

**This historical pavement data is provided for information only. It includes a history of pavement work that has been contracted through the NDOT 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 NDOT 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

2020	1920
133.28	133.28
INTERSECTION REBUIL	

Hwy #	81
Location	JCT. US-81/N-91
Project #	HSIP-81-3(146)
C.N.	32222
Ref Posts	133.28
Date	10/17/2013
Prepared by	NICOLE JABER

SOUTHBOUND	
DOWEL BAR RETROFIT, DIOMOND GRIND	
10"x48' PCC ON 4" FC ON SUBPREP	
PCC REPAIR	
8"x24' PGG	
3"x24' BIT MAT ON 2"x26' BSBC	
2"x24' BMSC ON 3"x27' SCBC	

NORTHBOUND	
DOWEL BAR RETROFIT, DIOMOND GRIND	
10"x48' PCC ON 4" FC ON SUBPREP	
PCC REPAIR	
8"x24' PGG	
3"x24' BIT MAT ON 2"x26' BSBC	
2"x24' BMSC ON 3"x27' SCBC	

Shoulder Profile Summary:	
REPLACE 6", 6"x8' TYPE SPS ON 8" GRANULAR SUBDRAIN	
6"x8' TYPE 17C ON SHLD SUB PREP	
2"x8' TYPE B OVER 6" 8"x8' TYPE R ON SHLD SUBPREP	

1942	1942
132.27	136.23
(1942) FA-SN-5(7), 2"x24'	

1948	1948
132.26	136.23
(1948) F-5(20), 3"x24' BIT	

1967	1967
127.29	133.77
(1967) F-5(29), 8"x24' PCC	

1983	1983
113.5	133.28
(1983) PCC REPAIR	

1986	1986
122.23	136.23
(1986) F-81-3(115), 2"x8'	

1990	1990
127.28	136.23
(1990) PCC REPAIR	

1999	1999
133.05	136.23
(1999) F-81-3(1026), 10"x48'	

2004	2004
112.87	136.23
(2004) DOWEL BAR RET	

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

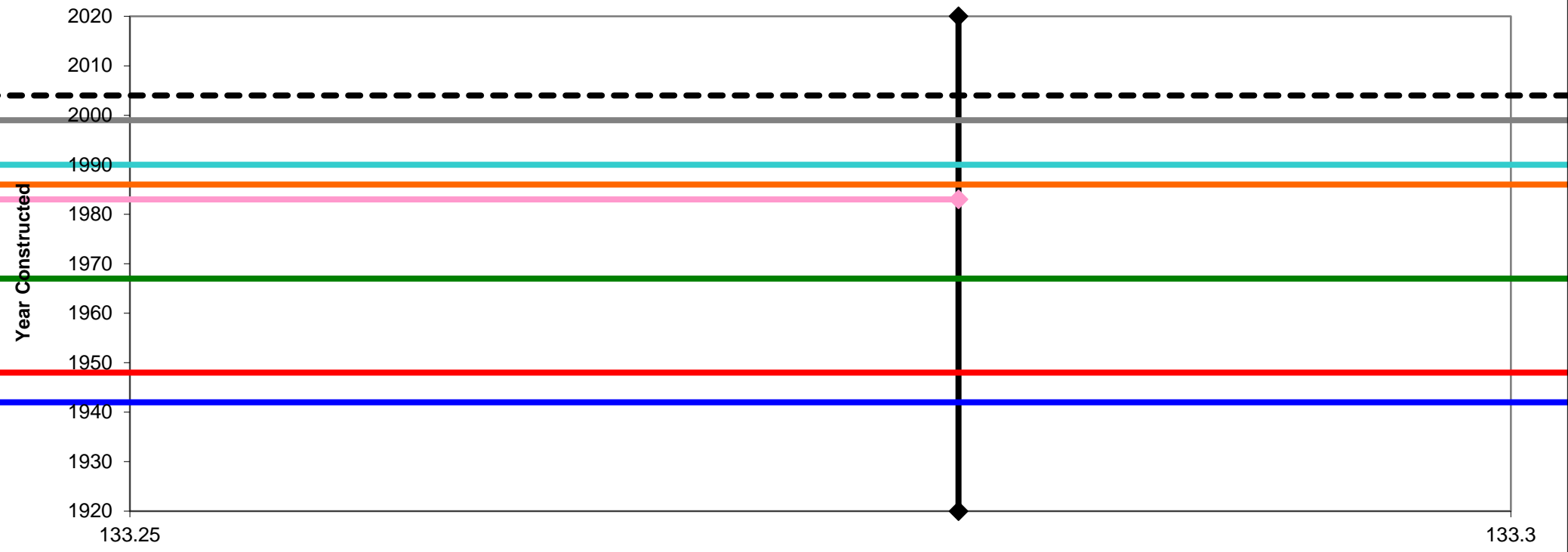
Year	Year
Begin R.P.	End R.P.
Project #11: Year, Project	

