

1801 Foxhall Road
Porous Pavement
6/12/06

The “Storm Water Technology Fact Sheet, Porous Pavement” by the United States Environmental Protection Agency (EPA 832-F-99-023, September 1999) provides a number of criteria for the applicability of porous pavements. These include:

- Flat or very gentle slopes,
- Field verified permeability rates of greater than 0.5 inches per hour.

Neither of these criteria is met at 1801 Foxhall. The existing and proposed topography is characterized by moderate to steep slopes. Field tested permeability rates vary from zero to 0.39 inches per hour and the project geotechnical engineer states that “infiltration is not considered feasible at this site” (see Schnabel letter dated 3/16/06).

In addition, the EPA Fact Sheet notes that porous pavement:

- Has a high failure rate (approximately 75%),
- Is not suitable for use by heavy vehicles (like trash trucks, moving vans, etc.)
- Requires frequent maintenance; the EPA recommends vacuum sweeping at least 4 times per year followed by high pressure hosing.

Porous pavement is therefore typically not suitable for single family residential development.

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 17429
EXHIBIT NO. 91

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March 16, 2006

Mr. Jim Perry
Elm Street Development
6820 Elm Street, Suite 200
McLean, VA 22101

Project: **Proposed Residential Development, 1801
Foxhall Road, Washington, D.C.,
(Our Reference No. 05120097)**

Dear Mr. Perry:

As per your request, we have prepared this letter regarding the feasibility of stormwater management at the site by infiltration. Our firm performed two infiltration tests at the locations of Borings B-17 and B-18 in June, 2005. A low infiltration rate of 0.39 inch/hr was obtained at the location of Boring B-17, while "zero" infiltration was obtained at the location of Boring B-18. Review of the soil boring data indicates that soils at the site are fairly homogeneous and that the test results are representative of the entire site. Therefore, stormwater management by infiltration is not considered feasible at the site.

Please contact the undersigned if you have any questions about this matter.

Very truly yours,

SCHNABEL ENGINEERING NORTH, LLC



Victor Omelchenko, P.E.
Principal

VO/nv/tbk

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Storm Water Technology Fact Sheet Porous Pavement

DESCRIPTION

Porous pavement is a special type of pavement that allows rain and snowmelt to pass through it, thereby reducing the runoff from a site and surrounding areas. In addition, porous pavement filters some pollutants from the runoff if maintained.

There are two types of porous pavement: porous asphalt and pervious concrete. Porous asphalt pavement consists of an open-graded coarse aggregate, bonded together by asphalt cement, with sufficient interconnected voids to make it highly permeable to water. Pervious concrete consists of specially formulated mixtures of Portland cement, uniform, open-graded coarse aggregate, and water. Pervious concrete has enough void space to allow rapid percolation of liquids through the pavement.

The porous pavement surface is typically placed over a highly permeable layer of open-graded gravel and crushed stone. The void spaces in the aggregate layers act as a storage reservoir for runoff. A filter fabric is placed beneath the gravel and stone layers to screen out fine soil particles. Figure 1 illustrates a common porous asphalt pavement installation.

Two common modifications made in designing porous pavement systems are (1) varying the amount of storage in the stone reservoir beneath the pavement and (2) adding perforated pipes near the top of the reservoir to discharge excess storm water after the reservoir has been filled.

Some municipalities have also added storm water reservoirs (in addition to stone reservoirs) beneath the

pavement. These reservoirs should be designed to accommodate runoff from a design storm and should provide for infiltration through the underlying subsoil.

