



Montana Department of Transportation
PO Box 201001
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Memorandum

To: Distribution

From: Paul Ferry, P.E.
Highways Engineer

Date: April 16, 2009

Subject: Widening for Future Paving

This memo is to provide guidance on how widening for future paving should be addressed and clarify what additional width (if any) should be provided.

In a memo dated August 16, 1999, the Department established a standard practice for all reconstruction and major widening projects of providing additional sufficient finished top width to accommodate a future 0.20' (60 mm) overlay. The additional width enhances the capability for the placement of periodic surfacing treatments to extend the service life of pavements. This width permits the placement of an overlay without steepening the surfacing inslope or the construction of sliver fills.

A recent trend has been to eliminate the additional widening in order to reduce costs or minimize impacts (e.g. R/W, environmental). Although providing the additional width is not a standard and does not require a design exception, it is a standard practice. Consequently, the reasons for its elimination need to be documented in the Scope of Work or some other report.

When the additional widening is to be included in a project, the width that needs to be provided has also been questioned. Section 11.2.2.2 of the Road Design Manual states that 2.8' (0.8 m) of additional widening should be provided for future paving (1.4' or 0.4 m on each side). This is the width required for a 0.20' (60 mm) overlay thickness with 6:1 surfacing inslopes. The sample plan sheets show that 2.5' of additional widening is needed – **this is in error; the 2.8' is correct.**

As a compromise, providing 2.0' (0.6 m) of widening can be considered (1.0' or 0.3 m on each side). This width will accommodate a 0.15' (45 mm) overlay. The decision to use this width also needs to be documented in the appropriate report.

If you have questions concerning this, please contact me at 444-6244.

Pf.

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