

Private Driveways (SuDS)

Typical base build up suitable for turning driveways

Recommended specification for Addaset, Addaset Eco and Addaset Amber:

0.5mm diameter glass grit lightly broadcasted onto uncured surface for antislip.

Surface Course

Hand applied and trowelled to a smooth finish by Addagrip approved installers. For **6mm** aggregate formulation min.18mm. For **10mm** aggregate formulation min. 24mm. (3mm aggregate formulation min.16mm is semi-porous)

Binder Course

Laid by others in well compacted layer to a minimum fall of 1.5% (1 in 66). A 70mm depth of AC14 or AC10 Open Surface asphalt concrete max 100/150 pen to BS EN 13108-1:2006 (Bituminous Macadam) or 50mm depth of Addaset Amber base.

Sub-base

Laid by others in well compacted layers to a minimum fall of 1.5% (1 in 66) A 100-225mm depth of well compacted, non-frost susceptible Type 3 granular sub-base to SHW clause 805 or 4/40mm, 4/20mm graded crushed concrete aggregate to BS EN12620 or locally available secondary or recycled aggregates which comply with the requirements of the specifications for Highway works for sub-bases.

Optional membrane Sub-grade

Geotextile membrane to prevent upward migration of fine soil particles or an impermeable membrane to convey water to infiltration or storage systems etc.

Soil

CBR>5% required. If below, capping layers required to strengthen soil.

Note:

Addagrip Resin Bound Surfaces can be overlaid onto existing asphalt or concrete surfaces of suitable construction for the traffic expected. Any movement joints/construction joints in concrete should reflect through the surface. Cracks should be broken out if necessary and filled with a polymer/cement crack filling material.

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

Suitable steel, wood, brick, stone or aluminum edging should be provided to ensure a neat detail. The maximum tolerance of the base should not exceed 3mm under a 1m straight edge.

If plastic or silty sub-grade is present, a capping layer should be used in accordance with HA Design Manual for Road and Bridges HD25.

If there is a danger of ponding, the sub-base should be laid to falls.
Total sub-base thickness will be dictated by loading and attenuation requirements.

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The figures quoted do not constitute a specification, they represent typical values obtained for this product.

