

Comparison of Road Types

During 2004, our monitoring focused on comparison of wastes collected from primary, secondary, and tertiary road types (corresponding to the 4:2:1 annual frequency of sweeping established under the DelDOT NPDES permit program). Each of three regenerative air sweepers was assigned to collect sweepings from one of the road types. Samples were collected only after a minimum 72-hour dry period, and only roads that had not recently been cleaned were swept for the sampling event. Upon return to the maintenance yard, the sweeper hoppers were emptied onto the ground, and ten samples were collected randomly from the contents of each hopper for physical and chemical analysis. This sampling has taken place approximately quarterly over more than a year. Four monitoring events have occurred so far – December 3, 2003, and June 10, October 7, and December 17, 2004. Because the major contaminants detected in our initial studies were metals and hydrocarbons, the parameters for which the sweepings are analyzed were narrowed so that more replicates could be analyzed. Samples were analyzed for metals, PAHs, total petroleum hydrocarbons (TPH), nutrients, chloride, and grain size. For analyses of particle size distribution, three replicates were measured, except when the nature of the sample (e.g., primarily leaves) precluded analysis.

RESULTS AND DISCUSSION

Stored Waste Piles

Street sweeping wastes can be extremely variable in types and levels of pollutants. Contaminants vary depending on highway design, surrounding land use, traffic patterns and volume, illicit discharges, accidental spills, rainfall patterns, maintenance activities, and frequency of cleaning (Gupta et al., 1981). Street waste can contain high sediment loads, oil and petroleum products, pesticides, fertilizers, bacteria, metals and other toxic materials. The pollutants removed from road surfaces by sweepers are primarily those that are attached to particulates. The constituents of concern most commonly mentioned in connection with street sweeping wastes are petroleum hydrocarbons, PAHs, and heavy metals. The more efficient street sweeping is at collecting fine particles, the higher its likely contaminant content.

Table 1 summarizes the chemical analyses of samples taken from sifted and unsifted sweeper waste stockpiles. Only those compounds that were detected in the samples are listed.

The main contaminants detected in both waste piles were metals and PAHs. Both are commonly found as pollutants in roadway runoff (Dierkes and Geiger, 1999; Gupta et al., 1981; Sansalone and Buchberger, 1996; Tuháčkov et al., 2001). Four different phthalate compounds were detected. Phthalates are used industrially as plasticizers, and bis(2-ethylhexyl) phthalate is the most common of these. The large amount of plastic trash and debris in the sweeper wastes most likely is the source of the phthalate compounds. Methyl acetate, a solvent commonly used in paints and coatings, was the only volatile organic contaminant detected in any quantity. It is also a component of fuel system cleaners and additives.

We hypothesized that the levels of particulate-associated pollutants such as metals would be greater in the sifted waste pile, due to the larger relative surface area of smaller particles. However, in general, no significant differences were found between contaminant levels from the unsifted and sifted piles (by t-test and Mann-Whitney rank sum test, $p < 0.05$). Measurement of particle size distribution in each pile showed little overall difference in grain size between the two piles (Figure 2a). In fact, the screener removed only the largest particles and trash from the waste. Because the sifted pile was held at the yard for more than two years, the extra weathering it experienced compared to the unsifted wastes may also have been a factor. Methyl acetate levels were significantly higher in the unsifted pile ($p = 0.008$), and phthalates were detected more often. This may reflect the greater amount of trash present in the unsifted wastes.

Comparison of Road Types

Models developed by Sutherland and Jelen (1997) show that sweeping has differing effectiveness in reducing suspended solids in runoff on different street types. An evaluation of street sweeping effectiveness in the City of San Jose, California, found that roads with high ADT volume were significantly dirtier than average (Woodward-Clyde Consultants, 1994). Shrake et al. (2003) investigated the impact of traffic congestion on stormwater runoff quality and found no significant differences in constituent means for congested and free-flowing traffic sites, except on roadway segments with relatively low ADT.

The results of our analyses of sweepings collected from roads of differing ADT levels are compared graphically in Figures 2 through 5.

There was no clear pattern in the distribution of particle sizes collected from the different road types (Figure 2b). The majority of particles in sweepings from all three road types ranged from 0.1 to 5 mm in diameter.

