APPENDIX 7: LIST OF TABLES

Table 2-1 LCCA Analysis Periods

Alternative Life	САРМ	20-Yr	More than 20 years	
CAPM	CAPM 20 years		55 years	
20-Yr	35 years	35 years	55 years	
More than 20 vears	More than 20 55 years		55 years	

Table 2-2 Caltrans Climate Region Classification

Caltrans Climate Regions	Climate Regions for Pavement M&R Schedules
North Coast	
Central Coast	All Coastal
South Coast	
Inland Valley	Inland Valley
High Mountain	High Mountain
High Desert	and High
	Desert
Desert	Desert
Low Mountain	Low Mountain
South Mountain	and South
	Mountain

Table 2-3 Priority Matrix

Ride Quality	Structural Distress	MSL 1 Priority Number	MSL 2 Priority Number	MSL 3 Priority Number
	Major	1	2	11
Poor Ride	Minor	3	4	12
	None	5	6	12
	Major	7	8	13
Acceptable	Minor	9	10	14
Ride	None	31, 32, 33	31, 32, 33	31, 32, 33
	No Distress	98, 99	98, 99	98, 99

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Table 3-1 Traffic Input Values

	Two-Lane Highways Multi-Lane Highway					ıways	
Type of Terrain	Level	Rolling	Mountainous	Level	Rolling	Mountainous	
Free Flow Capacity (vphpl)	1,620	1,480	1,260	2,170	1,950	1,620	
Queue Dissipation Capacity (vphpl)	1,710	1,570	1,330	1,700	1,530	1,270	
Maximum AADT Per Lane	40,955	37,390	31,850	53,773	48,305	40,140	
Work Zone Capacity (vphpl) ⁽³⁾	1,050	960	820	1,510	1,510 1,360		
Maximum Queue Length	7.0 miles i	x its prior to the fifthe estimate this longer the		or 5.0 miles if the estimated maxim			

Notes:

- (1) Derived from Highway Capacity Manual 2000.
- (2) Refer to the calculation procedures included in Appendix 5, "Traffic Inputs Estimation".
- (3) Assumed one lane to be open for traffic in single-lane highways and two or more lanes to be open for traffic in multi-lane highways.

Table 3-2 Transportation Component Consumer Price Indexes

Year	US	LA CMSA ⁽¹⁾	SF CMSA ⁽²⁾	SD CMSA ⁽³⁾
1996	143.0	144.3	133.5	150.8
1997	144.3	145.2	133.6	152.2
1998	141.6	142.6	132.0	149.4
1999	144.4	146.8	135.8	152.1
2000	153.3	154.2	143.1	162.4
2001	154.3	155.3	143.7	164.9
2002	152.9	154.5	141.0	163.0
2003	157.6	160.3	144.9	168.0
2004	163.1	166.5	149.6	175.6
2005	173.9	174.8	156.1	185.5
2006	180.9	181.6	161.5	190.4
2007	184.7	183.2	166.6	193.2
2008	195.5	192.6	176.3	200.7
2009	179.3	178.6	166.7	184.7
2010	193.4	190.9	178.1	200.4
2011	212.4	207.8	190.8	222.7
2012	217.3	214.0	197.3	227.7

- * Source: US Department of Labor, Bureau of Labor Statistics http://www.bls.gov/cpi/
- LA CMSA (Consolidated Metropolitan Statistical Area): includes counties of Los Angeles, Orange, Riverside, San Bernadino, & Ventura.
- (2) SF CMSA (Consolidated Metropolitan Statistical Area): includes counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano, & Sonoma.
- (3) SD CMSA (Consolidated Metropolitan Statistical Area): includes county of San Diego.

Table 3-3 Final Pavement Surface Choices

Final Pavement Surface							
Flexible	Rig	Rigid					
HMA	JPCP	CRCP					
HMA W/OGFC	JPCP CPR A	CRCP PR A					
HMA W/RHMA	JCPC CPR B	CRCP PR B					
RHMA	JCPC CPR C	CRCP PR C					
RHMA W/ RHMA O	Composite—HMA or RHMA over Rigid (crack, seat,						
	overlay)						

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Table 3-4 Productivity Estimates of Typical Future Rehabilitation Strategies for Flexible Pavements

