

# INDIANA DEPARTMENT OF TRANSPORTATION



INTER-DEPARTMENT COMMUNICATION  
Standards Section C Room N642



Writer's Direct Line  
232-6775

May 30, 2000

## **DESIGN MEMORANDUM No.00-08 TECHNICAL ADVISORY**

**TO:** All Design, Operations, and District Personnel, and Consultants

**FROM:** /s/ Anthony L. Uremovich  
Anthony L. Uremovich  
Acting Design Policy Engineer  
Contracts and Construction Division

**SUBJECT:** Termination of New Mainline Asphalt Pavement

**EFFECTIVE:** Immediately

**COMPLEMENTS:** Design Manual Chapter 52

The detail shown in Figure 1 is to be shown on the plans where new mainline asphalt paving is terminated at the beginning and end of a project, and where paving exceptions are required at bridges.

The detail shown in Figure 2 is to be shown on the plans where an asphalt pavement wedge is required at the beginning and end of a bridge reconstruction or replacement project.

The following note is to accompany the detail.

The wedge shall be a continuation of the bridge deck profile for the distance shown, then shall be tapered uniformly as shown. The pavement relief joint shall be placed at the first transverse pavement joint beyond the limits of the wedge unless otherwise directed.

For both situations described above, the pay item for the pavement removal from the 0 depth to the 20 mm (3/4 in.) depth will be 202-60820 Surface Milling, Asphalt, or 202-60822 Surface Milling, Portland Cement Concrete, as applicable.

