

FODS TRACKOUT CONTROL SYSTEM

PROUDLY DISTRIBUTED BY:

THE PURPOSE AND DESIGN OF THE FODS TRACKOUT CONTROL SYSTEM IS TO EFFECTIVELY REMOVE MOST SEDIMENT FROM VEHICLE TIRES AS THEY EXIT A DISTURBED LAND AREA ONTO A PAVED STREET. THIS A GENERAL GUIDE FROM WHICH TO INSTALL A FODS TRACKOUT CONTROL SYSTEM. (NOTE: THIS IS NOT A ONE SIZE FITS ALL GUIDE.) THE INSTALLATION MAY NEED TO BE MODIFIED TO MEET THE EXISTING CONDITIONS, EXPECTATIONS, OR DEMANDS OF A PARTICULAR SITE. THIS IS A GUIDELINE. ULTIMATELY THE FODS TRACKOUT CONTROL SYSTEM SHOULD BE INSTALLED SAFELY WITH PROPER ANCHORING AND SIGNS PLACED AROUND THE ENTRANCE AND EXIT TO CAUTION USERS AND OTHERS.

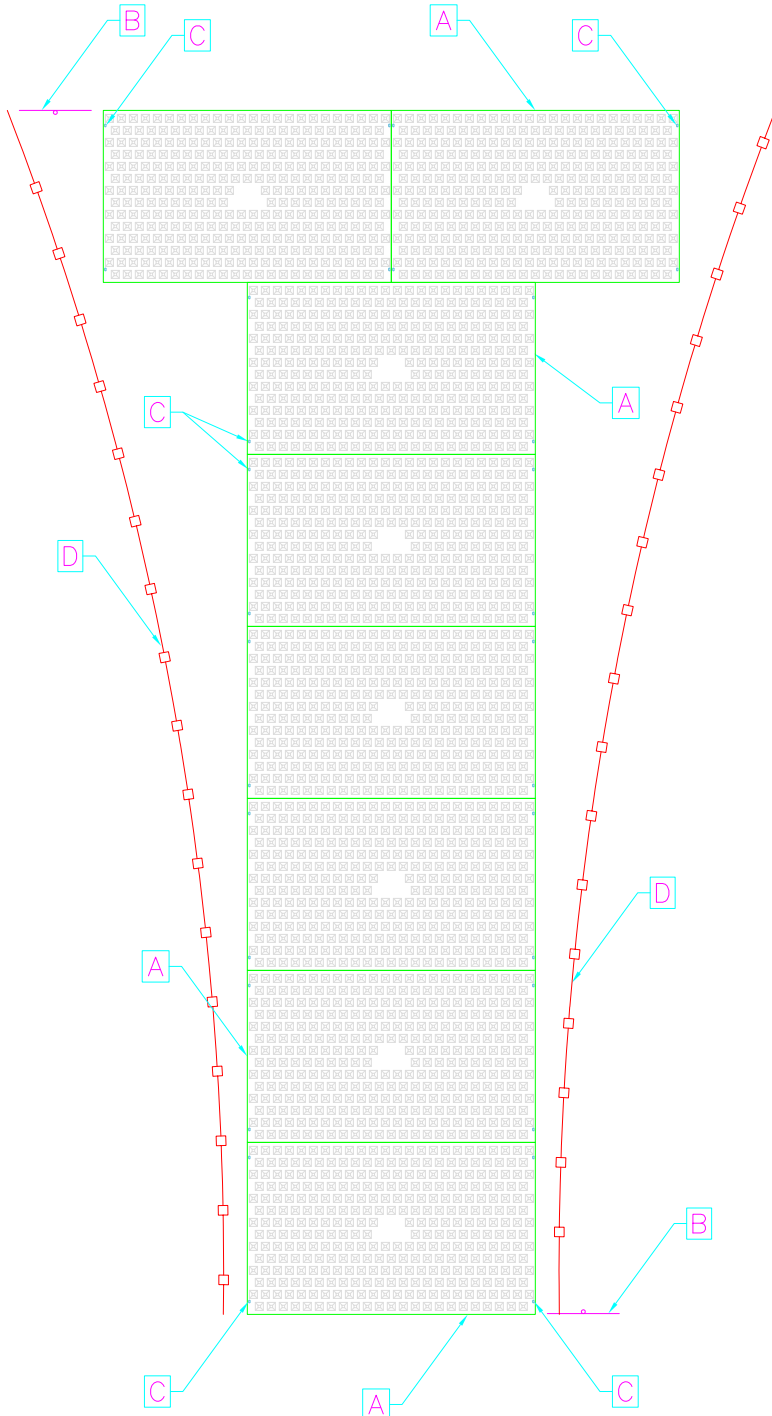


KEY NOTES:

- A. FODS TRACKOUT CONTROL SYSTEM MAT.
- B. FODS SAFETY SIGN.
- C. ANCHOR POINT OR STRAP LOCATION.
- D. SILT OR ORANGE CONSTRUCTION FENCE.

CALL UTILITY NOTIFICATION CENTER
811

CALL 3-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.