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	

Pavement Histogram



- ◆ (1942) FA-SN-5(7), 2"x24' BMSC ON 3"x27' SCBC
- ◆ (1948) F-5(20), 3"x24' BIT MAT ON 2"x26' BSBC
- ◆ (1967) F-5(29), 8"x24' PCC
- ◆ (1983) PCC REPAIR
- ◆ (1986) F-81-3(115), 2"x8' TYPE B OVER 6"-8"x8' TYPE R ON SHLD SUBPREP
- ◆ (1990) PCC REPAIR
- ◆ (1999) F-81-3(1026), 10"x48' PCC ON 4" FC ON SUBPREP, 6"x8' TYPE 17C ON SHLD SUB PREP
- ◆ (2004) DOWEL BAR RETROFIT, DIOMOND GRIND, REPLACE 6", 6"x8' TYPE SPS ON 8" GRANULAR SUBDRAIN

1992	1992
104.77	109.22
F-81-2(1010) 10" Concrete	

	Mainline Profile Summary:			Shoulder Profile Summary:		
Hwy #	US-81	10" CP over 4" Bit FC over Sub Prep		10" CP over 4" Bit FC over Sub Prep		
Location	Columbus South NB					
Project #	NH-81-2(147)					
C.N.	42866					
Ref Posts	106.60-106.90					
Date	1/9/18					
Prepared by	Brady					

