

This bulletin is published monthly by the Storm Water Compliance Review Task Force to support the Caltrans maintenance staff in its efforts to achieve and maintain compliance with storm water pollution prevention regulatory requirements.

Storm Water Management for Flexible Pavement Maintenance

Best Management Practices (BMPs) for reducing storm water pollution during maintenance of flexible pavement (roadbeds surfaced with asphalt concrete) have been developed for the following activities:

- Crack and Joint Repair (A1)
- Asphalt Work (A2)
- Pothole Repairs (A4) and,
- Pavement Grinding and Removal (A9)

The BMPs for these activities are described in the *Caltrans Storm Water Quality Handbooks, Maintenance Staff Guide*.

BMP Goals

The goal of the flexible pavement BMPs is to reduce the discharge of potential pollutants to the storm water drainage system. Included are operational procedures to properly control the use and disposal of materials and waste products from pavement maintenance activities.



- Control and clean up spills immediately. Transport any used cleaned-up materials back to the maintenance facility or approved disposal or storage site.
- Protect the storm drain inlets if there is a possibility that excess tack, and seal coats or other pollutants could flow down an inlet. A few options for protecting a drain inlet are to cover or block the inlets with sand bags, plastic bags filled with native material, or absorbent booms.
- Remember to remove drain blocks/covers once cleanup is completed.

Asphalt Application Equipment Cleaning

Clean asphalt application equipment over an impervious pad or collection pan that can contain all drips and rinse solutions. Do not allow asphalt wash/rinse solution to drip on the ground where it might be washed down the storm drainage system.



Asphalt equipment dripping onto absorbent in a drip pan.

General Operational Procedures

The following practices are recommended when conducting flexible pavement maintenance:

- Avoid road surface maintenance during wet weather.
- Identify drain inlets and watercourses both upstream and downstream of the work area.
- Observe the potential flow path of a leak, spill, or excess tack and seal coats and be prepared to contain spills and to protect the storm drainage system.
- If material stockpiling is necessary, place stockpiles away from storm drainage system or watercourses. Consider placing straw bales or other temporary sediment controls around stockpiles of grindings.
- Perform pre-operational inspection of vehicles and equipment to assure they are clean and in good condition.

Practice Good Housekeeping at the Work Site

- Practice good housekeeping by sweeping and cleaning up the work site. Collect and properly dispose of all litter and debris.
- Secure lids on liquid containers until needed.

Try Using Safer Alternative Products

Safer cleaning products are available for cleaning asphalt application equipment such as alternative asphalt release agents. In addition, non-stick products available can be applied prior to use to prevent asphalt from sticking to equipment.

Capture and properly dispose of cleaning solutions whether or not an alternative asphalt release agent is used. Asphalt cleaning solutions should be contained in an appropriate hazardous waste container and then transported back to the Maintenance facility or approved storage site.

Note: The use of diesel as a cleaning solution is not permitted in some Districts.

Other Operational Procedures

- Avoid applying excess sealant and asphalt.
- Remove excess sealant, asphalt material, and grindings from the roadway, where practical.
- Recycle materials and grindings, when possible.
- Spills or leaks on earthen surfaces should be removed and disposed of according to approved procedures.

Additional information is available in the Caltrans Maintenance Manual, Chapter C-6, or from your District Maintenance Storm Water Coordinator. Questions or comments may be directed to Jack Broadbent, Maintenance Storm Water Coordinator, (916) 653-0361