

Construction Exit - **CE**



DEFINITION

A stone-stabilized pad located at any point where traffic will be leaving a construction site to a public roadway.

PURPOSE

To reduce or eliminate the transport of material from the construction area onto a public roadway.

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. A typical construction exit is shown in Figure 1. The following standards should be used:

Aggregate Size: Stone should be in accordance with TDOT #1 or #2 stone specifications (1.5 to 3.5 inch stone),

washed, and well graded. Refer to specification **Riprap – RR** for aggregate size tables.

Pad Thickness: The gravel pad should have a minimum thickness of 6 inches.

Pad Length and 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 should be no less than 50 feet.

Washing: If the action of the vehicle traveling over the gravel pad does not sufficiently remove the material, the tires should be washed prior to exit onto public roadways. When washing is required, the wash rack should be designed for the anticipated traffic loads and placed on level ground, on a pad of coarse aggregate (such as TDOT #57). A typical wash rack is shown in Figure 2. The wash rack design may consist of other materials suitable for truck traffic that remove mud and dirt. The wash rack should have provisions that intercept the sediment-laden runoff and direct it into a sediment trap or sediment basin.

Location: The exit should be located wherever traffic will be leaving a construction site directly onto a public roadway.

CONSTRUCTION SPECIFICATIONS

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

Waterbar Diversion: On sites where the grade toward the public roadway is greater than 2%, a waterbar diversion 6 to 8 inches high with 3:1 side slopes should be constructed across the foundation of the construction exit to prevent storm water runoff from leaving the site. Refer to specification **Diversion – DI**. Diverted runoff should be directed into a sediment trap or sediment basin. Refer to specification **Sediment Trap – ST** or **Sediment Basin – SB**.

Geotextile: The geotextile under-liner must be placed the full length and width of the exit. Refer to specification **Geotextile – GE**.

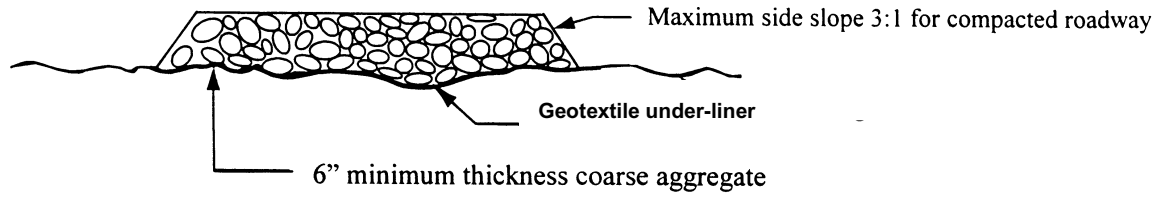
INSPECTIONS

Inspections of construction exit should be made at the end of each shift or workday.

MAINTENANCE

The exit should be maintained in a condition that will prevent tracking or flow of material onto public rights-of-way. This may require periodic top dressing with fresh 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.

