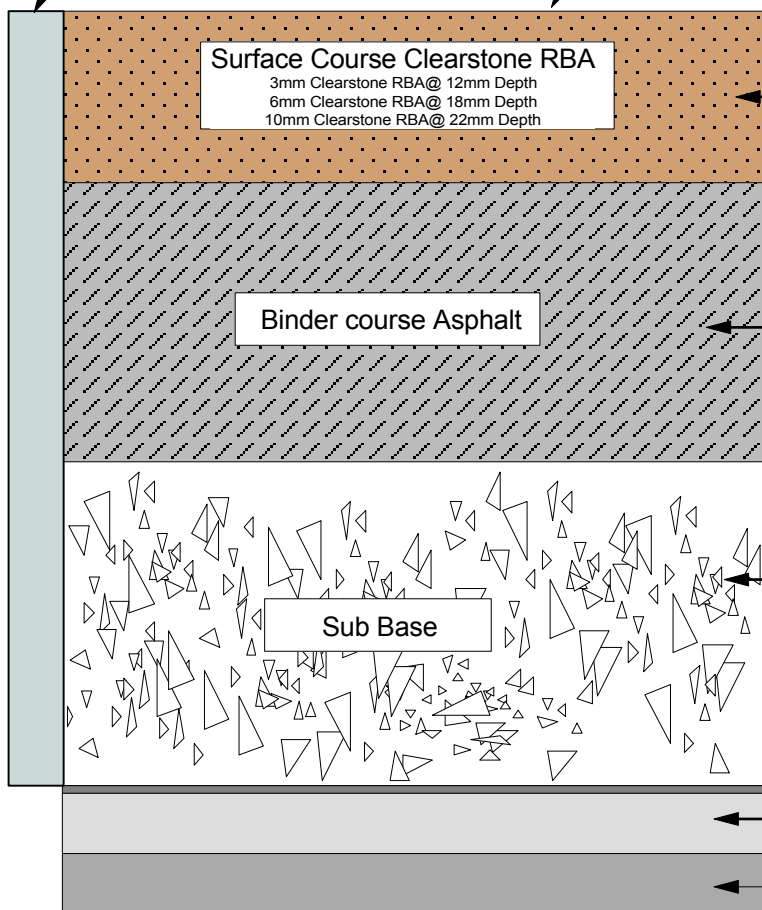


Urban Pathway with occasional maintenance vehicles

Path or kerb edge set at the appropriate height above binder course level.

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

A 50mm minimum of AC 10 close surface asphalt max 160/220 pen to BS EN 13108 (Laid by others in well compacted layers.

MOT SUB BASE (laid by others)

A 150mm minimum depth of well compacted non frost susceptible Type 1 granular sub base to SHW clause 803 or locally available secondary or recycled aggregates to comply with the requirements for highways works for sub-bases (Laid by others, in well compacted layers minimum fall 1.5%)

A geotextile membrane to prevent upward migration of fine particles

Substrate

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.
- 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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