

# **LIST OF TIER-ONE PAVEMENT SITES AND SUMMARY OF DATA AND INFORMATION SUPPORTING SELECTION**

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Product 0-5472-P3  
Project 0-5472

Project Title: A Data Base for Successful Pavement Sections in Texas – Including Both  
Experimental and Non-Experimental Pavements

Performed in Cooperation with the  
Texas Department of Transportation  
and the  
Federal Highway Administration

July 2006

TEXAS TRANSPORTATION INSTITUTE  
The Texas A&M University System  
College Station, Texas 77843-3135



# **List of Tier-One Pavement Sites and Summary of Data and Information Supporting Selection**

Project No. 0-5472, Deliverable 0-5472-P3  
Texas Department of Transportation (TxDOT)

## **Tier-One List**

Table 1 includes basic information about each of the pavement sections nominated by the Texas Department of Transportation (TxDOT) district offices as pavements that had performed extraordinarily well. The districts were asked to consider all types of flexible pavements when making nominations, including overlays of concrete pavement. Pavement performance level was to take into consideration the pavement design, traffic loading, and environmental and geologic conditions. The districts were given no specific criteria for assessing performance success. The geographic distribution of these nominated pavements is shown in Figure 1.

The nomination forms provided by the districts are included in Appendix A. Several pavements were nominated verbally during research team visits to the districts. No nomination forms are available for those pavements.

It is anticipated that two additional tier-one pavement sites will be selected by TxDOT to improve representation of high traffic, full-depth flexible pavements in the database to be developed.

## **Data and Information Summaries**

Pavement Management Information System (PMIS) data for the nominated pavements were obtained with much-appreciated assistance from Bryan Stampley, Craig Cox, and Ahmed Eltahan of the Construction Division. This information was obtained for 2004, 2005, and 2006. Condition, ride, and distress pavement evaluation scores are displayed in Table 2, 3, and 4, respectively, for these three years. Roadway maintenance expenditure information for these three years is summarized in Table 5.

## **Selection of Pavements for Tier-Two Evaluation**

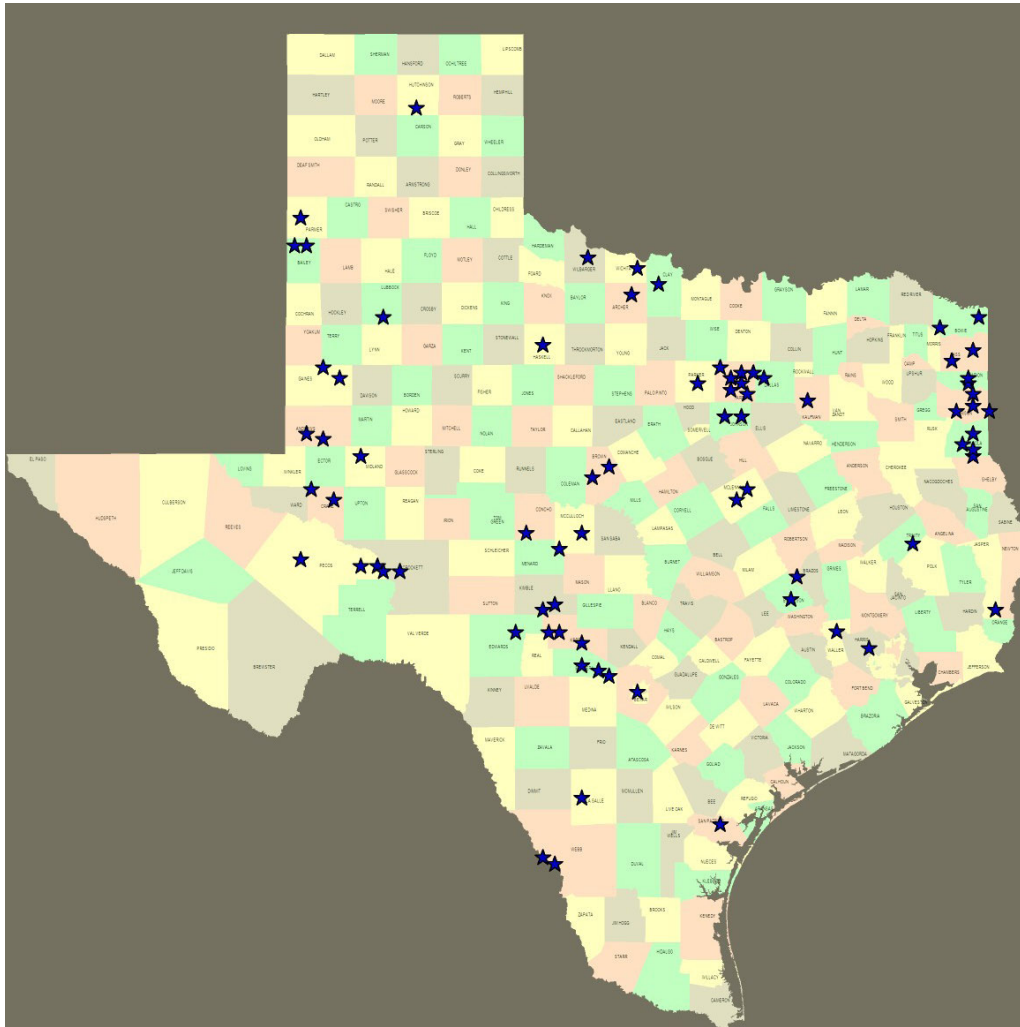
The information included in this product summarizes the data used by the research team to make tier-two pavement recommendations to the project monitoring committee. In addition to the performance data included herein, the research team also heavily considered verbal descriptions of historical performance and the opinions of experienced district personnel obtained during the site visits. A final but important consideration was that the selected group of pavements should be representative of all flexible pavement types and include all geographic areas of Texas.

## Table 1. Tier-One Pavement List

Tier-One Section Number	TxDOT District	Nominators	Highway Identification	Year Constructed	Last Treatment	Traffic Level	Pavement Structure & Comments
1	Abilene	Joe Higgins	US 380	1966		Medium	2-course Surface Treatment over 8-inches flex base over 4-inches of existing flex base
2	Amarillo	Tom Nagel Kenneth Corse	SH 152	1995	Seal in 2005	Medium	1.5 " Type D ACP over 10" sand & gravel fly ash base. All material sources are known.
3	Atlanta	Miles Garrison Mike Anderson	US 59	1989	Microsurface & Seal in ~ 2000	Medium	2" Type D ACP over 8.5" Type C ACP over 16-inch LFA Subgrade. ADT = 11,100. Some slight wheel path flushing in outside lane. All mix design materials and pavement design info on plan sheets.
4	Atlanta	Miles Garrison Mike Anderson	US 59	1991	Seal Coat, Micro, & Overlay in 2002	Medium	2" Type D ACP over 8" Type G ACP over 16-inch LFA Subgrade. 2004 ADT = 12,700. Looks very good.
5	Atlanta	Miles Garrison	IH 20	1995	Fog & Microsurface	High	2" CMHB-C over 4" ACP over CRCP. One of first CMHBs in state. They were loosing fines from the CMHB and so fog sealed it and microsurfaced it. I would imagine that the mix had been a little too dry, and if so, the performance won't be as would normally be expected from this structure.
6	Atlanta	Miles Garrison	US 59	1995	Microsurface ~ 2003	Medium	2" Type C ACP over 8.5" Item 292 over 16-inch LFA Subgrade. 2004 ADT = 11,100
7	Atlanta	Miles Garrison	IH 20 (WB lanes only)	1996	Microsurface in 1997 or 1998 to improve skid values	High	2" Type C ACP over 2" Type B over CRCP. They had some problems with some of the microsurfacing and have milled some of it up. ADT ~ 30,000 with ~ 40% trucks.
8	Atlanta	Miles Garrison	US 59	1997	Seal Coat	Medium	2" Type C (Latex) ACP over 10" Type A ACP (AC-20) over 16" LFA subgrade
9	Atlanta	Miles Garrison	SH 155	1997	Seal Coat	Low	2" Type C ACP over 1CST (constructed in 1997) over 2CST over 10" LFA flex base (constructed in 1980). Two different Type C mix designs, different screenings.
10	Atlanta	Miles Garrison	US 59 (thru Atlanta)	1997	Seal Coat	Medium	INSIDE LANE: 5" Type C ACP over 1CST over 12" flex base (constructed in 1997) OUTSIDE LANE: 2" Type C ACP over 13" ACP Base
11	Atlanta	Miles Garrison	IH 30	1998		High	1.6" Type D ACP over 1CST (AC-15-5TR) over 2.4" Type B ACP over 8" CRCP over 8" CT subbase over 8" Lime treated subgrade. Cracking - needs some attention pretty quickly.
12	Atlanta	Miles Garrison	IH 30	1996	Microsurface in 2002 or 2003	High	2" Type C ACP (constructed in 1996) over 4" ACP over 8" CRCP over 8" cement treated sub-base over 6" select material
13	Atlanta	Miles Garrison	US 59	1998	Seal Coat	Medium	ACP Dense graded overlay. To be removed for placement of CRCP later in 2006.
14	Atlanta	Miles Garrison	US 59 (SB lanes only)	2001	Seal Coat	Medium	2" 12.5 mm Superpave over 4" 25 mm Superpave over 11" of existing ACP over 16" LFA treated subgrade. Total section length is about 0.35 miles.
15	Atlanta	Miles Garrison	US 59 (SB lanes only)	2001	Seal Coat	Medium	2" 12.5 mm Superpave over 4" 25 mm Superpave over 6" of existing ACP over 16" LFA treated subgrade. This section is showing some flushing in the wheel paths. Miles thought it is from the last seal coat. I wasn't as sure. Total section length is about 0.3
16	Atlanta	Miles Garrison Mike Anderson	US 79	1988	Overlay in 2001 was first thing done to it. Seal Coat more recently.	Low	1.5" Type D ACP over 8" Type B or C ACP over 10" LFA treated existing base (may have crushed concrete in it) This section overlaid 5-6 years ago & still excellent. 2004 ADT = 8,100.
17	Beaumont	John Barton (email)	SH 62	1988		Medium	Mr. Barton said it was last overlaid in 1988
18	Brownwood	Elias Rmeili	US 190	1977	3 seals since 1977	Medium	2-course Surface Treatment over 8-inches Type A Gr 2 flex base
19	Brownwood	Elias Rmeili	US 183	1981	2 seals since 1981	Medium	2-course Surface Treatment over 10-inches Type A Gr 2 flex base
20	Brownwood	Elias Rmeili	US 190	1986	2 seals since 1986	Medium	2-course Surface Treatment over 10-inches Type A Gr 2 flex base
21	Brownwood	Elias Rmeili	US 67/84 in Bangs	1980	Seal Coat 2003	Medium	1.5" Type D ACP over 4.5" ASB over 6" flex base. Current ADT is 9,000 with 17% trucks.
22	Bryan	Darlene Goehl	FM 3058	1990		Low	Seal Coat, 12" Limestone base, scarified and reshaped roadway
23	Bryan	Darlene Goehl	SH 21 (EB only)	1992	Recent seal coat	Medium	1.5" Hot Mix, 15" limestone base, 8" lime-treated subgrade
24	Corpus Christi	Peter Stricker	US 181	2004		Medium	2" Type C with PG 76-22, 6" Type B, 17" flex base, geogrid. Too new.
25	Dallas	G.Moonshower	IH 635	2005		High	SMA, Type C level-up, CRCP. Too new.
26	Dallas	A. Mehdiheigi	US 175	1991-1995			SPS-5 Section.
27	Fort Worth	A. Wimsatt	SH 183	1985		Medium	2" Type D ACP w/ AC-10 & 3% SBR, JCP