Construction Exit



SECTION A-A

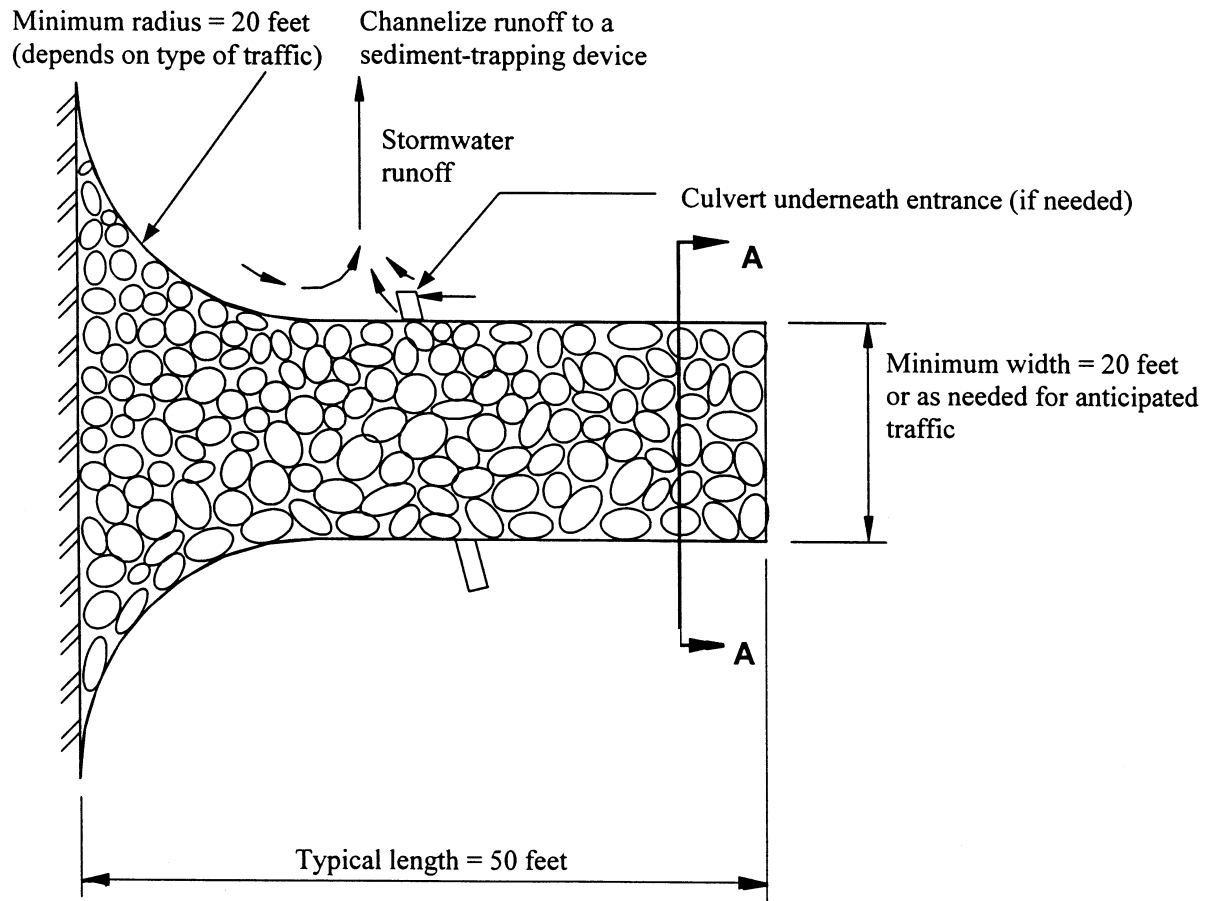


Figure 1

Source: Knoxville Engineering Department

Typical Washrack for Construction Exit

