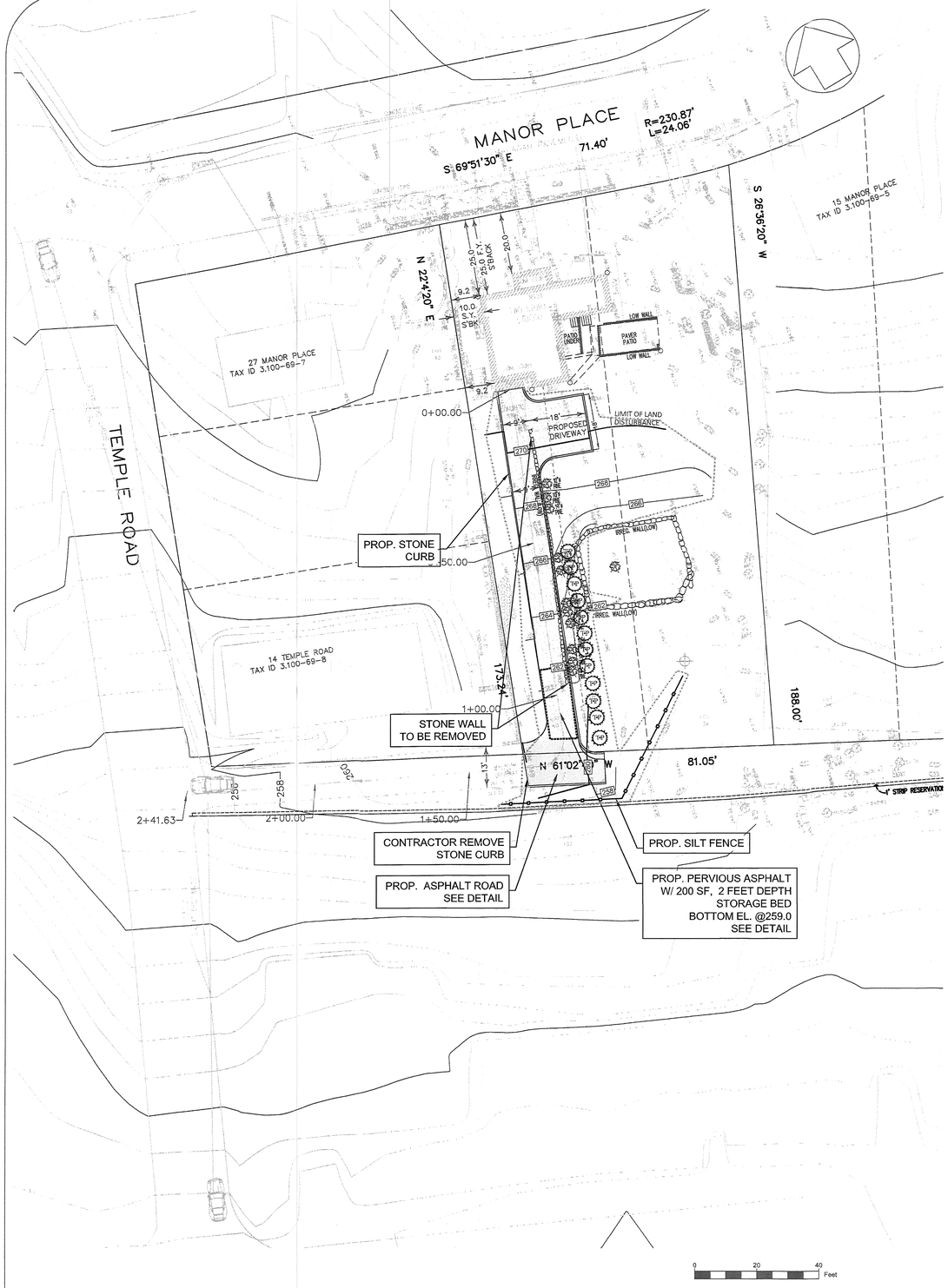
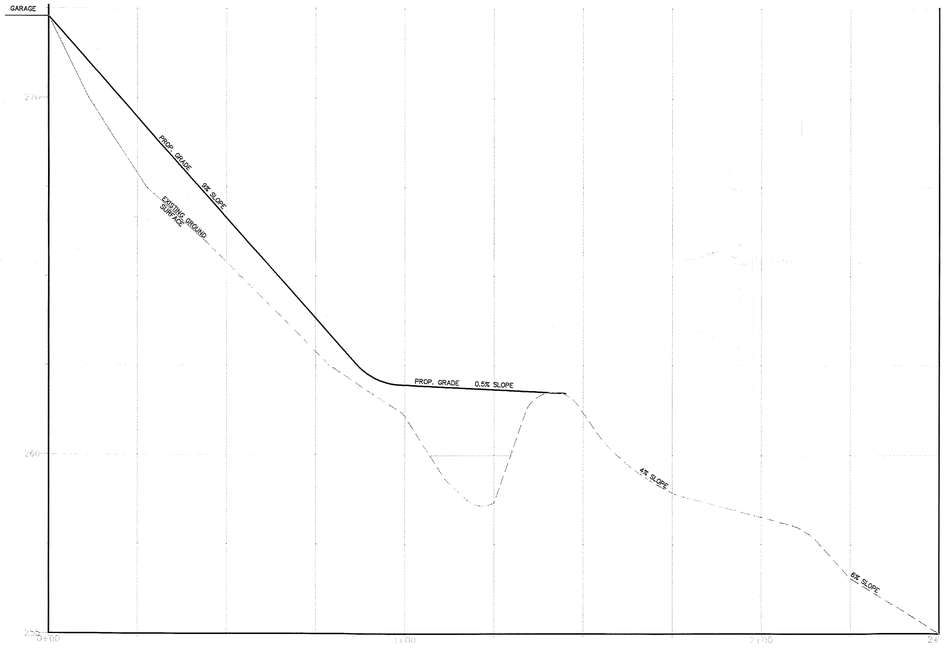