Year	Year
Begin R.P.	End R.P.
Project #2: Year, Project #	

Year	Year
Begin R.P.	End R.P.
Project #3: Year, Project #	

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 #	

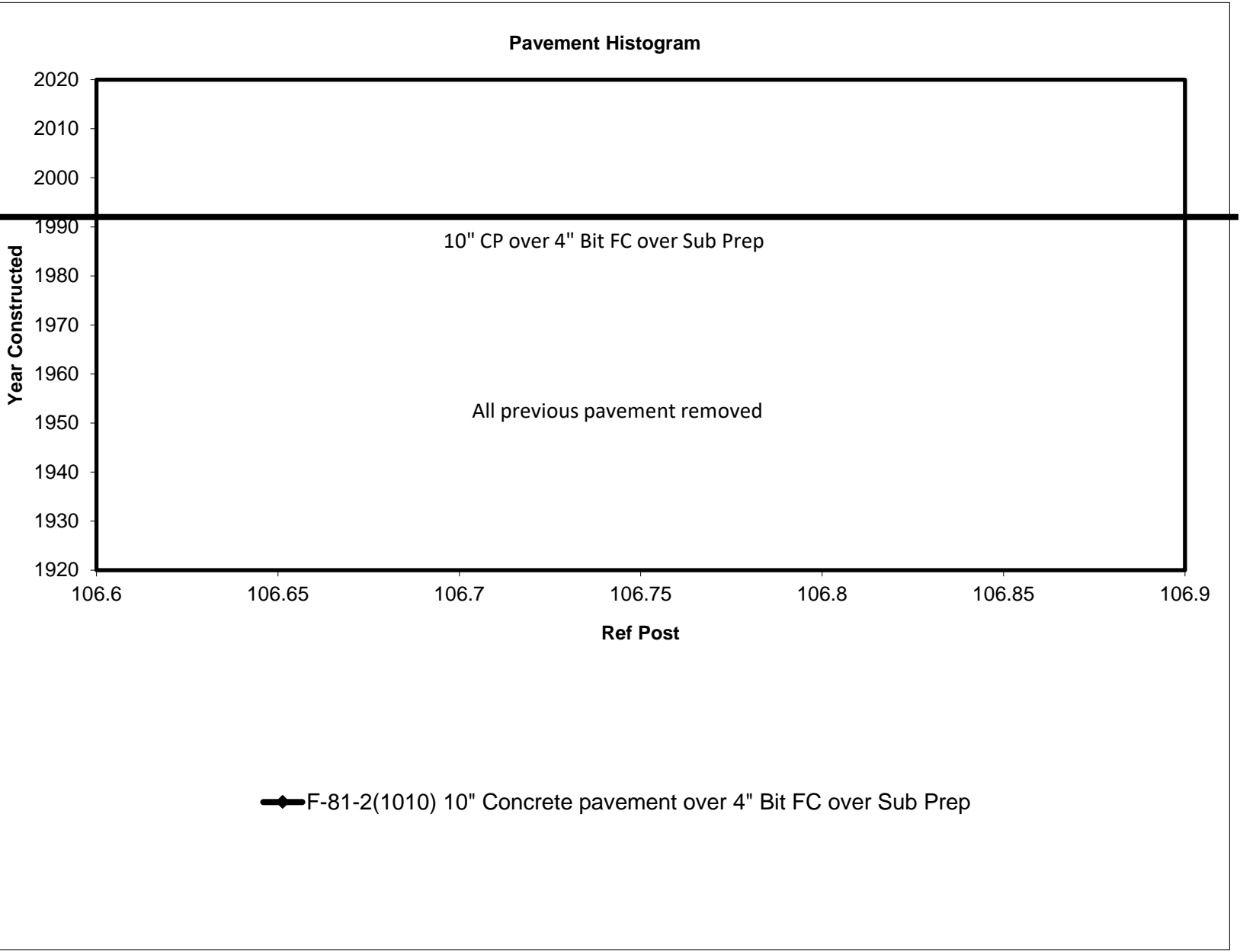
Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project #	

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 #	



2003	2003
0	0.18
2003 STPD-BR-92-5(105)	

Hwy #	L61D			
Location	W. Jct. N-14 East	8" AC		?" AC
Project #	STP-92-5(109)			
C.N.	42694			
Ref Posts	0	0.18		
Date	3/29/2017			
Prepared by	AARON MATZKE	8" SP4		

2008	2008
0	0.18
2008 6' SURFACED SHO	

Year	Year
Begin R.P.	End R.P.

