

CLASS OF ROAD	STRUCTURAL ROAD COMPONENT	MINIMUM STRUCTURAL ROAD DEPTH (mm)			
ARTERIAL	TOP COURSE ASPHALT	40	40	40	40
INDUSTRIAL& RESIDENTIAL	BASE COURSE ASPHALT	60	85	100	100
COLLECTOR	GRANULAR BASE	200	200	200	200
LOCAL INDUSTRIAL	GRANULAR SUB-BASE	65	325	400	400
	TOTAL DEPTH	365	650	740	740
MINOR LOCAL INDUSTRIAL	TOP COURSE ASPHALT	40	40	40	40
	BASE COURSE ASPHALT	50	85	100	100
MINOR RESIDENTIAL	GRANULAR BASE	200	200	200	200
COLLECTOR	GRANULAR SUB-BASE	0	255	325	360
	TOTAL DEPTH	290	580	665	700
RESIDENTIAL (MINOR LOCAL/LOCAL)	TOP COURSE ASPHALT	40	40	40	40
	BASE COURSE ASPHALT	50	85	85	100
	GRANULAR BASE	200	200	200	200
	GRANULAR SUB-BASE	0	175	235	250
	TOTAL DEPTH	290	500	560	590
FROST SUSCEPTIBILITY FACTOR		I (80% SAND)	3 5 7 (30% MAX. SILT; 30% MIN. SAND)	II (55% MAX. SILT)	15 (+55% SILT)

NOTES:

1. THE TOP COURSE ASPHALT SHALL BE OPSS H.L.3 FOR ALL ROAD CLASSES EXCEPT ARTERIAL ROADS WHICH SHALL BE OPSS H.L.1. TOP COURSE ASPHALTIC CONCRETE SHALL BE ADDED TO THE ROAD AFTER ADJACENT BUILDINGS HAVE BEEN BUILT TO A STAGE DEEMED SUFFICIENT BY THE COMMISSIONER OF TRANSPORTATION AND WORKS.
2. THE BASE COURSE ASPHALT ON RESIDENTIAL ROADS SHALL BE OPSS I150 H.L.8. BASE ASPHALT MAY CONTAIN UP TO 25% RAP. ON INDUSTRIAL AND ARTERIAL ROADS THE BASE ASPHALT SHALL BE HEAVY DUTY BINDER COURSE (HDBC) ASPHALT.
3. PITRUN GRANULAR A & B WERE CONSIDERED TO ESTABLISH GRANULAR PORTION OF ROAD STRUCTURE. THE USE OF LIMESTONE MATERIAL IS PREFERRED. GRANULARS UTILIZED ARE TO BE SIMILAR IN CHARACTERISTICS WITHIN ANY GIVEN ROAD (EX. STANDARD GRAVEL OR LIMESTONE). MIXING OF MATERIAL TYPES WITHIN THE SAME ROAD STRUCTURE WILL NOT BE PERMITTED
4. THE TOP 1000mm OF THE SUB-GRADE SHALL BE COMPACTED TO A MINIMUM OF 98% OF STANDARD PROCTOR DENSITY WITHIN 2% OF OPTIMUM MOISTURE CONTENT.
5. AT ARTERIAL ROAD OR INDUSTRIAL ROAD INTERSECTIONS, AN ADDITIONAL 150mm THICKNESS OF OPSS GRANULAR 'B', OR EQUIVALENT, SHALL BE ADDED. THIS EXTRA DEPTH SHALL EXTEND FOR A MINIMUM OF 15 METRES FROM THE PROPERTY LINE OF THE INTERSECTING ROAD.
6. FULL LENGTH SUB-DRAINS SHALL BE INSTALLED ON ALL ROADS
7. THESE ARE MINIMUM STRUCTURAL ROAD DESIGN REQUIREMENTS. THE CONSULTANT BEARS THE ULTIMATE RESPONSIBILITY FOR THE DESIGN AND THE PERFORMANCE OF THAT DESIGN AS CONSTRUCTED.
8. WHERE TWO STAGE CURBS ARE UTILIZED; BASE COURSE ASPHALT IS REQUIRED TO BE GROUND AWAY OR SAWCUT FROM BASE CURB PRIOR TO PLACEMENT OF TOP CURB
9. GRANULAR B TYPE I SHALL HAVE A MAXIMUM OF 65% PASSING THE 4.75mm SIEVE



MISSISSAUGA

**STANDARD
PAVEMENT AND ROAD BASE
DESIGN REQUIREMENTS**

EFF. DATE	2002-01-01	SCALE	N.T.S.
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