		Pavement		Average Lane-mile Completed Per Closure						
Final Surface	Future M&R	Design	Maintenance	Daily Closure	e (Weekday)		ntinuous Clos			
Type	Alternative	Life		5 to 7-Hour	8 to 12-	16		55-hour		
1,700	TIROTIALIVO	(years)	Service Bever		Hour	hour/Day	24 hour/day	Weekend		
		(years)		Closure Operation		Operation	Operation	Closure		
CAPM										
HMA	Overlay	5+	1,2,3	0.84	1.73	2.9	4.81	12.25		
1111177.	Mill & Overlay	5+	Maintenance Service Level Daily Closure (Week Closure) 1,2,3 0.84 1.7 1,2,3 0.36 0.7 1,2,3 0.55 1.1 1,2,3 0.30 0.6 1,2,3 0.30 0.6 1,2,3 0.30 0.6 1,2,3 0.48 1.0 1,2,3 0.48 1.1 1,2,3 0.34 0.7 1,2,3 0.34 0.7 1,2,3 0.34 0.7 1,2,3 0.35 0.7 1,2,3 0.15 0.2 1,2,3 0.15 0.2 1,2,3 0.15 0.2 1,2,3 0.19 0.2 1,2,3 0.14 0.2 1,2,3 0.19 0.2 1,2,3 0.19 0.2 1,2,3 0.14 0.2 1,2,3 0.19 0.2 1,2,3 0.19 0.2 1,2,3 <t< td=""><td>0.75</td><td>1.18</td><td>2.21</td><td>5.20</td></t<>	0.75	1.18	2.21	5.20			
HMA w/OGFC	Overlay	5+	1,2,3	0.55	1.14	1.9	3.17	8.09		
TIMA W/OGI C	Mill & Overlay	5+	1,2,3	0.30	0.61	0.97	1.86	4.35		
HMA w/	Overlay	5+	1,2,3	0.55	1.14	1.9	3.17	8.09		
RHMA	Mill & Overlay	5+	1,2,3	0.30	0.61	0.97	1.86	4.35		
RHMA-G	Overlay	5+	1,2,3	1.12	2.32	3.86	6.41	16.33		
RHMA-G	Mill & Overlay	5+	1,2,3	0.48	1.00	1.56	2.93	6.88		
RHMA-G	Overlay	5+	1,2,3	0.84	1.73	2.9	4.81	12.25		
w/RHMA-O	Mill & Overlay	5+	1,2,3	0.34	0.72	1.14	2.17	5.13		
Rehabilitation										
	Overlay	10	1,2,3	0.47	0.98	1.63	2.72	6.94		
НМА		20	1,2,3	0.33	0.69	1.15	1.91	4.87		
	Mill & Overlay	10	1,2,3	0.21	0.45	0.73	1.37	3.23		
	Willia & Overlay	20	1,2,3	0.15	0.31	0.49	0.93	2.18		
НМА	Overlay	10	1,2,3	0.35	0.75	1.26	2.10	5.37		
HMA	Overlay	20	1,2,3	0.27	0.57	0.95	1.58	4.04		
w/OGFC	Mill & Overlay	10	1,2,3	0.19	0.39	0.64	1.23	2.9		
	Willia & Overlay	20	1,2,3	0.14	0.28	0.45	0.86	2.01		
	Overlay	10	1,2,3	0.35	0.75	1.26	2.1	5.37		
HMA	Overlay	20	1,2,3	0.27	0.57	0.95	1.58	4.04		
w/RHMA	Mill & Overlay	10	1,2,3	0.19	0.39	0.64	1.23	2.90		
HMA w/OGFC HMA w/RHMA	Willia & Overlay	20	1,2,3	0.14	0.28	0.45	0.86	2.01		
	Overlay	10	1,2,3	0.84	1.73	2.90	4.81	12.25		
RHMA-G	Overlay	20	1,2,3	0.55	1.14	1.90	3.17	8.09		
RHMA-G	Mill & Overlay	10	1,2,3	0.37	0.75	1.18	2.21	5.20		
	TVIII & OVERIAY	20	1,2,3	0.25	0.52	0.84	1.58	3.73		
	Overlay	10	1,2,3	0.55	1.14	1.9	3.17	8.09		
RHMA-G	Overlay	20	1,2,3	0.40	0.83	1.41	2.36	6.03		
RHMA-G w/RHMA-O Re habilitation HMA w/OGFC HMA w/RHMA	Mill & Overlay	10	1,2,3	0.30	0.61	0.97	1.86	4.35		
	IVIII & OVERIAY	20	1,2,3	0.21	0.44	0.72	1.39	3.28		

