

Medieval Use

- Medieval pavement was focussed more on interior areas close to castles than they were between towns.
- Unless they were a major trading route.
- However there were fewer major trading routes that were maintained. Many of the routes were based on the roads of the romans



Medieval

- The scale of the medieval block shrank from the previously grand scale of the ancient world

Scale

- the pavement had to respond of the mode of transportation fo the day which was mostly wooden wheeled carts
- the smaller carts were required a much less strucural sound road.



Medieval

- If anything less attention to detail was paid then had been at the height of Rome

Construction

- Below is an image of a road constructed in the middle ages



Medieval

Construction

- The Chinese in order to rely more on dirt roads and less on the costly ordeal of paving great distances standardized axle widths.
- The result was that ruts were uniform in width allowing for easier travel over dirt roads



Medieval

- After the fall of the Roman Empire much of the Western world condensed into small fiefdoms

- much of the materials stayed the same

- stone
- crushed stone
- wood

Materials

- shells
- dirt



Medieval

- Cobble stones start as a waste product of shipping balast
- Soon balast stones are being installed in streets as a low cost material
- the advantage of the cobble stones is that they do not wear down easily

Interlocking Pavement

- one problem is that the strength of the pavement make the pavements louder making dense cities noisy as well as crowded
- because the stones are uneven they start to act like modern day interlocking pavements