The levels of contaminants in sweepings measured in our study for the most part were comparable to those found by other investigators (Brinkmann et al., 1999; Liebens, 2001; Townsend et al., 2002; Woodward-Clyde Consultants, 1994). On the October 10, 2004, sampling date, however, concentrations of both heavy metals and PAHs were particularly high (Figures 3 and 5). In almost all cases, the levels of metals and hydrocarbons in the DelDOT sweepings were well below the U.S. EPA Region III risk based concentration (RBC) limits for both industrial and residential soils. However, concentrations of several PAHs, -- benzo(a)anthracene, benzo(b)fluoranthene, benzo(a)pyrene, and indeno(1,2,3-cd)pyrene – did exceed the residential soil RBC.

In our study, the differences between contaminant concentrations from the three road types with differing ADT volumes generally were small and not statistically significant (Repeated Measures ANOVA on Ranks, $p > 0.05$). Major exceptions were: a few metal species such as chromium and zinc (Figure 3), which in general were highest on primary and secondary roads; nutrients, particularly nitrogen (Figure 4), for which concentrations from subdivision (tertiary) roads were greatest in the winter months ($p < 0.001$); and petroleum hydrocarbons (TPH) (Figure 4), which was highest on primary and secondary roads ($p < 0.002$).

The differences observed in nutrient content of the sweepings from different road types can be explained by the fact that wastes collected from subdivision streets in late fall and early winter seasons consisted mostly of fallen leaves and tree debris, while those from primary roads were largely sand, gravel and similar particulates. Sweepings from secondary roadways typically consisted of a mix of dirt and organic matter.

As anticipated, heavy metals and petroleum hydrocarbons tended to occur in higher concentrations in sweepings from the roadways with higher traffic volumes. These pollutants are derived primarily from exhaust microparticles, tire wear, oil and fuel leakage, and pavement degradation. Other studies have shown that streets with the highest traffic loads have the greatest impact from these contaminants on roadside soils and groundwater (Dierkes and Geiger, 1999).

PAHs are found routinely in highway runoff (Smith et al., 2000) and in soils next to high-traffic roads (Dierkes and Geiger, 1999; Tuháčkov et al., 2001). Surprisingly, in our study, PAH levels in wastes collected from tertiary roads sometimes were higher than those from primary or secondary roads, even though the traffic on these subdivision roads is lighter (Figure 4). This may be due to poorer condition of the tertiary roads or to the composition of the pavements. Tertiary roads usually are paved

with asphalt, whereas many of the primary roads in Delaware are paved with concrete. An Austin, Texas, study found that runoff and scrapings from both sealed and unsealed asphalt parking lots had higher levels of PAHs than those from unsealed concrete lots (Mahler et al., 2004). Although asphalt pavement does not typically leach large amounts of PAHs (Townsend and Brentley, 1998), daily wear and tear of pavement by traffic and weather results in asphalt particles being picked up by the street sweepers.

CONCLUSION

The data that we have collected thus far are insufficient to assess the overall effectiveness of DelDOT's street sweeping program as a stormwater quality BMP. The sweeping monitoring program will continue, and we are planning more controlled studies of the costs and benefits of sweeping and its impact on runoff water quality in Delaware.

The Delaware Department of Transportation is responsible for maintaining 89% of the more than 12,500 lane miles of roads in Delaware. Municipalities are responsible for the other 11%. Delaware is one of only a few states with this high percentage of public roads under DOT jurisdiction. DelDOT's jurisdiction includes everything from the I-95 interstate highway that runs through New Castle County, to residential streets and rural roads.

Maintenance of this amount of street and highway surfaces generates a large quantity of solid waste. Currently DelDOT's street sweeper wastes are stockpiled at maintenance yards and then taken to the Delaware Solid Waste Authority's (DSWA) landfills for disposal. Hundreds of thousands of dollars are spent annually in tipping fees. Results of the sweeper waste monitoring program are helping us to explore alternative means of dealing with the large quantity of wastes collected that are more environmentally friendly and less costly than taking the materials to landfills. These include recycling through soil remediation companies and using sifted sweeper wastes for clean cover at DSWA landfills.

