

# **The Road Inventory of Back Bay National Wildlife Refuge**

## **Virginia Beach, VA**



Prepared By:  
Federal Highway Administration  
Central Federal Lands Highway Division  
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## INTRODUCTION

The Transportation Equity Act for the 21<sup>st</sup> Century (Public Law 105-178) created the Refuge Roads Program. Refuge roads are those public roads that provide access to or within a unit of the National Wildlife Refuge System and for which title and maintenance responsibility is vested in the United States Government. Funds from the Highway Trust Fund are available for refuge roads and can be used by the station to pay the cost of:

- (a) Maintenance and improvements of refuge roads.
- (b) Maintenance and improvements of:
  - (1) Adjacent vehicle parking areas
  - (2) Provision for pedestrians and bicycles and
  - (3) Construction and reconstruction of roadside rest areas that are located in or adjacent to wildlife refuges
- (c) Administrative costs associated with such maintenance and improvements.

The funds available for refuge roads are to be disbursed based on the relative needs of the various refuges in the National Wildlife Refuge System, and taking into consideration:

- (a) The comprehensive conservation plan for each refuge;
- (b) The need for access as identified through land use planning; and
- (c) The impact of land use planning on existing transportation facilities.

To determine the relative needs of the U.S. Fish and Wildlife Service, the Federal Highway Administration (FHWA) was asked to inventory all public access roads and parking lots and provide a condition assessment of each. In 2008 the inventory was expanded to include administrative (service use only) roads and parking lots. An FHWA representative meets with refuge personnel to identify route segments and assign route numbers and functional classifications (See Appendix) for each route. All roads and parking lots are mapped using Trimble GPS units and visually assessed for condition using the RSL method of evaluation developed at Utah State University (See Appendix). Culverts, Gates, Guardrails and Low Water Crossings are also mapped and inspected for any obvious defects.

An estimate is provided, in year 2008 dollars, based on the condition determined by the rating system. Estimates are based upon data and location factors from the 2008 RS Means Heavy Construction Cost Data 22<sup>nd</sup> Annual Edition. Cost estimates should be evaluated on a case-by-case basis when being used for programming purposes.

Native Surfaced roads and parking lots already inventoried will not be re-inventoried and will not appear individually in report chapters 5, 6 and 8. Mileages and areas of native surfaced roads and parking lots will still appear in all summaries in the report and will remain in the road inventory database. In addition to this report, the FHWA will furnish the condition ratings of each route and segment to the Fish and Wildlife Service in a Microsoft Access database so the data can be included in their Real Property Inventory.

## Back Bay Summaries

### Route Miles and Percentages by Functional Class and Condition Condition Rating (Based on RSL)\*

F.C.	Excellent		Good		Fair		Poor		Failed		Total
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%	Miles
I	0.00	0.0%	0.00	0.0%	1.26	100.0%	0.00	0.0%	0.00	0.0%	1.26
II	0.00	0.0%	0.26	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.26
III	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
IV	0.00	0.0%	0.23	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.23
V	0.00	0.0%	8.17	82.4%	1.74	17.6%	0.00	0.0%	0.00	0.0%	9.91
<b>Total</b>	<b>0.00</b>	<b>0.0%</b>	<b>8.66</b>	<b>74.3%</b>	<b>3.00</b>	<b>25.7%</b>	<b>0.00</b>	<b>0.0%</b>	<b>0.00</b>	<b>0.0%</b>	<b>11.65</b>

\*For a description of condition ratings for the various surface types see the Appendix.

### Route Miles and Percentages by Surface Type and Condition Paved Condition Rating [Condition(RSL)]

Surface Type	Excellent		Good		Fair		Poor		Failed		Total
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%	Miles
AS	0.00	0.0%	0.00	0.0%	1.34	100.0%	0.00	0.0%	0.00	0.0%	1.34
CO	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
<b>Total</b>	<b>0.00</b>	<b>0.0%</b>	<b>0.00</b>	<b>0.0%</b>	<b>1.34</b>	<b>100.0%</b>	<b>0.00</b>	<b>0.0%</b>	<b>0.00</b>	<b>0.0%</b>	<b>1.34</b>

### Unpaved Condition Rating [Condition(RSL)]

Surface Type	Excellent		Good		Fair		Poor		Failed		Total
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%	Miles
GR	0.00	0.0%	7.05	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	7.05
NA	0.00	0.0%	1.60	49.1%	1.66	50.9%	0.00	0.0%	0.00	0.0%	3.26
PR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
<b>Total</b>	<b>0.00</b>	<b>0.0%</b>	<b>8.66</b>	<b>83.9%</b>	<b>1.66</b>	<b>16.1%</b>	<b>0.00</b>	<b>0.0%</b>	<b>0.00</b>	<b>0.0%</b>	<b>10.32</b>

