

John W. McIntosh

From: Frankie Johnson <frankie@cctimberandmat.com>
Sent: Friday, August 14, 2026 1:06 PM
To: John W. McIntosh
Cc: Mark J. Layne; Bryce A. Deaver; Josh C. Airaghi
Subject: RE: Broyhill Site - Sediment Tracking along Quaker Rd

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Mr. McIntosh,

Thank you for the notification regarding the operations at the Broyhill property. I have instructed the contractors on site to begin sweeping the road multiple times daily to reduce the sediment on the highway.

It is my understanding an onsite meeting has been scheduled for next Thursday, August 20th at 10:00am to discuss the county and community's concerns, along with potential solutions that allow for continued operations while adequately addressing impacts to the highway.

Please continue to keep me informed and updated.

Frankie Johnson

From: John W. McIntosh <jwmcintosh@newkent-va.us>
Sent: Thursday, August 13, 2026 12:05 PM
To: Frankie Johnson <frankie@cctimberandmat.com>
Cc: Mark J. Layne <mjlayne@newkent-va.us>; Bryce A. Deaver <badeaver@newkent-va.us>; Josh C. Airaghi <jcairaghi@newkent-va.us>
Subject: Broyhill Site - Sediment Tracking along Quaker Rd

Mr. Johnson,

My office just received another call from VDOT about the excessive sedimentation from the dump trucks leaving the Broyhill construction site and out onto the public roadways. From what I've seen, there are a large volume of trucks coming in/exiting the site throughout the week and I do not believe a general construction entrance with daily road sweepings are sufficient to handle the traffic load. The last alternative that can be implemented onsite is a wash pit or wash rack with a pit. Having the truck drivers physically wash sediment clods from their tires prior to exiting the site will be efficient at keeping dirt within the site and is within the County's ability to require when excessive sediment tracking is occurring. They should also be brushing off soils from the back of their beds so that clumps aren't dropping from their bed gates when driving down the roadways.

We will allow up to 30-days (September 14th) to install a wash pit or alternative wash rack with a pit installed on the site. I also advise meeting sometime early next week to go over the location, construction, and maintenance of the wash station, but I'm attaching a couple of .pdfs that provide the general idea/location. It may require some minor tree removal along the site entrance because you would need a flat area that can drain away from the site. I'll give Mike Rudisill a call to update him as well; he should be familiar with wash stations given his earthwork background. Overall, this should help alleviate the amount of road sweepings being done daily.

I also wanted to relay to you what VDOT expressed to me during our phone call; they've expressed the volume of trucks are causing damage to the asphalt and shoulders of both Quinton Rd and Quaker Rd. The Environmental Division does not have authority over the public roads, but I just wanted to put that on your radar. VDOT expressed they've completed multiple maintenance requests to patch up sections of those two roadways to this date and have concerns over running out of budget funds for continued maintenance. It is worth looking at implementing traffic detail to slow traffic down and allow for safer passage during higher volume days.

Best regards,

John McIntosh, M.Envs.

Environmental Manager

Community Development - Environmental Division

Mainline: (804) 966 – 8580

Office: (804) 966 – 8577



C-SCM-03 Temporary Stone Construction Entrance

1.0 Definition

A temporary stone construction entrance is a pad with a geotextile liner underneath the stone located at points of vehicular ingress and egress on a construction site. There are several types of track-out controls that minimize the amount of sediment, such as dirt or mud, leaving or being tracked out from the construction site attached to vehicles.

 [Download File](#) – CAD and PDF files for C-SCM-03 Temporary Stone Construction Entrance

2.0 Purpose and Applicability of Best Management Practices

Construction entrances provide an opportunity for significant removal of mud from construction vehicle tires before they enter a public road, and, just as important, the soil adjacent to the paved surface can be kept intact. Temporary stone construction entrances reduce the tracking of mud onto paved public roads by motor vehicles or runoff and provide a stable entry to or exit from the construction site.

This practice applies where traffic leaves a construction site and moves directly onto a public road or other paved area.

