

# The Monthly Dirt

A Monthly Newsletter on the California Construction General Permit  
By WGR Southwest, Inc.

## No Tracks

With all the rain received during the last three months, many construction projects are still quite wet and muddy. However, with the cold, but sunny days of January, projects are becoming active again. That activity means vehicles coming and going from the site. But anytime vehicles and mud are present together, it introduces a new challenge in complying with the Construction General Permit and the project's SWPPP. Track out is not only an indication



of a sediment control problem, but it is also like waving a red flag for any State or municipal storm water regulator driving by the project site. So, to avoid non-compliance and unwanted attention from passing inspectors, it is vital to maintain an effective track out control measure. All BMPs require maintenance to keep them effective, but that is especially true for track out control BMPs. It does not take long for a superbly controlled exit to become problem. The sediment buildup in the picture above occurred within two days of the project resuming activity and resulted in the tell-tale sign of brown tracks in the roadway. But, in this case, the contractor did the right thing by dispatching a sweeper and ordering more rock for the exit.

So what are the secrets to leaving no tracks? Actually, there is no secret, because the California Stormwater Quality Association (CASQA) has spelled it out in their TC-1 fact sheet. The first key to no tracks is proper design of the controlled exit. According to TC-1, the exit should be at least 50 feet long by 10 feet wide covered with at least 12 inches of 3 to 6 inch diameter rock. The rock should be placed on a geotextile fabric. Another key is to make sure everyone uses the controlled exit. As a QSP, I have inspected many sites where they had an excellent track out control; but, because traffic was able to go around it, there were still muddy tracks in the road due to the short circuiting. So, block off short cuts and make all traffic use the controlled exit. The final key is maintenance. Without maintenance your asset becomes a liability and a source of sediment. Maintenance includes clearing rock and rumble strips of sediment. This can be done by using a loader to scarify the sediment laden rock to "fluff" it up causing the fines to settle to the bottom. Larger projects may elect to use an aggregate screen to sift the sediment from the rock. It may also be necessary to occasionally add rock to the track out control measure.

CASQA's TC-1 fact sheet states that the installation and maintenance costs average \$2,400 per entrance. We contacted a local aggregate supplier who said that 3x5 crush rock sells at \$12/ton and the trucking cost is \$100/hour. At these rates, aggregate for a 50'x10' TC-1 track out control requiring approximately 24 tons of rock would cost approximately \$650. A 12'x360' roll of geotextile costs approximately \$525 (which would be adequate for seven exits). When you add labor to install the fabric and spread the rock, the total cost is most likely around \$1,100/entrance.

## The Secret Lies below the Rock

We have found that, especially for projects with heavy equipment, a key secret to having an effective track out control is the use of a durable geotextile fabric under the rock. A grading contractor recently told us that they found using a product such as the TenCate Mirafi 600X, which is a woven polypropylene yarn having a tensile strength of 315 lbs., to be far more durable than using a non-woven geotextile which usually only has a tensile strength ranging from 90 to 200 lbs. Whether you go with woven or non-woven geotextiles, it is vital that a fabric is installed between the dirt and the rock. The geotextile allows water to pass through but prevents mud from working its way through the rock as the heavy equipment compresses it into the ground. If you are looking for a source of geotextiles, you can contact [sales@bmpoutlet.com](mailto:sales@bmpoutlet.com) who will provide you with more information.

## Do I have to use TC-1?

Something we often hear is ... *"Do I have to use TC-1 with the big rock? It is shaking my pickup truck to pieces!"* Well, the answer is Yes ... and No. Yes; if TC-1 has been specified in the project's SWPPP then you must install the track out control to the TC-1 specification; **unless** ... you ask the QSD to revise the SWPPP to specify an alternative track out control measure. The Construction General Permit states for Risk Level 2 projects, *"dischargers shall ensure that construction activity traffic to and from the project is limited to entrances and exits that employ effective controls to prevent offsite tracking of sediment."* Notice that it does not say anything about TC-1. (In fact, the only permit-mandated CASQA BMP is for a sediment basin.) Therefore, you can use whatever track out control works for your site including smaller rock. But, please note, whatever you use must be **effective**. The proof will be on the pavement ... the presence or absence of tracks. We have seen some pretty ingenious designs including steel grizzlies elevated on railroad ties that allow sediment to drop below making maintenance a whole lot easier.