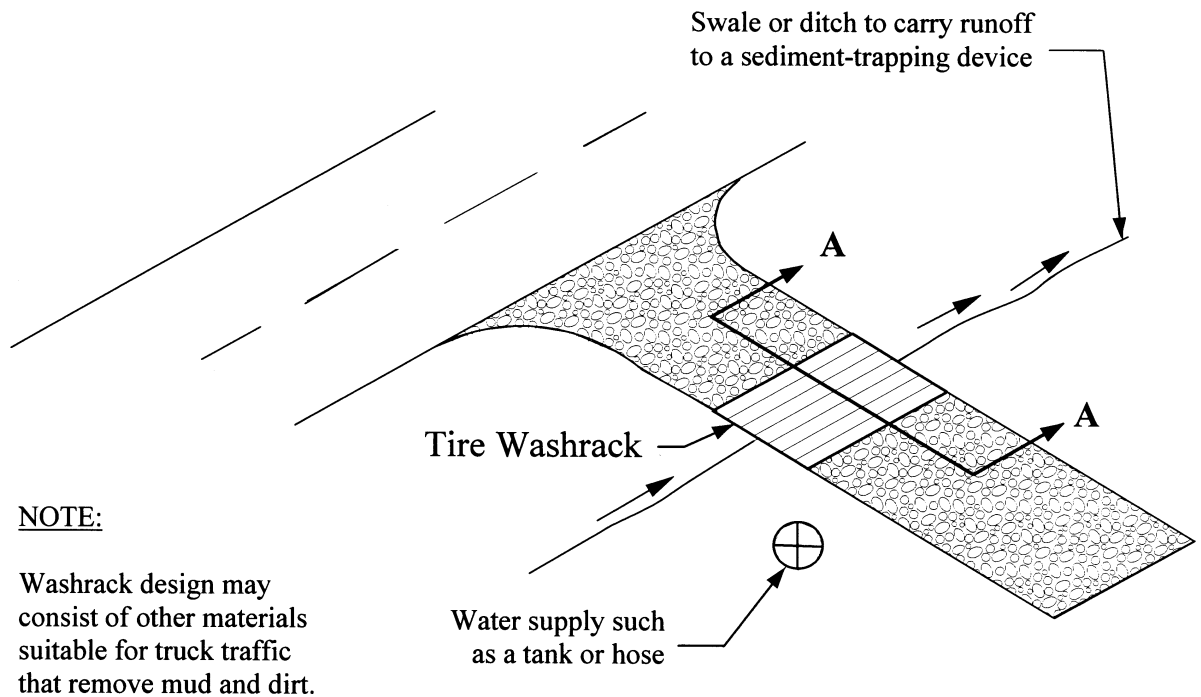
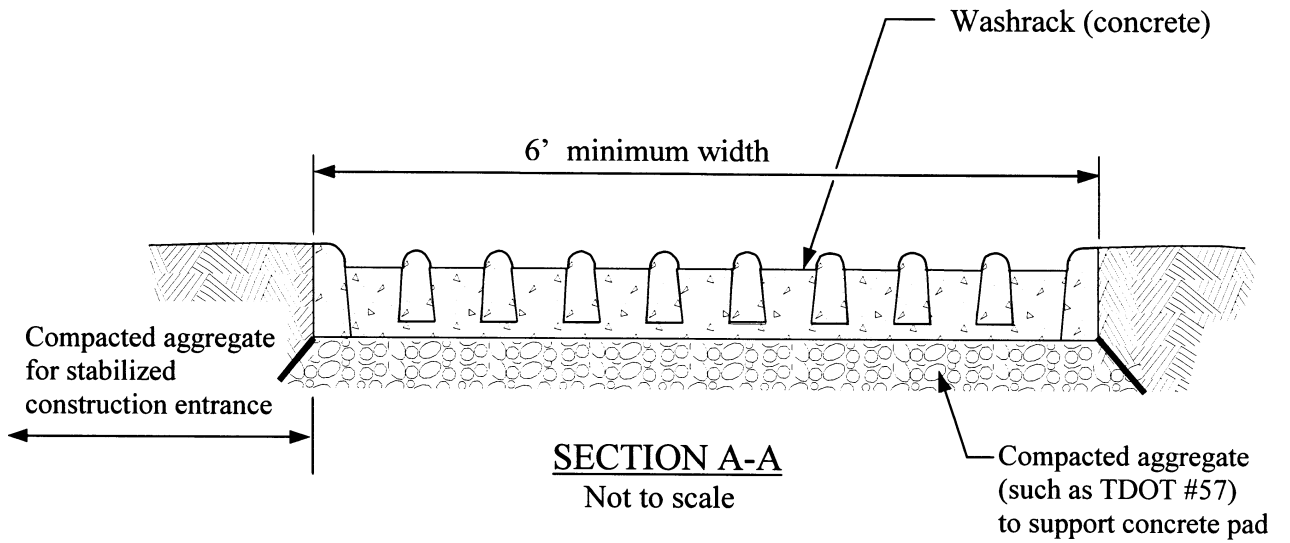


Figure 2

Source: Knoxville Engineering Department