This historical pavement data is provided for information only. It includes a history of pavement work that has been contracted through the NDOR Construction letting process. This history is generalized to depict the primary strategy (or strategies) used for a given construction project and may not encompass all work that was performed to all sections of a roadway. Furthermore, it does not include any work performed by NDOR Maintenance forces.

Pavement Design Acronyms & Definitions

Definitions

B.S.B.C. – Bituminous Sand Base Course OR Bituminous Stabilized Base Course

B.M.S.C. – Bituminous Material Surface Course

GR. – Grading

G.R. – Guard Rail

BR. – Bridge

CONC. – Concrete Pavement

P.C. – Prime Coat

A.C. – Armor Coat

S.S.B.C. – Stabilized Sand Base course OR Stabilized Soil Base Course

B. M. – Bituminous Material

T.S.B. – Tar Stabilized Base

JRCP – Jointed Reinforced Concrete Pavement

CRCP – Continuously Reinforced Concrete Pavement

JPCP – Jointed Plain Concrete Pavement

Definitions

Stabilized Subgrade – Lime, Fly Ash, Cement, Cement Kiln Dust, etc. added to upper 8” of cohesive soil

Subgrade Stabilization – Soil Binder added to upper 6” of granular soil

Subgrade Preparation – Topsoil removed and top 6” of soil compacted

1966	1966
21.2	24.5
(1966) S-379(6), 2"x25' AC	

1972	1972
21.2	24.66
(1972) S-379(8), 1.25"x24'	

1987	1987
21.26	25.11
(1988) RS-BRS-62-7(105)	

Year	Year
Begin R.P.	End R.P.
Project #4: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #5: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #6: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #7: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #8: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #9: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

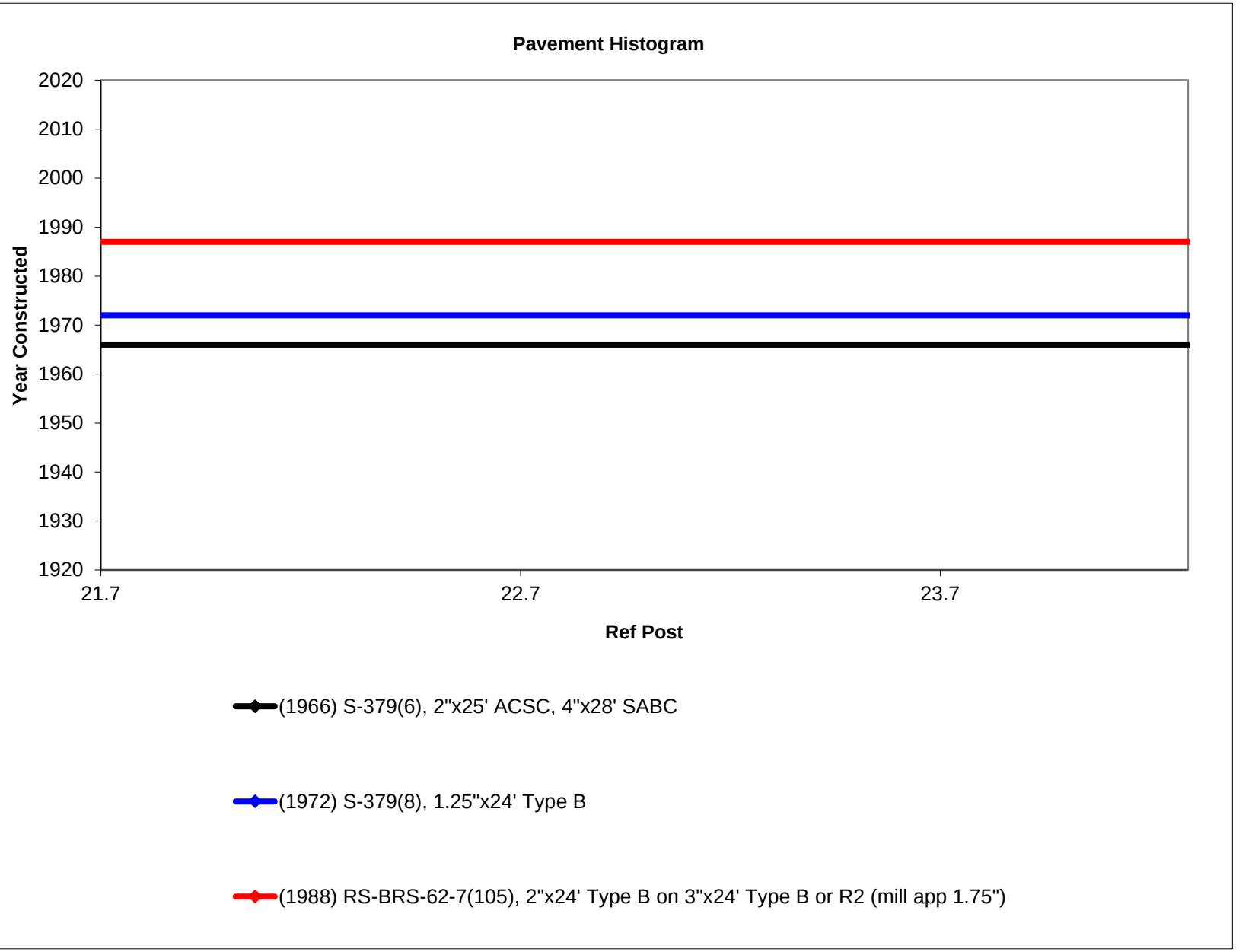
Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

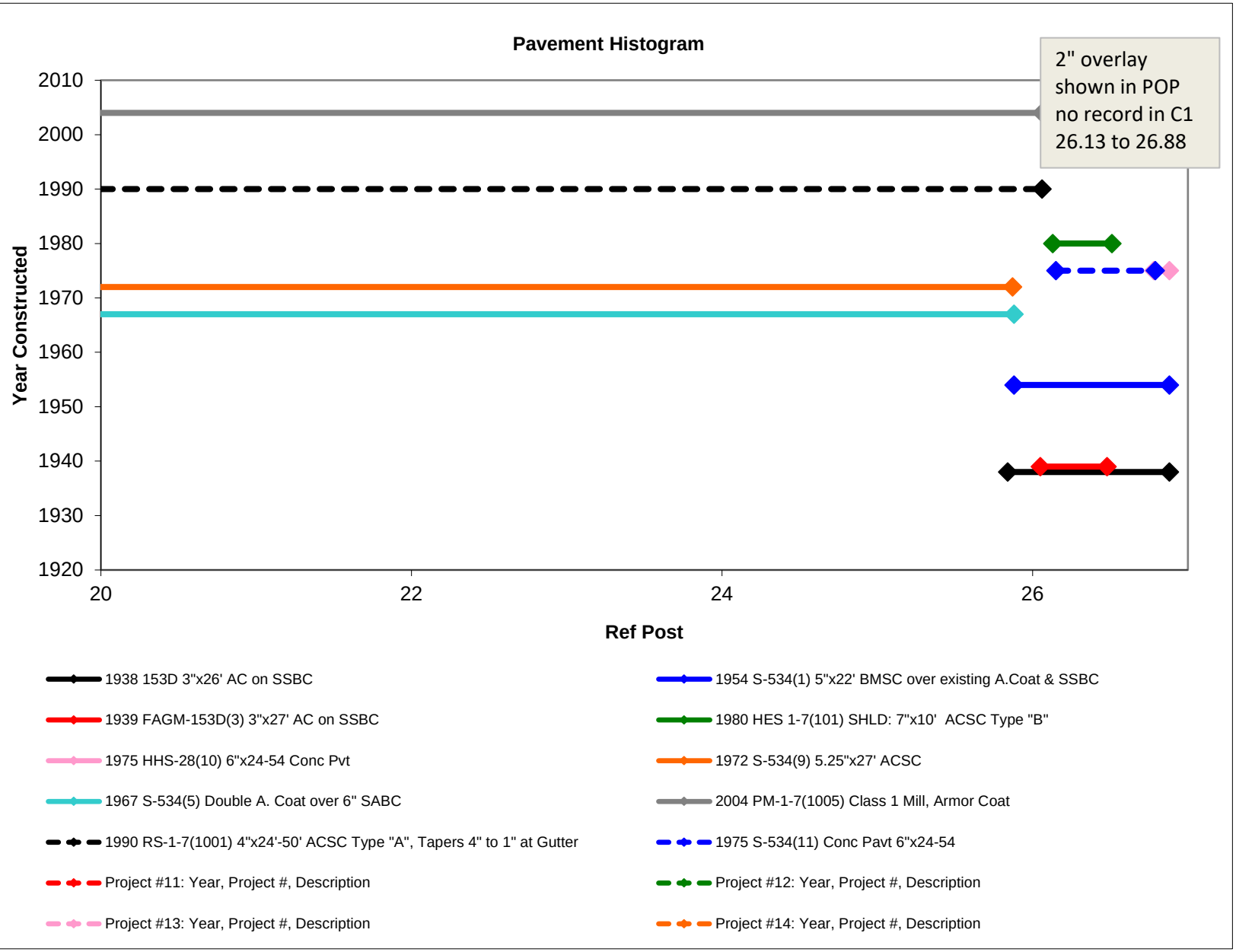
Year	Year
Begin R.P.	End R.P.
Project #14: Year, Project	

		Mainline Profile Summary:	Shoulder Profile Summary:
Hwy #	62	2"x24' Type B on 3"x24' Type B or R2 (mill app 1.75")	
Location	STELLA WEST BRIDGES	~~1.25"x24' Type B~~	
Project #	STP-62-7(108)	~~2"~~ 1.5"x25' ACSC, 4"x28' SABC	
C.N.	13098A		
Ref Posts	21.7 | 24.29		
Date	9/9/2013		
Prepared by	NICOLE JABER		



1938	1938	
25.84	26.88	
1938 153D 3"x26' AC on S		
1954	1954	
25.88	26.88	
1954 S-534(1) 5"x22' BMS		
1939	1939	
26.05	26.48	
1939 FAGM-153D(3) 3"x2		
1980	1980	
26.13	26.51	
1980 HES 1-7(101) SHLD:		
1975	1975	
26.78	26.88	
1975 HHS-28(10) 6"x24-54		
1972	1972	
12.91	25.87	
1972 S-534(9) 5.25"x27' A		
1967	1967	
12.91	25.88	
1967 S-534(5) Double A. C		
2004	2004	
12.91	26.06	
2004 PM-1-7(1005) Class		
1990	1990	
12.94	26.06	
1990 RS-1-7(1001) 4"x24'-		
1975	1975	
26.15	26.79	
1975 S-534(11) Conc Pavt		
Year	Year	
Begin R.P.	End R.P.	
Project #11: Year, Project		
Year	Year	
Begin R.P.	End R.P.	
Project #12: Year, Project		
Year	Year	
Begin R.P.	End R.P.	
Project #13: Year, Project		
Year	Year	
Begin R.P.	End R.P.	
Project #14: Year, Project		