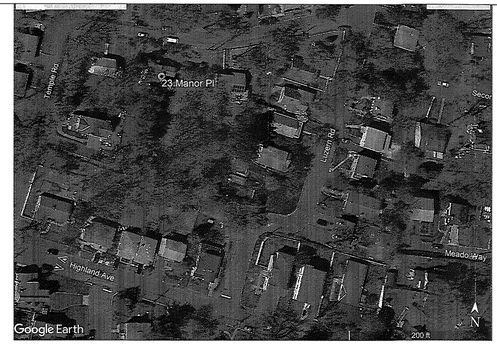
LEGEND

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- 480 — PROPOSED MAJOR CONTOUR
- 478 — PROPOSED MINOR CONTOUR
- 104.2 × — PROPOSED SPOT ELEVATION
- SILT FENCE
- TEST PIT LOCATION
- EXIST. ROOF LEADER DOWNSPOUTS
- LIMIT OF LAND DISTURBANCE
- STORAGE BED
- PERVIOUS ASPHALT
- BITUMINOUS CONCRETE PAVEMENT
- APPROXIMATE LOCATION OF EXISTING WATER SERVICE
- APPROXIMATE LOCATION OF EXISTING SEWER SERVICE



DRIVEWAY PROFILE

SCALE:(H) 1"=20'
(V) 1"=2'



AREAL MAP

1"=100'

RECEIVED
DEC - 9 2019
Village of Dobbs Ferry
Building Department

LANDSCAPE KEY AND SCHEDULE:

12 TREES TO BE REMOVED AND REPLACED WITH EVERGREENS

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TP	12	THUJA PLICATA GREEN GIANT ARBORVITAES		7'-8'

HOLE No.	TOTAL DEPTH	ROCK DEPTH	ROOTS	WATER DEPTH	SOIL DESCRIPTION
1	6'-0"	–	–	–	0–6" TOPSOIL; 2"–72" MED. BROWN LOAM

NOTE:
PERCOLATION RATE 1" IN 26 MINUTES
DEEP HOLE AND PERCOLATION TESTS PERFORMED BY MASTROGIACOMO ENGINEERING PC

ZONING DISTRICT REQUIREMENTS	UNITS	OF–6 ONE FAMILY RESIDENCE		
		ALOWED	EXISTING	PROPOSED
LOT COVERAGE BY IMPERVIOUS SURFACE	%	54	13	22