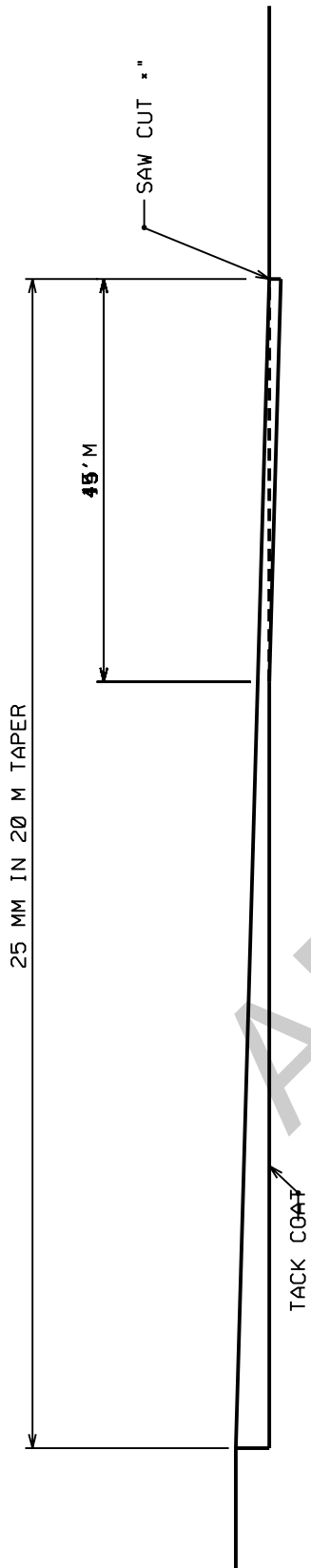


FIGURE 1

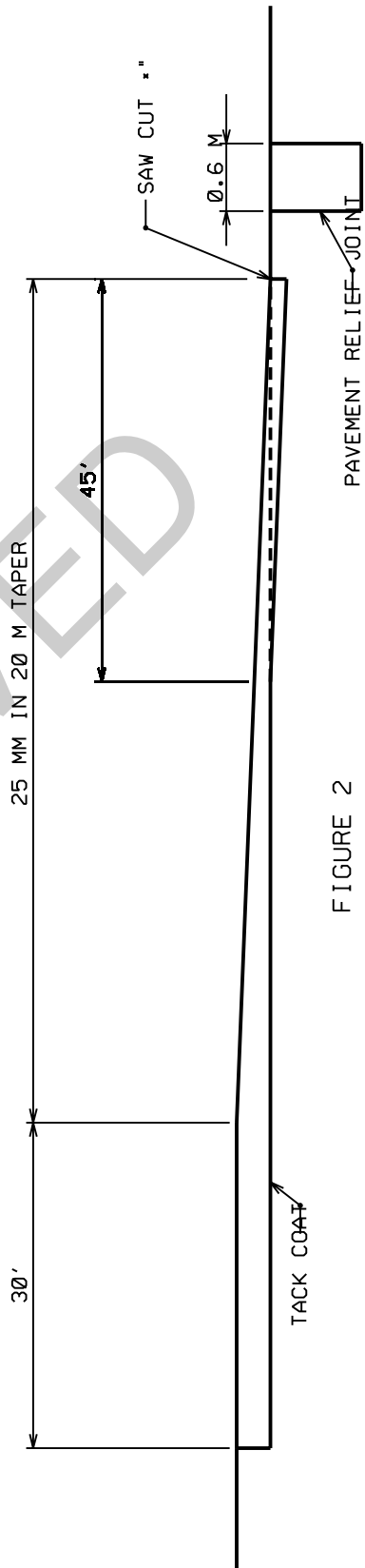


FIGURE 2

TERMINATION OF MAINLINE RESURFACE

METRIC

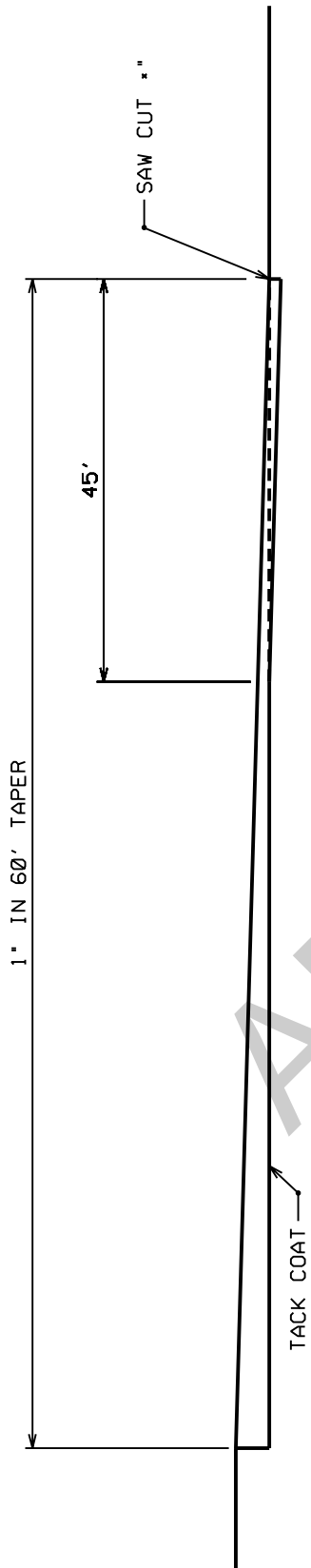


FIGURE 1

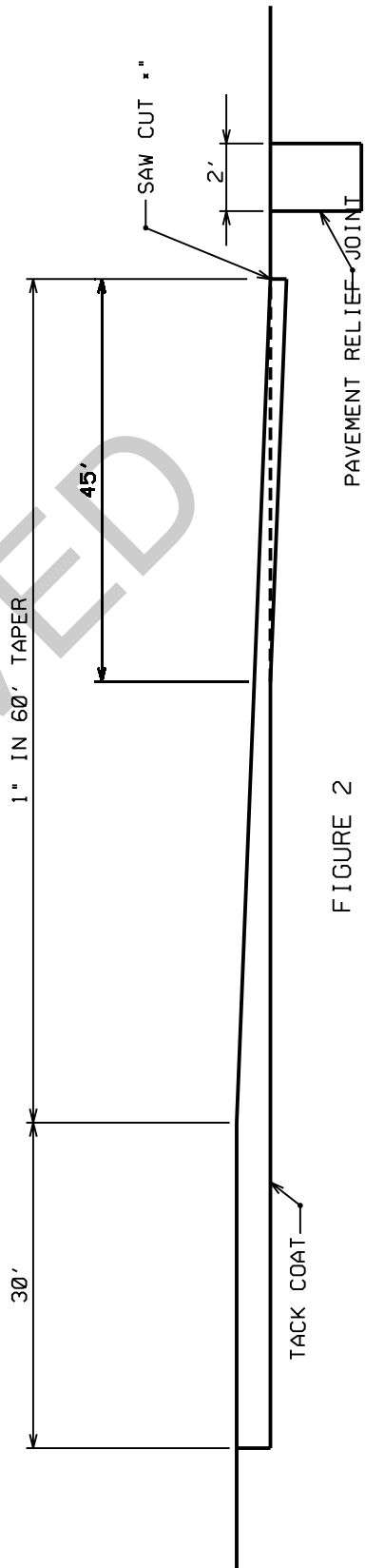


FIGURE 2

TERMINATION OF MAINLINE RESURFACE