		Mainline Profile Summary:			Shoulder Profile Summary:
Hwy #	1	20.41-25.89	25.89-26.13	26.13-26.88	
Location	Murray West	9.5" AC	9" AC		
Project #	STP-1-7(108)	Armor Coat	4" ACSC	2" AC	Rural - Earth Shoulders
C.N.	22467B	4" ACSC Type "A""	5" BMSC	6" Conc	
Ref Posts	20.41 26.88	5.25" ACSC	Armor Coat		26.26-26.45
Date	12/14/2012	Double Armor Coat	SSBC		Concrete w/curb
Prepared by	BB	6" SABC			



1936	1936
426.41	433.15
1936 258D, 9"x20' conc p	

1950	1950
426.9	433.13
1950 F-258(15), 8"x22' co	

1974	1974
432.02	433.15
1974, ER-258(24), 8"X24'	

1976	1976
428.97	432.02
1976 RF-30-6(102), 2"x24	

1991	1991
428.94	432.02
1991 F-30-6(1021), 1"x24	

2001	2001
428.94	432.02
2001 PEP-30-6(1034), 2"x	

2001	2001
432.02	433.1
2001 PEP-30-6(1034), 3"x	

2020	1920
430.24	430.24
Project #8: Year, Project #	

2020	1920
432.74	432.74
Project #9: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #14: Year, Project	

Hwy #	30
Location	Fremont-Arlington
Project #	NH-30-6(137)
C.N.	22566
Ref Posts	429.28 433.13
Date	3/26/2013
Prepared by	Nicole Jaber

Mainline Profile Summary:

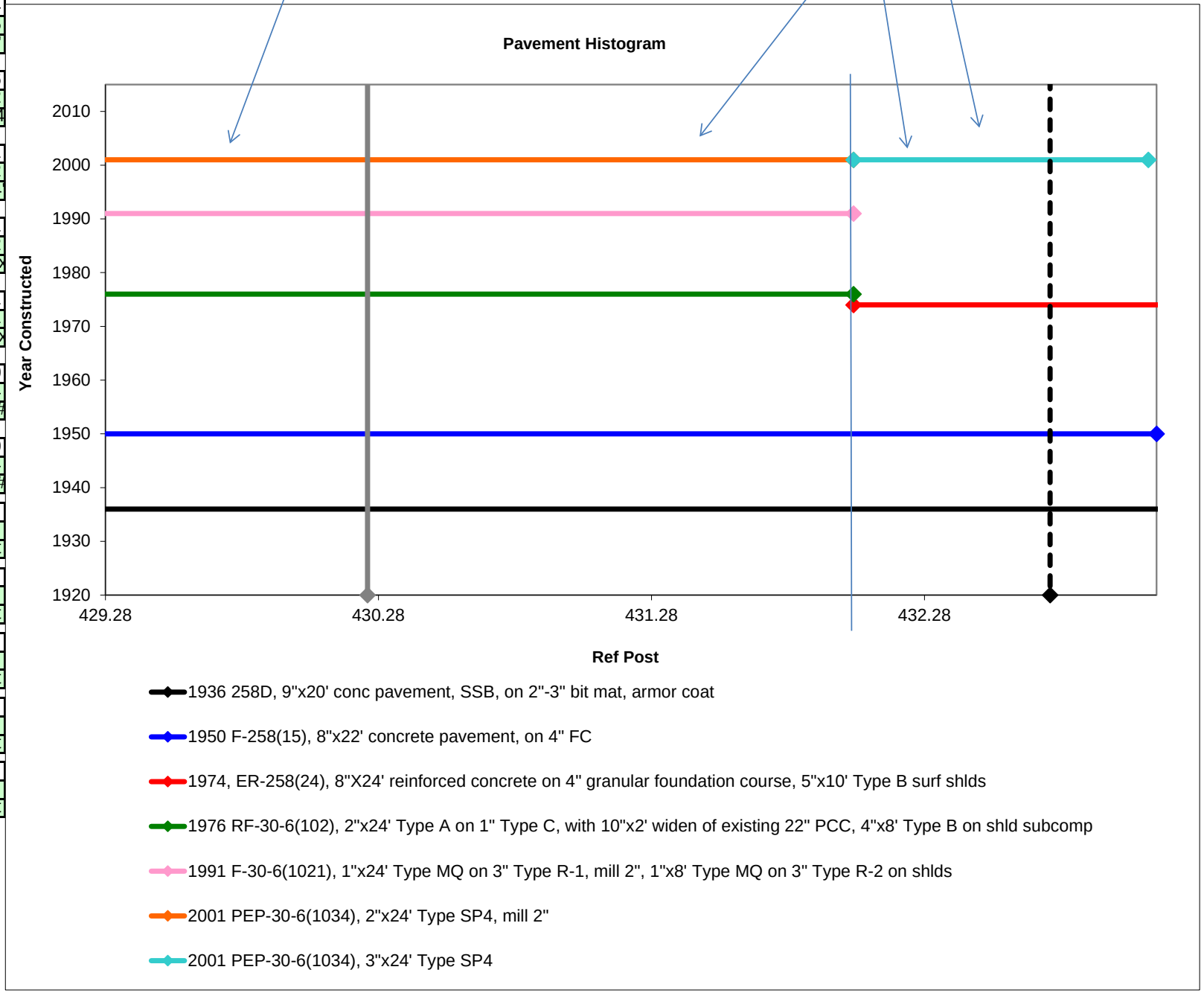
2"x24' Type SP4, mill 2"
~~1~~"x24' Type MQ on 2~~"-3~~" Type R-1, mill 2"
~~2~~"x24' Type A on 1" Type C
8"x22' concrete pavement, on 4" FC

3"x24' Type SP4
8"X24' reinforced concrete
on 4" granular foundation course

Shoulder Profile Summary:

1"x8' Type MQ on 3" Type R-2
4"x8' Type B on shld subcomp

3" Type SP4
5"x10' Type B surf shlds



Year	Year
Begin R.P.	End R.P.
Project #1: Year, Project #	

1990	1990
444.23	446.02
IDR-80-9(517D) 14" PCC	

1997	1997
444.23	446.02
IM-80-9(1062) 14" PCC O	

1998	1998
444.95	445
IM-80-9(1062) 4" AC TYP	

Year	Year
Begin R.P.	End R.P.
Project #5: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #6: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #7: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #8: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #9: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

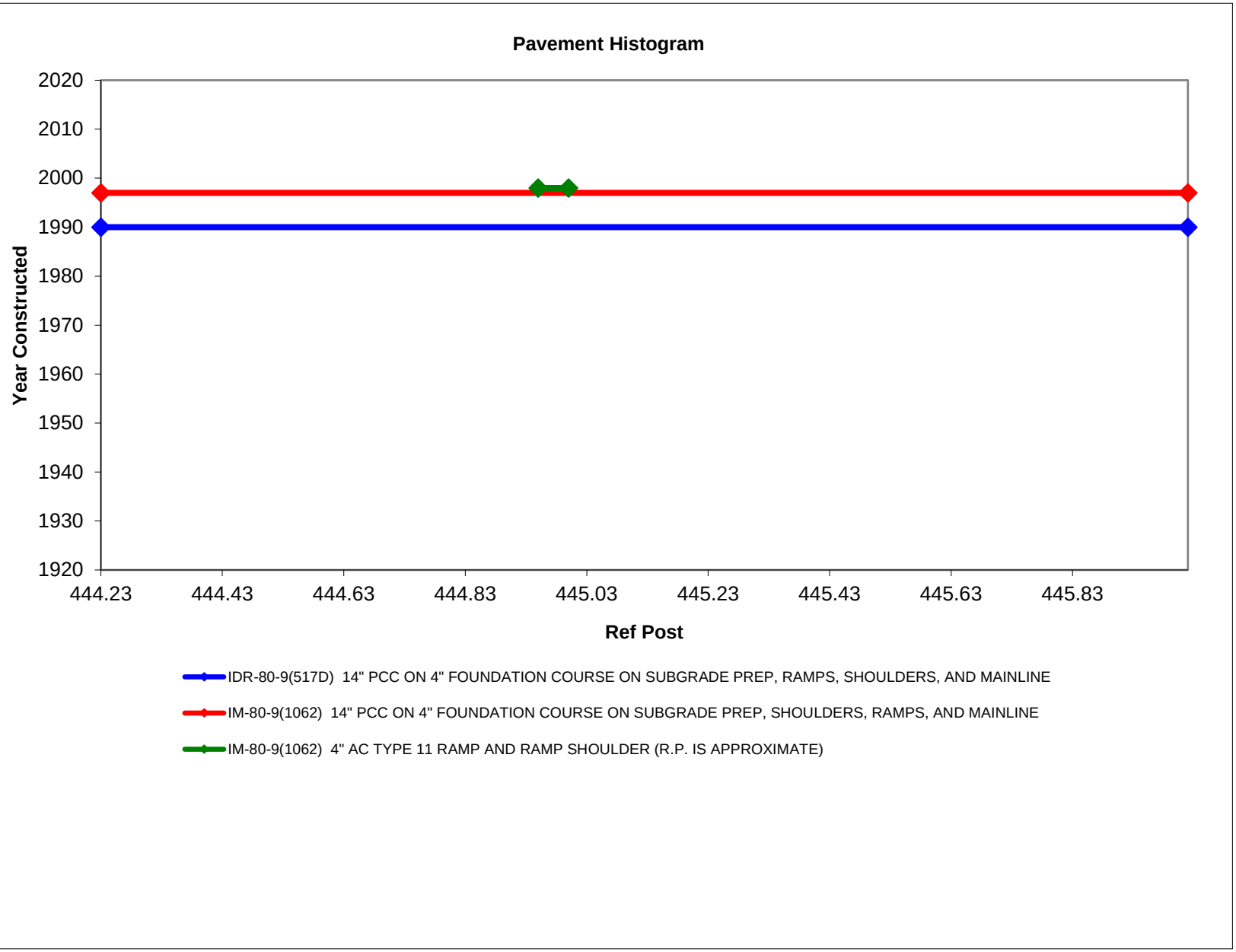
Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

