

Sediment Tracking Controls

Controlling sediment tracking on construction sites is a year round responsibility. Mud and dirt from the tires and undercarriages of construction equipment that travel on public streets must be prevented from entering the storm drain system. This bulletin reviews the Best Management Practices (BMPs) that apply to sediment tracking control.



Visibly tracked sediment must be removed from roadways.

Inspect and Clean Adjacent Roads

Inspecting and cleaning adjacent public and private roads is an unavoidable obligation at each and every construction site. Common questions are "How much inspection is necessary?" and "What is the correct method of cleaning?". The following are some good guidelines to observe:

- Inspect roads near egress points commensurate with their use. If an exit is used daily, then the adjacent area should be inspected daily.
- Clean roads near egress points before every predicted rain event and when visibly accumulated sediment has been deposited at other times.
- Clean roads upon which dirt is hauled daily.
- Clean roads using proper equipment. Use sweepers equipped with vacuums or a mechanical means of collection and removal. Do not just push the sediment around using only a mechanical broom.
- Do not use a water truck or other hydraulic means to flush accumulated sediment on the roads into the storm drain system.

Limiting egress points on your construction site can greatly reduce the time and effort expended on sediment tracking control. The fewer exits, the fewer areas that will require inspection and eventual cleaning. It's as simple as that.

Retain Sediment on the Site

Retaining sediment at construction exits and on construction roadways, minimizes the amount of sediment that is introduced onto public streets. Key practices from *CD29(A) - Stabilized Construction Entrance*, *CD29(B) - Stabilized Construction Roadway* and *CD29(C) - Entrance/Outlet Tire Wash*, include:

- Use existing paved areas where feasible.
- Stabilize construction exits and roadways with aggregate, asphalt concrete, or concrete.
- Select the material used for stabilization based on the anticipated road longevity, performance, and site conditions.
- Be creative. Salvaged metal beam guardrails have been used successfully. Driving vehicles over the guardrail is effective for shaking sediment and mud from tires.
- Use tire washes at entrances/exits to clean vehicle tires and undercarriages.

Stabilize Soil

Project roadways can be stabilized to reduce the amount of sediment that accumulates on vehicles. *CD26(A) - Soil Stabilizers* identifies chemical soil stabilizers that have been successful in binding soil particles on haul roads to reduce sediment transport by wind, water, or vehicles. Review manufacturer recommendations to ensure that the proper product is being considered. Discuss potential environmental impacts with your District Storm Water Coordinator.

Conserve Water

CD4 - Water Conservation Practices provides an additional control over the medium that transports sediment to the storm drain system - water. Maintain water equipment, including water trucks, water buffaloes, water lines, and water tanks in leak-free condition.

Use a Combined Approach

Sediment tracking BMPs tend to be more effective in combination. BMPs such as limiting exits, stabilizing construction exits, and using existing paved areas should be considered in all sediment tracking control approaches. Remember, nothing

replaces the obligation of inspecting and cleaning adjacent roads.