General Notes

1. PROPERTY SURVEY AND EXISTING UTILITIES SHOWN HEREIN WAS TAKEN FROM THE MAP ENTITLED: SURVEY SHOWING OLD DRIVEWAY LOCATION AT 23 MANOR PLACE, LOCATED AT VILLAGE OF DOBBS FERRY, TOWN OF GREENBURGH, WESTCHESTER COUNTY NEW YORK, MAP PREPARED BY SUMMIT LAND SURVEYING PC IN THE 64 VIRGINIA AVENUE, DOBBS FERRY, NY, LAST UPDATED FEBRUARY 8TH., 2017, MADE BY THE RAKESH R. BEHAL, N.Y. NYS PLS# 050986.
2. TOPOGRAPHICAL INFORMATION, TAKEN FROM WESTCHESTER COUNTY, NY TOPOGRAPHICAL MAPPING AND GIS DATABASE.
3. TOTALAMOUNT OF LAND DISTURBANCE **5,000 S.F., CUT/FILL MATERIAL SHALL NOT BE IMPORTED TO OR EXPORTED FROM THE SITE.**
4. PRIOR TO ANY EXCAVATION ALL UNDERGROUND UTILITIES MUST BE LOCATED, CALL 1-800-962-7962.
5. THE PARTY RESPONSIBLE FOR THE LAND DEVELOPMENT OR REDEVELOPMENT ACTIVITY, OR HIS OR HER REPRESENTATIVE, SHALL AT ALL TIMES PROPERLY OPERATE AND MAINTAIN ALL FACILITIES AND SYSTEMS OF TREATMENT AND CONTROL (AND RELATED APPURTENANCES) WHICH ARE INSTALLED OR USED BY THE APPLICANT OR DEVELOPER TO ACHIEVE COMPLIANCE WITH THE CONDITIONS OF VILLAGE OF DOBBS FERRY CODE.
6. THE LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES AND STRUCTURES WITHIN LIMITS OF CONSTRUCTION SHALL BE VERIFIED BY A CONTRACTOR PRIOR TO CONSTRUCTION.
7. **ROAD OPENING AND USE STANDARDS:** NO PERSON, FIRM OR CORPORATION, IMPROVEMENT DISTRICT OR MUNICIPALITY SHALL CONSTRUCT ANY WORKS IN OR UPON ANY TOWN ROAD OR CONSTRUCT ANY OVERHEAD, SURFACE OR UNDERGROUND CROSSING THEREOF OR CONSTRUCT, MAINTAIN, ALTER OR REPAIR ANY DRAINAGE, SEWER OR WATER PIPE, CONDUIT OR OTHER STRUCTURE THEREUPON OR THEREUNDER WITHOUT FIRST OBTAINING A WRITTEN PERMIT THEREFOR FROM THE SUPERINTENDENT OF HIGHWAYS, THE TOWN OF HARRISON AND ALL USERS OF THE TOWN OF HARRISON SANITARY SEWER SYSTEMS SHALL BE SUBJECT TO ALL APPLICABLE RULES AND REGULATIONS CONTAINED IN LOCAL LAW NO. 12 OF 1985 OF THE LAWS OF WESTCHESTER COUNTY (ORIGINALLY INTRODUCED AS LOCAL LAW NO. 15 OF THE LAWS OF WESTCHESTER COUNTY), WHICH IS A LOCAL LAW ESTABLISHING CRITERIA GOVERNING THE DISCHARGE OF SEWAGE, INDUSTRIAL WASTES OR OTHER WASTES INTO THE TOWN'S SEWER SYSTEM AND ALL SEWERS TRIBUTARY THERETO, PROVIDING FOR THE ESTABLISHMENT AND COLLECTION OF SURCHARGES FOR CERTAIN USES OF SUCH SEWER SYSTEM AND SEWERS AND PRESCRIBING PENALTIES FOR THE VIOLATION THEREOF.
8. **VILLAGE OF DOBBS FERRY NOTES:**
- THE BUILDING INSPECTOR OR VILLAGE ENGINEER MAY REQUIRE ADDITIONAL EROSION CONTROL MEASURES IF DEEMED APPROPRIATE TO MITIGATE UNFORESEEN SILTATION AND EROSION OF DISTURBED SOILS.
- "AS-BUILT" DRAWINGS OF THE SITE IMPROVEMENTS SHALL BE SUBMITTED TO THE VILLAGE ENGINEER FOR REVIEW PRIOR TO OBTAINING CERTIFICATE OF OCCUPANCY.
- "FILL IMPORTED TO THE SITE SHALL BE CERTIFIED IN WRITING BY A NEW YORK LICENSED PROFESSIONAL ENGINEER AS CLEAN, NON-CONTAMINATED FILL SUITABLE FOR THE INTENDED USE."
- "THE RESTORATION WORK FOR THE ROADWAY AND SHOULDER CONSTRUCTION WITHIN THE VILLAGE RIGHT-OF-WAY SHALL BE PERFORMED TO THE SATISFACTION OF THE VILLAGE ENGINEER AND DEPARTMENT OF PUBLIC WORKS.
- BEFORE THE SITE PLANS ARE SIGNED BY THE CHAIRMAN OF THE PLANNING BOARD, THE APPLICANT SHALL BE REQUIRED TO POST A PERFORMANCE BOND OR OTHER TYPE OF ACCEPTABLE MONETARY GUARANTY WHICH SHALL BE IN AN AMOUNT DETERMINED BY THE PLANNING BOARD AND THE VILLAGE ENGINEER IN A FORM SATISFACTORY TO THE VILLAGE ATTORNEY.
- THE APPLICANT SHALL NOTIFY THE VILLAGE BUILDING INSPECTOR AT LEAST 48 HOURS BEFORE ANY OF THE FOLLOWING AS REQUIRED BY THE STORM WATER MANAGEMENT OFFICER:

a. START OF CONSTRUCTION
b. INSTALLATION OF SEDIMENT AND EROSION CONTROL MEASURES
c. COMPLETION OF SITE CLEARING
d. COMPLETION OF ROUGH GRADING
e. INSTALLATION OF STORMWATER MANAGEMENT FACILITIES
f. COMPLETION OF FINAL GRADING
g. CLOSE OF THE CONSTRUCTION SEASON
h. COMPLETION OF FINAL LANDSCAPING."

