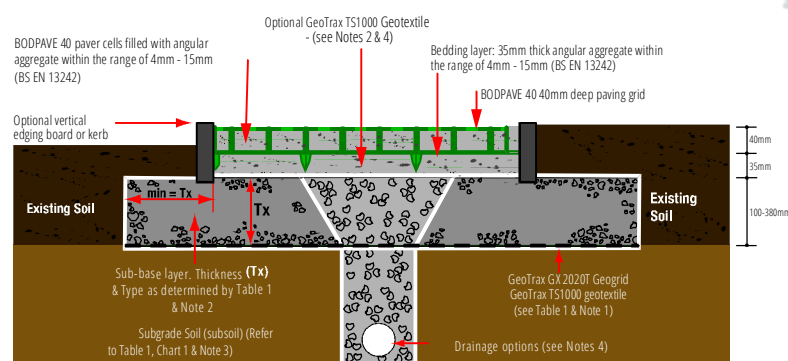


SPECIFICATION, DESIGN & INSTALLATION GUIDANCE For Gravel Surfaces



Typical Construction Profile



Installation method for BODPAVE 40

1. Place paver units with spikes downwards onto the prepared sub-base + bedding layer (see note 2). Edging boards or kerbs are recommended, to aid gravel retention.
2. Connect the pavers using the ground spikes and loops, progressing over the area in rows. Use protective gloves to avoid abrasions.
3. Pavers can be cut using a hand or power saw to fit around obstructions and curves. Cut pieces which are less than half the original size should be avoided where possible.
4. Fill the pavers to the top of the cells with the specified angular decorative aggregate. If required, use a light vibrating plate compactor to consolidate the aggregate into the cells. Top up cells with aggregate as necessary. Fully rounded 'pea gravel' is not recommended.
5. If the area is to be used as horse paddock, it is preferable to cover the area with a 50-100mm thick layer of fine sand/mulch.
6. The surface may be trafficked immediately.

Design notes for BODPAVE 40

1. If the GeoTrax GX 2020T geogrid layer is omitted, then the total sub-base layer thickness (T) must be increased by 50%.
2. A 'DoT Type 1' sub-base may be used, provided that an adequate drainage system is installed (refer to note 4). Alternatively a porous/open-graded (reduced fines) sub-base layer may be specified, e.g. as part of a Sustainable Urban Drainage System (SUDS) application. If a 'reduced fines' sub-base layer is specified, this must be covered with a layer of GeoTrax TS1000 geotextile to avoid fine particles entering the sub-base layer. Do not use sand for the paver bedding layer.
3. Specific advice on ground conditions, CBR% and construction over ground with a CBR less than 1% is available from TERRAM. CBR% = California Bearing Ratio, a measurement of subgrade soil strength.
4. Typical drainage details; 100mm diameter perforated pipe drain laid at minimum gradient 1:100, bedded on gravel in trench backfilled with 'DoT Type A' drainage aggregate, covered or wrapped with a GeoTrax TS1000.
5. Maximum advised gradient for traffic applications is 12% (1:8) 7°. Pegging may be required. Specific advice for the use of BODPAVE 40 on slopes can be obtained from TERRAM.
6. BODPAVE 40 complies with BS8300:2001 - "Design of buildings and their approaches to meet the needs of disabled people" - Code of Practice. (ISBN 0580384381).

Specific advice on the use of BODPAVE 40 on steep slopes, drainage suitability and Sustainable Urban Drainage Systems (SuDS) applications, can be obtained from TERRAM.

Table 1: Sub-Base Guidance

The following table is for general guidance only. Please contact us for scheme specific advice.

APPLICATION/LOAD	CBR % OF SUBGRADE	SUB-BASE THICKNESS	GEOTEXTILE (A)	GEOGRID (B)
LIGHT DUTY (CARS)	OVER 6 %	150 mm	TS1000	
	4 - 6 %	200 mm	TS1000	
	2 - 4 %	230 mm	TS1000	GX20/20
	1 - 2 %	350 mm	TS1000	GX20/20
	BELOW 1 %	CONTACT US		
MEDIUM DUTY (7.5T)	OVER 6 %	150 mm	TS1000	
	4 - 6 %	200 mm	TS1000	GX20/20
	2 - 4 %	300 mm	TS1000	GX30/30
	1 - 2 %	430 mm	TS1000	GX30/30
	BELOW 1 %	CONTACT US		
HEAVY DUTY (HGV)	OVER 6 %	230 mm	TS1000	GX20/20
	4 - 6 %	310 mm	TS1000	GX30/30
	2 - 4 %	470 mm	TS1000	GX30/30
	1 - 2 %	CONTACT US		
	BELOW 1 %	CONTACT US		

Table 2: Paving Grid Specification

DESCRIPTION	DATA
Product	BODPAVE 40
Material	Rigid 100% recycled polyethylene
Colour	Black & Green
Paver dimensions	500mm x 500mm x 40mm
Paver size laid	500mm x 500mm (4 grids per m ²)
Nominal cell size	60mm Octagonal
Cell wall thickness	2.7mm - 3.2mm
Weight	1.2kg/paver - (4.8kg/m ²)
Load bearing capacity	150 tonnes/m ² (Crush resistance)
Central base support	25mm long pegs on underside (4 per paver)
Open cell %	Top 95% / Base 75%
Connection type	Spike and loop edge connection
Chemical resistance	Excellent
UV resistance	High
Toxicity	Non Toxic

This field guide is provided as an aid to assessing the mechanical stabilisation requirements in commonly encountered site conditions. TERRAM/ accepts no responsibility for any loss or damage resulting from the use of this guide.

★ Regular tight turning of vehicles and "dry" steering may cause damage to the units and/or displace gravel infill; vehicle manoeuvring should be carefully considered at specification/design stage. Gravel filled units may require some maintenance when subjected to regular channelised and turning traffic loadings.

- Please note that some colour/shade variations may occur in recycled HDPE, but these will be minimised as much as is possible in the manufacturing process.
- In addition, virgin polymer may be used to manufacture green pavers when recycled green HDPE is in short supply

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For more information, contact us
today or visit our website:

www.groundtrax.com

GROUNDTRAX
Ground Protection and Reinforcement
Telephone: 03456 800008 | Fax: 03456 800208
E-Mail: info@groundtrax.com | Website: www.groundtrax.com