

Section 6

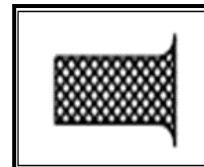
Tracking Control BMP

6.1 Tracking Control

Tracking control consists of preventing or reducing vehicle tracking from entering a storm drain or watercourse. Tracking control BMPs are shown in Table 6-1.

Table 6-1. Tracking Control BMPs	
ID	BMP Name
TC-1	Temporary Construction Entrance/Exit
TC-2	Temporary Construction Roadway
TC-3	Entrance/Outlet Tire Wash

The remainder of this section describe the working details for the tracking control BMPs.



Standard Symbol

BMP Objectives

Soil Stabilization	<input checked="" type="checkbox"/>
Sediment Control	<input type="checkbox"/>
Tracking Control	<input checked="" type="checkbox"/>
Wind Erosion Control	<input checked="" type="checkbox"/>
Non-Stormwater Management	<input type="checkbox"/>
Materials and Waste Management	<input type="checkbox"/>

Definition and Purpose

A temporary construction entrance/exit is defined by a point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

Appropriate Applications

Where dirt or mud can be tracked onto public roads.

Adjacent to water bodies.

Where poor soils are encountered.

Where dust is a problem during dry weather conditions.

Limitations

Site conditions will dictate design and need.

Limit the points of entrance/exit to the construction site.

Limit speed of vehicles to control dust.

Standards and Specifications

General Requirements

Temporary construction entrance/exit must comply with Standard Specification Section 13-7.03 Temporary Construction Roadways and Entrances.



Corrugated steel panels must be pressed or shop welded. They should have a slot or hook for coupling the panels together.

Class 8 RSP fabric shall be used to line temporary construction entrance/exit. Do not drive on the fabric until the rock is spread. Repair damaged fabric by placing new fabric over the damaged area with at least an 18-inch overlap on all edges.

Type A rock should be used for a Type 1 temporary construction entrance/exit. Type A rock must comply with Section 13-7.03B (2) of the Standard Specifications.

Type B rock should be used for a Type 2 temporary construction entrance/exit. Type B rock must comply with Section 13-7.03B (2) of the Standard Specifications.

Submit details for alternative construction entrances at least 5 business days before installation. This may include alternatives for the sump and corrugated steel panels or to eliminate the sump.

Installation

Prepare the location for the temporary construction entrance/exit as follows:

- Remove vegetation and clear debris.
- Grade the ground to a uniform plane.
- Remove sharp objects that could damage the fabric.
- Compact the top 1.5 feet of soil to at least 90 percent relative compaction.

Construct the temporary construction entrance/exit as follows (standard plans attached below):

- Place the fabric along the length of the construction entrance/exit.
- Overlap fabric ends by at least 12 inches.
- Cover the fabric with rock within 24 hours.
- Spread rock over the fabric in the direction of traffic.
- Keep a 6-inch layer of rock over the fabric to prevent damage from the spreading equipment.

For a Type 2 temporary construction entrance/exit, place rock under the corrugated steel panels. Use at least 6 corrugated steel panels for each entrance. Couple the panels together to prevent movement.

If a sump is used, install it within 20 ft of the temporary construction entrance/exit.

Other Considerations

Implement BMP SC-7, "Street Sweeping" as required under Section 13-4.03F and 13-7 of the Standard Specifications.

Require all employees, subcontractors, and suppliers to utilize the temporary construction entrance/exit. If the construction entrance/exit has metal plates as part of the BMP, all vehicles must be required to utilize them.

Route runoff from temporary construction entrances/exits through a sediment-trapping device before discharge.

Design a temporary construction entrance/exit to support the heaviest vehicles and equipment that will use it.



Temporary Construction Entrance/Exit

TC-1

The use of asphalt concrete (AC) grindings is not allowed (high potential for leaching hydrocarbons) unless it complies with Section 6.8 of the 2016 Caltrans SWMP. Designate combination or single purpose entrances and exits to the construction site to maintain smooth flow of traffic.

Maintenance and Inspection

Inspect before and after each rainfall event, and weekly year-round.

Inspect immediate site access roads daily, implement SC-7, “Street Sweeping” as needed.

Remove aggregate, separate, and dispose of sediment if temporary construction entrance is clogged with sediment.

Keep all temporary construction entrance/exit ditches clear.

