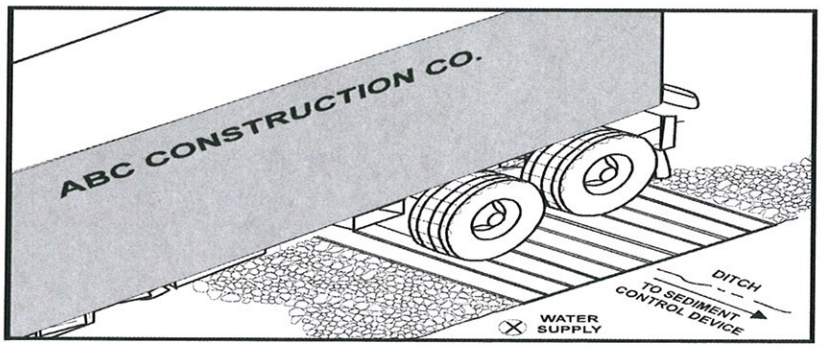
ACTIVITY: Tire Washing Facility

WTCP-02



Targeted Constituents				
● Significant Benefit		◗ Partial Benefit		○ Low or Unknown Benefit
● Sediment	○ Heavy Metals	○ Floatable Materials	○ Oxygen Demanding Substances	
○ Nutrients	○ Toxic Materials	○ Oil & Grease	○ Bacteria & Viruses	○ Construction Wastes

Implementation Requirements				
● High		◗ Medium		○ Low
○ Capital Costs	○ O & M Costs	○ Maintenance	○ Suitability for Slopes >5%	○ Training

Description

An application that supports a stabilized construction entrance. It is intended to prevent or reduce the discharge of pollutants to the storm drain system or to watercourses as a result of vehicular ingress and egress to the construction site by providing facilities that remove mud and dirt from vehicle tires and undercarriages to prevent these materials from being deposited onto public roads. See WEPSC-02, for similar discussion on stabilized construction entrance. This management practice is likely to create a significant reduction in sediment.

Approach

- Incorporate with a stabilized construction entrance. See WTCP-02.
- Place a layer of 2- to 3-inch (5.1- to 7.6-cm) stone across the full width of the exit.
- Construct on level ground when possible, on a pad of coarse aggregate.
- If a wash rack is necessary, it shall be designed for anticipated traffic loads and drain to a detention pond or swale.
- If a swale is required, then it shall be of sufficient grade, width, and depth to carry the wash runoff.
- The swale shall convey the runoff from the wash area to a sediment-trapping device.
- Require that all employees, subcontractors, and others that leave the site with mud-caked tires and/or undercarriages use the construction entrance.
- It is strongly encouraged that perimeter fencing be installed proximate to the construction entrance that will limit egress to the designated construction exit(s).

Maintenance

- Remove accumulated sediment in wash rack and/or sediment trap to maintain system performance.
- Inspect routinely for damage and repair as needed.

Limitations

- Requires a supply of wash water.
- Requires a turnout or double-wide exit to avoid entering vehicles from having to drive through the wash area.

Primary References

California Storm Water Best Management Practice Handbooks, CDM et.al. for the California SWQTF, 1993.

Caltrans Storm Water Quality Handbooks, CDM et.al. for the California Department of Transportation, 1997.

Tennessee Erosion and Sediment Control Handbook, Tennessee Department of Environment and Conservation, July 1992.

Inspection Checklist

- Are there indications that vehicles are leaving the site in areas other than the designated construction exit(s)?
- Are there indications that mud, dust or dirt is tracked onto the adjacent road via the construction exit(s)?
- Is the construction exit sufficiently maintained to prevent mud, dirt, and dust from being tracked off-site?

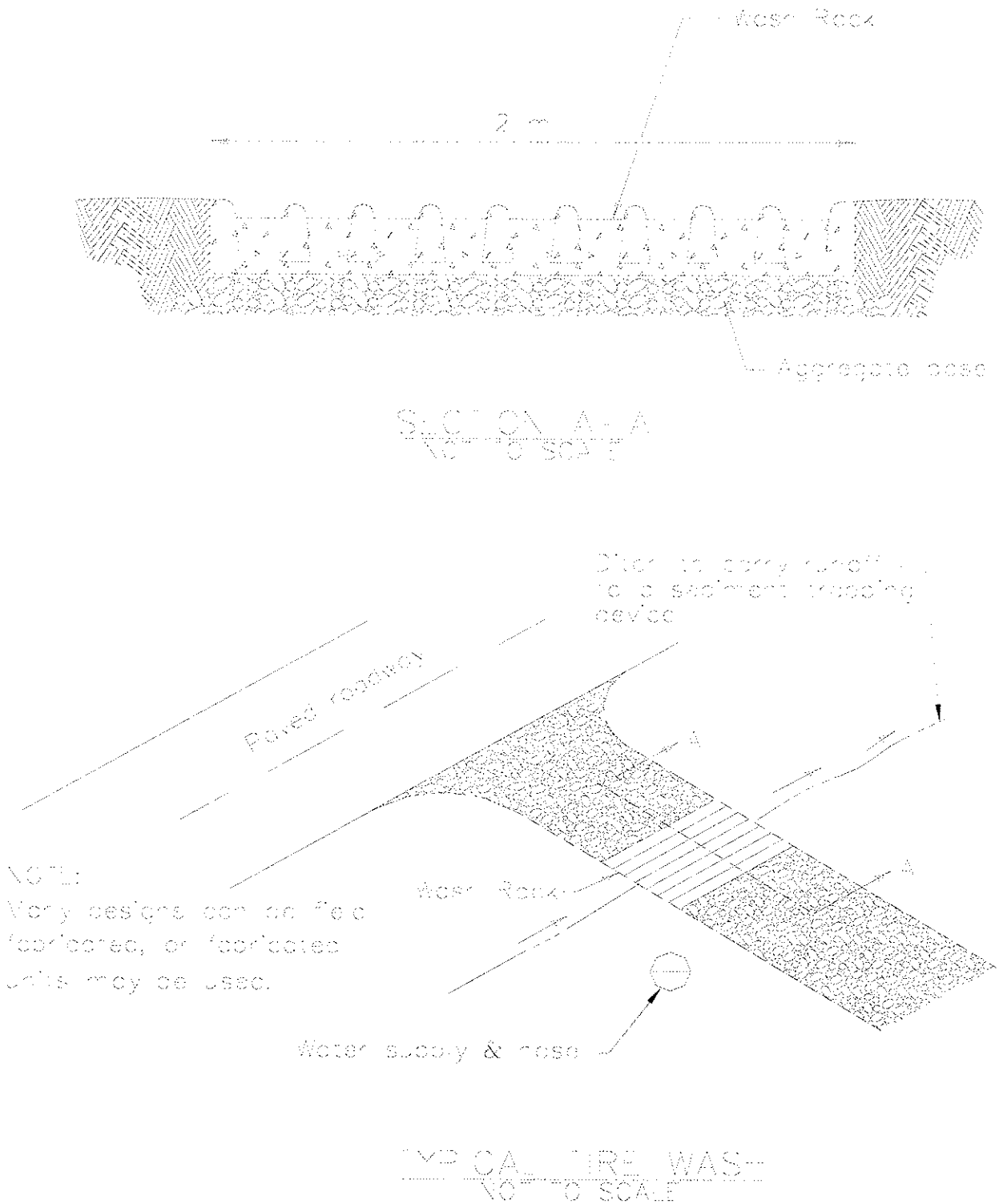


Figure WTCP-02-1
Mud Tracking Removal