

MINIMUM PAVEMENT DESIGNS

Revised February 1982



A. The City has adopted minimum pavement designs for Private Driveways and Parking Lots as follows:

1. Passenger Cars and Pickups Only (non-public business parking and residential drives)

Portland Cement Concrete (reinforcement recommended)	4"
Asphaltic Concrete (4" base & 1 ½" surface)	5½"
Blacktop (6" rock base and 2" A.C. surface)	8"
(4" RAP base and 2" A.C. surface)	6"

2. Light Trucks up to 14,500# Axle Load (Business parking subject to fire, sanitation, and delivery truck usage)

Portland Cement Concrete (reinforced 6x6x#10x#10 WWM)	5"
Asphaltic Concrete (6" base & 1 ½" surface)	7½"
Blacktop (8" rock base and 2 ½" A.C. surface)	10½"
(6" RAP base and 2 ½" A.C. surface)	8½"

3. Heavy Trucks over, Tractor Trailers 14,500# Axle Load (Industrial, Warehousing & Truck Service)

Portland Cement Concrete (reinforced 6x6x#6x#6 WWM)	6"
Asphaltic Concrete (7" base & 2" surface)	9"
Blacktop (10" rock base and 2" A.C. surface)	13"

B. Adequate drainage shall be provided to protect the subgrade and to efficiently drain the pavement.

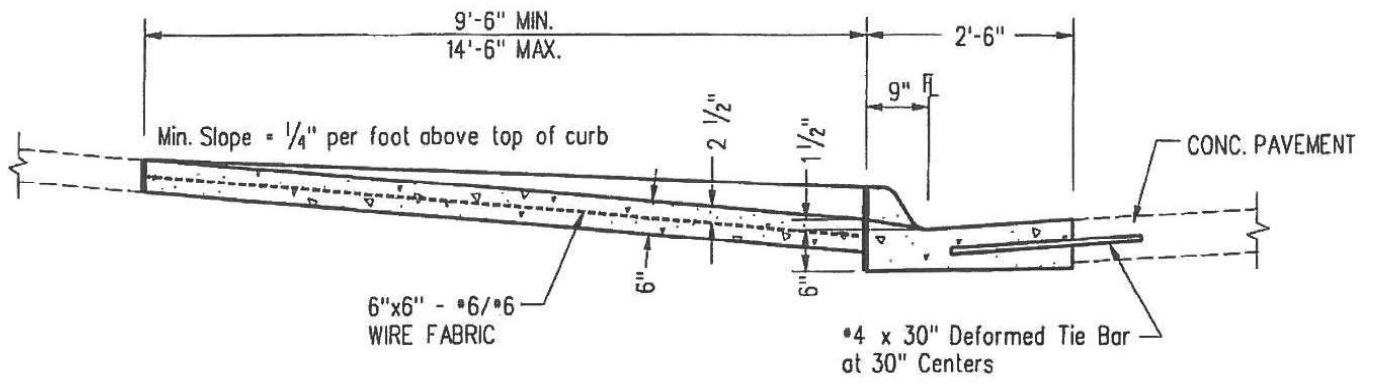
C. Gravel, rock or sand surfaced driveways or parking facilities are not permitted.

D. Alternate pavement designs will be considered on a case-by-case basis; an adequate engineering analysis, which demonstrates equal pavement support values, must be submitted.