SWPPP or WPCP

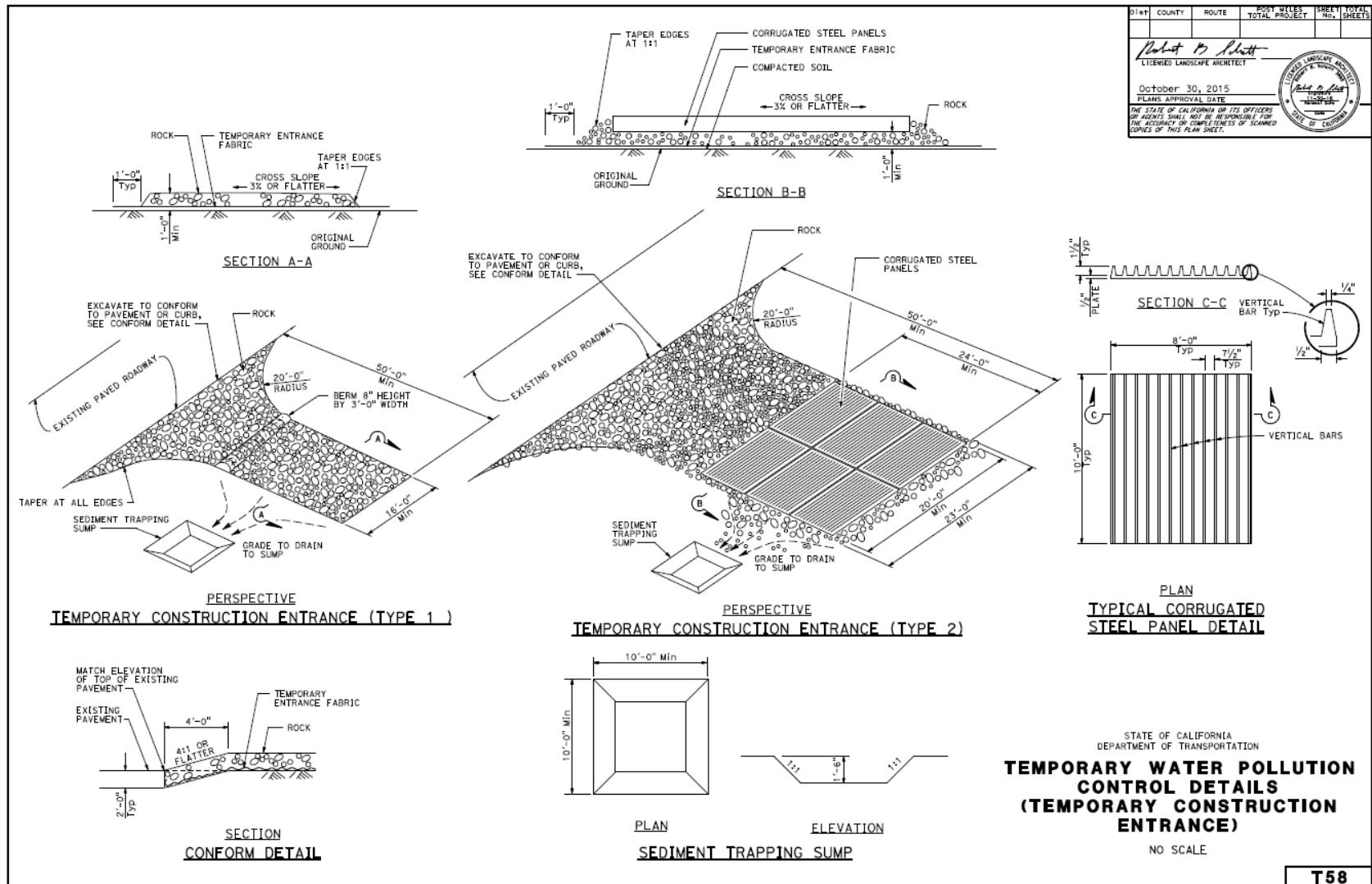
Tracking Control BMPs are to be included and discussed in section 500.3.4 or Section 600.2 for SWPPP and Section 30.2.3 of the WPCP.



Temporary Construction Entrance/Exit

TC-1

2015 STANDARD PLAN T58



Caltrans Storm Water Quality Handbooks

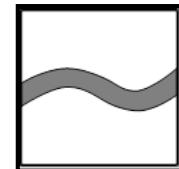
Construction Site BMP Manual

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Temporary Construction Entrance/Exit TC-1

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Standard Symbol

BMP Objectives	
Soil Stabilization	<input checked="" type="checkbox"/>
Sediment Control	<input type="checkbox"/>
Tracking Control	<input checked="" type="checkbox"/>
Wind Erosion Control	<input checked="" type="checkbox"/>
Non-Stormwater Management	<input type="checkbox"/>
Materials and Waste Management	<input type="checkbox"/>

Definition and Purpose

A temporary construction roadway is a stabilized access road. It is designed for the control of dust and erosion created by vehicular tracking.