3.0 Planning and Considerations

A geotextile liner is used as a “separator” to minimize the dissipation of aggregate into the underlying soil due to construction traffic loads. If the action of the vehicles traveling over the gravel pad is not sufficient to remove most of the mud, or there exists an especially sensitive traffic situation on the adjacent paved road, wash the tires before the vehicle enters the public road. If washing is necessary, make provisions to intercept the wash water and trap the sediment so it can be collected and stabilized.

Use construction entrances in conjunction with stabilization of construction roads (see Construction Road Stabilization [BMP C-SCM-02]) to reduce the amount of mud picked up by construction vehicles and better remove mud. Encourage vehicles (other than construction equipment) to remain in stabilized areas where possible to avoid mud accumulation on vehicles’ tires that will regularly enter and leave the site. Other innovative techniques for accomplishing the same purpose (such as a bituminous entrance) can be used, but only after specific plans and details are submitted and approved by the appropriate certified plan reviewer.



Stone Construction Entrance with Washrack

4.0 Stormwater Performance Summary

MS-17: VEHICULAR TRACKING AND CONSTRUCTION ENTRANCES – Provisions shall be made to minimize the transport of sediment from the site onto the paved surface.

MS-4: FIRST-STEP MEASURES – Sediment basins and traps, perimeter dikes, sediment barriers, and other measures intended to trap sediment shall be constructed as a first step in any land-disturbing activity and shall be made functional before upslope land disturbance takes place.

9VAC25-875-560

Erosion Control Efficiency: MODERATE

Sediment Removal Efficiency: MODERATE

5.0 Design Criteria

Table C-SCM-03-1 Design Criteria for Temporary Stone Entrance

Parameter	Notes on Proper Use
Aggregate Size	Use Virginia Department of Transportation (VDOT) #1, #2, or #3 Coarse Aggregate (1.5- to 3.5-inch stone) or American Association of State Highway and Transportation Officials (AASHTO) #1 Course Aggregate (2.5- to 3.5-inch stone).
Entrance Dimensions	Construct the aggregate layer to be a minimum of 6 inches thick and place a minimum 3 inches of aggregate in a cut section to give the entrance added stability and help secure the geotextile separator. Extend the entrance to the entire width of the vehicular ingress and egress area and have a minimum 12-foot width. Construct the entrance length at a minimum of 70 feet except for smaller construction projects (total disturbance area of less than 1 acre) or sites with entrance constraints. For these project sites, the minimum length is the greater of either 30 feet or a length sufficient for all on-site equipment to make at least two tire revolutions when crossing the trackout surface. Where site conditions warrant that it may be necessary to extend the length or width of the rock to ensure the effectiveness of the entrance.
Mountable Berm & Culvert Pipe	Where access to the site crosses a roadside ditch, stream channel, or natural drainage course, provide a suitable means of conveying the flow past the entrance (e.g., an appropriately sized culvert pipe). Size the pipe to convey the runoff generated by the 2-year, 24-hour frequency storm at a minimum. The minimum permissible pipe size is 6 inches. For such installations, install a mountable berm above the pipe to avoid crushing the pipe. Construct the 3-foot-wide mountable berm centered above the pipe with 5H:1V side slopes and 6 inches higher than the elevation of the rest of the construction entrance.
Geotextile	Use geotextile that is a woven fabric consisting only of continuous-chain polymeric filaments or yarns of polyester. Use geotextile inert to commonly encountered chemicals and hydrocarbons, mildew and rot-resistant, and conforms to the physical properties noted in Table 1.

