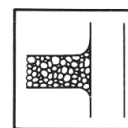


**PRACTICE 7.28: CONSTRUCTION EXIT**

*See Chapter 7, Page 205*



*Rock construction exits should be installed at each location that construction traffic leaves the construction project.*

**Purpose and Application.** Construction exits are temporary sediment control devices installed where ever construction traffic leaves an active construction site. Most often, construction exits are constructed of clean stone. However, several manufactured construction exits are available that do not include stone.

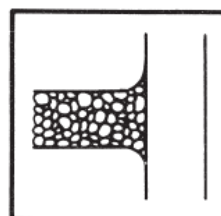
**Description.** Construction exits reduce or eliminate the transport of sediment from the construction site onto a public right of way. Rock construction exits should be constructed with 2"-3" sized clean stone, installed at least 6" deep. A geotextile underliner must be installed under the rock to prevent sediment from piping up through the rock from the underlying soil surface. In addition, the geotextile fabric underliner makes maintenance of construction exists easier. The rock construction entrance should extend the full width of the entrance area, sufficiently long for vehicles to drop mud and sediment and stable enough for construction traffic. Avoid entrances on steep grades or at curves in public roads. Stormwater must be properly managed around the construction exit to prevent washing sediment off the construction exit. In situations where a properly installed and maintained construction exit does not adequately clean tires before leaving the construction site, a more robust tire washing facility (see practice 7.29) may be necessary.

**Limitations.** Soils that contain a high percentage of clay may require a more robust tire washing facility.

**Maintenance.** When visual inspections note an excessive build up of sediment on the construction exit, the sediment and rock should be removed and replaced with clean stone. Sediment tracked off the construction project must be cleaned up before the next rain event or within 7 days, whichever is shorter.

## SEDIMENT CONTROL PRACTICES

### 7.28 CONSTRUCTION EXIT



GRAVEL CONSTRUCTION EXIT

<b>Definition</b>	A stone pad on geotextile fabric or a rumble strip located at any point where traffic will be moving from a construction site onto a public roadway or other paved area.
<b>Purpose</b>	To reduce or eliminate the transport of material from the construction area onto a public roadway by providing an area where mud and soil can be removed from the tires of construction vehicles.
<b>Conditions Where Practice Applies</b>	This practice is applicable wherever construction traffic leaves a construction site and enters a public right of way.
<b>Planning Considerations</b>	<p>Construction exits should be planned and installed at any point that construction traffic exits the project. These stone pads should not be placed in areas with hydric or saturated soils.</p> <p>Stormwater management must be considered around the construction exit as well.</p> <p>Avoid steep grades and exits in or near curves in public roads.</p>
<b>Design Criteria</b>	<p>Calculations are not required; however, a typical construction exit should conform to the specifications listed below.</p> <ul style="list-style-type: none"> <li>• A layer of geotextile fabric is required to stabilize and support the aggregate. The geotextile fabric should extend the full length and width of the construction exit. The fabric should meet the requirements of the standard specifications for geotextiles, AASHTO designated M-288, erosion control.</li> <li>• The stone pad should be constructed from clean, washed stone with a 2 inch to 4 inch gradation at a minimum thickness of 8 inches. At a minimum, the stone pad should be 50 feet long and 20 feet wide. In addition a turning radius of 20 feet should be provided on each side of the pad where it intersects with the public roadway. See Figures 7.28-1 and -2.</li> <li>• The area where the pad is to be installed must be undercut at least 3 inches, and then the geotextile fabric should be installed before placing the stone.</li> </ul>

### Construction Specifications

- Stormwater management around the construction exit must be taken into consideration. If stormwater runoff flows across the stone pad and onto the public right of way, mud on the pad can be washed into the ROW as well. Diversions or waterbars should be installed at the upgradient end of the pad, directing runoff into sediment traps for treatment prior to discharging runoff into the ROW.
- Excavate areas where construction exits are to be constructed to a depth of at least 3 inches and clear the area of all vegetation, roots, and other objectionable material.
- Construction exit areas should be at minimum 50 feet in length by 20 feet in width.
- Install a geotextile underliner across the full width and depth of the construction exit to separate the rock from underlying soil.
- Provide clean, washed stone to a depth of 8 inches. Stone should vary in size from 2 to 4 inches. Rock must be clean rock with no fines. Crusher run and road base are not acceptable materials for a construction exit, as the fines can be tracked out onto the road.

#### Waterbar Diversion:

On sites where the grade toward the public roadway is greater than 2%, a waterbar diversion 6 to 8 inches in depth with 3:1 side slopes should be constructed at the upper end of the construction exit to prevent stormwater from washing sediment off the construction exit and into the public roadway or storm drain system. See Figure 7.28-1. Other devices, such as berms also may be used to divert stormwater from flowing down the construction exit and onto the public ROW.