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 #	

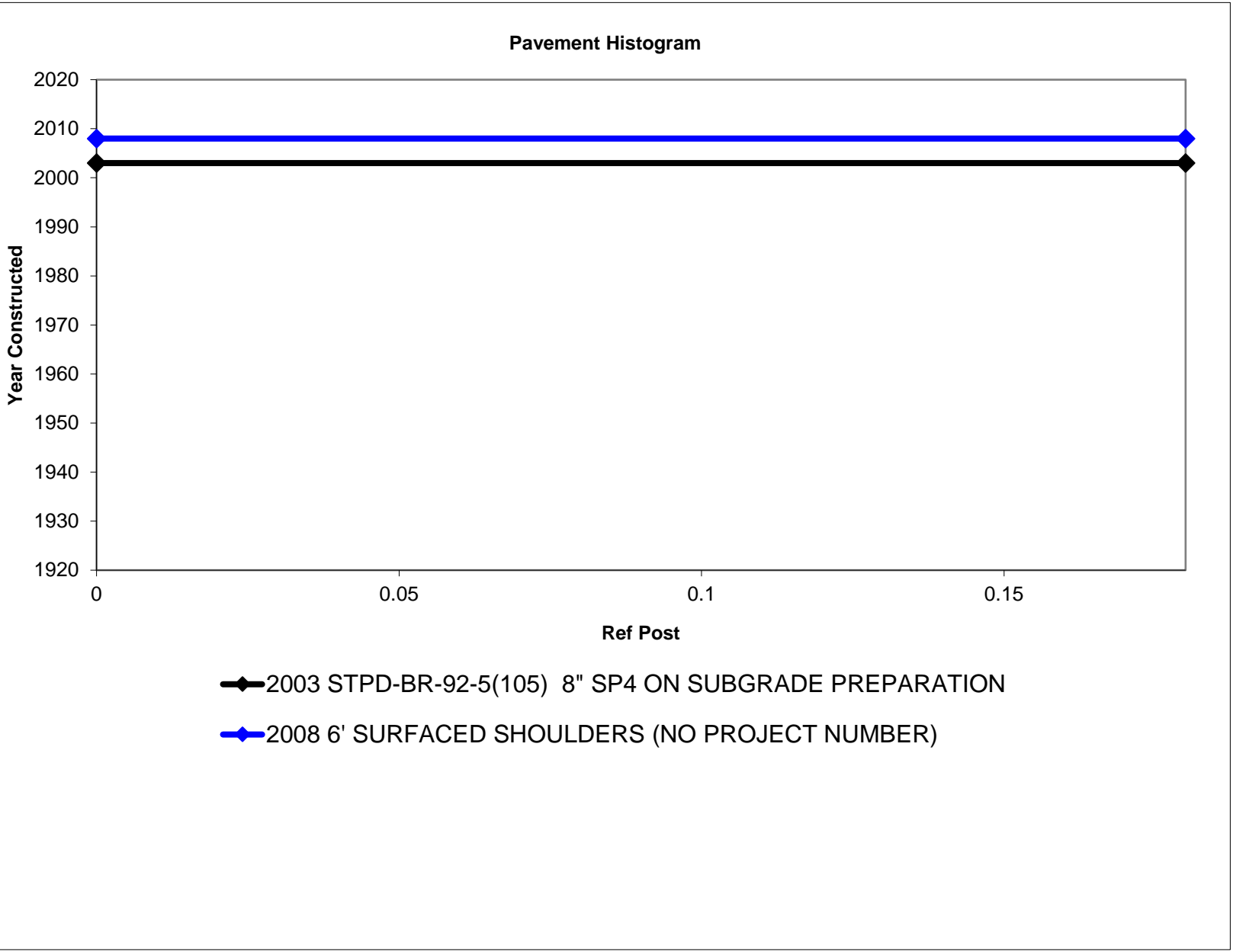
Year	Year
Begin R.P.	End R.P.
Project #10: Year, Project #	

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 #	



1931	1931
344.17	348.17
1931 FA-216B CONC. PAVT.	
1954	1954
337.84	359.64
1954 F-216(4) 8" CONC. PAVT. WIDEN	

Hwy # US-30  
 Location W. Jct. N-14 East  
 Project # STP-92-5(109)  
 C.N. 42694  
 Ref Posts 346.05 346.67  
 Date 9/15/2016  
 Prepared by AARON MATZKE

**SEE ATTACHED FOR STRUCTURE**

1963	1963
346.15	346.29
1963 F-315(11) WIDEN 8" XVAR' PCC BC ON 4" FC PCC MEDIAN, 3" ACSC ML AND SHLDS	

1963	1963
346.29	346.5
1963 F-315(11) WIDEN 8" XVAR' PCC BC ON 4" FC PCC MEDIAN, 3" ACSC ML AND SHLDS	

1963	1963
346.5	346.63
1963 F-315(11) WIDEN 8" XVAR' PCC BC ON 4" FC PCC MEDIAN, 3" ACSC ML AND SHLDS	

1979	1979
338.26	359.64
F-30-5(1007) 2" ACSC TYPE B	

1985	1985
346.09	346.49
F-30-5(105) 6" OR 8" X8' ACSC SHLDS	

1985	1985
346.51	359.7
F-30-5(105) 8" TAPERED TO 5.3" X9' ACSC TYPE B SHLDS ON SUBGRADE COMPACTION, MAINLINE 2" XVAR ACSC TYPE BC	