28	Fort Worth	A. Wimsatt	SH 183	1985		Medium	2" Type D ACP w/ AC-10 & 3% SBR, JCP
29	Fort Worth	A. Wimsatt	SH 121	1985	Microsurface 1997	High	2" Type D ACP w/ AC-10 & 3% SBR, CRCP
30	Fort Worth	A. Wimsatt	SH 121	1985	Microsurface 1997	High	2" Type D ACP w/ AC-10 & 3% SBR, CRCP
31	Fort Worth	A. Wimsatt	SH 183	1985	Microsurface 1997	High	2" Type D ACP w/ AC-10 & 3% SBR, CRCP
32	Fort Worth	A. Wimsatt	FM 157	1986		High	2" Type D ACP w/ AC-10 & 3% SBR, asphaltic concrete
33	Fort Worth	A. Wimsatt	SH 171	1992		High	2" SMA, old ACP, flex base (oldest SMA in Texas)
34	Fort Worth	A. Wimsatt	BIH 35	1992		High	2" SMA, JCP (oldest SMA in Texas)
35	Fort Worth	A. Wimsatt	FM 51	1994		High	2" Type D ACP w/ AC-10 & 3% SBR, asphaltic concrete
36	Fort Worth	A. Wimsatt	FM 730	1996		Medium	2" Type D ACP w/ AC-10 & 3% SBR, asphaltic concrete
37	Houston	Tony Yrigoyen	SH 6	1986	New PFC overlay 2005		PFC, ASB, excellent rating from construction
38	Houston	Eliza Paul	IH 10	~ 2000		High	This section overlaid 5-6 years ago & still excellent
39	Laredo	Rosa Trevino Rene Soto	FM 1472	1995	Resurfaced in Feb 2001	High	2" Type D ACP (placed in 2001) over 5" Type B ACP w/ 12" lime - treated Flex Base over 8" Lime-treated Subgrade. In 2005, ADT = 21,100 and % Trucks = 27.7%. One lane is currently barricaded, so now would be an excellent time to sample and test.
40	Laredo	Rosa Trevino Rene Soto	FM 1472	1995	Resurfaced in Feb 2001	High	2" SMA (placed in 2001) over 5" Type B ACP w/ 12" lime -treated Flex Base over 8" Lime-treated Subgrade. In 2005, ADT = 21,100 and % Trucks = 27.7%. SMA moving a little at a stop light under terrific truck pounding, otherwise it looks excellent.
41	Laredo	Rosa Trevino Rene Soto	IH 35	2001		High	Perpetual Pavement. 3" of 3/4" SMA over 3" Stone-Filled ACP over 8" Stone-filled ACP over 2" of 1/2" Superpave over 8" Lime Treated Subgrade (3% lime). 2001 ADT = 12,400. Pavement Design and mix designs available.
42	Lubbock	Stacy Young	FM 303	1970	Sealed 1986, 1991, 1999	Low	2-course surface treatment over 6" new flex base over 4" salvage flex base (caliche/limestone base) This section has a current job to add shoulders. Will be sealed again afterwards.
43	Lubbock	Stacy Young	SH 83	1975	Sealed 1979, 1989, 2005	Medium	2-course surface treatment over 6" new flex base over 6" salvage flex base (caliche/limestone bases)
44	Lubbock	Stacy Young	FM 1585	1986	Seal coat 2000	Medium	2-course surface treatment over 5.5" new flex base over 2.5" salvage flex base (caliche/limestone bases)
45	Lubbock	Stacy Young	SH 86	1987	Sealed 1982, 1991, 2000	Low	3-course surface treatment over 7" new flex base over 3" to 5" salvage flex base (caliche/limestone bases)
46	Lubbock	Stacy Young	FM 1760	1973	Sealed 1992 & 2002	Low	2-course surface treatment over 6" caliche/limestone base
47	Lubbock	Stacy Young	FM 1760	1987	Sealed 1992 & 2002	Low	2-course surface treatment over 6.25" new caliche/limestone base over 3.75" salvage flex base
48	Lufkin	Paul Montgomery	US 287	1969	Seal coat some time	Medium	1" HMA, 8" asphalt treated base, 6" lime-treated subgrade (15#/SY). 2004 ADT = 1,850.
49	Odessa	S. Smith N. Brito III Ciro Baeza	IH 10	1978	Rubber seal 1999	Medium	2-course surface treatment w/ rubber chip seal over 5" Gr 1 flex base over 6" Gr 4 flex base
50	Odessa	S. Smith N. Brito III Ciro Baeza	IH 10	1978	Rubber seal 1999	Medium	2-course surface treatment w/ rubber chip seal over 8" Gr 1 flex base over 6" Gr 4 flex base
51	Odessa	S. Smith N. Brito III Ciro Baeza	IH 10	1979	Rubber seal 1999	Medium	2-course surface treatment w/ rubber chip seal over 8" Gr 1 flex base over 6" Gr 4 flex base
52	Odessa	S. Smith N. Brito III Ciro Baeza	IH 10	1983	Rubber seal 2000	Medium	2-course surface treatment w/ rubber chip seal over 10" Gr 1 flex base over 6" Gr 4 flex base
53	Odessa	S. Smith N. Brito III Ciro Baeza	SH 176	1997		Medium	2" CMHB-F over asphalt-rubber seal coat over existing 1.5" ACP over ~8" flex base
54	Odessa	S. Smith N. Brito III Ciro Baeza	US 385	1998		Medium	1.75" CRM-CMHB over hot rubber SC (constructed in 1998) over existing 2.5" ACP over 10" flex base (constructed in 1979)
55	Odessa	S. Smith N. Brito III Ciro Baeza	FM 181				Series of SMRP sections.
56	Odessa	S. Smith N. Brito III Ciro Baeza	B158 (Wall Street)	1973	1.5" ACP milled in 1986 and 2" ACP placed		Curb and gutter urban pavement in City of Midland. Concrete pavement under inside lanes from Pecos Street to O Street. Outside lanes - 1.5" ACP surface over 8" ASB placed in 1973.
57	Odessa	S. Smith N. Brito III Ciro Baeza	IH 20	1999		High	2" CMHB-F over 2" Superpave in WB lanes only over 1CST (hot rubber) over about 7" existing ACP over 14" flex base.
58	San Angelo	Karl Bednarz	US 377	1949	Seal coats, most recent in 2005	Low	2-course surface treatment over 5" limestone flex base.
59	San Angelo	Karl Bednarz	US 377	1970	Seal coats, most recent in 2005	Low	1-course surface treatment over 75#/SY Type DD Limestone Rock Asphalt over 9" limestone flex base.

60	San Angelo	Karl Bednarz	IH 10	1969	Seals and Overlays	Medium	1" ACP surface course over 1.7" ACP base course over ~10" limestone flex base
61	San Angelo	Karl Bednarz	IH 10	1980	Seals and Overlays	Medium	1.25" ACP surface over 1.5" ACP level-up (constructed in 1993) over 2-course surface treatment and 14" limestone flex base (constructed in 1980)
62	San Angelo	Karl Bednarz	US 87	1972	Seal in 2003 because of some problem areas in ACP	Medium	2" CMHB-C over petromat (constructed in 2002) over 3CST over 12" flex base (constructed in 1972). ADT 4,400. Section may be built on top of rock.
63	San Antonio	Mike Coward	SH 173	1956	Seals	Medium	2-course surface treatment over 5" flex base. Medina River to Medina County line.
64	San Antonio	Mike Coward	FM 1340	1966-1969	Seals	Low	2-course surface treatment over 6" flex base. SH 41 to Mo Ranch.
65	San Antonio	Mike Coward	FM 2771	1964	Seals	Low	2-course surface treatment over 5" flex base. SH 16 to SH 173.
66	San Antonio	Mike Coward	SH 41	1958-1962	Seals	Low	2-course surface treatment over 8" flex base. Real County line to SH 27.
67	San Antonio	Mike Coward	FM 1283	1987	Seal Coat 2000	Medium	2-course surface treatment over 8" flex base or 3" old base and surface plus 6" flex base. Only minor maintenance other than seal coat in 2000.
68	San Antonio	Mike Coward D. Cranford	RM 2828	1969	Seals	Low	2-course ST over 6" flex base. NAPA Award winner. SH 16 to SH 173.
69	San Antonio	Patrick Downey	Loop 1604				SPS-9 series of short sections.
70	Waco	D. Schwarz	IH 35	1972	Mill/overlay 1983	High	Mill 3" and replace in 1991 (current condition), 7" ASB, 6" gravel base, 6" lime-treated subgrade
71	Waco	D. Schwarz	FM 3223	1985	Overlaid 1992	Medium	Original 2-course ST over 10" gravel base, widened and 1.5" Type D ACP in 1985, 1.25" Type D ACP in 1992
72	Wichita Falls	Ralph Self	FM 1134	1996		Low	2-course ST, 6-inch limestone flex base, fly ash (6%) treated subgrade
73	Wichita Falls	Ralph Self	FM 3492	1996		Low	2-course ST, 10-inch limestone flex base, 2-inches salvaged asphalt & sandstone base from old county road
74	Wichita Falls	Ralph Self	FM 440	1999		Low	2-course ST, 8" limestone flex base
75	Wichita Falls	Ralph Self	US 287	2002		High	1.25" PFC, 2.5-3.9" stone filled HMA (PG 76-22), existing ACP over JRCP & existing ACP over CRCP. Won NAPA Award. Shown in D. Rand presentations. No winter maintenance problems to date.



**Figure 1. Geographic Distribution of Nominated Pavements**

**Table 2. PMIS 2004 Pavement Performance Scores**

Tier-One Section Number	TxDOT District	Highway Designation	Year Constructed	Number of Through Lanes on Roadway	Total Lane Miles	Annual Average Daily Traffic (AADT)	Percent Trucks	Distress Score		Ride Score		Condition Score	
								Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.
1	Abilene	US 380	1966	2,4	23	1,643	12	92	19	3.7	0.31	92	20
2	Amarillo	SH 152	1995	2	44.8	1,354	10	98	5	4.6	0.24	98	5
3	Atlanta	US 59	1989	2,4	20.2	7,569	23	99	1	4.3	0.31	99	1
4	Atlanta	US 59	1991	2,4	17.2	10,275	23	100	0	4.3	0.74	96	14
5	Atlanta	IH 20	1995	2	56	15,004	34	95	4	4.5	0.16	95	4
6	Atlanta	US 59	1995	2	19.6	10,325	24	100	0	4.2	0.21	100	0
7	Atlanta	IH 20 (WB lanes only)	1996	2	25.8	14,643	35	99	1	4.6	0.17	99	1
8	Atlanta	US 59	1997	2,4	32	9,454	25	98	3	4.2	0.45	97	4
9	Atlanta	SH 155	1997 Overlay	2,3,4	36	2,492	22	97	5	4.3	0.17	97	5
10	Atlanta	US 59 (thru Atlanta)	1997	4	8	9,025	35	95	10	3.8	0.5	95	10
11	Atlanta	IH 30	1998	2	34	8,658	45	84	10	4.8	0.23	84	10
12	Atlanta	IH 30	1996	2	46.8	21,275	28	100	0	4.5	0.21	100	0
13	Atlanta	US 59	1998	2,4	20	8,208	37	97	5	4.4	0.22	97	5
14	Atlanta	US 59 (SB lanes only)	2001	2,4	7.6	7,350	32	90	14	4.2	0.27	90	14
15	Atlanta	US 59 (SB lanes only)	2001	2	6.4	5,650	32	100	0	4.2	0.19	100	0
16	Atlanta	US 79	1988	4	15.6	8,100	32	66	8	4.4	0.21	66	8
17	Beaumont	SH 62	1988	2,4	5.8	6,925	16	93	6	3.5	0.67	85	19
18	Brownwood	US 190	1977	2	15.8	1,400	24	99	5	4.3	0.23	99	5
19	Brownwood	US 183	1981	2	12	3,850	14	92	14	3.9	0.24	92	14
20	Brownwood	US 190	1986	2	15.6	764	26	99	1	3.5	0.4	100	1
21	Brownwood	US 67/84 in Bangs	1980	4	8	7,350	15	100	0	3.8	0.13	100	0
22	Bryan	FM 3058	1990	2	22.2	1,145	12	96	8	3.3	0.26	96	8
23	Bryan	SH 21 (EB only)	1992	2	16	5,450	14	100	1	4.1	0.29	100	1
24	Corpus Christi	US 181	2004	2,3	22.8	21,824	9	100	0	3.7	0.58	96	8
25	Dallas	IH 635	2005	4	64	63,489	12	96	4	3.7	0.36	94	9
26	Dallas	US 175	1991-1995	SPS-9 Series of Short Sections									
27	Fort Worth	SH 183	1985	2,3	20	14,528	10	86	12	3	0.28	74	17
28	Fort Worth	SH 183	1985	4	6	19,300	10	100	1	2.5	0.29	61	17
29	Fort Worth	SH 121	1985	3,4	35.6	42,651	9	90	13	3.6	0.24	90	13
30	Fort Worth	SH 121	1985	2,3	37	76,306	7	93	9	3.6	0.31	92	9
31	Fort Worth	SH 183	1985	3	20.4	74,324	7	90	14	3.4	0.27	89	14
32	Fort Worth	FM 157	1986	2,4	10	30,000	6	90	14	2	0.76	43	16
33	Fort Worth	SH 171	1992	2,4	9.2	6,713	16	90	28	4.2	0.1	90	28
34	Fort Worth	BIH 35	1992	2	4.4	6,300	4	99	1	3.2	0.33	93	13
35	Fort Worth	FM 51	1994	2,4	12.2	12,525	11	95	7	3.6	0.62	89	14
36	Fort Worth	FM 730	1996	2,4	8.4	11,486	8	100	0	3.9	0.47	98	6
37	Houston	SH 6	1986	2,4,6	34.8	8,576	17	97	6	3.8	0.3	96	11
38	Houston	IH 10	~ 2000	2	5.4	392	3	97	7	2.6	0.5	93	17