Table C-SCM-03-1 Design Criteria for Temporary Stone Entrance

Parameter	Notes on Proper Use
Washing	If most mud is not removed by the vehicles traveling over the stone, wash the vehicles' tires before entering the public road. Carry wash water away from the entrance to an approved settling area or sediment removal device (e.g., sediment basin or trap, silt fence, or compost filter sock) to remove sediment. Prevent all sediment from entering storm drains, ditches, or watercourses. Use a wash rack to make washing more convenient and effective for washing mud from the tires of the work vehicles only. A reinforced concrete or metal wash rack are both viable options to reduce the presence of sediment from work vehicles leaving the construction site (PA DEP 2012). Wash racks are unsuitable for complete truck washing and only apply to washing the vehicle tires. If there is a need for a full wash of vehicles, refer to standard detail Concrete Washout Pit (C-SCM-13). Additionally, ensure that wash racks immediately discharge to a sediment removal device (e.g., sediment basin or trap, silt fence, or compost filter sock) before the water enters waterbodies (PA DEP 2012).
Location	Locate the entrance to provide for maximum use by all construction vehicles. Locate the entrance on level ground at an appropriate site distance. Avoid locating the entrance on steep slopes and ensure the entrance drains transversely to prevent runoff from the entrance flowing into the adjacent roadway. Entrance configurations off the paved road may be modified to allow tractor trailers or longer delivery vehicles adequate area to safely exit the paved road onto the construction entrance and re-enter onto the paved road from the construction entrance.

Table C-SCM-03-2 Construction Specifications for Geotextile Liner Under Aggregate Stone

Geotextile Properties ¹	Light-Duty Entrance ² (Graded Subgrade)	Heavy-Duty Entrance ³ (Rough Graded)	Test Method
Grab Tensile Strength (lbs.)	200	315	ASTM D4632
Grab Tensile Elongation (%)	15	15	ASTM D4632
Trapezoidal Tear (lbs.)	75	113 – 120	ASTM D4533
CBR Puncture Strength (lbs.)	700	900	ASTM D6241
Apparent Opening Size	40	40	ASTM D4751

1. Only use geotextile not meeting these specifications when design procedure and supporting documentation are supplied to determine aggregate depth and geotextile strength.
2. **Light-Duty Entrance:** Sites that have been graded to subgrade and where most travel would be by single-axle vehicles and an occasional multi-axle truck. Examples of geotextile that can be used are: Mirafi 500X, Skaps SW200, Geotex 200 ST, or equivalent.
3. **Heavy-Duty Entrance:** Sites with only rough grading and where most travel would be by multi-axle vehicles. Examples of geotextile that can be used are: Mirafi 600X, Skaps SW315, Geotex 315 ST, or the equivalent.

6.0 Construction Specifications

1. Excavate the entrance area to a minimum of 3 inches and clear the area of all vegetation, roots, and other objectionable material.
2. Construct any drainage facilities according to specifications. Provide for the conveyance of surface water under the entrance through culverts.
3. Place the geotextile underlayment atop the entire width and length of the entrance.
4. Following the geotextile installation, place the stone to the specified dimensions (including the construction of the mountable berm) as necessary.
5. If wash racks are used, install wash racks according to manufacturer's specifications. Ensure the wash rack can convey sediment-laden water immediately to a sediment control treatment device before entering a water body.
6. Confirm the length and width of the construction entrance before setting up erosion control measures and perimeter control measures.

Figure C-SCM-03-1 Stone Construction Entrance

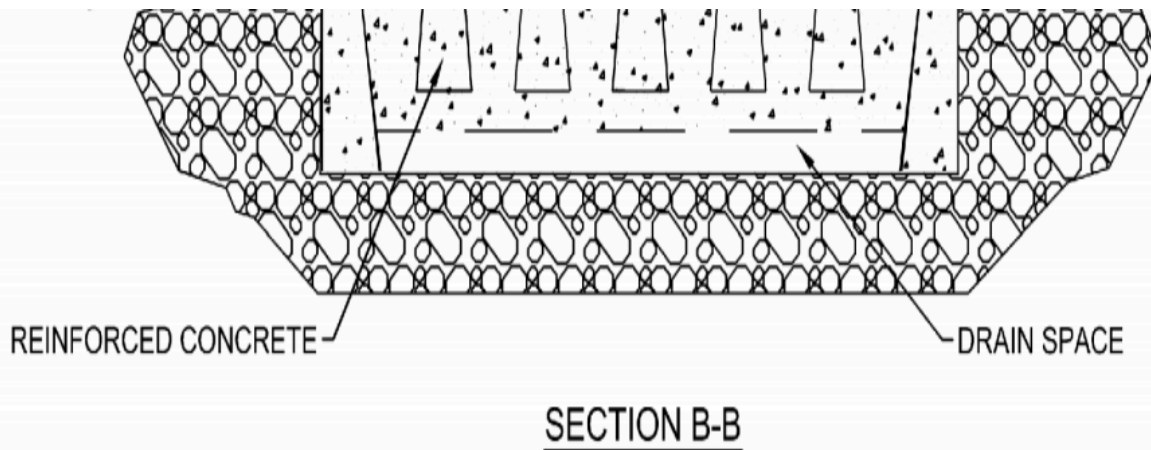
The technical drawings illustrate the design of a sediment trap system with the following components and dimensions:

