## Regular Inspection and Maintenance Guidance for Porous Pavements

Regular inspection and maintenance is critical to the effective operation of porous pavement. It is the responsibility of the
owner to maintain the pavement in accordance with the minimum design standards. This page provides guidance on
maintenance activities that are typically required for these systems, along with the suggested frequency for each activity.
Individual systems may have more, or less, frequent maintenance needs, depending on a variety of factors including the
occurrence of large storm events, seasonal changes, and traffic conditions.

## **Inspection Activities**

Visual inspections are an integral part of system maintenance. This includes monitoring pavement to ensure water drainage, debris accumulation, and surface deterioration.

Check for standing water on the surface of the pavement after a precipitation event.       If standing water remains within 30 minutes after rainfall had ended, cleaning of porous pavement is recommended.         Vacuum sweeper shall be used regularly to remove sediment and organic debris on the pavement is recommended.       If the secommended is a trainfall made ended, cleaning of porous pavement is recommended precipitation event.         Pavement vacuuming should occur during spring cleanup following the last snow event of minimum.       If these per year, more frequently for high use sites or sites with higher potential for run-on minimum.         Power washing can be an effective tool for cleaning clogged areas. This should occur the prevent sector accurate the power/lead bears any be repaired by use of infrared heating and rerolling of pavement.       If these per year, more frequently for high use sites or sites with higher potential for run-on proceeded is a power/lead blower or gutter broom can be used to remove leaves and the rash.       If these per year, more frequently for high use sites or sites with higher potential for run-on and debris tracking is key to extending the of porous pavement.         Check for dramage to porous pavements from non-design loads.       Pavement vacuuming adjacent non porous asphalt can be effective than corrective teams.         Attivity       Frequency         Controlling run-on and debris tracking is key to extending the life of porous surfaces.       Whenever vacuuming adjacent non porous asphalt can be effective at minimizing run-on.         Repairs may be needed from cuts of utilities. Repairs can be made using standard (non-porous pavements) for cous pavements with equire additional	ACTIVITY	FREQUENCY		
Vacuum sweeper shall be used regularly to remove sediment and organic debris on the pavement surface. The sweeper may be fitted with water jets.       Image: the pavement vacuuming should occur during spring cleanup following the last snow event to remove accumulated debris, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Image: the pavement vacuuming should occur during fall cleanup to remove leaves and trash.         Check for debris accumulating on pavements from non-design loads.       Deamaged areas may be repaired by use of infrared heating and rerolling of pavement.       Frequency         Activity       Frequency         Controlling run-on and debris tracking is key to extending the life of porous surfaces.       Whenever vacuuming adjacent non porous apavements is ortical.       Whenever vacuuming adjacent porous pavements is ortical.         Do not store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on porous pavements w	Check for standing water on the surface of the pavement after a precipitation event. If standing water remains within 30 minutes after rainfall had ended, cleaning of porous pavement is recommended.	2 to 4 times per year, more frequently for high use sites or sites with higher potential for run-		
Pavement vacuuming should occur during spring cleanup following the last snow event to remove accumulated debris, at minimum.       2 to 4 times per year, more frequently for high use sites or sites with higher potential for run- or sites with higher potential for run- for losse debris, a power/leaf blower or gutter broom can be used to remove leaves and trash.       2 to 4 times per year, more frequently for high use sites or sites with higher potential for run- 	Vacuum sweeper shall be used regularly to remove sediment and organic debris on the pavement surface. The sweeper may be fitted with water jets.			
Pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.       Power washing can be an effective tool for cleaning clogged areas. This should occur at mid pressure typically less than 500 psi and at an angle of 30 degrees or less.       Power washing can be an effective tool for cleaning clogged areas. This should occur at mid pressure typically less than 500 psi and at an angle of 30 degrees or less.       Power washing can be an effective tool for cleaning clogged areas. This should occur at mid pressure typically less than 500 psi and at an angle of 30 degrees or less.       Power washing can be an effective tool for cleaning clogged areas. This should occur at miss with higher potential for nun- on         Check for debris accumulating on pavement, especially debris buildup in winter. For loose debris, a power/leaf blower or gutter broon can be used to remove leaves and trash.       Power washing can be negated by use of infrared heating and reroling of pavement.         Check for damage to porous pavements from non-design loads.       Poatment wacuuming adjacent prover wacuuming adjacent prover wacuuming adjacent porous pavements         Activity       Frequency         Controlling run- on and debris tracking is key to extending the life of provas surfaces. Vacuuming adjacent non porous apshalt can be effective at minimizing run-on.       Whenever vacuuming adjacent porous pavements         Repairs may be needed from cuts of utilities. Repairs can be made using standard (non- porous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.       Stockpilde snow areas on porous pavements is not recommende and will lead to premature clogging.	Pavement vacuuming should occur during spring cleanup following the last snow event to remove accumulated debris, at minimum.			
Power washing can be an effective tool for cleaning clogged areas. This should occur at mid pressure typically less than 500 psi and at an angle of 30 degrees or less.       on         Check for debris accumulating on pavement, especially debris buildup in winter. For loose debris, a power/leaf blower or gutter broom can be used to remove leaves and trash.       on         Check for damage to porous pavements from non-design loads. Damaged areas may be repaired by use of infrared heating and rerolling of pavement. Typical costs may be 2,000/ day for approximately 500 ft of trench.       Frequency         Activity       Frequency         Controlling run-on and debris tracking is key to extending the life of porous surfaces. Erosion and sedimentation control of adjacent areas is crucial. Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.       Whenever vacuuming adjacent porous pavements         Rop on to store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on porous surfaces.       as needed         Stockpiled snow areas on porous pavements will require additional maintenance and vacuuming. Stockpiling on snow on porous pavements is not recommended and will lead to premature clogging.       As needed         Damage can occur to porous pavement from non-design loads. Posting of signage is recommended indicating presence of porous pavement. Signage should display limitation of design loads.       Prequency	Pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.			
Check for debris accumulating on pavement, especially debris buildup in winter.       For loose debris, a power/leaf blower or gutter broom can be used to remove leaves and trash.         Check for damage to porous pavements from non-design loads.       Damaged areas may be repaired by use of infrared heating and rerolling of pavement. Typical costs may be 2,000/ day for approximately 500 It of trench.         Maintenance Activities       Routine preventative cleaning is more effective than corrective teaning.         Activity       Frequency         Controlling run-on and debris tracking is key to extending the life of porous surfaces.       Whenever vacuuming adjacent nor porous aphalt can be effective at minimizing run-on.         Repairs may be needed from cuts of utilities. Repairs can be made using standard (non-porous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.       Stockpiled snow areas on porous pavements will require additional maintenance and vacuuming on store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on porous surfaces.         Stockpiled snow areas on porous pavements will require additional maintenance and vacuuming of store bars, signage, tight turning radius, high curbs, and video surveillance may be required where there is a risk off non-design loads.       As needed         Posting of signage is recommended indicating presence of porous pavement. Signage should display limitation of design load (i.e. pasenger vehicles only, light truck traffic, etc. as per pavement durability rating.)       As needed	Power washing can be an effective tool for cleaning clogged areas. This should occur at mid pressure typically less than 500 psi and at an angle of 30 degrees or less.	on		
