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## Supplemental Technical Specification for

# Rideability for Asphalt Mixtures

SCDOT Designation: SC-M-403 (5/1/14)

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### 1. SCOPE

- 1.1. The Resident Construction Engineer (**RCE**) will evaluate asphalt surfaces for a satisfactory ride. If conditions permit and unless otherwise specified in the special provisions, the Materials and Research Engineer will test the asphalt surface in accordance with **SC-T-125** when requested by the **RCE**. General guidelines for the application of this specification are shown in Figure 1.

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### 2. REFERENCED DOCUMENTS

- 2.1. **SC-T-125**, *Measurement of Pavement Rideability using the Dynatest 5051 Mark III Road Surface Profiler.*

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### 3. REQUIREMENTS FOR TESTING

- 3.1. For **SC-T-125** to be used, the following conditions must be met:
  - A constant speed of at least 35 miles per hour is maintainable throughout each section that measurements are made.
  - The sections to be tested have a final posted speed limit of at least 45 mph.
  - The project has at least 0.5 miles of pavement that may be tested without interruptions or exclusions (such as, but not limited to, bridges, stop signs, railroad crossings, speed limit below 45 mph, signalized intersections, or sharp curves posted for less than 35 mph.)

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### 4. REQUIREMENTS FOR NEW CONSTRUCTION

- 4.1. On newly constructed roadway projects that include two or more uniform lifts of asphalt, the maximum acceptable IRI for full pay for each nominal 0.1-mile segment of vehicle lane, when tested in accordance with **SC-T-125**, is 65 inches per mile, with the following exceptions. If the new construction is directly tied to existing pavement for widening and the existing pavement is being overlaid with two or more lifts of asphalt, then Subsection 5.3 (Table 3.) applies to all adjacent new wheelpaths in a segment and direction unless the route is defined as limited access in Table 2. If the new construction is directly tied to existing pavement for widening and the existing pavement is being overlaid with a single lift of asphalt, then the requirements of Sections 6 or 7, as applicable, for a given segment and direction applies to all adjacent new wheelpaths unless the route is defined as limited access in Table 2. Pay adjustments apply only to the course of asphalt that will constitute the final riding surface.
- 4.2. When the IRI value exceeds 65 (or 90 if Table 3. applies) inches per mile but does not exceed 80 (or 110 if Table 3. applies), then a price reduction will be made in accordance with Table 1 or Table 3 as applicable. Alternatively, the Contractor may elect to correct such deficient sections without additional compensation. Follow the requirements for repair in Subsection 9. If corrections are not made, then the price adjustment is based on

the original contract unit price per ton of the asphalt modified according to Table 1 or Table 3, as applicable. Deduct as a lump sum the total amount of any reduction in payment from monies due.

- 4.3. Sections of roadway for which the IRI value is 81 (or 111 if Table 3. applies) inches per mile or above, as applicable, will be reviewed by the **RCE** on an individual basis. If the **RCE** determines that the section is unacceptable, remove the material and replace or overlay it subject to the approval of the **RCE**. Follow the requirements for repair in Subsection 9. Should the **DCE** determine that the material may remain in place and does not require an overlay or other corrective action, then a price adjustment will be assessed based on the applicable Schedule for Adjusted Payment. If corrections are not made, then the price adjustment is based on the original contract unit price per ton of the asphalt modified according to Table 1 or Table 3, as applicable. Deduct as a lump sum the total amount of any reduction in payment from monies due.

<b>Segment IRI (inches/mile)</b>	<b>Price Adjustment – Asphalt Final Riding Course</b>
Less than 40	107%
40 – 44	105%
45 – 65	100%
66 – 70	95%
71 – 75	90%
76 – 80	80%
Greater than 80	For each additional increment of 5 inches per mile of roughness above 80 inches per mile, reduce payment by an additional 10% from 80% if the DCE determines the material may remain in place.

## **5. REQUIREMENTS FOR MULTIPLE LIFT RESURFACING PROJECTS**

- 5.1. The requirements of this section apply to overlays of existing pavement with two or more asphalt lifts. A lift is defined as any asphalt mix applied at a specified contract application rate across the road segment.
- 5.2. Limited access segments that receive 2 lifts or more of asphalt will be tested in accordance with Subsection 4 with incentives and pay reductions assessed according to Table 1 regardless of the lift thicknesses. Limited access routes are defined as those listed in Table 2, Limited Access Routes.

<b>Route</b>	<b>Location</b>	<b>Comments</b>
All routes designated as an interstate.	Statewide	
US 123	Pickens County	MP 3.1 to 17.6 only
SC 277	Richland County	Zoned 55 mph or greater
SC 22	Horry County	
SC 31	Horry County	

- 5.3. For resurfacing projects entailing 2 or more lifts of asphalt on routes not given in Table 2, the requirement for new construction, as given in Subsection 4, apply with the schedule for adjusted payment shown in Table 3 in lieu of Table 1.

<b>Table 3. Schedule For Adjusted Payment – Multiple Lift Overlay on Non-Limited Access Segments and Reclamation</b>	
<b>Segment IRI (inches/mile)</b>	<b>Price Adjustment – Asphalt Final Riding Course</b>
Less than 46	107%
46 – 55	105%
56 – 90	100%
91 – 95	95%
96 – 100	90%
101 – 105	85%
106 – 110	80%
Greater than 110	For each additional increment of 5 inches per mile of roughness above 110 inches per mile, reduce payment by an additional 10% from 80% if the DCE determines the material may remain in place.

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**6. REQUIREMENTS FOR RESURFACING PROJECTS OVER 150 PSY**

- 6.1. The requirements of this section apply to overlays of existing pavement with a contract application rate of greater than 150 psy. When a resurfacing project involves two or more uniform asphalt lifts, the requirements for new pavement, as given in Subsection 4, apply. However, the rideability requirements as shown in Table 3 apply in lieu of Table 1, except for segments that are on interstate and limited access routes for which Table 1 applies. For single lift overlays, except OGFC, of existing pavement with a contract application rate of greater than 150 psy, all incentives and pay reductions will otherwise be assessed according to this Subsection. If the overlay is OGFC, then the requirements of Table 1 apply without regard to number and thickness of lifts.
- 6.2. Where applicable, the existing pavement will be tested by the Department in accordance with SC-T-125 or other method specified in the special provisions before any work is performed and then again on the finished surface. Payment for the final asphalt riding surface course will be made based on the improvement over the initial rideability for each 0.1 mile segment as shown in Table 4, Rideability Requirements for Resurfacing.
- 6.3. All pay adjustments apply only to the course of asphalt that will constitute the final riding surface. The asphalt mix tonnage subject to adjustment is based on the original plan quantity for the asphalt as shown on the typical section. The total amount of any reduction in payment is deducted as a lump sum from monies due. Where measurements on the finished surface exceeds the repair threshold limit for the corresponding initial roughness as given in the column titled “Repair” in Table 4, the Department, at the discretion of the **DCE**, may require corrective action or elect to apply a pay reduction to the asphalt final riding surface course in lieu of correction.