- (1) Refer to Appendix 1, "Glossary and list of Acronyms" for definitions of terms used in the table.
- (2) Production rates in the table are based on representative assumptions that are applied consistently throughout the table. These rates are only for calculating future user costs for the procedures in this manual and not for any other purpose. More project specific user costs for some freeway situations can be obtained from the CA4PRS software.
- (3) 24-hour continuous closure with 16 hours of operation per day
- (4) 24-hour continuous closure with 24 hours of operation per day
- (5) 55-hour extended closure over the weekend

Table 3-5 Productivity Estimates of Typical Future Rehabilitation Ramp Strategies for Flexible Pavements

		Pavement		Av	erage Lane-	mile Comple	ted Per Closu	ıre
Final Surface	Future M&R	Design	Maintenance	Daily Closure	e (Weekday)	Co	ntinuous Clos	ure
Type	Alternative	Life (years)		5 to 7-Hour Closure	8 to 12- Hour Closure	16 hour/Day Operation	24 hour/day Operation	55-hour Weekend Closure
CAPM								
НМА	Overlay	5+	1,2,3	0.51	1.02	1.71	2.85	7.29
111/1/2 (Mill & Overlay	5+	1,2,3	0.22	0.44	0.70	1.32	3.10
HMA w/OGFC	Overlay	5+	1,2,3	0.32	Hour Closure	4.81		
IIWA W/OGI C	Mill & Overlay	5+	1,2,3	0.17	0.36	0.57	1.10	2.60
HMA w/	Overlay	5+	1,2,3	0.32	0.66	1.11	1.87	4.81
RHMA	Mill & Overlay	5+	1,2,3	0.17	0.36	0.57	1.10	2.60
RHMA-G	Overlay	5+	1,2,3	0.68	1.36	2.28	3.79	9.69
KITIVIA-O	Mill & Overlay	5+	1,2,3	0.29	0.59	0.93	1.75	4.10
RHMA-G	Overlay	5+	1,2,3	0.51	1.02	1.71	2.85	7.29
w/RHMA-O	Mill & Overlay	5+	1,2,3	0.20	0.42	0.67	1.29	3.05
Rehabilitation								
	Overlay	10	1,2,3	0.28	0.57	0.96	1.61	4.13
НМА		20	1,2,3	0.19	0.40	0.68	1.13	2.90
	Mill & Overlay	10	1,2,3	0.13	0.26	0.43	0.81	1.92
	will be overlay	20	1,2,3	0.09	0.18	0.29	0.55	1.30
	Overlay	10	1,2,3	0.21	0.43	0.73	1.24	3.19
HMA	Overlay	20	1,2,3	0.15	0.33	0.55	0.93	2.40
w/OGFC	Mill & Overlay	10	1,2,3	0.11	0.23	0.37	0.72	1.72
	Willia & Overlay	20	1,2,3	0.08	0.16	0.26	0.51	1.19
	Overlay	10	1,2,3	0.21	0.43	0.73	1.24	3.19
HMA	Overmy	20	1,2,3	0.15	0.33	0.55	0.93	2.40
w/RHMA	Mill & Overlay	10	1,2,3	0.11	0.23	0.37	0.72	1.72
	will be overlay	20	1,2,3	0.08	0.16	0.26	0.51	1.87 4.81 1.10 2.60 3.79 9.69 1.75 4.10 2.85 7.29 1.29 3.05 1.61 4.13 1.13 2.90 0.81 1.92 0.55 1.30 1.24 3.19 0.93 2.40 0.72 1.72 0.51 1.19 1.24 3.19 0.93 2.40 0.72 1.72 0.51 1.19 2.85 7.29 1.87 4.81 1.32 3.10
	Overlay	10	1,2,3	0.51	1.02	1.71	2.85	7.29
DUMA	Overlay	20	1,2,3	0.32	0.66	1.11	1.87	4.81
RHMA-G	Mill & Overlay	10	1,2,3	0.22	0.44	0.70	1.32	3.10
	<u> </u>	20	1,2,3	0.15	0.31	0.50	0.94	2.22
	Overlay	10	1,2,3	0.32	0.66	1.11	1.87	4.81
RHMA-G	Overlay	20	1,2,3	0.23	0.49	0.82	1.39	3.58
w/RHMA-O	Mill & Overlay	10	1,2,3	0.17	0.36	0.57	1.10	2.60
	Willia & Overlay	20	1,2,3	0.12	0.26	0.42	0.82	1.95

