# Water Conservation Practices NS-1

## Categories

| | | |
|---|---|---|
| EC | Erosion Control | ☒ |
| SE | Sediment Control | ☒ |
| TC | Tracking Control | |
| WE | Wind Erosion Control | |
| NS | Non-Stormwater Management Control | ☑ |
| WM | Waste Management and Materials Pollution Control | |

**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | |
| Trash | |
| Metals | |
| Bacteria | |
| Oil and Grease | |
| Organics | |

## Potential Alternatives

None

## Description and Purpose

Water conservation practices are activities that use water during the construction of a project in a manner that avoids causing erosion and the transport of pollutants offsite. These practices can reduce or eliminate non-stormwater discharges.

## Suitable Applications

Water conservation practices are suitable for all construction sites where water is used, including piped water, metered water, trucked water, and water from a reservoir.

## Limitations

- None identified.

## Implementation

- Keep water equipment in good working condition.
- Stabilize water truck filling area.
- Repair water leaks promptly.
- Washing of vehicles and equipment on the construction site is discouraged.
- Avoid using water to clean construction areas. If water must be used for cleaning or surface preparation, surface should be swept and vacuumed first to remove dirt. This will minimize amount of water required.
- Direct construction water runoff to areas where it can soak

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into the ground or be collected and reused.

- Authorized non-stormwater discharges to the storm drain system, channels, or receiving waters are acceptable with the implementation of appropriate BMPs.
- Lock water tank valves to prevent unauthorized use.

## Costs

The cost is small to none compared to the benefits of conserving water.

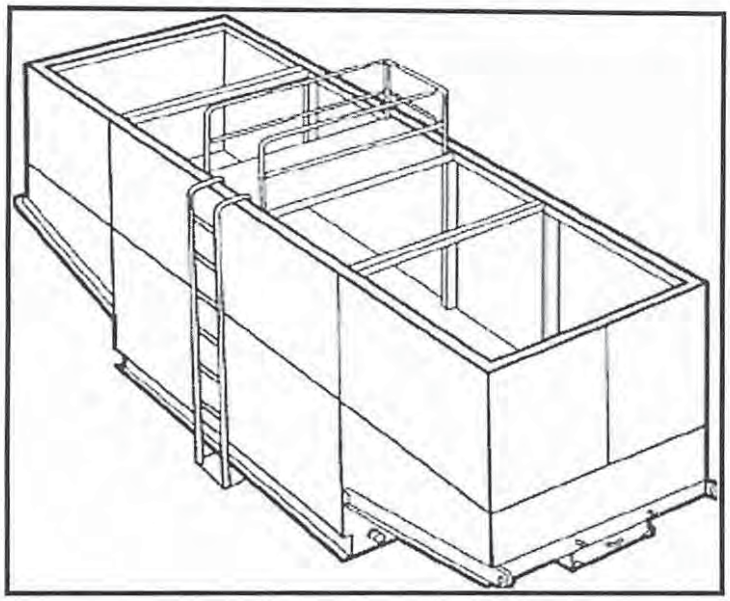
## Inspection and Maintenance

- Inspect and verify that activity based BMPs are in place prior to the commencement of authorized non-stormwater discharges.
- Inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges are occuring.
- Repair water equipment as needed to prevent unintended discharges.
  - Water trucks
  - Water reservoirs (water buffalos)
  - Irrigation systems
  - Hydrant connections

## References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

# Dewatering Operations NS-2



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## Targeted Constituents

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|---|---|
| Sediment | ☑ |
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| Trash | |
| Metals | |
| Bacteria | |
| Oil and Grease | ☑ |
| Organics | |

## Potential Alternatives

SE-5: Fiber Roll

SE-6: Gravel Bag Berm

## Description and Purpose

Dewatering operations are practices that manage the discharge of pollutants when non-stormwater and accumulated precipitation (stormwater) must be removed from a work location to proceed with construction work or to provide vector control.

The General Permit incorporates Numeric Effluent Limits (NEL) and Numeric Action Levels (NAL) for turbidity (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

Discharges from dewatering operations can contain high levels of fine sediment and other pollutants that, if not properly treated, could lead to exceedences of the General Permit requirements or Basin Plan standards.

## Suitable Applications

These practices are implemented for discharges of non-stormwater from construction sites. Non-stormwaters include, but are not limited to, groundwater, water from cofferdams, water diversions, and waters used during construction activities that must be removed from a work area to facilitate construction.

Practices identified in this section are also appropriate for implementation when managing the removal of accumulated precipitation (stormwater) from depressed areas at a construction site.

Stormwater mixed with non-stormwater should be managed as non-stormwater.

### Limitations

- Dewatering operations will require, and should comply with applicable local and project-specific permits and regulations. In some areas, all dewatering activities, regardless of the discharge volume, require a dewatering permit.
- Site conditions will dictate design and use of dewatering operations.
- The controls discussed in this fact sheet primarily address sediment. Other secondary pollutant removal benefits are discussed where applicable.
- The controls detailed in this fact sheet only allow for minimal settling time for sediment particles. Use only when site conditions restrict the use of the other control methods.
- Avoid dewatering discharges where possible by using the water for dust control.

### Implementation

- A Construction Site Monitoring Plan (CSMP) should be included in the project Stormwater Pollution Prevention Plan (SWPPP).
- Regional Water Quality Control Board (RWQCB) Regions may require notification and approval prior to any discharge of water from construction sites.
- The destination of discharge from dewatering activities will typically determine the type of permit required by the discharger. For example, when discharging to a water of the U.S., a dewatering permit may be required from the site's governing RWQCB. When discharging to a sanitary sewer or Municipal Separate Storm Sewer System (MS4), a permit may need to be obtained through the owner of the sanitary sewer or MS4 in addition to obtaining an RWQCB dewatering permit. Additional permits or permissions from other agencies may be required for dewatering cofferdams or diversions.
- Dewatering discharges should not cause erosion at the discharge point. Appropriate BMPs should be implemented to maintain compliance with all applicable permits.
- Maintain dewatering records in accordance with all local and project-specific permits and regulations.

### Sediment Treatment

A variety of methods can be used to treat water during dewatering operations. Several devices are presented below and provide options to achieve sediment removal. The sediment particle size and permit or receiving water limitations on sediment or turbidity are key considerations for selecting sediment treatment option(s); in some cases, the use of multiple devices may be appropriate. Use of other enhanced treatment methods (i.e., introduction of chemicals or electric current to enhance flocculation and removal of sediment) must comply with: 1) for storm drain or surface water discharges, the requirements for Active Treatment Systems (see SE-11); or 2) for sanitary sewer discharges, the requirements of applicable sanitary sewer discharge permits.

***Sediment Basin (see also SE-2)***

*Description:*

- A sediment basin is a temporary basin with a controlled release structure that is formed by excavation or construction of an embankment to detain sediment-laden runoff and allow sediment to settle out before discharging. Sediment basins are generally larger than Sediment Traps (SE-3) and have a designed outlet structure.

*Appropriate Applications:*

- Effective for the removal of trash, gravel, sand, silt, some metals that settle out with the sediment.

*Implementation:*

- Excavation and construction of related facilities is required.
- Temporary sediment basins should be fenced if safety is a concern.
- Outlet protection is required to prevent erosion at the outfall location.

*Maintenance:*

- Maintenance is required for safety fencing, vegetation, embankment, inlet and outlet, as well as other features.
- Removal of sediment is required when the storage volume is reduced by one-third.

***Sediment Trap (See also SE-3)***

*Description:*

- A sediment trap is a temporary basin formed by excavation and/or construction of an earthen embankment across a waterway or low drainage area to detain sediment-laden runoff and allow sediment to settle out before discharging. Sediment traps are generally smaller than Sediment Basins (SE-2) and do not have a designed outlet (but do have a spillway or overflow).

*Appropriate Applications:*

Effective for the removal of large and medium sized particles (sand and gravel) and some metals that settle out with the sediment.

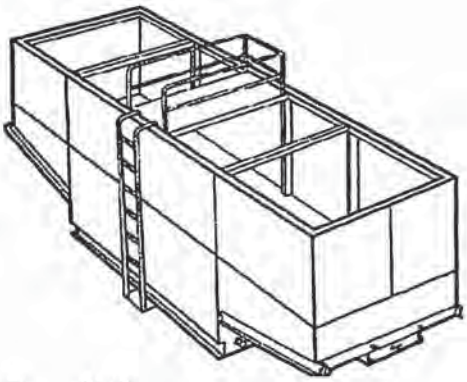
*Implementation:*

- Excavation and construction of related facilities is required.
- Trap inlets should be located to maximize the travel distance to the trap outlet.
- Use rock or vegetation to protect the trap outlets against erosion.

*Maintenance:*

- Maintenance is required for vegetation, embankment, inlet and outfall structures, as well as other features.
- Removal of sediment is required when the storage volume is reduced by one-third.

***Weir Tanks***



*Description:*

- A weir tank separates water and waste by using weirs. The configuration of the weirs (over and under weirs) maximizes the residence time in the tank and determines the waste to be removed from the water, such as oil, grease, and sediments.

*Appropriate Applications:*

- The tank removes trash, some settleable solids (gravel, sand, and silt), some visible oil and grease, and some metals (removed with sediment). To achieve high levels of flow, multiple tanks can be used in parallel. If additional treatment is desired, the tanks can be placed in series or as pre-treatment for other methods.

*Implementation:*

- Tanks are delivered to the site by the vendor, who can provide assistance with set-up and operation.
- Tank size will depend on flow volume, constituents of concern, and residency period required. Vendors should be consulted to appropriately size tank.
- Treatment capacity (i.e., volume and number of tanks) should provide at a minimum the required volume for discrete particle settling for treatment design flows.

*Maintenance:*

- Periodic cleaning is required based on visual inspection or reduced flow.
- Oil and grease disposal should be conducted by a licensed waste disposal company.

***Dewatering Tanks***

*Description:*

- A dewatering tank removes debris and sediment. Flow enters the tank through the top, passes through a fabric filter, and is discharged through the bottom of the tank. The filter separates the solids from the liquids.

*Appropriate Applications:*

- The tank removes trash, gravel, sand, and silt, some visible oil and grease, and some metals (removed with sediment). To achieve high levels of flow, multiple tanks can be used in parallel. If additional treatment is desired, the tanks can be placed in series or as pre-treatment for other methods.

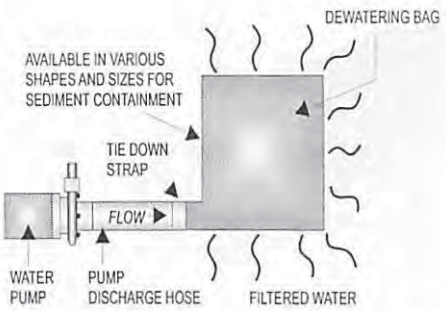
*Implementation:*

- Tanks are delivered to the site by the vendor, who can provide assistance with set-up and operation.
- Tank size will depend on flow volume, constituents of concern, and residency period required. Vendors should be consulted to appropriately size tank.

*Maintenance:*

- Periodic cleaning is required based on visual inspection or reduced flow.
- Oil and grease disposal should be conducted by licensed waste disposal company.

### *Gravity Bag Filter*




*Description:*

- A gravity bag filter, also referred to as a dewatering bag, is a square or rectangular bag made of non-woven geotextile fabric that collects gravel, sand, silt, and fines.

*Appropriate Applications:*

- Effective for the removal of sediments (gravel, sand, silt, and fines). Some metals are removed with the sediment.

*Implementation:*

- Water is pumped into one side of the bag and seeps through the top, bottom, and sides of the bag.
- Place filter bag on pavement or a gravel bed or paved surface. Avoid placing a dewatering bag on unprotected bare soil. If placing the bag on bare soil is unavoidable, a secondary barrier should be used, such as a rock filter bed placed beneath and beyond the edges of the bag to, prevent erosion and capture sediments that escape the bag.
- Perimeter control around the downstream end of the bag should be implemented. Secondary sediment controls are important especially in the initial stages of discharge, which tend to allow fines to pass through the bag.

*Maintenance:*

- Inspection of the flow conditions, bag condition, bag capacity, and the secondary barrier (as applicable) is required.
- Replace the bag when it no longer filters sediment or passes water at a reasonable rate.
- Caution should be taken when removing and disposing of the bag, to prevent the release of captured sediment
- Properly dispose of the bag offsite. If sediment is removed from the bag prior to disposal (bags can potentially be reused depending upon their condition), dispose of sediment in accordance with the general maintenance procedures described at the end of this BMP Fact Sheet.

***Sand Media Particulate Filter***

*Description:*

- Water is treated by passing it through canisters filled with sand media. Generally, sand filters provide a final level of treatment. They are often used as a secondary or higher level of treatment after a significant amount of sediment and other pollutants have been removed using other methods.

*Appropriate Applications:*

- Effective for the removal of trash, gravel, sand, and silt and some metals, as well as the reduction of biochemical oxygen demand (BOD) and turbidity.
- Sand filters can be used for stand-alone treatment or in conjunction with bag and cartridge filtration if further treatment is required.
- Sand filters can also be used to provide additional treatment to water treated via settling or basic filtration.

*Implementation:*

- The filters require delivery to the site and initial set up. The vendor can provide assistance with installation and operation.

*Maintenance:*

- The filters require regular service to monitor and maintain the level of the sand media. If subjected to high loading rates, filters can plug quickly.
- Venders generally provide data on maximum head loss through the filter. The filter should be monitored daily while in use, and cleaned when head loss reaches target levels.
- If cleaned by backwashing, the backwash water may need to be hauled away for disposal, or returned to the upper end of the treatment train for another pass through the series of dewatering BMPs.

***Pressurized Bag Filter***

Pressurized Bag Filter

*Description:*

- A pressurized bag filter is a unit composed of single filter bags made from polyester felt material. The water filters through the unit and is discharged through a header. Vendors provide bag filters in a variety of configurations. Some units include a combination of bag filters and cartridge filters for enhanced contaminant removal.

*Appropriate Applications:*

- Effective for the removal of sediment (sand and silt) and some metals, as well as the reduction of BOD, turbidity, and hydrocarbons. Oil absorbent bags are available for hydrocarbon removal.
- Filters can be used to provide secondary treatment to water treated via settling or basic filtration.

*Implementation:*

- The filters require delivery to the site and initial set up. The vendor can provide assistance with installation and operation.

*Maintenance:*

- The filter bags require replacement when the pressure differential equals or exceeds the manufacturer's recommendation.

*Cartridge Filter*

*Description:*

- Cartridge filters provide a high degree of pollutant removal by utilizing a number of individual cartridges as part of a larger filtering unit. They are often used as a secondary or higher (polishing) level of treatment after a significant amount of sediment and other pollutants are removed. Units come with various cartridge configurations (for use in series with bag filters) or with a larger single cartridge filtration unit (with multiple filters within).

*Appropriate Applications:*

- Effective for the removal of sediment (sand, silt, and some clays) and metals, as well as the reduction of BOD, turbidity, and hydrocarbons. Hydrocarbons can effectively be removed with special resin cartridges.
- Filters can be used to provide secondary treatment to water treated via settling or basic filtration.

*Implementation:*

- The filters require delivery to the site and initial set up. The vendor can provide assistance.

*Maintenance:*

- The cartridges require replacement when the pressure differential equals or exceeds the manufacturer's recommendation.

## Costs

- Sediment control costs vary considerably depending on the dewatering and sediment treatment system that is selected. Pressurized filters tend to be more expensive than gravity settling, but are often more effective. Simple tanks are generally rented on a long-term basis (one or more months) and can range from $360 per month for a 1,000 gallon tank to $2,660 per month for a 10,000 gallon tank. Mobilization and demobilization costs vary considerably.

## Inspection and Maintenance

- Inspect and verify that dewatering BMPs are in place and functioning prior to the commencement of activities requiring dewatering.
- Inspect dewatering BMPs daily while dewatering activities are being conducted.

