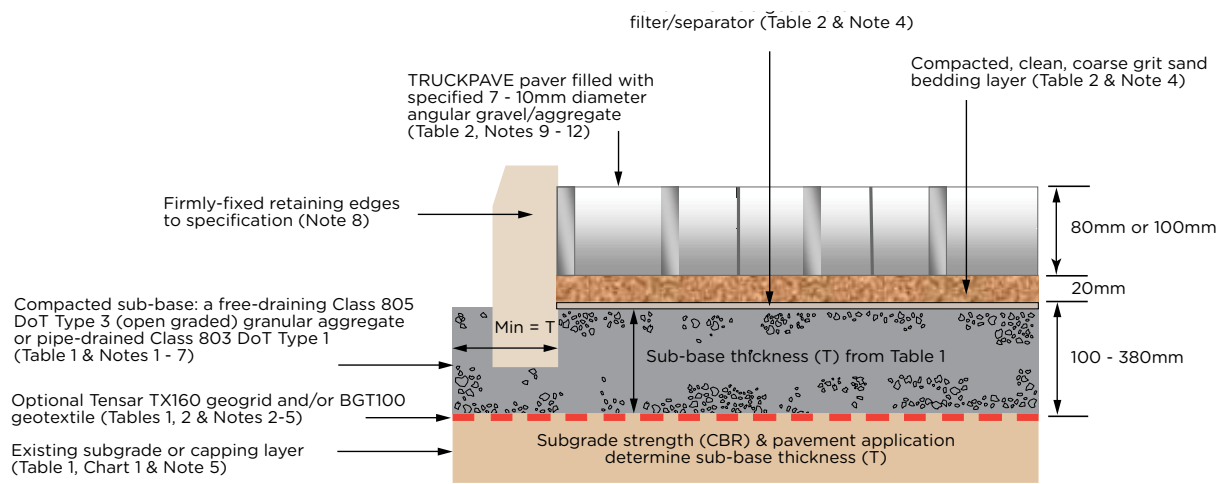
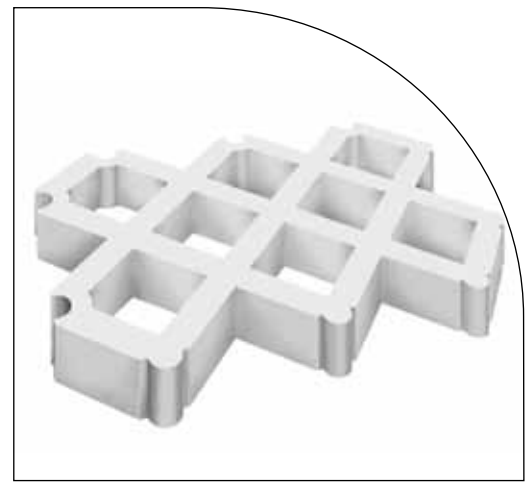


TRUCKPAVE heavy-duty porous plastic pavers

GRAVEL SURFACES Design & installation guidance



Typical construction profile for a gravel surface

Installation method for gravel surfaces

1. Having set-out the site, install the specified geotextile, geogrid, sub-base type and layer thickness and any drainage according to the proposed application and site sub-grade soil conditions.
2. Securely install and fix the edge retention as appropriate and according to specification: concrete, steel or plastic kerbs, heavy duty timber or pinned railway sleepers.
3. Install the BGT100 geotextile filter/separator layer flat onto sub-base surface, overlapping joints by minimum 150mm.
4. Install a uniform, level & well compacted 20mm thick bedding layer of coarse grit sand to achieve required reduced levels to accommodate the TRUCKPAVE 80 or 100 as is specified. Do not exceed recommended bedding layer thickness.
5. Place the paving blocks: Wherever possible start laying from a right angled corner and progress uniformly across the site in rows. The blocks can be installed in a width or lengthwise orientation and cross-bonded if required or appropriate to fit the site. When installing the interlocking type blocks (80mm thick) ensure that the male/female connectors are fully located together. Use protective gloves to avoid abrasions.
6. Pavers can be cut to fit around obstructions & curves using a hand or power saw. Wherever possible avoid using small cut-pieces less than one-third original size.
7. When installed, fill the paver cells loosely with the specified angular gravel/aggregate (i.e. with in range: 7-10mm diameter) to finished levels. A single pass with a light vibrating plate machine or roller may be used to firmly bed the pavers and settle the fill. Top-up the cells with aggregate as required after settlement. It is preferable not to overfill the cells with aggregate. The use of rounded pea gravel/shingle is not recommended. The surface may be trafficked by slow moving plant during the cell-filling process, but care must be taken not to displace the open-celled grids with heavy treaded or tracked machinery during this operation.
8. The surface may be trafficked immediately after the cells are filled.