APPLICABILITY

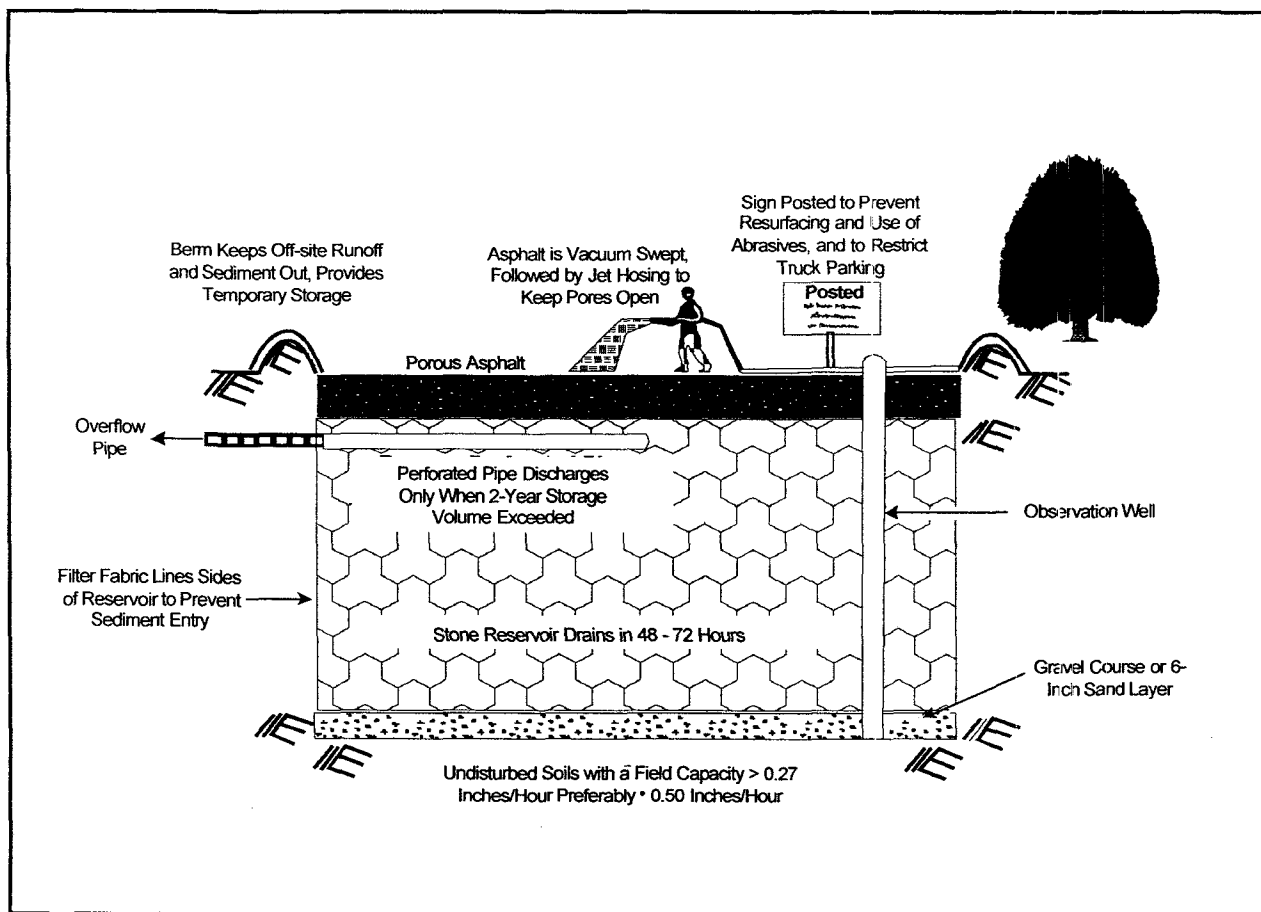
Porous pavement may substitute for conventional pavement on parking areas, areas with light traffic, and the shoulders of airport taxiways and runways, provided that the grades, subsoils, drainage characteristics, and groundwater conditions are suitable. Slopes should be flat or very gentle. Soils should have field-verified permeability rates of greater than 1.3 centimeters (0.5 inches) per hour, and there should be a 1.2 meter (4-foot) minimum clearance from the bottom of the system to bedrock or the water table.

ADVANTAGES AND DISADVANTAGES

The advantages of using porous pavement include:

- Water treatment by pollutant removal.
- Less need for curbing and storm sewers.
- Improved road safety because of better skid resistance.
- Recharge to local aquifers.

The use of porous pavement may be restricted in cold regions, arid regions or regions with high wind erosion rates, and areas of sole-source aquifers. The use of porous pavement is highly constrained, requiring deep permeable soils, restricted traffic, and adjacent land



Source: Modified from MWCOG, 1987.