Street waste disposal and utilization practices around the country are quite varied. Ordinances, laws and guidelines governing solid waste disposal often do not address street waste handling and disposal, making compliance difficult. Urban street sweepings contain large amounts of potentially reusable materials, such as sand and gravel. Depending on the season, they may also contain large amounts of organic debris. Interest is increasing in alternative treatment and reuse of sweepings (Florida DEP, 2004; Brinkmann et al., 1999; Liebens, 2001; Townsend et al., 2002). Everyone's goal, ultimately, is to find ways to treat, dispose of or reuse these wastes that are economical, preserve resources and protect human health and the environment.

ACKNOWLEDGEMENTS

We wish to thank the Environmental Laboratory Section of the Delaware Department of Natural Resources and Environmental Control, Division of Water Resources, for their assistance in analysis of sweeper waste samples. We also thank Jim Sullivan and the staff of the DelDOT Chapman Road Maintenance Facility for their cooperation in collecting samples from the sweepers.

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Table 1. Summary of chemical analyses of sweeper wastes at Chapman Road maintenance yard, June 10, 2003.

Parameter	Units	Sifted Pile	Unsifted Pile
		mean± std. err.	mean ± std. err.
Inorganics:			
Aluminum	mg/Kg	6378± 833.8	7736± 396.2
Antimony	mg/Kg	7.04± 2.64	3.44± 1.10
Arsenic	mg/Kg	3.6± 0.7	6.14± 1.29
Barium	mg/Kg	107.08± 17.23	78.72± 6.01
Beryllium	mg/Kg	ND	ND
Cadmium	mg/Kg	0.662± 0.221	0.396± 0.060
Calcium	mg/Kg	32864± 7073.6	16188± 6124.4
Chromium	mg/Kg	255.12± 99.45	112.66± 41.58
Cobalt	mg/Kg	9.4± 1.7	7.42± 0.25
Copper	mg/Kg	69.44± 10.58	58.08± 8.17
Iron	mg/Kg	30540± 6762.1	25960± 3667.0
Lead	mg/Kg	78.52± 20.15	83.02± 20.41
Magnesium	mg/Kg	20216± 6905.6	10086± 3204.5
Manganese	mg/Kg	917.8± 393.1	681± 184.3
Mercury	mg/Kg	0.092± 0.016	0.168± 0.0408
Nickel	mg/Kg	150.88± 57.1	56.02± 8.24
Potassium	mg/Kg	416.5± 5.4	557.2± 138.3
Selenium	mg/Kg	3.06± 0.73	2.36± 0.39
Silver	mg/Kg	1.92± 0.28	1.9± 0.40
Sodium	mg/Kg	1330.2± 630.1	847.2± 156.6
Thallium	mg/Kg	1.274± 0.582	0.696± 0.009
Vanadium	mg/Kg	37.36± 7.24	35.74± 2.12
Zinc	mg/Kg	201.6± 43.2	213.4± 28.9
Chloride	mg/Kg	1110± 746	824± 138
Volatiles:			
Methyl Acetate	µg/Kg	7620± 1942	1006± 114.3
Semivolatiles:			
Acenaphthene	µg/Kg	ND	ND
Acenaphthylene	µg/Kg	ND	ND
Anthracene	µg/Kg	141.3± 75.5	ND
Benzo(a)anthracene	µg/Kg	505± 162	372± 130
Benzo(a)pyrene	µg/Kg	541± 162	374± 131
Benzo(b)fluoranthene	µg/Kg	609± 147	434± 156
Benzo(g,h,l)perylene	µg/Kg	ND	ND
Benzo(k)fluoranthene	µg/Kg	535± 164	366± 124
Chrysene	µg/Kg	693± 171	451± 157
Dibenz(a,h)anthracene	µg/Kg	ND	ND
Fluoranthene	µg/Kg	1714± 512	1117± 411
Fluorene	µg/Kg	ND	ND
Indeno(1,2,3-cd)pyrene	µg/Kg	181± 65.2	ND
Naphthalene	µg/Kg	ND	ND
Phenanthrene	µg/Kg	883± 315	737± 319
Pyrene	µg/Kg	948± 239	576± 200
Butylbenzylphthalate	µg/Kg	277± 151	ND
bis(2-Ethylhexyl)phthalate	µg/Kg	1270± 430	773± 368
Di-n-octylphthalate	µg/Kg	193± 102	ND
Di-n-butylphthalate	µg/Kg	ND	192± 59.3
Nutrients			
Ammonia Nitrogen	mg/kg	211± 13	162± 15.2
Total Kjeldahl Nitrogen	mg/kg	652± 99.2	797± 53.1
Total Phosphorus as P	mg/kg	29031.6	395± 32.4
Nitrite	mg/kg	ND	0.8± 0.2
Nitrate	mg/kg	5.3± 1.9	1.3± 0.2
Ortho-phosphate	mg/kg	ND	ND



Figure 1. Photographs of sweeper waste sampling. (a) Regenerative air sweeper dumping its load.; (b) collection of samples from sifted waste stockpiles; (c) collection of samples from sweepings dumped from sweeper hoppers.