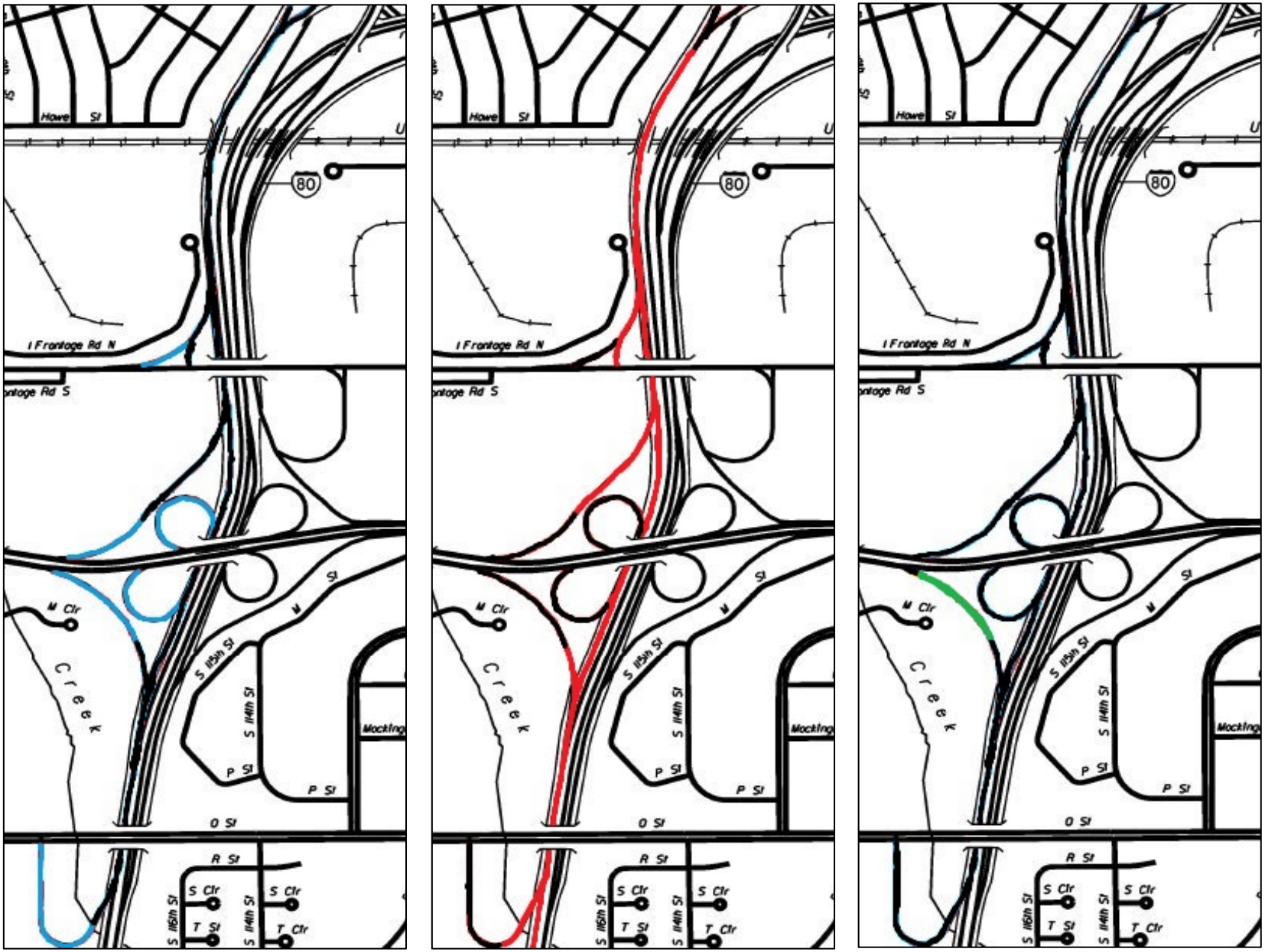
Year	Year
Begin R.P.	End R.P.
Project #14: Year, Project	

Hwy #	I-80
Location	CD ROADS OMAHA
Project #	
C.N.	
Ref Posts	444.23 446.02
Date	9/23/2016
Prepared by	AARON MATZKE

Mainline Profile Summary:

Shoulder Profile Summary:




Howe St
80
I Frontage Rd N
M Cir
Creek
S 118th St
S 114th St
P St
O St
R St
S Cir
T St
T Cir

1935	1935
391.37	394.29
1935 NRH-4 9"7'9"X20' C	

1935	1935
394.29	398.38
1935 NRH-383A 9'7'9"X20	

1935	1935
398.38	407.08
1935 NRH-383B 9'7'9"X20	

1970	1970
391.36	393.98
1970 F-4(14) 8"X2' CONC	

1970	1970
393.98	399.48
1970 F-383(3) CONC PAV	

1992	1992
391.69	399.17
1992 F-20-6(1008) MILL 2	

2006	2006
391.36	399.17
2006 PEP-20-6(1015) 2.5	

2011	2011
396.46	396.89
2011 STPD-20-6(1015) 9'	

1930	2020
397.89	397.89
BRIDGE S020 39789	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

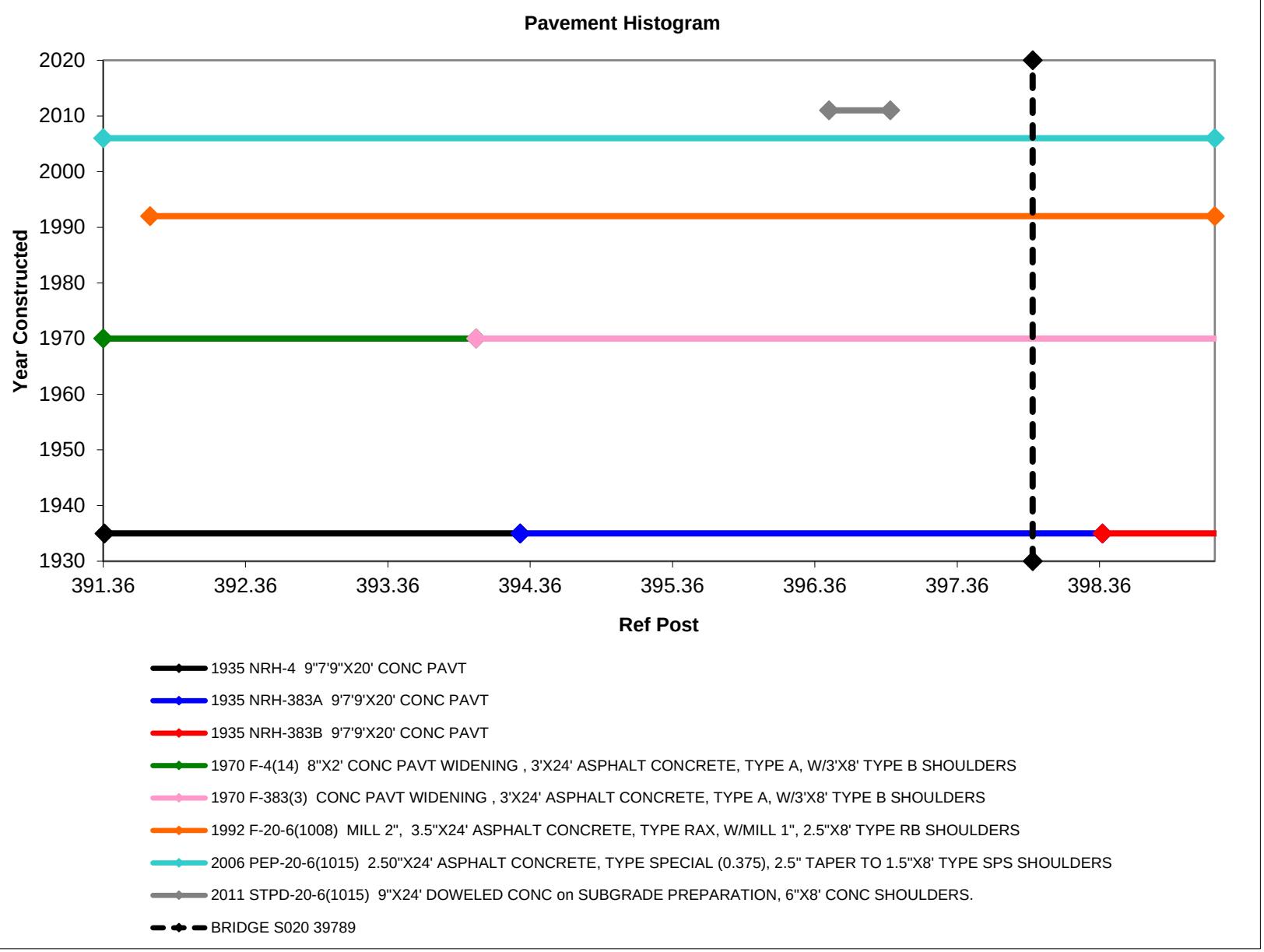
Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #14: Year, Project	

		Mainline Profile Summary:		Shoulder Profile Summary:
Hwy #	N-20			
Location	Laurel Northeast			
Project #	NH-20-6(111)			
C.N.	32226	2.5"X24' TYPE SP4 SPECIAL		
Ref Posts	397.17	MILL 2", 3.5"X24' TYPE RAX		2.5' TAPER 1.5' X8 TYPE SPS
Date	6/9/2014	1" ~~3"~~X24 TYPE A	9"X24' DOWELED CONC	Mill 1", 2.5" TYPE RB
Prepared by	Dennis Meinecke	9"7"9"X20' CONC PAVT	W/6"X8' CONC SHOULDERS	3"X8' TYPE B



1963	1963	
25	31.01	
(1963) S-715A, 6"x26' SAB		

1972	1972	
25	31.01	
(1972) S-715C, 4.5"x24' A		

1990	1990	
30.94	31.01	
(1990) F-BRF-81-4(109),9		

1990	1990	
24.97	30.94	
(1990) RS-59-5(1002) 2"x2		

1998	1998	
25.01	31.01	
(1998) RD-D3(1002), MICI		

2011	2011	
30.94	31.01	
(2011) NH-81-4(119), 3"x2		

	0
Begin R.P.	End R.P.
Project #7: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #8: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #9: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

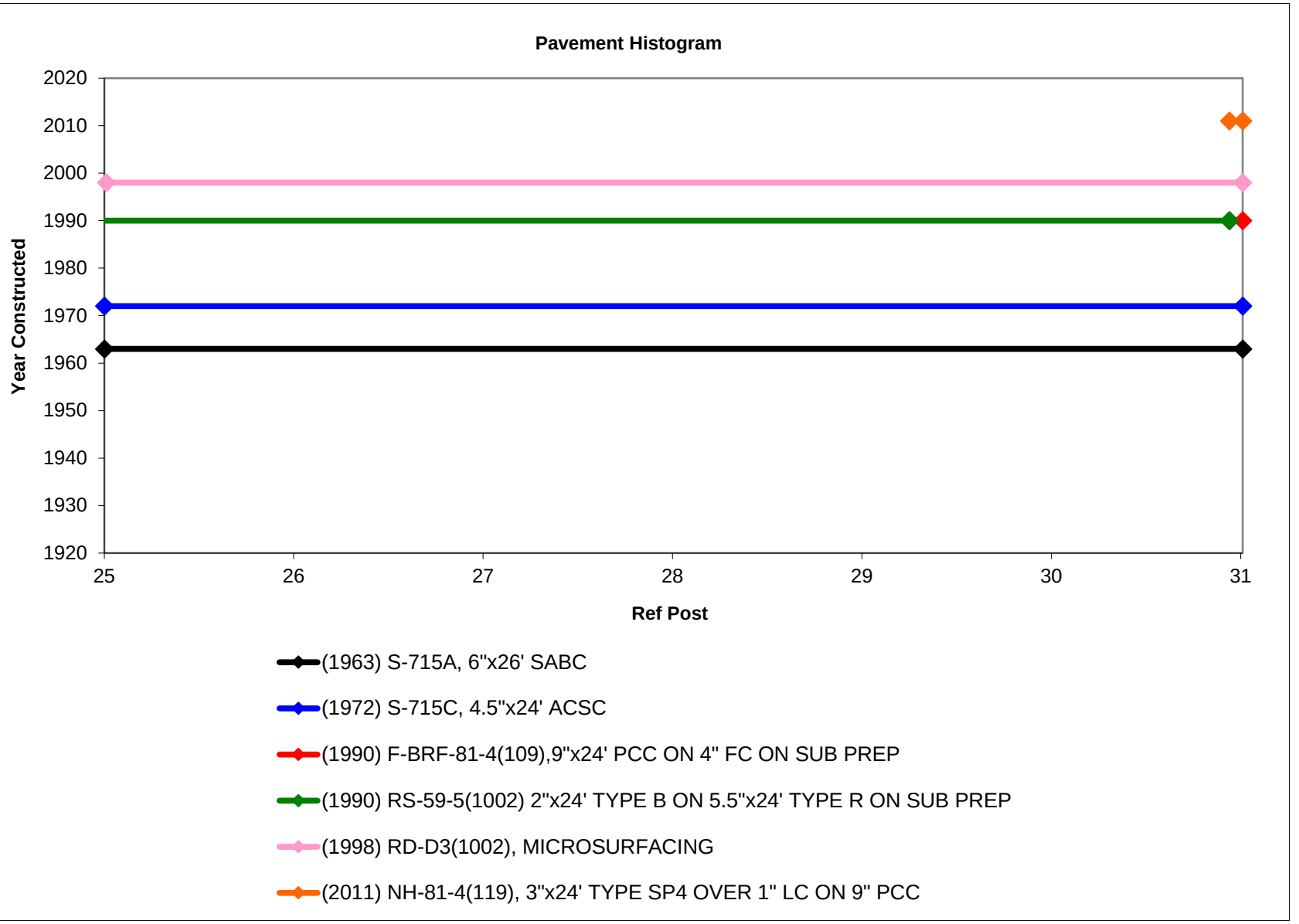
Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #14: Year, Project	