- Inspect all equipment before use. Monitor dewatering operations to ensure they do not cause offsite discharge or erosion.
- Sample dewatering discharges as required by the General Permit.
- Unit-specific maintenance requirements are included with the description of each unit.
- Sediment removed during the maintenance of a dewatering device may be either spread onsite and stabilized, or disposed of at a disposal site as approved by the owner.
- Sediment that is commingled with other pollutants should be disposed of in accordance with all applicable laws and regulations and as approved by the owner.

## References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

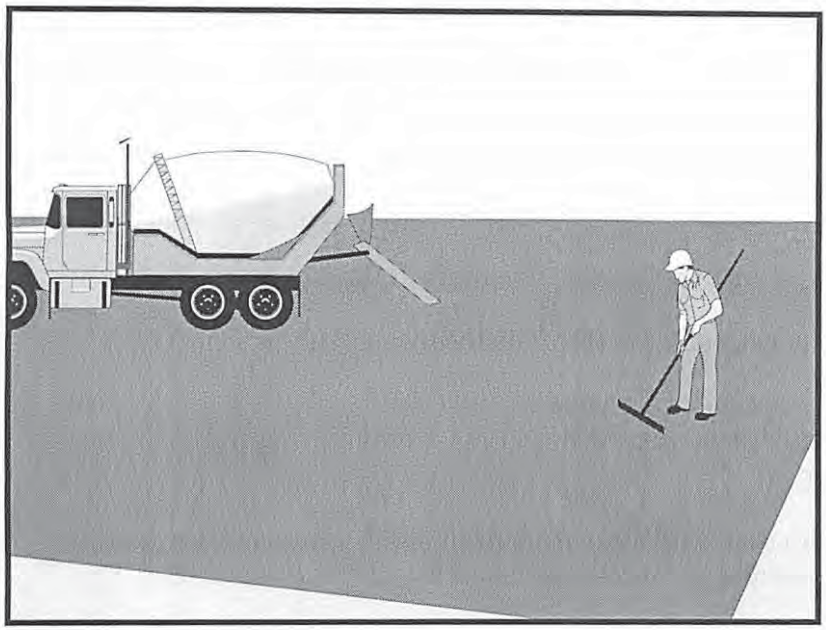
Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003; Updated March 2004.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

Labor Surcharge & Equipment Rental Rates, April 1, 2002 through March 31, 2003, California Department of Transportation (Caltrans).

Erosion and Sediment Control Manual, Oregon Department of Environmental Quality, February 2005.

# Paving and Grinding Operations NS-3



## Categories

| | | |
|---|---|---|
| EC | Erosion Control | |
| SE | Sediment Control | |
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| WE | Wind Erosion Control | |
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| WM | Waste Management and Materials Pollution Control | ☒ |

**Legend:**

☑ **Primary Category**

☒ **Secondary Category**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | |
| Trash | |
| Metals | |
| Bacteria | |
| Oil and Grease | ☑ |
| Organics | |

## Potential Alternatives

None

## Description and Purpose

Prevent or reduce the discharge of pollutants from paving operations, using measures to prevent runon and runoff pollution, properly disposing of wastes, and training employees and subcontractors.

The General Permit incorporates Numeric Effluent Limits (NEL) and Numeric Action Levels (NAL) for pH and turbidity (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

Many types of construction materials associated with paving and grinding operations, including mortar, concrete, and cement and their associated wastes have basic chemical properties that can raise pH levels outside of the permitted range. Additional care should be taken when managing these materials to prevent them from coming into contact with stormwater flows, which could lead to exceedances of the General Permit requirements.

## Suitable Applications

These procedures are implemented where paving, surfacing, resurfacing, or sawcutting, may pollute stormwater runoff or discharge to the storm drain system or watercourses.

## Limitations

- Paving opportunities may be limited during wet weather.
- Discharges of freshly paved surfaces may raise pH to environmentally harmful levels and trigger permit violations.

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## Implementation

### *General*

- Avoid paving during the wet season when feasible.
- Reschedule paving and grinding activities if rain is forecasted.
- Train employees and sub-contractors in pollution prevention and reduction.
- Store materials away from drainage courses to prevent stormwater runon (see WM-1, Material Delivery and Storage).
- Protect drainage courses, particularly in areas with a grade, by employing BMPs to divert runoff or to trap and filter sediment.
- Stockpile material removed from roadways away from drain inlets, drainage ditches, and watercourses. These materials should be stored consistent with WM-3, Stockpile Management.
- Disposal of PCC (Portland cement concrete) and AC (asphalt concrete) waste should be in conformance with WM-8, Concrete Waste Management.

### *Saw Cutting, Grinding, and Pavement Removal*

- Shovel or vacuum saw-cut slurry and remove from site. Cover or barricade storm drains during saw cutting to contain slurry.
- When paving involves AC, the following steps should be implemented to prevent the discharge of grinding residue, uncompacted or loose AC, tack coats, equipment cleaners, or unrelated paving materials:
  - AC grindings, pieces, or chunks used in embankments or shoulder backing should not be allowed to enter any storm drains or watercourses. Install inlet protection and perimeter controls until area is stabilized (i.e. cutting, grinding or other removal activities are complete and loose material has been properly removed and disposed of)or permanent controls are in place. Examples of temporary perimeter controls can be found in EC-9, Earth Dikes and Drainage Swales; SE-1, Silt Fence; SE-5, Fiber Rolls, or SE-13 Compost Socks and Berms
  - Collect and remove all broken asphalt and recycle when practical. Old or spilled asphalt should be recycled or disposed of properly.
- Do not allow saw-cut slurry to enter storm drains or watercourses. Residue from grinding operations should be picked up by a vacuum attachment to the grinding machine, or by sweeping, should not be allowed to flow across the pavement, and should not be left on the surface of the pavement. See also WM-8, Concrete Waste Management, and WM-10, Liquid Waste Management.
- Pavement removal activities should not be conducted in the rain.
- Collect removed pavement material by mechanical or manual methods. This material may be recycled for use as shoulder backing or base material.

- If removed pavement material cannot be recycled, transport the material back to an approved storage site.

***Asphaltic Concrete Paving***

- If paving involves asphaltic cement concrete, follow these steps:
  - Do not allow sand or gravel placed over new asphalt to wash into storm drains, streets, or creeks. Vacuum or sweep loose sand and gravel and properly dispose of this waste by referring to WM-5, Solid Waste Management.
  - Old asphalt should be disposed of properly. Collect and remove all broken asphalt from the site and recycle whenever possible.

***Portland Cement Concrete Paving***

- Do not wash sweepings from exposed aggregate concrete into a storm drain system. Collect waste materials by dry methods, such as sweeping or shoveling, and return to aggregate base stockpile or dispose of properly. Allow aggregate rinse to settle. Then, either allow rinse water to dry in a temporary pit as described in WM-8, Concrete Waste Management, or pump the water to the sanitary sewer if authorized by the local wastewater authority.

***Sealing Operations***

- During chip seal application and sweeping operations, petroleum or petroleum covered aggregate should not be allowed to enter any storm drain or water courses. Apply temporary perimeter controls until structure is stabilized (i.e. all sealing operations are complete and cured and loose materials have been properly removed and disposed).
- Inlet protection (SE-10, Storm Drain Inlet Protection) should be used during application of seal coat, tack coat, slurry seal, and fog seal.
- Seal coat, tack coat, slurry seal, or fog seal should not be applied if rainfall is predicted to occur during the application or curing period.

***Paving Equipment***

- Leaks and spills from paving equipment can contain toxic levels of heavy metals and oil and grease. Place drip pans or absorbent materials under paving equipment when not in use. Clean up spills with absorbent materials and dispose of in accordance with the applicable regulations. See NS-10, Vehicle and Equipment Maintenance, WM-4, Spill Prevention and Control, and WM-10, Liquid Waste Management.
- Substances used to coat asphalt transport trucks and asphalt spreading equipment should not contain soap and should be non-foaming and non-toxic.
- Paving equipment parked onsite should be parked over plastic to prevent soil contamination.
- Clean asphalt coated equipment offsite whenever possible. When cleaning dry, hardened asphalt from equipment, manage hardened asphalt debris as described in WM-5, Solid Waste Management. Any cleaning onsite should follow NS-8, Vehicle and Equipment Cleaning.

***Thermoplastic Striping***

- Thermoplastic striper and pre-heater equipment shutoff valves should be inspected to ensure that they are working properly to prevent leaking thermoplastic from entering drain inlets, the stormwater drainage system, or watercourses.
- Pre-heaters should be filled carefully to prevent splashing or spilling of hot thermoplastic. Leave six inches of space at the top of the pre-heater container when filling thermoplastic to allow room for material to move.
- Do not pre-heat, transfer, or load thermoplastic near drain inlets or watercourses.
- Clean truck beds daily of loose debris and melted thermoplastic. When possible, recycle thermoplastic material.

***Raised/Recessed Pavement Marker Application and Removal***

- Do not transfer or load bituminous material near drain inlets, the stormwater drainage system, or watercourses.
- Melting tanks should be loaded with care and not filled to beyond six inches from the top to leave room for splashing.
- When servicing or filling melting tanks, ensure all pressure is released before removing lids to avoid spills.
- On large-scale projects, use mechanical or manual methods to collect excess bituminous material from the roadway after removal of markers.

## Costs

- All of the above are low cost measures.

## Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of paving and grinding operations.
- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Sample stormwater runoff required by the General Permit.
- Keep ample supplies of drip pans or absorbent materials onsite.
- Inspect and maintain machinery regularly to minimize leaks and drips.

## References

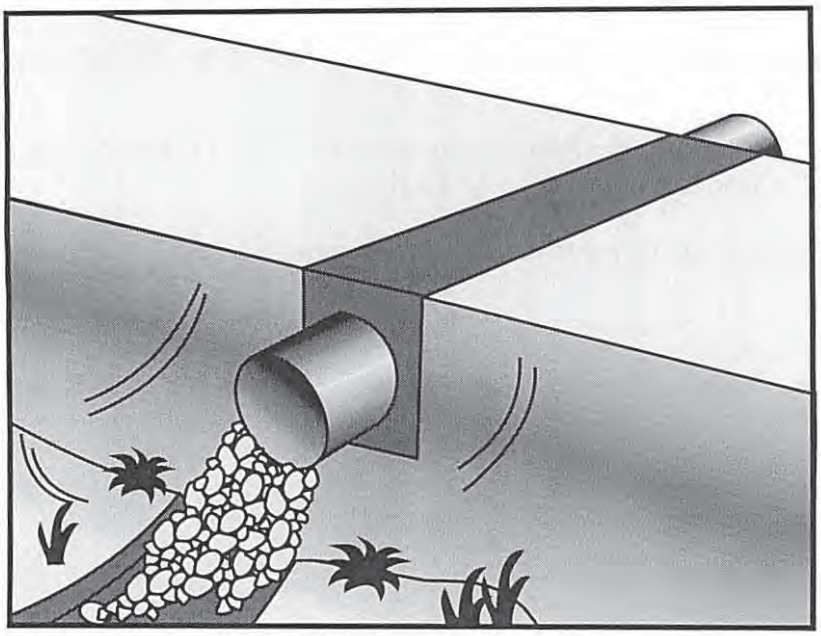
Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Hot Mix Asphalt-Paving Handbook AC 150/5370-14, Appendix I, U.S. Army Corps of Engineers, July 1991.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003.

Erosion and Sediment Control Manual, Oregon Department of Environmental Quality, February 2005.

# Temporary Stream Crossing NS-4



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**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

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|---|---|
| Sediment | ☑ |
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| Metals | |
| Bacteria | |
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| Organics | |

## Potential Alternatives

None

## Description and Purpose

A temporary stream crossing is a temporary culvert, ford or bridge placed across a waterway to provide access for construction purposes for a period of less than one year. Temporary access crossings are not intended to maintain traffic for the public. The temporary access will eliminate erosion and downstream sedimentation caused by vehicles.

## Suitable Applications

Temporary stream crossings should be installed at all designated crossings of perennial and intermittent streams on the construction site, as well as for dry channels that may be significantly eroded by construction traffic.

Temporary streams crossings are installed at sites:

- Where appropriate permits have been secured (404 Permits, and 401 Certifications)
- Where construction equipment or vehicles need to frequently cross a waterway
- When alternate access routes impose significant constraints
- When crossing perennial streams or waterways causes significant erosion
- Where construction activities will not last longer than one year
- Where appropriate permits have been obtained for the

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stream crossing

## Limitations

The following limitations may apply:

- Installation and removal will usually disturb the waterway.
- Installation may require Regional Water Quality Control Board (RWQCB) 401 Certification, U.S. Army Corps of Engineers 404 permit and approval by California Department of Fish and Game. If numerical-based water quality standards are mentioned in any of these and other related permits, testing and sampling may be required.
- Installation may require dewatering or temporary diversion of the stream. See NS-2, Dewatering Operations and NS-5, Clear Water Diversion.
- Installation may cause a constriction in the waterway, which can obstruct flood flow and cause flow backups or washouts. If improperly designed, flow backups can increase the pollutant load through washouts and scouring.
- Use of natural or other gravel in the stream for construction of Cellular Confinement System (CCS) ford crossing will be contingent upon approval by fisheries agencies.
- Ford crossings may degrade water quality due to contact with vehicles and equipment.
- May be expensive for a temporary improvement.
- Requires other BMPs to minimize soil disturbance during installation and removal.
- Fords should only be used in dry weather.

## Implementation

### *General*

The purpose of this BMP is to provide a safe, erosion-free access across a stream for construction equipment. Minimum standards and specifications for the design, construction, maintenance, and removal of the structure should be established by an engineer registered in California. Temporary stream crossings may be necessary to prevent construction equipment from causing erosion of the stream and tracking sediment and other pollutants into the stream.

Temporary stream crossings are used as access points to construction sites when other detour routes may be too long or burdensome for the construction equipment. Often heavy construction equipment must cross streams or creeks, and detour routes may impose too many constraints such as being too narrow or poor soil strength for the equipment loadings. Additionally, the contractor may find a temporary stream crossing more economical for light–duty vehicles to use for frequent crossings, and may have less environmental impact than construction of a temporary access road.

Location of the temporary stream crossing should address:

- Site selection where erosion potential is low.

- Areas where the side slopes from site runoff will not spill into the side slopes of the crossing.

The following types of temporary stream crossings should be considered:

- **Culverts** – A temporary culvert is effective in controlling erosion but will cause erosion during installation and removal. A temporary culvert can be easily constructed and allows for heavy equipment loads.
- **Fords** - Appropriate during the dry season in arid areas. Used on dry washes and ephemeral streams, and low-flow perennial streams. CCS, a type of ford crossing, is also appropriate for use in streams that would benefit from an influx of gravels. A temporary ford provides little sediment and erosion control and is ineffective in controlling erosion in the stream channel. A temporary ford is the least expensive stream crossing and allows for maximum load limits. It also offers very low maintenance. Fords are more appropriate during the dry ice season and in arid areas of California.
- **Bridges** - Appropriate for streams with high flow velocities, steep gradients and where temporary restrictions in the channel are not allowed.

***Design***

During the long summer construction season in much of California, rainfall is infrequent and many streams are dry. Under these conditions, a temporary ford may be sufficient. A ford is not appropriate if construction will continue through the winter rainy season, if summer thunderstorms are likely, or if the stream flows during most of the year. Temporary culverts and bridges should then be considered and, if used, should be sized to pass a significant design storm (i.e., at least a 10-year storm). The temporary stream crossing should be protected against erosion, both to prevent excessive sedimentation in the stream and to prevent washout of the crossing.

Design and installation requires knowledge of stream flows and soil strength. Designs should be prepared under direction of, and approved by, a registered civil engineer and for bridges, a registered structural engineer. Both hydraulic and construction loading requirements should be considered with the following:

- Comply with any special requirements for culvert and bridge crossings, particularly if the temporary stream crossing will remain through the rainy season.
- Provide stability in the crossing and adjacent areas to withstand the design flow. The design flow and safety factor should be selected based on careful evaluation of the risks due to over topping, flow backups, or washout.
- Install sediment traps immediately downstream of crossings to capture sediments. See SE-3, Sediment Trap.
- Avoid oil or other potentially hazardous materials for surface treatment.
- Culverts are relatively easy to construct and able to support heavy equipment loads.
- Fords are the least expensive of the crossings, with maximum load limits.

