

**SECTION 34 –DESIGN OF FLEXIBLE PAVEMENTS**

0713. The design curves given in Figure 7.3 may be used to determine:-

- a. The total thickness of pavement required on top of a subgrade of specified CBR value.
- b. The thickness of each layer of material according to its own CBR value and that of the material underlying it.

.The thickness values plotted in Figure7.3 are for roads outside the combat zone. The conditions assumed and the design method adopted for such roads are described in RESPB No. 5<sub>D</sub> (WO Code No. 8679). Section 35.

0714. In the combat zone the base will often have to serve also as a wearing surface but the total design thickness may be reduced. The over-all thickness of base required may taken as 65 percent of values obtained from the curves in Figure7.3, subject to minimum specifications given in Para 162.

0715. Minimum CBR Values and Minimum Compacted Thicknesses

- a. 10,000-Lb Wheel Load. A single course base or the upper course where two or more such courses are used, should have a minimum CBR value of 45 percent and minimum compacted thickness of 4 ins.
- b. 15,000-Lb Wheel Load. Courses as in (a) above should have a minimum CBR value of 50 percent and a minimum compacted thickness of 6 in .

0715. If and when possible a bituminous surfacing layer should be superimposed to keep out water and to resist abrasion by traffic. Recommended thickness are:-

Class 12 loads	..	..	.. ½ in	(double surface dressing).
Class 30 loads	..	..	.. 2 ins	
Class 70 and above	..	..	.. 3 ins	

### California Bearing Ratio

For long term roads subject to respective loading, increase overall thickness by 20%

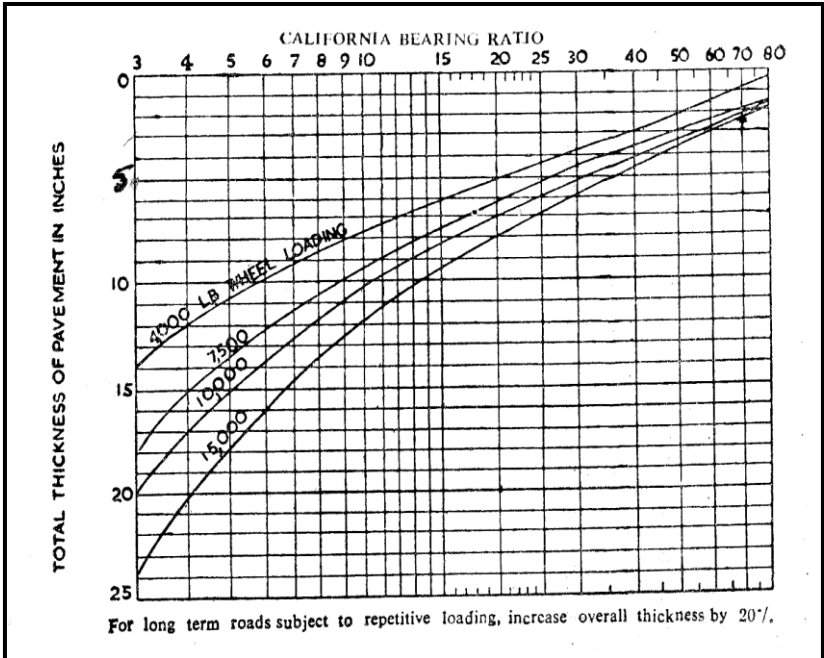


Figure 7-3: General Design Curves for Flexible Pavements  
(Suitable for Roads and Light Aircraft)