			Mainline Profile Summary:	Shoulder Profile Summary:
Hwy #	59		MICROSURFACING	3"x24' TYPE SP4 OVER 1" LC
Location	N-121 - US-81		2"x24' TYPE B ON 5.5"x24' TYPE R ON SUB PREP	9"x24' PCC ON 4" FC ON SUB PREP
Project #	STPD-59-5(106)		~~4.5"x24' ACSC~~	~~4.5"x24' ACSC~~
C.N.	31807		~~6"x26' SABC~~	~~6"x26' SABC~~
Ref Posts	25	31.01		
Date	10/3/2013			
Prepared by	NICOLE JABER			



1932	1932
0.83	11.78
(1933) 633A GRAVEL 2"X	

1953	1953
0.29	10.47
(1953) F-302(8) B.S.B.C.,	

1963	1963
0	11.78
(1963) S-755(3) GRAVEL	

1964	1964
0	11.78
(1964) S-755(4) S.A.B.C.	

1978	1978
0.01	19.75
(1978) F-51-6(1001) A.C.S	

1994	1994
0	19.75
(1994) STPD-BH-51-6(102	

2005	2005
0	19.75
(2005) PM-51-6(1004) MI	

Year	Year
Begin R.P.	End R.P.
Project #8 & Description	

Year	Year
Begin R.P.	End R.P.
Project #9 & Description	

Year	Year
Begin R.P.	End R.P.
Project #10 & Description	

Year	Year
Begin R.P.	End R.P.
Project #11 & Description	

Year	Year
Begin R.P.	End R.P.
Project #12 & Description	

Year	Year
Begin R.P.	End R.P.
Project #13 & Description	

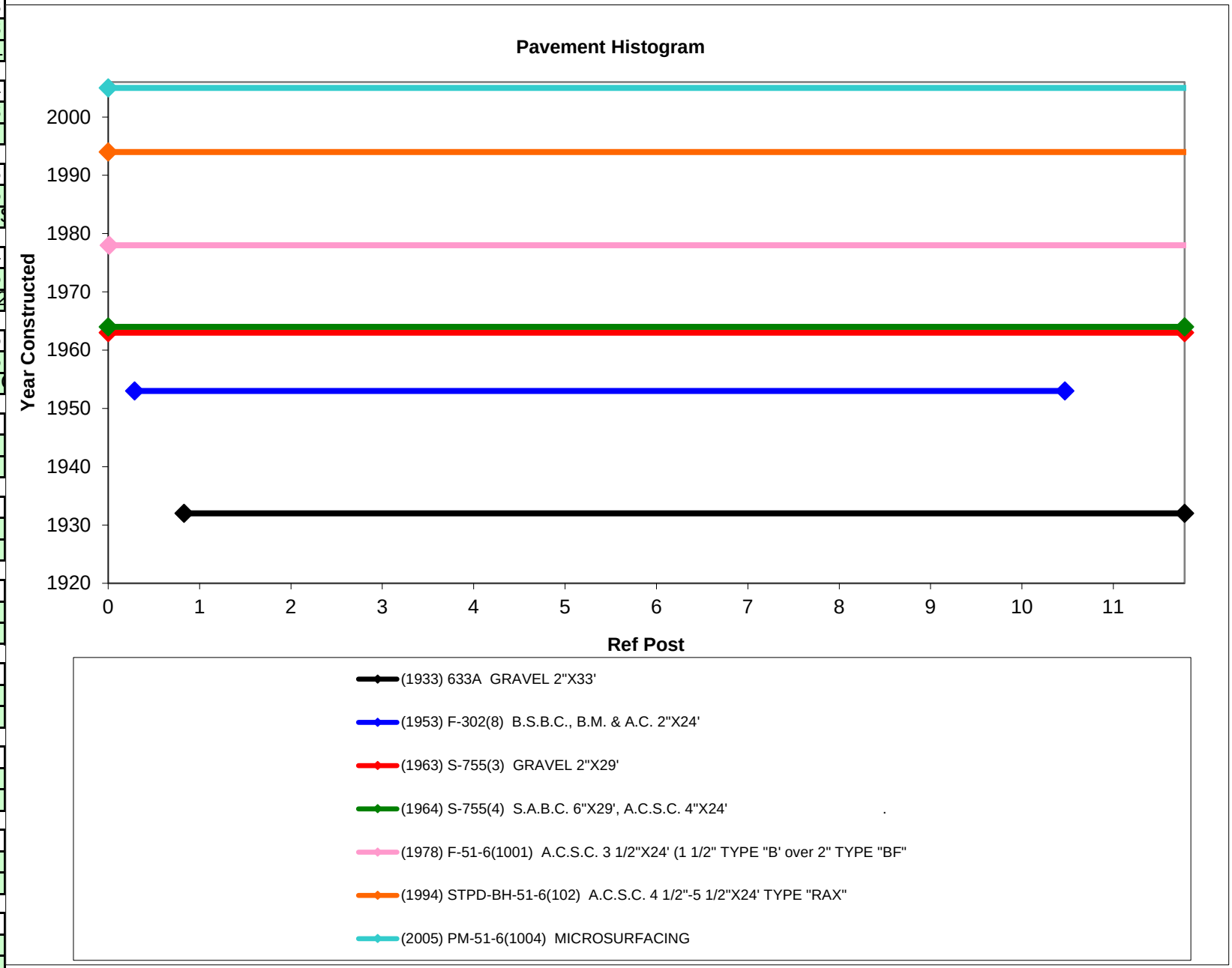
Year	Year
Begin R.P.	End R.P.
Project #14 & Description	

Project #	STP-51-6(104)	
C.N.	32048	
Location	US-275 - N-9	
Hwy #	N-51	
Ref Posts	0	11.78
Date	#########	
Prepared by	Dennis Meinecke	

Mainline Profile Summary:

MRICOSURFACING
4 1/2"-5 1/2" TYPE "RAX"
1 1/2" TYPE "B" over 2" TYPE "BF"
4" A.C.S.C over 6" S.A.B.C.
GRAVEL

Shoulder Profile Summary:



1955	1955
165.91	174.91
(1955) F-468(2), 3"X24' BM	

1958	1958
153.47	165.91
(1958) F-468 (4), 3"X24' A	

1992	1992
153.54	164.93
(1992) Armor coat	

1974	1974
165.89	182.84
(1974) F-91-6 (1001) 519,	

1977	1977
153.4	165.89
(1977) F-91-5 (104), 4.5"X	

1983	1983
165.67	182.85
(1983) ARMOR COAT	

1992	1992
164.93	165.34
(1992) ARMOR COAT	

1993	1993
165.34	174.75
(1993) F-91-6 (1003) 8"X2	

1998	1998
165.67	177.84
(1998) MICROSURFACIN	

1998	1998
168.1	182.73
(1998) RD-91-6 (1006) 2.5	

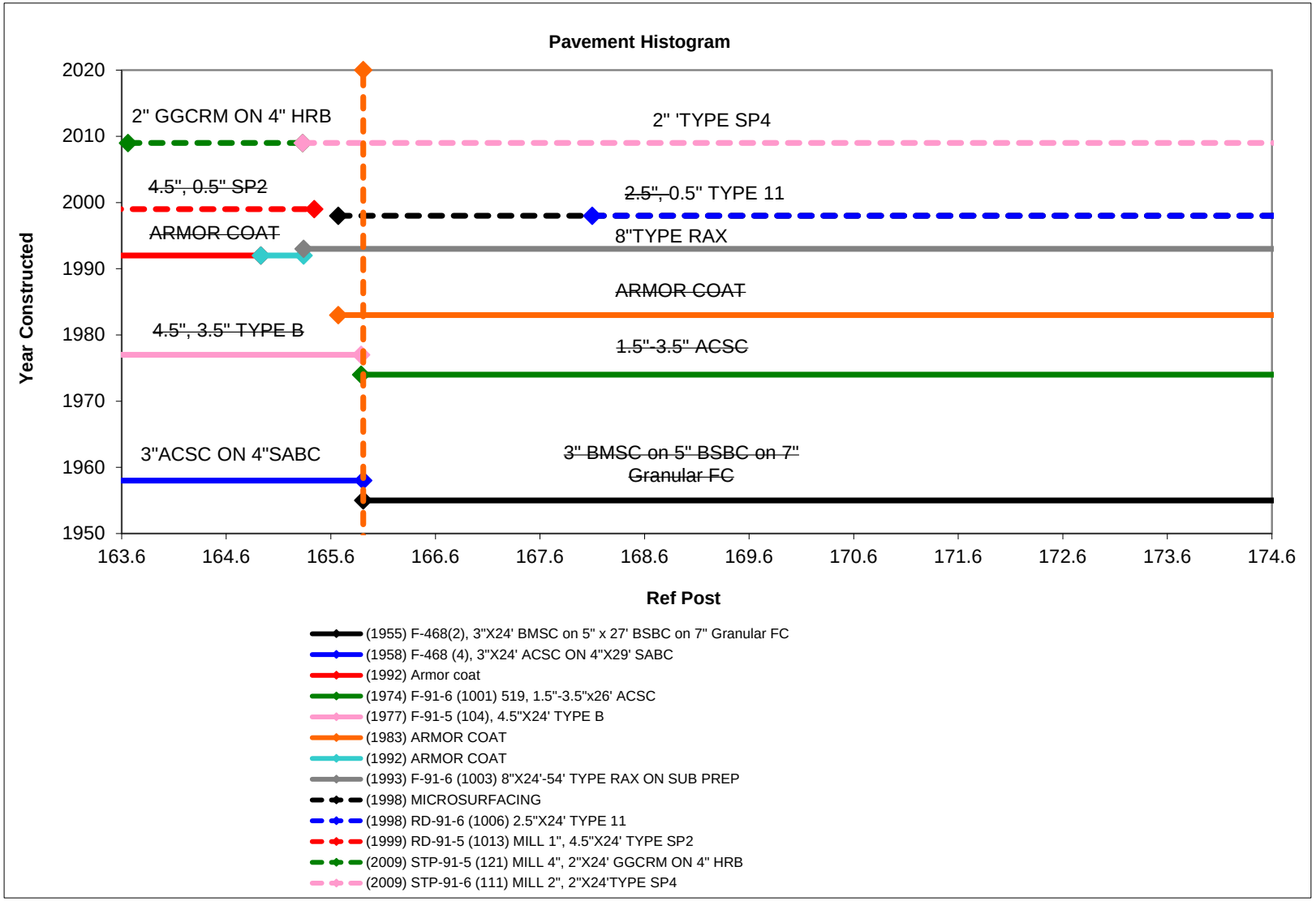
1999	1999
153.54	165.44
(1999) RD-91-5 (1013) MI	