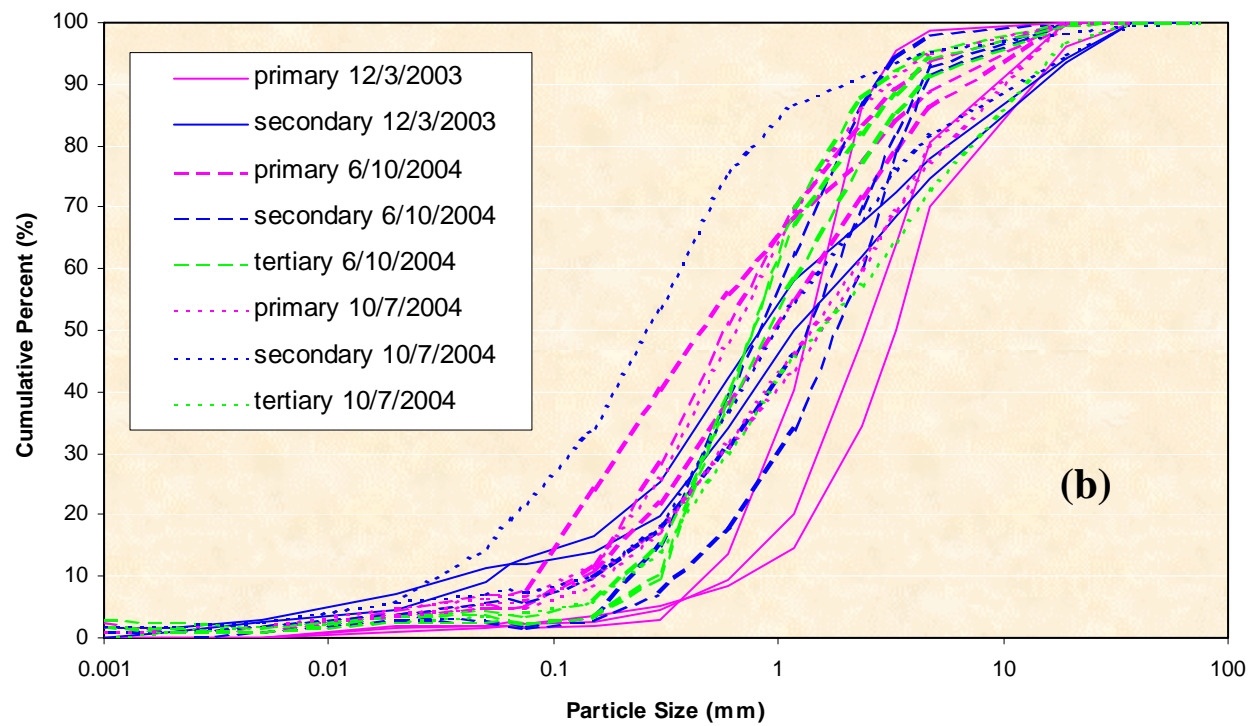
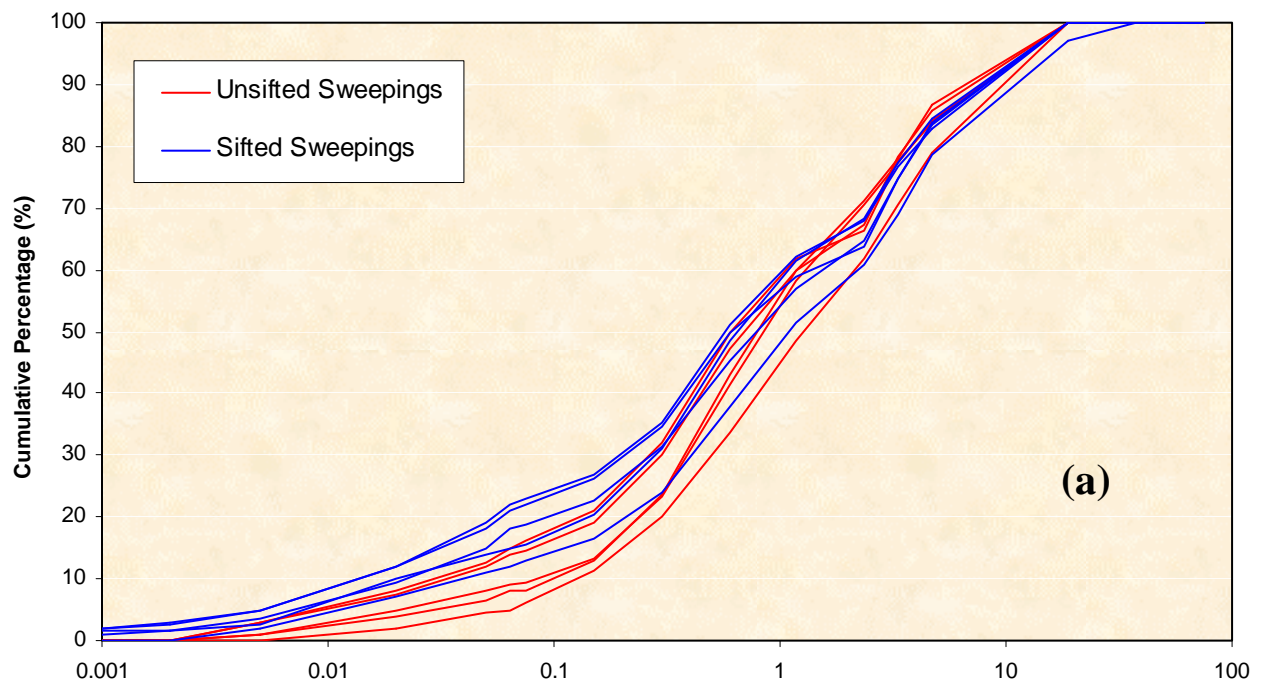


