

INSTALLATION

1. REFER TO APPROVED PLANS FOR LOCATION AND DIMENSIONAL DETAILS. IF THERE ARE QUESTIONS OR PROBLEMS WITH THE LOCATION, DIMENSIONS, OR METHOD OF INSTALLATION, CONTACT THE ENGINEER OR RESPONSIBLE ON-SITE OFFICER FOR ASSISTANCE.

2. CLEAR THE LOCATION OF THE WASH BAY, REMOVING STUMPS, ROOTS AND OTHER VEGETATION TO PROVIDE A FIRM FOUNDATION. CLEAR SUFFICIENT WIDTH TO ALLOW PASSAGE OF LARGE VEHICLES, BUT CLEAR ONLY THAT NECESSARY FOR THE EXIT. DO NOT CLEAR ADJACENT AREAS UNTIL THE REQUIRED EROSION AND SEDIMENT CONTROL DEVICES ARE IN PLACE.

3. GRADE THE LOCATION OF THE WASH BAY SO THAT RUNOFF FROM THE UNIT WILL NOT FLOW INTO THE STREET, BUT WILL FLOW TOWARDS AN APPROPRIATE SEDIMENT-TRAPPING DEVICE.

4. PLACE AND COMPACT A 150mm THICK LAYER OF MINIMUM 50mm ROCK OVER THE ROADWAY BETWEEN THE WASH BAY AND THE SEALED STREET TO PREVENT TYRES FROM PICKING UP MORE SOIL AFTER THEY HAVE BEEN CLEANED.

5. FLARE THE END OF THE ATTACHED ROCK PAD WHERE IT MEETS THE PAVEMENT SO THAT THE WHEELS OF TURNING VEHICLES DO NOT TRAVEL OVER UNPROTECTED SOIL.

6. IF THE FOOTPATH IS OPEN TO PEDESTRIAN MOVEMENT, THEN COVER THE COARSE ROCK WITH FINE AGGREGATE OR GRAVEL, OR OTHERWISE TAKE WHATEVER MEASURES ARE NEEDED TO MAKE THE AREA SAFE.

7. IF A MECHANICAL VEHICLE-WASHING SYSTEM IS INSTALLED, PROVIDE A SUITABLE SOURCE OF POWER AND WATER SUPPLY.

8. IF THE VEHICLES ARE TO BE WASHED BY MANUAL HOSING, THEN ENSURE A HOSE (LONG ENOUGH TO REACH AROUND ANY VEHICLE LEAVING THE SITE) IS CONNECTED A SUITABLE PRESSURISED WATER SOURCE.

MAINTENANCE

1. INSPECT WASH BAYS PRIOR TO FORECAST RAIN, DAILY DURING EXTENDED PERIODS OF RAINFALL, AFTER SIGNIFICANT RUNOFF-PRODUCING RAINFALL, OR OTHERWISE AT FORTNIGHTLY INTERVALS.

2. IF SAND, SOIL, SEDIMENT OR MUD IS TRACKED OR WASHED ONTO THE ADJACENT SEALED ROADWAY, THEN SUCH MATERIAL MUST BE PHYSICALLY REMOVED, FIRST USING A SQUARE-EDGED SHOVEL, AND THEN A STIFF-BRISTLED BROOM, AND THEN BY A MECHANICAL VACUUM UNIT, IF AVAILABLE.

3. IF NECESSARY FOR SAFETY REASONS, THE ROADWAY SHALL ONLY BE WASHED CLEAN AFTER ALL REASONABLE EFFORTS HAVE BEEN TAKEN TO SHOVEL AND SWEEP THE MATERIAL FROM THE ROADWAY.

4. WHEN THE VOIDS BETWEEN THE ROCK BECOMES FILLED WITH MATERIAL AND THE EFFECTIVENESS OF THE ATTACHED ROCK PAD IS REDUCED TO A POINT WHERE SEDIMENT IS BEING TRACKED OFF THE SITE, A NEW 100mm LAYER OF ROCK MUST BE ADDED AND/OR THE ROCK PAD MUST BE EXTENDED.

5. ENSURE ANY ASSOCIATED DRAINAGE CONTROL MEASURES ARE MAINTAINED IN ACCORDANCE WITH THEIR DESIRED OPERATIONAL CONDITION.

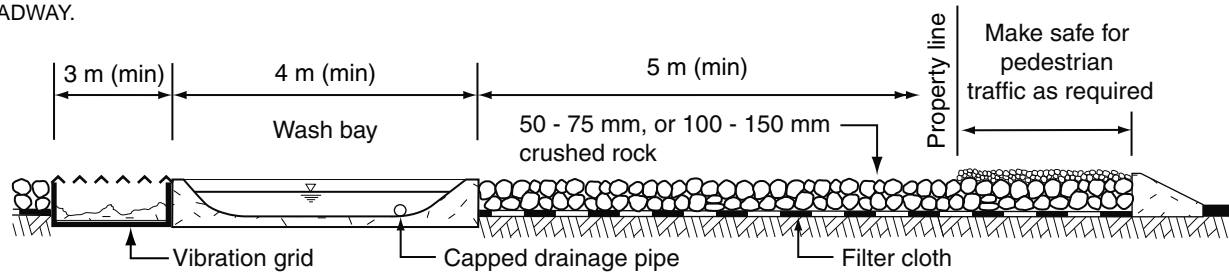
6. DISPOSE OF SEDIMENT AND DEBRIS IN A MANNER THAT WILL NOT CREATE AN EROSION OR POLLUTION HAZARD.

REMOVAL

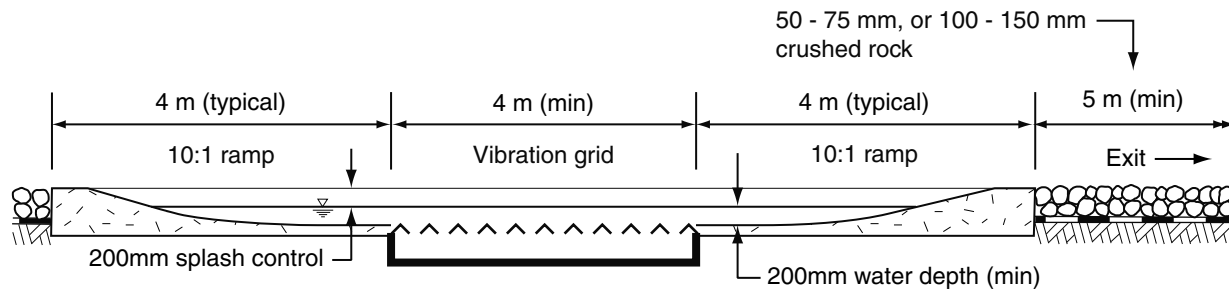
1. THE WASH BAY SHOULD BE REMOVED ONLY AFTER IT IS NO LONGER NEEDED AS A SEDIMENT CONTROL DEVICE.

2. REMOVE MATERIALS AND COLLECTED SEDIMENT AND DISPOSE OF IN A SUITABLE MANNER THAT WILL NOT CAUSE AN EROSION OR POLLUTION HAZARD.

3. RE-GRADE AND STABILISE THE DISTURBED GROUND AS NECESSARY TO MINIMISE THE EROSION HAZARD.



(a) Example of a low speed wash bay



(b) Example of a medium speed wash bay

Drawn:	Date:		
GMW	Apr-10	Construction Exit - Wash Bay	Exit-06