



1. Clearmac® cold-applied paving surface: 16mm layer depth for 3mm size aggregate, 18mm layer depth for 6mm size aggregate, 24mm layer depth for 10mm size aggregate.

2. Binder course: 70mm well compacted layer depth with minimum fall of 1.5%, maximum size of AC 14-20 open graded asphalt concrete, max 160/220 pen to BS EN 13108-1:2006. Laid by others.

3. Sub-base: 150mm minimum layer depth of well compacted non-frost susceptible type 1 granular sub-base with minimum fall of 1.5% 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. Laid by others.

4. Capping layer: one or more layers. (optional)

5. Geo-textile membrane: to prevent upward migration of fine soil particles may be required. (optional)

6. Sub-grade

Performance

Clearmac® cold-applied paving provides a hardwearing textured surface that is attractive and easy to maintain. Quick drying, Clearmac® is typically cured and ready to use by foot traffic in four hours.

Drainage

Sufficient falls and drainage are necessary in the underlying structure to avoid standing water which could damage the resin surface.

Notes

Clearmac® can be overlaid onto existing asphalt or concrete surfaces of suitable construction for the traffic expected. Movement joints in concrete should be extended up to the surface of the paving. Cracks should be broken out if necessary and filled with a polymer/cement crack filling material.

The maximum deviation of the binder course should not exceed 3mm under a 1 metre straight edge.

Areas that may be trafficked by heavy vehicles should have structural layers designed according to Highways Agency requirements.

The thickness of the sub-base layer required is dependent on sub-grade soil conditions and expected loading. If plastic or silty sub-base is present, it may be necessary to stabilise the sub-grade or partially replace it with sub-base or granular capping.

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 to a given site.