- SIDE ELEVATION:** Shows a cross-section of the trap. It includes a 70' MIN. length, a 6" MIN. depth, and a 3' high mound. The mound is covered with a 5:1 slope and labeled as "EXISTING PAVEMENT". A "MOUNTABLE BERM (OPTIONAL)" is shown on the right. A "GEOTEXTILE FABRIC" is indicated on the left. Section lines A-A are marked.
- PLAN VIEW:** Shows the top-down layout. It features a 70' MIN. length and a 12' MIN. width. A "WASHRACK (OPTIONAL)" is shown in the center. The system is flanked by "VDOT #1 COURSE AGGREGATE" and "EXISTING PAVEMENT". A "POSITIVE DRAINAGE TO SEDIMENT TRAPPING DEVICE" is indicated. Section lines B-B are marked. Vertical dimensions of 10' MIN. are shown on the right side.
- SECTION A-A:** A cross-section of the trap body, showing a 12' MIN. length and a 3" MIN. depth. It is labeled "GEOTEXTILE FABRIC".

*** MUST EXTEND FULL WIDTH OF INGRESS AND EGRESS OPERATION**

PLAN VIEW

SECTION A-A



Source: Maryland Water Resources Administration et al. 1983

7.0 Operations and Maintenance Considerations

At a minimum, inspections should occur in accordance with 9VAC25-880-70 Part II G or at a more stringent frequency established by the authority as applicable.

Maintain the entrance to prevent tracking or flow of dirt, mud, or sediment onto public rights-of-way, including periodic top dressing with additional stone and repair or cleanout of structures that trap sediment or both. Maintain a stockpile of rock at the site for top dressing purposes.

Mud and soil particles will eventually clog the voids in the stone and compromise the effectiveness of the construction entrance. When this occurs, top dress the pad with new stone. Complete stone replacement is necessary when the pad becomes wholly clogged with sediment and the topdressing is no longer effective at removing accumulated sediment from tires.

Immediately remove all materials spilled, dropped, washed, or tracked from vehicles onto roadways or storm drains. Do not use water trucks to remove materials dropped, washed, or tracked onto roadways under any circumstances.

Immediately remove stones from the adjoining roadway that construction traffic dislodged from the entrance.

Maintain the area under the wash rack free of accumulated sediment. Repair or replace the wash rack if it becomes damaged.



*Improperly Maintained Stone Construction Entrance-
Stones Dislodged Spilling into Adjoining Roadway*

8.0 References

Maryland Water Resources Administration, Soil Conservation Service, and State Soil Conservation Committee. 1983. Maryland Standards and Specifications for Soil Erosion and Sediment Control. April.

