## Specification SureSet

## Residential Pathways - non-permeable base

#### SureSet

An aggregate size of 6mm requires a standard depth of 24mm An aggregate size of 10mm requires a standard depth of 30mm Fine grit is lightly cast onto an uncured surface

#### Geo-textile separation membrane

To allow infiltration directly into sub-grade and to prevent upward migration of fine soil \_\_\_\_\_\_ particles may be required.

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

#### Sub-base

Laid by others in well compacted layers to a minimum fall of 1.5% (1:66).

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A 75-100mm minimum depth of well compacted nonfrost 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 of Highways Works for sub-bases blinded with a 0/4mm crushed rock dust well vibrated into the surface.

#### Sub-grade

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

#### Also suitable for Patios

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

- Appropriate edge restraints required.
- Areas that may be trafficked by heavy vehicles should have structural layers designed according to Highways Agency requirements.
- The maximum deviation of the sub-base surfacing should not exceed 5mm 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.

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