

No. RW/NH-33035/1/87-NH Std./DOII

*Dated, the 16th December, 1988.*

To

Director General, Border Roads, Director General (Works), CPWD, All State & UT Chief Engineers dealing with roads.

Subject: Use of bricks as soling in road pavement structure of National Highways - Discontinuation of.

It is observed that brick soling is still being provided on some of the N.H. projects either as a single layer flat or on edge, or in multiple layers in different combinations, although this Ministry's book of Specifications for Road and Bridge Works does not have this as an item. It may also be added that Guidelines for the Design of Flexible Pavements, IRC : 37-1984, do not stipulate soling as a part of road pavement structure.

2. The functional behavior of brick-soling regarding uniform load transformation on road subgrade is doubtful. Moreover, its functioning is unpredictable when used in more than one layer in any combination. Brick soling causes undulations on road surface while in service and consequential distresses in road pavements.

3. In order to obviate the situation stated in para 2 above it is reiterated that bricks should not be used as soling in road pavement structures on the National Highways. Instead, granular sub-base, as envisaged in clause 401 of Ministry's Specifications for Road and Bridge Works (Second Revision) should be provided which permits use of brick-metal in addition to other materials. Obviously, the choice of material is dependent on fulfilment of the characteristics for sub-base specified therein and economical availability of that material.

4. It is requested that the contents of this letter may please be brought to the notice of all concerned for compliance in future.