Check for damage to porous pavements from non-design loads. Damaged areas may be repaired by use of infrared heating and rerolling of pavement. Typical costs may be 2,000/ day for approximately 500 ft of trench.Second Second Sec	Check for debris accumulating on pavement, especially debris buildup in winter. For loose debris, a power/leaf blower or gutter broom can be used to remove leaves and trash.			
Maintenance Activities Routine preventative cleaning is more effective than corrective cleaning.ActivityFrequencyControlling run-on and debris tracking is key to extending the life of porous surfaces. Erosion and sedimentation control of adjacent areas is crucial. Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.Whenever vacuuming 	Check for damage to porous pavements from non-design loads. Damaged areas may be repaired by use of infrared heating and rerolling of pavement. Typical costs may be 2,000/ day for approximately 500 ft of trench.			
ActivityFrequencyControlling run-on and debris tracking is key to extending the life of porous surfaces. Erosion and sedimentation control of adjacent areas is crucial. Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.Whenever vacuuming adjacent porous pavementsRepairs may be needed from cuts of utilities. Repairs can be made using standard (non- porous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.Image: Construction of the standard asphalt should not exceed to total area.Do not store materials such as sand/salt, mulch, soil, yard waste, and other stock piles 	Maintenance Activities Routine preventative cleaning is more effective than corrective cleaning.			
Controlling run-on and debris tracking is key to extending the life of porous surfaces. Icrosion and sedimentation control of adjacent areas is crucial.Whenever vacuuming adjacent porous pavementsRepairs may be needed from cuts of utilities. Repairs can be made using standard (non- porous) asphalt for most damages. Repairs using standard asphalt should not exceed 	Maintenance Activities Routine preventative cleaning is more effective than corrective	cleaning.		
Repairs may be needed from cuts of utilities. Repairs can be made using standard (non- porous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.Repairs may be needed from cuts of utilities. Repairs can be made using standard (non- porous) asphalt for most damages. Repairs using standard asphalt should not exceed 	Maintenance Activities           Routine preventative cleaning is more effective than corrective           Activity	cleaning. Frequency		
Do not store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on porous surfaces.As neededStockpiled snow areas on porous pavements will require additional maintenance and vacuuming. Stockpiling on snow on porous pavements is not recommended and will lead to premature clogging.As neededDamage can occur to porous pavement from non-design loads. Precautions such as 	Maintenance Activities           Routine preventative cleaning is more effective than corrective           Activity           Controlling run-on and debris tracking is key to extending the life of porous surfaces.           Erosion and sedimentation control of adjacent areas is crucial.           Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.	cleaning. Frequency Whenever vacuuming adjacent porous pavements		
Stockpiled snow areas on porous pavements will require additional maintenance and vacuuming. Stockpiling on snow on porous pavements is not recommended and will lead to premature clogging.As neededDamage can occur to porous pavement from non-design loads. Precautions such as clearance bars, signage, tight turning radius, high curbs, and video surveillance may be required where there is a risk off non-design loads.As neededPosting of signage is recommended indicating presence of porous pavement. Signage should display limitation of design load (i.e. passenger vehicles only, light truck traffic, etc. as per pavement durability rating.)Stockpiled should characterize	Maintenance Activities           Routine preventative cleaning is more effective than corrective           Activity           Controlling run-on and debris tracking is key to extending the life of porous surfaces. Erosion and sedimentation control of adjacent areas is crucial. Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.           Repairs may be needed from cuts of utilities. Repairs can be made using standard (non-porous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.	cleaning. Frequency Whenever vacuuming adjacent porous pavements		
Damage can occur to porous pavement from non-design loads. Precautions such as clearance bars, signage, tight turning radius, high curbs, and video surveillance may be required where there is a risk off non-design loads. Posting of signage is recommended indicating presence of porous pavement. Signage should display limitation of design load (i.e. passenger vehicles only, light truck traffic, etc. as per pavement durability rating.)	Maintenance Activities         Routine preventative cleaning is more effective than corrective         Activity         Controlling run-on and debris tracking is key to extending the life of porous surfaces. Erosion and sedimentation control of adjacent areas is crucial.         Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.         Repairs may be needed from cuts of utilities. Repairs can be made using standard (non-porous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.         Do not store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on porous surfaces.	cleaning. Frequency Whenever vacuuming adjacent porous pavements		
Posting of signage is recommended indicating presence of porous pavement. Signage should display limitation of design load (i.e. passenger vehicles only, light truck traffic, etc. as per pavement durability rating.)	Maintenance Activities         Routine preventative cleaning is more effective than corrective         Activity         Controlling run-on and debris tracking is key to extending the life of porous surfaces. Erosion and sedimentation control of adjacent areas is crucial.         Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.         Repairs may be needed from cuts of utilities. Repairs can be made using standard (non-porous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.         Do not store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on porous surfaces.         Stockpiled snow areas on porous pavements will require additional maintenance and vacuuming. Stockpiling on snow on porous pavements is not recommended and will lead to premature clogging.	cleaning. Frequency Whenever vacuuming adjacent porous pavements As needed		
	Maintenance Activities           Routine preventative cleaning is more effective than corrective           Activity           Controlling run-on and debris tracking is key to extending the life of porous surfaces. Erosion and sedimentation control of adjacent areas is crucial.           Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.           Repairs may be needed from cuts of utilities. Repairs can be made using standard (non-porous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.           Do not store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on porous surfaces.           Stockpiled snow areas on porous pavements will require additional maintenance and vacuuming. Stockpiling on snow on porous pavements is not recommended and will lead to premature clogging.           Damage can occur to porous pavement from non-design loads. Precautions such as clearance bars, signage, tight turning radius, high curbs, and video surveillance may be required where there is a risk off non-design loads.	cleaning. Frequency Whenever vacuuming adjacent porous pavements As needed		

