MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Inter-Departmental Memorandum

TO: Squad Leaders

DATE: March 4, 1997

FROM: Steven W. Reeves SWR
Quality Control Engineer
Roadway Design

SUBJECT OR PROJECT NO: Pavement Width on Overlays in Metric Plans

INFORMATION COPY TO:

COUNTY:

Wendel Ruff
Irving Harris
John Pickering
Ray Balentine
Section Leaders
District Engineers
Active Consultants
File

There has been some discrepancy and confusion in the implementation of the Department's policy on overlaying an existing lane on a metric project. Please adhere to the policy explained below on all metric projects.

The existing 12-foot roadway to be overlaid will be shown as 3.66 meters wide on the typical section. Due to the extra lane width policy as shown on attached memorandums, the total travel lane width will be 4.26 meters. The 4.26 meter width includes a 3.66 meter travel lane width and a 0.60 meter extra lane width. The additional width outside the travel way will have a <u>minimum</u> depth of 80 mm.

The Department's policies for maintenance overlays and new construction lane widths are attached.

If you have any questions, please advise.

SWR/swr

File Copy

Zack Stewart
Northern District Commissioner

Wayne O. Burkes
Central District Commissioner

Ronnie Shows
Southern District Commissioner

MDOT

Dr. Robert L. Robinson
Executive Director

Kenneth I. Warren
Deputy Executive Director/
Chief Engineer

Mississippi Department of Transportation / P.O. Box 1850 / Jackson, Mississippi 39215-1850 / FAX (601) 359-7110

November 13, 1996

MEMORANDUM

TO: District Engineers

FROM: Chief Engineer
Kenneth I. Warren

Subject: "91" Projects - Maintenance overlays lane width

It has been determined that future maintenance overlay projects should include the widening of existing lanes to 14 feet on those routes which have an existing shoulder of no less than three feet. The depth of the widened section should be a minimum of 3 inches with each District determining the required thickness on a project by project basis. The surface course should be placed in one pass as a full 14 foot width.

The pavement markings should be placed in accordance with our current practices.

It is suggested that consideration should be given to the difficulty of producing an acceptable ride on a milled surface with a single lift with our current asphalt pavement mix designs. A thin leveling lift could provide a more acceptable base for the surface course while also providing the increased lane widths.

I realize that changes like these cause you difficulties in stretching your overlay dollars to cover the pressing needs in your districts, but it is felt that this widening of travel lanes is necessary in the present environment. I sincerely appreciate your input in shaping this new policy and I thank you in advance for carrying it out.

slr

pc: Assistant Chief Engineer - Operations
State Construction Engineer
State Maintenance Engineer

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Northern District Commissioner

Wayne O. Burkes
Central District Commissioner

Ronnie Shows
Southern District Commissioner

MDOT

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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.