TRUEGRID – Maintenance Guide

TRUEGRID typically requires very little maintenance. Most silt and sediment will decay and pass naturally through the system as tested and documented in the Brattebo and Booth 2003 study[1]. Here are some maintenance suggestions to ensure high permeability for the life of your TRUEGRID site.

Leaves & Garbage:
Excessive leaves and/or garbage should be raked, or air blown being careful not to remove the gravel. Small organic particles will decay naturally and pass through the system.

Sediment:
TRUEGRID may be hosed down with water or carefully power washed to move excess sediment through the system. Care should be taken to not wash gravel out during this process.
TRUEGRID is a modular system. If needed, any area can be pulled up and infill or base material can be replaced. The same TRUEGRID can then be reused.

Snowplowing:
TRUEGRID can be plowed using standard truck-mounted snowplow blades with small riser skids on the corners of the blades to keep the bottom of the blade off the surface of the grid by roughly 1".

Tree or plants watering:
Adjacent trees or plants next to or part of the TRUEGRID site can be watered directly through the permeable TRUEGRID system either manually or with irrigation. TRUEGRID paving helps protect the tree roots from damage from heavy vehicles and traffic.

Grass Infill

TRUEGRID grass infill applications should be treated the same as regular grass maintenance.
Water and feed grass, as needed. Mow grass appropriately. Apply seed to bare spots, as needed.
Aerate grass, as needed.

[1]Long-term stormwater quantity and quality performance of
permeable pavement systems
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Received 10 October 2002; received in revised form 20 June 2003; accepted 1 July 2003

Abstract
This study examined the long-term effectiveness of permeable pavement as an alternative to traditional impervious asphalt pavement in a parking area. Four commercially available permeable pavement systems were evaluated after 6 years of daily parking usage for structural durability, ability to infiltrate precipitation, and impacts on infiltrate water quality. All four permeable pavement systems showed no major signs of wear. Virtually all rainwater infiltrated through the permeable pavements, with almost no surface runoff. The infiltrated water had significantly lower levels of copper and zinc than the direct surface runoff from the asphalt area. Motor oil was detected in 89% of samples from the asphalt runoff but not in any water sample infiltrated through the permeable pavement. Neither lead nor diesel fuel were detected in any sample. Infiltrate measured 5 years earlier displayed significantly higher concentrations of zinc and significantly lower concentrations of copper and lead.

TRUEGRID Pavers: 2500 Summer St., # 3225, Houston, TX 77007