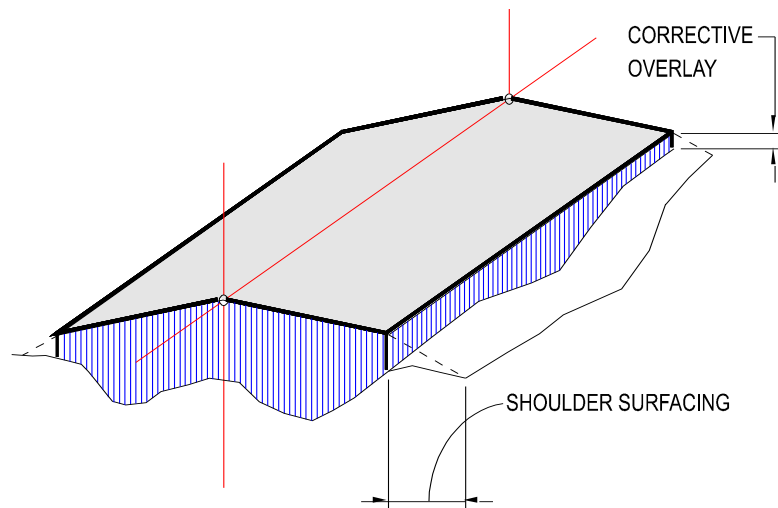


WADELL ENGINEERING CORPORATION

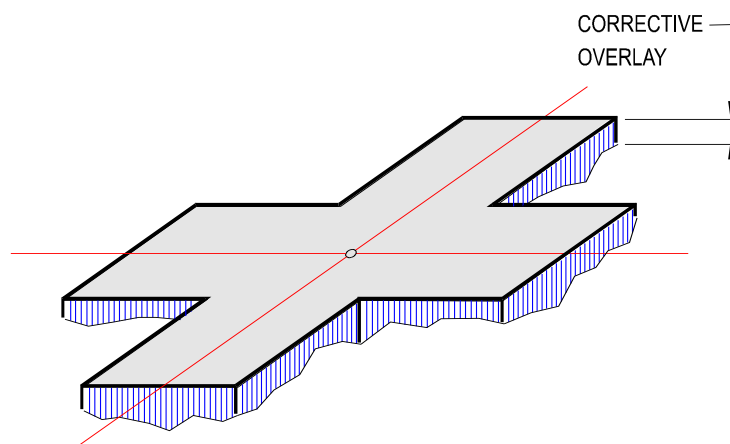
PAVEMENT ANALYSIS VALUE ENGINEERING

WECPAVE: THE NEED

WECPAVE is a proprietary computer program that models asphalt or concrete pavement runway, taxiway and apron reconstruction and overlays in an efficient, accurate, and cost effective manner. It identifies deficiencies, corrects the surface grades, and redesigns until the optimum overlay result is achieved. This program allows the planner and engineer to optimize the elevations that will maximize smoothness and minimize material and construction costs. Furthermore, the quantity of materials for unit price bidding is more accurate when using WECPAVE.



PAVEMENT SURFACE CORRECTION



PAVEMENT INTERSECTION CORRECTION

WECPAVE: THE METHOD

WECPAVE uses detailed survey data on a grid basis and precise modeling to optimize design alternatives resulting in final reports used for bidding and field staking and contractor quality control. WECPAVE can calculate numerous alternatives for reconstruction. The following four example scenarios illustrate variations in the extent of planing, leveling, overlay, and offset crown overlays.

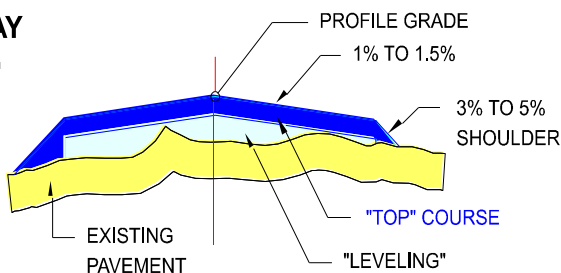
The alternatives selected differ according to the existing conditions, project size, budget, and time available for construction. Using WECPAVE, our airport engineers are able to provide optimum, accurate, cost effective, and timely designs for airport pavements.