FIGURE 1 TYPICAL POROUS PAVEMENT INSTALLATION

uses. Some specific disadvantages of porous pavement include the following:

- Many pavement engineers and contractors lack expertise with this technology.
- Porous pavement has a tendency to become clogged if improperly installed or maintained.
- Porous pavement has a high rate of failure.
- There is some risk of contaminating groundwater, depending on soil conditions and aquifer susceptibility.
- Fuel may leak from vehicles and toxic chemicals may leach from asphalt and/or binder surface. Porous pavement systems are not designed to treat these pollutants.
- Some building codes may not allow for its installation.
- Anaerobic conditions may develop in underlying soils if the soils are unable to dry out between storm events. This may impede microbiological decomposition.

As noted above, the use of porous pavement does create risk of groundwater contamination. Pollutants that are not easily trapped, adsorbed, or reduced, such as nitrates and chlorides, may continue to move through the soil profile and into the groundwater, possibly contaminating drinking water supplies. Therefore, until more scientific data is available, it is not advisable to construct porous pavement near groundwater drinking supplies.

In addition to these documented pros and cons of porous pavements, several questions remain regarding their use. These include:

- Whether porous pavement can maintain its porosity over a long period of time, particularly with resurfacing needs and snow removal.
- Whether porous pavement remains capable of removing pollutants after subfreezing weather and snow removal.
- The cost of maintenance and rehabilitation options for restoration of porosity.

DESIGN CRITERIA

Porous pavement - along with other infiltration technologies like infiltration basins and trenches - have demonstrated a short life span. Failures generally have been attributed to poor design, poor construction techniques, subsoils with low permeability, and lack of adequate preventive maintenance. Key design factors that can increase the performance and reduce the risk of failure of porous pavements (and other infiltration technologies) include:

- Site conditions;
- Construction materials; and
- Installation methods.

These factors are discussed further in Table 1.

PERFORMANCE

Porous pavement pollutant removal mechanisms include absorption, straining, and microbiological decomposition in the soil. An estimate of porous pavement pollutant removal efficiency is provided by two long-term monitoring studies conducted in Rockville, MD, and Prince William, VA. These studies indicate removal efficiencies of between 82 and 95 percent for sediment, 65 percent for total phosphorus, and between 80 and 85 percent of total nitrogen. The Rockville, MD, site also indicated high removal rates for zinc, lead, and chemical oxygen

demand. Some key factors to increase pollutant removal include:

- Routine vacuum sweeping and high pressure washing (with proper disposal of removed material).
- Drainage time of at least 24 hours.
- Highly permeable soils.
- Pretreatment of runoff from site.
- Organic matter in subsoils.
- Clean-washed aggregate.

Traditionally, porous pavement sites have had a high failure rate - approximately 75 percent. Failure has been attributed to poor design, inadequate construction techniques, soils with low permeability, heavy vehicular traffic, and resurfacing with nonporous pavement materials. Factors enhancing longevity include:

- Vacuum sweeping and high-pressure washing.
- Use in low-intensity parking areas.
- Restrictions on use by heavy vehicles.
- Limited use of de-icing chemicals and sand.
- Resurfacing.
- Inspection and enforcement of specifications during construction.
- Pretreatment of runoff from offsite.
- Implementation of a stringent sediment control plan.

OPERATION AND MAINTENANCE

Porous pavements need to be maintained. Maintenance should include vacuum sweeping at least four times a year (with proper disposal of