2009	2009
163.66	165.33
(2009) STP-91-5 (121) MI	

2009	2009
165.33	182.85
(2009) STP-91-6 (111) MI	

1920	2020
165.91	165.91
Project #14: Year, Project	

		Mainline Profile Summary:	Shoulder Profile Summary:
Hwy #	91	MILL 4", 2"X24' GGCRM ON 4" HRB	MILL 2", 2"X24'TYPE SP4
Location	Clarkson West	~~MILL 1", 4.5"~~ ~~0.5"X24' TYPE SP2~~	~~2.5"~~ ~~0.5~~"X24' TYPE 11
Project #	STP-91-6(109)	~~Armor coat~~	8"X24'-54' TYPE RAX ON SUB PREP
C.N.	31845	~~4.5"~~ ~~3.5~~"X24' TYPE B	~~ARMOR COAT~~
Ref Posts	164.07 to 174.6	3"X24' ACSC ON 4"X29' SABC	~~1.5"-3.5"x26' ACSC~~
Date	1/8/2015		~~3"X24' BMSC on 5" x 27' BSBC on 7" Granular FC~~
Prepared by	Steven Nguyen		



1958	1958
0	0.19
(1958) S-652 (2), 3"X22'A	

1977	1977
0	0.19
(1977) F-91-5 (104), 3"X2	

1993	1993
0	0.06
(1993) F-91-6 (1003), 8"X	

1999	1999
0	0.19
(1999) RD-91-5 (1013), 1.	

2009	2009
0	0.19
(2009) STP-91-6 (111), 2"	

Year	Year
Begin R.P.	End R.P.
Project #6: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #7: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #8: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #9: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

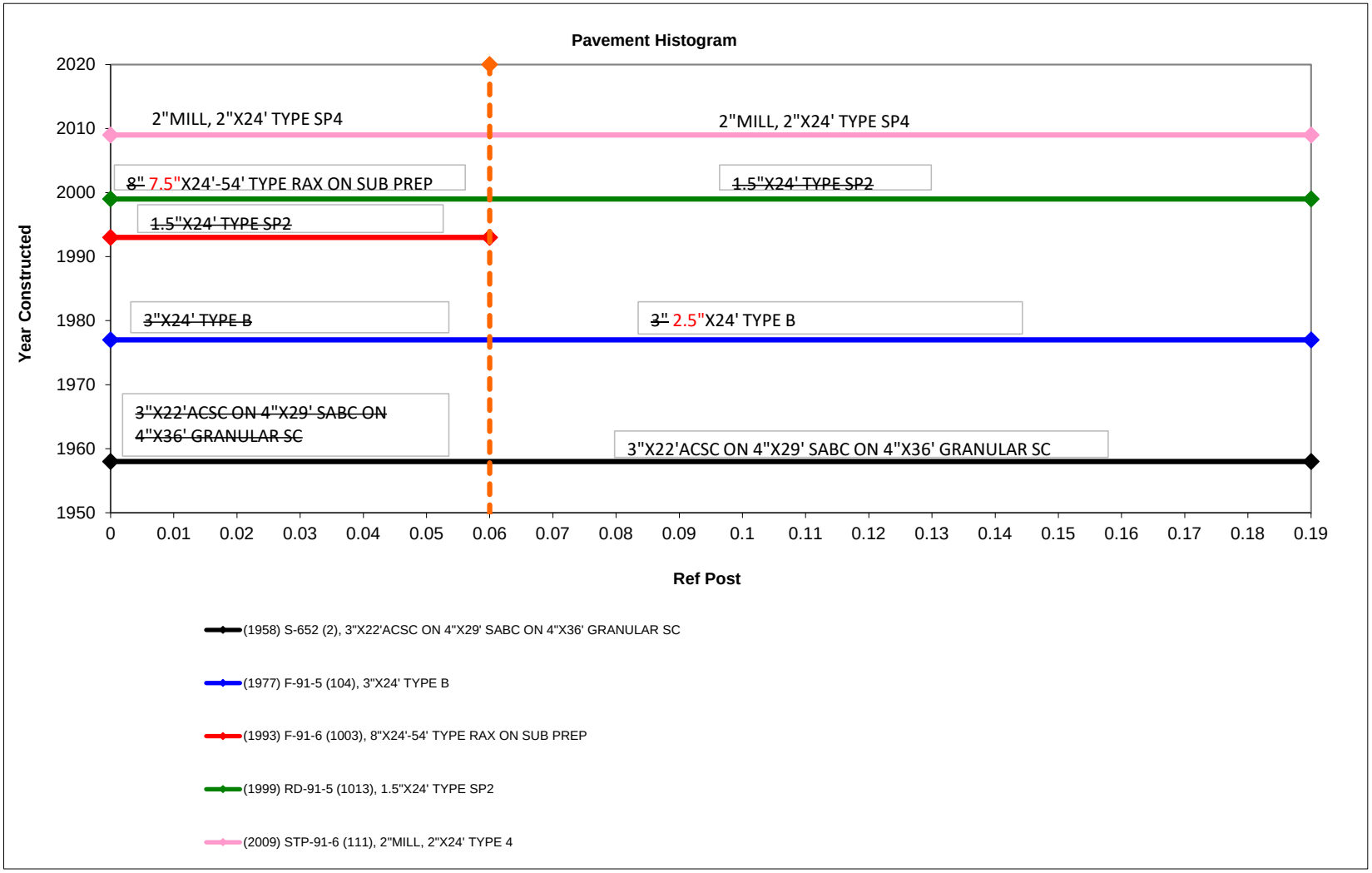
Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

1920	2020
0.06	0.06
Project #14: Year, Project	

		Mainline Profile Summary:	Shoulder Profile Summary:
Hwy #	S19A	2"MILL, 2"X24' TYPE SP4	2"MILL, 2"X24' TYPE SP4
Location	CLARKSON WEST	~~1.5"X24' TYPE SP2~~	~~1.5"X24' TYPE SP2~~
Project #	STP-91-6 (109)	~~8"~~ 7.5"X24'-54' TYPE RAX ON SUB PREP	~~3"~~ 2.5"X24' TYPE B
C.N.	31845	~~3"X24' TYPE B~~	3"X22'ACSC ON 4"X29' SABC ON 4"X36' GRANULAR SC
Ref Posts	0 0.19	~~3"X22'ACSC ON 4"X29' SABC ON 4"X36' GRANULAR SC~~	
Date	1/9/2015		
Prepared by	STEVEN NGUYEN		



1955	1955
0	0.25
(1955) S-471 (2), 3"X22' B	

1974	1974
0	0.25
(1974) F-91-6 (1001) 519,	

1993	1993
0	0.01
(1993) F-91-6 (1003), 8"X2	

1995	1995
0	0.25
(1995) RD-57-3 (1004), AR	

2001	2001
0	0.25
(2001) PEP-57-3 (1007), 3	

2009	2009
0	0.25
(2009) STP-91-6 (111), MI	

1950	2020
0.01	0.01
Project #7: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #8: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #9: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

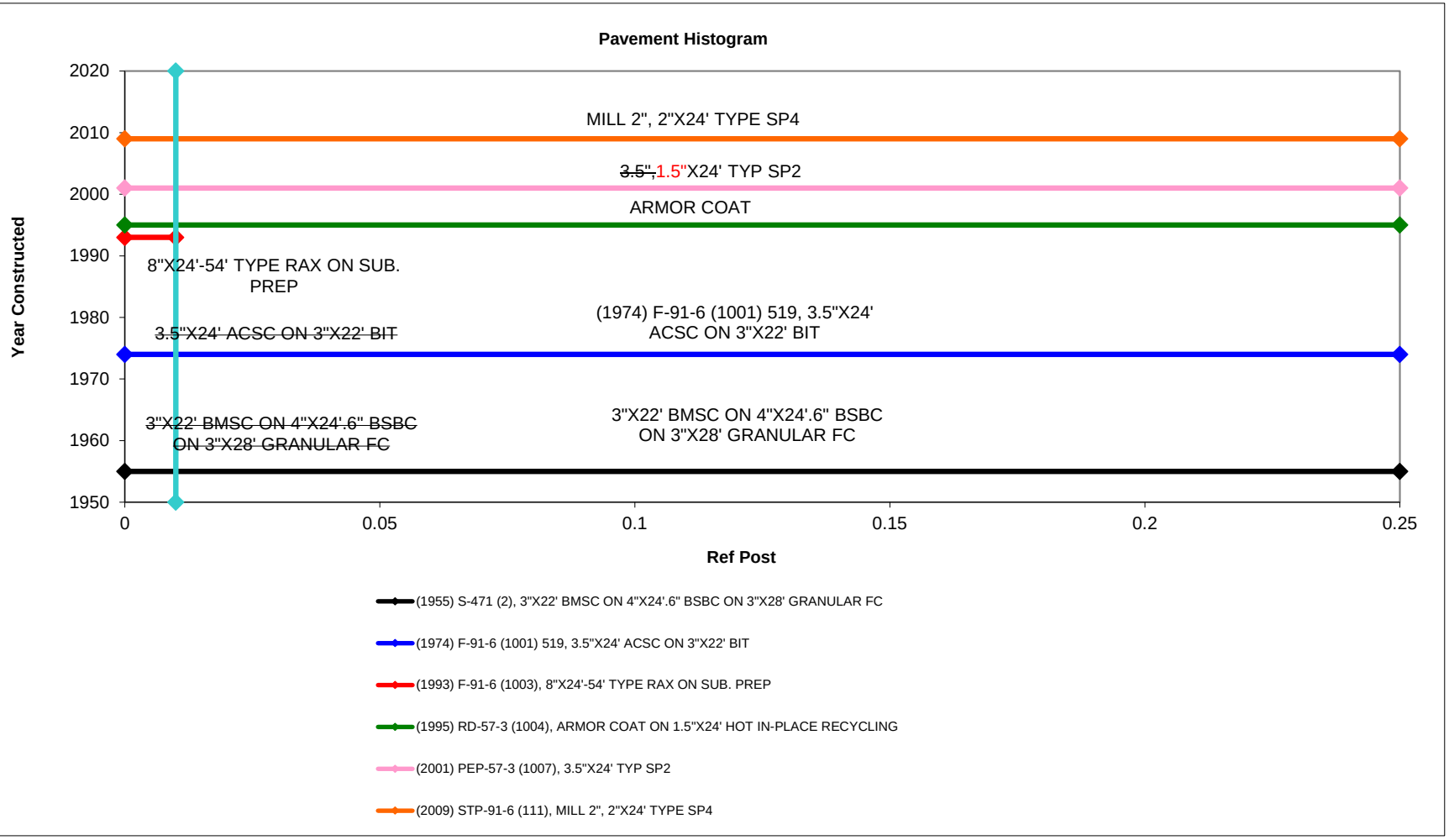
Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #14: Year, Project	