- CCS crossing structures consist of clean, washed gravel and cellular confinement system blocks. CCS are appropriate for streams that would benefit from an influx of gravel; for example, salmonid streams, streams or rivers below reservoirs, and urban, channelized streams. Many urban stream systems are gravel-deprived due to human influences, such as dams, gravel mines, and concrete channels.
- CCS allow designers to use either angular or naturally occurring rounded gravel, because the cells provide the necessary structure and stability. In fact, natural gravel is optimal for this technique, because of the habitat improvement it will provide after removal of the CCS.
- A gravel depth of 6 to 12 in. for a CCS structure is sufficient to support most construction equipment.
- An advantage of a CCS crossing structure is that relatively little rock or gravel is needed, because the CCS provides the stability.
- Bridges are generally more expensive to design and construct, but provide the least disturbance of the streambed and constriction of the waterway flows.

***Construction and Use***

- Stabilize construction roadways, adjacent work area, and stream bottom against erosion.
- Construct during dry periods to minimize stream disturbance and reduce costs.
- Construct at or near the natural elevation of the streambed to prevent potential flooding upstream of the crossing.
- Install temporary erosion control BMPs in accordance with erosion control BMP fact sheets to minimize erosion of embankment into flow lines.
- Any temporary artificial obstruction placed within flowing water should only be built from material, such as clean gravel or sandbags, that will not introduce sediment or silt into the watercourse.
- Temporary water body crossings and encroachments should be constructed to minimize scour. Cobbles used for temporary water body crossings or encroachments should be clean, rounded river cobble.
- Vehicles and equipment should not be driven, operated, fueled, cleaned, maintained, or stored in the wet or dry portions of a water body where wetland vegetation, riparian vegetation, or aquatic organisms may be destroyed.
- The exterior of vehicles and equipment that will encroach on the water body within the project should be maintained free of grease, oil, fuel, and residues.
- Drip pans should be placed under all vehicles and equipment placed on docks, barges, or other structures over water bodies when the vehicle or equipment is planned to be idle for more than one hour.

- Disturbance or removal of vegetation should not exceed the minimum necessary to complete operations. Precautions should be taken to avoid damage to vegetation by people or equipment. Disturbed vegetation should be replaced with the appropriate soil stabilization measures.
- Riparian vegetation, when removed pursuant to the provisions of the work, should be cut off no lower than ground level to promote rapid re-growth. Access roads and work areas built over riparian vegetation should be covered by a sufficient layer of clean river run cobble to prevent damage to the underlying soil and root structure. The cobble must be removed upon completion of project activities.
- Conceptual temporary stream crossings are shown in the attached figures.

### Costs

Caltrans Construction Cost index for temporary bridge crossings is $45-$95/ft².

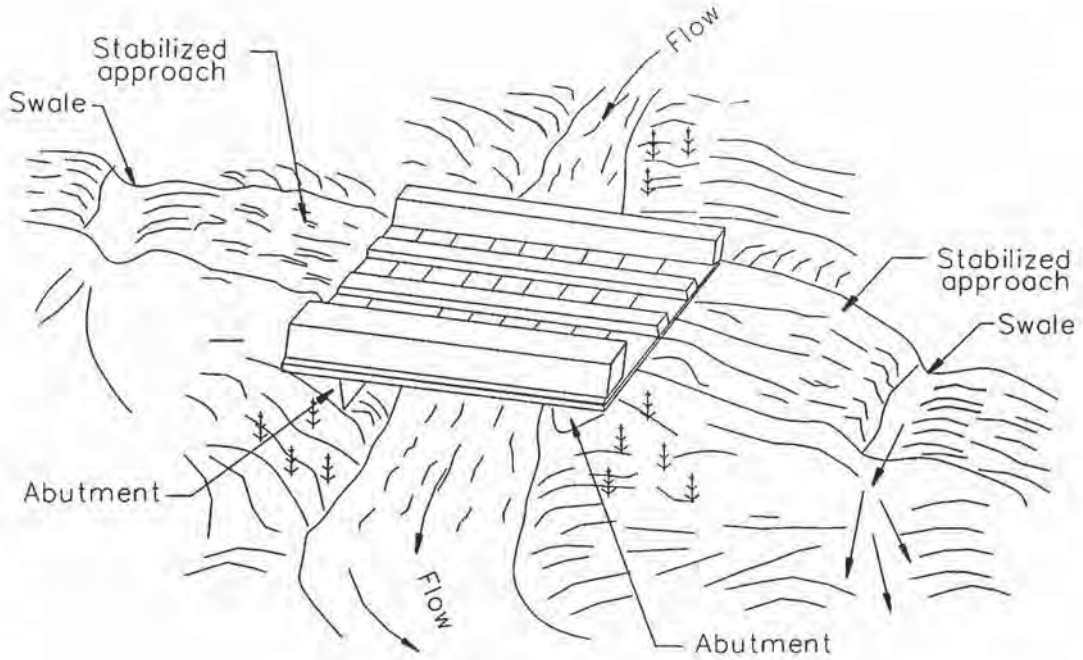
### Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Check for blockage in the channel, sediment buildup or trapped debris in culverts, blockage behind fords or under bridges.
- Check for erosion of abutments, channel scour, riprap displacement, or piping in the soil.
- Check for structural weakening of the temporary crossings, such as cracks, and undermining of foundations and abutments.
- Remove sediment that collects behind fords, in culverts, and under bridges periodically.
- Replace lost or displaced aggregate from inlets and outlets of culverts and cellular confinement systems.
- Remove temporary crossing promptly when it is no longer needed.

### References

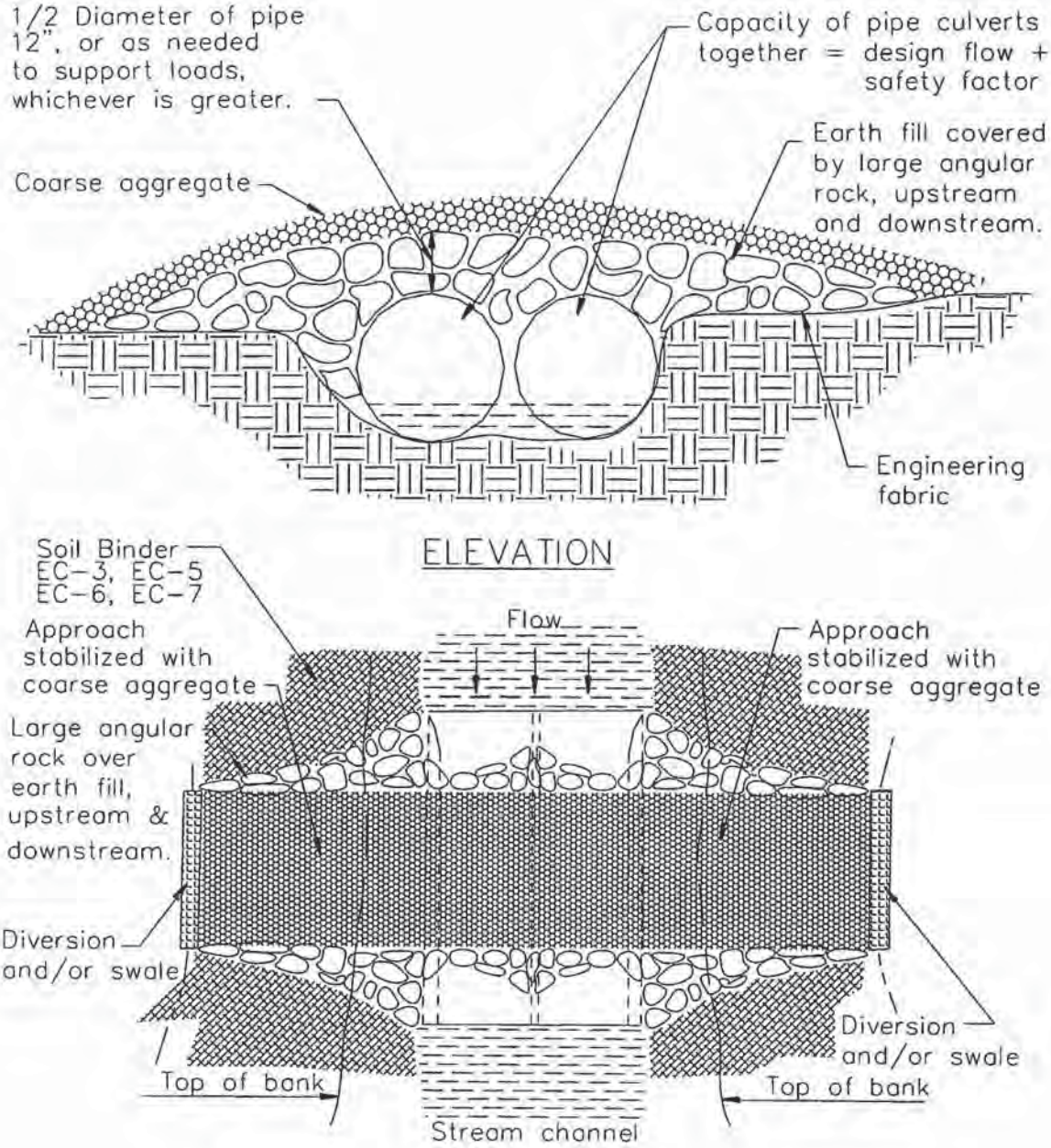
California Bank and Shore Rock Slope Protection Design – Practitioners Guide and Field Evaluations of Riprap Methods, Caltrans Study No. F90TL03, October 2000.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

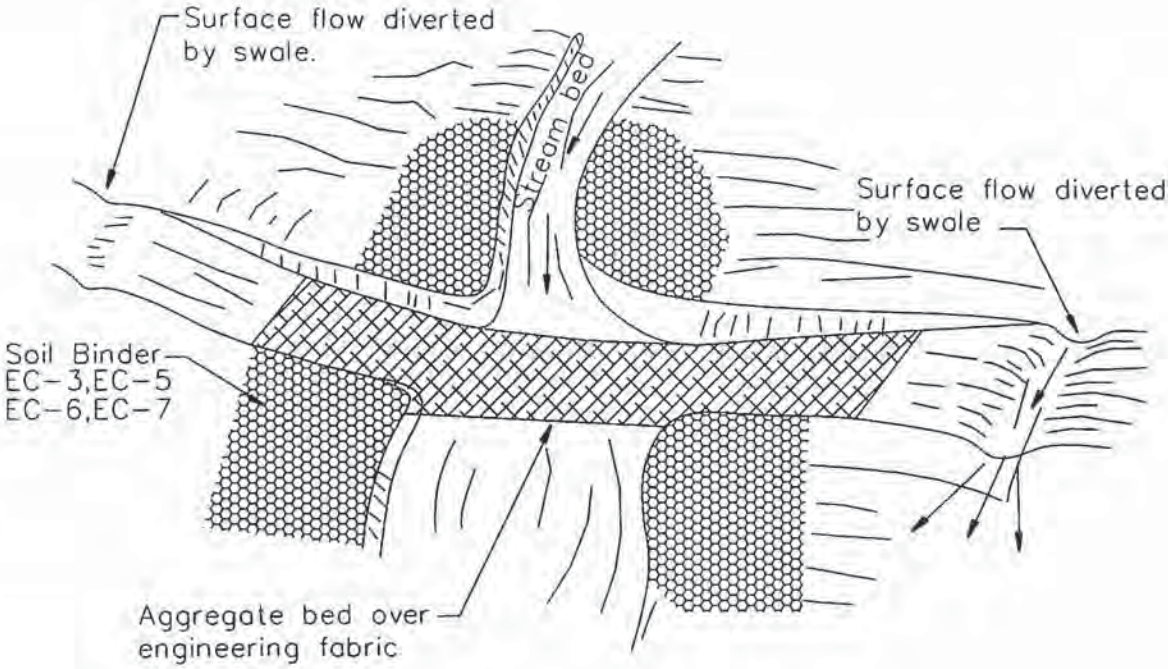



NOTE:
Surface flow of road diverted by swale and/or dike.

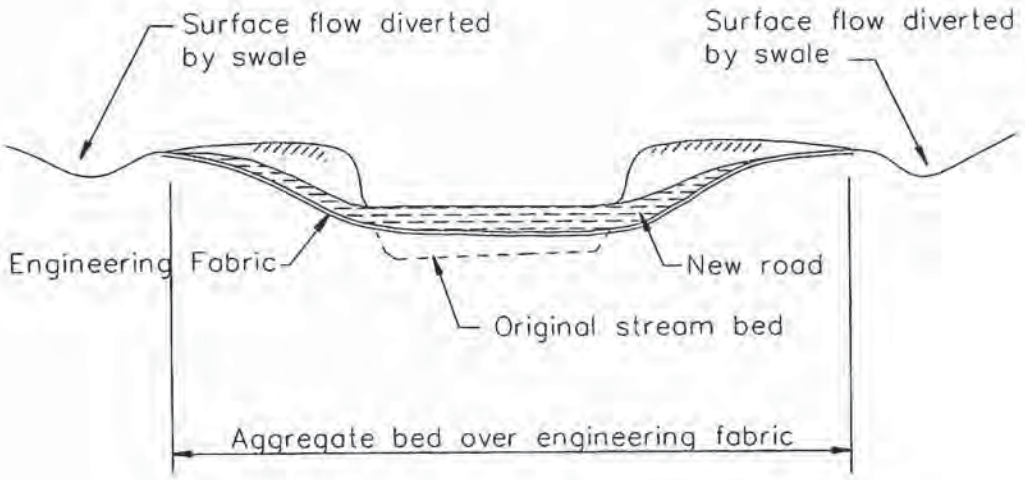
TYPICAL BRIDGE CROSSING
NOT TO SCALE




TYPICAL CULVERT CROSSING
NOT TO SCALE

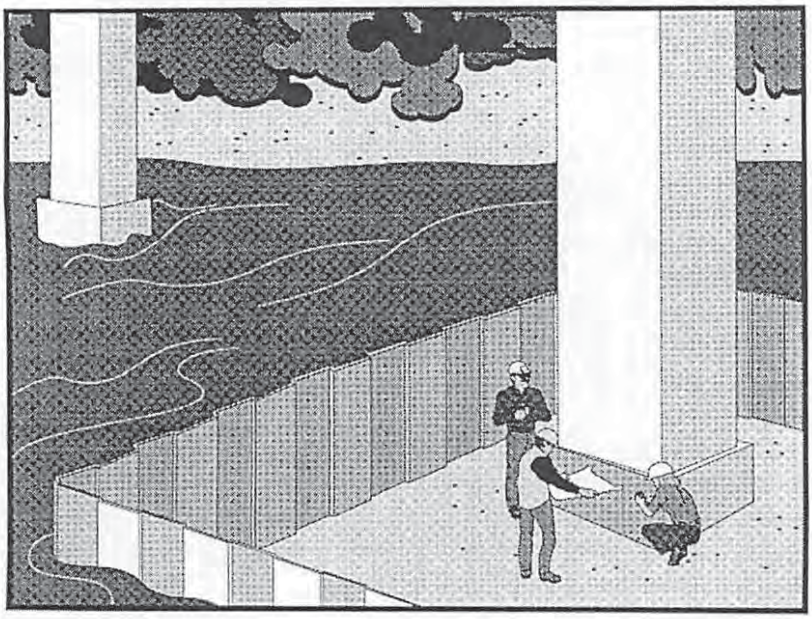



Aggregate approch
1:5 (V:H) Maximum slope on road




TYPICAL FORD CROSSING
NOT TO SCALE

# Clear Water Diversion NS-5



## Categories

| | | |
|---|---|---|
| EC | Erosion Control | |
| SE | Sediment Control | |
| TC | Tracking Control | |
| WE | Wind Erosion Control | |
| NS | Non-Stormwater Management Control | ☑ |
| WM | Waste Management and Materials Pollution Control | |

**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | |
| Trash | |
| Metals | |
| Bacteria | |
| Oil and Grease | |
| Organics | |

## Potential Alternatives

None

## Description and Purpose

Clear water diversion consists of a system of structures and measures that intercept clear surface water runoff upstream of a project, transport it around the work area, and discharge it downstream with minimal water quality degradation from either the project construction operations or the construction of the diversion. Clear water diversions are used in a waterway to enclose a construction area and reduce sediment pollution from construction work occurring in or adjacent to water. Structures commonly used as part of this system include diversion ditches, berms, dikes, slope drains, rock, gravel bags, wood, aqua barriers, cofferdams, filter fabric or turbidity curtains, drainage and interceptor swales, pipes, or flumes.