39	Laredo	FM 1472	1995	3,6	16.8	19,022	26	100	0	3.1	0.98	93	14
40	Laredo	FM 1472	1995	2,6	3.6	7,050	30	97	4	4.1	0.54	97	4
41	Laredo	IH 35	2001	2	34	4,922	31	99	6	4.5	0.33	99	6
42	Lubbock	FM 303	1970	2	21.8	145	16	100	2	4.1	0.15	100	2
43	Lubbock	SH 83	1975	2,4	36	1,381	18	79	21	3.8	0.38	79	21
44	Lubbock	FM 1585	1986	2	17.6	2,230	6	98	6	4.5	0.29	98	6
45	Lubbock	SH 86	1987	2,4	26	996	28	97	11	4.1	0.26	97	11
46	Lubbock	FM 1760	1973	2	7	1,392	32	100	1	4	0.2	100	1
47	Lubbock	FM 1760	1987	2	16.6	1,770	29	100	0	4.4	0.18	100	0
48	Lufkin	US 287	1969	2	4.2	1,850	38	99	3	3.4	0.19	99	3
49	Odessa	IH 10	1978	2	52.4	2,340	50	100	2	4.3	0.19	100	2
50	Odessa	IH 10	1978	2	19.6	2,340	50	99	4	4.3	0.22	99	4
51	Odessa	IH 10	1979	2	10.8	2,426	49	100	0	4.2	0.24	100	0
52	Odessa	IH 10	1983	2	23.6	2,350	50	98	8	4.2	0.18	98	8
53	Odessa	SH 176	1997 Overlay	2	24	1,750	35	100	1	4.3	0.45	100	1
54	Odessa	US 385	1998	2,4	72.4	2,144	19	100	0	4.5	0.24	100	0
55	Odessa	FM 181		2	4	1,700	36	100	0	4.4	0.1	100	0
56	Odessa	B158 (Wall Street)	1973	4	6	12,250	5	92	9	2.4	1.35	80	22
57	Odessa	IH 20	1999	2	66.8	6,967	52	91	9	4.6	0.21	91	9
58	San Angelo	US 377	1949	2	16	295	26	91	13	2.9	0.31	91	13
59	San Angelo	US 377	1970	2	12	330	24	88	12	3.4	0.14	88	12
60	San Angelo	IH 10	1969	2	20	4,320	28	97	8	4.3	0.19	97	8
61	San Angelo	IH 10	1980	2	123	3,561	40	100	3	4.4	0.25	100	3
62	San Angelo	US 87	1972	2	12.6	3,957	17	100	0	3.6	0.32	100	0
63	San Antonio	SH 173	1956	2	14	2,336	13	100	0	3.6	0.24	100	0
64	San Antonio	FM 1340	1966-1969	2	31.6	276	18	99	2	3.1	0.29	99	2
65	San Antonio	FM 2771	1964	2	12.6	892	15	97	5	2.9	0.24	97	5
66	San Antonio	SH 41	1958-1962	2	50.6	851	21	100	0	3.6	0.2	100	0
67	San Antonio	FM 1283	1987	2	16.2	2,918	10	98	7	4.1	0.47	98	7
68	San Antonio	RM 2828	1969	2	18	980	15	99	3	3.3	0.12	99	3
69	San Antonio	Loop 1604		2	2	4,105	29	91	1	4.4	0.07	91	1
70	Waco	IH 35	1972	2,3	17	33,137	24	94	19	3.9	0.62	90	21
71	Waco	FM 3223	1985	5	11	15,280	6	100	0	3.5	0.45	97	7
72	Wichita Falls	FM 1134	1996	2	5.6	50	9	100	0	3.9	0.18	100	0
73	Wichita Falls	FM 3492	1996	2	3.6	790	11	100	0	4	0.54	100	0
74	Wichita Falls	FM 440	1999	2	7.2	740	12	99	4	3.8	0.44	99	4
75	Wichita Falls	US 287	2002	2	31.2	6,780	29	100	0	4.8	0.52	98	12

**Table 3. PMIS 2005 Pavement Performance Scores**

Tier-One Section Number	TxDOT District	Highway Designation	Year Constructed	Number of Through Lanes on Roadway	Total Lane Miles	Annual Average Daily Traffic (AADT)	Percent Trucks	Distress Score		Ride Score		Condition Score	
								Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.
1	Abilene	US 380	1966	2,4	23	1,675	14	96	14	3.5	0.24	95	16
2	Amarillo	SH 152	1995	2	22.4	1,304	14	95	12	4.6	0.2	95	12
3	Atlanta	US 59	1989	2,4	24.8	5,698	24	100	0	4.3	0.31	100	0
4	Atlanta	US 59	1991	2,4	20.8	8,686	23	100	0	4.2	0.71	96	10
5	Atlanta	IH 20	1995	2	58	16,016	35	96	4	4.4	0.19	96	4
6	Atlanta	US 59	1995	2	19.6	5,368	24	100	0	4.5	0.29	100	0
7	Atlanta	IH 20 (WB lanes only)	1996	2	28.4	15,566	35	100	1	4.5	0.19	100	1
8	Atlanta	US 59	1997	2,4	47.8	7,912	22	92	9	4.2	0.46	92	8
9	Atlanta	SH 155	1997 Overlay	2,3,4	14.5	2,845	19	92	9	4	0.22	92	9
10	Atlanta	US 59 (thru Atlanta)	1997	4	8	8,775	33	91	18	3.6	0.46	89	17
11	Atlanta	IH 30	1998	2	33.4	10,297	37	92	8	4.7	0.31	92	8
12	Atlanta	IH 30	1996	2	46.8	20,455	27	100	1	4.5	0.21	99	1
13	Atlanta	US 59	1998	2,4	20	8,050	35	87	12	4.3	0.2	87	12
14	Atlanta	US 59 (SB lanes only)	2001	2,4	7.6	7,088	30	93	13	4.1	0.35	93	13
15	Atlanta	US 59 (SB lanes only)	2001	2	7.6	5,600	30	100	0	4.3	0.23	100	0
16	Atlanta	US 79	1988	4	15.6	8,575	25	67	8	4.3	0.37	67	8
17	Beaumont	SH 62	1988	2,4	5.8	6,500	14	93	6	3.6	0.33	93	6
18	Brownwood	US 190	1977	2	19.6	1,500	25	99	5	4.1	0.26	99	5
19	Brownwood	US 183	1981	2	12	4,175	15	92	12	3.9	0.19	92	12
20	Brownwood	US 190	1986	2	15.6	747	31	99	3	3.7	0.43	99	3
21	Brownwood	US 67/84 in Bangs	1980	4	8.8	7,300	16	98	2	3.8	0.25	98	2
22	Bryan	FM 3058	1990	2	22.2	1,341	11	100	0	3.2	0.3	100	1
23	Bryan	SH 21 (EB only)	1992	2	16	5,375	14	97	12	4.1	0.28	97	12
24	Corpus Christi	US 181	2004	2,3	22.8	21,874	10	99	5	3.8	0.7	95	11
25	Dallas	IH 635	2005	4	59.2	63,454	13	99	3	4.2	0.33	99	4
26	Dallas	US 175	1991-1995	SPS-9 Series of Short Sections									
27	Fort Worth	SH 183	1985	2,3	20	14,229	10	82	9	3	0.35	71	15
28	Fort Worth	SH 183	1985	4	6	19,000	10	70	14	2.4	0.14	37	2
29	Fort Worth	SH 121	1985	3,4	37.6	47,065	9	91	13	3.5	0.26	90	13
30	Fort Worth	SH 121	1985	2,3	34.2	74,441	7	94	8	3.6	0.39	91	10
31	Fort Worth	SH 183	1985	3	20.4	67,715	7	91	13	3.3	0.29	88	14
32	Fort Worth	FM 157	1986	4	14	36,250	6	89	24	2.5	0.47	51	28
33	Fort Worth	SH 171	1992	2,4	9.2	6,788	13	99	2	4.1	0.19	99	2
34	Fort Worth	BIH 35	1992	2	4.4	4,840	6	97	4	2.9	0.65	75	27
35	Fort Worth	FM 51	1994	2,4	12.2	13,562	11	87	21	3.4	0.82	80	30
36	Fort Worth	FM 730	1996	2,4	8.4	12,171	10	100	0	3.8	0.48	98	4
37	Houston	SH 6	1986	2,4,6	34.8	9,182	17	96	11	3.7	0.36	95	15

38	Houston	IH 10	~ 2000	2	5.4	249	3	99	1	2.5	0.56	92	16
39	Laredo	FM 1472	1995	3,6	16.8	19,567	27	100	0	3.6	0.58	96	6
40	Laredo	FM 1472	1995	2,6	3.6	8,025	31	90	17	4.1	0.48	90	17
41	Laredo	IH 35	2001	2	32	5,557	30	99	6	4.5	0.32	99	6
42	Lubbock	FM 303	1970	2	21.8	150	19	98	7	3.9	0.2	98	7
43	Lubbock	SH 83	1975	2,4	36	1,489	25	68	20	3.7	0.49	67	19
44	Lubbock	FM 1585	1986	2	17.6	2,525	7	97	8	4.4	0.31	97	8
45	Lubbock	SH 86	1987	2,4	26	1,132	31	100	0	3.9	0.27	100	0
46	Lubbock	FM 1760	1973	2	8	1,238	38	95	6	4	0.22	95	6
47	Lubbock	FM 1760	1987	2	16.6	1,432	35	100	0	4.4	0.17	100	0
48	Lufkin	US 287	1969	2	4.2	1,900	39	74	18	3.5	0.16	74	18
49	Odessa	IH 10	1978	2	52.4	2,215	52	100	0	4.3	0.24	100	0
50	Odessa	IH 10	1978	2	19.6	2,215	52	99	5	4.3	0.24	99	5
51	Odessa	IH 10	1979	2	10.8	2,425	49	100	0	4.2	0.16	100	0
52	Odessa	IH 10	1983	2	23.8	2,198	51	100	0	4.1	0.32	99	6
53	Odessa	SH 176	1997 Overlay	2	24	2,000	32	100	0	4.2	0.4	100	0
54	Odessa	US 385	1998	2,4	72.4	1,971	20	100	0	4.5	0.23	100	0
55	Odessa	FM 181		2	4	1,588	37	100	0	4	0.22	100	0
56	Odessa	B158 (Wall Street)	1973	4	6	11,900	5	76	22	3.3	0.28	74	19
57	Odessa	IH 20	1999	2	67.8	5,703	55	75	14	4.6	0.45	75	14
58	San Angelo	US 377	1949	2	16	288	28	100	1	3	0.22	100	1
59	San Angelo	US 377	1970	2	12	250	30	97	3	3.2	0.17	97	3
60	San Angelo	IH 10	1969	2	20	4,045	29	100	1	4.4	0.19	100	1
61	San Angelo	IH 10	1980	2	158	3,342	40	100	2	4.4	0.21	100	2
62	San Angelo	US 87	1972	2,3	24.6	2,542	15	100	0	3.6	0.3	100	0
63	San Antonio	SH 173	1956	2	14	2,314	13	99	1	3.6	0.26	99	1
64	San Antonio	FM 1340	1966-1969	2	24	226	18	97	3	3.1	0.28	97	3
65	San Antonio	FM 2771	1964	2	12.6	899	15	97	6	2.8	0.23	95	6
66	San Antonio	SH 41	1958-1962	2	46.6	941	20	99	2	3.5	0.22	99	2
67	San Antonio	FM 1283	1987	2	16.2	3,806	9	97	11	4	0.46	97	12
68	San Antonio	RM 2828	1969	2	18	951	29	99	3	3.2	0.17	99	3
69	San Antonio	Loop 1604		2	2	3,515	31	91	1	4.4	0.07	91	1
70	Waco	IH 35	1972	2,3	17	35,052	19	94	20	4.3	0.41	94	20
71	Waco	FM 3223	1985	5	11	14,320	6	100	0	4	0.22	100	0
72	Wichita Falls	FM 1134	1996	2	5.6	80	9	100	0	3.9	0.34	100	0
73	Wichita Falls	FM 3492	1996	2	3.6	938	11	100	0	4.2	0.32	100	0
74	Wichita Falls	FM 440	1999	2	7.2	880	11	99	2	3.6	0.5	99	2
75	Wichita Falls	US 287	2002	2	48.2	6,924	31	91	21	4.4	0.71	90	22

**Table 4. PMIS 2006 Pavement Performance Scores**

Tier-One Section Number	TxDOT District	Highway Designation	Year Constructed	Number of Through Lanes on Roadway	Total Lane Miles	Annual Average Daily Traffic (AADT)	Percent Trucks	Distress Score		Ride Score		Condition Score	
								Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.
1	Abilene	US 380	1966	2,4	23	1,693	13	96	14	3.4	0.38	94	20
2	Amarillo	SH 152	1995	2	22.4	1,250	9	95	4	4.5	0.2	95	4
3	Atlanta	US 59	1989	2,4	17.2	5,940	23	85	19	4.3	0.34	85	19
4	Atlanta	US 59	1991	2,4	17.2	9,258	23	96	12	4.1	0.73	92	14
5	Atlanta	IH 20	1995	2	23.4	15,017	39	98	6	4.4	0.3	98	6
6	Atlanta	US 59	1995	2	19.6	5,550	24	100	0	4.6	0.21	100	0
7	Atlanta	IH 20 (WB lanes only)	1996	2	23.4	15,016	39	98	6	4.4	0.3	98	6
8	Atlanta	US 59	1997	2,4	15.2	11,664	24	100	0	4	0.38	100	0
9	Atlanta	SH 155	1997 Overlay	2,3,4	18.5	2,760	20	99	1	4	0.24	99	1
10	Atlanta	US 59 (thru Atlanta)	1997	4	8	9,450	37	97	2	3.7	0.69	95	6
11	Atlanta	IH 30	1998	2	32	10,420	39	93	4	4.8	0.24	93	4
12	Atlanta	IH 30	1996	2	43.4	21,289	28	98	3	4.6	0.18	98	3
13	Atlanta	US 59	1998	2,4	20	8,250	39	100	1	4.3	0.21	100	1
14	Atlanta	US 59 (SB lanes only)	2001	2,4	7.6	7,750	33	91	10	4.1	0.29	91	10
15	Atlanta	US 59 (SB lanes only)	2001	2	7.6	6,000	34	100	0	4.1	0.24	100	0
16	Atlanta	US 79	1988	4	15.6	8,725	32	100	0	4.1	0.18	100	0
17	Beaumont	SH 62	1988	2,4	5.8	6,675	14	88	8	3.6	0.42	86	11
18	Brownwood	US 190	1977	2	15.8	1,450	20	91	6	4.1	0.17	91	6
19	Brownwood	US 183	1981	2	12	4,050	10	85	11	3.8	0.21	85	11
20	Brownwood	US 190	1986	2	15.6	839	31	99	2	3.4	0.39	99	2
21	Brownwood	US 67/84 in Bangs	1980	4	8.8	7,140	18	97	4	3.8	0.27	97	4
22	Bryan	FM 3058	1990	2	22.2	1,182	15	89	5	3.2	0.28	89	5
23	Bryan	SH 21 (EB only)	1992	2	16	5,206	15	99	2	4.1	0.3	99	2
24	Corpus Christi	US 181	2004	3	16.8	24,365	9	100	2	4.3	0.59	97	10
25	Dallas	IH 635	2005	4	59.2	65,469	12	100	0	4.1	0.4	99	3
26	Dallas	US 175	1991-1995	SPS-9 Series of Short Sections									
27	Fort Worth	SH 183	1985	2,3	20	14,660	10	83	12	3	0.35	69	16
28	Fort Worth	SH 183	1985	4	6	18,400	10	73	12	2.2	0.15	33	8
29	Fort Worth	SH 121	1985	3,4	37.6	47,026	9	85	19	3.2	0.45	78	23
30	Fort Worth	SH 121	1985	2,3	36.6	73,845	7	93	11	3.4	0.43	88	14
31	Fort Worth	SH 183	1985	3	21.6	66,408	7	91	13	3.2	0.31	87	17
32	Fort Worth	FM 157	1986	4	19	39,556	5	91	21	2.3	0.4	45	22
33	Fort Worth	SH 171	1992	2,4	9.2	6,738	14	99	2	3.9	0.52	96	8
34	Fort Worth	BIH 35	1992	2	4.4	4,800	5	97	4	3.3	0.23	95	6
35	Fort Worth	FM 51	1994	2,4	12.2	12,837	12	85	20	3.6	0.76	78	25
36	Fort Worth	FM 730	1996	2,4	8.4	12,200	6	100	0	3.6	0.7	91	23
37	Houston	SH 6	1986	2,4,6	34.8	9,856	17	99	7	4.5	0.4	98	10
38	Houston	IH 10	~ 2000	2	4.6	249	3	96	6	2.5	0.66	87	21

