Specification

SureSet
Permeable Paving
Bound with excellence since 1997

Turning Driveways - non-permeable base

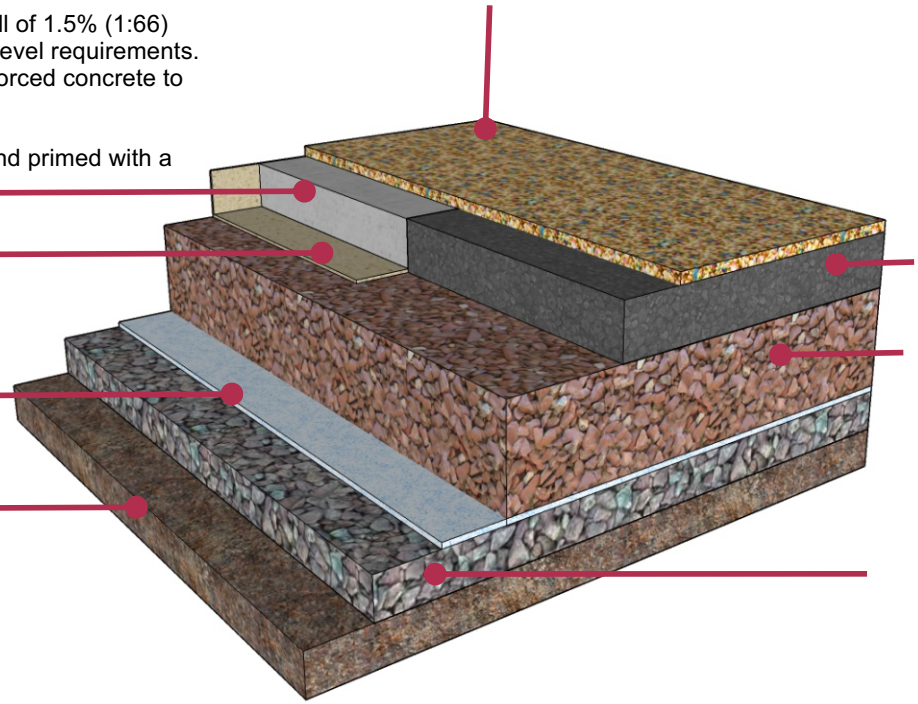
SureSet
An aggregate size of **3**mm requires a standard depth of **16**mm
An aggregate size of **6**mm requires a standard depth of **18**mm
An aggregate size of **10**mm requires a standard depth of **24**mm
Fine grit is lightly cast onto an uncured surface

Concrete Base
Laid by others in well compacted layers to a minimum fall of 1.5% (1:66) and complying with the minimum regulatory and design level requirements.
A 100mm minimum depth of PAV1 designated fibre reinforced concrete to BS 8500 or as specified by engineer.
Tamped and lightly brushed finish.
New concrete should be left to cure for at least 7 days and primed with a polymer based primer.
Further details available on request.

Waterproof membrane
To assist with full curing and protection from ground water.

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 (prefered base)
Laid by others in well compacted layers to a minium fall of 1.5% (1:66) and complying with the minimum regulatory and design level requirements.
A 50mm minimum depth of maximum size AC 14 close graded asphalt.
Max 100/150 pen to BS EN13108-1:2006 (Bituminous Macadam).

Sub-base
Laid by others in well compacted layers to a minimum fall of 1.5% (1:66).
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 which comply with the requirements of The Specification for Highways Works for sub-bases.Blinded with a 0/4mm crushed rock dust well vibrated into the surface.

Capping/Improvements layer, if required, in one or more layers. (please see notes on reverse)

Also suitable for
Courtyards, Town centres & Occasional maintenance vehicles

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 sound asphalt or concrete surfaces of suitable construction for the traffic expected.
- Movement joints/construction joints in concrete should be extended up to the surface of the SureSet. Cracks should be broken out if necessary and filled with a polymer/cement crack filling material.
- It is recommended that all concrete bases are primed with SureSet primer prior to installation.
- 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.