			Mainline Profile Summary:	Shoulder Profile Summary:
Hwy #	S19B		MILL 2", 2"X24' TYPE SP4	MILL 2", 2"X24' TYPE SP4
Location	CLARKSON WEST		~~3.5",~~1.5"X24' TYP SP2	~~3.5",~~1.5"X24' TYP SP2
Project #	STP-91-6(109)		ARMOR COAT ON 1.5"X24' HOT IN-PLACE RECYCLING	ARMOR COAT ON 1.5"X24' HOT IN-PLACE RECYCLING
C.N.	31845		8"X24'-54' TYPE RAX ON SUB. PREP	3.5"X24' ACSC ON 3"X22' BIT
Ref Posts	0	0.25	~~3.5"X24' ACSC ON 3"X22' BIT~~	3"X22' BMSC ON 4"X24'.6" BSBC ON 3"X28' GRANULAR FC
Date	1/9/2015		~~3"X22' BMSC ON 4"X24'.6" BSBC ON 3"X28' GRANULAR FC~~	
Prepared by	STEVEN NGUYEN			



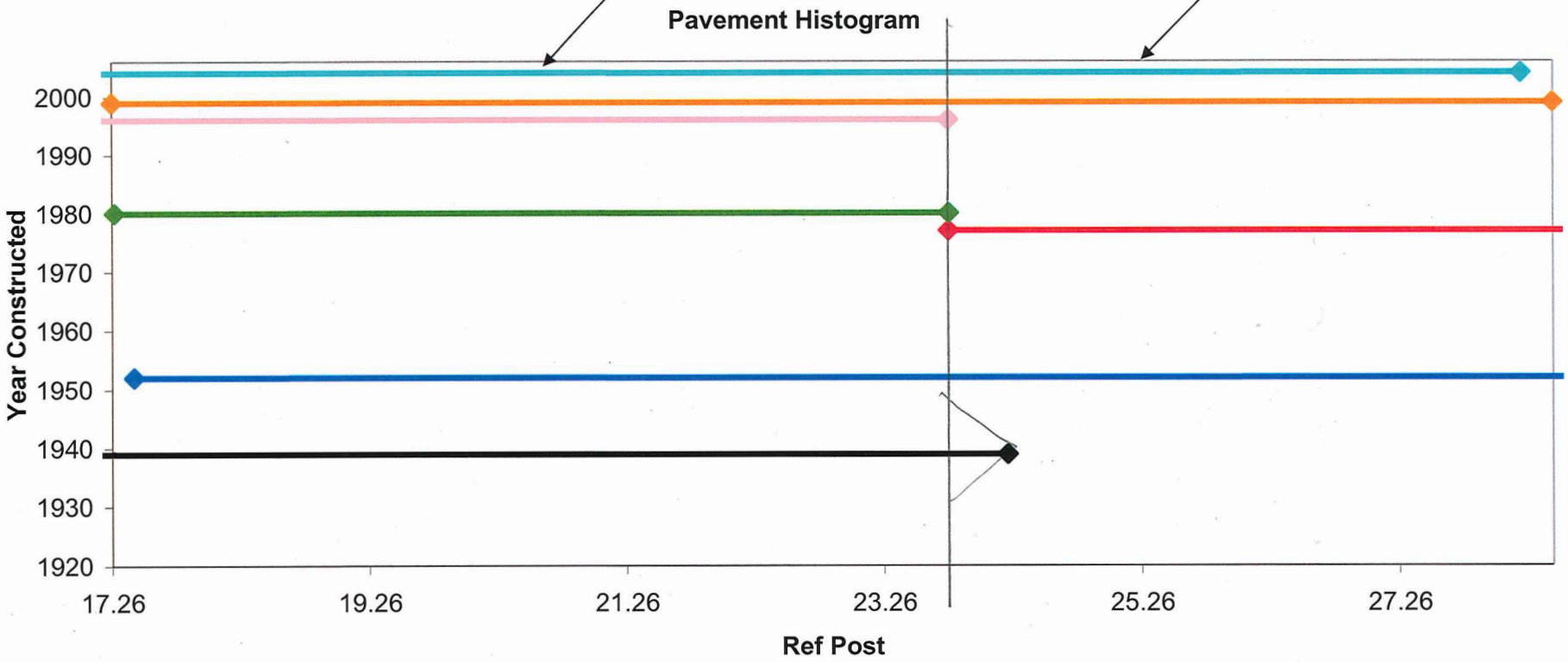
Project #	RD-34-2(1026)
C.N.	71087
Location	South Jct. N-61 West
Hwy #	34
Ref Posts	17.26 | 28.45
Date	4/7/2008
Prepared by	Beran

9" AC

Mainline Profile Summary:	Shoulders
Armor Coat	
3" Type SP3	3" SPS on Exist., 6"x 2' Widen
2" Type 14R, Mill 2" Exist. Bit.	Fog Seal
~~4" 6"~~ (2" Type B over 4" Type BF), 28' top	4" Type B/BF (4')
~~2" Bit.Mat.~~	
~~3" S.S.B.C. with P.C. & A.C.~~	

12" AC

Mainline Profile Summary:	Shldrs.
Armor Coat	
5" Type SP3, Mill 2"	3" Type SPS
5" ~~7"~~ Type B, 28' Top	4" Type B (6')
2" Bit. Mat.	



1959	1959
157.75	165.79
1959 F-313(10)	5"x24' Bl

1977	1977
157.75	162.77
1977 RF-281-4(1001)	2.5

1977	1977
162.77	170.18
1977 RF-281-4(101)	2.75

1997	1997
158.11	170.15
1997 PEP-281-4(1009)	M

2008	2008
158.09	165.56
2008 NH-281-4(113)	MIL

Year	Year
Begin R.P.	End R.P.
Project #6: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #7: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #8: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #9: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

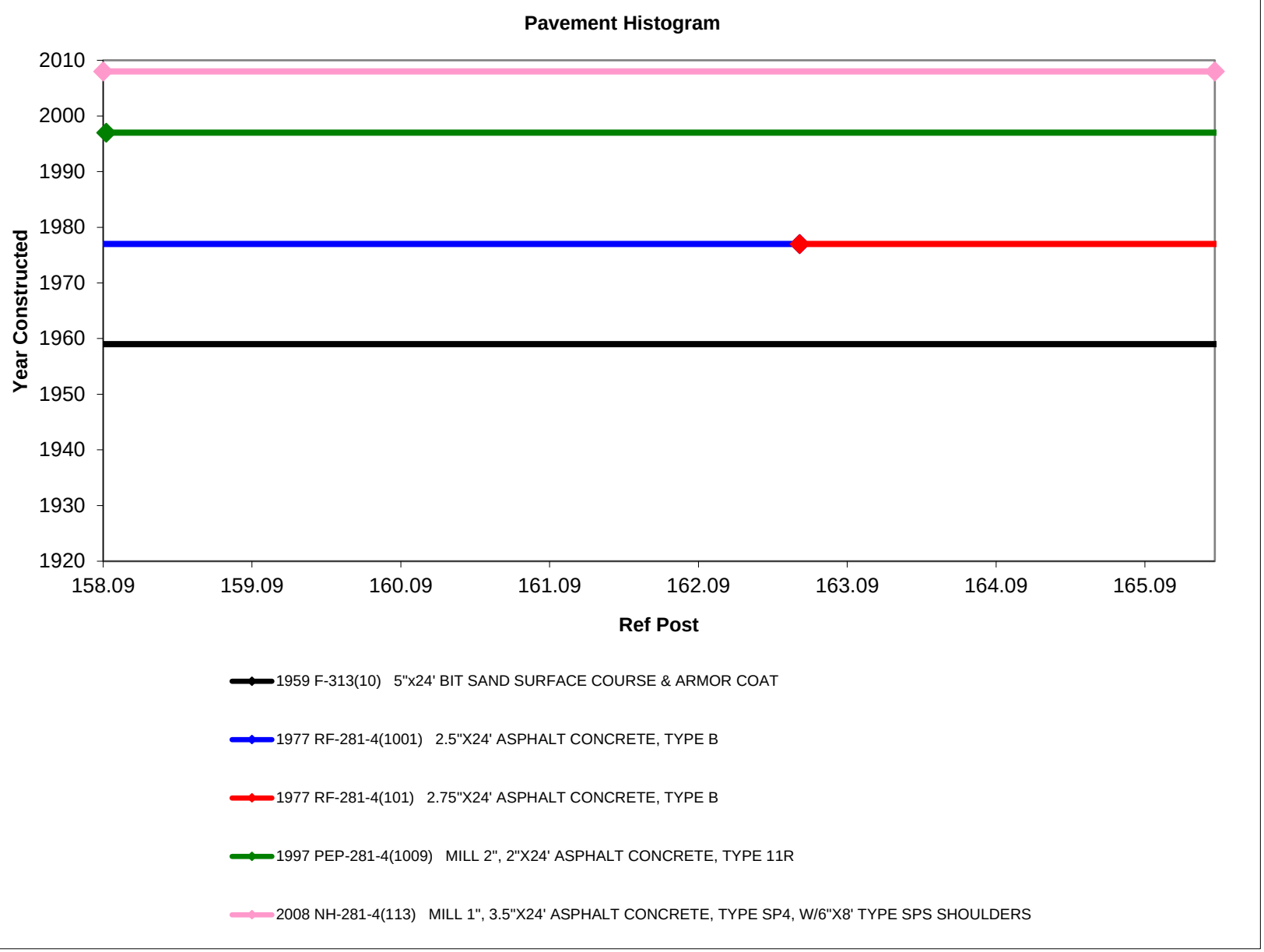
Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #14: Year, Project	

		Mainline Profile Summary:		Shoulder Profile Summary:
Hwy #	**US-281**			
Location	Chambers Jct. South			
Project #	NH-281-4(125)			
C.N.	80982	Mill 1", 3.5"x24' Type SP4		
Ref Posts	158.09 | 165.56	Mill 2", 1" ~~2"~~x24' Type 11R		
Date	########	0.5" ~~2.5"~~-0.75" ~~2.75"~~x24' Type B		
Prepared by	Dennis Meinecke	5"x24' Bit Sand & Armor Coat		6"x8' Type SPS