TABLE 1 DESIGN CRITERIA FOR POROUS PAVEMENTS

Design Criterion	Guidelines
Site Evaluation	- Take soil boring to a depth of at least 1.2 meters (4 feet) below bottom of stone reservoir to check for soil permeability, porosity, depth of seasonally high water table, and depth to bedrock. - Not recommended on slopes greater than 5 percent and best with slopes as flat as possible. - Minimum infiltration rate 0.9 meters (3 feet) below bottom of stone reservoir: 1.3 centimeters (0.5 inches) per hour. - Minimum depth to bedrock and seasonally high water table: 1.2 meters (4 feet). - Minimum setback from water supply wells: 30 meters (100 feet). - Minimum setback from building foundations: 3 meters (10 feet) downgradient, 30 meters (100 feet) upgradient. - Not recommended in areas where wind erosion supplies significant amounts of windblown sediment. - Drainage area should be less than 6.1 hectares (15 acres).
Traffic conditions	- Use for low-volume automobile parking areas and lightly used access roads. - Avoid moderate to high traffic areas and significant truck traffic. - Avoid snow removal operations; post with signs to restrict the use of sand, salt, and other deicing chemicals typically associated with snow cleaning activities.
Design Storm Storage Volume	Highly variable; depends upon regulatory requirements. Typically design for storm water runoff volume produced in the tributary watershed by the 6-month, 24-hour duration storm event.
Drainage Time for Design Storm	- Minimum: 12 hours. - Maximum: 72 hours. - Recommended: 24 hours.
Construction	- Excavate and grade with light equipment with tracks or oversized tires to prevent soil compaction. - As needed, divert storm water runoff away from planned pavement area before and during construction. - A typical porous pavement cross-section consists of the following layers: 1) porous asphalt course, 5-10 centimeters (2-4 inches) thick; 2) filter aggregate course; 3) reservoir course of 4-8 centimeters (1.5-3-inch) diameter stone; and 4) filter fabric.
Porous Pavement Placement	- Paving temperature: 240° - 260° F. - Minimum air temperature: 50° F. - Compact with one or two passes of a 10,000-kilogram (10-ton) roller. - Prevent any vehicular traffic on pavement for at least two days.
Pretreatment	Pretreatment recommended to treat runoff from off-site areas. For example, place a 7.6-meter (25-foot) wide vegetative filter strip around the perimeter of the porous pavement where drainage flows onto the pavement surface.

removed material), followed by high-pressure hosing to free pores in the top layer from clogging. Potholes and cracks can be filled with patching mixes unless more than 10 percent of the surface area needs repair. Spot-clogging may be fixed by drilling 1.3 centimeter (half-inch) holes through the porous pavement layer every few feet.

The pavement should be inspected several times during the first few months following installation and annually thereafter. Annual inspections should take place after large storms, when puddles will make any clogging obvious. The condition of adjacent pretreatment devices should also be inspected.

COSTS

The costs associated with developing a porous pavement system are illustrated in Table 2.

Estimated costs for an average annual maintenance program of a porous pavement parking lot are approximately \$4,942 per hectare per year (\$200 per acre per year). This cost assumes four inspections each year with appropriate jet hosing and vacuum sweeping treatments.

REFERENCES

1. Field, R., et al., 1982. "An Overview of Porous Pavement Research." *Water Resources Bulletin*, Volume 18, No. 2, pp. 265-267.
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3. Metropolitan Washington Council of Governments, 1992. *A Current Assessment of Best Management Practices: Techniques for Reducing Nonpoint Source Pollution in a Coastal Zone*.
4. Southeastern Wisconsin Regional Planning Commission, 1991. *Costs of Urban Nonpoint Source Water Pollution Control Measures*, Technical Report No. 31.
5. U.S. EPA, 1981. *Best Management Practices Implementation Manual*.

TABLE 2 ESTIMATED COSTS FOR A POROUS PAVEMENT SYSTEM

Component	Unit Cost	Total
Excavation Costs	740 cy X \$5.00/cy	\$3,700
Filter Aggregate/Stone Fill	740 cy X \$20.00/cy	\$14,800
Filter Fabric	760 sy X \$3.00/cy	\$2,280
Porous Pavement	556 sy X \$13.00/sy	\$7,228
Overflow Pipes	200 ft X \$12.00/ft	\$2,400
Observation Well	1 at \$200 each	\$200
Grass Buffer	822 sy X \$1.50/sy	\$1,250
Erosion Control	\$1000	\$1,000
Subtotal		\$32,858
Contingencies (Engineering, Administration, etc.)	25%	\$8,215
Total		\$41,073

6. U.S. EPA, 1992. *Stormwater Management for Industrial Activities: Developing Pollution Prevention Plans and Best Management Practices*. EPA 833-R-92-006.
7. Washington State Department of Ecology, 1992. *Stormwater Management Manual for the Puget Sound Basin*.

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