## Suitable Applications

A clear water diversion is typically implemented where appropriate permits (1601 Agreement) have been secured and work must be performed in a flowing stream or water body.

- Clear water diversions are appropriate for isolating construction activities occurring within or near a water body such as streambank stabilization, or culvert, bridge, pier or abutment installation. They may also be used in combination with other methods, such as clear water bypasses and/or pumps.
- Pumped diversions are suitable for intermittent and low flow streams.
- Excavation of a temporary bypass channel, or passing the

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flow through a heavy pipe (called a "flume") with a trench excavated under it, is appropriate for the diversion of streams less than 20 ft wide, with flow rates less than 100 cfs.

- Clear water diversions incorporating clean washed gravel may be appropriate for use in salmonid spawning streams.

## Limitations

- Diversion and encroachment activities will usually disturb the waterway during installation and removal of diversion structures.
- Installation may require Regional Water Quality Control Board (RWQCB) 401 Certification, U.S. Army Corps of Engineers 404 permit and approval by California Department of Fish and Game. If numerical-based water quality standards are mentioned in any of these and other related permits, testing and sampling may be required.
- Diversion and encroachment activities may constrict the waterway, which can obstruct flood flows and cause flooding or washouts. Diversion structures should not be installed without identifying potential impacts to the stream channel.
- Diversion or isolation activities are not appropriate in channels where there is insufficient stream flow to support aquatic species in the area dewatered as a result of the diversion.
- Diversion or isolation activities are inappropriate in deep water unless designed or reviewed by an engineer registered in California.
- Diversion or isolation activities should not completely dam stream flow.
- Dewatering and removal may require additional sediment control or water treatment. See NS-2, Dewatering Operations.
- Not appropriate if installation, maintenance, and removal of the structures will disturb sensitive aquatic species of concern.

## Implementation

### *General*

- Implement guidelines presented in EC-12, Streambank Stabilization to minimize impacts to streambanks.
- Where working areas encroach on flowing streams, barriers adequate to prevent the flow of muddy water into streams should be constructed and maintained between working areas and streams. During construction of the barriers, muddying of streams should be held to a minimum.
- Diversion structures must be adequately designed to accommodate fluctuations in water depth or flow volume due to tides, storms, flash floods, etc.
- Heavy equipment driven in wet portions of a water body to accomplish work should be completely clean of petroleum residue, and water levels should be below the fuel tanks, gearboxes, and axles of the equipment unless lubricants and fuels are sealed such that inundation by water will not result in discharges of fuels, oils, greases, or hydraulic fluids.

- Excavation equipment buckets may reach out into the water for the purpose of removing or placing fill materials. Only the bucket of the crane/ excavator/backhoe may operate in a water body. The main body of the crane/excavator/backhoe should not enter the water body except as necessary to cross the stream to access the work site.
- Stationary equipment such as motors and pumps located within or adjacent to a water body, should be positioned over drip pans.
- When any artificial obstruction is being constructed, maintained, or placed in operation, sufficient water should, at all times, be allowed to pass downstream to maintain aquatic life.
- Equipment should not be parked below the high water mark unless allowed by a permit.
- Disturbance or removal of vegetation should not exceed the minimum necessary to complete operations. Precautions should be taken to avoid damage to vegetation by people or equipment. Disturbed vegetation should be replaced with the appropriate erosion control measures.
- Riparian vegetation approved for trimming as part of the project should be cut off no lower than ground level to promote rapid re-growth. Access roads and work areas built over riparian vegetation should be covered by a sufficient layer of clean river run cobble to prevent damage to the underlying soil and root structure. The cobble should be removed upon completion of project activities.
- Drip pans should be placed under all vehicles and equipment placed on docks, barges, or other structures over water bodies when the vehicle or equipment is planned to be idle for more than 1 hour.
- Where possible, avoid or minimize diversion and encroachment impacts by scheduling construction during periods of low flow or when the stream is dry. Scheduling should also consider seasonal releases of water from dams, fish migration and spawning seasons, and water demands due to crop irrigation.
- Construct diversion structures with materials free of potential pollutants such as soil, silt, sand, clay, grease, or oil.

***Temporary Diversions and Encroachments***

- Construct diversion channels in accordance with EC-9, Earth Dikes and Drainage Swales.
- In high flow velocity areas, stabilize slopes of embankments and diversion ditches using an appropriate liner, in accordance with EC-7, Geotextiles and Mats, or use rock slope protection.
- Where appropriate, use natural streambed materials such as large cobbles and boulders for temporary embankment and slope protection, or other temporary soil stabilization methods.
- Provide for velocity dissipation at transitions in the diversion, such as the point where the stream is diverted to the channel and the point where the diverted stream is returned to its natural channel. See also EC-10, Velocity Dissipation Devices.

***Temporary Dry Construction Areas***

- When dewatering behind temporary structures to create a temporary dry construction area, such as cofferdams, pass pumped water through a sediment-settling device, such as a portable tank or settling basin, before returning water to the water body. See also NS-2, Dewatering Operations.
- Any substance used to assemble or maintain diversion structures, such as form oil, should be non-toxic and non-hazardous.
- Any material used to minimize seepage underneath diversion structures, such as grout, should be non-toxic, non-hazardous, and as close to a neutral pH as possible.

***Comparison of Diversion and Isolation Techniques:***

- Gravel bags are relatively inexpensive, but installation and removal can be labor intensive. It is also difficult to dewater the isolated area. Sandbags should not be used for this technique in rivers or streams, as sand should never be put into or adjacent to a stream, even if encapsulated in geotextile.
- Gravel Bag Berms (SE-6) used in conjunction with an impermeable membrane are cost effective, and can be dewatered relatively easily. If spawning gravel is used, the impermeable membrane can be removed from the stream, and the gravel can be spread out and left as salmonid spawning habitat if approved in the permit. Only clean, washed gravel should be used for both the gravel bag and gravel berm techniques.
- Cofferdams are relatively expensive, but frequently allow full dewatering. Also, many options now available are relatively easy to install.
- Sheet pile enclosures are a much more expensive solution, but do allow full dewatering. This technique is not well suited to small streams, but can be effective on large rivers or lakes, and where staging and heavy equipment access areas are available.
- K-rails are an isolation method that does not allow full dewatering, but can be used in small to large watercourses, and in fast-water situations.
- A relatively inexpensive isolation method is filter fabric isolation. This method involves placement of gravel bags or continuous berms to 'key-in' the fabric, and subsequently staking the fabric in place. This method should be used in relatively calm water, and can be used in smaller streams. Note that this is not a dewatering method, but rather a sediment isolation method.
- Turbidity curtains should be used where sediment discharge to a stream is unavoidable. They can also be used for in-stream construction, when dewatering an area is not required.
- When used in watercourses or streams, cofferdams must be used in accordance with permit requirements.
- Manufactured diversion structures should be installed following manufacturer's specifications.

- Filter fabric and turbidity curtain isolation installation methods can be found in the specific technique descriptions that follow.

***Filter Fabric Isolation Technique***

*Definition and Purpose*

A filter fabric isolation structure is a temporary structure built into a waterway to enclose a construction area and reduce sediment pollution from construction work in or adjacent to water. This structure is composed of filter fabric, gravel bags, and steel t-posts.

*Appropriate Applications*

- Filter fabric may be used for construction activities such as streambank stabilization, or culvert, bridge, pier or abutment installation. It may also be used in combination with other methods, such as clean water bypasses and/or pumps.
- Filter fabric isolation is relatively inexpensive. This method involves placement of gravel bags or continuous berms to 'key-in' the fabric, and subsequently staking the fabric in place.
- If spawning gravel is used, all other components of the isolation can be removed from the stream, and the gravel may be spread out and left as salmonid spawning habitat if approved in the permit. Whether spawning gravel or other types of gravel are used, only clean washed gravel should be used as infill for the gravel bags or continuous berm.
- This method should be used in relatively calm water, and can be used in smaller streams. This is not a dewatering method, but rather a sediment isolation method.
- Water levels inside and outside the fabric curtain must be about the same, as differential heads will cause the curtain to collapse.

*Limitations*

- Do not use if the installation, maintenance and removal of the structures will disturb sensitive aquatic species of concern.
- Filter fabrics are not appropriate for projects where dewatering is necessary.
- Filter fabrics are not appropriate to completely dam stream flow.

*Design and Installation*

- For the filter fabric isolation method, a non-woven or heavy-duty fabric is recommended over standard silt fence. Using rolled geotextiles allows non-standard widths to be used.
- Anchor filter fabric with gravel bags filled with clean, washed gravel. Do not use sand. If a bag should split open, the gravel can be left in the stream, where it can provide aquatic habitat benefits. If a sandbag splits open in a watercourse, the sand could cause a decrease in water quality, and could bury sensitive aquatic habitat.
- Another anchor alternative is a continuous berm, made with the Continuous Berm Machine. This is a gravel-filled bag that can be made in very long segments. The length of the berms is usually limited to 18 ft for ease of handling (otherwise, it gets too heavy to move).

- Place the fabric on the bottom of the stream, and place either a bag of clean, washed gravel or a continuous berm over the bottom of the silt fence fabric, such that a bag-width of fabric lies on the stream bottom. The bag should be placed on what will be the outside of the isolation area.
- Pull the fabric up, and place a metal t-post immediately behind the fabric, on the inside of the isolation area; attach the silt fence to the post with three diagonal nylon ties.
- Continue placing fabric as described above until the entire work area has been isolated, staking the fabric at least every 6 ft.

*Inspection and Maintenance*

- Immediately repair any gaps, holes or scour.
- Remove and properly dispose of sediment buildup.
- Remove BMP upon completion of construction activity. Recycle or reuse if applicable.
- Revegetate areas disturbed by BMP removal if needed.

### *Turbidity Curtain Isolation Technique*

*Definition and Purpose*

A turbidity curtain is a fabric barrier used to isolate the near shore work area. The barriers are intended to confine the suspended sediment. The curtain is a floating barrier, and thus does not prevent water from entering the isolated area; rather, it prevents suspended sediment from getting out.

*Appropriate Applications*

Turbidity curtains should be used where sediment discharge to a stream is unavoidable. They are used when construction activities adjoin quiescent waters, such as lakes, ponds, and slow flowing rivers. The curtains are designed to deflect and contain sediment within a limited area and provide sufficient retention time so that the sediment particles will fall out of suspension.

*Limitations*

- Turbidity curtains should not be used in flowing water; they are best suited for use in ponds, lakes, and very slow-moving rivers.
- Turbidity curtains should not be placed across the width of a channel.
- Removing sediment that has been deflected and settled out by the curtain may create a discharge problem through the resuspension of particles and by accidental dumping by the removal equipment.

*Design and Installation*

- Turbidity curtains should be oriented parallel to the direction of flow.
- The curtain should extend the entire depth of the watercourse in calm-water situations.
- In wave conditions, the curtain should extend to within 1 ft of the bottom of the watercourse, such that the curtain does not stir up sediment by hitting the bottom repeatedly. If it is

desirable for the curtain to reach the bottom in an active-water situation, a pervious filter fabric may be used for the bottom 1 ft.

- The top of the curtain should consist of flexible flotation buoys, and the bottom should be held down by a load line incorporated into the curtain fabric. The fabric should be a brightly colored impervious mesh.
- The curtain should be held in place by anchors placed at least every 100 ft.
- First, place the anchors, then tow the fabric out in a furled condition, and connect to the anchors. The anchors should be connected to the flotation devices, and not to the bottom of the curtain. Once in place, cut the furling lines, and allow the bottom of the curtain to sink.
- Consideration must be given to the probable outcome of the removal procedure. It must be determined if it will create more of a sediment problem through re-suspension of the particles or by accidental dumping of material during removal. It is recommended that the soil particles trapped by the turbidity curtain only be removed if there has been a significant change in the original contours of the affected area in the watercourse.
- Particles should always be allowed to settle for a minimum of 6 to 12 hours prior to their removal or prior to removal of the turbidity curtain.

*Maintenance and Inspection:*

- The curtain should be inspected for holes or other problems, and any repairs needed should be made promptly.
- Allow sediment to settle for 6 to 12 hours prior to removal of sediment or curtain. This means that after removing sediment, wait an additional 6 to 12 hours before removing the curtain.
- To remove, install furling lines along the curtain, detach from anchors, and tow out of the water.

### *K-rail River Isolation*

*Definition and Purpose*

This temporary sediment control or stream isolation method uses K-rails to form the sediment deposition area, or to isolate the in-stream or near-bank construction area.

Barriers are placed end-to-end in a pre-designed configuration and gravel-filled bags are used at the toe of the barrier and at their abutting ends to seal and prevent movement of sediment beneath or through the barrier walls.

*Appropriate Applications*

The K-rail isolation can be used in streams with higher water velocities than many other isolation techniques.

- This technique is also useful at the toe of embankments, and cut or fill slopes.

*Limitations*

- The K-rail method should not be used to dewater a project site, as the barrier is not watertight.

*Design and Installation*

- To create a floor for the K-rail, move large rocks and obstructions. Place washed gravel and gravel-filled bags to create a level surface for K-rails to sit. Washed gravel should always be used.
- Place the bottom two K-rails adjacent to each other, and parallel to the direction of flow; fill the center portion with gravel bags. Then place the third K-rail on top of the bottom two. There should be sufficient gravel bags between the bottom K-rails such that the top rail is supported by the gravel. Place plastic sheeting around the K-rails, and secure at the bottom with gravel bags.
- Further support can be added by pinning and cabling the K-rails together. Also, large riprap and boulders can be used to support either side of the K-rail, especially where there is strong current.

*Inspection and Maintenance:*

- The barrier should be inspected and any leaks, holes, or other problems should be addressed immediately.
- Sediment should be allowed to settle for at least 6 to 12 hours prior to removal of sediment, and for 6 to 12 hours prior to removal of the barrier.

***Stream Diversions***

The selection of which stream diversion technique to use will depend upon the type of work involved, physical characteristics of the site, and the volume of water flowing through the project.

*Advantages of a Pumped Diversion*

- Downstream sediment transport can be nearly eliminated.
- Dewatering of the work area is possible.
- Pipes can be moved around to allow construction operations.
- The dams can serve as temporary access to the site.
- Increased flows can be managed by adding more pumping capacity.

*Disadvantages of a Pumped Diversion*

- Flow volume is limited by pump capacity.
- A pumped diversion requires 24 hour monitoring of pumps.
- Sudden rain could overtop dams.
- Erosion at the outlet.

- Minor in-stream disturbance is required to install and remove dams.

*Advantages of Excavated Channels and Flumes*

- Excavated channels isolate work from water flow and allow dewatering.
- Excavated channels can handle larger flows than pumps.

*Disadvantages of Excavated Channels and Flumes*

- Bypass channel or flume must be sized to handle flows, including possible floods.
- Channels must be protected from erosion.
- Flow diversion and re-direction with small dams involves in-stream disturbance and mobilization of sediment.

*Design and Installation*

- Installation guidelines will vary based on existing site conditions and type of diversion used.
- Pump capacity must be sufficient for design flow.
- A standby pump is required in case a primary pump fails.
- Dam materials used to create dams upstream and downstream of diversion should be erosion resistant; materials such as steel plate, sheet pile, sandbags, continuous berms, inflatable water bladders, etc., would be acceptable.