- 6.4. If the Department elects to require correction, correct such sections without additional compensation such that the finished surface has an acceptable rideability. Follow the requirements for repair in Subsection 9. Final rideability is considered acceptable when the repaired segment has a rideability value less than or equal to that shown in the "Repair" column. Segments requiring repair prior to acceptance are not eligible for payment in excess of 100%, however a 5% pay reduction will be applied if the post-repair rideability is in the range shown as "95%" in Table 4.
- 6.5. If the Department elects to apply a pay reduction as provided in Subsection 6.3, then the payment for asphalt tonnage for that segment will be made at 95% of the bid unit price minus an additional 2% for each inch per mile of roughness up to 20 inches per mile above the rideability value given in the "Repair" column of Table 4. For each additional inch of roughness per mile greater than the "Repair" value plus 20 inches per mile, an additional reduction of 4% per inch will apply. If the final rideability is 34 inches per mile or more above the repair threshold, the section would be accepted without pay for the material subject to reduction.

*Example 1: A segment has an initial ride of 255 inches per mile. After overlay, the ride is 136 inches per mile, which is 1 inch per mile above the repair threshold. Payment for the section would be  $(95\% - (2\% \times 1 \text{ inch})) = 93\%$  of the bid unit price for the surface lift.*

*Example 2: A segment has an initial ride of 255 inches per mile. After overlay, the ride is 155 inches per mile, which is 20 inches per mile above the repair threshold. Payment for the section would be  $(95\% - (2\% \times 20 \text{ inches})) = 55\%$  of the bid unit price for the surface lift.*

*Example 3: A segment has an initial ride of 255 inches per mile. After overlay, the ride is 156 inches per mile, which is 21 inches per mile above the repair threshold. Payment for the section would be  $(95\% - (2\% \times 20 \text{ inches}) - (4\% \times 1 \text{ inch})) = 51\%$  of the bid unit price for the surface lift.*

*Example 4: A segment has an initial ride of 255 inches per mile. After overlay, the ride is 169 inches per mile, which is 34 inches per mile above the repair threshold. The ASPHALT final riding course for the segment would be accepted without pay.*

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## 7. REQUIREMENTS FOR SINGLE LIFT OVERLAYS LESS THAN OR EQUAL TO 150 PSY

- 7.1. The requirements for this section apply to overlays with a contract application rate less than or equal to 150 psy, except for OGFC. If the overlay is OGFC, then the requirements of Table 1 apply.
- 7.2. Where applicable, the existing pavement will be tested by the Department in accordance with SC-T-125 or other method specified in the special provisions before any work is performed and then again on the finished surface. Payment for the final asphalt riding surface course will be made based on the change in final rideability over the initial rideability for each 0.1 mile segment.
- 7.3. For overlays where this subsection applies and the initial ride is 150 inches per mile or less, full payment is made if the final rideability is less than or equal to the initial rideability.
- 7.4. For overlays where this subsection applies and the initial ride is greater than 150 inches per mile and less than or equal to 166 inches per mile, full payment is made if the final rideability is less than or equal to 150 inches per mile.
- 7.5. For overlays where this subsection applies and the initial ride is greater than 166 inches per mile, full payment is made if the final rideability is less than or equal to the initial rideability times 0.9, rounded up to the nearest whole number.
- 7.6. The repair threshold for a segment is 1.1 times the full payment rideability value rounded up to the nearest whole number.
- 7.7. If the final ride for a segment is greater than the full-payment rideability, but less than or equal to the repair threshold, payment on the asphalt final riding surface for that segment is made at 95% of the unit bid price.
- 7.8. If the final ride for a segment is greater than the repair threshold, the Department, at the discretion of the **DCE**, may elect to require repairs to correct the rideability or apply a pay reduction.
- 7.9. If the Department elects to require correction, correct such sections without additional compensation such that the finished surface has an acceptable rideability. Follow the requirements for repair in Subsection 9. Final rideability is considered acceptable when the repaired segment has a rideability value less than or equal to the repair threshold. A 5% pay reduction will be applied if the post-repair rideability is in the range given in Subsection 7.7.
- 7.10. If the Department elects to apply a pay reduction, then payment for asphalt mixture quantity for that segment will be made as given in Section 6.5, except that the repair threshold is determined as given in Section 7.6.

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## 8. REQUIREMENTS FOR RECLAMATION PROJECTS

- 8.1. The requirements for this section apply to segments where the existing pavement has been reclaimed in accordance with Section 306 of the Standard Specifications, including any applicable Special Provisions, Supplemental Specifications, or other addenda, prior to overlay with asphalt or bituminous surfacing.
- 8.2. If the reclamation is being overlaid with a single lift of asphalt surface, ensure that the final rideability is 132 inches per mile or less. All incentive and pay reductions will follow Subsection 6 of this specification for a pre-overlay rideability of 300 inches per mile, regardless of asphalt thickness of the single lift.
- 8.3. If the reclamation is being overlaid with multiple uniform lifts of asphalt, then ensure that the rideability meets the requirements for new construction as given in Subsection 4 of this specification except that the rideability requirements are as shown Table 3, instead of Table 1. All incentives and pay reductions will otherwise be assessed according to Subsection 4.

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## 9. REQUIREMENTS FOR REPAIR

- 9.1. This section covers the requirements for the repairs of surface deficiencies elected by either the Contractor or Department, as applicable.
- 9.2. Obtain written approval of the **RCE** for the method of correcting the surface deficiencies; however under no circumstances shall the pavement be subject to an artificial heat source over 175°F. If repairs consist of patching, then ensure that the patches are the full width of the lane. Also, when patches are less than 250 feet apart, combine the patches into one continuous patch.
- 9.3. The RCE may withhold payment for the asphalt (or portion thereof) until the deficiencies have been corrected, and the surface is re-tested and provides an acceptably smooth ride.
- 9.4. No more than 100% of the contract unit price will be paid for sections where corrective work has been made.