SITE PREPARATION:
1.KEEP THE SITE CLEAR OF DEBRIS THROUGHOUT THE CONSTRUCTION PERIOD, SECURE MATERIAL AND DEBRIS SO AS TO NOT CAUSE HAZARD OR NUISANCE.
2. BRING DISTURBED AREAS TO FINISHED CONDITION AS SOON AS POSSIBLE AFTER INITIAL DISRUPTION. PROTECT SLOPES INITIALLY WITH MULCH UNTIL PLANTINGS TAKE HOLD.
3. TREES NOT DESIGNATED ON THESE PLANS TO BE REMOVED SHALL NOT BE REMOVED.
4. ALL AREAS DISTURBED, NOT OTHERWISE CALLED OUT IN THESE PLANS FOR A SPECIFIC TREATMENT SHALL BE TREATED WITH 4" OF TOPSOIL AND SEED.
5. EXISTING OVERLAND FLOW PATHS FROM THE NEIGHBORING PROPERTY TO BE MAINTAINED.

SEQUENCING/PHASING OF MAJOR ACTIVITIES:
1. INSTALLING SILT FENCE.
2. CLEARING AND GRUBBING THE SITE.
3. EXCAVATION AND GRADING THE SITE.
5. INSTALLATION OF STORMWATER MANAGEMENT SYSTEM AND PERVIOUS PAVEMENT, ADDITIONAL EROSION CONTROL METHODS AS REQUIRED TO PREVENT SEDIMENTS FROM CONTAMINATING THESE SYSTEMS.
6. SPREADING TOPSOIL, FINE GRADING, SEEDING, AND MULCHING AND ESTABLISHING LAWN IN ALL DISTURBED AREAS.
8. PLANTING, LANDSCAPING.
9. REMOVING TEMPORARY EROSION CONTROL METHODS WHEN CONTRIBUTING DRAINAGE AREAS ARE STABLE.

No.	Revision/Issue	Date

Firm Name and Address

TJ ENGINEERING

117 MAMANASCO RD.
RIDGEFIELD, CT 06877
INFO@T.JENGINEERING.US
TEL# 203-249-5755

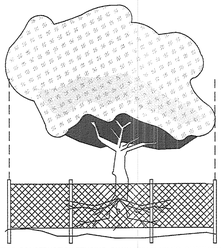
STATE OF NEW YORK · TENUTE JUCAITE · LICENSED PROFESSIONAL ENGINEER · # 090425

Project Name and Address

PROP. DRIVEWAY CONSTRUCTION
23 MANOR PLACE
VILLAGE OF DOBBS FERRY
WESTCHESTER COUNTY, NY 10522

OWNER: JOHN PISA
591 WARBURTON AVE.#295
HASTINGS ON HUDSON, NY 10706

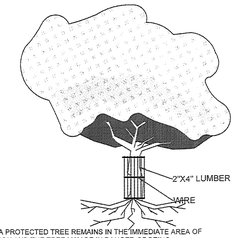
Project	Sheet
191110	1of2
Date: 11.12.19	
Scale: 1"=20'	



NOTES:
ORANGE VINYL CONSTRUCTION FENCING, CHAIN LINK FENCING, SNOW FENCING OR OTHER SIMILAR FENCING AT LEAST FOUR FEET (4') HIGH AND SUPPORTED AT A MAXIMUM OF TEN-FOOT (10') INTERVALS BY APPROVED METHODS SUFFICIENT ENOUGH TO KEEP THE FENCE UPRIGHT AND IN PLACE. THE FENCING SHALL BE OF A HIGHLY VISIBLE MATERIAL, AND SHALL HAVE A TREE PROTECTION SIGN AFFIXED TO THE FENCE EVERY TWENTY (20) FEET IN SUCH A MANNER TO BE CLEARLY VISIBLE TO THE WORKERS ON-SITE.

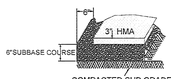
PRIOR TO CONSTRUCTION:
THE CONTRACTOR OR SUBCONTRACTOR SHALL CONSTRUCT AND MAINTAIN, FOR EACH PROTECTED TREE ON A CONSTRUCTION
SITE A PROTECTIVE FENCING WHICH ENCIRCLES THE OUTER LIMITS OF THE CRITICAL ROOT ZONE OF THE TREES TO PROTECT THEM FROM CONSTRUCTION ACTIVITY. ALL PROTECTIVE FENCING SHALL BE IN PLACE PRIOR TO COMMENCEMENT OF ANY SITE WORK AND REMAIN IN PLACE UNTIL ALL EXTERIOR WORK HAS BEEN COMPLETED.

TYP. TREE PROTECTION FENCING
N.T.S.