39	Laredo	FM 1472	1995	3,6	16.8	20,167	17	100	0	3.3	0.33	96	5
40	Laredo	FM 1472	1995	2,6	3.6	10,125	21	98	2	3.7	0.55	98	2
41	Laredo	IH 35	2001	2	32	7,000	27	97	10	4.5	0.36	97	10
42	Lubbock	FM 303	1970	2	21.8	195	11	100	0	4.1	0.22	100	0
43	Lubbock	SH 83	1975	2,4	35.2	1,683	17	99	2	3.5	0.33	99	2
44	Lubbock	FM 1585	1986	2	17.6	2,442	6	100	0	4.3	0.34	100	0
45	Lubbock	SH 86	1987	2,4	26	990	34	100	0	4	0.29	100	0
46	Lubbock	FM 1760	1973	2	8	1,338	34	99	3	3.9	0.24	99	3
47	Lubbock	FM 1760	1987	2	16.6	1,700	30	95	10	4.1	0.38	95	10
48	Lufkin	US 287	1969	2	4.2	1,850	35	100	0	3.5	0.14	100	0
49	Odessa	IH 10	1978	2	52.4	2,155	55	100	0	4.2	0.32	100	0
50	Odessa	IH 10	1978	2	19.6	2,155	55	99	6	4.2	0.32	99	6
51	Odessa	IH 10	1979	2	10.4	2,472	52	100	0	4.1	0.4	100	0
52	Odessa	IH 10	1983	2	26	2,401	53	100	0	4.1	0.36	100	0
53	Odessa	SH 176	1997 Overlay	2	24	2,250	32	98	2	4.2	0.44	98	2
54	Odessa	US 385	1998	2,4	72.4	2,110	16	97	5	4.5	0.24	97	5
55	Odessa	FM 181		2	4	2,000	33	100	1	4.2	0.22	100	1
56	Odessa	B158 (Wall Street)	1973	4	4.8	13,133	6	63	14	3.5	0.35	62	13
57	Odessa	IH 20	1999	2	60.8	5,698	60	95	13	4.5	0.22	95	13
58	San Angelo	US 377	1949	2	16	324	32	98	1	3	0.25	98	1
59	San Angelo	US 377	1970	2	12	230	37	97	4	3.2	0.17	97	4
60	San Angelo	IH 10	1969	2	20	3,963	30	95	7	4.4	0.24	95	7
61	San Angelo	IH 10	1980	2	158	3,601	38	99	3	4.4	0.25	99	3
62	San Angelo	US 87	1972	2,3	17.2	2,050	14	98	3	3.6	0.14	98	3
63	San Antonio	SH 173	1956	2	14	2,485	13	100	1	3.7	0.24	100	1
64	San Antonio	FM 1340	1966-1969	2	24	213	8	95	5	3	0.27	95	5
65	San Antonio	FM 2771	1964	2	12.6	865	16	99	4	2.9	0.2	98	4
66	San Antonio	SH 41	1958-1962	2	46.6	961	23	100	1	3.5	0.23	100	1
67	San Antonio	FM 1283	1987	2	16.2	3,659	9	100	2	4.1	0.31	100	2
68	San Antonio	RM 2828	1969	2	18	896	29	100	1	3.3	0.15	100	1
69	San Antonio	Loop 1604		2	4	3,915	30	99	1	4.4	0.06	99	1
70	Waco	IH 35	1972	2,3	17	42,281	18	93	17	4.2	0.47	93	17
71	Waco	FM 3223	1985	5	11	14,820	6	90	7	4.3	0.15	90	7
72	Wichita Falls	FM 1134	1996	2	5.6	80	5	100	0	3.8	0.15	100	0
73	Wichita Falls	FM 3492	1996	2	3.6	1,015	11	100	0	4.1	0.17	100	0
74	Wichita Falls	FM 440	1999	2	7.2	920	5	99	4	3.6	0.66	96	8
75	Wichita Falls	US 287	2002	2	46.2	6,722	32	91	21	4.3	0.73	90	23

**Table 5. Roadway Maintenance Expenditure Summary**

Tier-One Section Number	TxDOT District	Highway Designation	Year Constructed	Number of Through Lanes on Roadway	Total Lane Miles	Annual Average Daily Traffic (AADT)	Percent Trucks	Average Roadway Maintenance Expenditures per Lane-Mile			
								2004	2005	2006	Three-Year Average
1	Abilene	US 380	1966	2,4	23	1,693	13	\$24	\$98	\$3	\$42
2	Amarillo	SH 152	1995	2	22.4	1,250	9	\$1,042	\$28	\$219	\$430
3	Atlanta	US 59	1989	2,4	17.2	5,940	23	\$854	\$7,413	\$86	\$2,784
4	Atlanta	US 59	1991	2,4	17.2	9,258	23	\$13,769	\$64	\$68	\$4,634
5	Atlanta	IH 20	1995	2	23.4	15,017	39	\$2,258	\$88	\$2,927	\$1,758
6	Atlanta	US 59	1995	2	19.6	5,550	24	\$707	\$17,375	\$1	\$6,028
7	Atlanta	IH 20 (WB lanes only)	1996	2	23.4	15,016	39	\$3,610	\$365	\$2,927	\$2,301
8	Atlanta	US 59	1997	2,4	15.2	11,664	24	\$1,530	\$570	\$1,215	\$1,105
9	Atlanta	SH 155	1997 Overlay	2,3,4	18.5	2,760	20	\$30	\$2,275	\$10	\$772
10	Atlanta	US 59 (thru Atlanta)	1997	4	8	9,450	37	\$13	\$278	\$119	\$137
11	Atlanta	IH 30	1998	2	32	10,420	39	\$3,341	\$328	\$77	\$1,249
12	Atlanta	IH 30	1996	2	43.4	21,289	28	\$3,604	\$1,214	\$1,113	\$1,977
13	Atlanta	US 59	1998	2,4	20	8,250	39	\$36	\$541	\$470	\$349
14	Atlanta	US 59 (SB lanes only)	2001	2,4	7.6	7,750	33	\$468	\$6,339	\$9,435	\$5,414
15	Atlanta	US 59 (SB lanes only)	2001	2	7.6	6,000	34	\$568	\$182	\$47	\$266
16	Atlanta	US 79	1988	4	15.6	8,725	32	\$233	\$334	\$698	\$422
17	Beaumont	SH 62	1988	2,4	5.8	6,675	14	\$480	\$232	\$91	\$268
18	Brownwood	US 190	1977	2	15.8	1,450	20	\$213	\$102	\$9	\$108
19	Brownwood	US 183	1981	2	12	4,050	10	\$117	\$12	\$0	\$43
20	Brownwood	US 190	1986	2	15.6	839	31	\$55	\$0	\$10	\$22
21	Brownwood	US 67/84 in Bangs	1980	4	8.8	7,140	18	\$827	\$61	\$26	\$305
22	Bryan	FM 3058	1990	2	22.2	1,182	15	\$10	\$0	\$9,355	\$3,122
23	Bryan	SH 21 (EB only)	1992	2	16	5,206	15	\$6	\$111	\$289	\$135
24	Corpus Christi	US 181	2004	3	16.8	24,365	9	\$85	\$431	\$92	\$203
25	Dallas	IH 635	2005	4	59.2	65,469	12	\$326	\$807	\$1,161	\$765
26	Dallas	US 175	1991-1995	SPS-9 Series of Short Sections							\$0
27	Fort Worth	SH 183	1985	2,3	20	14,660	10	\$2,825	\$59	\$172	\$1,019
28	Fort Worth	SH 183	1985	4	6	18,400	10	\$1,127	\$392	\$872	\$797
29	Fort Worth	SH 121	1985	3,4	37.6	47,026	9	\$360	\$382	\$1,667	\$803
30	Fort Worth	SH 121	1985	2,3	36.6	73,845	7	\$628	\$1,037	\$1,187	\$951
31	Fort Worth	SH 183	1985	3	21.6	66,408	7	\$285	\$176	\$231	\$231
32	Fort Worth	FM 157	1986	4	19	39,556	5	\$688	\$436	\$585	\$570
33	Fort Worth	SH 171	1992	2,4	9.2	6,738	14	\$237	\$619	\$905	\$587
34	Fort Worth	BIH 35	1992	2	4.4	4,800	5	\$27	\$740	\$0	\$256
35	Fort Worth	FM 51	1994	2,4	12.2	12,837	12	\$2,289	\$1,170	\$56	\$1,172

36	Fort Worth	FM 730	1996	2,4	8.4	12,200	6	\$6,572	\$220	\$260	\$2,351
37	Houston	SH 6	1986	2,4,6	34.8	9,856	17	\$91	\$3,056	\$96	\$1,081
38	Houston	IH 10	~ 2000	2	4.6	249	3	\$94	\$1,367	\$314	\$592
39	Laredo	FM 1472	1995	3,6	16.8	20,167	17	\$360	\$19	\$185	\$188
40	Laredo	FM 1472	1995	2,6	3.6	10,125	21	\$22	\$18	\$132	\$57
41	Laredo	IH 35	2001	2	32	7,000	27	\$236	\$110	\$72	\$139
42	Lubbock	FM 303	1970	2	21.8	195	11	\$14	\$533	\$21	\$189
43	Lubbock	SH 83	1975	2,4	35.2	1,683	17	\$1,827	\$158	\$58	\$681
44	Lubbock	FM 1585	1986	2	17.6	2,442	6	\$378	\$38	\$604	\$340
45	Lubbock	SH 86	1987	2,4	26	990	34	\$176	\$411	\$1,438	\$675
46	Lubbock	FM 1760	1973	2	8	1,338	34	\$0	\$8	\$0	\$3
47	Lubbock	FM 1760	1987	2	16.6	1,700	30	\$47	\$67	\$13	\$42
48	Lufkin	US 287	1969	2	4.2	1,850	35	\$390	\$3,177	\$1,346	\$1,638
49	Odessa	IH 10	1978	2	52.4	2,155	55	\$22	\$41	\$25	\$29
50	Odessa	IH 10	1978	2	19.6	2,155	55	\$2	\$52	\$0	\$18
51	Odessa	IH 10	1979	2	10.4	2,472	52	\$2	\$67	\$0	\$23
52	Odessa	IH 10	1983	2	26	2,401	53	\$101	\$375	\$107	\$194
53	Odessa	SH 176	1997 Overlay	2	24	2,250	32	\$9	\$35	\$0	\$15
54	Odessa	US 385	1998	2,4	72.4	2,110	16	\$1	\$48	\$2	\$17
55	Odessa	FM 181		2	4	2,000	33	\$263	\$1,433	\$0	\$565
56	Odessa	B158 (Wall Street)	1973	4	4.8	13,133	6	\$28	\$492	\$626	\$382
57	Odessa	IH 20	1999	2	60.8	5,698	60	\$93	\$52	\$46	\$64
58	San Angelo	US 377	1949	2	16	324	32	\$955	\$2,162	\$11	\$1,043
59	San Angelo	US 377	1970	2	12	230	37	\$278	\$0	\$63	\$114
60	San Angelo	IH 10	1969	2	20	3,963	30	\$27	\$0	\$5	\$11
61	San Angelo	IH 10	1980	2	158	3,601	38	\$103	\$63	\$11	\$59
62	San Angelo	US 87	1972	2,3	17.2	2,050	14	\$121	\$37	\$222	\$127
63	San Antonio	SH 173	1956	2	14	2,485	13	\$80	\$65	\$49	\$65
64	San Antonio	FM 1340	1966-1969	2	24	213	8	\$0	\$114	\$2	\$39
65	San Antonio	FM 2771	1964	2	12.6	865	16	\$0	\$58	\$108	\$55
66	San Antonio	SH 41	1958-1962	2	46.6	961	23	\$0	\$0	\$0	\$0
67	San Antonio	FM 1283	1987	2	16.2	3,659	9	\$35	\$85	\$526	\$215
68	San Antonio	RM 2828	1969	2	18	896	29	\$0	\$0	\$108	\$36
69	San Antonio	Loop 1604		2	4	3,915	30	\$0	\$1,474	\$2	\$492
70	Waco	IH 35	1972	2,3	17	42,281	18	\$448	\$1,064	\$2,384	\$1,299
71	Waco	FM 3223	1985	5	11	14,820	6	\$1,460	\$7	\$113	\$527
72	Wichita Falls	FM 1134	1996	2	5.6	80	5	\$0	\$0	\$0	\$0
73	Wichita Falls	FM 3492	1996	2	3.6	1,015	11	\$0	\$0	\$0	\$0
74	Wichita Falls	FM 440	1999	2	7.2	920	5	\$114	\$9	\$0	\$41
75	Wichita Falls	US 287	2002	2	46.2	6,722	32	\$343	\$29	\$637	\$336

**Appendix A:**  
**District Pavement Nomination Forms**



## Flexible Pavement Section Nomination Form

TxDOT Research Project 0-5472 will closely evaluate a number of selected pavement sections which have been found to have performed extraordinarily well considering their structural design, traffic type and level, and their age. Valuable information is anticipated from these forensic-type investigations. Please provide the requested information below to nominate pavement sections from your district.