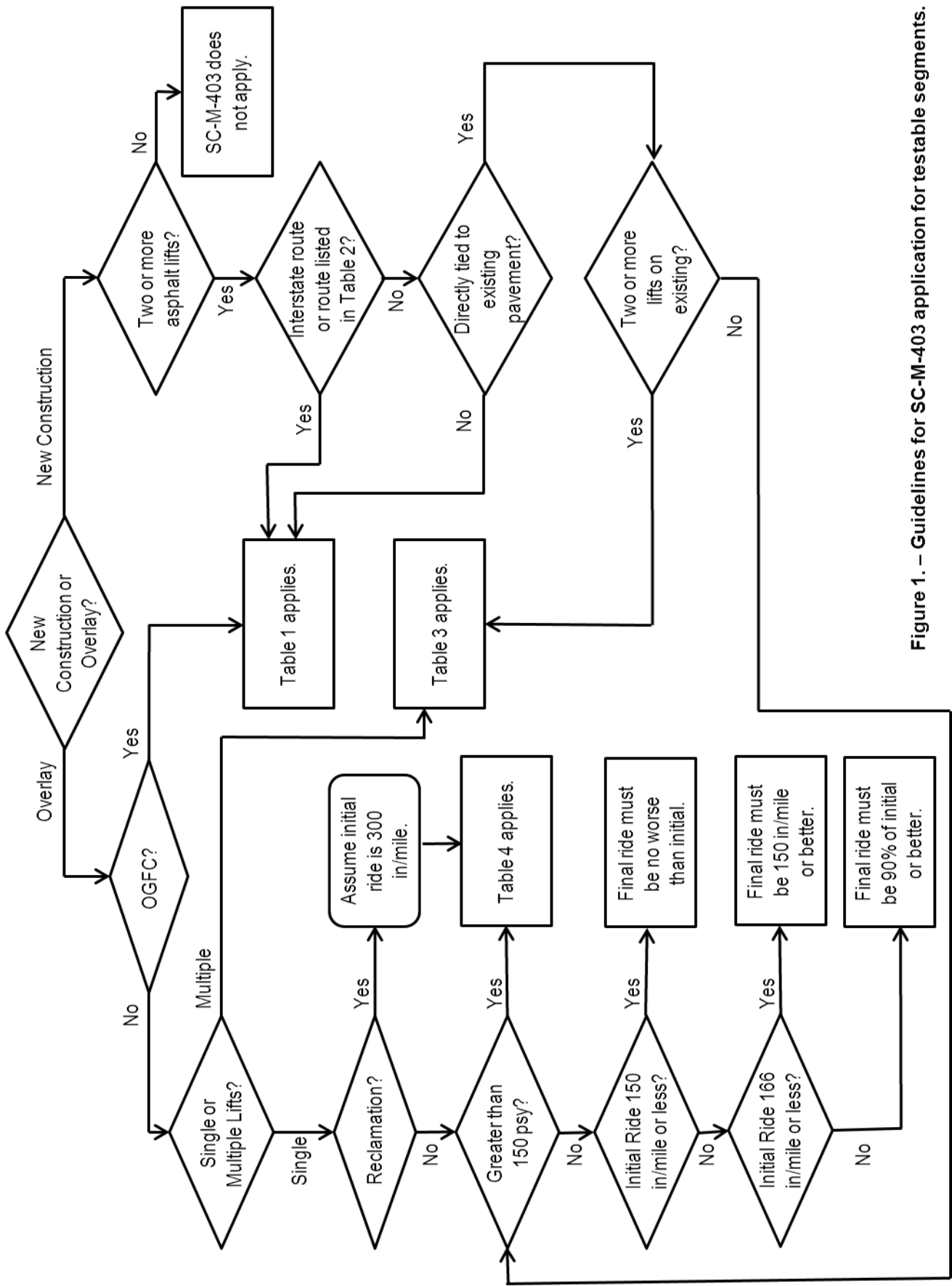


Figure 1. – Guidelines for SC-M-403 application for testable segments.

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<60	< 46	46 - 55	56 - 80	81 - 86	> 86
60	< 46	46 - 55	56 - 80	81 - 86	> 86
61	< 46	46 - 55	56 - 80	81 - 86	> 86
62	< 46	46 - 55	56 - 80	81 - 86	> 86
63	< 46	46 - 55	56 - 80	81 - 86	> 86
64	< 46	46 - 55	56 - 80	81 - 86	> 86
65	< 46	46 - 55	56 - 80	81 - 86	> 86
66	< 46	46 - 55	56 - 80	81 - 86	> 86
67	< 46	46 - 55	56 - 80	81 - 87	> 87
68	< 46	46 - 55	56 - 80	81 - 87	> 87
69	< 46	46 - 55	56 - 80	81 - 88	> 88
70	< 46	46 - 55	56 - 80	81 - 88	> 88
71	< 46	46 - 55	56 - 80	81 - 89	> 89
72	< 46	46 - 55	56 - 80	81 - 89	> 89
73	< 46	46 - 55	56 - 80	81 - 90	> 90
74	< 46	46 - 55	56 - 80	81 - 90	> 90
75	< 46	46 - 55	56 - 80	81 - 91	> 91
76	< 46	46 - 55	56 - 81	82 - 91	> 91
77	< 46	46 - 55	56 - 81	82 - 92	> 92
78	< 46	46 - 55	56 - 81	82 - 92	> 92
79	< 46	46 - 55	56 - 82	83 - 93	> 93
80	< 46	46 - 55	56 - 82	83 - 93	> 93
81	< 46	46 - 55	56 - 82	83 - 93	> 93
82	< 46	46 - 55	56 - 82	83 - 94	> 94
83	< 46	46 - 55	56 - 83	84 - 94	> 94
84	< 46	46 - 55	56 - 83	84 - 95	> 95
85	< 46	46 - 55	56 - 83	84 - 95	> 95
86	< 46	46 - 55	56 - 84	85 - 96	> 96
87	< 46	46 - 55	56 - 84	85 - 96	> 96
88	< 46	46 - 55	56 - 84	85 - 96	> 96
89	< 46	46 - 55	56 - 84	85 - 96	> 96
90	< 46	46 - 55	56 - 85	86 - 97	> 97
91	< 46	46 - 55	56 - 85	86 - 97	> 97
92	< 46	46 - 55	56 - 85	86 - 97	> 97
93	< 46	46 - 55	56 - 86	87 - 98	> 98
94	< 46	46 - 55	56 - 86	87 - 98	> 98
95	< 46	46 - 55	56 - 86	87 - 98	> 98
96	< 46	46 - 55	56 - 86	87 - 98	> 98