### Square Footage (Parking Areas) Condition Rating

Surface Type	Excellent		Good		Fair		Poor		Failed		Total
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft
AS	0	0.0%	0	0.0%	44,237	100.0%	0	0.0%	0	0.0%	44,237
CO	0	0.0%	3,518	100.0%	0	0.0%	0	0.0%	0	0.0%	3,518
GR	0	0.0%	21,166	67.6%	10,123	32.4%	0	0.0%	0	0.0%	31,289
NA	0	0.0%	18,102	100.0%	0	0.0%	0	0.0%	0	0.0%	18,102
PR	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
<b>Total</b>	<b>0</b>	<b>0.0%</b>	<b>42,786</b>	<b>44.0%</b>	<b>54,360</b>	<b>56.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>97,146</b>

## Back Bay Summaries

**Route Miles and Percentages by Use Type and Condition**  
Road Condition Rating: Public/Administrative Use

Use Type	Excellent		Good		Fair		Poor		Failed		Total
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%	Miles
Admin	0.00	0.0%	8.40	82.8%	1.74	17.2%	0.00	0.0%	0.00	0.0%	10.14
Public	0.00	0.0%	0.26	17.0%	1.26	83.0%	0.00	0.0%	0.00	0.0%	1.51
<b>Total</b>	<b>0.00</b>	<b>0.0%</b>	<b>8.66</b>	<b>74.3%</b>	<b>3.00</b>	<b>25.7%</b>	<b>0.00</b>	<b>0.0%</b>	<b>0.00</b>	<b>0.0%</b>	<b>11.65</b>

Parking Condition Rating: Public/Administrative Use

Use Type	Excellent		Good		Fair		Poor		Failed		Total
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft
Admin	0	0.0%	39,268	93.5%	2,721	6.5%	0	0.0%	0	0.0%	41,989
Public	0	0.0%	3,518	6.4%	51,639	93.6%	0	0.0%	0	0.0%	55,157
<b>Total</b>	<b>0</b>	<b>0.0%</b>	<b>42,786</b>	<b>44.0%</b>	<b>54,360</b>	<b>56.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>97,146</b>



# Back Bay NWR ROUTE LOCATION MAP





# Back Bay NWR ROUTE LOCATION MAP 2



## Back Bay - 51510 - ROUTE IDENTIFICATION LIST (NUMERIC)

**Shading Color Key:**

White = Paved Routes

Yellow = Unpaved Routes

RTE #	Asset Number	ROUTE NAME	RTE MI	ROUTE DESCRIPTION	PAVED MI	UN-PAVED MI	LANES	FC
010	10020504	North Entrance Road	1.26	From end of Sandpiper Road to Visitor Center Parking (Route 900)	1.26	0.00	2	1
101	10020527	Ashville Bridge Creek Education Center Access	0.26	From Newbridge Road to Shop Road (Route 300)	0.00	0.26	1	2
300	10020527	Shop Road	0.13	From Ashville Bridge Creek Education Center Access (Route 101) to Ashville Bridge Creek Education Center Access (Route 101)	0.00	0.13	1	4
301	10020527	Back Bay Shop Access	0.10	From Cut-Across Road to Back Bay Shop Parking (Route 800)	0.00	0.10	1	4
400	10020588	Colechester Dike Road	1.45	From Colechester Unit Parking (Route 904) to end of loop	0.00	1.45	1	5
401	10020527	Trails Access Road	0.51	From Employee Visitor Center Parking (Route 805) to East/West Dike Loop (Route 402)	0.00	0.51	2	5
402		East/West Dike Loop	5.93	From Trails Access Road (Route 402) to end of loop at Trails Access Road (Route 402)	0.00	5.93	1	5
403		Cut-Across Road	0.13	From Trails Access Road (Route 402) to Trails Access Road (Route 402)	0.00	0.13	1	5
404		North Cut-Across Dike Road	0.41	From Trails Access Road (Route 402) to Trails Access Road (Route 402)	0.00	0.41	1	5
405		South Cut-Across Dike Road	0.50	From Trails Access Road (Route 402) to Trails Access Road (Route 402)	0.00	0.50	1	5
406		Central Dike Road	0.45	From South Cut-Across Dike Road (Route 405) to Middle Dike Road (Route 407)	0.00	0.45	1	5
407		Middle Dike Road	0.45	From Trails Access Road (Route 402) to Trails Access Road (Route 402)	0.00	0.45	1	5
408	10020499	Beach Road	0.08	From North Entrance Road (Route 010) to end of route at beach	0.08	0.00	1	5