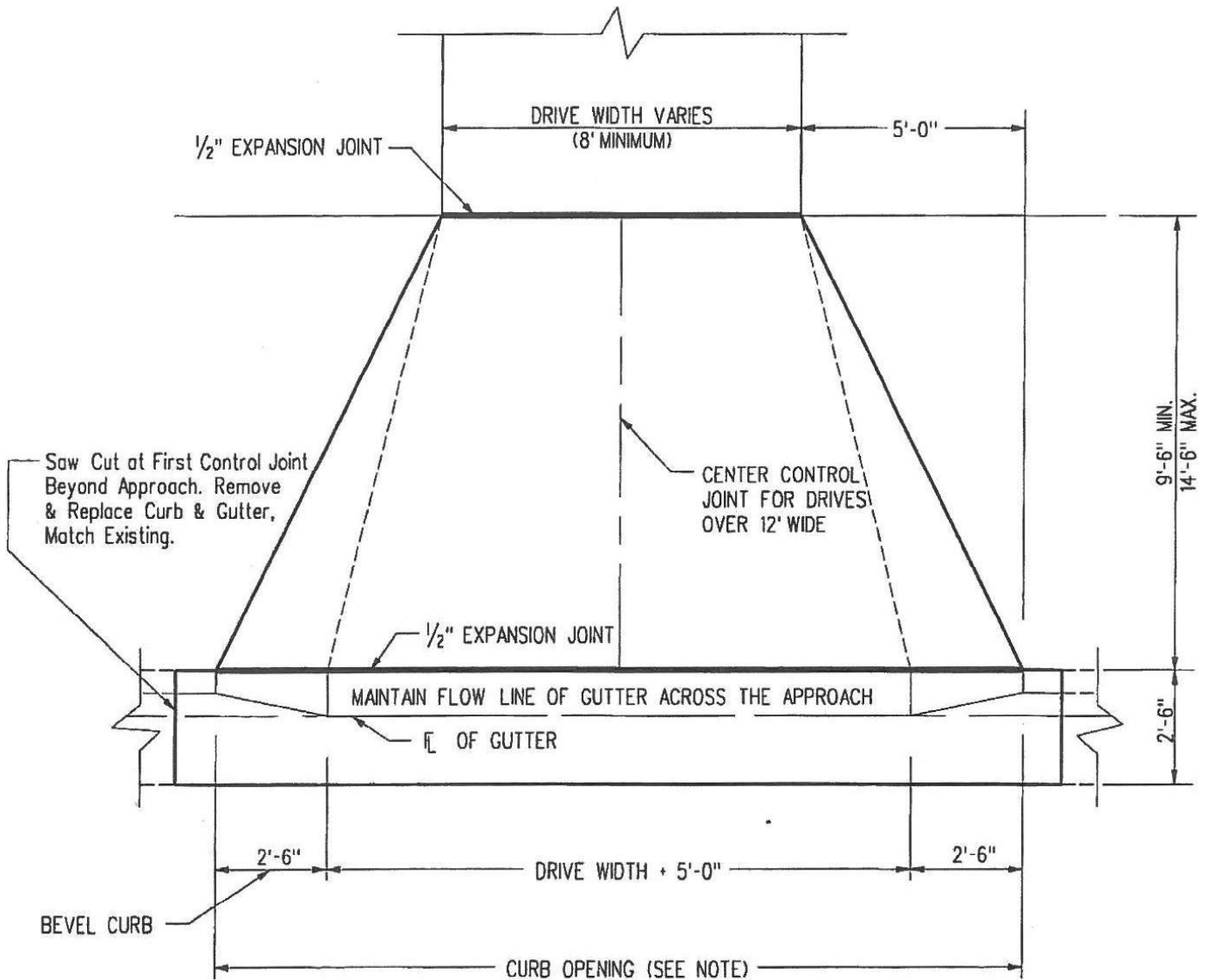
INSPECTION DEPARTMENT POLICY ON CAST-IN-PLACE CONCRETE

The atmospheric temperature at the time of the placement of concrete shall be 32-degrees Fahrenheit or more and it is recommended that the 72-hour period following the placement of the concrete be forecast for 32-degree daytime high temperatures. Concrete placed under these conditions shall be covered by the initial curing period (3 to 7 days) as established by the Uniform Building Code. Any concrete not poured in compliance with these requirements will be subject to strength testing in accordance with Section 26.04 (d) of the Uniform Building Code.

This policy is recommended by the Newton Building Code Board of Examiners and appeals on February 11, 1982.

