

**MINIMUM PAVEMENT COMPOSITION**  
(Dimensions expressed in inches)

Street Type	CBR	Local St. (n=5)*			Collector St. (n=10)		
		3-6	6-10	10+	3-6	6-10	10+
Aggregate Base	304	10.0	6.0	5.0	9.0	5.0	5.0
	301			3.0	3.0	3.0	
	448S	4.0	3.0	3.0	1.5	1.5	1.5
Deep Strength Asphalt	301	5.0	4.5	4.5	7.5	5.5	5.5
	448I	1.5	1.5	1.5			
	448S	1.5	1.5	1.5	1.5	1.5	1.5
Concrete Base	305	6.0	6.0	6.0	6.0	6.0	6.0
	448S	1.25	1.25	1.25	1.25	1.25	1.25
Concrete Pavement	452	7.0	7.0	7.0	7.0	7.0	7.0

Street Type	CBR	Mnor Arterial (n=35)			Major Arterial/Industrial (n=75)		
		3-6	6-10	10+	3-6	6-10	10+
Aggregate Base	304						
	301						
	448S						
Deep Strength Asphalt	301	7.5	5.5	4.5	8.5	7.0	6.0
	448I				1.25	1.25	1.25
	448S	1.5	1.5	1.5	1.25	1.25	1.25
Concrete Base	305	6.0	6.0	6.0	6.0	6.0	6.0
	448S	1.5	1.25	1.2	1.5	1.5	1.5
Concrete Pavement	452	7.5	7.5	7.5	7.5	7.5	7.5

Note: The number in parentheses is the design traffic number and the "N" number of 18,000 lb. equivalent loads per day. When it is possible this loading will be exceeded, the service-safety director/city engineer or their designee may elect to change the roadway.

Legend:

- C.B.R. = California Bearing Ratio (A measure of soil bearing capacity)
- 301 = Bituminous Aggregate Base
- 304 = Aggregate Base
- 305 = Portland Cement Concrete Base
- 448I = Asphalt Concrete (Intermediate Course)
- 448S = Asphalt Concrete (Surface Course)
- 452 = Non-Reinforced Portland Cement Concrete Pavement

NOT TO SCALE



ENGINEERING &  
PUBLIC WORKS

**TYPICAL PAVEMENT SECTIONS**

APPROVED BY: *Andrew B. Stone*

Andrew B. Stone, PE, City Engineer & Director of Public Works

STD. DRAWING #:

**101**

Sheet 2 of 2

DRAWN BY: Alex Ray, EI

DATE: 8/16/12