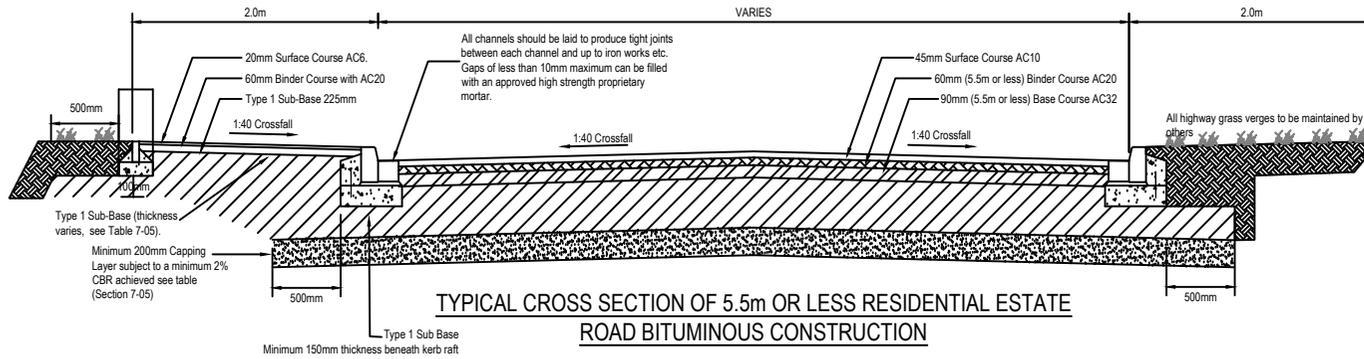


TABLE 7-05

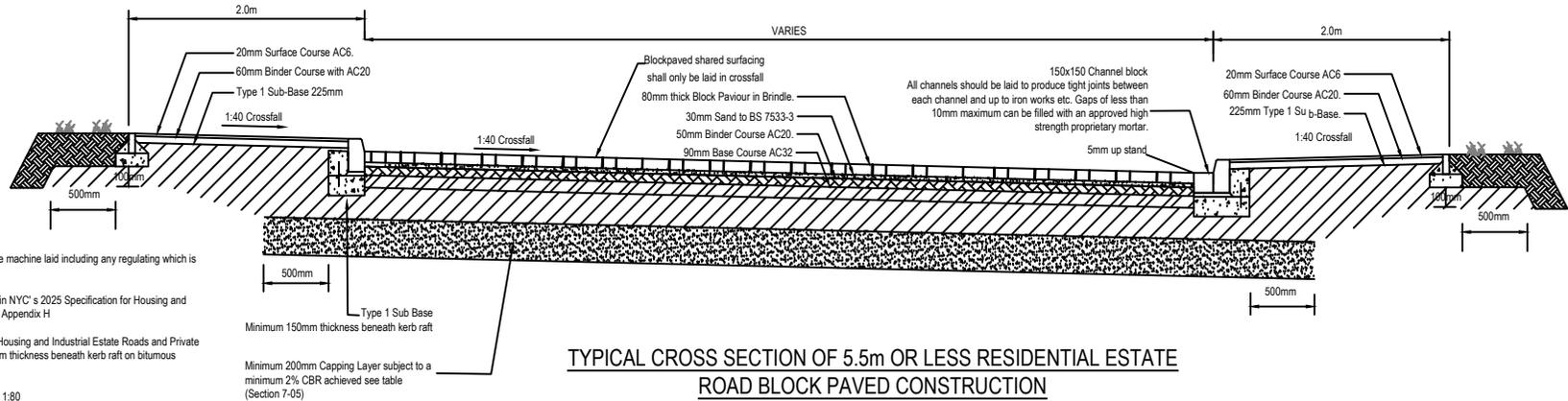
MINIMUM LAYER THICKNESSES FOR MACADAM CARRIAGEWAY CONSTRUCTION						
Carriageway Width	Capping Layer (mm)	Type 1 Sub-Base (mm)	Road-Base (mm)	Binder-Course (mm)	Surface Course (mm)	Road Type
Classified Roads	Designed to DMRB but no less than thicknesses below for the road width					
Industrial Roads	Min. 200 ⁽¹⁾	450	160	90	45	Industrial Estate Road
7.3 m +	Min. 200 ⁽¹⁾	300	140	80	45	Unclassified Residential Estate Road
5.5m to 7.3 m	Min. 200 ⁽¹⁾	250	110	60	45	Unclassified Residential Estate Road
Less than 5.5m	Min. 200 ⁽¹⁾	255	90	60	45	Unclassified Residential Estate Road

MINIMUM LAYER THICKNESSES FOR BLOCK PAVED SHARED USE CARRIAGEWAY CONSTRUCTION						
Carriageway Width	Capping Layer (mm)	Type 1 Sub-Base (mm)	Road-Base (mm)	Binder-Course (mm)	Sand / Blocks (mm)	Blocks (mm) Road Type
6.5 m	Min. 200 ⁽¹⁾	350	90	50	30 / 80	Unclassified Shared Estate Roads

MINIMUM LAYER THICKNESSES FOR HRA SHARED USE CARRIAGEWAY CONSTRUCTION ⁽²⁾						
Carriageway Width	Capping Layer (mm)	Type 1 Sub-Base (mm)	Road-Base (mm)	Binder-Course (mm)	Surface Course (mm)	Road Type
6.5m	Min. 200 ⁽¹⁾	350	90	50	45 ⁽¹⁾	Unclassified Shared Estate Roads



TYPICAL CROSS SECTION OF 5.5m OR LESS RESIDENTIAL ESTATE ROAD BITUMINOUS CONSTRUCTION



TYPICAL CROSS SECTION OF 5.5m OR LESS RESIDENTIAL ESTATE ROAD BLOCK PAVED CONSTRUCTION

- NOTES:
- All bituminous materials under block pavements shall be machine laid including any regulating which is required.
 - All recycled material is subject to the requirements in NYC's 2025 Specification for Housing and Industrial Estate Roads and Private Street Works - Appendix H
 - See Section 7-05 of NYC's 2025 Specification for Housing and Industrial Estate Roads and Private Street Works. Sub base should be minimum 150mm thickness beneath kerb raft on bituminous construction
 - Channels only required when gradient is less than 1:80
 - Footway construction to be in line with Standard Detail A5. That shown is for 'medium' construction where occasional HGV overrun is likely (i.e. overrun might occur two or three times a year by delivery vehicles), where the footway/cycleway gives access to a vehicular private drive crossing.

Do Not Scale

REVISIONS	
VERSION	DETAILS
F	REVISED IN ACCORDANCE WITH NYC SPECIFICATION FOR HOUSING AND INDUSTRIAL ESTATE ROADS AND PRIVATE STREET WORKS, APRIL 2025



PROJECT:

STANDARD DETAILS

DATE: SEPTEMBER 2025

DRAWING TITLE:

**A1 - RESIDENTIAL ESTATE ROADS
TYPICAL CROSS SECTIONS**

SCALE: Not to Scale

Revision F