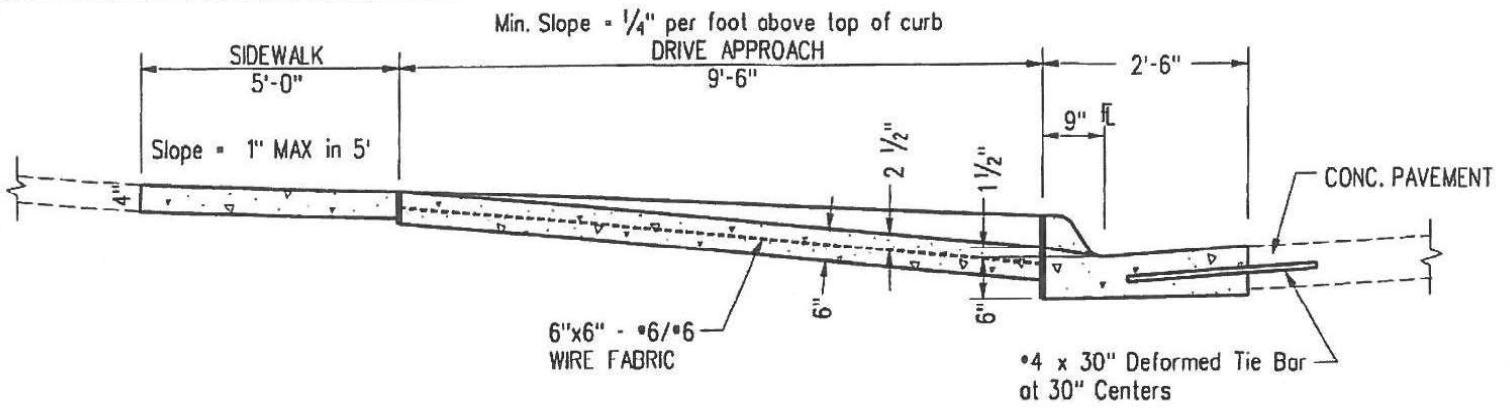


SECTION

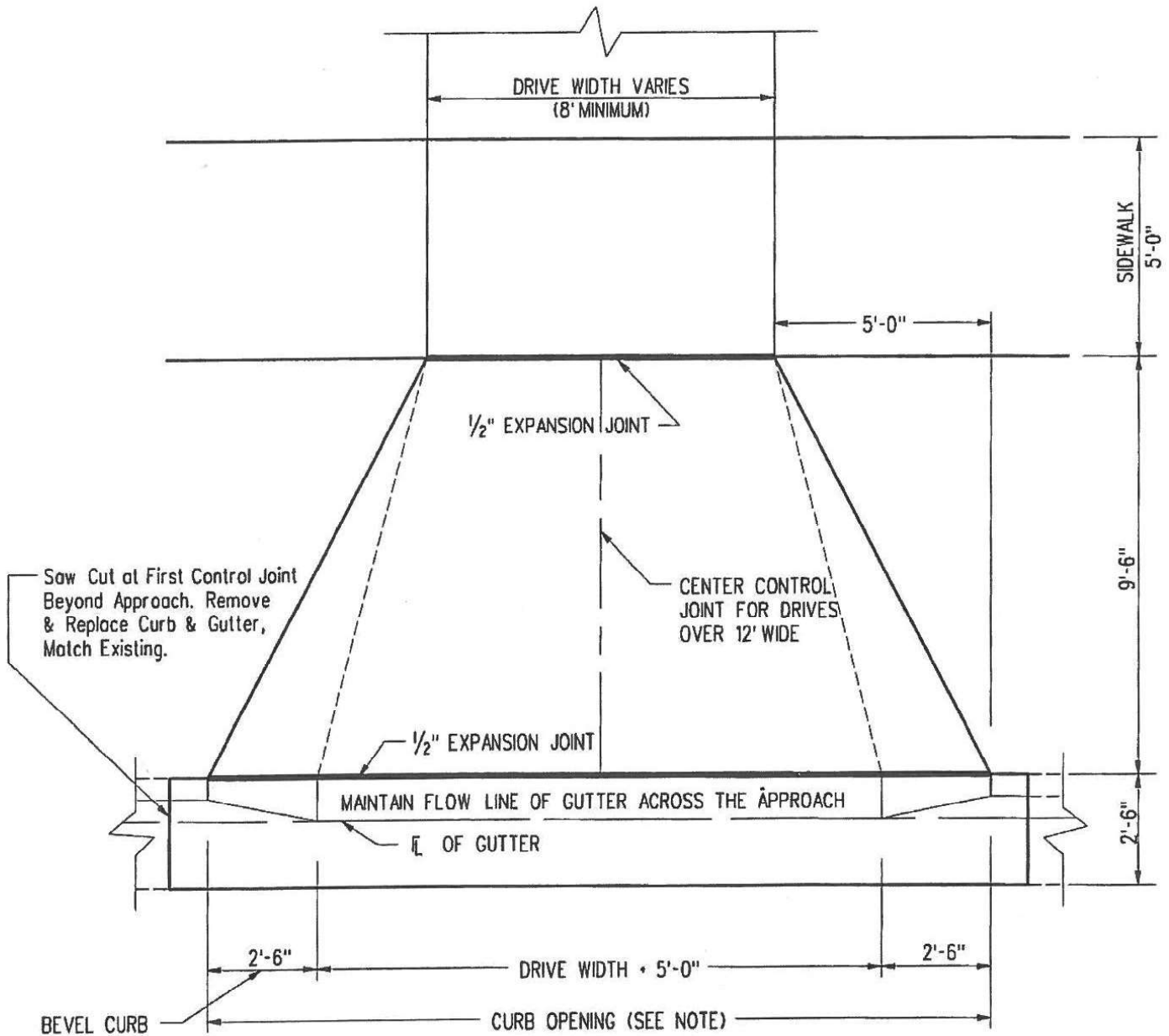


NOTE: MAXIMUM CURB OPENINGS: RESIDENTIAL = 30' OR WIDTH OF GARAGE DOORS PLUS 10', WHICH EVER IS GREATER; COMMERCIAL = 40'