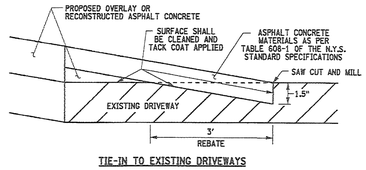
NOTES:
IN SITUATIONS WHERE A PROTECTED TREE REMAINS IN THE IMMEDIATE AREA OF INTENDED CONSTRUCTION AND THE TREE MAY BE IN DANGER OF BEING DAMAGED BY CONSTRUCTION EQUIPMENT OR OTHER ACTIVITY, THE CONTRACTOR SHALL PROTECT THE TREE WITH 2"X4" LUMBER ENCIRCLED WITH WIRE OR OTHER MEANS THAT DO NOT DAMAGE THE TREE. THE INTENT IS TO PROTECT THE TRUNK OF THE TREE AGAINST INCIDENTAL CONTACT BY LARGE CONSTRUCTION EQUIPMENT.

TYP. TREE BARK PROTECTION
N.T.S.



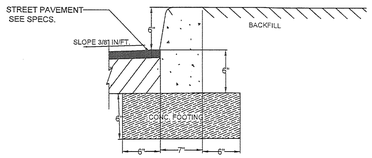
NOTES:
1. HMA - HOT MIX ASPHALT.
2. FOR RESURFACING EXISTING DRIVEWAY: TRUING/LEVELING COURSE AS NECESSARY, HMA-1 ½ INCH.
3. OR RESIDENTIAL DRIVEWAYS, THE MINIMUM PAVING LIMIT SHALL BE 10' FROM THE OUTSIDE EDGE OF TRAVEL LANE OR 2' BEHIND ANY SIDEWALK.

ASPHALT DRIVEWAY
N.T.S.



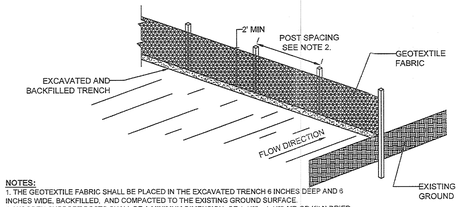
TIE-IN TO EXISTING DRIVEWAYS
FOR ASPHALT CONCRETE
NO SCALE

TIE-IN TO EXISTING DRIVEWAY
FOR ASPHALT CONCRETE
N.T.S.



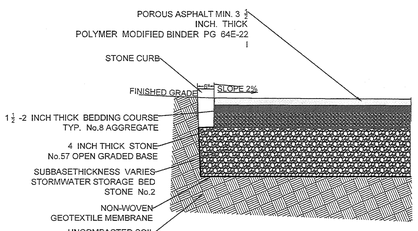
1. SPECIFICATIONS: THE MINIMUM STRENGTH OF THE CONCRETE AFTER 28 DAYS SHALL BE 4,000 POUNDS PER SQUARE INCH
2. BASE COMPACTION UNDER CURB TO BE 98% (ASTM D698).
5. CONTRACTION JOINTS TO BE SAW CUT NO LATER THAN 24 HOURS AFTER THE POUR.

CURB
N.T.S.



NOTES:
1. THE GEOTEXTILE FABRIC SHALL BE PLACED IN THE EXCAVATED TRENCH 6 INCHES DEEP AND 6 INCHES WIDE, BACKFILLED, AND COMPACTED TO THE EXISTING GROUND SURFACE.
2. WOODEN SUPPORT POSTS SHALL BE A MINIMUM DIMENSION OF 1-1/8" x 1-1/8" AIR OR KILN DRIED OF HICKORY OR OAK AND 4 FEET LONG. STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.3 POUNDS PER LINEAL FOOT AND 5 FEET LONG, AND 3 FEET FOR NON-WOVEN FABRIC.
3. THE GEOTEXTILE FABRIC SHALL BE ATTACHED DIRECTLY TO THE UP SLOPE SIDE OF WOODEN POSTS WITH 0.5 INCH STAPLES IN AT LEAST 3 PLACES, OR WITH WOODEN LATH AND NAILS. ATTACHMENT TO STEEL POSTS WILL BE BY WIRE FASTENERS OR 50 POUND PLASTIC TIE STRAPS ON THE UP SIDE.
4. THE GEOTEXTILE FABRIC SHALL CONSIST OF EITHER WOVEN OR NON-WOVEN POLYESTER, POLYPROPYLENE, STABILIZED NYLON, POLYETHYLENE, OR POLYVINYL CHLORIDE. NON-WOVEN FABRIC MAY BE NEEDLE PUNCHED, HEAT BONDED, RESIN BONDED, OR COMBINATIONS THEREOF.

SILT FENCE
N.T.S.



PERVIOUS ASPHALT
N.T.S.