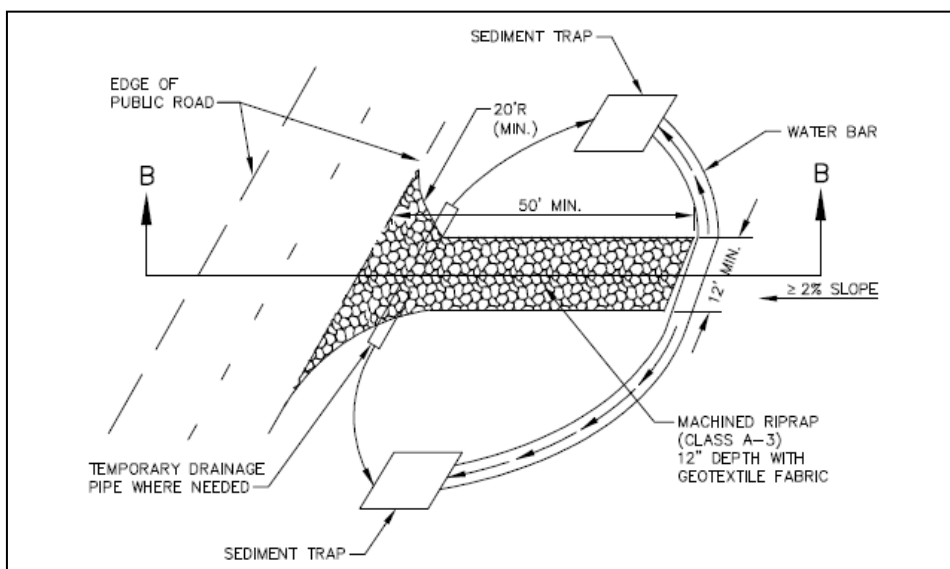


Figure 7.28-1 Construction Exit with Water Bars

**Maintenance  
and Inspection  
Points**

The exit must be maintained in a condition that will prevent tracking or flow of material onto public rights-of-way or into the storm drain system. This may require periodic top dressing with fresh stone or full replacement of stone as conditions demand, and repair and/or cleanout of any related diversions and sediment traps. All materials spilled, dropped, washed, or tracked from vehicles or site onto roadways or into storm drains must be removed by the end of the day.

**References**

*TDOT Design Division Drainage Manual*

*North Carolina Erosion and Sediment Control Planning and Design Manual*

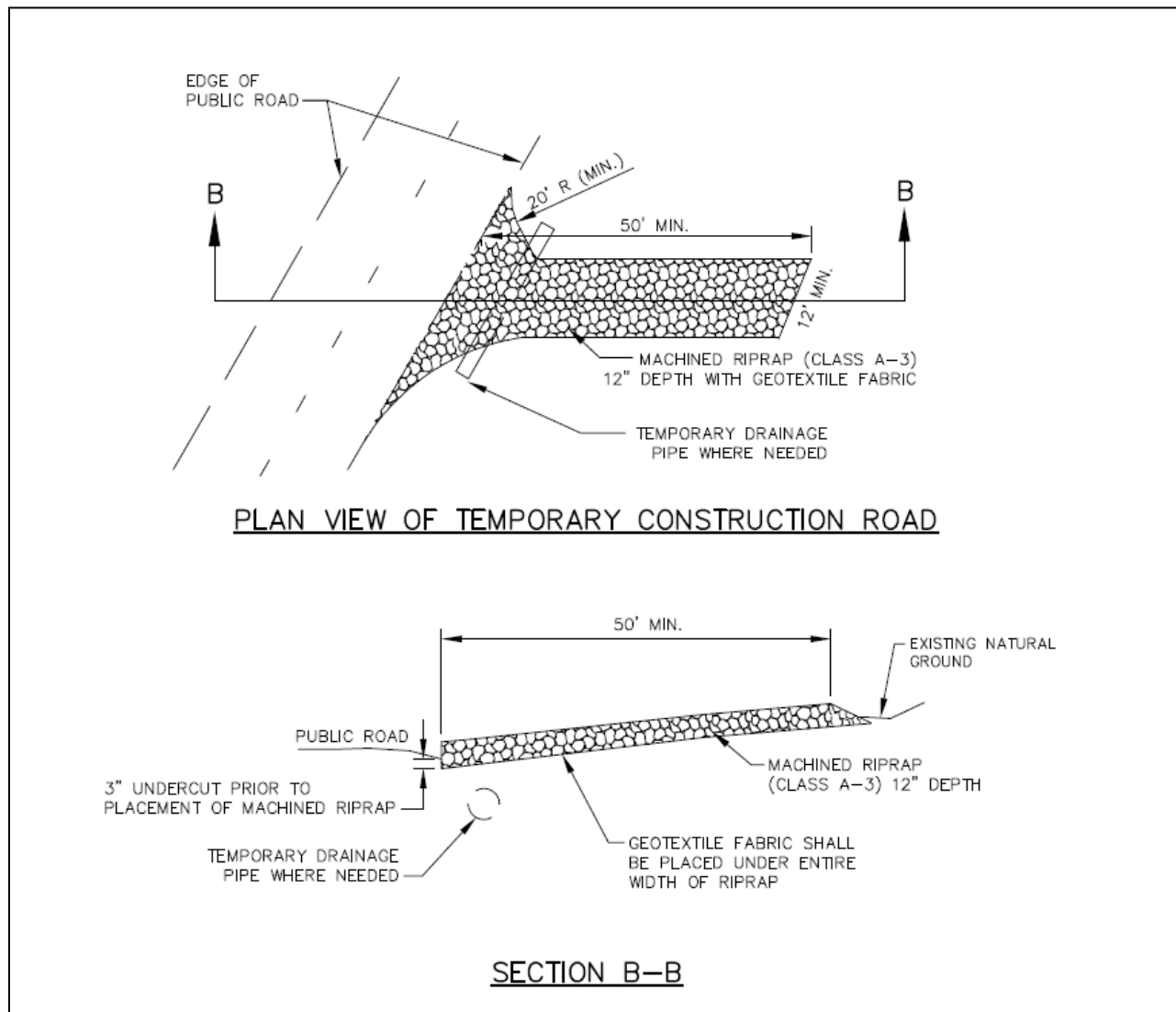


Figure 7.28-2 Construction Exit Detail