

SECTION 122-METHODS OF WIDENING

2613. If traffic can be diverted, it is usually quicker and better to widen on both sides of the road simultaneously, as this does not alter the existing camber and it is easier to strengthen the shoulders. If traffic cannot be diverted leave a traffic lane on one side to the existing structure and extend the remainder. This may involve more cut and fill and new drainage construction.

2614. In widening a carriageway, the basic procedure is.

- a. Excavate the shoulders to the depth required for laying the new base and surfacing.
- b. Preserve the camber or crossfall from formation level upwards.
- c. The bonding of new work with the old is most important. Avoid forming ridges that will retain water on the surface.
- d. If the new work will cover existing ditches, cut them square and enlarge them. Remove mud and backfill with large stones or good granular material (see Figure 58 (a)).

2615. **Widening Pave Roads.** In some countries, particularly in North-West. Europe, there are roads which have the carriageway paved with stone setts, laid either on sand or on concrete, while wide shoulders are left unpaved. The borders of such roads disintegrate quickly when the traffic intensity is increased beyond the limit for which the road was designed. It is therefore necessary to replace the shoulders by a macadam or concrete pavement if unusually heavy traffic is anticipated. The general method is illustrated in Figure 26.1 (b). It is usually advisable to back-fill the ditches, as shown, to give lateral support to the roadway.

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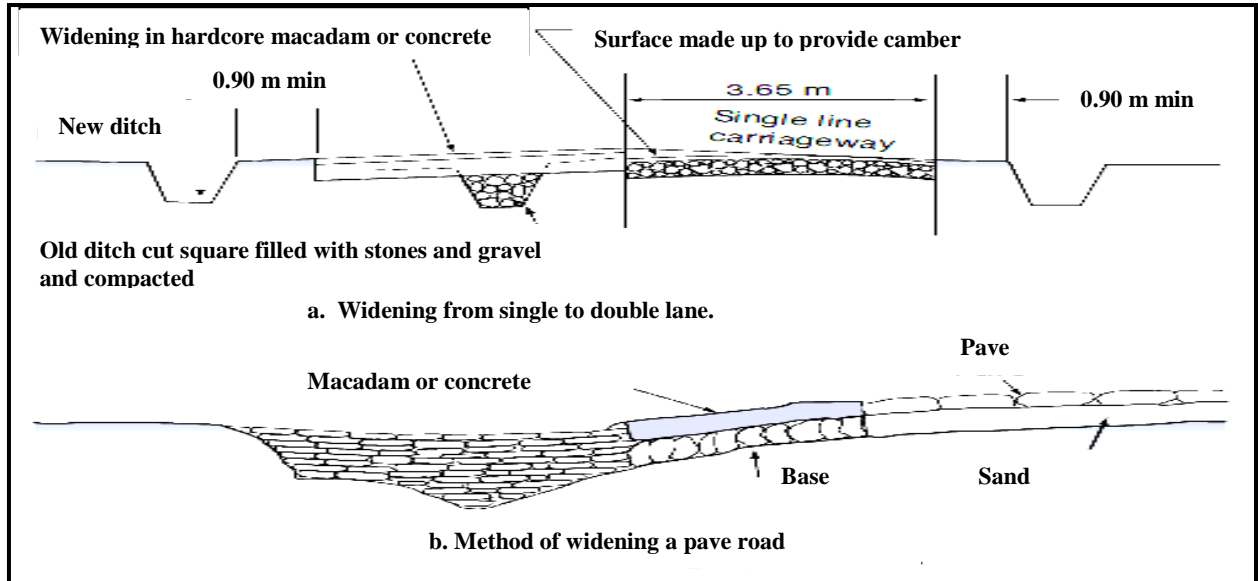


Figure 26-1: Widening of road