## Upcoming Training ...

- Next Got SWPPP? Classes held in Lodi, CA:
  - ✓ **QSD/QSP Certification, Feb. 5-7, 2013**
  - ✓ **CPESC Review Wednesday, Feb. 27, 2013**
  - ✓ **CPESC Exam Thursday, Feb. 28, 2013**
  - ✓ **Need PDUs for CESSWI or CPESC? PDU Week coming in May 2013.**

For more information or to register for a class go to [www.gotswppp.com](http://www.gotswppp.com)

**Need a QSP for your project? Can't find someone local? Go to California's QSP central at ...**

**[www.FINDaQSP.com](http://www.FINDaQSP.com)**

**We have a network of QSPs, who are ready and willing to work at your project. Log onto the website and get a quote today for your project or bid.**

## QSP Inspection Tip of the Month

When inspecting sediment control BMPs such as check dams, rock bags, fiber rolls or silt fence, look for an accumulation of sediment on the up-gradient side of the device. Once the sediment has accumulated to 1/3 of the height of the control measure, it is necessary to remove it. Also, make sure the device is anchored securely in place and has not been undermined. If properly maintained, these sediment BMPs can be effective the whole rainy season.

*Please contact us if you have any questions ...*

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**DO YOU NEED HELP KEEPING YOUR CONSTRUCTION ENTRANCE CLEAN? ARE THOSE AGENCIES STARTING TO MAKE THREATS, OR WORSE – ASSESS FINES?**



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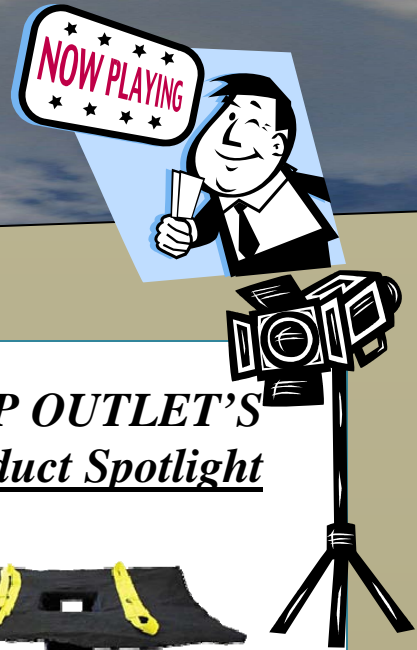
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**Products**

1-1/2" Drain Rock  
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(Delivery is available upon request. Please give at least 24-hour notice.)



*January Special*

*Rice Straw Wattle Roll*

**\$0.65/per foot** (FOB Lodi)



**Specifications:**

- Each wattle roll is 9” x 25’
- 12 rolls per pallet (300 ft.)
- Local delivery available (Call for Details)

***BMP OUTLET’S  
Product Spotlight***



The ***Hornet’s Nest Drain Inlet Filter*** is a unique, under-grate storm drain filter. The oversized base allows the filter to be used with a variety of size and shape drain inlets. Simply insert the filter into an open drain. Place the grate over the installed filter and trim the excess material for a custom fit and clean appearance. The yellow webbing secures the filter to the grate and doubles as lifting straps to quickly and easily remove the filter and grate for simple cleaning. The sediment collection cone has 4 overflow portals for high flow bypass during heavy storm events. \* The total water flow rate through the insert when new is in excess of 500 gpm. The bypass rate is approximately 700 gpm.

\* An available option is a replaceable, tethered oil absorbent pouch.

**Caltrans Gravel Bag**

**\$3.30 (Bag Only) \$7.00 (Filled\*)**



All purpose sediment control device, which can be filled with rock up to 40 lbs. per bag.

Outer Material - 8 ounce Non-Woven Geotextile

Dimensions - 16" x 24"

Durability - 500 lb. burst strength

Flow Rate - 90 gpm/ft

\* FOB Lodi – Local Delivery is Available