**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>97</b>	< 46	46 - 55	56 - 87	88 - 99	> 99
<b>98</b>	< 46	46 - 55	56 - 87	88 - 99	> 99
<b>99</b>	< 46	46 - 55	56 - 87	88 - 99	> 99
<b>100</b>	< 46	46 - 55	56 - 87	88 - 99	> 99
<b>101</b>	< 46	46 - 55	56 - 88	89 - 100	> 100
<b>102</b>	< 46	46 - 55	56 - 88	89 - 100	> 100
<b>103</b>	< 46	46 - 55	56 - 88	89 - 100	> 100
<b>104</b>	< 46	46 - 55	56 - 88	89 - 100	> 100
<b>105</b>	< 46	46 - 55	56 - 89	90 - 101	> 101
<b>106</b>	< 46	46 - 55	56 - 89	90 - 101	> 101
<b>107</b>	< 46	46 - 55	56 - 89	90 - 101	> 101
<b>108</b>	< 46	46 - 55	56 - 90	91 - 102	> 102
<b>109</b>	< 46	46 - 55	56 - 90	91 - 102	> 102
<b>110</b>	< 46	46 - 55	56 - 90	91 - 102	> 102
<b>111</b>	< 46	46 - 55	56 - 90	91 - 102	> 102
<b>112</b>	< 46	46 - 55	56 - 91	92 - 103	> 103
<b>113</b>	< 46	46 - 55	56 - 91	92 - 103	> 103
<b>114</b>	< 46	46 - 55	56 - 91	92 - 103	> 103
<b>115</b>	< 46	46 - 55	56 - 91	92 - 103	> 103
<b>116</b>	< 46	46 - 55	56 - 92	93 - 104	> 104
<b>117</b>	< 46	46 - 55	56 - 92	93 - 104	> 104
<b>118</b>	< 46	46 - 55	56 - 92	93 - 104	> 104
<b>119</b>	< 46	46 - 55	56 - 92	93 - 104	> 104
<b>120</b>	< 46	46 - 55	56 - 93	94 - 105	> 105
<b>121</b>	< 46	46 - 55	56 - 93	94 - 105	> 105
<b>122</b>	< 46	46 - 55	56 - 93	94 - 105	> 105
<b>123</b>	< 46	46 - 55	56 - 93	94 - 105	> 105
<b>124</b>	< 46	46 - 55	56 - 94	95 - 106	> 106
<b>125</b>	< 46	46 - 55	56 - 94	95 - 106	> 106
<b>126</b>	< 46	46 - 55	56 - 94	95 - 106	> 106
<b>127</b>	< 46	46 - 55	56 - 94	95 - 106	> 106
<b>128</b>	< 46	46 - 55	56 - 95	96 - 107	> 107
<b>129</b>	< 46	46 - 55	56 - 95	96 - 107	> 107
<b>130</b>	< 46	46 - 55	56 - 95	96 - 107	> 107
<b>131</b>	< 46	46 - 55	56 - 95	96 - 107	> 107
<b>132</b>	< 46	46 - 55	56 - 96	97 - 108	> 108
<b>133</b>	< 46	46 - 55	56 - 96	97 - 108	> 108
<b>134</b>	< 46	46 - 55	56 - 96	97 - 108	> 108
<b>135</b>	< 46	46 - 55	56 - 96	97 - 108	> 108

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>136</b>	< 46	46 - 55	56 - 97	98 - 109	> 109
<b>137</b>	< 46	46 - 55	56 - 97	98 - 109	> 109
<b>138</b>	< 46	46 - 55	56 - 97	98 - 109	> 109
<b>139</b>	< 46	46 - 55	56 - 97	98 - 109	> 109
<b>140</b>	< 46	46 - 55	56 - 98	99 - 110	> 110
<b>141</b>	< 46	46 - 55	56 - 98	99 - 110	> 110
<b>142</b>	< 46	46 - 55	56 - 98	99 - 110	> 110
<b>143</b>	< 46	46 - 55	56 - 98	99 - 110	> 110
<b>144</b>	< 46	46 - 55	56 - 99	100 - 111	> 111
<b>145</b>	< 46	46 - 55	56 - 99	100 - 111	> 111
<b>146</b>	< 46	46 - 55	56 - 99	100 - 111	> 111
<b>147</b>	< 46	46 - 55	56 - 99	100 - 111	> 111
<b>148</b>	< 46	46 - 55	56 - 100	101 - 112	> 112
<b>149</b>	< 46	46 - 55	56 - 100	101 - 112	> 112
<b>150</b>	< 46	46 - 55	56 - 100	101 - 112	> 112
<b>151</b>	< 46	46 - 55	56 - 100	101 - 112	> 112
<b>152</b>	< 46	46 - 55	56 - 100	101 - 112	> 112
<b>153</b>	< 46	46 - 55	56 - 101	102 - 113	> 113
<b>154</b>	< 46	46 - 55	56 - 101	102 - 113	> 113
<b>155</b>	< 46	46 - 55	56 - 101	102 - 113	> 113
<b>156</b>	< 46	46 - 55	56 - 101	102 - 113	> 113
<b>157</b>	< 47	47 - 56	57 - 102	103 - 114	> 114
<b>158</b>	< 47	47 - 56	57 - 102	103 - 114	> 114
<b>159</b>	< 47	47 - 56	57 - 102	103 - 114	> 114
<b>160</b>	< 47	47 - 56	57 - 102	103 - 114	> 114
<b>161</b>	< 48	48 - 57	58 - 103	104 - 115	> 115
<b>162</b>	< 48	48 - 57	58 - 103	104 - 115	> 115
<b>163</b>	< 48	48 - 57	58 - 103	104 - 115	> 115
<b>164</b>	< 48	48 - 57	58 - 103	104 - 115	> 115
<b>165</b>	< 49	49 - 58	59 - 104	105 - 116	> 116
<b>166</b>	< 49	49 - 58	59 - 104	105 - 116	> 116
<b>167</b>	< 49	49 - 58	59 - 104	105 - 116	> 116
<b>168</b>	< 49	49 - 58	59 - 104	105 - 116	> 116
<b>169</b>	< 49	49 - 58	59 - 104	105 - 116	> 116
<b>170</b>	< 50	50 - 59	60 - 105	106 - 117	> 117
<b>171</b>	< 50	50 - 59	60 - 105	106 - 117	> 117
<b>172</b>	< 50	50 - 59	60 - 105	106 - 117	> 117
<b>173</b>	< 50	50 - 59	60 - 105	106 - 117	> 117
<b>174</b>	< 51	51 - 60	61 - 106	107 - 118	> 118

