

Stormwater Program for Construction

Frequently Asked Questions

1) Question:

The Caltrans SWPPP template requires pre-storm inspection for a 50% or greater chance forecasted amount of precipitation of 0.1 inch or more in a 24-hour period (Template Section 600.3). Why is this stricter condition included when the CGP implies a pre-storm event for any forecasted "likely precipitation event"? (3/12/2012)

Answer:

The CGP requires a pre-storm inspection within 48 hours prior to a qualifying rain event (0.5 inches or more of precipitation). However, there is no way knowing when a qualifying rain event will actually occur other than by a forecast. And the CGP does not provide a procedure for predicting this other than the likely rain event requirement of preparing a REAP. In fact, the FAQ for the CGP online suggests that a 50% chance of rain be used to determine when a pre-storm event inspection should be conducted. Neither the CGP nor the FAQ specify an amount of rain for the likely rain event. Caltrans determined that they should be more specific in their requirements to avoid ambiguity and maintain consistency. Caltrans also determined that a pre-storm event inspection is necessary for preparation of an adequate REAP. Caltrans was not comfortable with including 50% chance of just any amount of predicted precipitation since many areas of the state may predict fog or other insignificant amounts of precipitation. Therefore, Caltrans requires a pre-storm event inspection when there is 50% chance or more of 0.1 inches or more rain in a 24-hour period. This is the same requirement for the preparation of a REAP. This requirement is not more stringent than the CGP but a necessary interpretation for predicting a qualifying rain event for pre-storm inspections and for triggering a REAP.

Setting the precipitation amount of equal or greater than 0.1 inch over a 24-hour period before having the contractor to prepare a REAP was a reasonable and practical measure to control project work and costs.

2) Question:

There appears to be a possible conflict between the CGP where it requires Risk Level 2 dischargers shall implement appropriate erosion control BMPs (runoff control and soil stabilization) in conjunction with sediment control BMPs for areas under active construction (D.E.3) and the direction provided in Table 2-1 of the SWPPP-WPCP Preparation Manual, June 2011, where it requires Risk Level 2 projects to implement Soil Stabilization BMPs to active areas at least 24 hours prior to a forecasted storm event. (3/12/2012)

Answer:

Key to the CGP requirement are the words "appropriate implementation" of the BMPs in the active areas of construction. The CGP is ambiguous on the timing of the BMP implementation and leaves the implementation of the erosion and sediment control BMPs to the SWPPP practitioner. The *Stormwater Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual, June 2011*, clarifies this issue and provides instructions as to when the soil stabilization BMPs must be implemented. This is to clarify, not conflict with the CGP requirements.

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3) Question:

Can a contractor be an Approved Signatory or a Data Entry Person on Caltrans projects for SMARTS reporting purposes? (3/15/2012)

Answer:

Because of the structure of SMARTS and the access granted to a person by linking them to the legally responsible person (LRP) or the Approved Signatory, contractors are not to be linked to a Caltrans project in SMARTS.

4) Question:

Can Resident Engineer link a contractor to be the data submitter or data enterer? (6/20/2012)

Answer:

A recent policy bulletin, CPB 12-2 dated 3/28/2012, says that a contractor may not be a data submitter or data enterer for the SMARTS process. This statement was conservative, hence more limiting for districts to take control of how they administer projects. Since publication of the bulletin, Caltrans Construction Division has determined that each district is responsible for making the decision whether to link or designate a contractor as a data enterer in SMARTS.

5) Question:

Who is the LRP for a Design-Build project? (6/20/2012)

Answer:

For Design-Build projects, that would be the Department or Local Agency if they are administering the contract.

For Doyle Drive P3 project, which is not solely Design-Build, but includes a concessionaire, the LRP is District Director.