## Back Bay - 51510 - ROUTE IDENTIFICATION LIST (PARKING)

**Shading Color Key:**

White = Paved Parking Lots

Green = Unpaved Parking Lots

RTE #	Asset Number	ROUTE NAME	RTE SQFT	ROUTE DESCRIPTION	PAVED SQFT	UNPAVED SQFT
800		Back Bay Shop Parking	19,774		0	19,774
801		East Employee Shop Parking	1,392		0	1,392
802		West Employee Shop Parking	8,549		0	8,549
803		Employee Visitor Center Parking	2,721		2,721	0
804		Employee Visitor Center Native Parking	9,553		0	9,553
900	10020514	Visitor Center Parking	41,516		41,516	0
901		Horn Point Gravel Parking	7,655		0	7,655
902	10055872	Horn Point Cobblestone Parking	3,118		3,118	0
903	10055872	Horn Point Handicap Parking	400		400	0
904	10020588	Colechester Unit Parking	2,468		0	2,468

## CHANGES TO THE FISH AND WILDLIFE SERVICE ROAD INVENTORY REPORT

### Back Bay

#### Routes added to previous inventory:

Rte #	Rte Name	Reason for Addition
300	Shop Road	New Administrative Route
301	Back Bay Shop Access	New Administrative Route
400	Colechester Dike Road	New Administrative Route
401	Trails Access Road	New Administrative Route
402	East/West Dike Loop	New Administrative Route
403	Cut-Across Road	New Administrative Route
404	North Cut-Across Dike Road	New Administrative Route
405	South Cut-Across Dike Road	New Administrative Route
406	Central Dike Road	New Administrative Route
407	Middle Dike Road	New Administrative Route
408	Beach Road	New Administrative Route
800	Back Bay Shop Parking	New Administrative Route
801	East Employee Shop Parking	New Administrative Route
802	West Employee Shop Parking	New Administrative Route
803	Employee Visitor Center Parking	New Administrative Route
804	Employee Visitor Center Native Parking	New Administrative Route
904	Colechester Unit Parking	New Public Route

#### Routes removed from previous inventory:

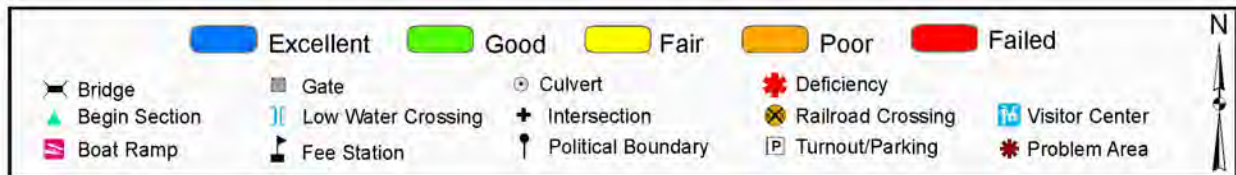
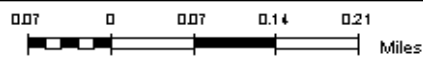
Rte #	Rte Name	Reason for Removal

#### Routes modified from previous inventory:

Rte #	Rte Name	Type of Modification	Description of Modification
101	Ashville Bridge Creek Education Center Access	Geometry Change	

#### Comments:

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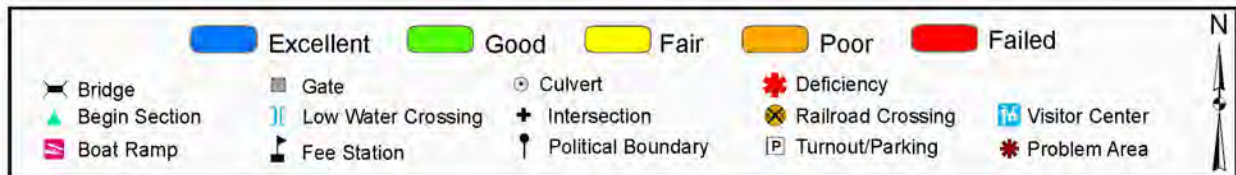
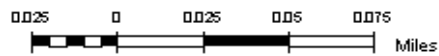
Route: 010 North Entrance Road

Total Route Length: **1.26 Miles**

Route Description: From end of Sandpiper Road to Visitor Center Parking (Route 900)

Asset Number	10020504
Section Number	001
Section Length (miles)	1.26
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Asphalt
Number of Lanes	2
Roadway Width (feet)	20.00
<b>Roadway Condition Information</b>	
Condition	Fair
Remaining Service Life (years)	10
Cost Estimate	133,800
CRV	1,482,200.00