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
175	< 51	51 - 60	61 - 106	107 - 118	> 118
176	< 51	51 - 60	61 - 106	107 - 118	> 118
177	< 51	51 - 60	61 - 106	107 - 118	> 118
178	< 52	52 - 61	62 - 107	108 - 119	> 119
179	< 52	52 - 61	62 - 107	108 - 119	> 119
180	< 52	52 - 61	62 - 107	108 - 119	> 119
181	< 52	52 - 61	62 - 107	108 - 119	> 119
182	< 52	52 - 61	62 - 107	108 - 119	> 119
183	< 53	53 - 62	63 - 108	109 - 120	> 120
184	< 53	53 - 62	63 - 108	109 - 120	> 120
185	< 53	53 - 62	63 - 108	109 - 120	> 120
186	< 53	53 - 62	63 - 108	109 - 120	> 120
187	< 54	54 - 63	64 - 109	110 - 121	> 121
188	< 54	54 - 63	64 - 109	110 - 121	> 121
189	< 54	54 - 63	64 - 109	110 - 121	> 121
190	< 54	54 - 63	64 - 109	110 - 121	> 121
191	< 54	54 - 63	64 - 109	110 - 121	> 121
192	< 55	55 - 64	65 - 110	111 - 122	> 122
193	< 55	55 - 64	65 - 110	111 - 122	> 122
194	< 55	55 - 64	65 - 110	111 - 122	> 122
195	< 55	55 - 64	65 - 110	111 - 122	> 122
196	< 56	56 - 65	66 - 111	112 - 123	> 123
197	< 56	56 - 65	66 - 111	112 - 123	> 123
198	< 56	56 - 65	66 - 111	112 - 123	> 123
199	< 56	56 - 65	66 - 111	112 - 123	> 123
200	< 56	56 - 65	66 - 111	112 - 123	> 123
201	< 57	57 - 66	67 - 112	113 - 124	> 124
202	< 57	57 - 66	67 - 112	113 - 124	> 124
203	< 57	57 - 66	67 - 112	113 - 124	> 124
204	< 57	57 - 66	67 - 112	113 - 124	> 124
205	< 57	57 - 66	67 - 112	113 - 124	> 124
206	< 58	58 - 67	68 - 113	114 - 125	> 125
207	< 58	58 - 67	68 - 113	114 - 125	> 125
208	< 58	58 - 67	68 - 113	114 - 125	> 125
209	< 58	58 - 67	68 - 113	114 - 125	> 125
210	< 59	59 - 68	69 - 114	115 - 126	> 126
211	< 59	59 - 68	69 - 114	115 - 126	> 126
212	< 59	59 - 68	69 - 114	115 - 126	> 126
213	< 59	59 - 68	69 - 114	115 - 126	> 126

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
214	< 59	59 - 68	69 - 114	115 - 126	> 126
215	< 60	60 - 69	70 - 115	116 - 127	> 127
216	< 60	60 - 69	70 - 115	116 - 127	> 127
217	< 60	60 - 69	70 - 115	116 - 127	> 127
218	< 60	60 - 69	70 - 115	116 - 127	> 127
219	< 60	60 - 69	70 - 115	116 - 127	> 127
220	< 61	61 - 70	71 - 116	117 - 128	> 128
221	< 61	61 - 70	71 - 116	117 - 128	> 128
222	< 61	61 - 70	71 - 116	117 - 128	> 128
223	< 61	61 - 70	71 - 116	117 - 128	> 128
224	< 62	62 - 71	72 - 117	118 - 129	> 129
225	< 62	62 - 71	72 - 117	118 - 129	> 129
226	< 62	62 - 71	72 - 117	118 - 129	> 129
227	< 62	62 - 71	72 - 117	118 - 129	> 129
228	< 62	62 - 71	72 - 117	118 - 129	> 129
229	< 63	63 - 72	73 - 118	119 - 130	> 130
230	< 63	63 - 72	73 - 118	119 - 130	> 130
231	< 63	63 - 72	73 - 118	119 - 130	> 130
232	< 63	63 - 72	73 - 118	119 - 130	> 130
233	< 63	63 - 72	73 - 118	119 - 130	> 130
234	< 64	64 - 73	74 - 119	120 - 131	> 131
235	< 64	64 - 73	74 - 119	120 - 131	> 131
236	< 64	64 - 73	74 - 119	120 - 131	> 131
237	< 64	64 - 73	74 - 119	120 - 131	> 131
238	< 64	64 - 73	74 - 119	120 - 131	> 131
239	< 65	65 - 74	75 - 120	121 - 132	> 132
240	< 65	65 - 74	75 - 120	121 - 132	> 132
241	< 65	65 - 74	75 - 120	121 - 132	> 132
242	< 65	65 - 74	75 - 120	121 - 132	> 132
243	< 65	65 - 74	75 - 120	121 - 132	> 132
244	< 66	66 - 75	76 - 121	122 - 133	> 133
245	< 66	66 - 75	76 - 121	122 - 133	> 133
246	< 66	66 - 75	76 - 121	122 - 133	> 133
247	< 66	66 - 75	76 - 121	122 - 133	> 133
248	< 66	66 - 75	76 - 121	122 - 133	> 133
249	< 67	67 - 76	77 - 122	123 - 134	> 134
250	< 67	67 - 76	77 - 122	123 - 134	> 134
251	< 67	67 - 76	77 - 122	123 - 134	> 134
252	< 67	67 - 76	77 - 122	123 - 134	> 134