1986	1986
337.8	346.13
F-30-	

2003	2003
346.03	346.22
STPD-BR-	

2003	2003
346.22	346.34
STPD-BR-	

2003	2003
346.34	346.36
STPD-BR-5(105) MAINLINE 2" X24' AC TYPE SP4, SHLDS. 10" X8' AC TYPE SP4 ON SUBGRADE PREP	

2003	2003
346.36	346.41
STPD-BR-	

2003	2003
346.41	346.44
STPD-BR-	

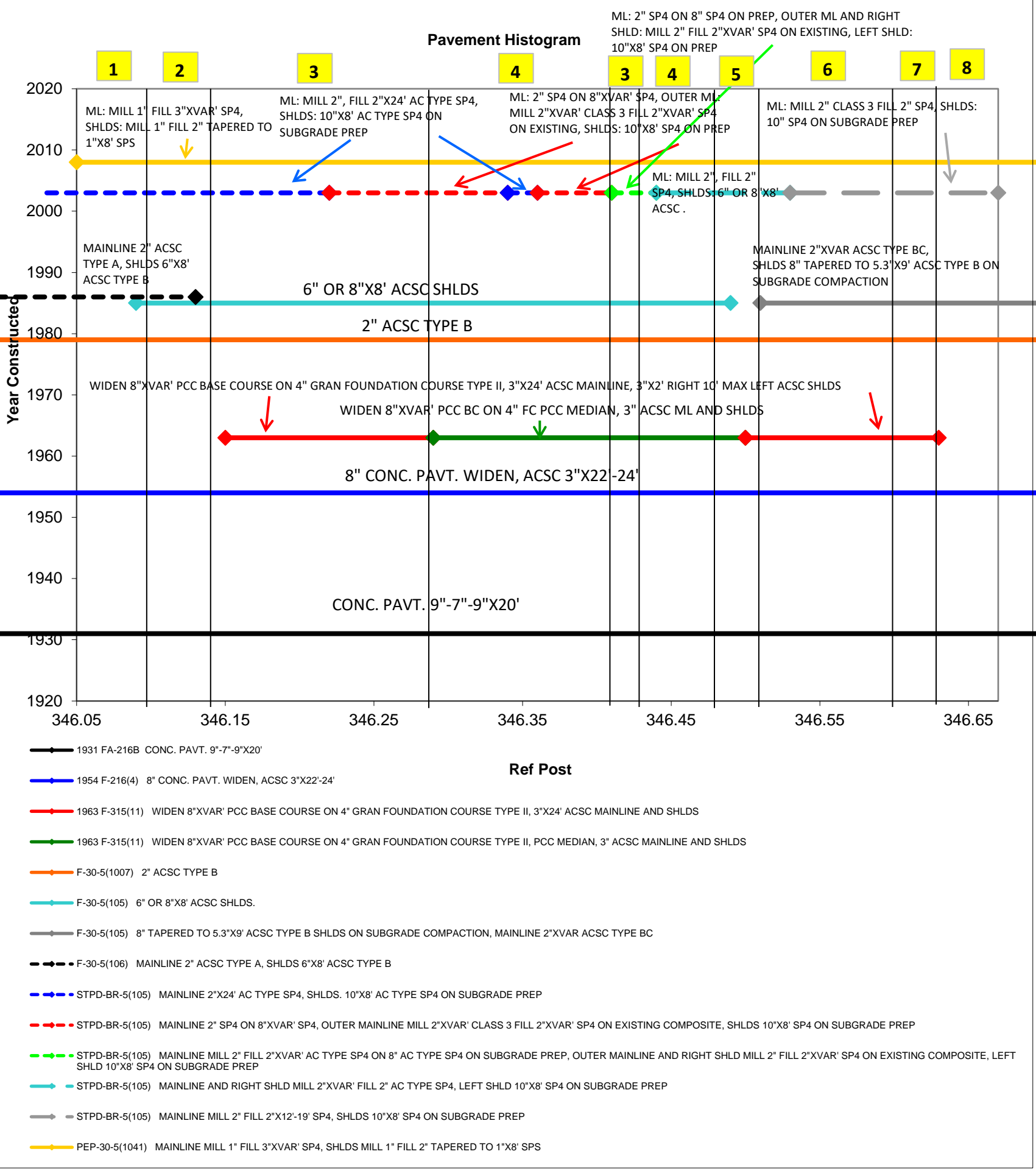
2003	2003
346.44	346.53
STPD-BR-5(105) MAINLINE 2" X24' AC TYPE SP4, SHLDS. 10" X8' AC TYPE SP4 ON SUBGRADE PREP	