PHASE I CONSTRUCTION NARRATIVE

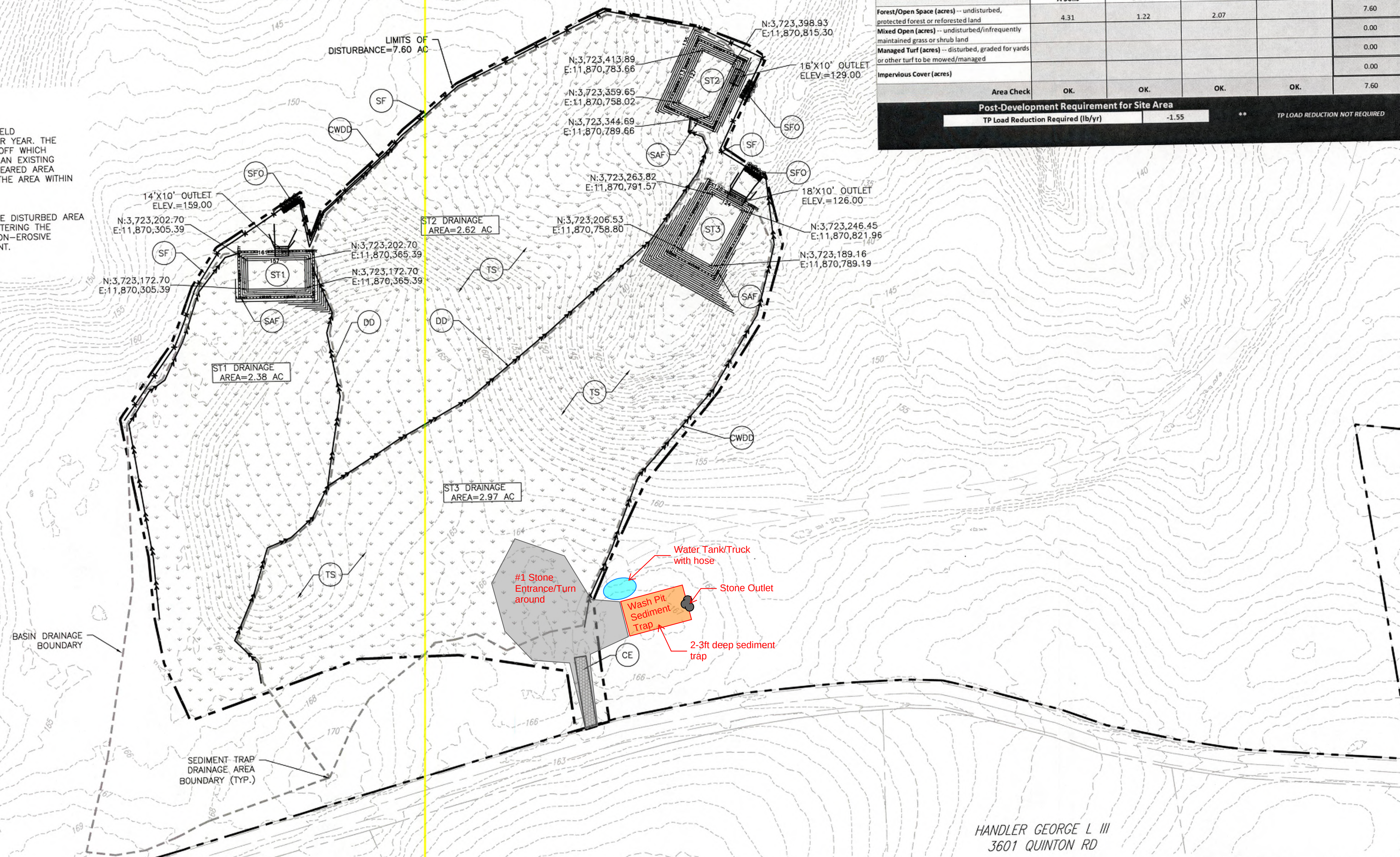
1. PRIOR TO BEGINNING CONSTRUCTION, AN ON SITE PRE-CONSTRUCTION MEETING SHALL BE HELD. THE COUNTY ENVIRONMENTAL INSPECTOR, VSMF CONSTRUCTION ACTIVITY OPERATOR, THE ENGINEER, AND THE CONTRACTOR MUST ATTEND. APPROPRIATE OFFICIALS MUST RECEIVE 48 HOURS NOTICE PRIOR TO SCHEDULING.
2. THE CONTRACTOR IS TO NOTIFY THE COUNTY ENVIRONMENTAL ENGINEERING OFFICE 48 HOURS PRIOR TO COMMENCING WITH LAND DISTURBANCE ACTIVITIES.
3. CLEAR INITIAL AREA FOR TEMP. CONSTRUCTION ENTRANCE AND INSTALL GRAVEL CONSTRUCTION ENTRANCE AS SHOWN. ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT THE SITE VIA SITE CONSTRUCTION ENTRANCE ONLY. DURING WET WEATHER CONDITIONS, DRIVERS OF CONSTRUCTION VEHICLES SHALL BE REQUIRED TO WASH THEIR WHEELS BEFORE ENTERING HIGHWAY. THE CONSTRUCTION ENTRANCE SHALL BE USED FOR THE REMAINDER OF THE PROJECT AND SHALL NOT BE REMOVED UNLESS OTHERWISE SPECIFIED BY THE COUNTY INSPECTOR.
4. PERFORM THE MINIMUM CLEARING NECESSARY TO INSTALL SILT FENCE, DIVERSION DIKES, SEDIMENT TRAPS, & SILT FENCE OUTLETS.
5. INSTALL SILT FENCE, DIVERSION DIKES, SEDIMENT TRAPS, SILT FENCE OUTLETS, AND TEMPORARY SEEDING AS SHOWN. ANY PORTION OF THE SITE NOT DISTURBED FOR MORE THAN 30 DAYS SHALL BE SEEDED WITH TEMPORARY SEEDING.
6. ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATION 9 VAC25-840-40.
7. ONCE THE INITIAL ESC MEASURES ARE INSTALLED, ADDITIONAL CLEARING AS SHOWN PER ESC PLAN MAY COMMENCE FOR THE REMAINING SITE AREA.
8. ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED.
9. THE ROADWAYS SHALL BE KEPT FREE OF DEBRIS AT ALL TIMES.
10. UPON COMPLETION OF THE PROJECT AND APPROVAL BY THE PROJECT ENGINEER AND LOCAL AND COUNTY OFFICIALS, THE AREA WILL BE STOCKPILED & STABILIZED IN PLACE. ALL SILT FENCES ARE TO BE REMOVED FROM THE SITE UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER OR LOCAL COUNTY OFFICIAL. ALL AREAS ARE TO BE PERMANENTLY SEEDED UPON REMOVAL OF ESC MEASURES.

