

BMP C107E: Construction Road/Parking Area Stabilization

Purpose

Stabilizing roads, parking areas, and other on-site vehicle transportation routes immediately after

grading reduces erosion caused by construction traffic or stormwater runoff.

Conditions of Use

- Roads and parking areas shall be stabilized wherever they are constructed, whether permanent or temporary, for use by construction traffic.
- [BMP C103E: High-Visibility Fence](#) shall be installed, if necessary, to limit the access of vehicles to only those roads and parking areas that are stabilized.

Design and Installation Specifications

- On areas that will receive asphalt as part of the project, install the first lift as soon as possible.
- A 6-inch depth of 2- to 4-inch crushed rock, gravel base, or crushed surfacing base course shall be applied immediately after grading or utility installation. A 4-inch course of asphalt treated base (ATB) may also be used, or the road/parking area may be paved. It may also be possible to use cement or calcium chloride for soil stabilization. If cement or cement kiln dust is used for road base stabilization, pH monitoring and implementation of [BMP C252E: Treating and Disposing of High pH Water](#) is necessary to evaluate and minimize the effects on stormwater. If the area will not be used for permanent roads, parking areas, or structures, a 6-inch depth of hog fuel may also be used, but this is likely to require more maintenance. Whenever possible, construction roads and parking areas shall be placed on a firm, compacted subgrade.
- Temporary road gradients shall be < 15%. Roadways shall be carefully graded to drain. Drainage ditches shall be provided on each side of the roadway in the case of a crowned section, or on one side in the case of a superelevated section. Drainage ditches shall be directed to a sediment control BMP.
- Rather than relying on ditches, it may also be possible to grade the road so that runoff sheetflows into a heavily vegetated area with a well-developed topsoil. Landscaped areas are not adequate. If this area has ≥ 50 feet of vegetation, then it is generally preferable to use the vegetation to treat runoff, rather than a sediment pond or trap. The 50 feet shall not include wetlands. If runoff is allowed to sheet flow through adjacent vegetated areas, it is vital to design the roadways and parking areas so that no concentrated runoff is created.
- Storm drain inlets shall be protected to prevent sediment-laden water from entering the drainage system (see [BMP C220E: Inlet Protection](#)).

Maintenance Standards

- Inspect stabilized areas regularly, especially after large storm events.
- Crushed rock, gravel base, etc., shall be added as required to maintain a stable driving surface and to stabilize any areas that have eroded.

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- Following construction, these areas shall be restored to preconstruction condition or better to prevent future erosion.
- Perform street cleaning at the end of each day or more often if necessary.