### *Minimum Requirements for Nominated Sections*

1. Minimum length of one mile.
2. Must be a flexible pavement with either surface treatment over base, thin or thick hot mix surfacing, or it may be a composite pavement with a minimum of 2 inches of asphalt mixture over concrete.
3. The new / reconstructed pavement or the rehabilitated pavement must be in its first performance period. We are seeking excellently performing new pavements or excellent overlays.
4. The nominated sections should have already distinctly outperformed normal serviceability expectations. Most nominated new pavement sections are expected to be at least 15 years old and most overlays are expected to have been in service at least 10 years. These minimum pavement ages are guidelines only.

Nominator: <b>Joe Higgins</b>	Nominator's Email: <b>jhiggin@dot.state.tx.us</b>	Nominator's Phone No.: <b>325-576-2765</b>
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District: <b>Abilene</b>	Highway No.: <b>US 380</b>	Beginning Reference Marker: <b>428+0.331</b>
County: <b>Haskell</b>	Approx. Year of Construction: <b>1966</b>	Ending Reference Marker: <b>436+0.711</b>

Surface Type: <b>2cst with multiple seals</b>	(Optional) Surface Course Comments: <b>approx. 1.5" surfacing</b>
Base Type: <b>crushed limestone flex base &amp; foundation course</b>	(Optional) Base Course Comments: <b>8" flex base on 4" foundation course (pit run)</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> High         <input type="checkbox"/> Medium         <input checked="" type="checkbox"/> Low       </div>	
Comments about Extraordinary Performance: <b>Little to not maintenance; approximately 500-600 trucks per day</b>	

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Nominator: <b>Kenneth Corse</b>	Nominator's Email: <b>kcorse@dot.state.tx.us</b>	Nominator's Phone No.: <b>806-665-2374</b>
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District: <b>Amarillo</b>	Highway No.: <b>SH 152</b>	Beginning Reference Marker: <b>334-1.128</b>
County: <b>Hutchinson</b>	Approx. Year of Construction: <b>1995</b>	Ending Reference Marker: <b>338+1.767</b>

Surface Type: <b>Ty D ACP</b>	(Optional) Surface Course Comments:
Base Type: <b>Sand and Gravel</b>	(Optional) Base Course Comments: <b>Fly Ash Treated</b>
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Was seal coated in 2005 - No other maintenance</b>	

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Nominator: <b>Miles Garrison</b>	Nominator's Email: <b>mgarr@dot.state.tx.us</b>	Nominator's Phone No.: <b>903-799-1330</b>
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District: <b>Atlanta (19)</b>	Highway No.: <b>U.S. 59</b>	Beginning Reference Marker: <b>322</b>
County: <b>Panola</b>	Approx. Year of Construction: <b>1995</b>	Ending Reference Marker: <b>324+02.7</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments:
Base Type: <b>ACP- Dense Graded</b>	(Optional) Base Course Comments: <b>16" LFA sub-grade</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance: <b>Microsurfaced c. 2003</b>	

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Nominator: <b>Miles Garrison</b>	Nominator's Email: <b>mgarr@dot.state.tx.us</b>	Nominator's Phone No.: <b>903-799- 1330</b>
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District: <b>Atlanta (19)</b>	Highway No.: <b>IH 30</b>	Beginning Reference Marker: <b>181</b>
County: <b>Bowie</b>	Approx. Year of Construction: <b>1998</b>	Ending Reference Marker: <b>188</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance:	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Miles Garrison</b>	Nominator's Email: <b>mgarr@dot.state.tx.us</b>	Nominator's Phone No.: <b>903-799-1330</b>
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District: <b>Atlanta (19)</b>	Highway No.: <b>IH 30</b>	Beginning Reference Marker: <b>213</b>
County: <b>Bowie</b>	Approx. Year of Construction: <b>1998</b>	Ending Reference Marker: <b>223</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input checked="" type="checkbox"/> High           <input type="checkbox"/> Medium           <input type="checkbox"/> Low         </div>	
Comments about Extraordinary Performance: <b>Received a microsurface</b>	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Miles Garrison</b>	Nominator's Email: <b>mgarr@dot.state.tx.us</b>	Nominator's Phone No.: <b>903-799- 1330</b>
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District: <b>Atlanta (19)</b>	Highway No.: <b>U.S. 59</b>	Beginning Reference Marker: <b>236</b>
County: <b>Cass</b>	Approx. Year of Construction: <b>1997</b>	Ending Reference Marker: <b>238</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Received seal coat</b>	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Miles Garrison</b>	Nominator's Email: <b>mgarr@dot.state.tx.us</b>	Nominator's Phone No.: <b>903-799-1330</b>
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District: <b>Atlanta (19)</b>	Highway No.: <b>SH 155</b>	Beginning Reference Marker: <b>256</b>
County: <b>Cass</b>	Approx. Year of Construction: <b>1997</b>	Ending Reference Marker: <b>260</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Received seal coat</b>	

## Flexible Pavement Section Nomination Form

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District: <b>Atlanta (19)</b>	Highway No.: <b>IH 20</b>	Beginning Reference Marker: <b>615</b>
County: <b>Harrison</b>	Approx. Year of Construction: <b>1995</b>	Ending Reference Marker: <b>628</b>

Surface Type: <b>ACP; CMHB-C</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Fog Seal - Microsurfaced</b>	



## Flexible Pavement Section Nomination Form

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District: <b>Atlanta (19)</b>	Highway No.: <b>IH 20</b>	Beginning Reference Marker: <b>629</b>
County: <b>Harrison</b>	Approx. Year of Construction: <b>1996</b>	Ending Reference Marker: <b>636</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Microsurfaced</b>	

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District: <b>Atlanta (19)</b>	Highway No.: <b>U.S. 59</b>	Beginning Reference Marker: <b>260</b>
County: <b>Marion</b>	Approx. Year of Construction: <b>1998</b>	Ending Reference Marker: <b>266</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Received seal coat</b>	

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District: <b>Atlanta (19)</b>	Highway No.: <b>U.S. 59</b>	Beginning Reference Marker: <b>270+00.9</b>
County: <b>Marion</b>	Approx. Year of Construction: <b>2001</b>	Ending Reference Marker: <b>270+01.9</b>

Surface Type: <b>ACP - Superpave</b>	(Optional) Surface Course Comments: <b>Overlay/Inlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> High           <input checked="" type="checkbox"/> Medium           <input type="checkbox"/> Low         </div>	
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District: <b>Atlanta (19)</b>	Highway No.: <b>U.S. 59</b>	Beginning Reference Marker: <b>266</b>
County: <b>Marion</b>	Approx. Year of Construction: <b>1997</b>	Ending Reference Marker: <b>266+01.5</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments:
Base Type: <b>ACP - Dense Graded</b>	(Optional) Base Course Comments: <b>16" LFA sub-grade</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div><input type="checkbox"/> High      <input checked="" type="checkbox"/> Medium      <input type="checkbox"/> Low</div>	
Comments about Extraordinary Performance: <b>Received seal coat</b>	

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District: <b>Atlanta (19)</b>	Highway No.: <b>U.S. 79</b>	Beginning Reference Marker: <b>298</b>
County: <b>Panola</b>	Approx. Year of Construction: <b>2001</b>	Ending Reference Marker: <b>301+01.5</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Received seal coat</b>	

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District: <b>Atlanta (19)</b>	Highway No.: <b>U.S. 59</b>	Beginning Reference Marker: <b>318</b>
County: <b>Panola</b>	Approx. Year of Construction: <b>1989</b>	Ending Reference Marker: <b>320</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments:
Base Type: <b>ACP - Dense Graded</b>	(Optional) Base Course Comments: <b>16" LFA Sub-grade</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div><input type="checkbox"/> High      <input checked="" type="checkbox"/> Medium      <input type="checkbox"/> Low</div>	
Comments about Extraordinary Performance: <b>Microsurface &amp; overlay, c. 2000</b>	

## Flexible Pavement Section Nomination Form

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### *Minimum Requirements for Nominated Sections*

1. Minimum length of one mile.
2. Must be a flexible pavement with either surface treatment over base, thin or thick hot mix surfacing, or it may be a composite pavement with a minimum of 2 inches of asphalt mixture over concrete.
3. The new / reconstructed pavement or the rehabilitated pavement must be in its first performance period. We are seeking excellently performing new pavements or excellent overlays.
4. The nominated sections should have already distinctly outperformed normal serviceability expectations. Most nominated new pavement sections are expected to be at least 15 years old and most overlays are expected to have been in service at least 10 years. These minimum pavement ages are guidelines only.

Nominator: <b>Miles Garrison</b>	Nominator's Email: <b>mgarr@dot.state.tx.us</b>	Nominator's Phone No.: <b>903-799-1330</b>
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District: <b>Atlanta (19)</b>	Highway No.: <b>U.S. 59</b>	Beginning Reference Marker: <b>314+01.0</b>
County: <b>Panola</b>	Approx. Year of Construction: <b>1991</b>	Ending Reference Marker: <b>316+00.5</b>

Surface Type: <b>ACP - Dense Graded</b>	(Optional) Surface Course Comments: <b>Overlay Category</b>
Base Type: <b>ACP - Dense Graded</b>	(Optional) Base Course Comments: <b>16" LFA treated sub-grade</b>

Best Description of Traffic Loading During Performance Period: (Check One) <div style="text-align: center; margin-top: 10px;"> <input type="checkbox"/> High      <input type="checkbox"/> Medium      <input checked="" type="checkbox"/> Low         </div>
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Comments about Extraordinary Performance: <b>Surface received a seal coat, microsurface &amp; overlay (2002)</b>
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Nominator: <b>John Barton</b>	Nominator's Email: <b>jbarto1@dot.state.tx.us</b>	Nominator's Phone No.: <b>409-898-5731</b>
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District: <b>Beaumont</b>	Highway No.: <b>SH 62</b>	Beginning Reference Marker: <b>418+0.00</b>
County: <b>Jasper</b>	Approx. Year of Construction: <b>1988</b>	Ending Reference Marker: <b>418+1.20</b>

Surface Type: <b>ACP - 3"</b>	(Optional) Surface Course Comments: <b>1 1/2" in 1980</b> <b>1 1/2" in 1988</b>
Base Type: <b>Flex or Soil Asph Base</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance:	



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Nominator: <i>Elias Rmeili</i>	Nominator's Email: <i>ermeili@dot.state.tx.us</i>	Nominator's Phone No.: <i>325-643-0415</i>
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District: <i>Brownwood</i>	Highway No.: <i>US 183</i>	Beginning Reference Marker: <i>367</i>
County: <i>Brown</i>	Approx. Year of Construction: <i>1981</i>	Ending Reference Marker: <i>372</i>

Surface Type: <i>2 course surface treatment</i>	(Optional) Surface Course Comments: <i>Received two additional seal coat since 1981</i>
Base Type: <i>10" flexible base</i>	(Optional) Base Course Comments: <i>type A crack</i>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance: <i>25 years old with very good PMIS scores</i>	

TxDOT Project 0-5472

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Nominator: <i>Elias Rmeili</i>	Nominator's Email: <i>ermeili@dot.state.tx.us</i>	Nominator's Phone No.: <i>325-643-0415</i>
District: <i>Brownwood</i>	Highway No.: <i>US 190</i>	Beginning Reference Marker: <i>458</i>
County: <i>McCulloch</i>	Approx. Year of Construction: <i>1977</i>	Ending Reference Marker: <i>465</i>
Surface Type: <i>2 course surface treatment</i>	(Optional) Surface Course Comments: <i>Received three additional seal coat since 1977</i>	
Base Type: <i>8" flexible base</i>	(Optional) Base Course Comments: <i>type A grad 2</i>	
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>		
Comments about Extraordinary Performance: <div style="text-align: center; font-style: italic; font-size: 1.2em;">28 years old with very good PMIS scores</div>		

TxDOT Project 0-5472



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### Minimum Requirements for Nominated Sections

1. Minimum length of one mile.
2. Must be a flexible pavement with either surface treatment over base, thin or thick hot mix surfacing, or it may be a composite pavement with a minimum of 2 inches of asphalt mixture over concrete.
3. The new / reconstructed pavement or the rehabilitated pavement must be in its first performance period. We are seeking excellently performing new pavements or excellent overlays.
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Nominator:	Nominator's Email:	Nominator's Phone No.:
<i>Elias Rmali</i>	<i>ermali@dot.state.tx.us</i>	<i>325-643-0415</i>

District:	Highway No.:	Beginning Reference Marker:
<i>Brownwood</i>	<i>US 190</i>	<i>435</i>
County:	Approx. Year of Construction:	Ending Reference Marker:
<i>Mc Culloch</i>	<i>1986</i>	<i>442</i>

Surface Type:	(Optional) Surface Course Comments:
<i>2 course surface Treatment</i>	<i>Received two additional seal coat since 1986</i>
Base Type:	(Optional) Base Course Comments:
<i>10" flexible base</i>	<i>type A grade 2</i>
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance:	
<i>20 years old with very good PMIS scores</i>	

TxDOT Project 0-5472

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### *Minimum Requirements for Nominated Sections*

1. Minimum length of one mile.
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3. The new / reconstructed pavement or the rehabilitated pavement must be in its first performance period. That is, it should only have received routine pavement maintenance or normally scheduled seal coats since put into service.
4. The nominated sections should have already distinctly outperformed normal serviceability expectations. Most nominated new pavement sections are expected to approach 15 years old and most overlays are expected to have been in service approaching 10 years or more. These pavement ages are guidelines only.