Figure 2. Distribution of particle sizes in street sweeper wastes: (a) in stored piles of unsifted and sifted sweepings; (b) by road type.

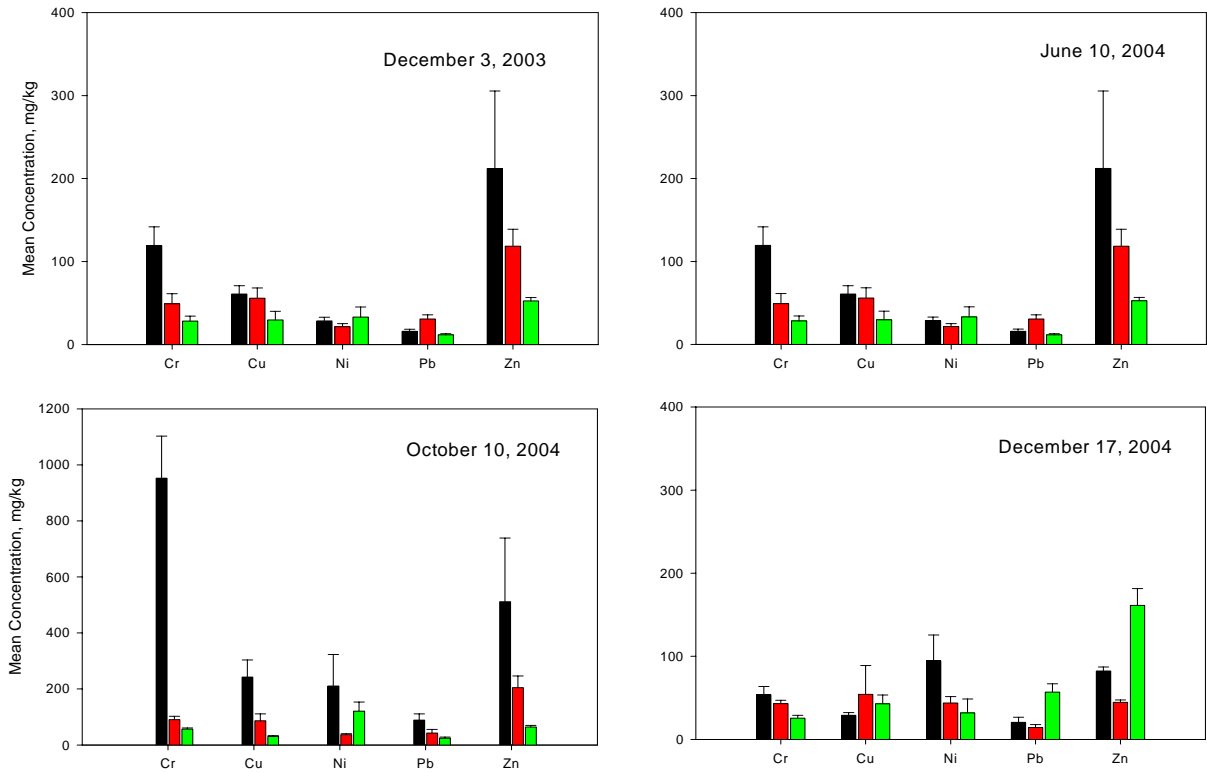


Figure 3. Analyses of heavy metals in regenerative air street sweeper wastes by road type. Note different scale on October plot.