Appropriate Applications

Use construction roadways and short-term detour roads:

- Where mud tracking is a problem during wet weather.
- Where dust is a problem during dry weather.
- When road is adjacent to water bodies.
- Where poor soils are encountered.
- Where there are steep grades and additional traction is needed.

Limitations

Materials will likely need to be removed prior to final grading and stabilization.

Site conditions will dictate design and need.

May not be applicable to very short duration projects.

Limit speed of vehicles to control dust.



Standards and Specifications

General Requirements

Refer to Standard Specification Section 13-7.03 for temporary roadway standards.

Class 10 RSP fabric must be used to line temporary construction roadways. Do not drive on the fabric until the rock is spread. Repair damaged fabric by placing new fabric over the damaged area with at least an 18-inch overlap on all edges.

Type A or Type B rock may be used for temporary construction roadways. Type A and B rock must comply with Standard Specifications Section 13-7.03B(2). Coordinate materials with those used for stabilized construction entrance. Refer to TC-1, “Temporary Construction Entrance/Exit.”

The use of cold mix asphalt, AC grindings, or blast furnace slag for stabilized construction roadway is not allowed (high potential to leach hydrocarbons) unless it complies with Section 6.8 of the 2016 Caltrans SWMP.

Installation

Prepare the location for the temporary roadway as follows:

- Remove vegetation and clear debris.
- Grade the ground to a uniform plane.
- Grade the ground surface to drain in a way that prevents runoff from leaving the construction site.
- Remove sharp objects that could damage the fabric.
- Compact the top 1.5 feet of soil to at least 90% relative compaction.

Construct the temporary construction roadway as follows (standard plans attached below):

- Place the fabric along the length of the roadway.
- Overlap fabric ends by at least 12 inches.
- Cover the fabric with rock within 24 hours.
- Spread rock over the fabric in the direction of traffic.
- Keep a 6-inch layer of rock over the fabric to prevent damage from the spreading equipment.

Other Considerations

Design stabilized access to support the heaviest vehicles and equipment that will use it.

Implement TC-1 “Temporary Construction Entrance/Exit” and TC-3 “Entrance/Outlet Tire Wash” in combination with temporary construction roadway for maximum tracking control.

Maintenance and Inspection

Inspect before and after each rainfall event, and weekly year-round.

Inspect immediate site access roads daily, implement SC-7, “Street Sweeping” as needed.



Keep all temporary roadway ditches clear.

When no longer required, remove stabilized construction roadway and re-grade, re-vegetate and repair slopes.

SWPPP or WPCP

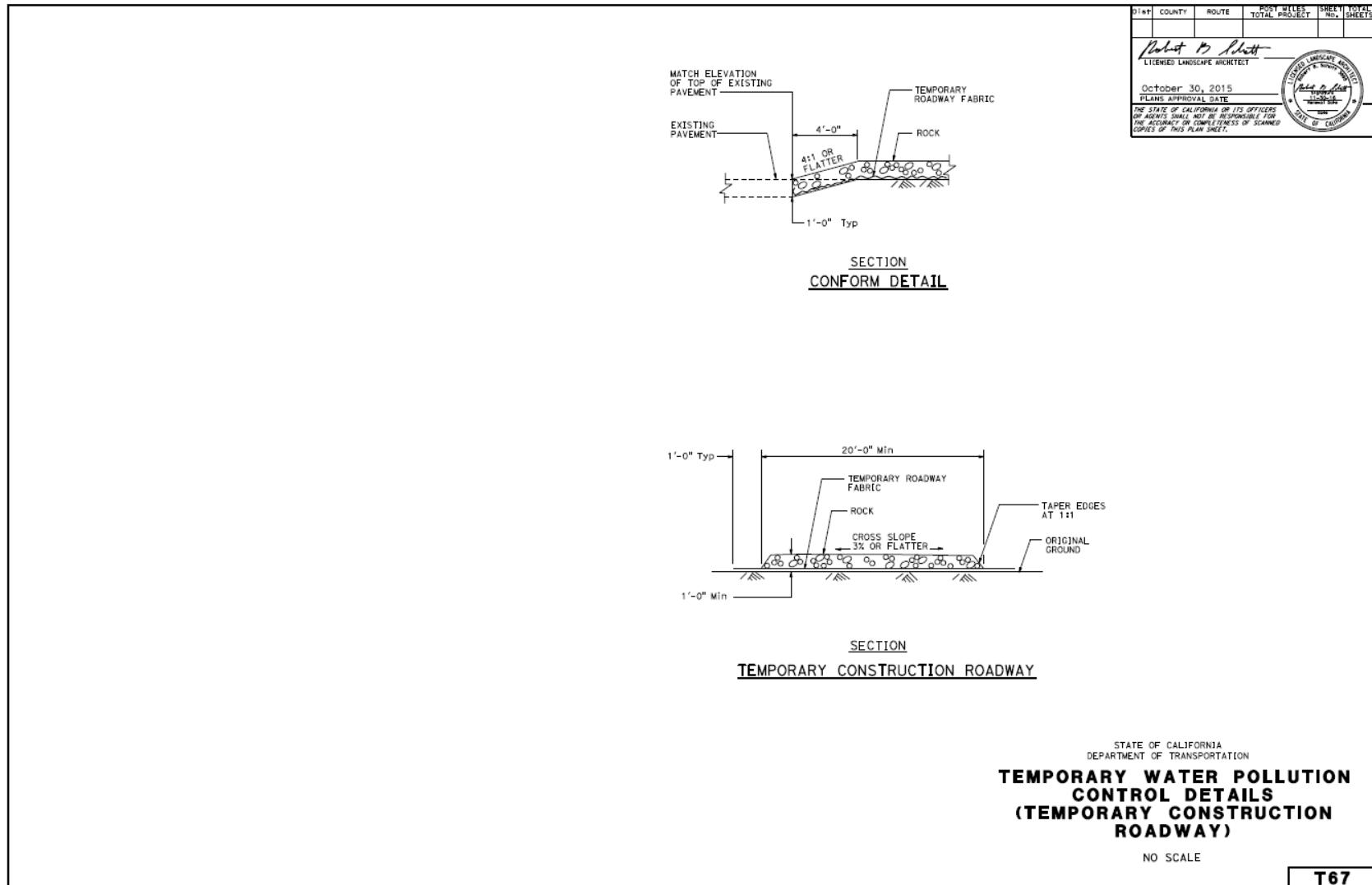
Tracking Control BMPs are to be included and discussed in Section 500.3.4 or Section 600.2 SWPPP or Section 30.2.3 of the WPCP.



