

Construction Exit

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DEFINITION

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 or any other area where there is a transition from bare soil to a paved area.

PURPOSE

To reduce or eliminate the transport of mud from the construction area onto public rights-of-way by motor vehicles or by runoff.

CONDITIONS

This practice is applied at appropriate points of construction egress. Geotextile underliners are required to stabilize and support the pad aggregates.

DESIGN CRITERIA

Formal design is not required. The following standards shall be used:

Aggregate Size

Stone will be in accordance with National Stone Association R-2 (1.5 to 3.5 inch stone).

Pad Thickness

The gravel pad shall have a minimum thickness of 6 inches.

Pad Width

At a minimum, the width should equal full width of all points of vehicular egress, but not less than 20 feet wide.

Pad Length

The gravel pad shall have a minimum length

of 50 feet. When the construction is less than 50' from the paved access, the length shall be from the edge of existing pavement to the permitted building being constructed.

Washing

If the action of the vehicle traveling over the gravel pad does not sufficiently remove the mud, the tires should be washed prior to entrance onto public rights-of-way. When washing is required, it shall be done on an area stabilized with crushed stone and provisions that intercept the sediment-laden runoff and direct it into an approved sediment trap or sediment basin.

Location

The exit shall be located or protected to prevent sediment from leaving the site.

CONSTRUCTION SPECIFICATIONS

It is recommended that the egress area be excavated to a depth of 3 inches and be cleared of all vegetation and roots.

Diversion Ridge

On sites where the grade toward the paved area is greater than 2%, a diversion ridge 6 to 8 inches high with 3:1 side slopes shall be constructed across the foundation approximately 15 feet above the road.

Geotextile

The geotextile underliner must be placed the full length and width of the entrance. Geotextile selection shall be based on AASHTO M288-06 specification:

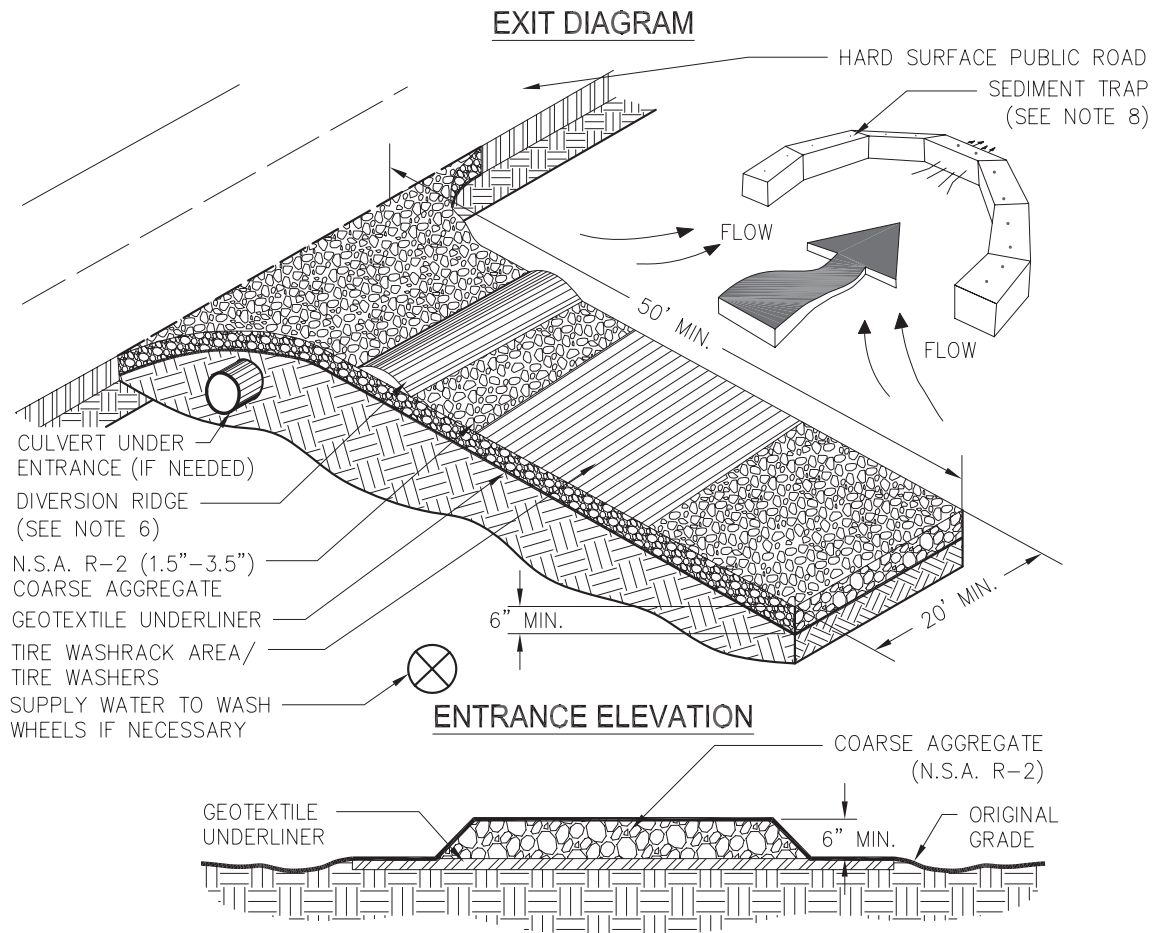
1. For subgrades with a CBR greater than or equal to 3 or shear strength greater than 90 kPa, geotextile must meet requirements of section AASHTO M288-06 Section 7.3, *Separation Requirements*.
2. For subgrades with a CBR between 1 and 3 or shear strength between 30 and 90 kPa, geotextile must meet requirements of section AASHTO M288-06 Section 8, *Geotextile Property Requirements for Sub-surface Drainage, Separation, Stabilization, and Permanent Erosion Control (Geotextile Property Requirements)*.

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 1.5-3.5 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.

CRUSHED STONE CONSTRUCTION EXIT



NOTES:

1. AVOID LOCATING ON STEEP SLOPES OR AT CURVES ON PUBLIC ROADS.
2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA, GRADE, AND CROWN FOR POSITIVE DRAINAGE.
3. AGGREGATE SIZE SHALL BE IN ACCORDANCE WITH NATIONAL STONE ASSOCIATION R-2 (1.5"-3.5" STONE).
4. GRAVEL PAD SHALL HAVE A MINIMUM THICKNESS OF 6".
5. PAD WIDTH SHALL BE EQUAL FULL WIDTH AT ALL POINTS OF VEHICULAR EGRESS, BUT NO LESS THAN 20'.
6. A DIVERSION RIDGE SHOULD BE CONSTRUCTED WHEN GRADE TOWARD PAVED AREA IS GREATER THAN 2%.
7. INSTALL PIPE UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES.
8. WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN (DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE).
9. WASHRACKS AND/OR TIRE WASHERS MAY BE REQUIRED DEPENDING ON SCALE AND CIRCUMSTANCE. IF NECESSARY, WASHRACK DESIGN MAY CONSIST OF ANY MATERIAL SUITABLE FOR TRUCK TRAFFIC THAT REMOVE MUD AND DIRT.
10. MAINTAIN AREA IN A WAY THAT PREVENTS TRACKING AND/OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

Figure 6-14.1