STORMWATER NARRATIVE:

EXISTING SITE CONDITIONS:
THE SITE, IN ITS CURRENT (PRE-CONSTRUCTION) STATE, IS AN OPEN FIELD CHARACTERIZED BY LOW VEGETATION THAT IS MAINTAINED 1-2 TIMES PER YEAR. THE CLEARED AREA FEATURES VARYING TOPOGRAPHY, AND STORMWATER RUNOFF WHICH GENERALLY RETURNS TO SHEET FLOW BEFORE LEAVING THE PROPERTY. AN EXISTING DRAINAGE SWALE IS PRESENT ON THE SITE, AND A PORTION OF THE CLEARED AREA DIRECTS WATER INTO THIS SWALE PRIOR TO DISCHARGE. SPECIFICALLY, THE AREA WITHIN THE CONSTRUCTION LIMITS ALLOWS FOR SHEET FLOW.

POST-CONSTRUCTION CONDITIONS:
IN THE POST-CONSTRUCTION SCENARIO, STORMWATER RUNOFF FROM THE DISTURBED AREA WILL RETURN TO SHEET FLOW PRIOR TO EXITING THE PROPERTY OR ENTERING THE DRAINAGE SWALE. THE RUNOFF WILL EXIT THE DISTURBED AREA IN A NON-EROSIVE MANNER, MAINTAINING THE INTEGRITY OF THE SURROUNDING ENVIRONMENT.