Temporary Construction Roadway

TC-2

2015 STANDARD PLAN T67



Caltrans Storm Water Quality Handbooks

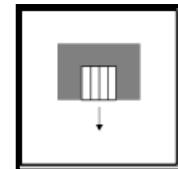
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Temporary Construction Roadway TC-2

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Standard Symbol

BMP Objectives

Soil Stabilization	<input type="checkbox"/>
Sediment Control	<input type="checkbox"/>
Tracking Control	<input checked="" type="checkbox"/>
Wind Erosion Control	<input type="checkbox"/>
Non-Stormwater Management	<input type="checkbox"/>
Materials and Waste Management	<input type="checkbox"/>

Definition and Purpose

A tire wash is an area located at stabilized construction access points to remove sediment from tires and undercarriages, and to prevent sediment from being transported onto public roadways.

Appropriate Applications

Tire washes may be used on construction sites where construction vehicles may track dirt and mud onto public roads.

This BMP may be implemented on a project-by-project basis with other BMPs when determined necessary and feasible by the RE.

Limitations

Requires a supply of wash water and way to collect or capture tire wash area runoff.

Requires a turnout or doublewide exit to prevent entering vehicles from driving through the wash area.

Standards and Specifications

Require all employees, subcontractors, and others that leave the site with mud-caked tires and/or undercarriages to use the wash facility.

Incorporate with a temporary construction entrance/exit. See TC-1, “Temporary Construction Entrance/Exit.”

Construct on level ground when possible, on a pad of Type A or Type B rock. Either Class 8 or 10 RSP fabric should be placed below the rock.



Wash rack must be designed and constructed/manufactured for anticipated traffic loads.

Vehicle wash water is non-stormwater that requires management and disposal. See NS-8, “Vehicle and Equipment Cleaning.”

Provide a drainage ditch that will convey the runoff from the wash area to a sediment trapping device or similar device. The drainage ditch should be of sufficient grade, width, and depth to carry the wash runoff.

Implement BMP SC-7, “Street Sweeping” as needed.

Refer to TC-1, “Temporary Construction Entrance/Exit,” for details regarding design and installation of construction entrance and exits to the project site.

Maintenance and Inspection

Inspect before, daily during extended rain events, after each rain event, and weekly year round.

Inspect immediate site access roads daily, implement SC-7, “Street Sweeping” as needed.

Remove accumulated sediment in wash rack and/or sediment trap to maintain system capacity and performance.

Inspect routinely for damage and repair as needed. Document non-stormwater (sediment trapping device or similar device) in appropriate inspection form.

SWPPP or WPCP

Temporary Entrance/Outlet Tire Wash is to be included and discussed in section 500.3.4 or Section 600.2 for a SWPPP or Section 30.2.3 of the WPCP.