Nominator: <b>Elias Rmeili</b>	Nominator's Email: <a href="mailto:ermeili@dot.state.tx.us">ermeili@dot.state.tx.us</a>	Nominator's Phone No.: <b>325-643-0415</b>

District: <b>Brownwood</b>	Highway No.: <b>US 67/84</b>	Beginning Reference Marker: <b>0580 -00.300</b>
County: <b>Brown</b>	Approx. Year of Construction: <b>1980</b>	Ending Reference Marker: <b>0580 +00.700</b>

Surface Type: <b>1.5" ACP Type D</b>	(Optional) Surface Course Comments: <b>Surface was sealed in the Summer of 2003.</b>
Base Type: <b>4.5" Asphalt Stabilized Base</b>	(Optional) Base Course Comments: <b>Over 6" of flexible base</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="text-align: center;"> <input type="checkbox"/> High      <input checked="" type="checkbox"/> Medium      <input type="checkbox"/> Low       </div>	
Comments about Extraordinary Performance: <b>Current ADT is 9000 with 17% trucks.</b> <b>The section is in good shape</b>	

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Nominator: <b>Darlene C. Goehl, P.E.</b>	Nominator's Email: <b>dgoehl@dot.state.tx.us</b>	Nominator's Phone No.: <b>979-778-9650</b>
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District: <b>Bryan</b>	Highway No.: <b>FM 3058</b>	Beginning Reference Marker: <b>560+00.0</b>
County: <b>Brazos</b>	Approx. Year of Construction: <b>1990</b>	Ending Reference Marker: <b>570+1.1</b>

Surface Type: <b>Seal coat</b>	(Optional) Surface Course Comments: <b>no hot mix</b>
Base Type: <b>Limestone</b>	(Optional) Base Course Comments: <b>12" new flex base on scarified and reshaped existing roadway ~4" compacted depth.</b>
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low	
Comments about Extraordinary Performance:	

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Nominator: <b>Darlene C. Goehl, P.E.</b>	Nominator's Email: <b>dgoehl@dot.state.tx.us</b>	Nominator's Phone No.: <b>979-778-9650</b>
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District: <b>Bryan</b>	Highway No.: <b>SH 21</b>	Beginning Reference Marker: <b>634-0.9</b>
County: <b>Brazos</b>	Approx. Year of Construction: <b>1992</b>	Ending Reference Marker: <b>636+1.5</b>

Surface Type: <b>Hot mix with recent seal coat</b>	(Optional) Surface Course Comments: <b>1 1/2"</b>
Base Type: <b>Limestone</b>	(Optional) Base Course Comments: <b>15" on 8" lime treated subgrade</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance: <b>Only the eastbound is a new roadbed, the westbound is the overlaid existing roadbed. We would like to only consider the eastbound roadbed.</b>	

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Nominator: <i>Allyson Williams</i>	Nominator's Email: <i>allyson.williams@txdot.gov</i>	Nominator's Phone No.: <i>361-5916-1230</i>
District: <i>01 - Harris County</i>	Highway No.: <i>145091</i>	Beginning Reference Marker: <i>2040+1.348</i>
County: <i>Harris</i>	Approx. Year of Construction: <i>Approx 2008</i> <i>Asphalt 4/2009</i>	Ending Reference Marker: <i>2040+12.500</i>
Surface Type: <i>Hot Mix Asphalt          5" (2008/59)</i>	(Optional) Surface Course Comments: <i>16" TC - 22</i>	
Base Type: <i>Hot Mix Asphalt          5" (2008/59)</i>	(Optional) Base Course Comments: <i>16" TC - 22</i>	
Pavement Description: <i>17" Flexible</i>		
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>		
Comments about Extraordinary Performance: <i>Least damage due to cracking in the area - shows good pavement &amp; well maintained - some of the best typical sections.</i>		

TxDOT Project 0-5472

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Nominator: <b>ABBAS MEHDIBEIGI</b>	Nominator's Email: <b>abmehdib@dot.state.tx.us</b>	Nominator's Phone No.: <b>(214)320-6165</b>
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District: <b>DALLAS</b>	Highway No.: <b>US 175</b>	Beginning Reference Marker: <b>614+0.665</b>
County: <b>KAUFMAN</b>	Approx. Year of Construction: <b>1991-1995</b>	Ending Reference Marker: <b>614+1.828</b>

Surface Type: <b>HMA</b>	(Optional) Surface Course Comments: <b>Recycled or regular HMA for different test sections</b>
Base Type: <b>Asphalt stabilized base</b>	(Optional) Base Course Comments: <b>ASB is the original base</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span><input checked="" type="checkbox"/> High</span> <span><input type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance: <b>Proper material and good workmanship</b>	



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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>BIH 35v</b>	Beginning Reference Marker: <b>292+0.0 approx</b>
County: <b>Johnson</b>	Approx. Year of Construction: <b>1992</b>	Ending Reference Marker: <b>294 +0.0 approx</b>

Surface Type: <b>2" SMA (Stone Matrix Asphalt Concrete)</b>	(Optional) Surface Course Comments:
Base Type: <b>Jointed Concrete Pavement</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input checked="" type="checkbox"/> High         <input type="checkbox"/> Medium         <input type="checkbox"/> Low       </div>	
Comments about Extraordinary Performance: <b>No rutting. The section is in Alvarado from IH 35W north to IH35W south.</b>	

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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>SH 183</b>	Beginning Reference Marker: <b>562+0.0 approx</b>
County: <b>Tarrant</b>	Approx. Year of Construction: <b>1985</b>	Ending Reference Marker: <b>562+1.0 approx</b>

Surface Type: <b>ACP Type D, 2"</b> <b>AC-10 &amp; 3% SBR</b>	(Optional) Surface Course Comments:
Base Type: <b>Jointed Concrete</b> <b>Pavement</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance: <b>No rutting, only minor severity longitudinal and transverse cracking. I believe the PMIS condition scores for this section are too low. The section starts at SH 199 and ends at FM 1220</b>	

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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>SH 183</b>	Beginning Reference Marker: <b>554+1.5 approx</b>
County: <b>Tarrant</b>	Approx. Year of Construction: <b>1985</b>	Ending Reference Marker: <b>556+0.5 approx</b>

Surface Type: <b>ACP Type D, 2"</b> <b>AC-10 &amp; 3% SBR</b>	(Optional) Surface Course Comments:
Base Type: <b>Jointed Concrete Pavement</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>No rutting, only minor severity longitudinal and transverse cracking. I believe the PMIS condition scores for this section are too low. The section starts just south of Spur 580 and ends just north of IH 30</b>	

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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>FM 730</b>	Beginning Reference Marker: <b>262+1.0 approx</b>
County: <b>Tarrant</b>	Approx. Year of Construction: <b>1996</b>	Ending Reference Marker: <b>264+0.5 approx</b>

Surface Type: <b>ACP Type D, 2" AC-10 &amp; 3% SBR</b>	(Optional) Surface Course Comments:
Base Type: <b>Asphalt Concrete</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> High         <input checked="" type="checkbox"/> Medium         <input type="checkbox"/> Low       </div>	
Comments about Extraordinary Performance: <b>No rutting, minor cracking. The section starts one mile south of FM1542 and ends at SH 199.</b>	

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2. Must be a flexible pavement with either surface treatment over base, thin or thick hot mix surfacing, or it may be a composite pavement with a minimum of 2 inches of asphalt mixture over concrete.
3. The new / reconstructed pavement or the rehabilitated pavement must be in its first performance period. We are seeking excellently performing new pavements or excellent overlays.
4. The nominated sections should have already distinctly outperformed normal serviceability expectations. Most nominated new pavement sections are expected to be at least 15 years old and most overlays are expected to have been in service at least 10 years. These minimum pavement ages are guidelines only.

Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>FM 157</b>	Beginning Reference Marker: <b>268+1.5 approx</b>
County: <b>Tarrant</b>	Approx. Year of Construction: <b>1986</b>	Ending Reference Marker: <b>270+1.0 approx</b>

Surface Type: <b>ACP Type D, 2" AC-10 &amp; 3% SBR</b>	(Optional) Surface Course Comments:
Base Type: <b>Asphalt Concrete</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input checked="" type="checkbox"/> High         <input type="checkbox"/> Medium         <input type="checkbox"/> Low       </div>	
Comments about Extraordinary Performance: <b>No rutting, a little rough, only minor severity longitudinal and transverse cracking. I believe the PMIS condition scores for this section are too low. The section starts at IH 30 and ends at SH 180</b>	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>SH 121</b>	Beginning Reference Marker: <b>300 - 1.0 approx</b>
County: <b>Tarrant</b>	Approx. Year of Construction: <b>1985</b>	Ending Reference Marker: <b>304 + 2.0 approx</b>

Surface Type: <b>ACP Type D, 2"</b> <b>AC-10 &amp; 3% SBR</b>	(Optional) Surface Course Comments:
Base Type: <b>Continuously Reinforced Concrete Pavement</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>The existing ACP has performed extremely well. A microsurfacing was placed on this section in 1997 as a preventive maintenance measure, but the microsurfacing has started to wear off...the exposed ACP is still in good shape. This section begins at IH 820 and ends at IH 35W</b>	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>SH 121</b>	Beginning Reference Marker: <b>292 + 1.0 approx</b>
County: <b>Tarrant</b>	Approx. Year of Construction: <b>1985</b>	Ending Reference Marker: <b>296 + 1.5 approx</b>

Surface Type: <b>ACP Type D, 2"</b> <b>AC-10 &amp; 3% SBR</b>	(Optional) Surface Course Comments:
Base Type: <b>Continuously Reinforced</b> <b>Concrete Pavement</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>The existing ACP has performed extremely well. A microsurfacing was placed on this section in 1997 as a preventive maintenance measure, but the microsurfacing has started to wear off...the exposed ACP is still in good shape. This section begins at SH 183 and ends at IH 820</b>	

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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>FM 51</b>	Beginning Reference Marker: <b>284+1.5 approx</b>
County: <b>Parker</b>	Approx. Year of Construction: <b>1994</b>	Ending Reference Marker: <b>286+0.5 approx</b>

Surface Type: <b>ACP Type D, 2" AC-10 &amp; 3% SBR</b>	(Optional) Surface Course Comments:
Base Type: <b>Asphalt Concrete</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="text-align: center;"> <input checked="" type="checkbox"/> High      <input type="checkbox"/> Medium      <input type="checkbox"/> Low         </div>	
Comments about Extraordinary Performance: <b>No rutting, minor cracking. The section starts just north of FM 920 (Weatherford's north city limit) and ends at the railroad crossing just north of US 180 in Weatherford.</b>	



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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>SH 183</b>	Beginning Reference Marker: <b>582 - 1.5 approx</b>
County: <b>Tarrant</b>	Approx. Year of Construction: <b>1985</b>	Ending Reference Marker: <b>584 + 0.0 approx</b>

Surface Type: <b>ACP Type D, 2"</b> <b>AC-10 &amp; 3% SBR</b>	(Optional) Surface Course Comments:
Base Type: <b>Continuously Reinforced</b> <b>Concrete Pavement</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input checked="checked" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>The existing ACP has performed extremely well. A microsurfacing was placed on this section in 1997 as a preventive maintenance measure, but the microsurfacing has started to wear off...the exposed ACP is still in good shape. This section begins at SH 121 and ends at SH 360</b>	

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Nominator: <b>Andrew Wimsatt</b>	Nominator's Email: <b>awimsat@dot.state.tx.us</b>	Nominator's Phone No.: <b>(817)370-6702</b>
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District: <b>FTW</b>	Highway No.: <b>SH 171</b>	Beginning Reference Marker: <b>304+0.0 approx</b>
County: <b>Johnson</b>	Approx. Year of Construction: <b>1992</b>	Ending Reference Marker: <b>306+1.5 approx</b>

Surface Type: <b>2" SMA (Stone Matrix Asphalt Concrete)</b>	(Optional) Surface Course Comments:
Base Type: <b>Old ACP and Flexible Base</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>No rutting. The section begins in Concord and ends just west of SH 174.</b>	

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Nominator:	Nominator's Email:	Nominator's Phone No.:
ELIZA C. PAUL, P.E.	EPAUL@DOT.STATE.TX.US	(713) 802 - 5320

District:	Highway No.:	Beginning Reference Marker:
HOUSTON	IH 10	
County:	Approx. Year of Construction:	Ending Reference Marker:
HARRIS		

Surface Type:	(Optional) Surface Course Comments:
Base Type:	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> High         <input type="checkbox"/> Medium         <input type="checkbox"/> Low       </div>	
Comments about Extraordinary Performance: THIS SECTION OF ROADWAY WAS OVERLAID APPROXIMATELY 5-6 YEARS AGO AND IS STILL PERFORMING EXCELLENTLY.	

TxDOT Project 0-5472

## Flexible Pavement Section Nomination Form

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Nominator:	Nominator's Email:	Nominator's Phone No.:
TONY YRIGOVEN, P.E	JYRIGOV@DOT.STATE.TX.US	(713) 934 - 5903

District:	Highway No.:	Beginning Reference Marker:
HOUSTON	SH 6	626 + 1.074
County:	Approx. Year of Construction:	Ending Reference Marker:
WALLER	1986	632 + 3.108

Surface Type:	(Optional) Surface Course Comments:
ASPHALT (PFC)	NEW PFC OVERLAY IN SEPTEMBER 2005
Base Type:	(Optional) Base Course Comments:
ASPHALT STABILIZED BASE	
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance:	
THIS SECTION OF ROADWAY RECEIVED AN EXCELLENT RATING FROM CONSTRUCTION.	