- NOTES:**
- UPDATE DIVERSION DIKES AND MAINTAIN DRAINAGE DIVIDES AS STOCKPILE IS RAISED WITH FUTURE FILL
 - SEDIMENT STOCKPILE SIDE SLOPES TO BE NO GREATER THAN 3:1.



LEGEND:

1 EA C-SCM-03	TEMPORARY STONE CONSTRUCTION ENTRANCE	CE	2,016 LF C-ECM-04	TEMPORARY DIVERSION DIKE	DD	778 LF C-PCM-01	SAFETY FENCE	SAF	7,60 AC C-SSM-09	TEMPORARY SEEDING	TS
1,083 LF C-PCM-04	SILT FENCE	SF	3 EA C-SCM-11	TEMPORARY SEDIMENT TRAP	ST	1 EA C-ECM-15	OUTLET PROTECTION	OP	3 EA --	SILT FENCE OUTLET	SFO

Project Name: NEW KENT - BROYHILL
Date: 7/18/2025
Linear Development Project? No

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area (acres) → 7.60

Maximum reduction required:	20%
The site's net increase in impervious cover (acres) is:	0
Post-Development TP Load Reduction for Site (lb/yr):	-1.55

Pre-Development Land Cover (acres)	A Soils	B Soils	C Soils	D Soils	Totals
Forest (acres) -- undisturbed, protected forest or reforested land	4.31	1.22	2.07		7.60
Mixed Open (acres) -- undisturbed/inrequently maintained grass or shrub land					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed					0.00
Impervious Cover (acres)					0.00
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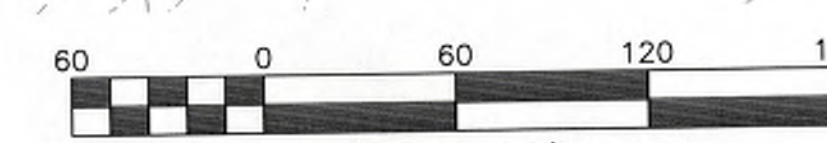
Area Check	OK.	OK.	OK.	OK.	
Post-Development Requirement for Site Area					
TP Load Reduction Required (lb/yr)					
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NEW KENT - BROYHILL ESC PLAN
EROSION AND SEDIMENT CONTROL PLAN
BLACK CREEK MAGISTERIAL DISTRICT
S QUAMER & QUINTON RD