When constructing a diversion channel, begin excavation of the channel at the proposed downstream end, and work upstream. Once the watercourse to be diverted is reached and the excavated channel is stable, breach the upstream end and allow water to flow down the new channel. Once flow has been established in the diversion channel, install the diversion weir in the main channel; this will force all water to be diverted from the main channel.

*Inspection and Maintenance*

- Pumped diversions require 24 hour monitoring of pumps.
- Inspect embankments and diversion channels for damage to the linings, accumulating debris, sediment buildup, and adequacy of the slope protection. Remove debris and repair linings and slope protection as required. Remove holes, gaps, or scour.
- Upon completion of work, the diversion or isolation structure should be removed and flow should be redirected through the new culvert or back into the original stream channel. Recycle or reuse if applicable.
- Revegetate areas disturbed by BMP removal if needed.

## Costs

Costs of clear water diversion vary considerably and can be very high.

## Inspection and Maintenance

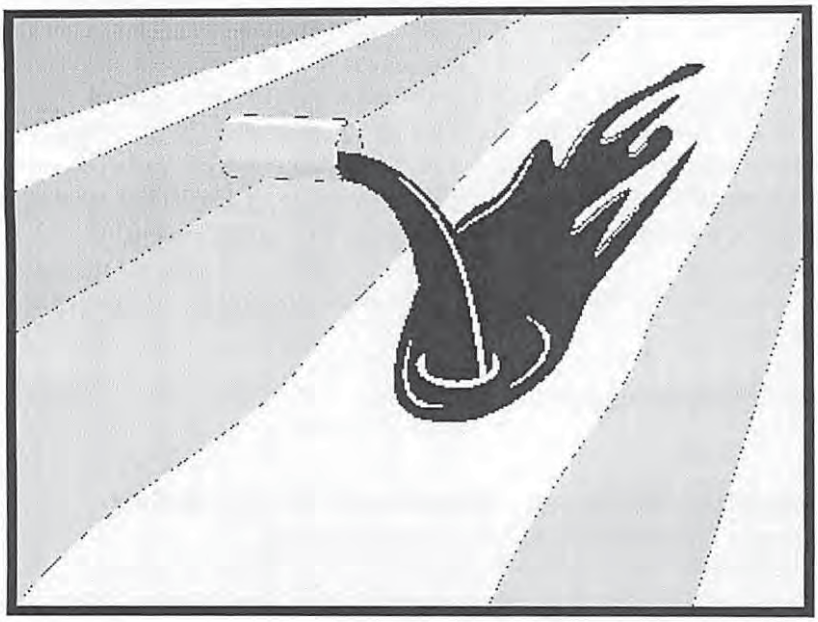
- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Refer to BMP-specific inspection and maintenance requirements.

## References

California Bank and Shore Rock Slope Protection Design – Practitioners Guide and Field Evaluations of Riprap Methods, Caltrans Study No. F90TL03, October, 2000.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

# Illicit Connection/Discharge NS-6



## Categories

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**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

| | |
|---|---|
| Sediment | |
| Nutrients | ☑ |
| Trash | ☑ |
| Metals | ☑ |
| Bacteria | ☑ |
| Oil and Grease | ☑ |
| Organics | ☑ |

## Potential Alternatives

None

## Description and Purpose

Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents.

## Suitable Applications

This best management practice (BMP) applies to all construction projects. Illicit connection/discharge and reporting is applicable anytime an illicit connection or discharge is discovered or illegally dumped material is found on the construction site.

## Limitations

Illicit connections and illegal discharges or dumping, for the purposes of this BMP, refer to discharges and dumping caused by parties other than the contractor. If pre-existing hazardous materials or wastes are known to exist onsite, they should be identified in the SWPPP and handled as set forth in the SWPPP.

## Implementation

### *Planning*

- Review the SWPPP. Pre-existing areas of contamination should be identified and documented in the SWPPP.
- Inspect site before beginning the job for evidence of illicit connections, illegal dumping or discharges. Document any pre-existing conditions and notify the owner.
- Inspect site regularly during project execution for evidence

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of illicit connections, illegal dumping or discharges.

- Observe site perimeter for evidence for potential of illicitly discharged or illegally dumped material, which may enter the job site.

***Identification of Illicit Connections and Illegal Dumping or Discharges***

- **General** – unlabeled and unidentifiable material should be treated as hazardous.
- **Solids** - Look for debris, or rubbish piles. Solid waste dumping often occurs on roadways with light traffic loads or in areas not easily visible from the traveled way.
- **Liquids** - signs of illegal liquid dumping or discharge can include:
  - Visible signs of staining or unusual colors to the pavement or surrounding adjacent soils
  - Pungent odors coming from the drainage systems
  - Discoloration or oily substances in the water or stains and residues detained within ditches, channels or drain boxes
  - Abnormal water flow during the dry weather season
- **Urban Areas** - Evidence of illicit connections or illegal discharges is typically detected at storm drain outfall locations or at manholes. Signs of an illicit connection or illegal discharge can include:
  - Abnormal water flow during the dry weather season
  - Unusual flows in sub drain systems used for dewatering
  - Pungent odors coming from the drainage systems
  - Discoloration or oily substances in the water or stains and residues detained within ditches, channels or drain boxes
  - Excessive sediment deposits, particularly adjacent to or near active offsite construction projects
- **Rural Areas** - Illicit connections or illegal discharges involving irrigation drainage ditches are detected by visual inspections. Signs of an illicit discharge can include:
  - Abnormal water flow during the non-irrigation season
  - Non-standard junction structures
  - Broken concrete or other disturbances at or near junction structures

***Reporting***

Notify the owner of any illicit connections and illegal dumping or discharge incidents at the time of discovery. For illicit connections or discharges to the storm drain system, notify the local stormwater management agency. For illegal dumping, notify the local law enforcement agency.

***Cleanup and Removal***

The responsibility for cleanup and removal of illicit or illegal dumping or discharges will vary by location. Contact the local stormwater management agency for further information.

## Costs

Costs to look for and report illicit connections and illegal discharges and dumping are low. The best way to avoid costs associated with illicit connections and illegal discharges and dumping is to keep the project perimeters secure to prevent access to the site, to observe the site for vehicles that should not be there, and to document any waste or hazardous materials that exist onsite before taking possession of the site.

## Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect the site regularly to check for any illegal dumping or discharge.
- Prohibit employees and subcontractors from disposing of non-job related debris or materials at the construction site.
- Notify the owner of any illicit connections and illegal dumping or discharge incidents at the time of discovery.

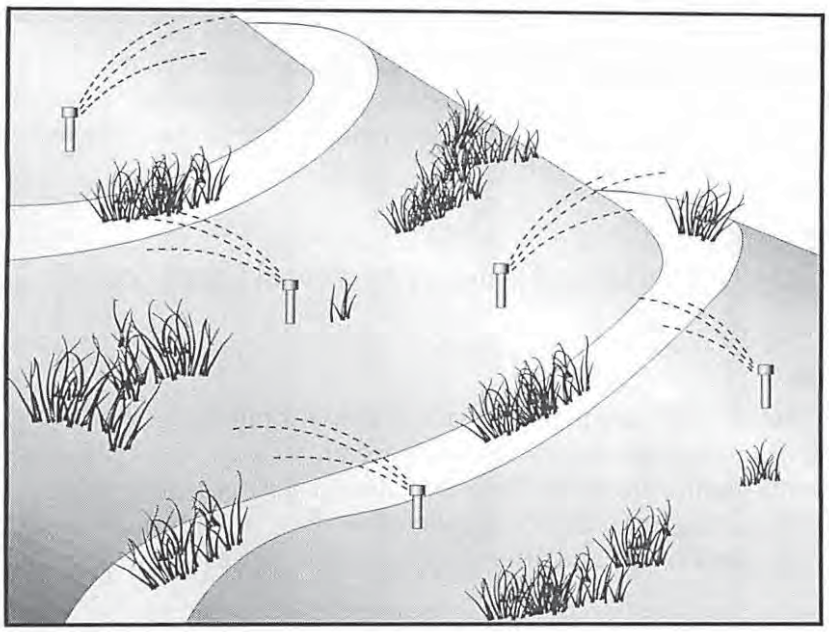
## References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

# Potable Water/Irrigation NS-7



## Categories

| | | |
|---|---|---|
| EC | Erosion Control | |
| SE | Sediment Control | |
| TC | Tracking Control | |
| WE | Wind Erosion Control | |
| NS | Non-Stormwater Management Control | ☑ |
| WM | Waste Management and Materials Pollution Control | |

**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | ☑ |
| Trash | |
| Metals | ☑ |
| Bacteria | |
| Oil and Grease | |
| Organics | ☑ |

## Potential Alternatives

None

## Description and Purpose

Potable Water/Irrigation consists of practices and procedures to manage the discharge of potential pollutants generated during discharges from irrigation water lines, landscape irrigation, lawn or garden watering, planned and unplanned discharges from potable water sources, water line flushing, and hydrant flushing.

## Suitable Applications

Implement this BMP whenever potable water or irrigation water discharges occur at or enter a construction site.

## Limitations

None identified.

## Implementation

- Direct water from offsite sources around or through a construction site, where feasible, in a way that minimizes contact with the construction site.
- Discharges from water line flushing should be reused for landscaping purposes where feasible.
- Shut off the water source to broken lines, sprinklers, or valves as soon as possible to prevent excess water flow.
- Protect downstream stormwater drainage systems and watercourses from water pumped or bailed from trenches excavated to repair water lines.
- Inspect irrigated areas within the construction limits for

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excess watering. Adjust watering times and schedules to ensure that the appropriate amount of water is being used and to minimize runoff. Consider factors such as soil structure, grade, time of year, and type of plant material in determining the proper amounts of water for a specific area.

### Costs

Cost to manage potable water and irrigation are low and generally considered to be a normal part of related activities.

### Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events..
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Repair broken water lines as soon as possible.
- Inspect irrigated areas regularly for signs of erosion and/or discharge.

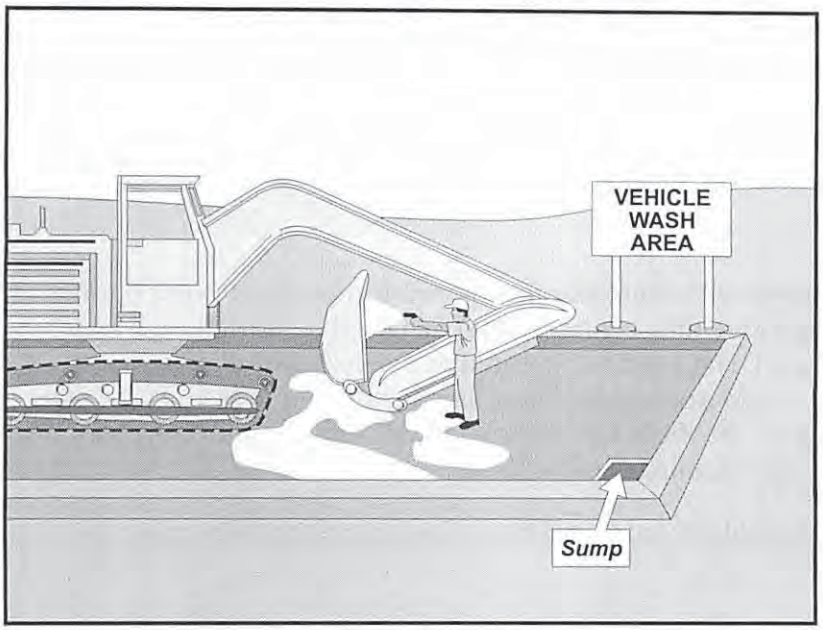
### References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

# Vehicle and Equipment Cleaning NS-8




## Categories

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| SE | Sediment Control | |
| TC | Tracking Control | |
| WE | Wind Erosion Control | |
| NS | Non-Stormwater Management Control | ☑ |
| WM | Waste Management and Materials Pollution Control | |

**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | ☑ |
| Trash | |
| Metals | |
| Bacteria | |
| Oil and Grease | ☑ |
| Organics | ☑ |

## Potential Alternatives

None

## Description and Purpose

Vehicle and equipment cleaning procedures and practices eliminate or reduce the discharge of pollutants to stormwater from vehicle and equipment cleaning operations. Procedures and practices include but are not limited to: using offsite facilities; washing in designated, contained areas only; eliminating discharges to the storm drain by infiltrating the wash water; and training employees and subcontractors in proper cleaning procedures.

## Suitable Applications

These procedures are suitable on all construction sites where vehicle and equipment cleaning is performed.

## Limitations

Even phosphate-free, biodegradable soaps have been shown to be toxic to fish before the soap degrades. Sending vehicles/equipment offsite should be done in conjunction with TC-1, Stabilized Construction Entrance/Exit.

## Implementation

Other options to washing equipment onsite include contracting with either an offsite or mobile commercial washing business. These businesses may be better equipped to handle and dispose of the wash waters properly. Performing this work offsite can also be economical by eliminating the need for a separate washing operation onsite.

If washing operations are to take place onsite, then:

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- Use phosphate-free, biodegradable soaps.
- Educate employees and subcontractors on pollution prevention measures.
- Do not permit steam cleaning onsite. Steam cleaning can generate significant pollutant concentrates.
- Cleaning of vehicles and equipment with soap, solvents or steam should not occur on the project site unless resulting wastes are fully contained and disposed of. Resulting wastes should not be discharged or buried, and must be captured and recycled or disposed according to the requirements of WM-10, Liquid Waste Management or WM-6, Hazardous Waste Management, depending on the waste characteristics. Minimize use of solvents. Use of diesel for vehicle and equipment cleaning is prohibited.
- All vehicles and equipment that regularly enter and leave the construction site must be cleaned offsite.
- When vehicle and equipment washing and cleaning must occur onsite, and the operation cannot be located within a structure or building equipped with appropriate disposal facilities, the outside cleaning area should have the following characteristics:
  - Located away from storm drain inlets, drainage facilities, or watercourses
  - Paved with concrete or asphalt and bermed to contain wash waters and to prevent runon and runoff
  - Configured with a sump to allow collection and disposal of wash water
  - No discharge of wash waters to storm drains or watercourses
  - Used only when necessary
- When cleaning vehicles and equipment with water:
  - Use as little water as possible. High-pressure sprayers may use less water than a hose and should be considered
  - Use positive shutoff valve to minimize water usage
  - Facility wash racks should discharge to a sanitary sewer, recycle system or other approved discharge system and must not discharge to the storm drainage system, watercourses, or to groundwater

### Costs

Cleaning vehicles and equipment at an offsite facility may reduce overall costs for vehicle and equipment cleaning by eliminating the need to provide similar services onsite. When onsite cleaning is needed, the cost to establish appropriate facilities is relatively low on larger, long-duration projects, and moderate to high on small, short-duration projects.

## Inspection and Maintenance

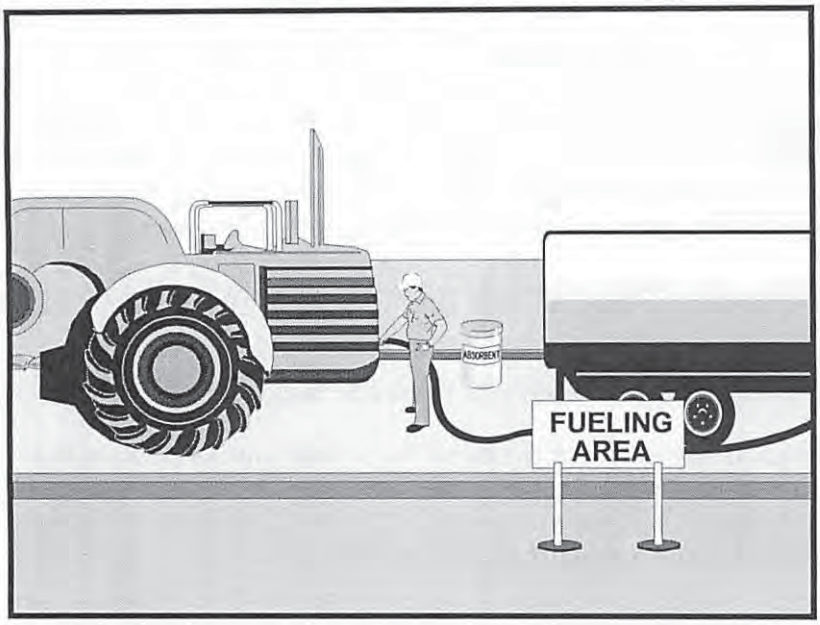
- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Inspection and maintenance is minimal, although some berm repair may be necessary.
- Monitor employees and subcontractors throughout the duration of the construction project to ensure appropriate practices are being implemented.
- Inspect sump regularly and remove liquids and sediment as needed.
- Prohibit employees and subcontractors from washing personal vehicles and equipment on the construction site.