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>253</b>	< 67	67 - 76	77 - 122	123 - 134	> 134
<b>254</b>	< 68	68 - 77	78 - 123	124 - 135	> 135
<b>255</b>	< 68	68 - 77	78 - 123	124 - 135	> 135
<b>256</b>	< 68	68 - 77	78 - 123	124 - 135	> 135
<b>257</b>	< 68	68 - 77	78 - 123	124 - 135	> 135
<b>258</b>	< 68	68 - 77	78 - 123	124 - 135	> 135
<b>259</b>	< 69	69 - 78	79 - 124	125 - 136	> 136
<b>260</b>	< 69	69 - 78	79 - 124	125 - 136	> 136
<b>261</b>	< 69	69 - 78	79 - 124	125 - 136	> 136
<b>262</b>	< 69	69 - 78	79 - 124	125 - 136	> 136
<b>263</b>	< 69	69 - 78	79 - 124	125 - 136	> 136
<b>264</b>	< 70	70 - 79	80 - 125	126 - 137	> 137
<b>265</b>	< 70	70 - 79	80 - 125	126 - 137	> 137
<b>266</b>	< 70	70 - 79	80 - 125	126 - 137	> 137
<b>267</b>	< 70	70 - 79	80 - 125	126 - 137	> 137
<b>268</b>	< 70	70 - 79	80 - 125	126 - 137	> 137
<b>269</b>	< 71	71 - 80	81 - 126	127 - 138	> 138
<b>270</b>	< 71	71 - 80	81 - 126	127 - 138	> 138
<b>271</b>	< 71	71 - 80	81 - 126	127 - 138	> 138
<b>272</b>	< 71	71 - 80	81 - 126	127 - 138	> 138
<b>273</b>	< 71	71 - 80	81 - 126	127 - 138	> 138
<b>274</b>	< 72	72 - 81	82 - 127	128 - 139	> 139
<b>275</b>	< 72	72 - 81	82 - 127	128 - 139	> 139
<b>276</b>	< 72	72 - 81	82 - 127	128 - 139	> 139
<b>277</b>	< 72	72 - 81	82 - 127	128 - 139	> 139
<b>278</b>	< 72	72 - 81	82 - 127	128 - 139	> 139
<b>279</b>	< 73	73 - 82	83 - 128	129 - 140	> 140
<b>280</b>	< 73	73 - 82	83 - 128	129 - 140	> 140
<b>281</b>	< 73	73 - 82	83 - 128	129 - 140	> 140
<b>282</b>	< 73	73 - 82	83 - 128	129 - 140	> 140
<b>283</b>	< 73	73 - 82	83 - 128	129 - 140	> 140
<b>284</b>	< 74	74 - 83	84 - 129	130 - 141	> 141
<b>285</b>	< 74	74 - 83	84 - 129	130 - 141	> 141
<b>286</b>	< 74	74 - 83	84 - 129	130 - 141	> 141
<b>287</b>	< 74	74 - 83	84 - 129	130 - 141	> 141
<b>288</b>	< 74	74 - 83	84 - 129	130 - 141	> 141
<b>289</b>	< 74	74 - 83	84 - 129	130 - 141	> 141
<b>290</b>	< 75	75 - 84	85 - 130	131 - 142	> 142
<b>291</b>	< 75	75 - 84	85 - 130	131 - 142	> 142

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>292</b>	< 75	75 - 84	85 - 130	131 - 142	> 142
<b>293</b>	< 75	75 - 84	85 - 130	131 - 142	> 142
<b>294</b>	< 75	75 - 84	85 - 130	131 - 142	> 142
<b>295</b>	< 76	76 - 85	86 - 131	132 - 143	> 143
<b>296</b>	< 76	76 - 85	86 - 131	132 - 143	> 143
<b>297</b>	< 76	76 - 85	86 - 131	132 - 143	> 143
<b>298</b>	< 76	76 - 85	86 - 131	132 - 143	> 143
<b>299</b>	< 76	76 - 85	86 - 131	132 - 143	> 143
<b>300</b>	< 77	77 - 86	87 - 132	133 - 144	> 144
<b>301</b>	< 77	77 - 86	87 - 132	133 - 144	> 144
<b>302</b>	< 77	77 - 86	87 - 132	133 - 144	> 144
<b>303</b>	< 77	77 - 86	87 - 132	133 - 144	> 144
<b>304</b>	< 77	77 - 86	87 - 132	133 - 144	> 144
<b>305</b>	< 78	78 - 87	88 - 133	134 - 145	> 145
<b>306</b>	< 78	78 - 87	88 - 133	134 - 145	> 145
<b>307</b>	< 78	78 - 87	88 - 133	134 - 145	> 145
<b>308</b>	< 78	78 - 87	88 - 133	134 - 145	> 145
<b>309</b>	< 78	78 - 87	88 - 133	134 - 145	> 145
<b>310</b>	< 78	78 - 87	88 - 133	134 - 145	> 145
<b>311</b>	< 79	79 - 88	89 - 134	135 - 146	> 146
<b>312</b>	< 79	79 - 88	89 - 134	135 - 146	> 146
<b>313</b>	< 79	79 - 88	89 - 134	135 - 146	> 146
<b>314</b>	< 79	79 - 88	89 - 134	135 - 146	> 146
<b>315</b>	< 79	79 - 88	89 - 134	135 - 146	> 146
<b>316</b>	< 80	80 - 89	90 - 135	136 - 147	> 147
<b>317</b>	< 80	80 - 89	90 - 135	136 - 147	> 147
<b>318</b>	< 80	80 - 89	90 - 135	136 - 147	> 147
<b>319</b>	< 80	80 - 89	90 - 135	136 - 147	> 147
<b>320</b>	< 80	80 - 89	90 - 135	136 - 147	> 147
<b>321</b>	< 80	80 - 89	90 - 135	136 - 147	> 147
<b>322</b>	< 81	81 - 90	91 - 136	137 - 148	> 148
<b>323</b>	< 81	81 - 90	91 - 136	137 - 148	> 148
<b>324</b>	< 81	81 - 90	91 - 136	137 - 148	> 148
<b>325</b>	< 81	81 - 90	91 - 136	137 - 148	> 148
<b>326</b>	< 81	81 - 90	91 - 136	137 - 148	> 148
<b>327</b>	< 82	82 - 91	92 - 137	138 - 149	> 149
<b>328</b>	< 82	82 - 91	92 - 137	138 - 149	> 149
<b>329</b>	< 82	82 - 91	92 - 137	138 - 149	> 149
<b>330</b>	< 82	82 - 91	92 - 137	138 - 149	> 149