DRAWN BY: ATD
DESIGNED BY: ATD
CHECKED BY: CMS
DATE: 04/18/2025
SCALE: 1" = 60'
REVISIONS: 06-25-2025

HANDLER GEORGE L III
3601 QUINTON RD



C03
PROJECT NO. R0067801.00

PHASE I CONSTRUCTION NARRATIVE

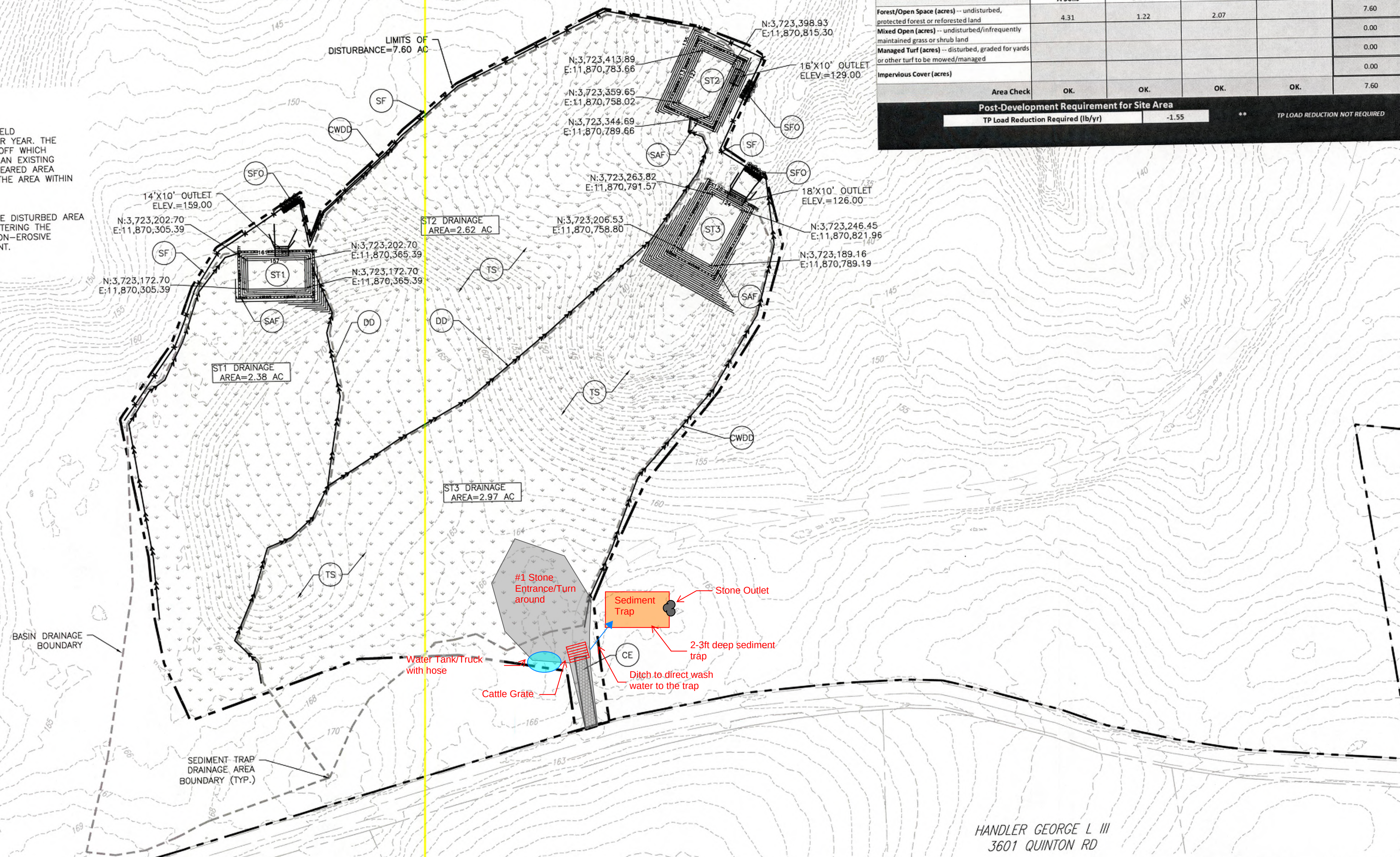
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Area Check	OK.	OK.	OK.	OK.	
Post-Development Requirement for Site Area					
TP Load Reduction Required (lb/yr)					
		-1.55	**	TP LOAD REDUCTION NOT REQUIRED	



BALZER & ASSOCIATES
a Westwood Company

Roanoke / Richmond
New River Valley
Shenandoah Valley

balzer.cc | westwoodps.com

15871 City View Drive

Suite 200

Midlothian, VA 23113

804.794.0571



NEW KENT - BROYHILL ESC PLAN

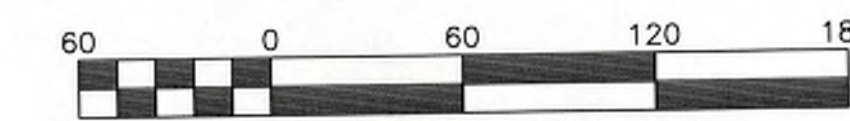
EROSION AND SEDIMENT CONTROL PLAN

BLACK CREEK MAGISTERIAL DISTRICT
S QUAMER & QUINTON RD

DRAWN BY
DESIGNED BY
CHECKED BY
DATE
SCALE
REVISIONS

ATD
ATD
CMS
04/18/2025
1" = 60'
06-25-2025

HANDLER GEORGE L III
3601 QUINTON RD



NAD83

SITE PLAN #: SP-000641-2025

C03
PROJECT NO. R0067801.00