## References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Swisher, R.D. Surfactant Biodegradation, Marcel Decker Corporation, 1987.

# Vehicle and Equipment Fueling NS-9




## Categories

| | | |
|---|---|---|
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| SE | Sediment Control | |
| TC | Tracking Control | |
| WE | Wind Erosion Control | |
| NS | Non-Stormwater Management Control | ☑ |
| WM | Waste Management and Materials Pollution Control | |

**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

| | |
|---|---|
| Sediment | |
| Nutrients | |
| Trash | |
| Metals | |
| Bacteria | |
| Oil and Grease | ☑ |
| Organics | |

## Potential Alternatives

None

## Description and Purpose

Vehicle equipment fueling procedures and practices are designed to prevent fuel spills and leaks, and reduce or eliminate contamination of stormwater. This can be accomplished by using offsite facilities, fueling in designated areas only, enclosing or covering stored fuel, implementing spill controls, and training employees and subcontractors in proper fueling procedures.

## Suitable Applications

These procedures are suitable on all construction sites where vehicle and equipment fueling takes place.

## Limitations

Onsite vehicle and equipment fueling should only be used where it is impractical to send vehicles and equipment offsite for fueling. Sending vehicles and equipment offsite should be done in conjunction with TC-1, Stabilized Construction Entrance/ Exit.

## Implementation

- Use offsite fueling stations as much as possible. These businesses are better equipped to handle fuel and spills properly. Performing this work offsite can also be economical by eliminating the need for a separate fueling area at a site.
- Discourage "topping-off" of fuel tanks.
- Absorbent spill cleanup materials and spill kits should be available in fueling areas and on fueling trucks, and should

be disposed of properly after use.

- Drip pans or absorbent pads should be used during vehicle and equipment fueling, unless the fueling is performed over an impermeable surface in a dedicated fueling area.
- Use absorbent materials on small spills. Do not hose down or bury the spill. Remove the adsorbent materials promptly and dispose of properly.
- Avoid mobile fueling of mobile construction equipment around the site; rather, transport the equipment to designated fueling areas. With the exception of tracked equipment such as bulldozers and large excavators, most vehicles should be able to travel to a designated area with little lost time.
- Train employees and subcontractors in proper fueling and cleanup procedures.
- When fueling must take place onsite, designate an area away from drainage courses to be used. Fueling areas should be identified in the SWPPP.
- Dedicated fueling areas should be protected from stormwater runon and runoff, and should be located at least 50 ft away from downstream drainage facilities and watercourses. Fueling must be performed on level-grade areas.
- Protect fueling areas with berms and dikes to prevent runon, runoff, and to contain spills.
- Nozzles used in vehicle and equipment fueling should be equipped with an automatic shutoff to control drips. Fueling operations should not be left unattended.
- Use vapor recovery nozzles to help control drips as well as air pollution where required by Air Quality Management Districts (AQMD).
- Federal, state, and local requirements should be observed for any stationary above ground storage tanks.

### Costs

- All of the above measures are low cost except for the capital costs of above ground tanks that meet all local environmental, zoning, and fire codes.

### Inspection and Maintenance

- Inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Vehicles and equipment should be inspected each day of use for leaks. Leaks should be repaired immediately or problem vehicles or equipment should be removed from the project site.
- Keep ample supplies of spill cleanup materials onsite.

- Immediately clean up spills and properly dispose of contaminated soil and cleanup materials.

## References

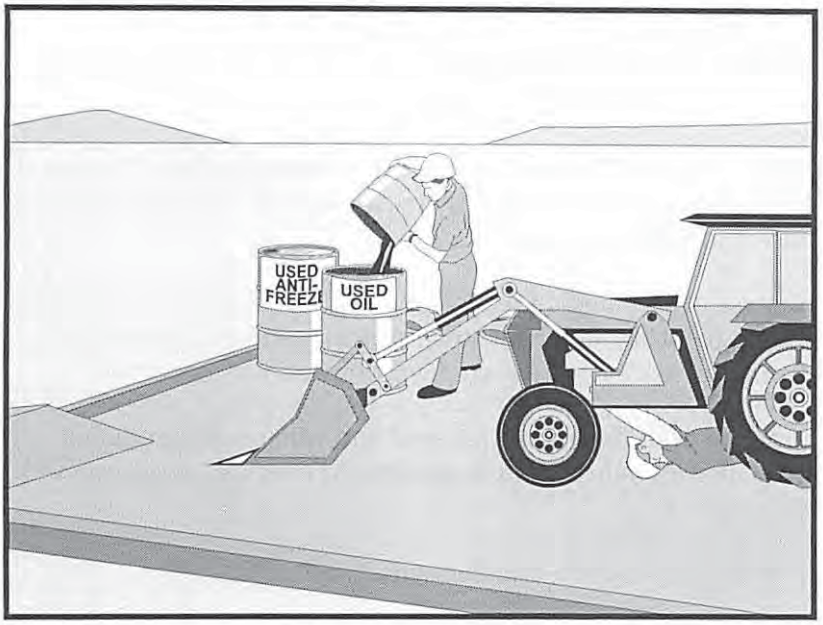
Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance, Working Group Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

# Vehicle & Equipment Maintenance NS-10

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**Legend:**
☑ **Primary Objective**
☒ **Secondary Objective**

| Targeted Constituents | |
|---|---|
| Sediment | |
| Nutrients | ☑ |
| Trash | ☑ |
| Metals | |
| Bacteria | |
| Oil and Grease | ☑ |
| Organics | ☑ |

**Potential Alternatives**

None

## Description and Purpose

Prevent or reduce the contamination of stormwater resulting from vehicle and equipment maintenance by running a "dry and clean site". The best option would be to perform maintenance activities at an offsite facility. If this option is not available then work should be performed in designated areas only, while providing cover for materials stored outside, checking for leaks and spills, and containing and cleaning up spills immediately. Employees and subcontractors must be trained in proper procedures.

## Suitable Applications

These procedures are suitable on all construction projects where an onsite yard area is necessary for storage and maintenance of heavy equipment and vehicles.

## Limitations

Onsite vehicle and equipment maintenance should only be used where it is impractical to send vehicles and equipment offsite for maintenance and repair. Sending vehicles/equipment offsite should be done in conjunction with TC-1, Stabilized Construction Entrance/Exit.

Outdoor vehicle or equipment maintenance is a potentially significant source of stormwater pollution. Activities that can contaminate stormwater include engine repair and service, changing or replacement of fluids, and outdoor equipment storage and parking (engine fluid leaks). For further information on vehicle or equipment servicing, see NS-8, Vehicle and Equipment Cleaning, and NS-9, Vehicle and

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Equipment Fueling.

## Implementation

- Use offsite repair shops as much as possible. These businesses are better equipped to handle vehicle fluids and spills properly. Performing this work offsite can also be economical by eliminating the need for a separate maintenance area.
- If maintenance must occur onsite, use designated areas, located away from drainage courses. Dedicated maintenance areas should be protected from stormwater runon and runoff, and should be located at least 50 ft from downstream drainage facilities and watercourses.
- Drip pans or absorbent pads should be used during vehicle and equipment maintenance work that involves fluids, unless the maintenance work is performed over an impermeable surface in a dedicated maintenance area.
- Place a stockpile of spill cleanup materials where it will be readily accessible.
- All fueling trucks and fueling areas are required to have spill kits and/or use other spill protection devices.
- Use adsorbent materials on small spills. Remove the absorbent materials promptly and dispose of properly.
- Inspect onsite vehicles and equipment daily at startup for leaks, and repair immediately.
- Keep vehicles and equipment clean; do not allow excessive build-up of oil and grease.
- Segregate and recycle wastes, such as greases, used oil or oil filters, antifreeze, cleaning solutions, automotive batteries, hydraulic and transmission fluids. Provide secondary containment and covers for these materials if stored onsite.
- Train employees and subcontractors in proper maintenance and spill cleanup procedures.
- Drip pans or plastic sheeting should be placed under all vehicles and equipment placed on docks, barges, or other structures over water bodies when the vehicle or equipment is planned to be idle for more than 1 hour.
- For long-term projects, consider using portable tents or covers over maintenance areas if maintenance cannot be performed offsite.
- Consider use of new, alternative greases and lubricants, such as adhesive greases, for chassis lubrication and fifth-wheel lubrication.
- Properly dispose of used oils, fluids, lubricants, and spill cleanup materials.
- Do not place used oil in a dumpster or pour into a storm drain or watercourse.
- Properly dispose of or recycle used batteries.
- Do not bury used tires.

- Repair leaks of fluids and oil immediately.

Listed below is further information if you must perform vehicle or equipment maintenance onsite.

### *Safer Alternative Products*

- Consider products that are less toxic or hazardous than regular products. These products are often sold under an "environmentally friendly" label.
- Consider use of grease substitutes for lubrication of truck fifth-wheels. Follow manufacturers label for details on specific uses.
- Consider use of plastic friction plates on truck fifth-wheels in lieu of grease. Follow manufacturers label for details on specific uses.

### *Waste Reduction*

Parts are often cleaned using solvents such as trichloroethylene, trichloroethane, or methylene chloride. Many of these cleaners are listed in California Toxic Rule as priority pollutants. These materials are harmful and must not contaminate stormwater. They must be disposed of as a hazardous waste. Reducing the number of solvents makes recycling easier and reduces hazardous waste management costs. Often, one solvent can perform a job as well as two different solvents. Also, if possible, eliminate or reduce the amount of hazardous materials and waste by substituting non-hazardous or less hazardous materials. For example, replace chlorinated organic solvents with non-chlorinated solvents. Non-chlorinated solvents like kerosene or mineral spirits are less toxic and less expensive to dispose of properly. Check the list of active ingredients to see whether it contains chlorinated solvents. The "chlor" term indicates that the solvent is chlorinated. Also, try substituting a wire brush for solvents to clean parts.

### *Recycling and Disposal*

Separating wastes allows for easier recycling and may reduce disposal costs. Keep hazardous wastes separate, do not mix used oil solvents, and keep chlorinated solvents (like,-trichloroethane) separate from non-chlorinated solvents (like kerosene and mineral spirits). Promptly transfer used fluids to the proper waste or recycling drums. Don't leave full drip pans or other open containers lying around. Provide cover and secondary containment until these materials can be removed from the site.

Oil filters can be recycled. Ask your oil supplier or recycler about recycling oil filters.

Do not dispose of extra paints and coatings by dumping liquid onto the ground or throwing it into dumpsters. Allow coatings to dry or harden before disposal into covered dumpsters.

Store cracked batteries in a non-leaking secondary container. Do this with all cracked batteries, even if you think all the acid has drained out. If you drop a battery, treat it as if it is cracked. Put it into the containment area until you are sure it is not leaking.

### Costs

All of the above are low cost measures. Higher costs are incurred to setup and maintain onsite maintenance areas.

## Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Keep ample supplies of spill cleanup materials onsite.
- Maintain waste fluid containers in leak proof condition.
- Vehicles and equipment should be inspected on each day of use. Leaks should be repaired immediately or the problem vehicle(s) or equipment should be removed from the project site.
- Inspect equipment for damaged hoses and leaky gaskets routinely. Repair or replace as needed.

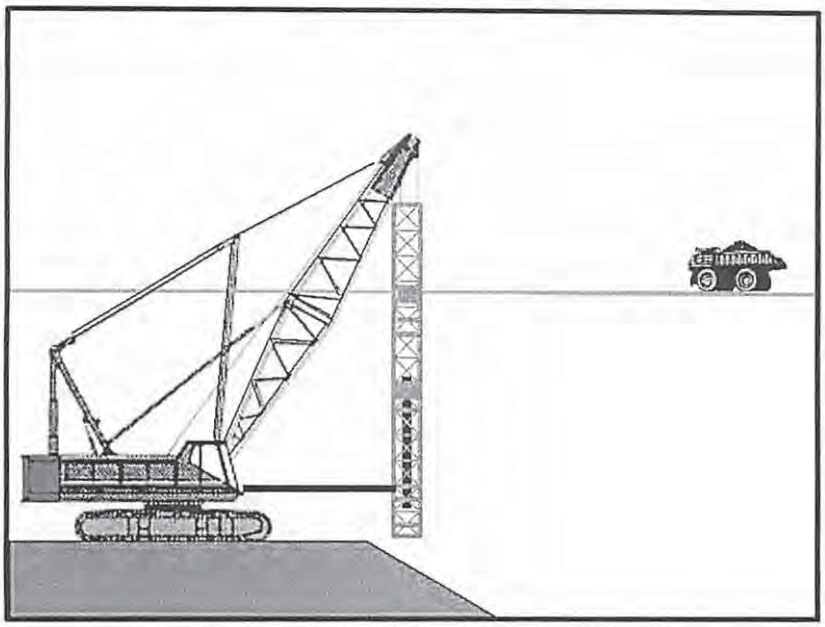
## References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Coastal Nonpoint Pollution Control Program; Program Development and Approval Guidance, Working Group, Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

# Pile Driving Operations NS-11



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| NS | Non-Stormwater Management Control | ☑ |
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**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | |
| Trash | |
| Metals | |
| Bacteria | |
| Oil and Grease | ☑ |
| Organics | |

## Potential Alternatives

None

## Description and Purpose

The construction and retrofit of bridges and retaining walls often include driving piles for foundation support and shoring operations. Driven piles are typically constructed of precast concrete, steel, or timber. Driven sheet piles are also used for shoring and cofferdam construction. Proper control and use of equipment, materials, and waste products from pile driving operations will reduce or eliminate the discharge of potential pollutants to the storm drain system, watercourses, and waters of the United States.

## Suitable Applications

These procedures apply to all construction sites near or adjacent to a watercourse or groundwater where permanent and temporary pile driving (impact and vibratory) takes place, including operations using pile shells as well as construction of cast-in-steel-shell and cast-in-drilled-hole piles.

## Limitations

None identified.

## Implementation

- Use drip pans or absorbent pads during vehicle and equipment operation, maintenance, cleaning, fueling, and storage. Refer to NS-8, Vehicle and Equipment Cleaning, NS-9, Vehicle and Equipment Fueling, and NS-10, Vehicle and Equipment Maintenance.
- Have spill kits and cleanup materials available at all locations of pile driving. Refer to WM-4, Spill Prevention

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and Control.

- Equipment that is stored or in use in streambeds, or on docks, barges, or other structures over water bodies should be kept leak free.
- Park equipment over plastic sheeting or equivalent where possible. Plastic is not a substitute for drip pans or absorbent pads. The storage or use of equipment in streambeds or other bodies of water must comply with all applicable permits.
- Implement other BMPs as applicable, such as NS-2, Dewatering Operations, WM-5, Solid Waste Management, WM-6, Hazardous Waste Management, and WM-10, Liquid Waste Management.
- When not in use, store pile-driving equipment away from concentrated flows of stormwater, drainage courses, and inlets. Protect hammers and other hydraulic attachments from runon and runoff by placing them on plywood and covering them with plastic or a comparable material prior to the onset of rain.
- Use less hazardous products, e.g., vegetable oil, when practicable.

## Costs

All of the above measures can be low cost.

