

Memo

New Mexico Department of Transportation

SUBJECT: Infrastructure Design Directive
IDD-2011-03 (Pavement Taper Detail)

DATE: 6-July-2011

TO: Office of Infrastructure Divisions
District Offices
Transportation Design Community

FROM: Max E. Valerio, P.E.
Chief Engineer
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FILE REFERENCE:
PSESHARE:Design Directives

The attached directive establishes the NMDOT's policy in regards to the design and construction of surfacing tapers that apply to projects being designed and let out to bid under the NMDOT's project development process. This directive does not apply to maintenance projects.

General Office staff is to utilize the \\aspen\pshare drive to access the Directive. District and Regional Office staff can access the Directive utilizing the appropriate District drive as indicated below:

District 1	\\d1blade3\d1design
District 2	\\d2flsv01\public\psesection
District 3	\\d3-blade1\district 3\ps&e_section
District 4	\\d4-blade2\designshared
District 5	\\d5-blade4\section_shares
District 6	\\d6-blade1\nmdot_public\pse_section

In addition, the Directive will reside in the Department's external website. The web address is:

<http://www.nmshtd.state.nm.us>

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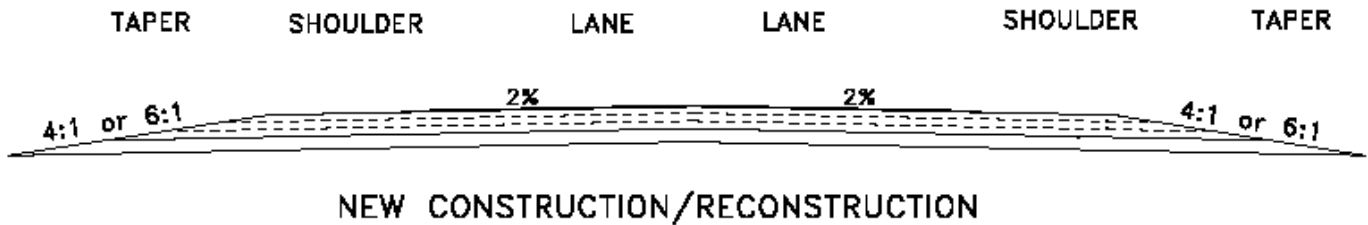
NMDOT

Pavement Taper Detail

The following Design Directive provides guidance to the project engineer/designer regarding the NMDOT's policy for pavement taper details that apply to projects being designed and let out to bid under the NMDOT's project development process. This directive does not apply to maintenance projects. Any variation to this Design Directive will require a Design Variance.

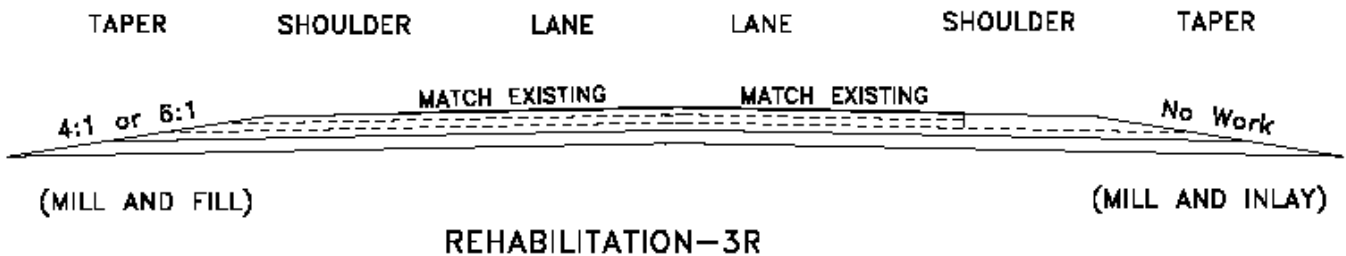
New Construction/Reconstruction- 4R:

Pavement surfacing tapers on all new construction and reconstruction projects will utilize a 6:1 surfacing taper when there are no constraints in regards to right of way, the environment or funding. Otherwise a 4:1 surfacing taper shall be utilized in these cases to minimize impacts. The minimum roadway cross slopes will be 2%.



Rehabilitation- 3R:

Pavement surfacing tapers on Mill and Inlay projects are typically not affected as this process does not encroach into the taper area and therefore the existing surfacing taper will not be modified. Pavement surfacing tapers on 3R Construction and Mill & Fill projects that do encroach into the surfacing taper, will utilize a 6:1 surfacing taper when there are no constraints in regards to right of way, the environment or funding. Otherwise a 4:1 surfacing taper shall be utilized in these cases to minimize impacts. The desirable roadway cross slope is 2%. However where not possible, the existing roadway cross slope is to be matched with a minimum roadway cross slope being 1.5%.



Note: This Design Directive is not intended to preclude the need for the engineer/designer to assess clear zone and side slope treatments beyond the surfacing taper in accordance with the AASHTO Roadside Design Guide.