- (1) Refer to Appendix 1, "Glossary and list of Acronyms" for definitions of terms used in the table.
- (2) Production rates in the table are based on representative assumptions that are applied consistently throughout the table. These rates are only for calculating future user costs for the procedures in this manual and not for any other purpose. More project specific user costs for some freeway situations can be obtained from the CA4PRS software.
- (3) 24-hour continuous closure with 16 hours of operation per day
- (4) 24-hour continuous closure with 24 hours of operation per day
- (5) 55-hour extended closure over the weekend

Table 3-6 Productivity Estimates of Typical Future Rehabilitation for Rigid and Composite Pavements

				Average Lane-mile Completed Per Closure					
						Closure		us Closure	
			Pavement	Maintenance		1		1	
			Design	Service Level	5 to 7-	8 to 12-	16	24	Weekend
Final Surface			Life		Hour	Hour	hour/day	hour/day	Closure
Type	Future M&R Alternative	e	(years)		Closure	Closure	Operation	Operation	(55-Hour)
CAPM		-	/						
T21 211 /	Flexible Overlay		5+	1,2,3	1.16	2.32	3.86	6.41	16.33
	Flexible Overlay w/Salb	4-hr RSC	5+		0.63	1.69	3.05	\sim	\sim
Type CAPM Flexible/ Composite Rigid-Jointed Plain Concrete Pavement (JPCP) Rigid-Continuously Reinforced Concrete Pavement (CRCP) Rehabilitation Flexible / Composite Gramman Gr	Replacements (FO+JPCP SR)	12-hr RSC	5+	1,2,3	$>\!<$	\sim	1.90	4.37	12.66
Disid Tained	Concrete Payement Rehab A	4-hr RSC	5+	1,2,3	0.48	1.79	4.17	\sim	><
	Concrete Pavement Renab A	12-hr RSC	5+	1,2,3	$>\!<$	\sim	1.07	3.93	16.11
	Concrete Payement Rehab B	4-hr RSC	5+		0.67	2.51	5.84	\sim	> <
	Concrete Pavement Kenab B	12-hr RSC	3-	1,2,3	$>\!<$	\sim	1.50	5.51	22.56
	Concrete Payement Rehab C	4-hr RSC	5+		1.67	6.27	14.61	\sim	\sim
(JPCP)	Concrete Pavement Renab C	12-hr RSC	5+	1,2,3	$>\!<$	> <	3.75	13.77	56.40
Rigid-	Donal Donal Donal A	4-hr RSC	5+	122	0.08	0.17	0.66	\sim	\sim
Continuously	Punchout Repair A	12-hr RSC	5+	1,2,3	$>\!<$	\sim	0.27	0.67	4.51
Reinforced	Punchout Repair B	4-hr RSC	5+	122	0.11	0.24	0.92	><	\sim
Concrete	Punchout Repair B	12-hr RSC	5+	1,2,3	$>\!<$		0.38	0.94	6.31
Pavement	Punchout Repair C	4-hr RSC	5+	122	0.27	0.60	2.31	><	\sim
(CRCP)	Punchout Repair C	12-hr RSC	5+	1,2,3	$>\!<$	\sim	0.96	2.34	15.78
Rehabilitation	n			•					
	Flexible Overlay w/ Slab Replacement	4-hr RSC			0.31	0.89	1.66		
	(FO + JPCP SR)	4-III RSC	10	1,2,3	0.51	0.87	1.00		
	Flexible Overlay w/ Slab Replacement (FO + JPCP SR)	12-hr RSC			> <	> <	0.91	2.27	6.83
	Mill, Slab Replacement & Overlay (MSRO)	4-hr RSC	10	1,2,3	0.19	0.50	0.85	$\geq \leq$	><
	Mill, Slab Replacement & Overlay (MSRO)	12-hr RSC	10		><	><	0.91	2.27	6.83
Elavilela /	Mill, Slab Replacement & Overlay (MSRO)	4-hr RSC	20	1,2,3	0.15	0.38	0.64	><	><
	Mill, Slab Replacement & Overlay (MSRO)	12-hr RSC	20	1,2,3	><	><	0.49	1.10	2.82
	Crack, Seat, & Flexible Overlay		10	1,2,3	0.47	0.98	1.63	2.72	6.94
	(CSFOL)		20	1,2,3	0.44	0.75	1.26	2.10	5.37
	Replace with Flexible		20	1,2,3	0.21	0.44	0.75	1.26	3.22
	Replace with Flexible		40	1,2,3	0.15	0.31	0.53	0.89	2.30
		4-hr RSC 12-hr RSC	20	1,2,3	0.02	0.08	0.18	216	><
	Replace with Composite				2.02	0.07	0.09	0.16	0.65
		4-hr RSC	40	1,2,3	0.02	0.07	0.17	0.15	0.60
		12-hr RSC			2 22	0.07	0.08	0.15	0.60
		4-hr RSC	20	1,2,3	0.03	0.07	0.17	0.16	0.62
	Lane Replacement	12-hr RSC			0.02	0.06	0.04	0.16	0.62
		4-hr RSC	40	1,2,3	0.02	0.06	0.14	0.14	0.52
		12-hr RSC			0.01	0.02	0.05	0.14	0.53
Continuously		4-hr RSC	20	1,2,3	0.01	0.03	0.11	0	0.55
Reinforced	Lane Replacement	12-hr RSC			200	0.02	0.05	0.11	0.66
Concrete	· •	4-hr RSC	40	1,2,3	0.01	0.03	0.10	2.10	2 (2
Pavement		12-hr RSC			\sim		0.04	0.10	0.63