TxDOT Project 0-5472

## Flexible Pavement Section Nomination Form

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Nominator: <b>Rosa E. Trevino, P.E</b> <b>Rene Soto</b>	Nominator's Email: <b>rtrevino@dot.state.tx.us</b> <b>resoto@dot.state.tx.us</b>	Nominator's Phone No.: <b>956-712-7750</b>
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District: <b>22 -Laredo</b>	Highway No.: <b>FM 1472</b>	Beginning Reference Marker: <b>440 + 1.434 mi</b>
County: <b>Webb</b>	Approx. Year of Construction: <b>July 1993</b>	Ending Reference Marker: <b>438 +0.236 mi</b>

Surface Type: <b>2" Type D HMA</b>	(Optional) Surface Course Comments: <b>Project was resurfaced in Feb 2001, CSJ: 2150-04-037</b>						
Base Type: <b>5" Type B HMA</b> <b>12" Lime trtd Flexbase</b> <b>8" Lime trtd Subgrade</b>	(Optional) Base Course Comments:						
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span><input type="checkbox"/> High</span> <span><input type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>							
Comments about Extraordinary Performance: <table style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 40%; text-align: center;">ADT</td> <td style="width: 60%; text-align: center;">% Trucks</td> </tr> <tr> <td style="text-align: center;">2005 - 21,100</td> <td style="text-align: center;">27.7</td> </tr> <tr> <td style="text-align: center;">2035 - 41,500</td> <td></td> </tr> </table>		ADT	% Trucks	2005 - 21,100	27.7	2035 - 41,500	
ADT	% Trucks						
2005 - 21,100	27.7						
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District: <b>22 -Laredo</b>	Highway No.: <b>FM 1472</b>	Beginning Reference Marker:
County: <b>Webb</b>	Approx. Year of Construction: <b>July 1993</b>	Ending Reference Marker:

Surface Type: <b>SMA</b>	(Optional) Surface Course Comments: <b>Project was resurfaced in Feb 2001,</b> <b>CSJ: 2150-04-037</b>
Base Type: <b>5" Type B HMA</b> <b>12" Lime trtd Flexbase</b> <b>8" Lime trtd Subgrade</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance:	
<b>ADT</b> 2005 - 21,100 2035 - 41,500	<b>% Trucks</b> 27.7



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Nominator: <b>Stacey Young</b>	Nominator's Email: <b>S.YOUNG@dot.state.tx.us</b>	Nominator's Phone No.: <b>806-748-4376</b>
District: <b>Lubbock</b>	Highway No.: <b>FM 1760</b>	Beginning Reference Marker: <b>0232 + 1.354</b>
County: <b>Bailey</b>	Approx. Year of Construction: <b>1989</b>	Ending Reference Marker: <b>0242 + 0.279</b>
Surface Type: <b>2 course surface treatment</b>	(Optional) Surface Course Comments: <b>Seal Coat 1992, 2002</b>	
Base Type: <b>caliche / limestone base</b>	(Optional) Base Course Comments:	
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> High         <input type="checkbox"/> Medium         <input checked="" type="checkbox"/> Low       </div>		
Comments about Extraordinary Performance:		

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Nominator: <b>Stacey Young</b>	Nominator's Email: <b>S.YOUNG@dot.state.tx.us</b>	Nominator's Phone No.: <b>806-748-4376</b>
District: <b>Lubbock</b>	Highway No.: <b>FM1585</b>	Beginning Reference Marker: <b>0300 + 0.440</b>
County: <b>Lubbock</b>	Approx. Year of Construction: <b>1986</b>	Ending Reference Marker: <b>0308 + 0.793</b>
Surface Type: <b>2 course surface treatment</b>	(Optional) Surface Course Comments: <b>Seal Coat 1000</b>	
Base Type: <b>Caliche/Limestone</b>	(Optional) Base Course Comments:	
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> High         <input checked="" type="checkbox"/> Medium         <input type="checkbox"/> Low       </div>		
Comments about Extraordinary Performance:		



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Nominator: <b>Stacey Young</b>	Nominator's Email: <b>SYOUNG@dot.state.tx.us</b>	Nominator's Phone No.: <b>806-748-4376</b>
District: <b>Lubbock</b>	Highway No.: <b>FM 303</b>	Beginning Reference Marker: <b>6280 + 0.745</b>
County: <b>Gaines</b>	Approx. Year of Construction: <b>1970</b>	Ending Reference Marker: <b>6290 + 1.025</b>
Surface Type: <b>2 course surface treatment</b>	(Optional) Surface Course Comments: <b>Seal coats 1986, 1991, 1999</b>	
Base Type: <b>caliche/limestone Base</b>	(Optional) Base Course Comments:	
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> High         <input type="checkbox"/> Medium         <input checked="" type="checkbox"/> Low       </div>		
Comments about Extraordinary Performance:		

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District: <b>Lubbock</b>	Highway No.: <b>SH 86</b>	Beginning Reference Marker: <b>0234 + 0.362</b>
County: <b>Parmer</b>	Approx. Year of Construction: <b>1987</b>	Ending Reference Marker: <b>0244 + 0.131</b>
Surface Type: <b>3 course surface treatment</b>	(Optional) Surface Course Comments: <b>Seal Coat 1982, 1991, 2000</b>	
Base Type: <b>caliche / limestone Base</b>	(Optional) Base Course Comments:	
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <span><input type="checkbox"/> High</span> <span><input type="checkbox"/> Medium</span> <span><input checked="" type="checkbox"/> Low</span> </div>		
Comments about Extraordinary Performance:		



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Nominator: <b>Stacey Young</b>	Nominator's Email: <b>SYOUNG@dot.state.tx.us</b>	Nominator's Phone No.: <b>806-748-4376</b>
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District: <b>Lubbock</b>	Highway No.: <b>SH 83</b>	Beginning Reference Marker: <b>0236 + 1.171</b>
County: <b>Gaines</b>	Approx. Year of Construction: <b>1975</b>	Ending Reference Marker: <b>0250 + 1.822</b>

Surface Type: <b>2 course surface treatment</b>	(Optional) Surface Course Comments: <b>Seal Coat 1979, 1989, 2005</b>
Base Type: <b>caliche/limestone base</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; align-items: center;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance:	

From: Paul Montgomery [PMONTGO@dot.state.tx.us]  
Sent: Friday, January 06, 2006 1:19 PM  
To: Krugler, Paul  
Cc: Shirley Reynolds  
Subject: Flexible Pavement Section Nomination, Project 0-5472

I was asked by Dennis Cooley to respond to your request for the above project. We have one section I feel meets the required parameters. The requested information is below.

Nominator: Paul Montgomery, pmontgo@dot.state.tx.us , 936-633-4310

US 287, Trinity County, TRM 671 to 672, Lufkin District

Constructed in 1969, currently has a seal coat but the originally constructed with 6" lime treated subgrade (15#/sy), 7" asphalt treated base and 3.25 " HMAC on top.

The traffic is medium with high percentage of log trucks and shown very little rutting over its life.

Thanks for considering this section, I am sorry to be a few day late with this submission.

Paul Montgomery, P.E.  
Director of Maintenance  
Lufkin District  
TxDOT

## Flexible Pavement Section Nomination Form

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### Minimum Requirements for Nominated Sections

1. Minimum length of one mile.
2. Must be a flexible pavement with either surface treatment over base, thin or thick hot mix surfacing, or it may be a composite pavement with a minimum of 2 inches of asphalt mixture over concrete.
3. The new / reconstructed pavement or the rehabilitated pavement must be in its first performance period. We are seeking excellently performing new pavements or excellent overlays.
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Nominator: <b>STEPHEN G. SMITH, PE</b> <b>NORBERTO BRITO (TID) III, EIT.</b>	Nominator's Email: <b>SSMITH@dot.state.tx.us</b> <b>nbr.to@dot.state.tx.us</b>	Nominator's Phone No.: <b>432-498-4716</b> <b>432-498-4618</b>
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District: <b>ODESSA (06)</b>	Highway No.: <b>SH 176</b>	Beginning Reference Marker: <b>222+0.000</b>
County: <b>ANDREWS</b>	Approx. Year of Construction: <b>1997</b>	Ending Reference Marker: <b>232+0.058</b>

Surface Type: <b>ACP</b> <b>CMHB-F</b>	(Optional) Surface Course Comments: <b>22.0" CMHB-F OVERLAY</b> <b>HOT ASPH RUBBER SEAL</b> <b>1 1/2" ACP (EXISTING)</b>
Base Type: <b>FLEXIBLE BASE</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>PAVEMENT SECTION HAS BEEN PERFORMING WELL CONSIDERING</b> <b>THE INCREASE IN TRUCK TRAFFIC FROM THE OILFIELD</b>	

TxDOT Project 0-5472

## Flexible Pavement Section Nomination Form

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Nominator: STEPHEN G. SMITH, PE NORBERTO BRITO (TID) III	Nominator's Email: SSMITH5@dot.state.tx.us nbrto@dot.state.tx.us	Nominator's Phone No.: 432-498-4714 432-498-4618
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District: ODESSA (06)	Highway No.: US 385	Beginning Reference Marker: 370 + 0.000
County: CRANE	Approx. Year of Construction: 1998	Ending Reference Marker: 386 + 0.810

Surface Type: ACP CRM - ACP	(Optional) Surface Course Comments: CRM - ACP HOT RUBBER ACP - EXISTING
Base Type: FLEXBASE	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance: PAVEMENT SECTION HAS BEEN PERFORMING WELL CONSIDERING THE INCREASE IN TRUCK TRAFFIC FROM THE OILFIELD	

TxDOT Project 0-5472

## Flexible Pavement Section Nomination Form

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Nominator: STEPHEN G. SMITH PE. NORBERTO BRITO (TID) EIT	Nominator's Email: SSMITH5@dot.state.tx.us NBRITO@dot.state.tx.us	Nominator's Phone No.: 432-498-4716 432-498-4618
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District: ODESSA (LOG)	Highway No.: IH 20	Beginning Reference Marker: 84 + 0.536
County: ECTOR, ETC. (CRANE, WARD)	Approx. Year of Construction: 1999	Ending Reference Marker: 97 + 0244

Surface Type: ACP CMHB-F	(Optional) Surface Course Comments: 1. CMHB-F 2. SUPERPAVE 3. CRSE SURFACE TREATMENT 4. HOT ASPHALT RUBBER 5. TYR HMAC 6 ACP-EXIST
Base Type: FLEX BASE	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around;"> <span><input checked="" type="checkbox"/> High</span> <span><input type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance: PAVEMENT SECTIONS HAVE BEEN PERFORMING WELL CONSIDERING THE INCREASE IN TRUCK TRAFFIC FROM THE OIL FIELD	

TxDOT Project 0-5472

## Flexible Pavement Section Nomination Form

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Nominator: STEPHEN G. SMITH P.E. ROBERTO BRITO (TITO) III P.E.	Nominator's Email: SSAMITH5@dot.state.tx.us rbrito@dot.state.tx.us	Nominator's Phone No.: 432-493-4716 432-493-9613
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District: ODESSA (06)	Highway No.: IH 10	Beginning Reference Marker: 256 + 0.587
County: PECOS	Approx. Year of Construction: 1983 2000 - RUBBER SEAL	Ending Reference Marker: 261 + 0.876

Surface Type: 2-CRSE SURF. TRT. W/ RUBBER CHIP SEAL	(Optional) Surface Course Comments:
Base Type: FLEXIBLE BASE	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance:	

TxDOT Project 0-5472



## Flexible Pavement Section Nomination Form

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Nominator: STEPHEN G. SMITH RE. NABERTO BRITO (TITO) III EIT	Nominator's Email: SSMITH5@dot.state.tx.us NBRITO@dot.state.tx.us	Nominator's Phone No.: 432-498-4716 432-498-4618
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District: ODESSA (06)	Highway No.: TH 10	Beginning Reference Marker: ≈ 324 + 0.5
County: PECOS	Approx. Year of Construction: 1979 1999-RUBBER SEAL	Ending Reference Marker: 327 + 0.875

Surface Type: 2-CRSE SURF. TRT. W/ RUBBER CHIP SEAL	(Optional) Surface Course Comments:
Base Type: FLEXIBLE BASE	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance:	

TxDOT Project 0-5472

## Flexible Pavement Section Nomination Form

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Nominator: STEPHEN G. SMITH PE NORBERTO BRITO (TITO) JR. ET	Nominator's Email: GSMITH5@dot.state.tx.us nbrito@dot.state.tx.us	Nominator's Phone No.: 432-498-4716 432-498-4618
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District: ODESSA CAD	Highway No.: 285 IH 10	Beginning Reference Marker: 319+0.874
County: PECOS	Approx. Year of Construction: 1978 1999 - RUBBER SEAL	Ending Reference Marker: ≈ 324+0.5

Surface Type: 2 CRSE SURF. TCT. w/ RUBBER CHIP SEAL	(Optional) Surface Course Comments:
Base Type: FLEXIBLE BASE	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance:	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Karl Bednarz</b>	Nominator's Email: <b>kbednar@dot.state.tx.us</b>	Nominator's Phone No.: <b>325-947-9238</b>
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District: <b>San Angelo</b>	Highway No.: <b>US 377</b>	Beginning Reference Marker: <b>570</b>
County: <b>Edwards</b>	Approx. Year of Construction: <b>1970</b>	Ending Reference Marker: <b>580</b>