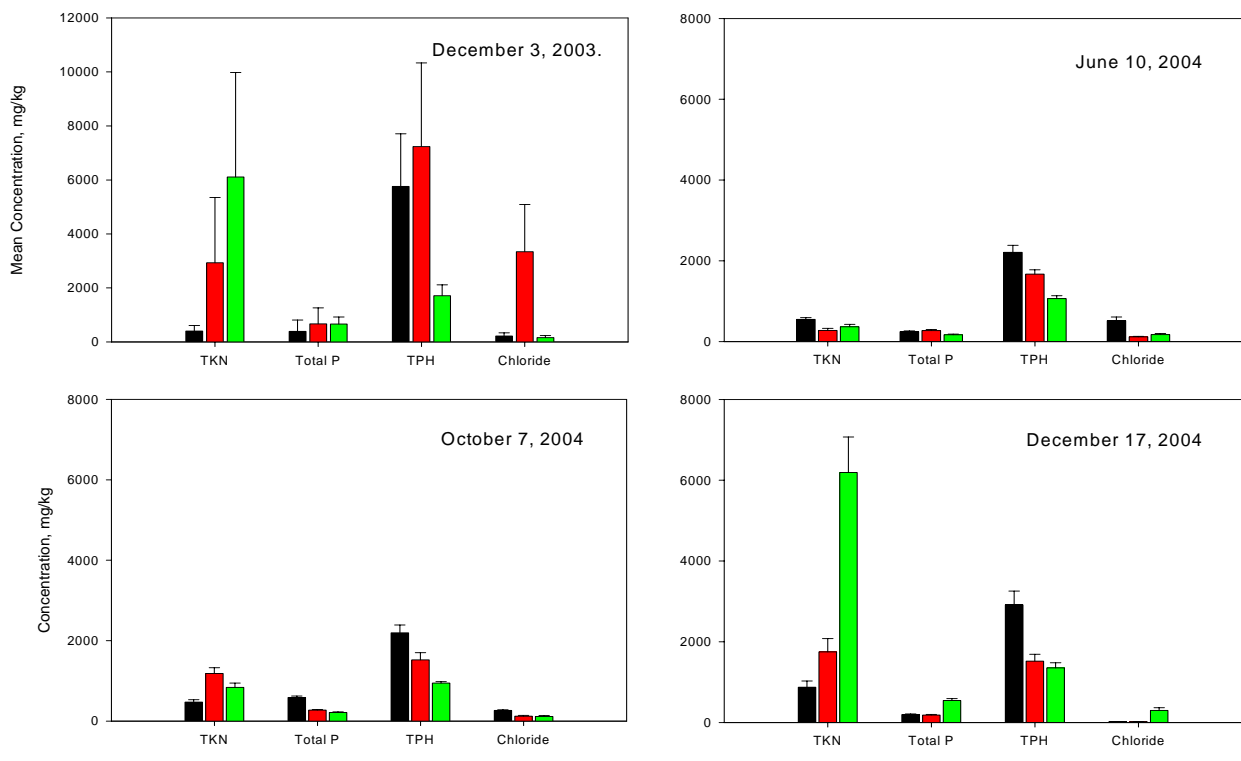
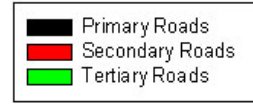


Figure 4. Analyses of nutrients, petroleum hydrocarbons, and chloride in regenerative air street sweeper wastes by road type. Note different scale on December 2003 plot.

