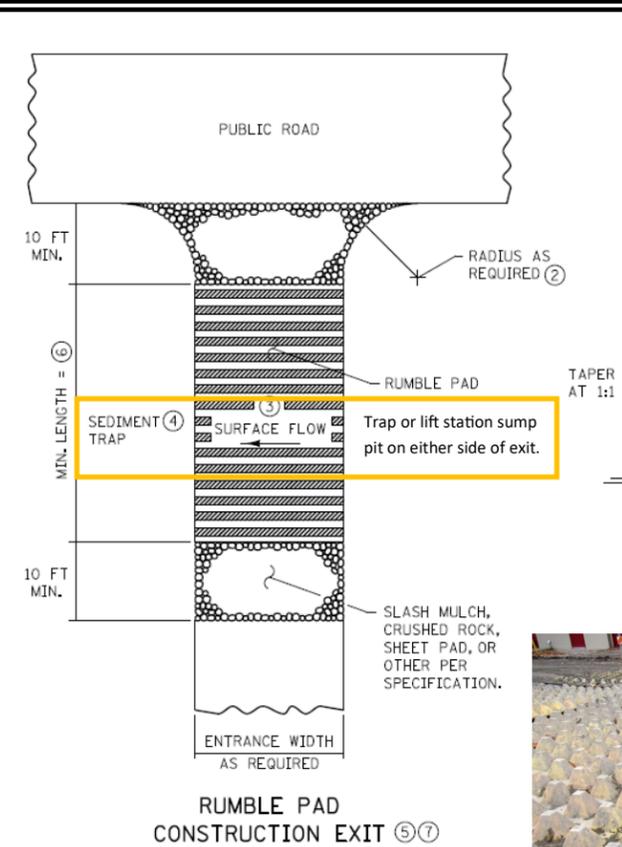
The goal of the exit control is to minimize vehicle tracking of sediment. There are conditions where **public safety, worker safety, soil toxicity or hazardous designation, infeasible pavement sweeping, equipment wheel/track/undercarriage complexity, farmland virus prevention, and weather conditions** dictate zero tolerance for tracked sediments. While cost is an important consideration, a properly functioning exit takes precedence, or as shown in the plans.

Wheel washoff systems can be customized from simple to complex, low to high cost, and easy to complex maintenance. Wheel washoff systems will be part of an integrated system that may deploy other trackout minimization BMPs. It is Department's intention that the least cost wheel washout system be used commensurate to the work, with immediate corrective actions to maintain integrity and function. When contractor operations and times of year indicate no sediment trackout generation, wheel wash operations may be suspended, and reactivated when conditions indicate as described above.

Winter operations will require additional applications of chemicals to lower the freeze point of water, simple enclosures to prevent freezing of tanks, hoses and wands, and deicing agent application.

Acceptable Options:

1. Tilt graded stabilized (aggregate or slash mulch) exit with individual operator wheel and carriage power washing to a sediment collection system.
2. Elevated grate on stabilized exit system with individual operator wheel and carriage power washing to a sediment collection system.
3. Raised mat system (FODS, ChainTrax, Grizzly, etc.) capable of individual power washing to a sediment collection system (trap, tank or lift station).
4. Automated wheel wash system.



- NOTES:**
 SEE SPECS. 2573 & 3882.
- (1) MINIMUM LENGTH SHALL BE THE GREATER OF 50 FEET OR A LENGTH SUFFICIENT TO ALLOW A MINIMUM OF 5 TIRE ROTATIONS ON THE PROVIDED PAD. MINIMUM LENGTH SHALL BE CALCULATED USING THE LARGEST TIRE WHICH WILL BE USED IN TYPICAL OPERATIONS.
 - (2) PROVIDE RADIUS OR WIDEN PAD SUFFICIENTLY TO PREVENT VEHICLE TIRES FROM TRACKING OFF OF PAD WHEN LEAVING SITE.
 - (3) IF RUNOFF FROM DISTURBED AREAS FLOWS TOWARD CONSTRUCTION EXITS, PREVENT RUNOFF FROM DRAINING DIRECTLY TO PUBLIC ROAD OVER CONSTRUCTION EXIT BY CROWNING THE EXIT OR SLOPING TO ONE SIDE. IF SURFACE GRADING IS INSUFFICIENT, PROVIDE OTHER MEANS OF INTERCEPTING RUNOFF.
 - (4) IF RUNOFF FROM CONSTRUCTION EXITS WILL DRAIN OFF OF PROJECT SITE, PROVIDE SEDIMENT TRAP WITH STARTIIZED OVERFLOW.
 - (5) IF A TIRE WASH OFF IS REQUIRED THE CONSTRUCTION EXITS SHALL BE GRADED TO DRAIN THE WASH WATER TO A SEDIMENT TRAP.
 - (6) MINIMUM LENGTH OF RUMBLE PAD SHALL BE 20 FEET, OR AS REQUIRED TO REMOVE SEDIMENT FROM TIRES. IF SIGNIFICANT SEDIMENT IS TRACKED FROM THE SITE, THE RUMBLE PAD SHALL BE LENGTHENED OR THE DESIGN MODIFIED TO PROVIDE ADDITIONAL VIBRATION. WASH-OFF LENGTH SHALL BE AS REQUIRED TO EFFECTIVELY REMOVE CONSTRUCTION SEDIMENT FROM VEHICLE TIRES.
 - (7) MAINTENANCE OF CONSTRUCTION EXITS SHALL OCCUR WHEN THE EFFECTIVENESS OF SEDIMENT REMOVAL HAS BEEN REDUCED. MAINTENANCE SHALL CONSIST OF REMOVING SEDIMENT AND CLEANING THE MATERIALS OR PLACING ADDITIONAL MATERIAL (SLASH MULCH OR CRUSHED ROCK) OVER SEDIMENT FILLED MATERIAL TO RESTORE EFFECTIVENESS.

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	STANDARD PLAN 5-297.405	5 OF 8	TEMPORARY SEDIMENT CONTROL STABILIZED CONSTRUCTION EXIT	
	APPROVED: 2-28-2017 REVISOR:	STATE PROJ. NO.		

	ADDITIONAL INFORMATION DWAYNE STENLUND 612-810-9409	RID: EXIT WHEEL WAHSOFF
	SEDIMENT/TURBIDITY CONTROL BMP	

