

Description

A stone-stabilized pad located at any point where traffic will be leaving a construction site to a public right-of-way, street, alley, sidewalk, or parking area.

Construction exits reduce or eliminate the amount of sediment leaving the construction area onto the public right-of-way. This is done by controlling runoff and getting mud off of vehicles and their tires. In addition to environmental concerns, sediment in the public roads is a traffic hazard. Public roads should be maintained clear of any sediment. Any tracking should be swept daily before afternoon traffic. Special attention should be given to construction exits near water bodies.

Selection Criteria

This practice is applied at appropriate points of construction egress. The exit shall be located to prevent sediment from leaving the site.

Design Considerations

It is recommended that the entrance area be excavated to a depth of 3 inches and be cleared of all vegetation, roots and other material. A layer of medium to heavy geotextile fabric is then required to stabilize and support the pad. It must be placed the full length and width of the entrance. The geotextile fabric keeps the aggregate from being ground into the soil. See above photo and Figure 1 below.

Installation requirements for the construction exit are shown in Figure 1 below. The pad should be constructed so that vehicle tires will sink in slightly as they pass over the stone, which effectively removes the soil.

Some designs include the use of a sediment trap (See Figure 2)

Aggregate Size

The aggregate size should generally be 2 to 3-inch stone (D_{50}). Smaller size aggregate do not remove mud and clay soils and is more easily pushed into streets or washed away by heavy rains.

Pad Thickness

At a minimum, pad thickness should be 6 inches.

Pad Width

At a minimum, pad width should equal the full width of all points of vehicular egress but not less than 20 feet wide. If a site entrance leads onto a paved road, make the end of the entrance flared as necessary.

Washing

Wheels must be cleaned to remove mud prior to entrance onto public rights-of-way. When required, washing shall be done on an area stabilized with crushed stone, which drains into an approved sediment trap or sediment basin.

Slope

If the pad slopes towards excessively toward a public road or off-site, ensure that flow is directed to a suitable sediment trap to keep sediment on-site.

Maintenance

The exit shall be maintained in a condition that will prevent tracking or flow of mud onto public rights-of-way. This may require periodic top dressing with 1.5- to 3.5-inch stone, as conditions demand, and repair and/or cleanout of any structures to trap sediment. All materials spilled, dropped, washed, or tracked from vehicles or site onto roadways or into storm drains must be removed immediately.

Photo 1

Construction Exit



Figure 1
Crushed Stone Construction Entrance Installation Requirements

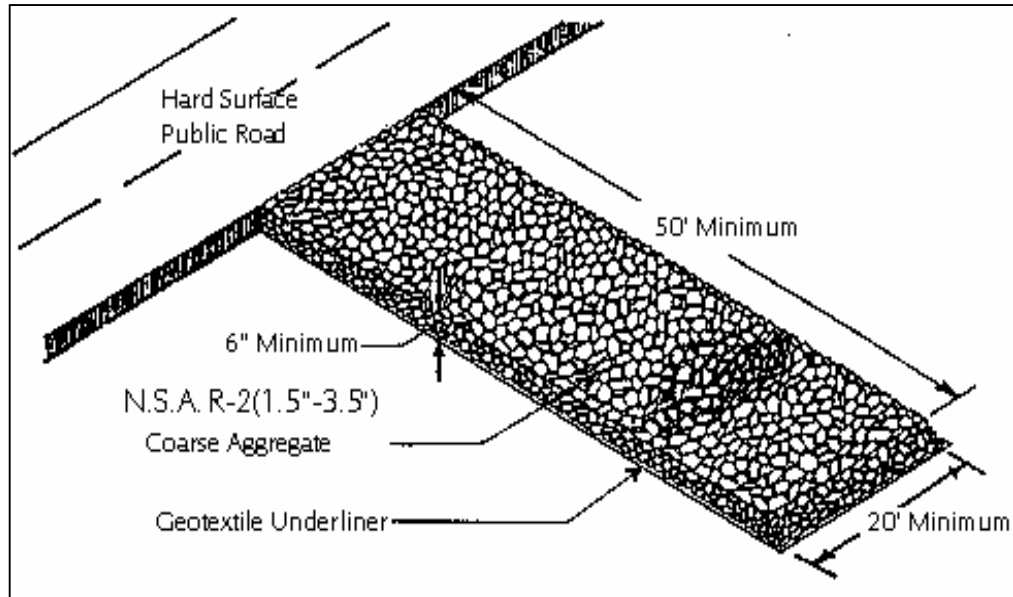
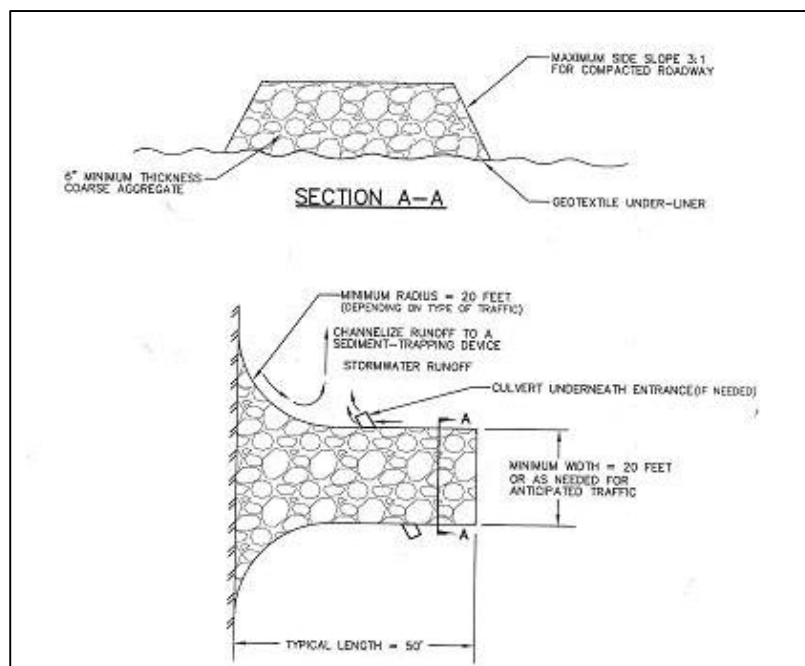


Figure 2
Construction Entrance/Exit



References

Tennessee Department of Transportation (TDOT). January 1, 2006 (Updated 08-01-06). Design Division Drainage Manual, Chapter 10, Erosion Prevention and Sediment Control.

California DOT. January 2003. Construction Site BMP Field Manual and Troubleshooting Guide.