

Netpave 50 'Rapid Install' Method

The Netlon 'Rapid Install' method of installation for Netpave 50 is suitable for pedestrian and light vehicle application where firm ground conditions already exist. It is particularly useful where there are budget limitations or restrictions on excavation due to conservation or archeological issues.

Benefits:

- Minimal excavation and site preparation
- Reduced installation costs
- Reduced import and disposal of materials
- Rapid establishment and usage of site
- Compliant with current procedures for Sustainable Urban Drainage Systems (SUDS)

Applications

- Pedestrian access
- Light vehicle access routes and parking
- Cycle routes
- Golf buggy paths and Tow paths
- Caravan and Leisure site access routes
- Wheelchair access
- Light aircraft parking

Site suitability

- Where ground conditions are firm or where a hardcore base already exists. (CBR > 7%)
- Where trafficking is irregular or occasional
- Where loads will not be greater than cars and light vans



NETLON[®]

TURF SYSTEMS

Netpave[®] 50

Netpave 50 'Rapid Install' Method (continued)

Installation

After confirming that the ground conditions are suitable for this type of 'reduced dig' application, the following method of installation should be followed.

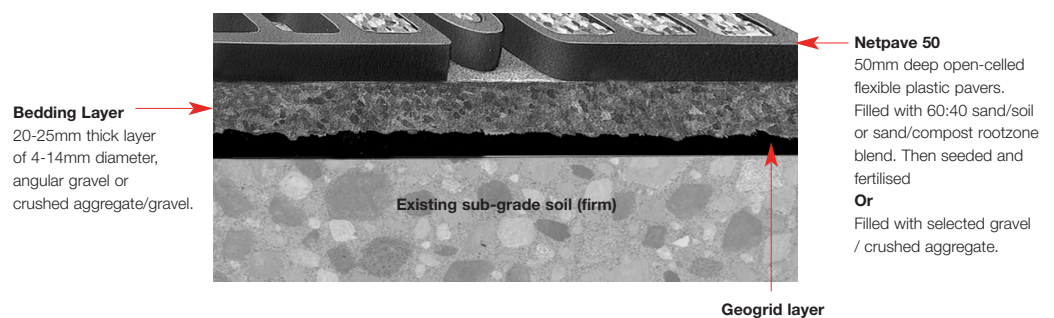
For a Grassed finish

1. Where required, remove the turf layer and topsoil to a depth of <75mm and dispose of all debris.
2. Level the formation layer and lightly consolidate. Install edge retaining boards or kerbs as required.
3. Place a layer of geogrid on the formation layer and ensure that it is flat to the surface.
4. Place a 25mm thick layer of 6-10mm diameter gravel or crushed aggregate evenly over the geogrid. The geogrid must not be allowed to become exposed above the gravel layer.
5. Place the Netpave 50 pavers onto the gravel layer. For ease of installation, ensure that the T shaped connection lugs are always facing the leading edge when laying. No pegging is required.
6. Connect the pavers using the lugs and slots, progressing over the area in rows. Use protective gloves to avoid abrasions.
7. Pavers can be cut, using a hand or power saw, to fit around obstructions and contours. Pieces which are less than half the original size, should not be used.
8. Firm the pavers in place, using a light vibrating whacker plate if required.
9. Fill the pavers to within 7-10mm of the top of the cells with a free-draining sand:soil or sand:compost (60:40) proprietary rootzone blend. A light vibratory plate can be used to settle the rootzone infill if required. Do not fill paver cells to the top, or overfill.
10. Apply the selected seed mix and an appropriate fertiliser. Thin cut turf can be rolled into the surface if required.
11. The surface may be trafficked immediately, but it is preferable to allow the grass to establish prior to use.

For a Gravel finish

After confirming that the ground conditions are suitable for this type of 'reduced dig' application, the following method of installation should be followed.

1. Follow steps 1-8 above, then:
2. Fill the pavers with the specified gravel or crushed aggregate. Preferably a clean, well graded angular material within the range of 4-14mm diameter. Fully rounded 'pea gravel' is not recommended.
3. Consolidate the surface using a light vibratory whacker plate if required.
4. Refill any localised low areas with gravel and repeat consolidation until satisfied with final compacted finish.
5. The surface can be trafficked immediately.



Note: The need for placement of an imported sub-base over the existing soil, and the required thickness of that sub-base material shall be determined by the strength and condition of the existing ground, the extent of allowable excavation and also in consideration of the traffic loadings to be applied at the surface. Standard sub-base design thicknesses for access routes may then apply. Certain ground conditions may require placement of a drainage system within the design.

Ref: Application suggestion criteria within this literature are based upon results collated from research & in-situ trials carried out on Netlon Netpave 50 at Transport Research Laboratories (TRL) Crowthorne, England in May 2001.

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