2003	2003
346.53	346.67
STPD-BR-5(105) MAINLINE 2" X24' AC TYPE SP4, SHLDS. 10" X8' AC TYPE SP4 ON SUBGRADE PREP	

2008	2008
346.05	359.82
PEP-30-5(1041) MAINLINE 2" X24' AC TYPE SP4, SHLDS. 10" X8' AC TYPE SP4 ON SUBGRADE PREP	

2008	2008
346.05	359.82
Project #17 & Description	

2008	2008
346.05	359.82
Project #17 & Description	



<b>1</b>	RP	346.05	346.1	
		MAINLINE		
LSHLD	LEFT	CENTER	RIGHT	RSHLD
2 TAPER 1" SPS 5-7" 6-8" TYPE B	3" SP4 1" 2" TYPE A 0" 2" TYPE B 9-7-9" PCC, 8" WIDEN			2 TAPER 1" SPS 5-7" 6-8" TYPE B
6-9" AC	4" AC ON 7-9" PCC			6-9" AC

<b>2</b>	RP	346.1	346.14	
		MAINLINE		
LSHLD	LEFT	CENTER	RIGHT	RSHLD
2 TAPER 1" SPS 9" 40" SP4	3" SP4 1" 2" SP4 0" 2" TYPE A 2" TYPE B 9-7-9" PCC, 8" WIDEN			2 TAPER 1" SPS 9" 40" SP4
11" TAPER 10" AC	6" AC ON 7-9" PCC			11" TAPER 10" AC

<b>3</b>	RP	346.14	346.29	
		346.41	346.43	
	MAINLINE			
LSHLD	LEFT	CENTER	RIGHT	RSHLD
2 TAPER 1" SPS 9" 40" SP4	3" SP4 1" 2" SP4 0" 2" TYPE B 3" ACSC 9-7-9" PCC, 8" WIDEN			2 TAPER 1" SPS 9" 40" SP4
11" TAPER 10" AC	7" AC ON 7-9" PCC			11" TAPER 10" AC

<b>4</b>	RP	346.29	346.41	
		346.43	346.48	
	MAINLINE			
LSHLD	LEFT	CENTER	RIGHT	RSHLD
2 TAPER 1" SPS 9" 40" SP4	3" SP4 1" 2" SP4 0" 2" TYPE B 3" ACSC 9-7-9" PCC	3" SP4 9" 40" SP4	3" SP4 1" 2" SP4 0" 2" TYPE B 3" ACSC 9-7-9" PCC	2 TAPER 1" SPS 9" 40" SP4
11" TAPER 10" AC	7" AC ON 7-9" PCC	12" AC	7" AC ON 7-9" PCC	11" TAPER 10" AC

<b>5</b>	RP	346.48	346.51	
		MAINLINE		
LSHLD	LEFT	CENTER	RIGHT	RSHLD
2 TAPER 1" SPS 9" 40" SP4	3" SP4 1" 2" SP4 0" 2" TYPE B 3" ACSC 9-7-9" PCC	3" SP4 9" 40" SP4	3" SP4 1" 2" SP4 0" 2" TYPE B 3" ACSC 9-7-9" PCC	2 TAPER 1" SPS 5-7" 6-8" TYPE A
11" TAPER 10" AC	7" AC ON 7-9" PCC	12" AC	7" AC ON 7-9" PCC	6-9" AC

