

	Glasgow, Kentucky Stormwater Best Management Practices (BMPs) Erosion Prevention Practices (EPPs)	EPP-01																		
	Activity: Tire Washing Facility (TW)																			
PLANNING CONSIDERATIONS: Design Life: 1 yr Acreage Needed: Minimal Estimated Unit Cost: Medium Annual Maintenance: Negligible		<table border="1" data-bbox="1252 401 1398 499"> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </table> <table border="1" data-bbox="1252 667 1398 743"> <tr><td>TW</td></tr> </table>				TW														
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Description Suitable Applications Approach	<p>As a result of vehicular ingress and egress to the construction site, the facility would remove mud and dirt from vehicle tires and the undercarriage to prevent materials from depositing onto public roads. This application can be used in conjunction with the stabilized construction entrance, EPP-03.</p> <ul style="list-style-type: none"> ➤ Temporary construction traffic, phased construction projects and off-site road access. ➤ Typically used for large construction sites. <ul style="list-style-type: none"> ➤ Incorporate with the stabilized construction entrance, EPP-03. ➤ Construct wash rack on level ground when possible, on a pad of course aggregate. ➤ Design tire rack to withstand anticipated traffic loads and drain to a detention pond or swale. A typical wash rack has been shown in the standard details. However, wash rack design may consist of other materials or configuration as long as it provides the intended function. ➤ If a swale is required, then it shall provide sufficient grade, width, and depth to carry runoff. ➤ The swale shall carry runoff from the wash area to a sediment-trapping device such as a check dam. ➤ All employees, contractors, subcontractors, and others that leave the site with mud caked tires and/or undercarriages shall use construction entrance. 																			

Activity: Tire Washing Facility (TW)**EPP-01****Installation Procedures for Tire Washing Facility**

- A geotextile underliner must be placed under the entire length and width of the stabilized entrance, but not under the wash rack.
- Place a layer of KTC No. 1 or No. 2 stone across the full width of the exit and construct on level ground with a minimum thickness of 6-inches.
- The length of the stabilized entrance shall be as required based on the application, unless approved otherwise by the City Engineer.
- The width of the pad shall be a minimum of 12-feet, unless approved otherwise by the City Engineer.
- If a swale is required, then it shall meet specific requirements needed to carry the wash runoff to a sediment-trapping device.

Maintenance

- Remove accumulated sediment to maintain system performance, in the wash rack and/or sediment trap.
- Inspect at the end of each shift or workday for damage and repair as needed.
- Remove any mud tracked onto adjacent roadway by sweeping or scraping as necessary.

Inspection Checklist

- Vehicles are leaving the site through designated construction exit(s).
- Mud, dust or dirt is removed prior to exit onto the adjacent road.
- The construction exit is sufficiently maintained to prevent mud, dirt, fines and dust from being tracked off-site.
- Stones under wash rack have been maintained and free of deleterious materials.