Sustainable pavement projects are those that are thick enough to achieve service life with little maintenance, yet thin enough to reduce materials, energy and cost without compromising results.

No other program or technique is specifically designed to yield optimum results for all of your airfield pavement reconstruction projects. After all, WECPAVE was created just to do this job!

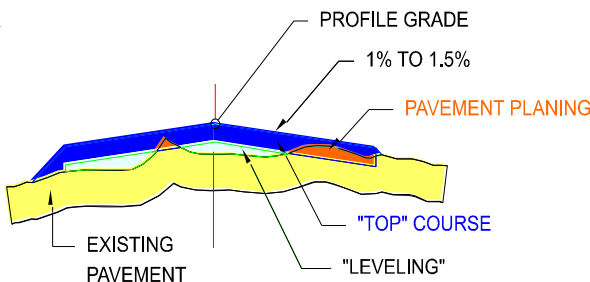
MAXIMUM OVERLAY

EXTENSIVE LEVELING
NO PLANING



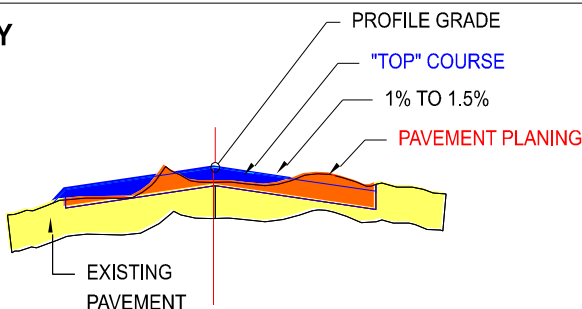
MEDIUM OVERLAY

MODERATE LEVELING
MODERATE PLANING

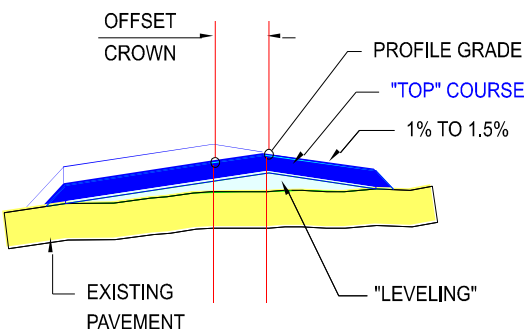


MINIMUM OVERLAY

NO LEVELING
EXTENSIVE PLANING



OFFSET CROWN OVERLAY



WECPAVE: THE REPORTS

The “Existing Elevation & Cross Slopes Report” presents spot elevations and percent slope between points to evaluate compliance with FAA cross slope requirements.

The “Finish Profile Report” tabulates the new design profile including vertical curves and tangents, grades and curve lengths, and all finished elevations.

The “Finish Cross Slopes Report” presents the new design slopes by paving lane along the full length centerline to confirm that FAA standards are being met. Even offset profiles can be run.

The “Planing Thickness”, “Leveling Course Thickness” and “Total Thickness” Reports give the location and depth of planing, leveling, and top course plus the quantities between stations for each paving lane and job cumulative quantities. The same maps are used during construction for quality control.

The WECPAVE model can be recalculated during the job if the contractor needs (1) different paving lane widths, (2) quantity breakdowns for a select range of stations, or (3) tonnage analysis to allow scheduling of work during critical airport facility shutdown periods or night paving.

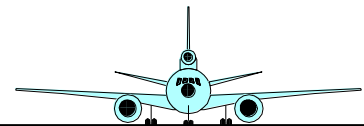
WECPAVE: THE RESULTS

The WECPAVE design program provides (1) accurate design, (2) optimal quantities, (3) scheduling for minimum downtime, (4) planning, budgeting, and conserving of funds by airport management, (5) lower bidding by contractors, and (6) accelerated design to capture available FAA funding either in stages or as a complete project.

WECPAVE is the most cost effective pavement overlay design and construction methodology available. When time or money is important, rely on WECPAVE! When both are important WECPAVE provides the only solution!

For a consultation as to how WECPAVE can enhance your pavement projects, please contact:

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AIRPORT PLANNING - ENGINEERING – MANAGEMENT

WECPAVE – ACHIEVING EXCELLENCE BY THE LINEAR FOOT!