Typical X-Section Table of Contents

August 1, 2025

Plan No.	Title	Comments
1100 2 R4	Rural Intersections and Driveways	
1110 2 R0	Typical Cross Sections of Old Road Obliteration	
1700 2 R1	Grading for Guardrail End Treatments	
1702 2 R0	Grading for Terminal Anchorage Section	
1910 2 R0	Details of Maintenance Turnaround with 40' Median	
1911 2 R0	Details of Maintenance Turnaround with 64' Median	
3850 2 R25	Pavement Repair	AUG 2025 - Revision
3851 2 R19	Pavement Repair (Overlay)	AUG 2025 - Revision

Approved Date: MAY 2014



Effective Letting Date: JULY 2015





Effective Letting Date: July 2015

Approved Date: NOVEMBER 2019





Effective Letting Date: JULY 2020

Approved Date: SEP 2015



Effective Letting Date: SEP 2016

Approved Date: NOV 19



DETAILS OF MAINTENANCE TURNAROUND

* NOTE: 16'-0" RADIUS BASED ON 4'-0" SHOULDER.





1 OF 1 1910 2 R0

Approved Date: NOV 2019



Effective Letting Date: JUL 2020

Approved Date: NOV 2019



Effective Letting Date: JUL 2020

2 OF 2 1911 2 R0





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Effective Letting Date: AUG 25





DETAIL OF EXISTING DOWEL BAR RETROFIT - DRIVING LANE ONLY FOR INFORMATION ONLY

PAVEMENT REPAIR

DETAIL OF EXISTING DOWEL BAR RETRO (FOR INFORMATION

NOTE: TRANSVERSE JOINT SPACIN

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	10 OF 10 Project Number	
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SHOULDER SHOULDER SHOULDER OFIT - DRIVING LANES ONLY ONLY) S AT 16"-6".	L CROSS SECTIONS	
	PAVEMENT REPAIR STANDARD TYPICA	
	DEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION Materials & Research Division 1400 Nebraska Parkway Lincoln, NE 68502 Office: 402-479-4697	



Effective Letting Date: AUG 25

LONGITUDINAL JOINT BOND BREAKER COMPOSED OF A 30 LB. NON-PERFORATED BLACK FELT AT FULL DEPTH LONGITUDINAL JOINT.

BOND BREAKER WILL BE INSTALLED ON THE LONGITUDINAL JOINT BETWEEN THE NEW DOWELED TRANSVERSE JOINT AND THE EXISTING TRANSVERSE JOINT.

A LONGITUDINAL JOINT IS REQUIRED WHEN THE WIDTH TO LENGTH RATIO OF THE REPAIR IS GREATER THAN 1.5.

CONTRACTOR HAS OPTION TO SAW OR TOOL LONGITUDINAL JOINT ON DIAMOND GRINDING PROJECTS.

** IF THE WIDTH OF PANEL ("W") WAS PREVIOUSLY WIDENED, CONSTRUCT A TOOLED LONGITUDINAL JOINT TO MATCH THE LONGITUDINAL JOINTS OF THE ADJOINING PANELS.

IF THE PAVEMENT REPAIR SHOULD EXTEND THROUGH INTEGRAL CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS THE EXISTING CURB.

LEGEND

"W"	WIDTH OF PANEL
"L"	LENGTH OF PANEL

THICKNESS OF CONCRETE

FOR CONCRETE REPAIR LOCATIONS, SEE SHEET C.











TRANSVERSE	CRACK	

"W"	WIDTH OF PANEL
"L"	LENGTH OF PANEL
"T"	THICKNESS OF CONCRETE
E	EXISTING TRANSVERSE JOINT
	CONCRETE REMOVAL (PARTIAL LANE WIDTH)
	CONCRETE REMOVAL (FULL LANE WIDTH)

THESE DETAILS ARE CREATED FOR OVERLAY PROJECTS





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Project Number

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REPAIR

PAVEMENT

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THESE DETAILS ARE CREATED FOR OVERLAY PROJECTS



LENGTH OF PANEL

- WIDTH OF PANEL

- "W"

THICKNESS OF CONCRETE

EXISTING TRANSVERSE JOINT

CONCRETE REMOVAL (PARTIAL LANE WIDTH)

CONCRETE REMOVAL (FULL LANE WIDTH)

- LEGEND
- FIGURE A

VARIABLE LENGTH OF

REPAIR SECTION

OR:

(6A) LONGITUDINAL JOINT 5-SAW JOINT WHEN BOTH SIDES OF JOINT LOCATION ARE PLACED AT THE -(2) - REPAIR SECTION

E



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THESE DETAILS ARE CREATED FOR OVERLAY PROJECTS





OF A 30 LB. NON-PERFORATED BLACK FELT AT PARTIAL DEPTH TRANSVERSE

7A

TRANSVERSE JOINT

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OVERLAY ONLY CURB REPAIR



NOTE:

ALL STEEL TIE BARS WILL BE EPOXY COATED.



2'-0" MIN.

NOTE:

9"



EPOXIED INTO EXISTING CONCRETE PAVEMENT WITH APPROVED EPOXY, (MINIMUM OF 2 TIE BARS/REPAIR)

 NO. 4 HORIZONTAL TIE BAR SHALL BE DRILLED, EPOXIED AND TIED INTO EXISTING CURB

FRONT VIEW OF TACK-ON CURB REPAIR











PAVEMENT REPAIR

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