NOTES:

1. **CONSTRUCTION REQUIREMENTS**
- CONSTRUCTION MAY NOT TAKE PLACE DURING RAIN OR SNOW,NOR WHEN THE SUBSOIL IS FROZEN. FROZEN AGGREGATE MATERIALS MAY NOT BE INSTALLED.
- THE PROPOSED AREA OF THE PERVIOUS PAVEMENT SYSTEM MUST BE KEPT FREE FROM SEDIMENT DURING THE ENTIRE CONSTRUCTION PROCESS. CONSTRUCTION MATERIALS CONTAMINATED BY SEDIMENTS MUST BE REMOVED AND REPLACED WITH CLEAN MATERIALS.
- THE LOCATION OF THE PROPOSED PERVIOUS PAVING SYSTEM SHOULD NOT BE USED TO PROVIDE SEDIMENT CONTROL DURING CONSTRUCTION; HOWEVER, WHEN UNAVOIDABLE, THE BOTTOM OF THE SEDIMENT CONTROL BASIN SHOULD BE AT LEAST 2 FEET ABOVE THE FINAL DESIGN ELEVATION OF THE BOTTOM OF THE STORAGE BED IN THE PERVIOUS PAVING SYSTEM.
- THE EXCAVATION TO THE FINAL DESIGN ELEVATION OF THE STORAGE BED MAY ONLY OCCUR AFTER ALL CONSTRUCTION WITHIN ITS DRAINAGE AREA IS COMPLETED AND THE DRAINAGE AREA IS STABILIZED.IF CONSTRUCTION OF THE PERVIOUS PAVING SYSTEM CANNOT BE DELAYED, DURING ALL PHASES OF CONSTRUCTION ALL FLOWS MUST BE DIVERTED AWAY FROM THE PERVIOUS PAVING SYSTEM. THE DIVERSIONS MAY NOT BE REMOVED UNTIL ALL CONSTRUCTION WITHIN THE DRAINAGE AREA IS COMPLETED AND THE AREA IS STABILIZED.
- THE CONTRIBUTING DRAINAGE AREA MUST BE COMPLETELY STABILIZED PRIOR TO PERVIOUS PAVING SYSTEM USE.

2. **COLD WEATHER REQUIREMENTS**
- SNOW AND ICE, ESPECIALLY FROM AREAS TREATED WITH SAND, CINDERS OR DE-ICING MATERIALS,MAY NOT BE STOCKPILED ON A PERVIOUS PAVING SYSTEM.
- A GRADE-SEPARATED AREA MUST BE DESIGNATED ON THE PLAN FOR STOCKPILING SNOW AND ICE SEPARATE FROM THE PERVIOUS PAVING SYSTEM.

3. **PERVIOUS PAVING SYSTEMS WITH UNDERDRAINS**
- FILTER FABRIC IS REQUIRED ALONG THE SIDES AND THE BOTTOM OF THE SYSTEM
- THE STORAGE BED IN THIS TYPE OF SYSTEM CONSISTS OF AN AGGREGATE LAYER AND AN UNDERDRAIN.
- THE AGGREGATE LAYER MUST CONSIST OF CLEAN, WASHED, OPEN-GRADED AASHTO NO. 2 BROKEN STONE.
- WITHIN THE AGGREGATE LAYER, THE NETWORK OF PIPES MUST BE ABLE TO WITHSTAND THE DESIGN LOADS.
- ALL JOINTS MUST BE SECURE AND WATERTIGHT.
- SEPARATION 2' TO THE SEASONAL HIGH WATER TABLE (SHWT)

4. **PERMEABLE ASPHALT**
- THE POROSITY OF THE PERMEABLE ASPHALT SURFACE COURSE MUST BE 15-25%
- THE BINDER USED IN THE SURFACE COURSE MUST BE PERFORMANCE GRADED FOR THE TYPE OF USE; THEREFORE, THE ASPHALT PLANT MUST ALSO BE ADVISED OF THE TYPE OF SURFACE COURSE SPECIFIED IN ORDER TO USE THE CORRECT BINDER FOR THE INSTALLATION. FOR PARKING LOTS, POLYMER MODIFIED BINDER PG 64E-22 MUST BE SPECIFIED.
- THE POROSITY OF ANY PERMEABLE ASPHALT BASE COURSE MUST BE ≥ 25%.
- MINIMUM AIR TEMPERATURE FOR PAVING:50°F.
- INSTALLATION OF PERMEABLE ASPHALT REQUIRES DIFFERENT TEMPERATURE GUIDELINES, AS FOLLOWS, THAN THAT THOSE OF IMPERVIOUS ASPHALT:
  - ** ASPHALT BASE COURSE: 200 -245°F.
  - ** FINISH ROLLING BASE COURSE: 140–150°F.
  - ** ASPHALT SURFACE COURSE: 200 –220 °F AND
  - ** FINISH ROLLING SURFACE COURSE: 110–140°F.
- VEHICULAR USE IS PROHIBITED FOR AT LEAST 48 HOURS ONCE THE PAVEMENT INSTALLATION IS COMPLETE.
- THE MINIMUM CHOKER COURSE THICKNESS IS 1 INCH.
- STORAGE BED AGGREGATE MUST BE CLEAN, WASHED AND OPEN-GRADED AASHTO NO. 2 BROKEN STONE.
- POST-CONSTRUCTION TESTING OF THE PERMEABLE ASPHALT SURFACE COURSE IS REQUIRED AND MUST CONFORM TO THE METHODS OF EITHER ASTM C1701: STANDARD TEST METHOD FOR INFILTRATION RATE OF IN-PLACE PERVIOUS CONCRETE OR ASTM C1781: STANDARD TEST METHOD FOR SURFACE INFILTRATION RATE OF PERMEABLE UNIT PAVEMENT SYSTEMS. AT LEAST THREE LOCATIONS MUST BE USED FOR THE TEST, AND THEY SHOULD BE SPACED EVENLY ACROSS THE PERVIOUS PAVING SYSTEM. FAILURE TO ACHIEVE THE MINIMUM DESIGN INFILTRATION RATE OF THE SURFACE COURSE AT ONE OR MORE LOCATION INDICATES THE SYSTEM CANNOT BE PUT IN SERVICE UNTIL THE SYSTEM IS CORRECTED TO YIELD ALL PASSING VALUES.UNLIKE THE TEST METHODOLOGY OUTLINED IN THE ASTM STANDARDS, THE TEST RESULTS MUST NOT BE AVERAGED. THE MAINTENANCE PLAN MUST INCLUDE A LOG FOR RECORDING EACH LOCATION AND ITS TEST RESULT FOR FUTURE REFERENCE.