## Inspection and Maintenance

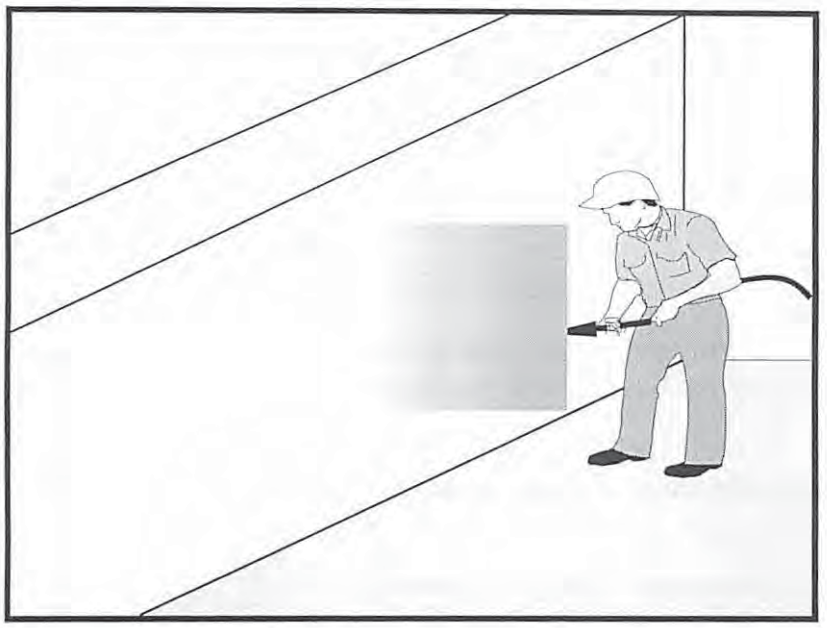
- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Inspect equipment every day at startup and repair equipment as needed (i.e., worn or damaged hoses, fittings, and gaskets). Recheck equipment at shift changes or at the end of the day and scheduled repairs as needed.

## References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

# Concrete Curing NS-12



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**Legend:**
☑ **Primary Category**
☒ **Secondary Category**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | |
| Trash | |
| Metals | ☑ |
| Bacteria | |
| Oil and Grease | ☑ |
| Organics | |

## Potential Alternatives

None

## Description and Purpose

Concrete curing is used in the construction of structures such as bridges, retaining walls, pump houses, large slabs, and structured foundations. Concrete curing includes the use of both chemical and water methods.

Concrete and its associated curing materials have basic chemical properties that can raise the pH of water to levels outside of the permitted range. Discharges of stormwater and non-stormwater exposed to concrete during curing may have a high pH and may contain chemicals, metals, and fines. The General Permit incorporates Numeric Effluent Limits (NEL) and Numeric Action Levels (NAL) for pH (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

Proper procedures and care should be taken when managing concrete curing materials to prevent them from coming into contact with stormwater flows, which could result in a high pH discharge.

## Suitable Applications

Suitable applications include all projects where Portland Cement Concrete (PCC) and concrete curing chemicals are placed where they can be exposed to rainfall, runoff from other areas, or where runoff from the PCC will leave the site.

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## Limitations

- Runoff contact with concrete waste can raise pH levels in the water to environmentally harmful levels and trigger permit violations.

## Implementation

### *Chemical Curing*

- Avoid over spray of curing compounds.
- Minimize the drift by applying the curing compound close to the concrete surface. Apply an amount of compound that covers the surface, but does not allow any runoff of the compound.
- Use proper storage and handling techniques for concrete curing compounds. Refer to WM-1, Material Delivery and Storage.
- Protect drain inlets prior to the application of curing compounds.
- Refer to WM-4, Spill Prevention and Control.

### *Water Curing for Bridge Decks, Retaining Walls, and other Structures*

- Direct cure water away from inlets and watercourses to collection areas for evaporation or other means of removal in accordance with all applicable permits. See WM-8 Concrete Waste Management.
- Collect cure water at the top of slopes and transport to a concrete waste management area in a non-erosive manner. See EC-9 Earth Dikes and Drainage Swales, EC-10, Velocity Dissipation Devices, and EC-11, Slope Drains.
- Utilize wet blankets or a similar method that maintains moisture while minimizing the use and possible discharge of water.

### *Education*

- Educate employees, subcontractors, and suppliers on proper concrete curing techniques to prevent contact with discharge as described herein.
- Arrange for the QSP or the appropriately trained contractor's superintendent or representative to oversee and enforce concrete curing procedures.

## Costs

All of the above measures are generally low cost.

## Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities.
- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.

- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Sample non-stormwater discharges and stormwater runoff that contacts uncured and partially cured concrete as required by the General Permit.
- Ensure that employees and subcontractors implement appropriate measures for storage, handling, and use of curing compounds.
- Inspect cure containers and spraying equipment for leaks.

## References

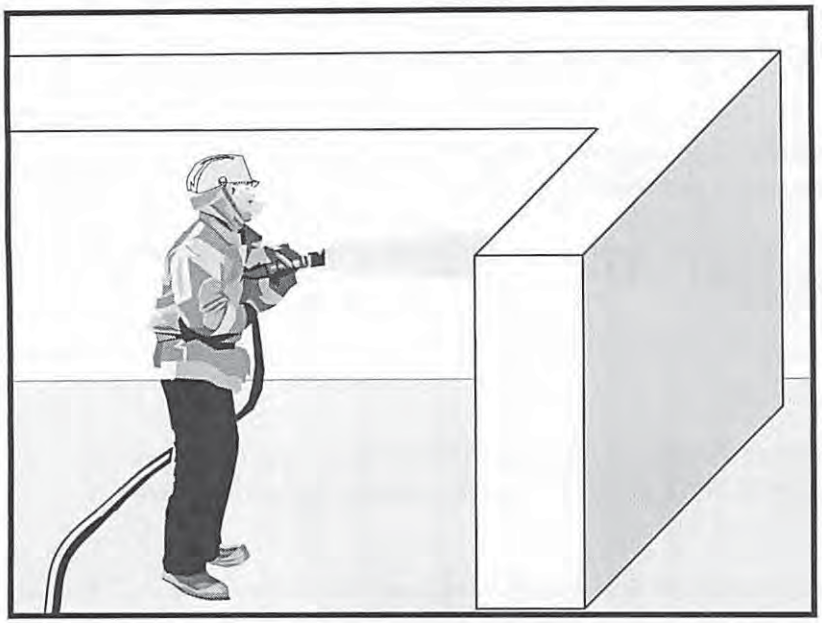
Blue Print for a Clean Bay-Construction-Related Industries: Best Management Practices for Stormwater Pollution Prevention; Santa Clara Valley Non Point Source Pollution Control Program, 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

Erosion and Sediment Control Manual, Oregon Department of Environmental Quality, February 2005.

# Concrete Finishing NS-13



## Categories

| | | |
|---|---|---|
| EC | Erosion Control | |
| SE | Sediment Control | |
| TC | Tracking Control | |
| WE | Wind Erosion Control | |
| NS | Non-Stormwater Management Control | ☑ |
| WM | Waste Management and Materials Pollution Control | ☑ |

**Legend:**

☑ **Primary Category**

☒ **Secondary Category**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | |
| Trash | |
| Metals | ☑ |
| Bacteria | |
| Oil and Grease | |
| Organics | ☑ |

## Potential Alternatives

None

## Description and Purpose

Concrete finishing methods are used for bridge deck rehabilitation, paint removal, curing compound removal, and final surface finish appearances. Methods include sand blasting, shot blasting, grinding, or high pressure water blasting. Stormwater and non-stormwater exposed to concrete finishing by-products may have a high pH and may contain chemicals, metals, and fines. Proper procedures and implementation of appropriate BMPs can minimize the impact that concrete-finishing methods may have on stormwater and non-stormwater discharges.

The General Permit incorporates Numeric Effluent Limits (NEL) and Numeric Action Levels (NAL) for pH (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

Concrete and its associated curing materials have basic chemical properties that can raise pH levels outside of the permitted range. Additional care should be taken when managing these materials to prevent them from coming into contact with stormwater flows, which could lead to exceedances of the General Permit requirements.

## Suitable Applications

These procedures apply to all construction locations where concrete finishing operations are performed.

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## Limitations

- Runoff contact with concrete waste can raise pH levels in the water to environmentally harmful levels and trigger permit violations.

## Implementation

- Collect and properly dispose of water from high-pressure water blasting operations.
- Collect contaminated water from blasting operations at the top of slopes. Transport or dispose of contaminated water while using BMPs such as those for erosion control. Refer to EC-9, Earth Dikes and Drainage Swales, EC-10, Velocity Dissipation Devices, and EC-11, Slope Drains.
- Direct water from blasting operations away from inlets and watercourses to collection areas for infiltration or other means of removal (dewatering). Refer to NS-2 Dewatering Operations.
- Protect inlets during sandblasting operations. Refer to SE-10, Storm Drain Inlet Protection.
- Refer to WM-8, Concrete Waste Management for disposal of concrete debris.
- Minimize the drift of dust and blast material as much as possible by keeping the blasting nozzle close to the surface.
- When blast residue contains a potentially hazardous waste, refer to WM-6, Hazardous Waste Management.

### *Education*

- Educate employees, subcontractors, and suppliers on proper concrete finishing techniques to prevent contact with discharge as described herein.
- Arrange for the QSP or the appropriately trained contractor's superintendent or representative to oversee and enforce concrete finishing procedures.

## Costs

These measures are generally of low cost.

## Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities.
- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharges daily while non-stormwater discharges occur.
- Sample non-stormwater discharges and stormwater runoff that contacts concrete dust and debris as required by the General Permit.

- Sweep or vacuum up debris from sandblasting at the end of each shift.
- At the end of each work shift, remove and contain liquid and solid waste from containment structures, if any, and from the general work area.
- Inspect containment structures for damage prior to use and prior to onset of forecasted rain.

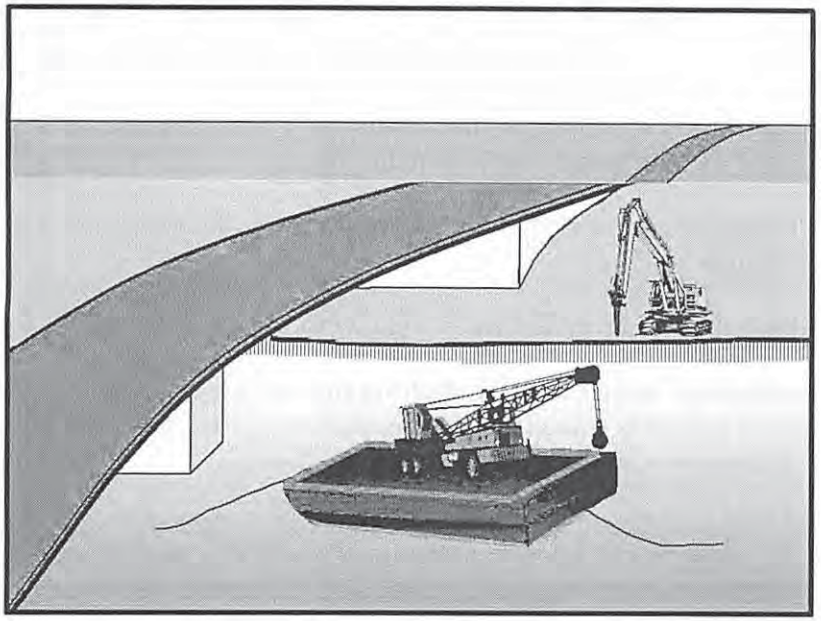
## References

Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

# Material Over Water NS-14



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| WM | Waste Management and Materials Pollution Control | ☑ |

**Legend:**
☑ **Primary Objective**
☒ **Secondary Objective**

| Targeted Constituents | |
|---|---|
| Sediment | ☑ |
| Nutrients | ☑ |
| Trash | ☑ |
| Metals | ☑ |
| Bacteria | ☑ |
| Oil and Grease | ☑ |
| Organics | ☑ |

**Potential Alternatives**

None

## Description and Purpose

Procedures for the proper use, storage, and disposal of materials and equipment on barges, boats, temporary construction pads, or similar locations that minimize or eliminate the discharge of potential pollutants to a watercourse.

## Suitable Applications

Applies where materials and equipment are used on barges, boats, docks, and other platforms over or adjacent to a watercourse including waters of the United States. These procedures should be implemented for construction materials and wastes (solid and liquid), soil or dredging materials, or any other materials that may cause or contribute to exceedances of water quality standards.

## Limitations

Dredge and fill activities are regulated by the US Army Corps of Engineers and Regional Boards under Section 404/401 of the Clean Water Act.

## Implementation

- Refer to WM-1, Material Delivery and Storage and WM-4, Spill Prevention and Control.
- Use drip pans and absorbent materials for equipment and vehicles and ensure that an adequate supply of spill clean up materials is available.
- Drip pans should be placed under all vehicles and equipment placed on docks, barges, or other structures over

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water bodies when the vehicle or equipment is expected to be idle for more than 1 hour.

- Maintain equipment in accordance with NS-10, Vehicle and Equipment Maintenance. If a leaking line cannot be repaired, remove equipment from over the water.
- Provide watertight curbs or toe boards to contain spills and prevent materials, tools, and debris from leaving the barge, platform, dock, etc.
- Secure all materials to prevent discharges to receiving waters via wind.
- Identify types of spill control measures to be employed, including the storage of such materials and equipment. Ensure that staff is trained regarding the use of the materials, deployment and access of control measures, and reporting measures.
- In case of spills, contact the local Regional Board as soon as possible but within 48 hours.
- Refer to WM-5, Solid Waste Management (non-hazardous) and WM-6, Hazardous Waste Management. Ensure the timely and proper removal of accumulated wastes
- Comply with all necessary permits required for construction within or near the watercourse, such as Regional Water Quality Control Board, U.S. Army Corps of Engineers, Department of Fish and Game or and other local permitting.
- Discharges to waterways should be reported to the Regional Water Quality Control Board immediately upon discovery. A written discharge notification must follow within 7 days. Follow the spill reporting procedures contained in SWPPP.

## Costs

These measures are generally of low to moderate cost. Exceptions are areas for temporary storage of materials, engine fluids, or wastewater pump out.

## Inspection and Maintenance

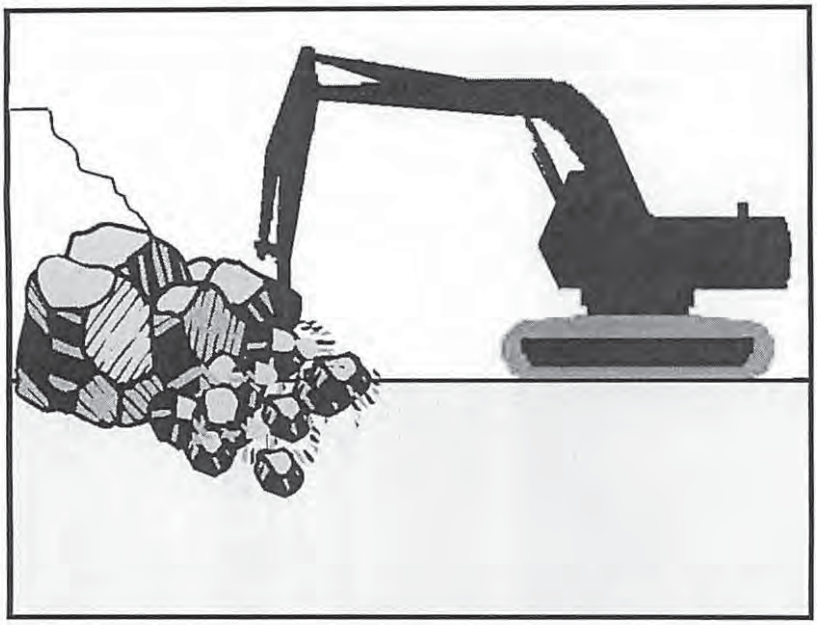
- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur.
- Ensure that employees and subcontractors implement the appropriate measures for storage and use of materials and equipment.
- Inspect and maintain all associated BMPs and perimeter controls to ensure continuous protection of the water courses, including waters of the United States.

