

Zack Stewart
Northern District Commissioner

Wayne O. Burkes
Central District Commissioner

Ronnie Shows
Southern District Commissioner



Dr. Robert L. Robinson
Executive Director

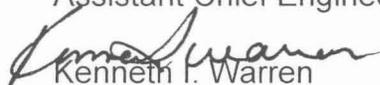
Kenneth I. Warren
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Inter-Departmental Memorandum

Date: December 11, 1996

To: All District Engineers
All Division Heads
Assistant Chief Engineers

From: 
Kenneth I. Warren
Chief Engineer

Subject: New Construction Lane Width

Effective with the February, 1997 letting, all construction and maintenance projects shall include 14 foot (4.27 m) lanes. My memo dated November 13, 1996, explains the criteria for maintenance projects. Metric projects will use a 4.20 meter (13.78') lane. The 14 foot (4.27 m) lane is required on all roadways with the following exceptions:

- The interior lanes of an undivided multi-lane roadway.
- Curb and gutter sections.
- Temporary roadways.
- Interchange ramps. The extra width for the mainline will begin or end at the nose point or merging end of the ramp with a taper of approximately 50 feet (15.24 m).
- Turning roadways, such as channelized intersections, are considered curb and gutter sections, i.e. no additional width will be required through the limits of curb and gutter.

The depth of the additional 2 feet (0.61 m) of pavement shall be the same as the travel lane. The slope will be the normal pavement slope, typically 2%. The typical section will indicate a 14 foot (4.27 m) width with a 12 foot (3.66 m) travel lane. Metric projects will show a 4.2 meter (13.78') width with a 3.6 m (11.81') travel lane. The total roadway crown width or shoulder to shoulder width will not change with this directive.



Full width paved shoulders should be considered when warranted. Factors that may warrant such treatment include, but are not limited to the following:

- Unstable soil conditions.
- Paved shoulders on adjacent sections of highway.
- Urban areas.
- Frequency of use (stoppage), especially trucks.

When using full width and full depth paved shoulders, the travel lane will be 12 feet at 2% normal slope and the full width paved shoulder will slope at 4%.

Edge lines shall be striped as per existing standards or as if there was no additional pavement width. No rumble strips should be used on the additional pavement.

Again, I sincerely appreciate your input in shaping this new policy and I thank you in advance for carrying it out.