<b>6</b>	RP	346.51	346.6	
		MAINLINE		
LSHLD	LEFT	CENTER	RIGHT	RSHLD
2 TAPER 1" SPS 5-7" 6-8" TYPE B	3" SP4 1" 2" SP4 0" 2" TYPE BC 2" TYPE B 3" ACSC 9-7-9" PCC, 8" WIDEN			2 TAPER 1" SPS 5-7" 6-8" TYPE B
6-9" AC	9" AC ON 7-9" PCC			6-9" AC

<b>7</b>	RP	346.6	346.63	
		MAINLINE		
LSHLD	LEFT	CENTER	RIGHT	RSHLD
2 TAPER 1" SPS 7" 8 TAPER 4" 5" A	3" SP4 1" 2" SP4 0" 2" TYPE BC 2" TYPE B 3" ACSC 9-7-9" PCC, 8" WIDEN			2 TAPER 1" SPS 7" 8 TAPER 4" 5" A
9" TAPER 5" AC	9" AC ON 7-9" PCC			9" TAPER 5" AC

<b>8</b>	RP	346.63	346.67	
		MAINLINE		
LSHLD	LEFT	CENTER	RIGHT	RSHLD
2 TAPER 1" SPS 7" 8 TAPER 4" 5" A	3" SP4 1" 2" SP4 0" 2" TYPE BC 2" TYPE B 9-7-9" PCC, 8" WIDEN			2 TAPER 1" SPS 7" 8 TAPER 4" 5" A
9" TAPER 5" AC	6" AC ON 7-9" PCC			9" TAPER 5" AC

1940	1940
381.1	384.34
1940 FA-315A	9'-7"-9"X2'

1940	1940
380.67	381.1
1940 FAGS-81(1)	9'-7"-9"

Hwy #	<b>N-92</b>
Location	W. Jct. N-14 East
Project #	STP-92-5(019)
C.N.	42694
Ref Posts	375.4   381.44
Date	#####
Prepared by	Dennis Meinecke

Fog Seal
3"x28" Type B on
10"x28" Fly Ash Stab Bit
Fog Seal
2"x24" Type SP4
Mill 2", 2"x24" Type 13
6" 8"x24'-Var. Type 13 on Sub Comp

Mill 2", 2"x24" Type SP\$
Mill 3". 2"x24" Type B on
2"x24" Type R!
2"x8" Widen, 3"x24' AC
9'-7"-9"x20' PCC

Shoulder Profile Summary:
2"x6' Type SP4
4"x6' Type B

1949	1949
375.41	380.67
1949 F-324(3)	2"X24' BIT

1963	1963
380.94	384.25
1963 F-315(11)	8"X2' BA

1971	1971
380.66	380.87
1971 F-324A	8"X2' BASE

1976	1976
375.4	375.61
1976 DP-RF-50(16)	8"X2'

1987	1987
375.61	380.67
1987 F-92-5(104)	3"X24'