GENERAL MAINTENANCE

- FAILURE TO CORRECTLY MAINTAIN A PERVIOUS PAVING SYSTEM WILL SHORTEN ITS LIFESPAN OR RESULT IN SYSTEM FAILURE; THEREFORE, THE MAINTENANCE PLAN MUST ENSURE PROPER TRAINING OF PERSONNEL AND INCLUDE THE SPECIAL EQUIPMENT NECESSARY IN ACCORDANCE WITH THE INDUSTRY'S OR MANUFACTURER'S REQUIREMENTS.
- THE SURFACE COURSE MUST BE INSPECTED, AT LEAST ONCE ANNUALLY, FOR CRACKING, SUBSIDENCE, SPALLING, EROSION, DETERIORATION AND UNWANTED VEGETATION.REMEDIAL MEASURES MUST BE TAKEN AS SOON AS POSSIBLE.HERBICIDES MUST NOT BE APPLIED.
- THE SURFACE COURSE OF A PERVIOUS PAVING SYSTEM MUST BE VACUUM SWEPT, NOT POWER SWEPT, AT LEAST FOUR TIMES PER YEAR. VACUUM SWEEPING MUST BE FOLLOWED BY EITHER AIR BLOWING OR HIGH-PRESSURE POWER WASHING PERFORMED IN ACCORDANCE WITH THE SPECIFICATIONS RECOMMENDED FOR THE PARTICULAR TYPE OF SYSTEM. ALL DISLODGED MATERIAL MUST BE PROMPTLY REMOVED.
- THE FIRST ANNUAL MAINTENANCE MUST BE PERFORMED IN THE SPRING.
- MAINTENANCE MUST ADDITIONALLY BE PERFORMED IN THE AUTUMN, AFTER THE FALLEN LEAVES ARE COLLECTED AND REMOVED.
- EACH SPRING, AFTER THE LAST SNOW OR ICE EVENT, THE INFILTRATION RATE OF THE SURFACE COURSE MUST BE TESTED IN ACCORDANCE WITH THE METHODS OF EITHER ASTM C1701 OR C1781, AS CORRESPONDS TO THE POST-CONSTRUCTION TEST PERFORMED FOR THE SYSTEM. AT LEAST 3 LOCATIONS MUST BE TESTED. ONE OF THE LOCATIONS MUST BE IN AN AREA WHERE SEDIMENT IS MOST LIKELY TO BE DEPOSITED, SUCH AS, BUT NOT LIMITED TO, A PARKING LOT ENTRANCE. THE OTHER TEST LOCATIONS MUST BE EVENLY SPACED ACROSS THE SYSTEM SURFACE. THE LOCATIONS AND RESULTS OBTAINED MUST BE RECORDED IN THE MAINTENANCE PLAN FOR FUTURE REFERENCE AND COMPARED TO THE AS-BUILT TESTING RESULTS AS A METRIC FOR DETERMINING IF A SYSTEM REQUIRES CORRECTIVE ACTION.THE CHART PROVIDED BELOW SHOWS THE APPROXIMATE INFILTRATION RATE BASED UPON THE TIME IT TAKES TO INFILTRATE EITHER 8 OR 40 POUNDS OF WATER SPECIFIED IN THE ABOVE-CITED TESTS.
- THE INFILTRATION RATE, I, IS BASED UPON THE FOLLOWING CALCULATION:

$$I=(K \times M)/(D^2 \times t), \text{ where}$$

K= 126,870 in-lbs
M= water mass,lbs
D= ring diameter = 12 inches
t = time, in seconds