1929	1929
169.8	179.31
(1929) 4"x25' OIL SAND	

1935	1935
182.93	183.31
(1935) 9-7-9 PCC	

1936	1936
179.31	182.93
(1936) 3"x24' BMSC	

1953	1953
181.83	182.94
(1953) 2"x24' BMSC	

1955	1955
165.64	170.37
(1955) 3"x24' ACSC	

1959	1959
157.75	165.79
(1959) 5"x24' BSSC	

1965	1965
170.18	179.32
(1965) 4"x24' BITMAT	

1972	1972
175.43	182.94
(1972) 2.5"x24' ACSC	

1977	1977
162.77	170.18
(1977) 2.75"x24' ACSC	

1978	1978
170.14	175.43
(1978) ARMMOR COAT	

1987	1987
170.14	175.43
(1987) 3.5" ACSC	

1992	1992
175.43	182.97
(1992) 3.5"x-7"x24' ACSC	

1997	1997
158.11	170.15
(1997) 2"x24' ACSC	

2008	2008
158.09	165.56
(2008) 3.5"x24' TYPE SP4	

2010	2010
165.56	182.99
(2010) 3.5"x24'-36' TYPE	

Year	Year
Begin R.P.	End R.P.
Project #16 & Description	

Year	Year
Begin R.P.	End R.P.
Project #17 & Description	

Year	Year
Begin R.P.	End R.P.
Project #18 & Description	

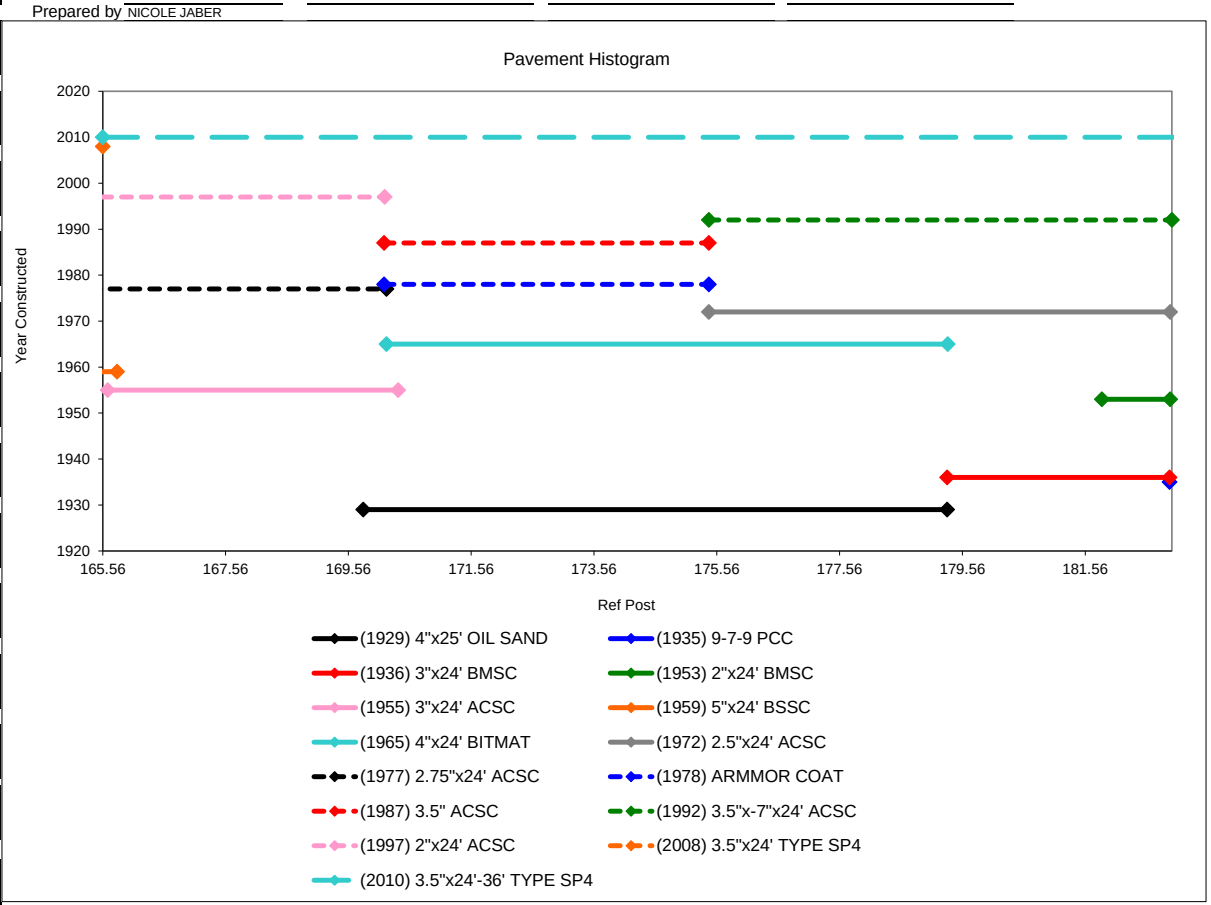
Year	Year
Begin R.P.	End R.P.
Project #19 & Description	

Year	Year
Begin R.P.	End R.P.
Project #20 & Description	

Year	Year
Begin R.P.	End R.P.
Project #21 & Description	

Year	Year
Begin R.P.	End R.P.
Project #22 & Description	

		Mainline Profile Summary:	Shoulder Profile Summary:
Hwy #	281		
Location	CHAMBERS - O'NEIL		
Project #	NH-281-4(126)		
C.N.	80984		
Ref Posts	165.56	182.97	
Date	11/4/2014		
Prepared by	NICOLE JABER		



1932	1932
217.45	225.79
1932 SA-679B Gravel 1"x2	

1934	1934
217.45	225.79
1934 SA-679B Gravel 1"x2	

1960	1960
214.46	220
1960 F-137(7) 3"x24' BMS	

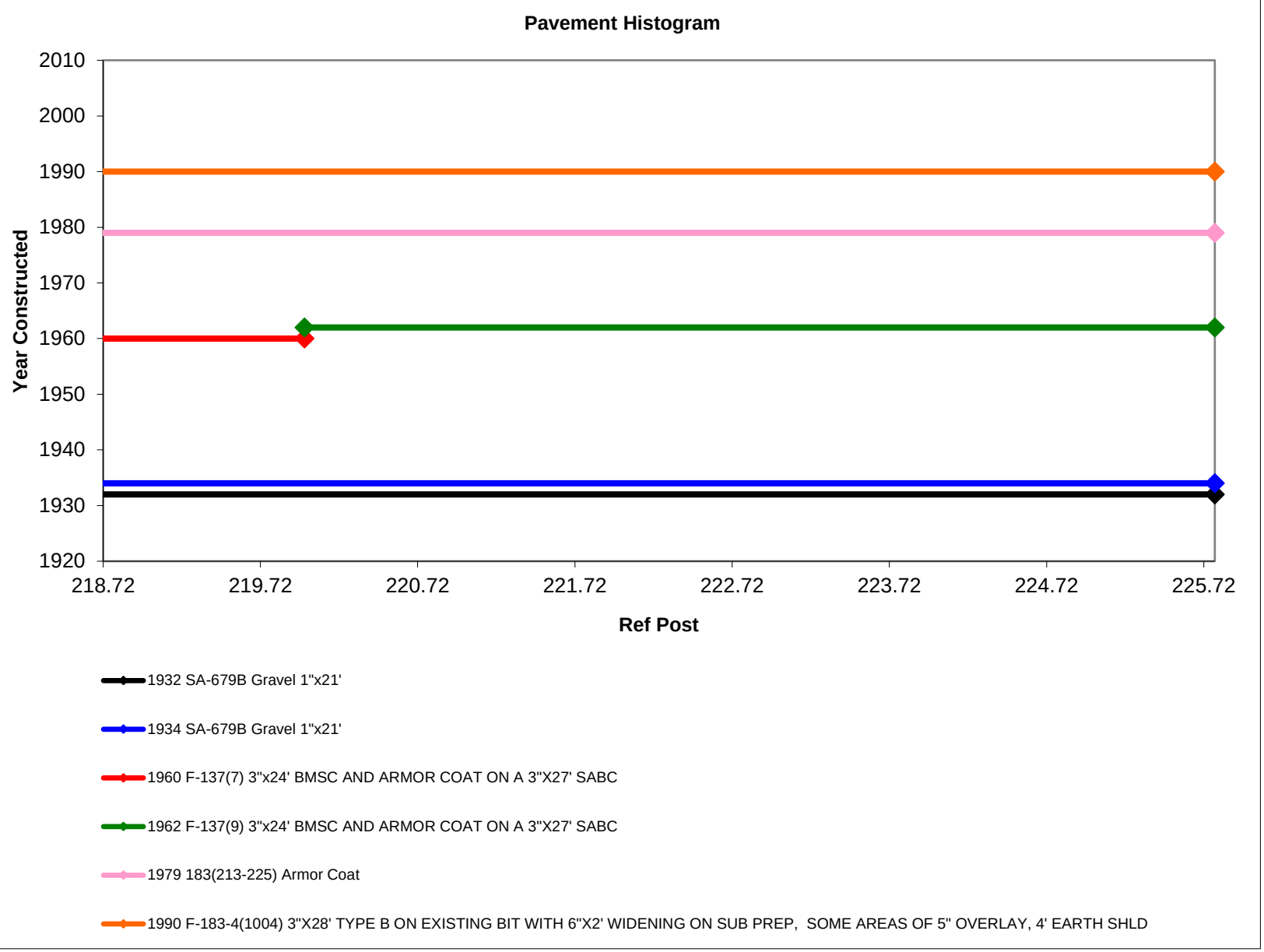
1962	1962
220	225.79
1962 F-137(9) 3"x24' BMS	

1979	1979
213	225.79
1979 183(213-225) Armor	

1990	1990
218.23	225.79
1990 F-183-4(1004) 3"X28	

Hwy #	183
Location	N Jct N12-NE/SD State Line
Project #	STP-183-4(114)
C.N.	80875
Ref Posts	218.72-225.79
Date	3/17/2011
Prepared by	Kamarad and Soula

Mainline Profile Summary:		Shoulder Profile Summary:
3"X28' TYPE B WITH	6"X2' TYPE B WIDENING	
ARMOR COAT		4' EARTH
ARMOR COAT		OR
3"X24' BMSC		6"X6' TYPE B WITH CURB
3"X27' SABC		



1960	1960
133.85	142.27
1960 S-132A, 5"x24' Bit S	

1971	1971
127.42	133.86
1971 S-132(9), 5"x32' Bit	

1979	1979
142	148.38
1979 armor coat	

1983	1983
127.42	133.85
1983 armor coat	

1986	1986
142	148.38
1986 armor coat	

1991	1991
133.81	142.27
1991 F-11-4(109), 2"x28'	

Year	Year
Begin R.P.	End R.P.
Project #7: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #8: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #9: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project	