2/2011, University of New Hampshire Stormwater Center

## CHECKLIST FOR INSPECTION OF POROUS PAVEMENTS

Location:	Inspector:		
Date: Time:	Site Conditions:		
Date Since Last Rain Event:			
Inspection Items	Satisfactory (S) or Unsatisfactory (U)		Comments/Corrective Action
1. Salt / Deicing *Note complete winter maintenance guidance is available at UNHSC			
Use salt only for ice management	S	U	
Piles of accumulated salt removed in spring	S	U	
2. Debris Cleanup (2-4 times a year minimum, Spring & Fall)			
Clean porous pavement to remove sediment and organic debris on the pavement surface via vacuum street sweeper.	S	U	
Adjacent non porous pavement vacuumed	S	U	
Clean catch basins (if available)	S	U	
3. Controlling Run-On (2-4 times a year)			
Adjacent vegetated areas show no signs of erosion and run-on to porous pavement	S	U	
4. Outlet / Catch Basin Inspection (if available) (2 times a year, A			
No evidence of blockage	S	U	
Good condition, no need for cleaning/repair	S	U	
5. Poorly Drained Pavement (2-4 times a year)			
Pavement has been pressure washed and vacuumed	S	U	
6. Pavement Condition (2-4 times a year minimum, Spring & Fall)			
No evidence of deterioration	S	U	
No cuts from utilities visible	S	U	
No evidence of improper design load applied	S	U	
7. Signage / Stockpiling (As Needed)			
Proper signage posted indicating usage for traffic load	S	U	
No stockpiling of materials and no seal coating	S	U	

Corrective Action Needed	Due Date
1.	
2.	
3.	

2/2011, University of New Hampshire Stormwater Center