

Description

Rough cut street controls are rock or earthen berms placed along dirt roadways that are under construction or used for construction access. These temporary berms intercept sheet flow and divert runoff from the roadway, and control erosion by minimizing concentration of flow and reducing runoff velocity.



Photograph RCS-1. Rough cut street controls.

Appropriate Uses

Appropriate uses include:

- Temporary dirt construction roadways that have not received roadbase.
- Roadways under construction that will not be paved within 14 days of final grading, and that have not yet received roadbase.

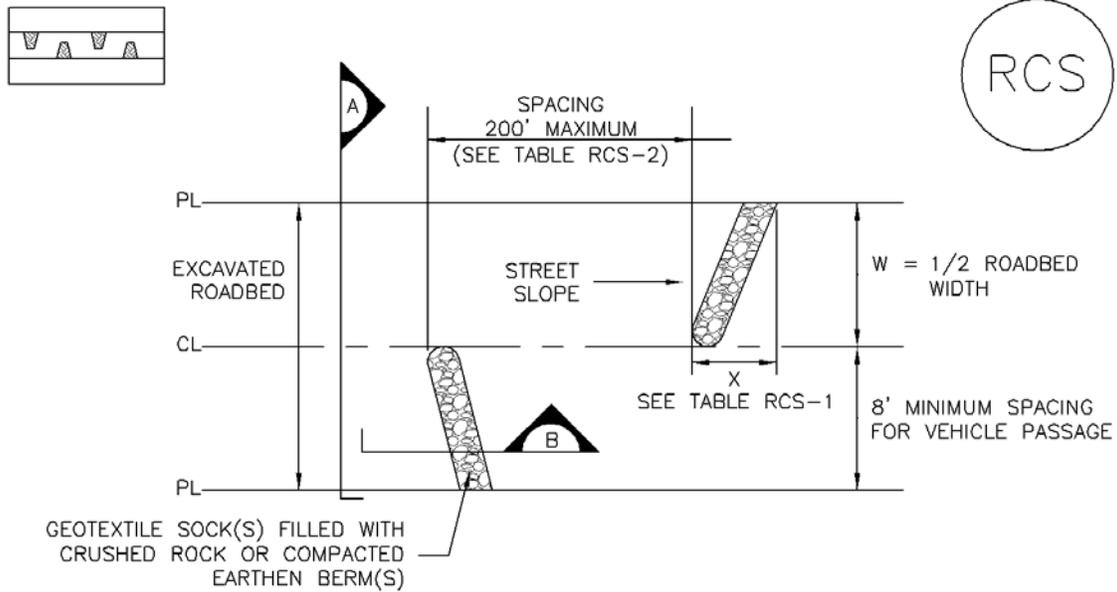
Design and Installation

Rough cut street controls are designed to redirect sheet flow off the dirt roadway to prevent water from concentrating and eroding the soil. These controls consist of runoff barriers that are constructed at intervals along the road. These barriers are installed perpendicular to the longitudinal slope from the outer edge of the roadside swale to the crown of the road. The barriers are positioned alternately from the right and left side of the road to allow construction traffic to pass in the lane not barred. If construction traffic is expected to be congested and a vehicle tracking control has been constructed, rough-cut street controls may be omitted for 400 feet from the entrance. Runoff from the controls should be directed to another stormwater BMP such as a roadside swale with check dams once removed from the roadway. See Detail RCS-1 for additional information.

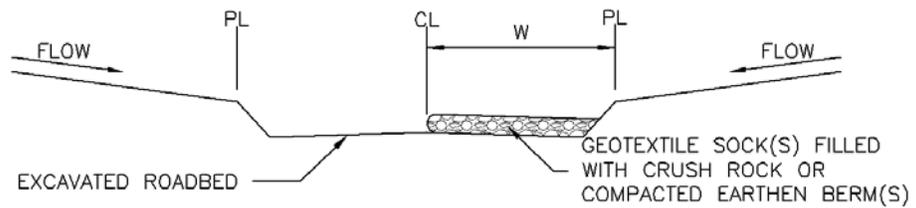
Maintenance and Removal

Inspect street controls for erosion and stability. If rills are forming in the roadway or cutting through the control berms, place the street controls at shorter intervals. If earthen berms are used, periodic recompaction may be necessary. When rock berms are used, repair and/or replace as necessary when damaged. Street controls may be removed 14 days prior to road surfacing and paving.

Rough Cut Street Control	
Functions	
Erosion Control	Yes
Sediment Control	Moderate
Site/Material Management	No



ROUGH CUT STREET CONTROL PLAN



SECTION A



SECTION B

TABLE RCS-1

W (FT)	X (FT)
20-30	5
31-40	7
41-50	9
51-60	10.5
61-70	12

TABLE RCS-2

LONGITUDINAL STREET SLOPE (%)	SPACING (FT)
<2	NOT TYPICALLY NEEDED
2	200
3	200
4	150
5	100
6	50
7	25
8	25

RCS-1. ROUGH CUT STREET CONTROL

ROUGH CUT STREET CONTROL INSTALLATION NOTES

1. SEE PLAN VIEW FOR
-LOCATION OF ROUGH CUT STREET CONTROL MEASURES.
2. ROUGH CUT STREET CONTROL SHALL BE INSTALLED AFTER A ROAD HAS BEEN CUT IN, AND WILL NOT BE PAVED FOR MORE THAN 14 DAYS OR FOR TEMPORARY CONSTRUCTION ROADS THAT HAVE NOT RECEIVED ROAD BASE.

ROUGH CUT STREET CONTROL INSPECTION AND MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.

(DETAILS ADAPTED FROM AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.