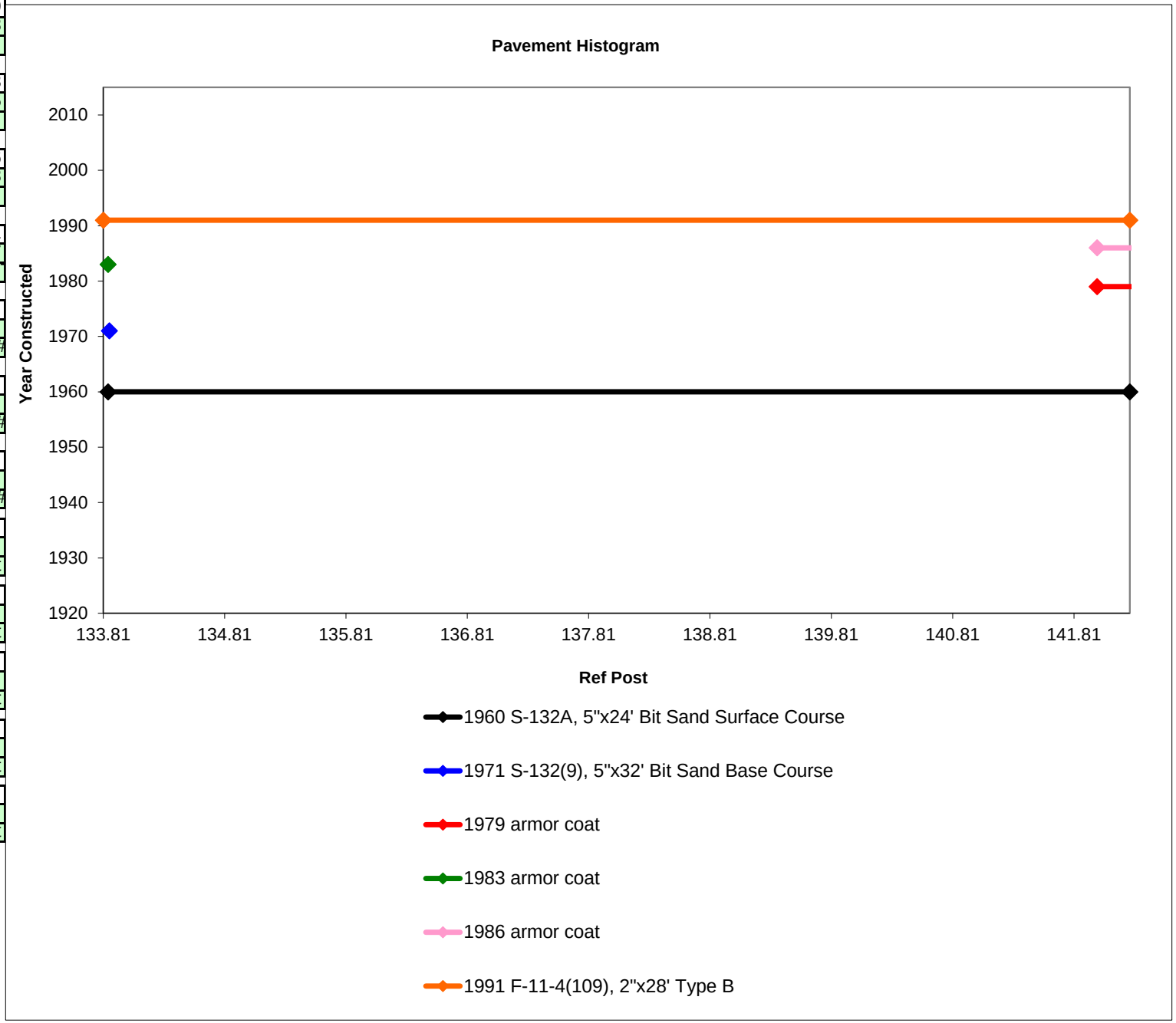
Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #12: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #13: Year, Project	

Year	Year
Begin R.P.	End R.P.
Project #14: Year, Project	

Hwy #	11	Mainline Profile Summary:	Shoulder Profile Summary:
Location	Atkinson South	2"x28' Type B	
Project #	STP-11-4(115)	5"x24' Bit Sand Surface Course	
C.N.	80943		
Ref Posts	133.81 142.27		
Date	5/1/2013		
Prepared by	Nicole Jaber		



NDOR Asphalt Type Summary

(Revised 2/20/09)

TYPE	DESCRIPTION/USE
11	This mix is designed to have a crushed value of 80% for the combined mineral aggregate, with a maximum of 60% limestone for skid resistance and a 75 blow Marshall design and a target field air void of 4.0%. For use on high volume road with a truck count of 350 or more.
11R	This mix is identical to the type 11 except that a recycled asphalt pavement (RAP) is used to supplement the virgin aggregate. All properties are the same as that of the type 11.
13	This mix is designed to have a crushed value of 80% and composed of a minimum of 50% quartzite or granite and a 75 blow Marshall design and a target field air void of 4.0%. Used on high volume roads usually capping a type 11 and urban projects when placing 2-2 1/2 inches.
13R	This mix is identical to the type 13 except that a (RAP) is used to supplement the virgin aggregate. All properties are the same as that of the type 13.
14	This mix is designed to have a crushed value of 60% for the combined mineral aggregate, with a maximum of 60% limestone for skid resistance and a 50 blow Marshall design and a target field air void of 4.0%. Used on medium volume roads with truck traffic between 125 and 350.
14R	This mix is identical to type 14 except that a (RAP) is used to supplement the virgin aggregate. All properties are the same as that of the type 14.
17	This mix is designed to have a crushed value of 0% for the combined mineral aggregate, with a maximum of 60% limestone for skid resistance and a 50 blow Marshall design and a target field air void of 3.5%. Used for shoulders off the Interstate and Expressway system.
17C	This mix is designed to have a crushed value of 20% or 40% for the combined mineral aggregate, with a maximum of 60% limestone for skid resistance and a 50 blow Marshall design and a target field air void of 3.5%. The 20% is used for shoulders on interstate and expressways and for mainline when traffic is detoured with 125 trucks or less. The 40% is used for mainline under traffic with 125 trucks or less.
17R	This mix is identical to type 17 except that a (RAP) material is used to supplement the virgin aggregate. All properties are the same as that of the type 17.
17RC	This mix is identical to the type 17C, 20% or 40% except that a (RAP) material is used to supplement the virgin aggregate. All properties are the same as that of the type 17C.

1	This mix is composed of a combined mineral aggregate of not less than 50% crushed rock, crushed mineral aggregates which contain no more than 15% naturally occurring fine retained on the 10 sieve, 60% maximum limestone permitted. Used for the same type of projects as type 11.
1R	This mix is identical to type 1 except that a (RAP) material is used to supplement the virgin aggregate. Used in the same type of projects as type 11.
3	This mix is composed of crushed quartzite or granite and mineral filler if required. Used for the same type of projects as type 13.
3R	This mix is identical to type 3 except that a (RAP) material is used to supplement the virgin aggregate. Used in the same type of projects as type 13.
4	This mix is composed of not less than 30% crushed rock, crushed mineral aggregates which contain no more than 20% naturally occurring fine aggregates retained on the No. 10 sieve and mineral filler if required, 60% maximum limestone permitted. Used for the same type of projects as type 14.
4R	This mix is identical to type 4 except that a (RAP) material is used to supplement the virgin aggregate. Used in the same type of projects as type 14.
7	This mix is composed of a combined mineral aggregate, 60% maximum limestone permitted. Used for the same type of projects as type 17.
7R	This mix is identical to type 7 except that a (RAP) material is used to supplement the virgin aggregate. Used in the same type of projects as type 17.
II	This mix is composed of mineral aggregate No. 2-A, mineral aggregate No. 5 (fine sand) and mineral filler.
IIR	This mix is identical to type II except that a (RAP) material is used to supplement the virgin aggregate.
A	This mix is composed of crushed rock, mineral filler and 3-A crushed sand gravel. This mix was used as both a base and surface course.
A Special	This mix is composed of crushed rock, mineral filler and 3-A crushed sand gravel. This mix was used as a base course. The gradation of the crushed rock was slightly coarser and the percentage content of crushed rock in the mix higher than the A mix.
AX	This mix is composed of crushed rock, fly ash and mineral aggregate. It was used as both a base and surface course on the interstate.
AX Special	This mix is composed of the same material as type AX only this mix has a higher percentage of crushed rock. It was used as a base course on the Interstate.
Q	This mix is composed of crushed quartzite or crushed granite. This was used as a surface layer on the Interstate.

RQ	This mix is identical to type Q except that a (RAP) material is used to supplement the virgin aggregate. Used on same type of projects as Q.
MQ	This is an open graded mix composed of quartzite or granite gravel sand aggregate and mineral filler. Used on the surface layer of the Interstate.
CC, CC1 & CC2	These mixes are composed of crushed concrete, 3-A sand and mineral filler.
RCC	This mix is composed of (RAP), approximately 82% crushed concrete and 18% 3-A sand gravel. Used as a base course on the Interstate.
RAX	This mix is identical to the type AX except that it has a RAP material added to supplement the virgin aggregate. Used in the same line as type AX.
RAX Special	This mix is identical to the type AX Special except that it has a RAP material added to supplement the virgin aggregate. Used along the same lines as type AX Special.
SMA	Experimental European Mixture Stone Mastic Asphalt composed of crushed rock, 3A crushed sand gravel and mineral filler. Used on high traffic volume roads.
SUPERPAVE	This is a mix design system for specifying asphalt binders and mineral aggregates, developing and analyzing asphalt mixtures and establishing pavement performance prediction, based on cumulative equivalent single axle loads. In general SP4 and SP5 will be used on mainline pavements and SPS will be used on shoulders.
SPS	This is a Surfacing for Paved Shoulder mix. This mix uses PG 58-28 (52-34 as of 2010) at a content to yield a target air void of 1.5%. It promotes the use of RAP at a content of 35 to 50% and thus reduces the amount of added binder and aggregates by as much as half. It contains no lime.
GGCRM	This is a Gap Graded Crumb Rubber Modified mix. Placed as a surface mix, usually 1.5" to 2.5" in thickness. This has the resemblance of a SMA (Stone Mastic Asphalt) mix. It is a high binder, rut and crack resistant surface which is still in research and development stages. Used on high volume roadways.
GGCRMLV	This is a Gap Graded Crumb Rubber Modified Low Volume mix. Placed as a surface mix, usually 1.5" to 2.5" in thickness. This has the resemblance of a SMA (Stone Mastic Asphalt) mix. It is a high binder, rut and crack resistant surface which is still in research and development stages. Used on low to medium volume roadways.
LC	This mix is used as a type of SAMI (stress absorbing membrane interface). It is a fine graded mix. This leveling course is intended to slow down reflective cracking from the existing pavement and to provide an impermeable layer to resist the flow of water in the asphalt mix. This mix uses PG 70-28 (64-34 for non-interstate as of 2010) with a high binder content to produce a lower air void content (2.5%).

RLC	This mix is used as a leveling course for HLSS, FDR, and overlay projects. This mix is the same gradation as an "LC" but uses standard PG binder types and contents, and targets regular mainline volumetrics.
OGFC-CRM	This is an Open Graded Friction Course mix. Placed as a surface mix, usually 1" to 1.5" in thickness. This is coarser than a regular OGFC and contains higher binder amounts. This mix uses 58-28 binder that is modified with crumb rubber. Provides a high friction, drained and quiet pavement section. Used on mainline roadways and ramps.
HRB	This is a High Rap Base mix. It is a very fine graded, single aggregate mix used in lower lifts only. It contains a minimum 25% or 35% RAP as specified and a maximum 50% RAP. The mix contains no lime and a minimum 5.5% of PG 64-22 (64-34 as of 2010) binder. It is a very stiff mix used on low to medium volume roadways.
SPL	This Static Pressure Loading mix is a well graded Marshall mix. There is a fine mix and a course mix. The mixes are used primarily for camper pads, parking lots, lower lifts, and temporary pavement. RAP is not required but often needed to achieve the required 230 psi bearing capacity. It contains no lime and a minimum 5.2% of PG 64-22 (64-34 as of 2010) binder.
SPR	This is a coarse but well graded mix used in lower lifts on low to medium volume roadways and surface lifts on low volume roadways. It is a gyratory mix created to replace the SPL mix. It requires lime, has a minimum 20% RAP and minimum 5.0% of 64-34 binder.