

Construction Exit Pad (CEP)



Practice Description

A construction pad is a stone base pad or manufactured product designed to provide a buffer area where mud and caked soil can be removed from the tires of construction vehicles to avoid transporting it onto public roads. This practice applies anywhere traffic will be leaving a construction site and moving directly onto a public road or street.

Planning Considerations

Roads and streets adjacent to construction sites should be kept clean for the general safety and welfare of the public. A construction exit pad (Figure CEP-1) should be provided where mud can be removed from construction vehicle tires before they enter a public road.

Where possible the construction exit pad should be located and constructed at a site where surface runoff from the pad will not transport sediment from the pad off the site. If the pad slope toward the road exceeds 2%, a diversion ridge 6" to 8" high with 3:1 side slopes should be constructed across the foundation approximately 15 feet from the entrance. This diversion ridge should divert surface runoff from the pad away from the road and into a sediment trap or basin.

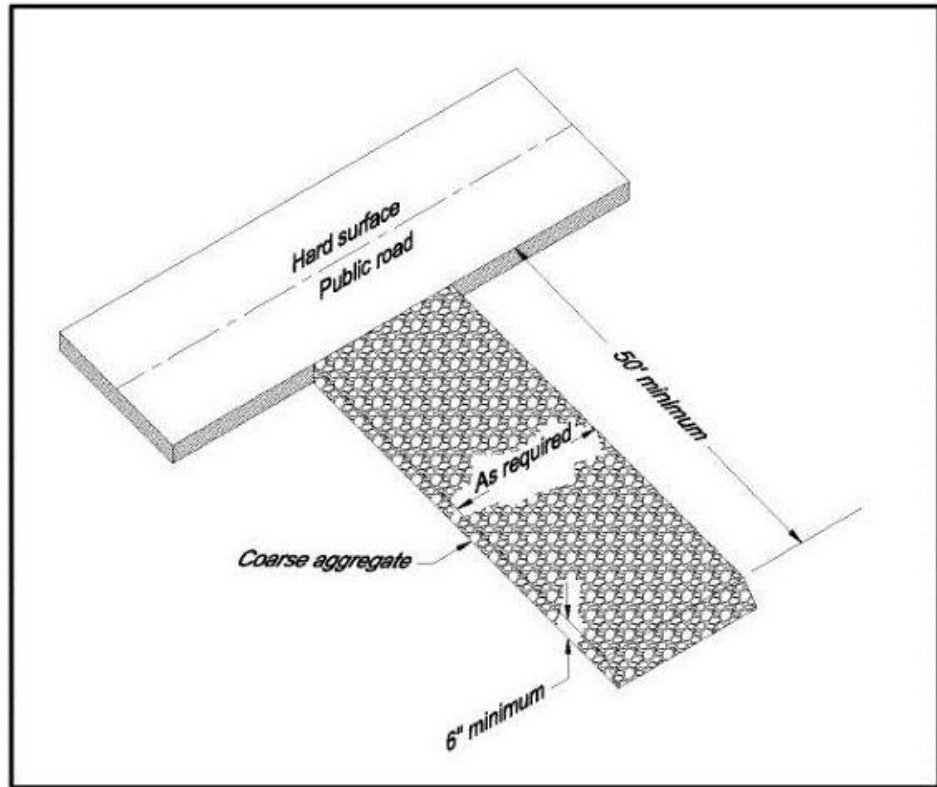


Figure CEP-1 Gravel Construction Exit

If the action of the vehicle traveling over the gravel pad does not sufficiently remove the mud or if the site is in a particularly sensitive area, a washing facility should be included with the pad (Figure CEP-2). When a washing facility is required all wash water shall be diverted to a sediment trap or basin.

If the construction exit pad is located in an area with soils that will not support traffic when wet, an underliner of geotextile will be required to provide stability to the pad.

Construction of stabilized roads throughout the development site should be considered to lessen the amount of mud transported by vehicular traffic. The construction exit pad should be located to provide for maximum use by construction vehicles.

Consideration should be given to limiting construction vehicles to only one ingress and egress point. Measures may be necessary to make existing traffic use the construction exit pad.

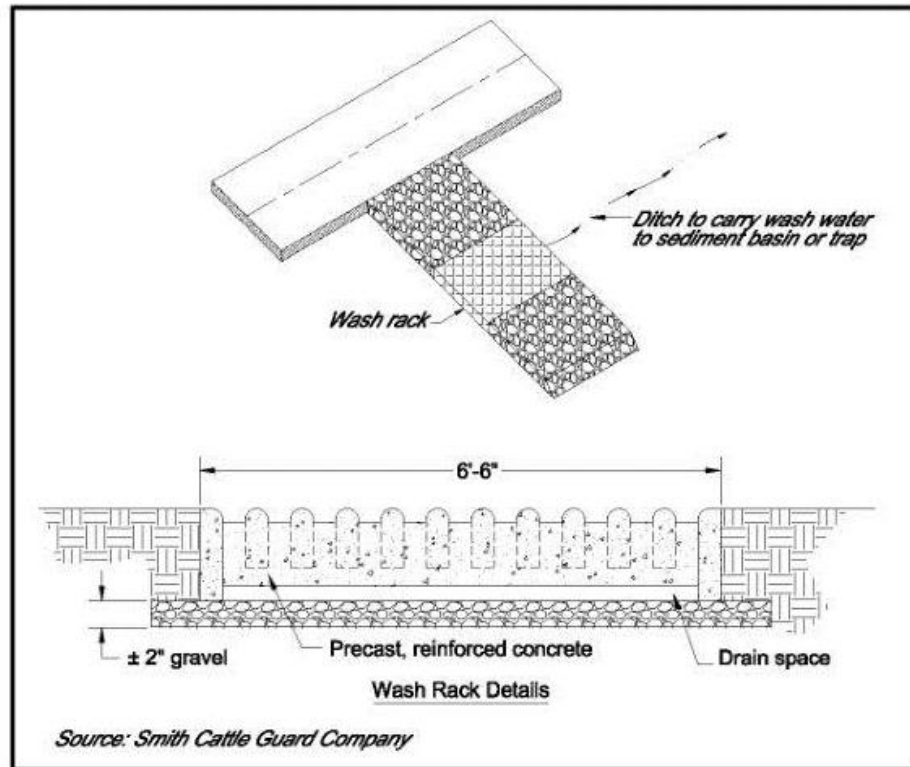


Figure CEP-2 Construction Exit with Wash Rack

Design Criteria

Aggregate size

Aggregate should be Alabama Highway Department coarse aggregate gradation No.1.

Pad Thickness

The exit pad shall have a minimum aggregate thickness of 6".

Geotextiles

A non-woven geotextile shall be placed underneath the aggregate. The geotextile shall be of the strength and durability required for the project to ensure the aggregate and soil base are stable. Generally, the non-woven geotextile should meet the requirements for a Class 2 geotextile used for separation that is found in the current version of AASHTO M288.

Pad Length

The exit pad should provide for entering and parking the longest anticipated construction vehicles. A pad is typically 50 feet long but the required length may be longer or shorter.

Pad Width

The exit pad width is typically 20 feet but may be narrower or wider to equal the full width of the vehicular egress.

Washing

A washing facility shall be provided if necessary to prevent mud and caked soil from being transported to public streets and highways. It shall be constructed of concrete, stone, and/or other durable materials. Provisions shall be provided for the mud and other material to be carried away from the washing facility to a sediment trap or basin to allow for settlement of the sediment from the runoff before it is released from the site.