**BODPAVE®85 Porous Pavers Installation Method**

1. Install edge retention as specified: Either tanalised timber boards, concrete, steel or plastic curbs as appropriate.
2. Ensure that the gravel/aggregate bedding layer is the correct & uniform thickness, is level & well consolidated.
3. Place the paver units: With the 2 sets of edge loop connectors facing in directions of laying, place BODPAVE®85 firmly onto the surface so that its ground spikes are pressed fully into the bedding and the base of the paver cells sit flat on the bedding layer surface. Connect adjacent pavers together by slotting the edge cell connectors down into the edge loops (LOOPS ALWAYS LEAD) & progress over the area in rows. Pavers are locked in place by snap-fit clips. If paver separation is required, clips can be dislocated using careful, firm hand or screwdriver pressure or by gently twisting the paver joints. Use protective gloves to avoid abrasions.
4. Pavers can be offset by 1 cell increments or cut to fit around obstructions & curves using a hand or power saw. The use of cut-pieces which do not have integral snap-fit connectors should be avoided wherever possible.
5. Fill pavers with specified angular decorative gravel/aggregate to finished levels. A light plate compactor may be used to consolidate the pavers and settle the fill. Top up the cells as required after settlement. It is preferable not to overfill the cells. The use of ‘rounded pea gravel’ is not recommended.
6. If the area is to be used for horses, it may be preferable to cover the surface with 2” – 4” of a fine sand or bark mulch.
7. The surface may be trafficked immediately.

**Design Notes**

- **Note 1:** A class 5 road sub-base may be used provided that installation has adequate drainage. Alternatively, a permeable/open-graded(reduced fines) sub-base layer (i.e reduced fines class 7) may be specified, e.g. as part of a LID/NPDES system for stormwater control.
- **Note 2:** Advised separation layer of TYPAR Geotextile 3401 to be installed between sub-base and bedding layer.
- **Note 3:** If construction traffic axle loads will be greater than (approx 6.5 Tons), minimum sub-base thickness shall be 6”. Maximum sub-base particle size should match minimum sub-base thickness but not exceed 3” diameter.
- **Note 4:** A geogrid may be used below sub-base layer to provide additional strength or reduce sub-base depth. Contact TYPAR Technical Sales for assistance.
- **Note 5:** Specific advice on CBR% strengths, ground conditions and construction over weak ground with a CBR less than 1% is available from TYPAR Geosynthetics Technical Sales. CBR% = California Bearing Ratio, a measurement of subgrade soil strength.
- **Note 6:** Where an open-graded ‘reduced fines’ sub-base is specified for LID/NPDES applications, the sub-base should be wrapped with TYPAR geotextile fabric to avoid the bedding layer or sub-grade soils from leaching into the sub-base.
- **Note 7:** Optional drainage may be required under impermeable soil conditions. Contact TYPAR Technical Sales for assistance.
- **Note 8:** Drainage for a LID/NPDES application will vary according to the site but generally omits the requirement for extensive pipe and trench drainage systems with an open-graded sub-base layer.
- **Note 9:** The selected gravel fill & bedding should be clean, free-draining, angular shaped material in the specified size range.
- **Note 10:** Maximum advised gradient for traffic applications: 12% (1:8) 7°. Bodpave®85 has specific pegging points if required for steep slope applications. Pegging is not necessary for standard access route applications.

Specific advice on the use of BODPAVE®85 on steep slopes, drainage suitability and LID/NPDES systems for water drainage applications, can be obtained from Fiberweb Inc.
Installation Guide  For Gravel Surfaces

Typical Construction Profile

- **Separation layer:** TYPAR 3401 Geotextile fabric (Note 2, 6)
- **Stabilization:** Optional geogrid (Not 4)
- **Vertical edging board or curb**
- **Existing Soil**
- **Existing Soil**
- **Sub-base layer:** Thickness (T) & Type as determined by Table 1
- **Subgrade Soil (subsoil)** (Refer to Table 1, Chart 1)
- **Bedding layer:** 1.4" - 2" thick angular aggregate within the range of 0.25 - 0.8"

Table 1: Typical Sub-base Thickness (Tx) Requirements

<table>
<thead>
<tr>
<th>Application/Load</th>
<th>CBR (%) Strength of Subgrade Soil (see chart 1)</th>
<th>DOT Sub-Base Thickness (mm &amp; inches)</th>
<th>TYPAR Geotextile (see Notes 1-3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Trucks, Coaches and occasional HGV access</td>
<td>&gt; 6 = 4x6 = 2x4 = 1x2</td>
<td>100mm 120mm 190mm 380mm</td>
<td>3601 3601 3601 3601</td>
</tr>
<tr>
<td>Light vehicle access and overspill car parking</td>
<td>&gt; 6 = 4x6 = 2x4 = 1x2</td>
<td>100mm 100mm 135mm 260mm</td>
<td>3401 3401 3401 3401</td>
</tr>
</tbody>
</table>

Table 2: Materials Specification

- **Bedding Layer:** 1.4" - 2" thick of 0.2" - 0.8" clean, angular aggregate
- **Paver Fill:** Flush with top of cells using 0.2" - 0.8" clean, angular aggregate
- **Sub-base type:** Class 5 road base or a modified permeable reduced fines class 7 sub-base (Table 1 & Notes 1-5)
- **Sub-base reinforcement:** TYPAR Geotextile (Table 1 & Notes 1-4 & 7) Specification upon request

Chart 1: Field guidance for estimating sub-grade strengths

<table>
<thead>
<tr>
<th>Consistency</th>
<th>Tactile (feel)</th>
<th>Visual</th>
<th>Mechanical (test)</th>
<th>CBR %</th>
<th>CU kN/sq m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Soft</td>
<td>Hand sample squeezes through fingers</td>
<td>Man standing will sink &gt; 3&quot;</td>
<td>&lt;2</td>
<td>&lt;1</td>
<td>&lt; 25</td>
</tr>
<tr>
<td>Soft</td>
<td>Easily moulded by finger pressure</td>
<td>Man walking sinks 2&quot; - 3&quot;</td>
<td>2-4</td>
<td>Around 1</td>
<td>Around 25</td>
</tr>
<tr>
<td>Medium</td>
<td>Moulded by moderate finger pressure</td>
<td>Man walking sinks 1&quot;</td>
<td>4-8</td>
<td>1-2</td>
<td>25-40</td>
</tr>
<tr>
<td>Firm</td>
<td>Moulded by strong finger pressure</td>
<td>Utility truck ruts 0.5&quot; - 1&quot;</td>
<td>8-15</td>
<td>2-4</td>
<td>40-75</td>
</tr>
<tr>
<td>Stiff</td>
<td>Cannot be moulded but can be indented by thumb</td>
<td>Loaded construction vehicle ruts by 1&quot;</td>
<td>15-30</td>
<td>4-6</td>
<td>75-150</td>
</tr>
</tbody>
</table>

Please note that the information above is given as a guide only. All sizes and weights are nominal figures and may vary to what is published. Fiberweb Inc., cannot be liable for damage caused by incorrect installation of this product. Final determination of the suitability of any information or material for the use contemplated and the manner of its use is the sole responsibility of the user and the user must assume all risk and responsibility in connection therewith.

Fiberweb Minneapolis
1611 County Road B West #102
Roseville, MN 55113 | USA
Tel: +1 651 330 2920
e-mail: geosales@fiberweb.com | www.typargeosynthetics.com

Fiberweb Minneapolis
1611 County Road B West #102
Roseville, MN 55113 | USA
Tel: +1 651 330 2920
e-mail: geosales@fiberweb.com | www.typargeosynthetics.com.com