- (1) Refer to Appendix 1, "Glossary and list of Acronyms" for definitions of terms used in the table.
- (2) Production rates are based on the lower end of the representative assumptions for the range and are applied consistently throughout the table.
 - These rates are only for calculating future user costs for the procedures in this manual and not for any other purpose. More project specifics user cost for some freeway situations can be obtained from the CA4PRS software.
- (3) 24-hour continuous closure with 16 hours of operation per day
- (4) 24-hour continuous closure with 24 hours of operation per day
- (5) 55-hour extended closure over the weekend
- (6) Punchout Repair A involves **significant** punchout repairs and 0.15' of flexible overlay. It applies to continuously reinforced concrete pavement that had previous punchout repairs and a flexible overlay.
- (7) Punchout Repair B involves **moderate** punchout repair and 0.15' of flexible overlay. It applies to continuously reinforced concrete pavement where the total number of current and previous punchout repairs exceed 4 per mile.
- (8) Punchout Repair C involves minor punchout repairs and 0.15' of flexible overlay. It applies to continuously reinforced concrete pavement where the total number of current and previous punchout repairs do not exceed 4 per mile.
- (9) Precast panel concrete pavement is under development. See HQ LCCA Coordinator for assistance.

Table 3-7 Productivity Estimates of Typical Future Ramp Rehabilitation for Rigid and Composite Pavements