Design notes – refer to section drawing

- Note 1 A free-draining Class 805 DoT Type 3 (open-graded) reduced-fines sub-base is preferred, especially where a SUDS (Sustainable Urban Drainage System) is proposed. A low-permeability Class 803 DoT Type 1 may be considered, but an adequate and functioning drainage system MUST be installed within this sub-base variation. To prevent collapse of the construction profile edges when trafficked, the sub-base profile must extend beyond the edge-line of the pavement layer by a minimum equivalent length (mm) to that of the specified sub-base thickness (mm) (T).
- Note 2 If a Tensar TriAx TX160 geogrid layer is omitted from the specification, the total granular sub-base (GSB) layer thickness (T) must be increased by minimum 50%. The use of alternative geogrids will influence the required sub-base layer thickness according to manufacturer's recommendations.
- Note 3 Use of TX160 grid. If construction traffic axle loads will be greater than 60kN (approx' 6t), minimum sub-base thickness over TX160 geogrid shall be 150mm. Maximum sub-base particle size should match minimum sub-base thickness but must not exceed 75mm diameter. For sub-base thicknesses of around 100mm, a minimum 37.5mm particle size should be adopted to allow effective installation of a TX160 grid.
- Note 4 Where the preferred DoT Type 3 (open-graded) sub-base is specified, the geotextile separator (i.e. BGT100) MUST ALWAYS be installed over the sub-base to avoid the 20mm sand bedding layer leaching away. The sand bedding must be a clean, coarse-grained sand free from silts & clays: it must NOT be soft building sand or *silver sand*.
- Note 5 Specific advice on soil CBR% strength, ground conditions, capping-layers & construction over weak ground with a CBR less than 1% is available from Fiberweb Geosynthetics Ltd. N.B. CBR% = California Bearing Ratio, a measurement of subgrade soil strength.
- Note 6 Where a low-permeability DoT Type 1 sub-base is specified, sub-surface drainage MUST be provided, typically consisting: 100mm diameter perforated-pipe drains leading to a suitable outfall or soakaway and laid at minimum gradient 1:100, pipes bedded on clean gravel in trench backfilled with DoT Type 'A' drainage aggregate. Drainage trenches must interface cleanly with the bedding layer profile and be covered or fully wrapped with a geotextile filter (i.e. BGT100). Drains installed down centre or one edge of areas up to maximum 5m wide. Larger areas may require additional main and lateral drains at 5m - 10m centres. Drainage design to be determined by the specifier based on known site criteria.
- Note 7 Drainage outfall detail for a Sustainable Urban Drainage System (SUDS) application employing DoT Type 3 (open graded) reduced-fines sub-base will vary according to each site, but generally allows for water attenuation within the construction profile and/or infiltration to the subgrade by omitting extensive trench & pipe systems within the sub-base layer. An additional layer of BGT100 Geotextile may be specified at the base of the construction to provide additional biological filtration &/or separation of the construction profile from a weak subgrade.
- Note 8 The use of edge restraints is required. These heavy-duty concrete, steel or plastic kerbs, timber edging or railway sleepers must be strong and firmly fixed.
- Note 9 The gravel/aggregate paver fill should be clean, hard, free-draining, angular material within the specified particle size range (advisory 7-10mm). NOT rounded pea shingle.
- Note 10 Maximum advised gradient for traffic applications: 8% (1:12) 7°.
- Note 11 Where TRUCKPAVE pavers with textured anti-skid surface are being installed, care must be taken to avoid damage to the textured surface with tracked machines.
- Note 12 TRUCKPAVE pavers comply with BS8300:2009 - *Design of buildings and their approaches to meet the needs of disabled people* - Code of Practice. (ISBN 978 0 580 57419) & Building Regulations Document 'M' section 6.

*Specific advice on the use of TRUCKPAVE pavers on steep slopes, drainage suitability and Sustainable Urban Drainage Systems (SUDS) applications, can be obtained from Fiberweb Geosynthetics Ltd.
TRUCKPAVE pavers are intended for use in low-speed traffic applications only.*

Table 1: Typical sub-base thickness (T) requirements – refer to construction profile drawing

Application/Load	CBR (%) subgrade strength	DoT sub-base minimum thickness (T) mm [see Notes 1-7]		Tensar geogrid type [see Notes 2 & 3]
		incl geogrid	excl geogrid	
Fire trucks, coaches & HGV access	>6	100	150	TX160
	= 4 & < 6	120	180	TX160
	= 2 & < 4	190	285	TX160
	= 1 & < 2	380	570	TX160
Light vehicle access and overspill car parking	>6	100	150	TX160
	= 4 & < 6	100	150	TX160
	= 2 & < 4	135	200	TX160
	= 1 & < 2	260	390	TX160

Supplementary information

Bedding layer	20mm thick, clean, coarse grit sand (see Note 4)
Paver fill (seed bed)	7 - 10mm diameter, clean hard, free-draining, angular aggregate or gravel (see Note 9)
Sub-base type	Class 805 DoT Type 3 (open graded) (see Table 1 & Notes 1-7)
Sub-base reinforcement	Tensar TriAx™ TX160 geogrid (see Table 1 & Notes 2, 3). Specification on request
Geotextile filter/separator layer(s)	Terram BGT100 - 125g/m ² , tensile strength 8kN/m (see Notes 4-7)

Chart 1: Field guidance for estimating sub-grade strengths

Consistency	Indicator			Strength	
	Tactile (feel)	Visual (observation)	Mechanical (test) SRT	CBR (%)	CU (kN/sqm)
Very Soft	Hand sample squeezes through fingers	Man standing will sink >75mm	<2	<1	<25
Soft	Easily moulded by finger pressure	Man walking sinks 50-70mm	2-4	Around 1	Around 25
Medium	Moulded by moderate finger pressure	Man walking sinks 25mm	4-8	1-2	25-40
Firm	Moulded by strong finger pressure	Utility truck ruts 10-25mm	8-15	2-4	40-75
Stiff	Cannot be moulded but can be indented by thumb	Loaded construction vehicle ruts by 25mm	15-30	4-6	75-100

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

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