## References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

# Demolition Adjacent to Water NS-15



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**Legend:**

☑ **Primary Objective**

☒ **Secondary Objective**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | ☑ |
| Trash | ☑ |
| Metals | ☑ |
| Bacteria | ☑ |
| Oil and Grease | ☑ |
| Organics | ☑ |

## Potential Alternatives

None

## Description and Purpose

Procedures to protect water bodies from debris and wastes associated with structure demolition or removal over or adjacent to watercourses.

## Suitable Applications

Full bridge demolition and removal, partial bridge removal (barrier rail, edge of deck) associated with bridge widening projects, concrete channel removal, or any other structure removal that could potentially affect water quality.

## Limitations

None identified.

## Implementation

- Refer to NS-5, Clear Water Diversion, to direct water away from work areas.
- Use attachments on construction equipment such as backhoes to catch debris from small demolition operations.
- Use covers or platforms to collect debris.
- Platforms and covers are to be approved by the owner.
- Stockpile accumulated debris and waste generated during demolition away from watercourses and in accordance with WM-3, Stockpile Management.
- Ensure safe passage of wildlife, as necessary.

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- Discharges to waterways shall be reported to the Regional Water Quality Control Board immediately upon discovery. A written discharge notification must follow within 7 days. Follow the spill reporting procedures in the SWPPP.
- For structures containing hazardous materials, i.e., lead paint or asbestos, refer to BMP WM-6, Hazardous Waste Management. For demolition work involving soil excavation around lead-painted structures, refer to WM-7, Contaminated Soil Management.

## Costs

Cost may vary according to the combination of practices implemented.

## Inspection and Maintenance

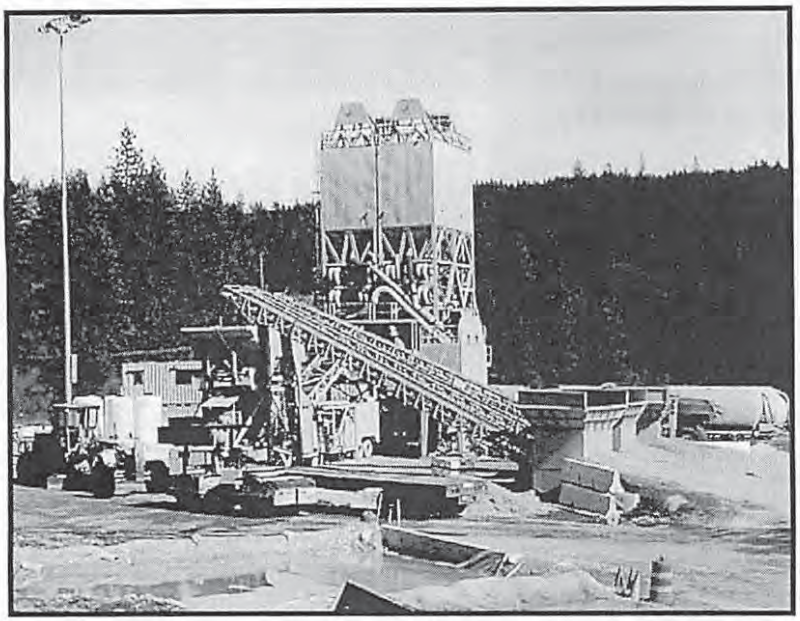
- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur.
- Any debris-catching devices shall be emptied regularly. Collected debris shall be removed and stored away from the watercourse and protected from runon and runoff.

## References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities, Developing Pollution Prevention Plans and Best Management Practices, EPA 832-R-92005; USEPA, April 1992.

# Temporary Batch Plants NS-16



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| WM | Waste Management and Materials Pollution Control | |

**Legend:**

☑ **Primary Category**

☒ **Secondary Category**

## Targeted Constituents

| | |
|---|---|
| Sediment | ☑ |
| Nutrients | |
| Trash | ☑ |
| Metals | ☑ |
| Bacteria | |
| Oil and Grease | |
| Organics | |

## Potential Alternatives

None

## Description and Purpose

The construction of roads, bridges, retaining walls, and other large structures in remote areas, often requires temporary batch plant facilities to manufacture Portland Cement Concrete (PCC) or asphalt cement (AC). Temporary batch plant facilities typically consist of silos containing fly ash, lime, and cement; heated tanks of liquid asphalt; sand and gravel material storage areas; mixing equipment; above ground storage tanks containing concrete additives and water; and designated areas for sand and gravel truck unloading, concrete truck loading, and concrete truck washout. Proper control and use of equipment, materials, and waste products from temporary batch plant facilities will reduce the discharge of potential pollutants to the storm drain system or watercourses, reduce air emissions, and mitigate noise impacts.

The General Permit draft incorporates Numeric Effluent Limits (NEL) and Numeric Action Levels (NAL) for pH (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements). Many types of batch plant materials, including mortar, concrete, cement and block and their associated wastes have basic chemical properties that can raise pH levels outside of the permitted range. Additional care should be taken when managing these materials to prevent them from coming into contact with stormwater flows which may cause an exceedence of the General Permit Requirements.

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## Suitable Applications

These procedures typically apply to construction sites where temporary batch plant facilities are used; however, some of the practices described are applicable to construction sites with general concrete use.

## Limitations

The General Permit for discharges of stormwater associated with industrial activities (General Industrial Permit) may be applicable to temporary batch plants.

Specific permit requirements or mitigation measures such as Air Resources Board (ARB), Air Quality Management District (AQMD), Air Pollution Control District (APCD, Regional Water Quality Control Board (RWQCB), county ordinances and city ordinances may require alternative mitigation measures for temporary batch plants. Contact the local regulatory agencies to determine if a permit is required.

## Implementation

### *Planning*

- Temporary batch plants may be subject to the General Industrial Permit. To obtain a copy of this permit and the application forms, visit http://www.waterboards.ca.gov or contact the State Water Resources Control Board.
- Proper planning, design, and construction of temporary batch plants should be implemented to minimize potential water quality, air pollution, and noise impacts associated with temporary batch plants.
- BMPs and a Construction Site Monitoring Plan (CSMP) should be included in the project Stormwater Pollution Prevention Plan (SWPPP). BMPs should be implemented, inspected, and maintained in accordance with these plans.
- Temporary batch plants should be managed to comply with AQMD Statewide Registration Program and/or local AQMD Portable Equipment Registration requirements.
- Construct temporary batch plants downwind of existing developments whenever possible.
- Placement of access roads should be planned to mitigate water and air quality impacts.

### *Layout and Design*

- Temporary batch plants should be properly located and designed to mitigate water quality impacts to receiving water bodies. Batch plants should be located away from watercourses, drainage courses, and drain inlets. Batch plants should be located to minimize the potential for stormwater runon onto the site.
- Temporary batch plant facilities (including associated stationary equipment and stockpiles) should be located at least 300 ft from any recreational area, school, residence, or other structure not associated with the construction project.
- Construct continuous interior AC or PCC berms around batch plant equipment (mixing equipment, silos, concrete drop points, conveyor belts, admixture tanks, etc.) to facilitate

proper containment and cleanup of releases. Rollover or flip top curbs or dikes should be placed at ingress and egress points (SE-12, Temporary Silt Dike).

- Direct runoff from the paved or unpaved portion of the batch plant into a sump and pipe to a lined washout area or dewatering tank.
- Direct stormwater and non-stormwater runoff from unpaved portions of batch plant facility to catchment ponds or tanks.
- Construct and remove concrete washout facilities in accordance with WM-8, Concrete Waste Management.
- Layout of a typical batch plant and associated BMP is located at the end of this BMP fact sheet.

***Operational Procedures***

- Washout of concrete trucks should be conducted in a designated area in accordance with WM-8, Concrete Waste Management.
- Do not dispose of concrete into drain inlets, the stormwater drainage system, or watercourses.
- Washing of concrete mixing and transport equipment (including concrete truck washout) should occur in a designated area in accordance with WM-8, Concrete Waste Management.
- Washing equipment, tools, or vehicles to remove PCC should be conducted in accordance with NS-7, Potable Water/Irrigation, NS-8, Vehicle and Equipment Cleaning, and WM-8, Concrete Waste Management..
- All dry material transfer points should be ducted through a fabric or cartridge type filter unless there are no visible emissions from the transfer point.
- Equip all bulk storage silos, including auxiliary bulk storage trailers, with fabric or cartridge type filter(s).
- Maintain silo vent filters in proper operating condition.
- Equip silos and auxiliary bulk storage trailers with dust-tight service hatches.
- Fabric dust collection system should be capable of controlling particulate matter in accordance with the California Air Resources Control Board and local Air Pollution Control District Regulations.
- Fabric dust collectors (except for vent filters) should be equipped with an operational pressure differential gauge to measure the pressure drop across the filters.
- All transfer points should be equipped with a wet suppression system to control fugitive particulate emissions unless there are no visible emissions.
- All conveyors should be covered, unless the material being transferred results in no visible emissions.

- There should be no visible emissions beyond the property line, while the equipment is being operated.
- Collect dust emissions from the loading of open-bodied trucks, at the drip point of dry batch plants, or dust emissions from the drum feed for central mix plants.
- Equip silos and auxiliary bulk storage trailers with a visible and/or audible warning mechanism to warn operators that the silo or trailer is full.
- All open-bodied vehicles transporting material should be loaded with a final layer of wet sand and the truck should be covered with a tarp to reduce emissions.

***Tracking Control***

- Plant roads (batch truck and material delivery truck roads) and areas between stockpiles and conveyor hoppers should be stabilized (TC-2, Stabilized Construction Roadway), watered, treated with dust-suppressant chemicals (WE-1, Wind Erosion Control), or paved with a cohesive hard surface that can be repeatedly swept, maintained intact, and cleaned as necessary to control dust emissions.
- Trucks should not track PCC from plants onto public roads. Use appropriate practices from TC-1, Stabilized Construction Entrance/Exit, to prevent tracking.

***Materials Storage***

- WM-1, Material Delivery and Storage, should be implemented at all batch plants using concrete components or compounds. An effective strategy is to cover and contain materials.
- WM-2, Material Use should be conducted in a way to minimize or eliminate the discharge of materials to storm drain system or watercourse.
- Ensure that finer materials are not dispersed into the air during operations, such as unloading of cement delivery trucks.
- Stockpiles should be covered and enclosed with perimeter sediment barriers per WM-3, Stockpile Management. Uncovered stockpiles should be sprayed with water and/or dust-suppressant chemicals as necessary to control dust emissions, unless the stockpiled material results in no visible emissions. An operable stockpile watering system should be onsite at all times.
- Store bagged and boxed materials on pallets and cover or store in a completely enclosed storage area on non-working days and prior to rain.
- Minimize stockpiles of demolished PCC by recycling them in a timely manner.
- Provide secondary containment for liquid materials (WM-1, Material Delivery and Storage, WM-10, Liquid Waste Management). Containment should provide sufficient volume to contain precipitation from a 25-year storm plus 10% of the aggregate volume of all containers or plus 100% of the largest container, whichever is greater.
- Handle solid and liquid waste in accordance with WM-5, Solid Waste Management, WM-10, Liquid Waste Management, and WM-8, Concrete Waste Management.

- Maintain adequate supplies of spill cleanup materials and train staff to respond to spills per WM-4, Spill Prevention and Control.
- Immediately contain and clean up spilled cement and fly ash and contain.

***Equipment Maintenance***

- Equipment should be maintained to prevent fluid leaks and spills per NS-9, Vehicle and Equipment Fueling, and NS-10, Vehicle and Equipment Maintenance.
- Maintain adequate supplies of spill cleanup materials and train staff to respond to spills per WM-4, Spill Prevention and Control.
- Incorporate other BMPs such as WM-5, Solid Waste Management, WM-6, Hazardous Waste Management, and WM-10, Liquid Waste Management.

## Costs

Costs will vary depending on the size of the facility and combination of BMPs implemented.

## Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities.
- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur.
- Sample non-stormwater discharges and stormwater runoff that contacts cementitious materials or fly ash as required by the General Permit.
- Inspect and repair equipment (for damaged hoses, fittings, and gaskets).
- Inspect and maintain a Stabilized Construction Entrance/Exit (TC-1) as needed.
- Inspect and maintain stabilized haul roads as needed (TC-2, Stabilized Construction Roadway).
- Inspect and maintain materials and waste storage areas as needed.

## References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003.

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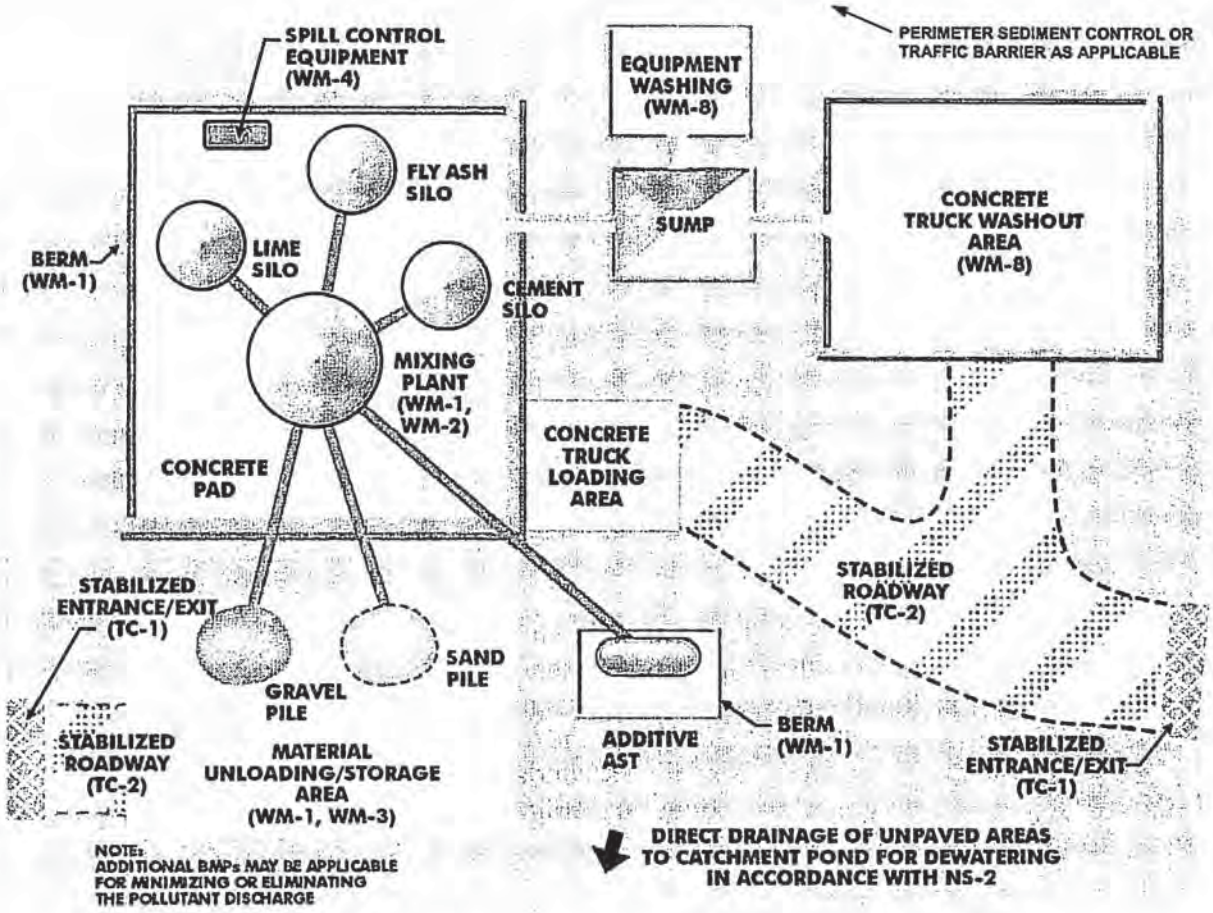


**Typical Temporary Batch**