

Specification

Heavy Vehicular - permeable base (SuDS Compliant)

(up to approximately 7.5 tonne gross vehicle weight or similar weight vehicle)

Fully permeable build up above membrane

An aggregate size of **3mm** requires a standard depth of **18mm**
An aggregate size of **6mm** requires a standard depth of **20mm**
An aggregate size of **10mm** requires a standard depth of **30mm**
Fine grit is lightly cast onto an uncured surface

Sub-base

A 300-650mm minimum depth of well compacted Type 3 granular sub-base to SHW clause 805 or 4/40mm graded crushed concrete aggregate to BS EN12620 or locally available secondary or recycled aggregates which comply with the above specification blinded with 2/6.3mm graded crushed concrete aggregate to BS EN12620.

Membrane

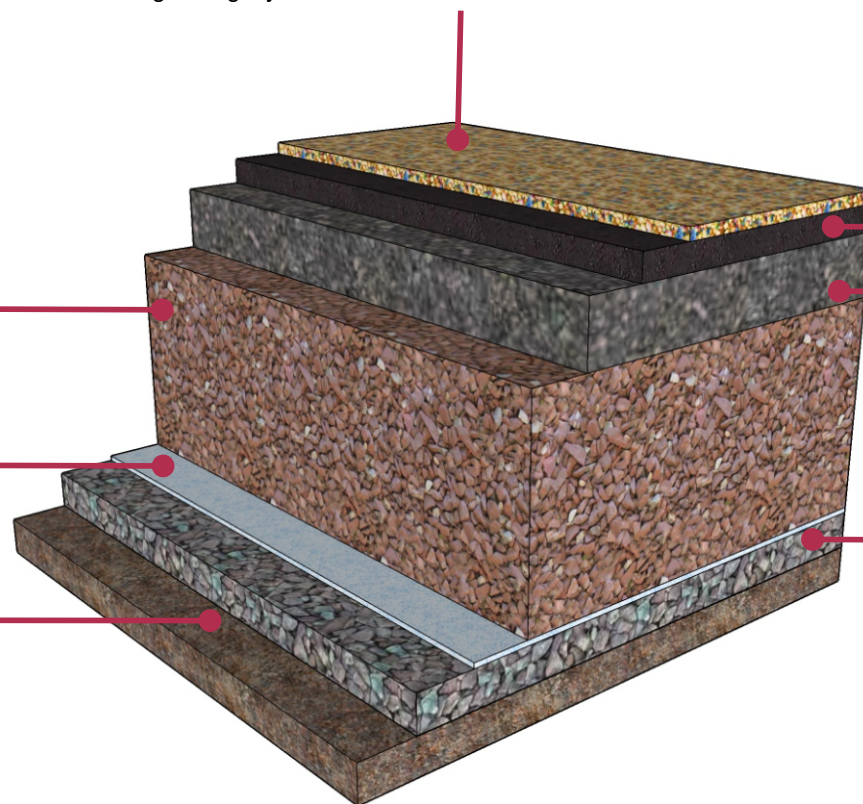
An impermeable membrane to convey water to infiltration/storage systems etc

OR

A geo-textile separation membrane to prevent upward migration of fine soil particles may be required.

Sub-grade

Top soil stripped back until organic and vegetative material has been removed.



Asphalt Binder Course

Laid by others in well compacted layers.
A 40mm minimum depth of maximum AC 10 open graded asphalt.
Max 100/150 pen to BS EN13108-1:2006 (Bituminous Macadam) or (recommended BBA approved polymer modified binder).

Road Base

Laid by others in well compacted layers.
A 100mm minimum depth of maximum AC 20mm open bin asphalt concrete max 100/150 pen to BS EN13108:2006 (Bituminous Macadam) or BBA approved polymer modified binder).

Capping/Improvement layer, (if required).

In one or more layers. (please see notes on reverse)

Suitable for
Access Roads & Car Parks

Please refer to specification guidance notes on reverse side.

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For further information or technical enquires, please contact the Technical Sales Team
01985 841180, mail@sureset.co.uk or visit our website www.sureset.co.uk



Notes

- SureSet can be overlaid onto existing asphalt or concrete surfaces of suitable construction for the traffic expected.
- Areas that may be trafficked by heavy vehicles should have structural layers designed according to Highways Agency requirements.
- The maximum deviation of the binder course should not exceed 3mm under a 1 metre straight edge.
- The thickness of the sub-base layer required is dependent on sub-grade soil conditions and expected loading.
- If plastic or silty sub-grade is present (CBR <2%) then a granular capping layer may be necessary.
- Any sub-base should be laid in a damp condition and compacted using multiple passes of a vibrating plate compactor or suitable vibrating roller.

For further information on any of the above please contact SureSet Technical Sales on 01985 841180

This specification is based on normal good practice for flexible surfacing and does not absolve the specifier from designing a construction suitable for the expected traffic and ground conditions pertaining on a given site.