PLAN

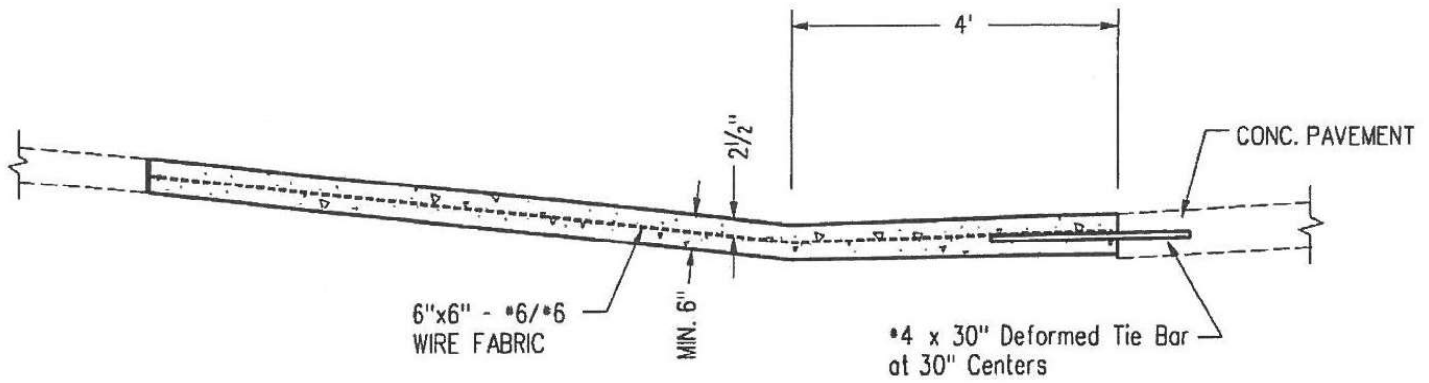


SECTION

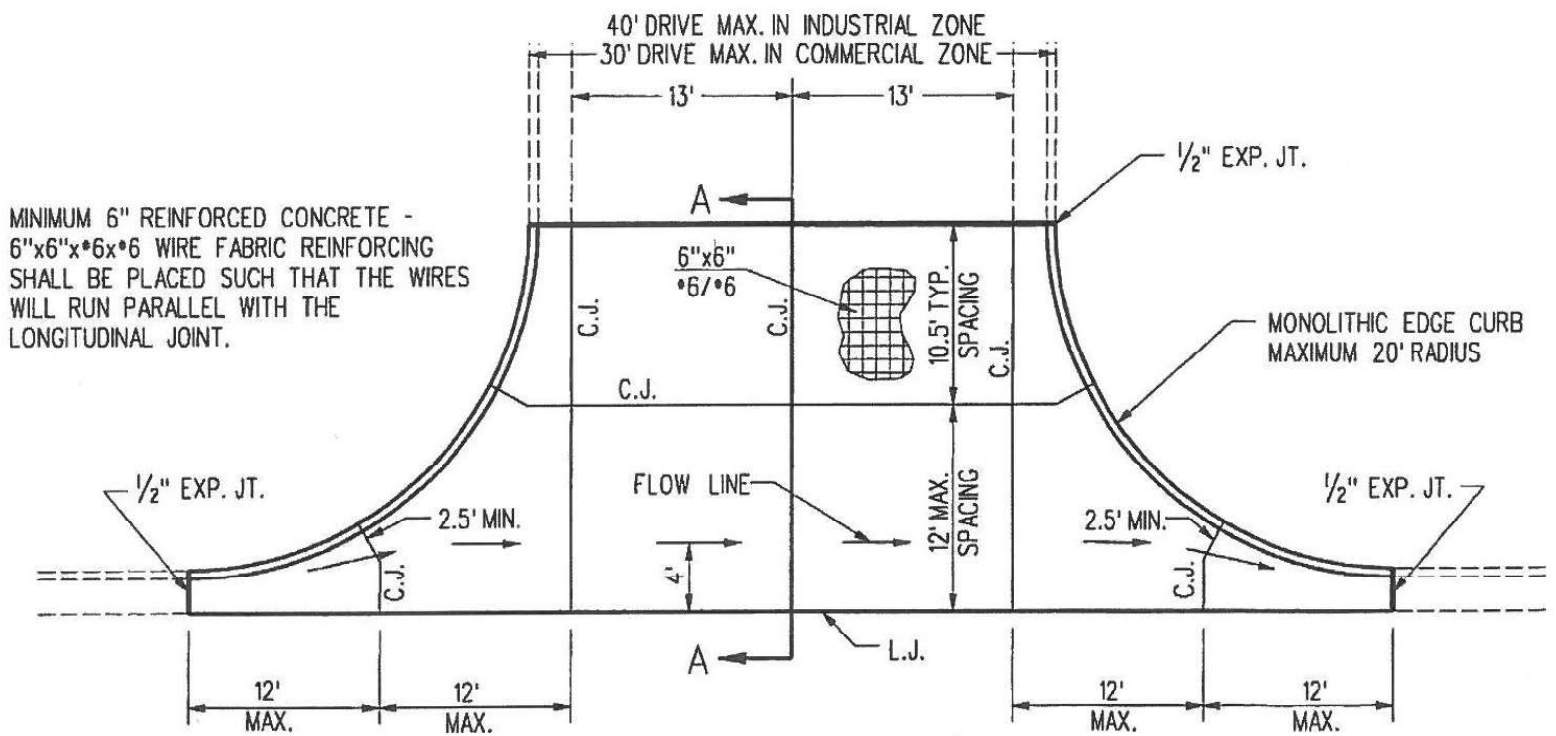


NOTE: MAXIMUM CURB OPENINGS: RESIDENTIAL = 30' OR WIDTH OF GARAGE DOORS PLUS 10', WHICH EVER IS GREATER; COMMERCIAL = 40'

PLAN



SECTION A-A



PLAN

**ALTERNATE DRIVE APPROACH STANDARD
FOR COMMERCIAL & INDUSTRIAL DRIVEWAYS**