					Average Lane-mile Completed Per Closure				
					Daily	Closure	Continuo	us Closure	
			Pavement						
			Design	Service Level	5 to 7-	8 to 12-	16	24	Weekend
Final Surface			Life		Hour	Hour	hour/day	hour/day	Closure
Type	Future M&R Alternative	е	(years)		Closure	Closure	Operation	Operation	(55-Hour)
CAPM									
Flexible/	Flexible Overlay		5+	1,2,3			0.85	1.61	3.78
Composite	Flexible Overlay w/Salb		5+	123	0.20	0.43	0.71	><	\sim
	Replacements (FO+JPCP SR)	Pavement Design Life (years) A-hr RSC 1-2-hr RSC 1	0.52	1.16	3.06				
Rigid-Jointed	Concrete Pavement Rehab A		5+	1.2.3	0.28	0.60	1.26	\sim	\langle
Plain	Concrete 1 a veniena 1 tenae 1 1		J .	-,=,-	> <	> <	0.39	1.21	4.63
Concrete	Concrete Pavement Rehab B		5+		0.40	0.84	1.76	\sim	\sim
Pavement	Concrete I a veniena Itenae B			1,2,3	\sim	> <	0.54	1.68	6.43
(JPCP)	Concrete Pavement Rehab C		5+		0.99	2.10	4.41	\sim	\sim
` ′	Concrete I a veniena Itenae C			1,2,3	\times	> <	1.35	4.20	16.08
Rigid-	Punchout Repair A		5+	123	0.06	0.13	0.54	\sim	\sim
Continuously	T une nout respui 11			1,2,3	\sim	><	0.27	0.54	3.40
Reinforced	Punchout Repair B		5+	123	0.08	0.18	0.76	><	><
Concrete	r unenout repuir B	12-hr RSC		1,2,0	\sim	><	0.26	0.76	4.76
Pavement	Punchout Repair C		5+	123	0.21	0.45	1.89	><	\sim
(CRCP)	r unenout repuir C	12-hr RSC	5.	1,2,3	$>\!\!<$	> <	0.93	1.89	11.91
Rehabilitation						_			
	Flexible Overlay w/ Slab Replacement	4-hr RSC			0.03	0.07	0.13		
	(FO + JPCP SR) Flexible Overlay w/ Slab Replacement		10	1,2,3					
	(FO + JPCP SR)	12-hr RSC			> <	> <	0.04	0.13	0.49
	Mill, Slab Replacement & Overlay	4-hr RSC			0.03	0.06	0.12		\searrow
	(MSRO) Mill, Slab Replacement & Overlay		10	1,2,3					
	(MSRO)	12-hr RSC		, ,-	\rightarrow	\sim	0.04	0.12	0.45
	Mill, Slab Replacement & Overlay					0.01	0.44		
	(MSRO)	4-hr RSC	20	122	0.03	0.06	0.11		
Flexible / Composite	Mill, Slab Replacement & Overlay (MSRO)	12-hr RSC	20	1,2,3	\sim	\searrow	0.04	0.12	0.42
	Crack, Seat, & Flexible Overlay		10		0.28	0.57	0.96	1.61	4.13
	(CSFOL)			1,2,3			0.73	1.24	3.19
	(CSI OL)						0.43	0.74	1.91
	Replace with Flexible			1,2,3			0.43	0.74	1.37
		4-hr RSC					0.11	0.32	1.57
			20	1,2,3	0.01	0.03	0.04	0.10	0.39
	Replace with Composite				0.01	0.04	0.10	0.10	0.57
			40	1,2,3	0.01	0.01	0.04	0.09	0.36
Jointed Plain					0.01	0.04	0.10	0.07	0.50
Concrete			20	1,2,3	0.01	0.04	0.10	0.09	0.37
Pavement	Lane Replacement				0.01	0.04	0.09	0.07	0.57
(JPCP)			40	1,2,3	0.01	0.04	0.09	0.08	0.33
Continuously			-		0.01	0.02	0.06	0.08	0.55
Reinforced			20	1,2,3	0.01	0.02	0.06	0.06	0.40
Concrete	Lane Replacement			-	0.01	0.02	0.03	0.06	0.40
		12-hr RSC	40	1,2,3	0.01	0.02	0.06	0.06	0.38
Pavement		12-HFRSC			$\overline{}$		0.03	0.06	0.38

- (1) Refer to Appendix 1, "Glossary and list of Acronyms" for definitions of terms used in the table.
- (2) Production rates are based on the lower end of the representative assumptions for the range and are applied consistently throughout the table.
 - These rates are only for calculating future user costs for the procedures in this manual and not for any other purpose. More project specifics user cost for some freeway situations can be obtained from the CA4PRS software.
- (3) 24-hour continuous closure with 16 hours of operation per day
- (4) 24-hour continuous closure with 24 hours of operation per day
- (5) 55-hour extended closure over the weekend
- (6) Punchout Repair A involves **significant** punchout repairs and 0.15' of flexible overlay. It applies to continuously reinforced concrete pavement that had previous punchout repairs and a flexible overlay.
- (7) Punchout Repair B involves **moderate** punchout repair and 0.15' of flexible overlay. It applies to continuously reinforced concrete pavement where the total number of current and previous punchout repairs exceed 4 per mile.
- (8) Punchout Repair C involves **minor** punchout repairs and 0.15' of flexible overlay. It applies to continuously reinforced concrete pavement where the total number of current and previous punchout repairs do not exceed 4 per mile.
- (9) Precast panel concrete pavement is under development. See HQ LCCA Coordinator for assistance.