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>331</b>	< 82	82 - 91	92 - 137	138 - 149	> 149
<b>332</b>	< 82	82 - 91	92 - 137	138 - 149	> 149
<b>333</b>	< 83	83 - 92	93 - 138	139 - 150	> 150
<b>334</b>	< 83	83 - 92	93 - 138	139 - 150	> 150
<b>335</b>	< 83	83 - 92	93 - 138	139 - 150	> 150
<b>336</b>	< 83	83 - 92	93 - 138	139 - 150	> 150
<b>337</b>	< 83	83 - 92	93 - 138	139 - 150	> 150
<b>338</b>	< 84	84 - 93	94 - 139	140 - 151	> 151
<b>339</b>	< 84	84 - 93	94 - 139	140 - 151	> 151
<b>340</b>	< 84	84 - 93	94 - 139	140 - 151	> 151
<b>341</b>	< 84	84 - 93	94 - 139	140 - 151	> 151
<b>342</b>	< 84	84 - 93	94 - 139	140 - 151	> 151
<b>343</b>	< 84	84 - 93	94 - 139	140 - 151	> 151
<b>344</b>	< 85	85 - 94	95 - 140	141 - 152	> 152
<b>345</b>	< 85	85 - 94	95 - 140	141 - 152	> 152
<b>346</b>	< 85	85 - 94	95 - 140	141 - 152	> 152
<b>347</b>	< 85	85 - 94	95 - 140	141 - 152	> 152
<b>348</b>	< 85	85 - 94	95 - 140	141 - 152	> 152
<b>349</b>	< 86	86 - 95	96 - 141	142 - 153	> 153
<b>350</b>	< 86	86 - 95	96 - 141	142 - 153	> 153
<b>351</b>	< 86	86 - 95	96 - 141	142 - 153	> 153
<b>352</b>	< 86	86 - 95	96 - 141	142 - 153	> 153
<b>353</b>	< 86	86 - 95	96 - 141	142 - 153	> 153
<b>354</b>	< 86	86 - 95	96 - 141	142 - 153	> 153
<b>355</b>	< 87	87 - 96	97 - 142	143 - 154	> 154
<b>356</b>	< 87	87 - 96	97 - 142	143 - 154	> 154
<b>357</b>	< 87	87 - 96	97 - 142	143 - 154	> 154
<b>358</b>	< 87	87 - 96	97 - 142	143 - 154	> 154
<b>359</b>	< 87	87 - 96	97 - 142	143 - 154	> 154
<b>360</b>	< 87	87 - 96	97 - 142	143 - 154	> 154
<b>361</b>	< 88	88 - 97	98 - 143	144 - 155	> 155
<b>362</b>	< 88	88 - 97	98 - 143	144 - 155	> 155
<b>363</b>	< 88	88 - 97	98 - 143	144 - 155	> 155
<b>364</b>	< 88	88 - 97	98 - 143	144 - 155	> 155
<b>365</b>	< 88	88 - 97	98 - 143	144 - 155	> 155
<b>366</b>	< 88	88 - 97	98 - 143	144 - 155	> 155
<b>367</b>	< 89	89 - 98	99 - 144	145 - 156	> 156
<b>368</b>	< 89	89 - 98	99 - 144	145 - 156	> 156
<b>369</b>	< 89	89 - 98	99 - 144	145 - 156	> 156

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>370</b>	< 89	89 - 98	99 - 144	145 - 156	> 156
<b>371</b>	< 89	89 - 98	99 - 144	145 - 156	> 156
<b>372</b>	< 90	90 - 99	100 - 145	146 - 157	> 157
<b>373</b>	< 90	90 - 99	100 - 145	146 - 157	> 157
<b>374</b>	< 90	90 - 99	100 - 145	146 - 157	> 157
<b>375</b>	< 90	90 - 99	100 - 145	146 - 157	> 157
<b>376</b>	< 90	90 - 99	100 - 145	146 - 157	> 157
<b>377</b>	< 90	90 - 99	100 - 145	146 - 157	> 157
<b>378</b>	< 91	91 - 100	101 - 146	147 - 158	> 158
<b>379</b>	< 91	91 - 100	101 - 146	147 - 158	> 158
<b>380</b>	< 91	91 - 100	101 - 146	147 - 158	> 158
<b>381</b>	< 91	91 - 100	101 - 146	147 - 158	> 158
<b>382</b>	< 91	91 - 100	101 - 146	147 - 158	> 158
<b>383</b>	< 91	91 - 100	101 - 146	147 - 158	> 158
<b>384</b>	< 92	92 - 101	102 - 147	148 - 159	> 159
<b>385</b>	< 92	92 - 101	102 - 147	148 - 159	> 159
<b>386</b>	< 92	92 - 101	102 - 147	148 - 159	> 159
<b>387</b>	< 92	92 - 101	102 - 147	148 - 159	> 159
<b>388</b>	< 92	92 - 101	102 - 147	148 - 159	> 159
<b>389</b>	< 92	92 - 101	102 - 147	148 - 159	> 159
<b>390</b>	< 93	93 - 102	103 - 148	149 - 160	> 160
<b>391</b>	< 93	93 - 102	103 - 148	149 - 160	> 160
<b>392</b>	< 93	93 - 102	103 - 148	149 - 160	> 160
<b>393</b>	< 93	93 - 102	103 - 148	149 - 160	> 160
<b>394</b>	< 93	93 - 102	103 - 148	149 - 160	> 160
<b>395</b>	< 93	93 - 102	103 - 148	149 - 160	> 160
<b>396</b>	< 94	94 - 103	104 - 149	150 - 161	> 161
<b>397</b>	< 94	94 - 103	104 - 149	150 - 161	> 161
<b>398</b>	< 94	94 - 103	104 - 149	150 - 161	> 161
<b>399</b>	< 94	94 - 103	104 - 149	150 - 161	> 161
<b>400</b>	< 94	94 - 103	104 - 149	150 - 161	> 161
<b>401</b>	< 94	94 - 103	104 - 149	150 - 161	> 161
<b>402</b>	< 95	95 - 104	105 - 150	151 - 162	> 162
<b>403</b>	< 95	95 - 104	105 - 150	151 - 162	> 162
<b>404</b>	< 95	95 - 104	105 - 150	151 - 162	> 162
<b>405</b>	< 95	95 - 104	105 - 150	151 - 162	> 162
<b>406</b>	< 95	95 - 104	105 - 150	151 - 162	> 162
<b>407</b>	< 95	95 - 104	105 - 150	151 - 162	> 162
<b>408</b>	< 96	96 - 105	106 - 151	152 - 163	> 163