Test Methods Per ASTM C1701 or C1781		
Time to Infiltrate the Specified Amount of Water (seconds)	Approximate Surface Infiltration Rate (inches per hour)	
	M = 8 lbs	*M* = 40 lbs
30	235	1175
60	118	587
100	70.5	352
200	35.2	176
350	20.1	100.7
360	19.6	97.9
380	18.5	92.7
900	7.8	39.2
1760	4.0	20.0
1910	3.7	18.5
3600	2.0	9.8
5400	1.3	6.5
5470	1.3	6.4
6000	1.2	5.9

- TAKE NOTE THAT SHOULD THE TEST BE PERFORMED WITH A DIFFERENT QUANTITY OF WATER, THE VALUES IN THE CHART ABOVE CANNOT BE USED.
- CORRECTIVE ACTION MUST BE IMMEDIATELY TAKEN TO RESTORE THE INFILTRATION CAPACITY OF THE PERVIOUS PAVING SYSTEM UNDER THE FOLLOWING SCENARIOS:□STANDING WATER IS OBSERVED ON THE SURFACE COURSE; OR
- THE TESTING METHODS ABOVE SHOW AN INFILTRATION RATE OF 20INCHES PER HOUR OR LESS FOR A SYSTEM DESIGNED FOR QUANTITY CONTROL OR 6.4 OR LESS FOR A SYSTEM DESIGNED FOR WATER QUALITY CONTROL ONLY.
- IF MUD OR SEDIMENT IS TRACKED ONTO THE SURFACE COURSE, IT MUST BE REMOVED AS SOON AS POSSIBLE. REMOVAL SHOULD TAKE PLACE WHEN ALL RUNOFF HAS DRAINED FROM THE SURFACE COURSE.
- DISPOSAL OF DEBRIS, TRASH, SEDIMENT AND OTHER WASTE MATERIAL MUST BE DONE AT SUITABLE DISPOSAL/RECYCLING SITES AND IN COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL WASTE REGULATIONS.
- UNDER NO CIRCUMSTANCES MAY ANY SEALANTS OR COATINGS BE APPLIED TO PERVIOUS PAVING SYSTEMS, EXCEPT FOR THOSE APPROVED BY THE MANUFACTURER TO IMPROVE SURFACE COURSE RESISTANCE TO DE-ICING CHEMICALS OR REFRESH TRAFFIC STRIPING.
- OVER THE LIFETIME OF THE SURFACE COURSE, NO MORE THAN 10% OF ITS SURFACE AREA MAY BE PATCHED WITH IMPERVIOUS MATERIAL SUCH AS BITUMINOUS ASPHALT OR CONCRETE. ALL PATCHING MUST BE RECORDED IN THE MAINTENANCE MANUAL FOR FUTURE REFERENCE TO PREVENT EXCEEDANCE OF THIS MAXIMUM.

STORAGE BED DRAIN TIME:
THE APPROXIMATE DRAIN TIME FOR THE MAXIMUM DESIGN STORM RUNOFF VOLUME BELOW THE TOP OF THE SURFACE COURSE IS 24 HR.
- IF THE ACTUAL DRAIN TIME IS SIGNIFICANTLY DIFFERENT FROM THE DESIGN DRAIN TIME, THE COMPONENTS AND GROUNDWATER LEVELS MUST BE EVALUATED AND APPROPRIATE MEASURES TAKEN TO RETURN THE PERVIOUS PAVING SYSTEM TO MINIMUM AND MAXIMUM DRAIN TIME REQUIREMENTS.
- IF THE SYSTEM FAILS TO DRAIN THE MAXIMUM DESIGN STORM VOLUME WITHIN 72 HOURS, CORRECTIVE ACTION MUST BE TAKEN.

COLD WEATHER MAINTENANCE:
- CARE MUST BE TAKEN WHEN REMOVING SNOW FROM THE SURFACE COURSE; PERVIOUS PAVING SURFACE COURSES MAY BE DAMAGED BY SNOW PLOWS OR LOADER BUCKETS SET TOO LOW TO THE GROUND OR NOT EQUIPPED WITH A RUBBER BLADE GUARD. SAND, GRIT OR CINDERS MAY NOT BE USED ON SURFACE COURSES FOR SNOW/ICE CONTROL.
- DE-ICING CHEMICALS MAY NOT BE USED ON PERVIOUS CONCRETE LESS THAN ONE YEAR OLD.
- DE-ICERS CONTAINING MAGNESIUM CHLORIDE, CALCIUM MAGNESIUM ACETATE OR POTASSIUM ACETATE MAY NEVER BE USED ON PERVIOUS CONCRETE

General Notes

No.	Revision/Issue	Date
1.	REVISED AS PER ENG. COMMENTS	12.05.19

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Project Name and Address
PROP. DRIVEWAY CONSTRUCTION
23 MANOR PLACE
VILLAGE OF DOBBS FERRY
WESTCHESTER COUNTY, NY 10522

OWNER: JOHN PISA
591 WARBURTON AVE.#295
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Project	Sheet
191110	2of2
Date: 11.12.19	
Scale: 1"=20'	