

Terracrete protects against road erosion

The Teal and Trout country estate is situated in the highlands between Dullstroom and Machadadorp which falls within the Montane Grassland Biome and represents part of the water sponge for this part of South Africa. A stream that carries no less than 5 million liters of fresh water per day through secluded valleys with 18 dams and six stone weirs, supports a wide biodiversity in fauna and flora, free of invasive plant species. With many kilometers of access and service roads in place, there arose a need to protect vulnerable road sections against soil erosion. The system of producing Terracrete hard-lawn blocks on-site with inexpensive plastic moulds was chosen for the following reasons:

- Low machinery and equipment input.
- Produced on-site by local labour as and when required.
- Easy installation by local labour.
- Attractive patterns and adaptable to many site conditions.

In the words of the developer, "We have found this form of road stabilization to be indispensable in wet rainy weather. It completely halts erosion and also looks very neat. Much more pleasing than soil or gravel roads, which are so prone to soil erosion. Traction for vehicles is enhanced considerably as well."

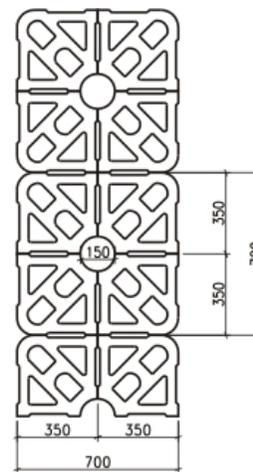
Without a doubt, installing these preventative measures cost more than soil or gravel roads, but long term, the savings in maintenance costs will recover those expenses.

More on Terracrete

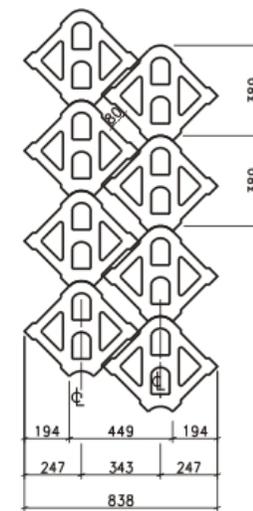
Terracrete is a versatile eco-surface hardlawn paving block, introduced to the market by Terraforce in 2002. The units can be laid in different patterns and may be used with or without ground anchors for the lining of riverbanks and other areas subjects to soil erosion.

The paving of grassed roads and parking areas, as well as the stabilising of steep embankments such as bridge abutments can be undertaken with these versatile blocks.

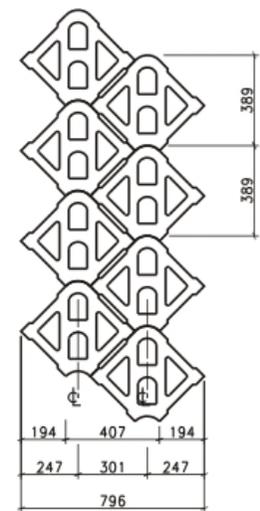
Designed with sufficient strength and adequate stiffness to accommodate (with suitable sub-base construction and in combination with ground anchors) vehicular traffic and the substantial uplifting forces caused by high water velocities.



± 11450 BLOCKS PER 2 TRACK KM.



± 10400 BLOCKS PER 2 TRACK KM.



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VARIATIONS OF SINGLE WHEELTRACKS

ALL DIMENSIONS APPROXIMATE