**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>409</b>	< 96	96 - 105	106 - 151	152 - 163	> 163
<b>410</b>	< 96	96 - 105	106 - 151	152 - 163	> 163
<b>411</b>	< 96	96 - 105	106 - 151	152 - 163	> 163
<b>412</b>	< 96	96 - 105	106 - 151	152 - 163	> 163
<b>413</b>	< 96	96 - 105	106 - 151	152 - 163	> 163
<b>414</b>	< 97	97 - 106	107 - 152	153 - 164	> 164
<b>415</b>	< 97	97 - 106	107 - 152	153 - 164	> 164
<b>416</b>	< 97	97 - 106	107 - 152	153 - 164	> 164
<b>417</b>	< 97	97 - 106	107 - 152	153 - 164	> 164
<b>418</b>	< 97	97 - 106	107 - 152	153 - 164	> 164
<b>419</b>	< 97	97 - 106	107 - 152	153 - 164	> 164
<b>420</b>	< 98	98 - 107	108 - 153	154 - 165	> 165
<b>421</b>	< 98	98 - 107	108 - 153	154 - 165	> 165
<b>422</b>	< 98	98 - 107	108 - 153	154 - 165	> 165
<b>423</b>	< 98	98 - 107	108 - 153	154 - 165	> 165
<b>424</b>	< 98	98 - 107	108 - 153	154 - 165	> 165
<b>425</b>	< 98	98 - 107	108 - 153	154 - 165	> 165
<b>426</b>	< 99	99 - 108	109 - 154	155 - 166	> 166
<b>427</b>	< 99	99 - 108	109 - 154	155 - 166	> 166
<b>428</b>	< 99	99 - 108	109 - 154	155 - 166	> 166
<b>429</b>	< 99	99 - 108	109 - 154	155 - 166	> 166
<b>430</b>	< 99	99 - 108	109 - 154	155 - 166	> 166
<b>431</b>	< 99	99 - 108	109 - 154	155 - 166	> 166
<b>432</b>	< 100	100 - 109	110 - 155	156 - 167	> 167
<b>433</b>	< 100	100 - 109	110 - 155	156 - 167	> 167
<b>434</b>	< 100	100 - 109	110 - 155	156 - 167	> 167
<b>435</b>	< 100	100 - 109	110 - 155	156 - 167	> 167
<b>436</b>	< 100	100 - 109	110 - 155	156 - 167	> 167
<b>437</b>	< 100	100 - 109	110 - 155	156 - 167	> 167
<b>438</b>	< 101	101 - 110	111 - 156	157 - 168	> 168
<b>439</b>	< 101	101 - 110	111 - 156	157 - 168	> 168
<b>440</b>	< 101	101 - 110	111 - 156	157 - 168	> 168
<b>441</b>	< 101	101 - 110	111 - 156	157 - 168	> 168
<b>442</b>	< 101	101 - 110	111 - 156	157 - 168	> 168
<b>443</b>	< 101	101 - 110	111 - 156	157 - 168	> 168
<b>444</b>	< 101	101 - 110	111 - 156	157 - 168	> 168
<b>445</b>	< 102	102 - 111	112 - 157	158 - 169	> 169
<b>446</b>	< 102	102 - 111	112 - 157	158 - 169	> 169
<b>447</b>	< 102	102 - 111	112 - 157	158 - 169	> 169

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>448</b>	< 102	102 - 111	112 - 157	158 - 169	> 169
<b>449</b>	< 102	102 - 111	112 - 157	158 - 169	> 169
<b>450</b>	< 102	102 - 111	112 - 157	158 - 169	> 169
<b>451</b>	< 103	103 - 112	113 - 158	159 - 170	> 170
<b>452</b>	< 103	103 - 112	113 - 158	159 - 170	> 170
<b>453</b>	< 103	103 - 112	113 - 158	159 - 170	> 170
<b>454</b>	< 103	103 - 112	113 - 158	159 - 170	> 170
<b>455</b>	< 103	103 - 112	113 - 158	159 - 170	> 170
<b>456</b>	< 103	103 - 112	113 - 158	159 - 170	> 170
<b>457</b>	< 104	104 - 113	114 - 159	160 - 171	> 171
<b>458</b>	< 104	104 - 113	114 - 159	160 - 171	> 171
<b>459</b>	< 104	104 - 113	114 - 159	160 - 171	> 171
<b>460</b>	< 104	104 - 113	114 - 159	160 - 171	> 171
<b>461</b>	< 104	104 - 113	114 - 159	160 - 171	> 171
<b>462</b>	< 104	104 - 113	114 - 159	160 - 171	> 171
<b>463</b>	< 104	104 - 113	114 - 159	160 - 171	> 171
<b>464</b>	< 105	105 - 114	115 - 160	161 - 172	> 172
<b>465</b>	< 105	105 - 114	115 - 160	161 - 172	> 172
<b>466</b>	< 105	105 - 114	115 - 160	161 - 172	> 172
<b>467</b>	< 105	105 - 114	115 - 160	161 - 172	> 172
<b>468</b>	< 105	105 - 114	115 - 160	161 - 172	> 172
<b>469</b>	< 105	105 - 114	115 - 160	161 - 172	> 172
<b>470</b>	< 106	106 - 115	116 - 161	162 - 173	> 173
<b>471</b>	< 106	106 - 115	116 - 161	162 - 173	> 173
<b>472</b>	< 106	106 - 115	116 - 161	162 - 173	> 173
<b>473</b>	< 106	106 - 115	116 - 161	162 - 173	> 173
<b>474</b>	< 106	106 - 115	116 - 161	162 - 173	> 173
<b>475</b>	< 106	106 - 115	116 - 161	162 - 173	> 173
<b>476</b>	< 106	106 - 115	116 - 161	162 - 173	> 173
<b>477</b>	< 107	107 - 116	117 - 162	163 - 174	> 174
<b>478</b>	< 107	107 - 116	117 - 162	163 - 174	> 174
<b>479</b>	< 107	107 - 116	117 - 162	163 - 174	> 174
<b>480</b>	< 107	107 - 116	117 - 162	163 - 174	> 174
<b>481</b>	< 107	107 - 116	117 - 162	163 - 174	> 174
<b>482</b>	< 107	107 - 116	117 - 162	163 - 174	> 174
<b>483</b>	< 108	108 - 117	118 - 163	164 - 175	> 175
<b>484</b>	< 108	108 - 117	118 - 163	164 - 175	> 175
<b>485</b>	< 108	108 - 117	118 - 163	164 - 175	> 175
<b>486</b>	< 108	108 - 117	118 - 163	164 - 175	> 175

**Table 4 – Rideability Requirements for Resurfacing**

<b>Initial Ride</b>	<b>107%</b>	<b>105%</b>	<b>100%</b>	<b>95%</b>	<b>Repair</b>
<b>487</b>	< 108	108 - 117	118 - 163	164 - 175	> 175
<b>488</b>	< 108	108 - 117	118 - 163	164 - 175	> 175
<b>489</b>	< 108	108 - 117	118 - 163	164 - 175	> 175
<b>490</b>	< 109	109 - 118	119 - 164	165 - 176	> 176
<b>491</b>	< 109	109 - 118	119 - 164	165 - 176	> 176
<b>492</b>	< 109	109 - 118	119 - 164	165 - 176	> 176
<b>493</b>	< 109	109 - 118	119 - 164	165 - 176	> 176
<b>494</b>	< 109	109 - 118	119 - 164	165 - 176	> 176
<b>495</b>	< 109	109 - 118	119 - 164	165 - 176	> 176
<b>496</b>	< 110	110 - 119	120 - 165	166 - 177	> 177
<b>497</b>	< 110	110 - 119	120 - 165	166 - 177	> 177
<b>498</b>	< 110	110 - 119	120 - 165	166 - 177	> 177
<b>499</b>	< 110	110 - 119	120 - 165	166 - 177	> 177
<b>&gt; 499</b>	< 110	110 - 119	120 - 165	166 - 177	> 177