1987	1987
380.67	384.34
1987 F-92-5(104)	Mill 3",

1999	1999
375.4	375.63
1999 PEP-30-5(1030)	MI

2003	2003
380.42	380.58
2003 STPD-92-5(105)	TR

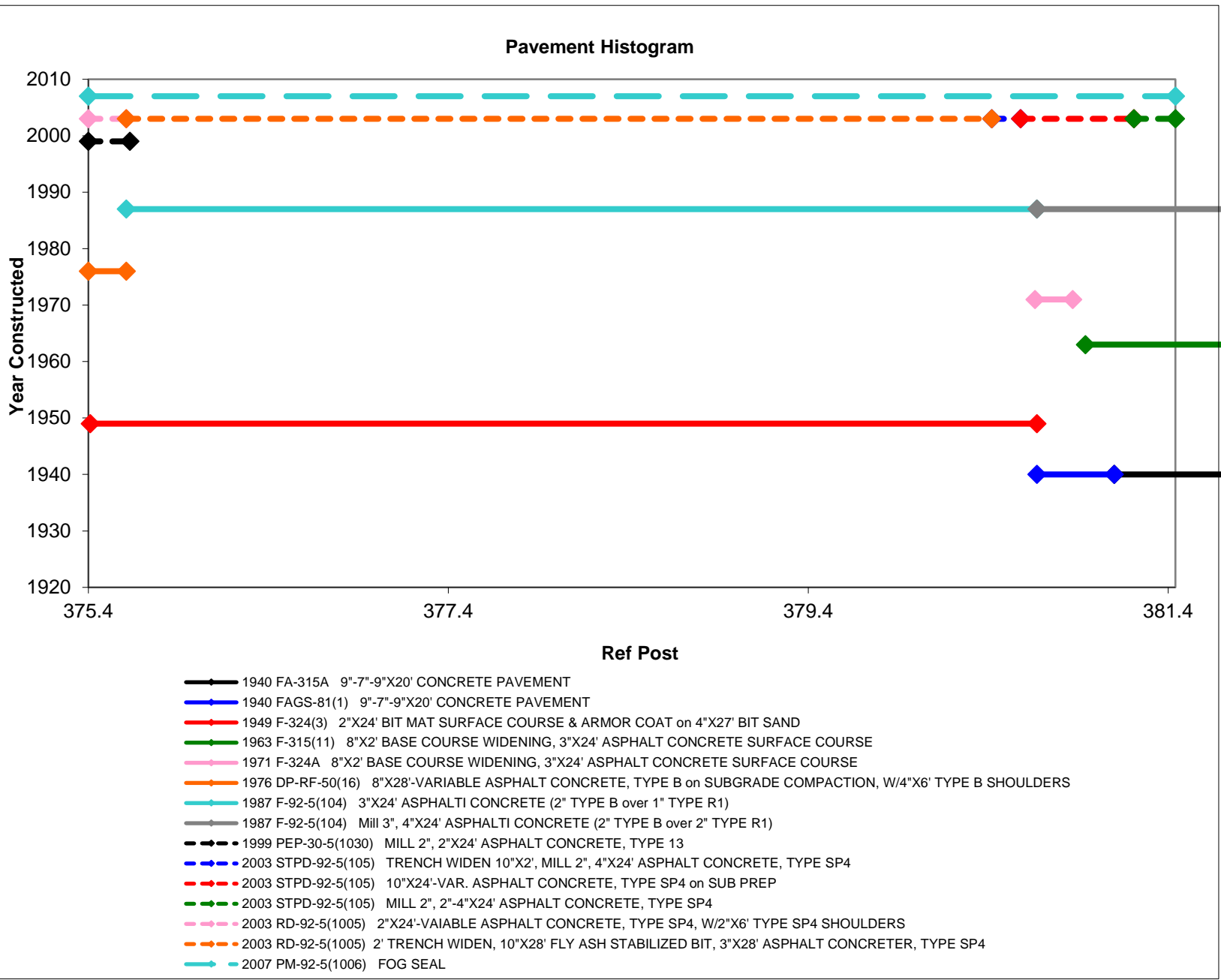
2003	2003
380.58	381.21
2003 STPD-92-5(105)	10

2003	2003
381.21	381.44
2003 STPD-92-5(105)	MI

2003	2003
375.4	375.61
2003 RD-92-5(1005)	2"X

2003	2003
375.61	380.42
2003 RD-92-5(1005)	2' TR

2007	2007
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375.4	381.44
2007 PM-92-5(1006) FO	

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	



# NDOT 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 <u>S</u> urfacing for <u>P</u> aved <u>S</u> houlder 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 <u>G</u> ap <u>G</u> raded <u>C</u> rumb <u>R</u> ubber <u>M</u> odified 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 <u>G</u> ap <u>G</u> raded <u>C</u> rumb <u>R</u> ubber <u>M</u> odified <u>L</u> ow <u>V</u> olume 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 <u>O</u> pen <u>G</u> raded <u>F</u> riiction <u>C</u> ourse 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 <u>H</u> igh <u>R</u> ap <u>B</u> ase 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 <u>S</u> tatic <u>P</u> ressure <u>L</u> oading 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.