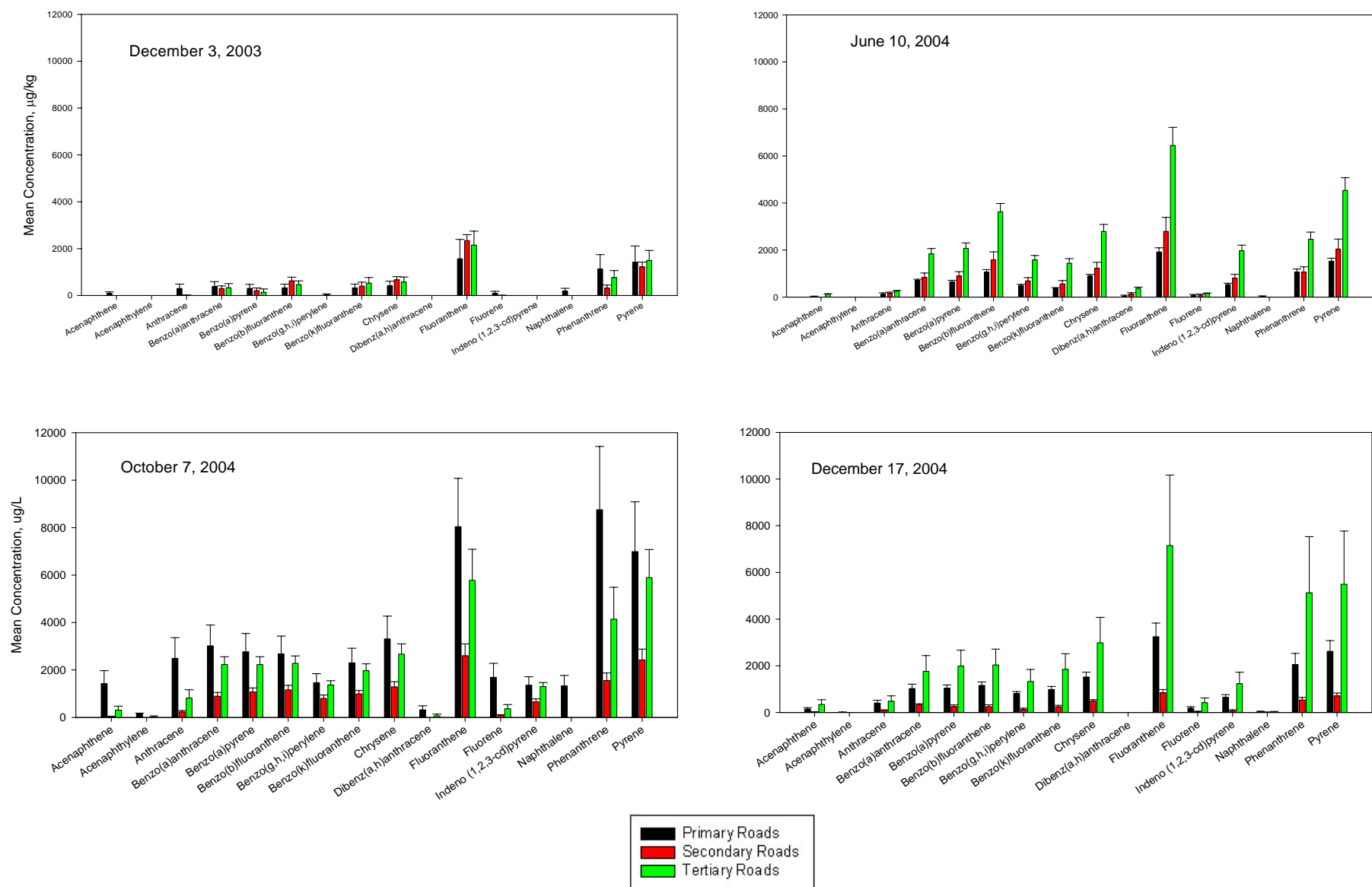


Figure 5. Analyses of polycyclic aromatic hydrocarbons (PAHs) in regenerative air street sweeper wastes by road type.