

## NOTES:

- PERMEABLE PAVEMENT WITHIN CITY RIGHT-OF-WAY REQUIRES SPECIFIC APPROVAL BY THE STORMWATER ENGINEER. THESE GUIDELINES PROVIDE A MINIMUM DEPTH FOR THE HYDROLOGIC PERFORMANCE. THE STRUCTURAL CAPACITY OF PAVEMENT SECTIONS WHEN SUBJECT TO VEHICULAR LOADS DEPENDS ON SEVERAL FACTORS AND MUST BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER.
- 2. LONGITUDINAL SLOPE, 0 TO 5% MAX FOR POROUS ASPHALT, 6% MAX FOR PERVIOUS CONCRETE.
- 3. USE CHECK DAM OR OTHER METHODS TO MAXIMIZE PONDING IN THE SUBSURFACE FOR LONGITUDINAL SLOPES EXCEEDING 2%. SEE STANDARD DETAIL 647.
- 4. LEVELING COURSE MATERIALS: GRAVEL BACKFILL FOR WALLS PER SPEC 9-03.12(2)
- 5. RESERVOIR COURSE MINIMUM DEPTH OF 6" WITHOUT UNDERDRAIN, 22" MINIMUM WITH UNDERDRAIN. PERMEABLE BALLAST PER SPEC 9-03.9(2)
- PERVIOUS CONCRETE MUST BE INSTALLED BY A CERTIFIED PERVIOUS CONCRETE INSTALLER. POROUS ASPHALT MUST BE INSTALLED BY AN EXPERIENCED POROUS ASPHALT INSTALLER. (NRMCA OR EQUIVALENT).
- 7. PERMEABLE PAVEMENTS SHALL NOT BE USED FOR POLLUTION GENERATING SURFACES (SURFACES SUBJECT TO REGULAR VEHICLE TRAFFIC).
- 8. GEOTEXTILE PER SPEC 9-33.2(1) TABLE 3, SOIL STABILIZATION, NONWOVEN. INSPECTOR MAY WAIVE GEOTEXTILE DEPENDING ON SUBGRADE.

CITY OF REDMOND, WASHINGTON

APPROVED BY: RON GRANT

REVISION DATE: MARCH 01, 2012

CITY ENGINEER





STANDARD DETAILS

PERMEABLE PAVEMENT SECTION

FILE NAME: SD643.DWG

DETAIL NUMBER: **643**