Multi-Chamber Treatment Train (MCTT)

This device is rarely used and is not recommended, except in unique circumstances, such as non-highway facilities (parking lots, maintenance stations, etc.). Design information will continue to be supported on the OHSD website. Refer to B.1.8 Caltrans Treatment BMP Website for information available. Use Checklist T-1, Part 9 in the *Caltrans MCTT Design Guidance* when considering an MCTT. If this device is being considered, incorporate into the SWDR.

A MCTT device primarily removes TSS pollutants (sediments and metals) from runoff by sedimentation and filtering and may also be effective for some dissolved metals and litter. The MCTT was developed for treatment of stormwater at critical source areas such as vehicle service facilities, parking areas, paved storage areas, and fueling stations.

Wet Basin

This device is rarely used and is not recommended, except in unique circumstances. Design information will continue to be supported on the OHSD website. Refer to B.1.8 Caltrans Treatment BMP Website for information available. Use Checklist T-1, Part 10 in the *Caltrans Wet Basin Design Guidance* when considering a Wet Basin. If this device is being considered, incorporate into the SWDR.

Wet Basins are detention systems comprised of a permanent pool of water, a temporary storage volume above the permanent pool, and a shoreline zone planted with aquatic vegetation. Wet Basins are designed to remove pollutants from surface discharges by temporarily capturing and detaining the WQV, or portion thereof, to allow settling and biological uptake to occur. Wet Basins are recommended for the following pollutants: TSS; nutrients; particulate metals; pathogens; litter; and temperature.

Pervious Pavement

While pervious pavement has become very popular in stormwater management, the applicability to the highway environment is still unclear. The treatment mechanism is infiltration. Pervious pavement is better suited for non-highway applications such as: landscaped areas, sidewalks, bike paths, miscellaneous pavement to accept run-on from adjacent impervious areas (e.g., roofs), parking lots, park-and-ride areas, maintenance access roads, rest areas, and maintenance stations. The only highway application accepted at this time is for a maintenance vehicle pullout. With pervious pavement, runoff infiltrates through the pavement and underlying soil in a manner similar to the infiltration devices described in Section B.3. Until more information is determined related to safety, maintainability, constructability, and improved water quality benefit over other approved BMPs, the inclusion of pervious pavement into Caltrans projects needs to be coordinated with the District/Regional Design Stormwater Coordinator.

Projects may consider pervious concrete pavement, pervious asphalt pavement, and permeable interlocking concrete pavement. There are limited locations where pervious pavement may be used. Refer to *Caltrans Pervious Pavement Design Guidance*:

<http://www.dot.ca.gov/hq/oppd/stormwtr/bmps.htm>