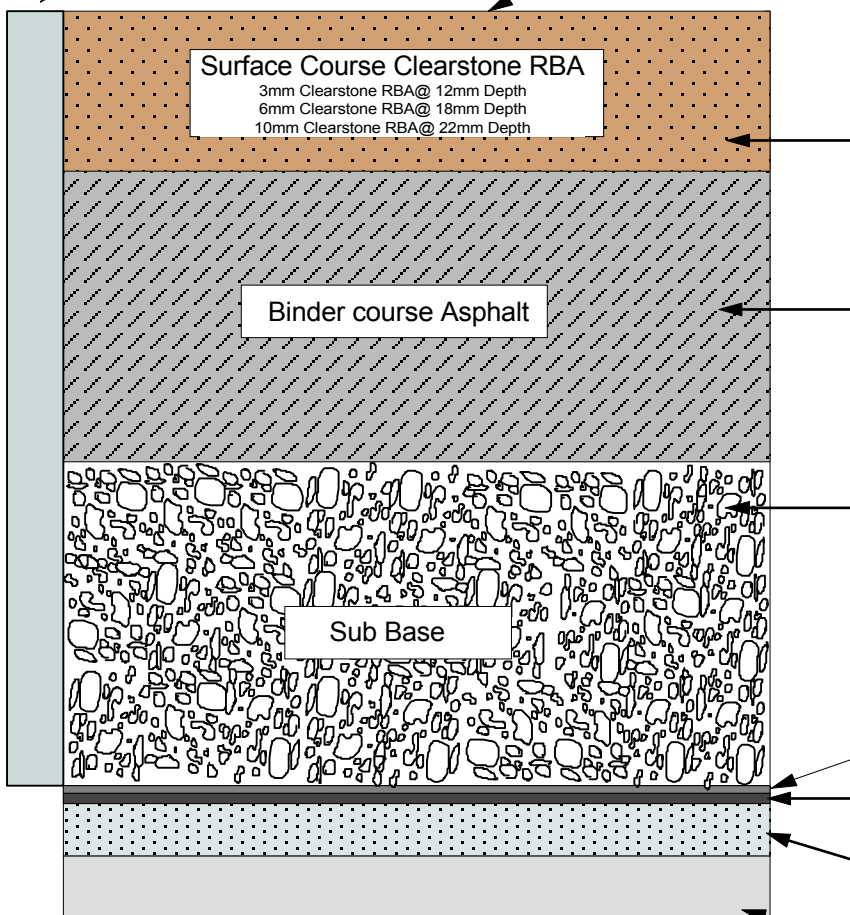


Permeable Private Driveway (SUDS)

Path or kerb edge left at appropriate height above binder course Asphalt

Fine glass sand sprinkled onto uncured surface.



RESIN BOUND SURFACE TREATMENT

The typical depth of Clearstone resin bound paving surface:

Resin bound aggregate, hand trowelled to a smooth finish, by Clearstone Paving Ltd

An aggregate size of 3-6 mm requires a 18mm deep layer of Clearstone RBA Laid by Clearstone Paving Ltd

Binder course (Laid by others)

70mm minimum of AC 14 open surface asphalt max 100/150 pen to BS EN 13108 (Bituminous Macadam) Laid by others.

MOT SUB BASE (laid by others)

A 175mm minimum depth of well compacted Mot Type granular sub base to SHW clause 803 or locally available secondary or recycled aggregates which comply with the requirements of the specifications for Highways Works for sub-bases.

A geotextile membrane to prevent washing out of fine particles

Impermeable membrane (if needed)

Capping layer (if needed)

Please note: New Asphalt and Concrete surfaces, need two weeks curing time, before resin bound paving can be laid upon it.

Notes:

- Clearstone RBA can be overlaid onto existing Asphalt or Concrete sub-bases, of suitable construction for the traffic expected. Cracks should be enlarged if necessary and filled with a Polymer/Cement filling material
- If there is a probability of standing water, then this may soften the substrate, therefore a nominal fall to an out-fall or soakaway should be considered.
- Areas that could be trafficked by heavy vehicles should have layers designed according to Highways Agency requirements.
- If the substrate is silty, then this may need to be stabilised or partially removed and replaced with sub-base/granular capping, in accordance with HA design manual for roads and bridges.
- The maximum deviation of the binder course should not exceed 3mm under a 1m straight edge.
- Total sub-base thickness will be dependant on expected loading, water storage capacity, and sub-base strength.
- This specification is based on normal good practice for flexible resin bound surfacing, and does not absolve the specifier from designing a base construction suitable for the expected loadings of traffic and ground conditions existing on a given site.

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