1x7T LAYOUT

FIG. 1

INSTALLATION:

1. THE SITE WHERE THE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED SHOULD CORRESPOND TO BEST MANAGEMENT PRACTICES AS MUCH AS POSSIBLE. THE SITE WHERE FODS TRACKOUT CONTROL SYSTEM SHOULD ALSO MEET OR EXCEED THE LOCAL JURISDICTION OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) REQUIREMENTS.
2. CALL FOR UTILITY LOCATES 3 BUSINESS DAYS IN ADVANCE OF THE FODS TRACKOUT CONTROL SYSTEM INSTALLATION FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES. CALL THE UTILITY NOTIFICATION CENTER AT 811.
3. ONCE THE SITE IS ESTABLISHED WHERE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED, ANY EXCESSIVE UNEVEN TERRAIN SHOULD BE LEVELED OUT OR REMOVED SUCH AS LARGE ROCKS, LANDSCAPING MATERIALS, SUDDEN ABRUPT CHANGES IN ELEVATION, AND SIMILAR. FODS WILL SPAN AND SUPPORT OVER MOST OBSTACLES, BUT THE FLATTER AND SMOOTHER THE TERRAIN UNDER THE FODS TRACKOUT CONTROL SYSTEM WILL BE MORE EFFICIENT AND SAFER.
4. NEXT THE INDIVIDUAL MATS CAN START TO BE PLACED IN POSITION. THE FIRST MAT SHOULD BE PLACED NEXT TO THE PAVED SURFACE AND/OR CURB AT THE CLOSEST POINT OF EGRESS. THIS WILL ENSURE THAT THE VEHICLE WILL EXIT STRAIGHT FROM THE SITE TO THE PAVED SURFACE. FROM THE SITE TO THE PAVED SURFACE.
5. AFTER THE FIRST MAT IS PLACED DOWN IN ITS PROPER LOCATION, AN H BRACKET SHOULD BE PLACED AT THE END OF THE FIRST MAT, BEFORE ANOTHER MAT IS POSITIONED ADJACENT TO THE FIRST MAT.
6. ONCE THE SECOND MAT IS PLACED ADJACENT TO THE FIRST MAT, MAKE SURE THE H BRACKET IS CORRECTLY SITUATED BETWEEN THE TWO MATS.
7. NEXT, THE CONNECTOR STRAP SHOULD BE INSTALLED TO CONNECT THE TWO MATS TOGETHER.
8. AFTER THE FIRST MAT IS PLACED DOWN IN ITS PROPER LOCATION, IT SHOULD BE ANCHORED TO PREVENT THE POTENTIAL MOVEMENT WHILE THE ADJOINING MATS ARE INSTALLED NEXT. ANCHORS SHOULD BE PLACED AT EVERY ANCHOR POINT (IF FEASIBLE) TO HELP MAINTAIN THE MAT IN ITS CURRENT POSITION.
9. ONCE THE FIRST MAT IS ANCHORED DOWN, THE SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FODS® TRACKOUT CONTROL SYSTEM.
10. UPON PLACEMENT OF EACH NEW MAT IN THE SYSTEM, THAT MAT SHOULD BE ANCHORED AT EVERY ANCHOR POINT TO HELP STABILIZE THE MAT AND ENSURE THE SYSTEM IS CONTINUOUS WITH NO GAPS IN BETWEEN THE MATS.
11. AFTER INSTALLATION OF THE FODS TRACKOUT CONTROL SYSTEM, FODS SAFETY SIGNS SHOULD BE PLACED AT THE ENTRANCE AND EXIT SIDES OF THE FODS TRACKOUT CONTROL SYSTEM.
12. A SILT FENCE OR ORANGE CONSTRUCTION FENCE SHOULD ALSO BE INSTALLED ON THE SIDES OF THE FODS TRACKOUT CONTROL SYSTEM TO DIRECT VEHICLES DOWN THE MATS AND BARRICADE PEDESTRIANS FROM CROSSING THE MATS. PEDESTRIANS SHOULD ALSO USE EXTREME CAUTION WHEN CROSSING THE MATS AS THE SURFACE IS UNEVEN AND MAY BE DIFFICULT TO WALK ON.

USE AND MAINTENANCE

1. VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE FODS TRACKOUT CONTROL SYSTEM AND NOT CUT ACROSS THE MATS.
2. DRIVERS SHOULD TURN THE WHEEL OF THEIR VEHICLES SUCH THAT THE VEHICLE WILL TAKE A SERPENTINE ROUTE DOWN THE LENGTH OF THE FODS TRACKOUT CONTROL SYSTEM.
3. MATS SHOULD BE CLEANED ONCE THE VOIDS BETWEEN THE PYRAMIDS BECOME FULL OF SEDIMENT. TYPICALLY THIS TASK WILL NEED TO BE PERFORMED WITHIN TWO WEEKS AFTER A STORM EVENT. BRUSHING IS THE PREFERRED METHOD OF CLEANING, EITHER MANUALLY OR MECHANICALLY.
4. THE USE OF ICE MELT, ROCK SALT, SNOW MELT, DEICER, ETC. SHOULD BE UTILIZED AS NECESSARY DURING THE WINTER MONTHS AND AFTER A SNOW EVENT.

REMOVAL

1. REMOVAL OF FODS TRACKOUT CONTROL SYSTEM IS THE REVERSE ORDER OF THE INSTALLATION.
2. STARTING WITH THE LAST MAT, THE MAT THAT IS PLACED AT THE INNERMOST POINT OF THE SITE OR THE MAT FURTHEST FROM THE EXIT OR PAVED SURFACE SHOULD BE REMOVED FIRST.
3. THE CABLE ANCHORS SHOULD BE CUT WITH WIRE ROPE CUTTERS.
4. THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LOCATIONS IN THE FODS TRACKOUT CONTROL SYSTEM.
5. STARTING WITH THE LAST MAT IN THE SYSTEM, EACH SUCCESSIVE MAT SHOULD THEN BE MOVED AND STACKED FOR LOADING BY FORKLIFT OR EXCAVATOR ON TO A TRUCK FOR REMOVAL FROM THE SITE.