Surface Type: <b>sealcoats</b>	(Optional) Surface Course Comments:
Base Type: <b>limestone</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Little if any work on this section since it's been built except for sealcoats.</b>	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Karl Bednarz</b>	Nominator's Email: <b>kbednar@dot.state.tx.us</b>	Nominator's Phone No.: <b>325-947-9238</b>
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District: <b>San Angelo</b>	Highway No.: <b>110</b>	Beginning Reference Marker: <b>329</b>
County: <b>Kimble</b>	Approx. Year of Construction: <b>1980</b>	Ending Reference Marker: <b>339</b>

Surface Type: <b>hotmix</b>	(Optional) Surface Course Comments:
Base Type: <b>limestone</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Little if any work on this section since it's been built except for sealcoats and overlays.</b>	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Karl Bednarz</b>	Nominator's Email: <b>kbednar@dot.state.tx.us</b>	Nominator's Phone No.: <b>325-947-9238</b>
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District: <b>San Angelo</b>	Highway No.: <b>110</b>	Beginning Reference Marker: <b>465</b>
County: <b>Kimble</b>	Approx. Year of Construction: <b>1980</b>	Ending Reference Marker: <b>471</b>

Surface Type: <b>hotmix</b>	(Optional) Surface Course Comments:
Base Type: <b>limestone</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One)	
<input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low	
Comments about Extraordinary Performance: <b>Little if any work on this section since it's been built except for sealcoats and overlays.</b>	

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Nominator: <b>Michael A. Coward, P. E.</b> Kerrville Area Engineer	Nominator's Email: <b>mccoward@dot.state.tx.us</b>	Nominator's Phone No.: <b>(830) 257-8444</b>
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District: <b>San Antonio</b>	Highway No.: <b>SH 173 – Medina River to Medina County Line</b>	Beginning Reference Marker: <b>482 - .300</b>
County: <b>Bandera</b>	Approx. Year of Construction: <b>1956</b>	Ending Reference Marker: <b>488 + .974</b>

Surface Type: <b>2-CST</b>	(Optional) Surface Course Comments: <b>2 course surface treatment</b>
Base Type: <b>5" Flex Base</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="text-align: center;"> <input type="checkbox"/> High      <input checked="" type="checkbox"/> Medium      <input type="checkbox"/> Low         </div>	
Comments about Extraordinary Performance:	

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Nominator: <b>Michael A. Coward, P. E.</b> <b>Kerrville Area Engineer</b>	Nominator's Email: <b>mccoward@dot.state.tx.us</b>	Nominator's Phone No.: <b>(830) 257-8444</b>
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District: <b>San Antonio</b>	Highway No.: <b>FM 1340 – SH 41 to Mo Ranch</b>	Beginning Reference Marker: <b>424 + 0.000</b>
County: <b>Kerr</b>	Approx. Year of Construction: <b>1966 - 1969</b>	Ending Reference Marker: <b>434 + 0.868</b>

Surface Type: <b>2-CST</b>	(Optional) Surface Course Comments: <b>Two Course Surface Treatment</b>
Base Type: <b>Flex Base</b>	(Optional) Base Course Comments: <b>6" Flex Base</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div><input type="checkbox"/> High      <input type="checkbox"/> Medium      <input checked="" type="checkbox"/> Low</div>	
Comments about Extraordinary Performance:	

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Nominator: <b>Michael A. Coward, P. E.</b> Kerrville Area Engineer	Nominator's Email: <b>mccoward@dot.state.tx.us</b>	Nominator's Phone No.: <b>(830) 257-8444</b>
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District: <b>San Antonio</b>	Highway No.: <b>FM 2771 SH 16 to SH 173</b>	Beginning Reference Marker: <b>448 – 0.037</b>
County: <b>Kerr</b>	Approx. Year of Construction: <b>1964</b>	Ending Reference Marker: <b>454 + 0.281</b>

Surface Type: <b>2-CST</b>	(Optional) Surface Course Comments: <b>One course surface treatment</b>
Base Type: <b>Flex Base</b>	(Optional) Base Course Comments: <b>5" Flex Base</b>
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low	
Comments about Extraordinary Performance:	



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Nominator: <b>Michael A. Coward, P. E.</b> <b>Kerrville Area Engineer</b>	Nominator's Email: <b>mccoward@dot.state.tx.us</b>	Nominator's Phone No.: <b>(830) 257-8444</b>
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District: <b>San Antonio</b>	Highway No.: <b>SH 41 – Real County Line to SH 27</b>	Beginning Reference Marker: <b>424 + 0.000</b>
County: <b>Kerr</b>	Approx. Year of Construction: <b>1958/1962</b>	Ending Reference Marker: <b>446 – 0.8037</b>

Surface Type: <b>2-CST</b>	(Optional) Surface Course Comments: <b>2 course surface treatment</b>
Base Type: <b>Flex Base</b>	(Optional) Base Course Comments: <b>8" Flex Base</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="text-align: center; margin-top: 10px;"> <input type="checkbox"/> High      <input type="checkbox"/> Medium      <input checked="" type="checkbox"/> Low         </div>	
Comments about Extraordinary Performance:	

## Flexible Pavement Section Nomination Form

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District: <b>San Antonio</b>	Highway No.: <b>FM 1283 – SH 16 to PR 37</b>	Beginning Reference Marker: <b>478 + 0.000</b>
County: <b>Bandera</b>	Approx. Year of Construction: <b>1987</b>	Ending Reference Marker: <b>486 + 1.235</b>

Surface Type: <b>2-CST</b>	(Optional) Surface Course Comments: <b>Two course surface treatment</b>
Base Type: <b>Flex Base</b>	(Optional) Base Course Comments: <b>8" Flex Base or 3" old base and surface plus 6" flex base</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="text-align: center;"> <input type="checkbox"/> High      <input checked="" type="checkbox"/> Medium      <input type="checkbox"/> Low         </div>	
Comments about Extraordinary Performance: <b>Seal coat applied in year 2000. Only minor maintenance otherwise.</b>	

## Flexible Pavement Section Nomination Form

TxDOT Research Project 0-5472 will closely evaluate a number of selected pavement sections which have been found to have performed extraordinarily well considering their structural design, traffic type and level, and their age. Valuable information is anticipated from these forensic-type investigations. Please provide the requested information below to nominate pavement sections from your district.

### *Minimum Requirements for Nominated Sections*

1. Minimum length of one mile.
2. Must be a flexible pavement with either surface treatment over base, thin or thick hot mix surfacing, or it may be a composite pavement with a minimum of 2 inches of asphalt mixture over concrete.
3. The new / reconstructed pavement or the rehabilitated pavement must be in its first performance period. We are seeking excellently performing new pavements or excellent overlays.
4. The nominated sections should have already distinctly outperformed normal serviceability expectations. Most nominated new pavement sections are expected to be at least 15 years old and most overlays are expected to have been in service at least 10 years. These minimum pavement ages are guidelines only.

Nominator: <b>Michael A. Coward, P. E.,          Kerrville Area Engineer</b>	Nominator's Email: <b>mccoward@dot.state.tx.us</b>	Nominator's Phone No.: <b>830-257-8444</b>
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District: <b>San Antonio</b>	Highway No.: <b>RM 2828 - SH 16 to SH 173</b>	Beginning Reference Marker: <b>446+0.000</b>
County: <b>Bandera</b>	Approx. Year of Construction: <b>1969</b>	Ending Reference Marker: <b>454+1.022</b>

Surface Type: <b>2-CST</b>	(Optional) Surface Course Comments: <b>Two course surface treatment</b>
Base Type: <b>Flex Base</b>	(Optional) Base Course Comments: <b>Six inch flex base</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="text-align: center;"> <input type="checkbox"/> High      <input type="checkbox"/> Medium      <input checked="" type="checkbox"/> Low         </div>	
Comments about Extraordinary Performance:	

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Nominator:	Nominator's Email:	Nominator's Phone No.:
Diana J. Schwartz	d.schwartz@dot.state.tx.us	(254) 967-2770
District:	Highway No.:	Beginning Reference Marker:
1300	1735	338 + 00.0
County:	Approx. Year of Construction:	Ending Reference Marker:
McLennan	1978	340 + 00.4
Surface Type:	(Optional) Surface Course Comments:	
T&B ASP	originally built 1978 ASP surf. & overlay 1988 Mill 3" and resurface 1991 - current condition	
Base Type:	(Optional) Base Course Comments:	
1" Asphalt Sub Base 6" Gravel Base 2" Loose Rock Subgrade	No work done on base	
Best Descriptor of Traffic Loading During Performance Period. (Check One)		
<input checked="" type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low		
Comments about Extraordinary Performance:		
Very Good base condition. Original ASP was stripped, 1988 milling and not remove striping ASP 1991 mill & overlay removed all striping and 1" - currently no more		

TxDOT Project 0-5472

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Nominator <i>Chris A. Schwabe</i>	Nominator's Email: <i>schwabe@dot.state.tx.us</i>	Nominator's Phone No.: <i>(214) 667-2770</i>
District: <i>Waco</i>	Highway No.: <i>FM 3223</i>	Beginning Reference Marker: <i>Sta 4+00.00</i>
County: <i>McLennan</i>	Approx. Year of Construction: <i>1973 - unknown 1980s</i>	Ending Reference Marker: <i>Sta 1+00.00</i>
Surface Type: <i>FYD ACP</i>	(Optional) Surface Course Details: <i>Original 8" - 3" AC</i> <i>1980s overlay 1 1/2" FYD ACP</i> <i>last overlay - 1998 - 1 1/2" FYD ACP</i>	
Base Type: <i>10" Gravel Base</i>	(Optional) Base Course Comments: 	
Brief Description of Traffic Load up Extrag Performance Period (Check One): <div style="display: flex; justify-content: space-around;"> <span><input type="checkbox"/> High</span> <span><input checked="" type="checkbox"/> Medium</span> <span><input type="checkbox"/> Low</span> </div>		
Comments about Extraordinary Performance: <i>FM 3223 shows the maximum miles of travel with no miles with road striping and turning movements</i>		

TxDOT Project 0-5472

## Flexible Pavement Section Nomination Form

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Nominator: <b>Ralph Self P.E.</b>	Nominator's Email: <b>Rself@dot.tx.us</b>	Nominator's Phone No.: <b>940-720-7758</b>
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District: <b>Wichita Falls</b>	Highway No.: <b>FM 3492</b>	Beginning Reference Marker: <b>480</b>
County: <b>Wichita</b>	Approx. Year of Construction: <b>1996</b>	Ending Reference Marker: <b>480+1.6</b>

Surface Type: <b>Two Course Surface Treatment</b>	(Optional) Surface Course Comments:
Base Type: <b>Flex Base</b>	(Optional) Base Course Comments: <b>10 inches new Flexible Base (Crushed limestone over 2 inches of salvaged asphalt and sandstone base from old county road.</b>
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span><input type="checkbox"/> High</span> <span><input type="checkbox"/> Medium</span> <span><input checked="" type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance:	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Ralph D. Self Jr. P.E.</b>	Nominator's Email: <b>Rself@dot.tx.us</b>	Nominator's Phone No.: <b>940-720-7758</b>
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District: <b>Wichita Falls</b>	Highway No.: <b>US 287</b>	Beginning Reference Marker: <b>300</b>
County: <b>Wilbarger</b>	Approx. Year of Construction: <b>Jan 2002</b>	Ending Reference Marker: <b>312</b>

Surface Type: <b>Overlay of existing Highway</b>	(Optional) Surface Course Comments: <b>New Overlays consisted of 1.25 in Porous friction Crse place over 2.5 to 3.9 inches of new Stone Filled HMAC, both Mixes used PG 76-22 Asph.</b>
Base Type: <b>Existing Asph Pavement over JRCP Pavement, and existing HMAC over CRCP</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="text-align: center;"> <input checked="" type="checkbox"/> High      <input type="checkbox"/> Medium      <input type="checkbox"/> Low         </div>	
Comments about Extraordinary Performance: <b>Received National Asphalt Paving Award, Dale Rand presented this in several presentations to show exception ride qualities, quietness of pavement and spray reduction. To date it has not presented any winter pavement maintenance issues.</b>	

## Flexible Pavement Section Nomination Form

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Nominator: <b>Ralph Self P.E.</b>	Nominator's Email: <b>rself@dot.tx.us</b>	Nominator's Phone No.: <b>940-720-7758</b>
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District: <b>Wichita Falls 03</b>	Highway No.: <b>FM 440</b>	Beginning Reference Marker: <b>484+0.2</b>
County: <b>Archer</b>	Approx. Year of Construction: <b>1999</b>	Ending Reference Marker: <b>486+1.5</b>

Surface Type: <b>2 Course Surface Treatment</b>	(Optional) Surface Course Comments:
Base Type: <b>8 inch Thick Limestone Flexible Base</b>	(Optional) Base Course Comments:
Best Description of Traffic Loading During Performance Period: (Check One) <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <span><input type="checkbox"/> High</span> <span><input type="checkbox"/> Medium</span> <span><input checked="" type="checkbox"/> Low</span> </div>	
Comments about Extraordinary Performance:	



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Nominator: <b>Ralph Self P.E.</b>	Nominator's Email: <b>Rself@dot.tx.us</b>	Nominator's Phone No.: <b>940-720-7758</b>
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District: <b>Wichita Falls 03</b>	Highway No.: <b>FM 1134</b>	Beginning Reference Marker: <b>198</b>
County: <b>Clay</b>	Approx. Year of Construction: <b>1996</b>	Ending Reference Marker: <b>200</b>

Surface Type: <b>2 Crse Surface Treatment</b>	(Optional) Surface Course Comments:
Base Type: <b>6 inch Lime Stone Flex Base</b>	(Optional) Base Course Comments: <b>Subgrade Treated with Fly - Ash at 6%</b>
Best Description of Traffic Loading During Performance Period: (Check One) <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low	
Comments about Extraordinary Performance:	