



Lenexa, Kansas, Tries Porous Asphalt on for Size

Workers build a porous asphalt parking lot in an environmentally sensitive area in Lenexa, Kan.

Cities and businesses around the country are showing increasing interest in porous asphalt pavements as an innovative means of addressing stormwater problems created by traditional parking lots. Last year, the National Asphalt Pavement Association hosted a series of porous asphalt pavement seminars that drew more than 500 people to learn more about the technology. The seminars, which will be presented again in 2005, brought together consultants, contractors, public works officials, environmental engi-

neers and land developers to learn about the benefits of porous pavements, how to site them, and how to properly design and maintain them.

In Lenexa, Kan., a rapidly growing Kansas City suburb, city public works officials decided to have a porous parking lot built in an environmentally sensitive area. Although the parking area was for only 15 parking slots, it was situated next to a constructed wetland, a 35-acre lake, and a stream restoration project, all part of the city's new 240-acre Black Hoof Park.

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Porous Asphalt

continued



Coarse stone and "choaker" aggregate used for stone recharge bed.

"The parking lot was part of our 'rain to recreation' program," said Mike Beezhold, Lenexa's watershed manager. "This is the first in the Kansas City metro area, and a number of other cities were watching the project closely before implementing one themselves."

Tom Jacobs, the city's stormwater engineer and project manager of the parking lot and park project, coordinated the collaborative effort to design, excavate and construct the innovative pavement. Tom and his team had the site graded to a constant elevation to form a reservoir that contained the entire design storm. The reservoir was lined with a permeable geotextile fabric and filled with a uniformly graded 2 1/2-inch aggregate which formed the base for the pavement structure. Minimum depth of the aggregate layer was 18 inches. A 2-inch thick choker course of AASHTO 57 aggregate was laid on

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