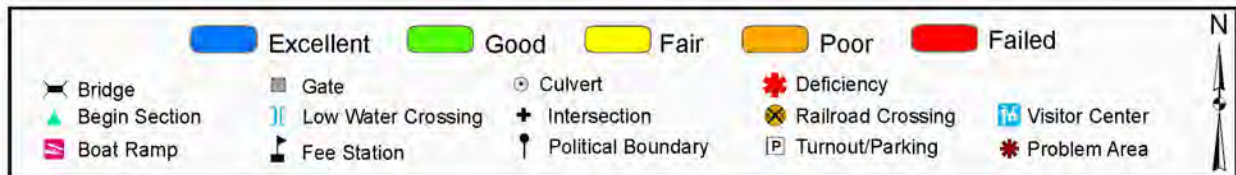
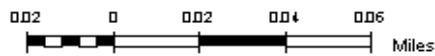
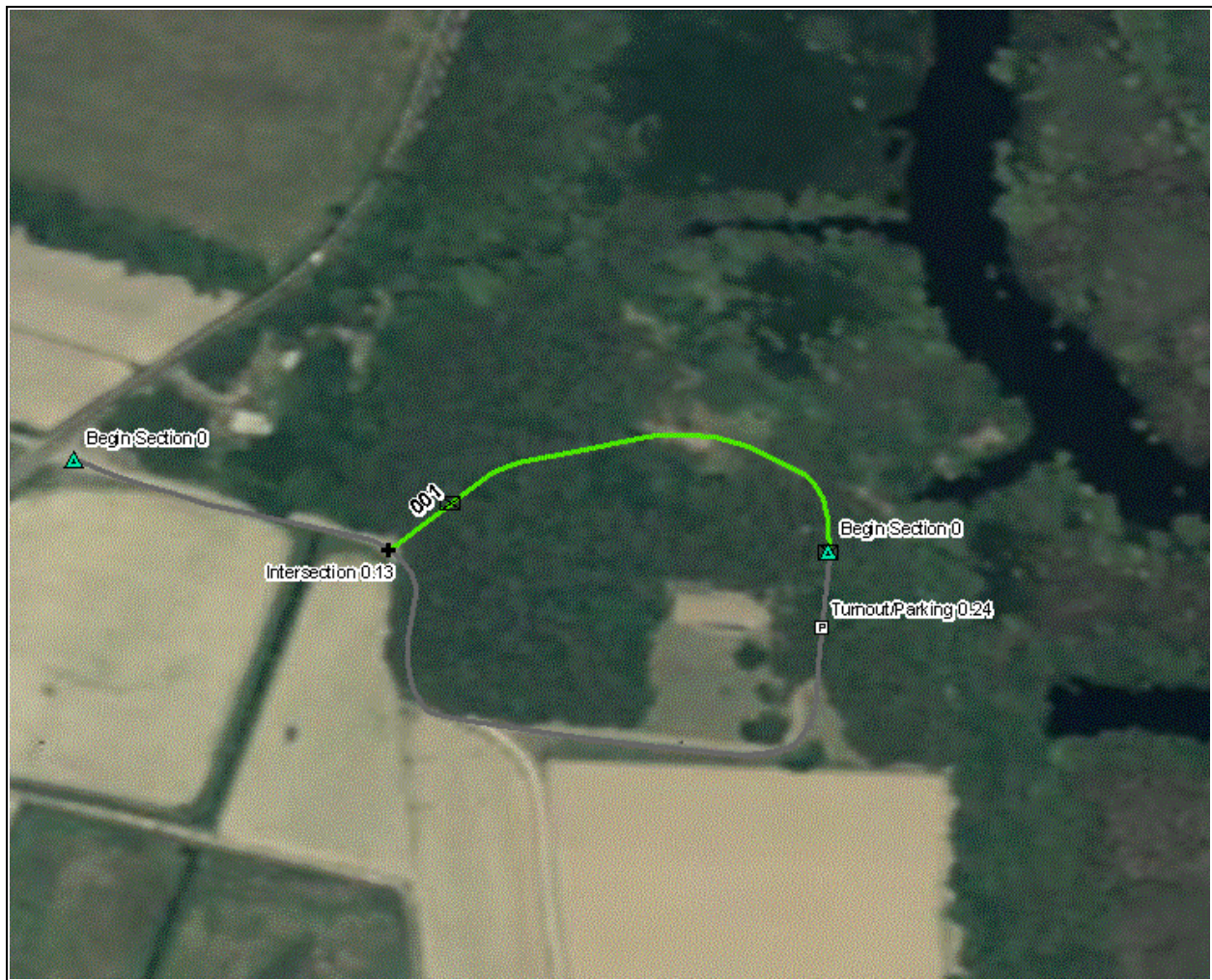
Route: 101 Ashville Bridge Creek Education Center Access

Total Route Length: **0.26 Miles**

Route Description: From Newbridge Road to Shop Road (Route 300)

Asset Number	10020527
Section Number	001
Section Length (miles)	0.26
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	10.00
<b>Roadway Condition Information</b>	
Condition	Good
Remaining Service Life (years)	5
Cost Estimate	400
CRV	175,500.00





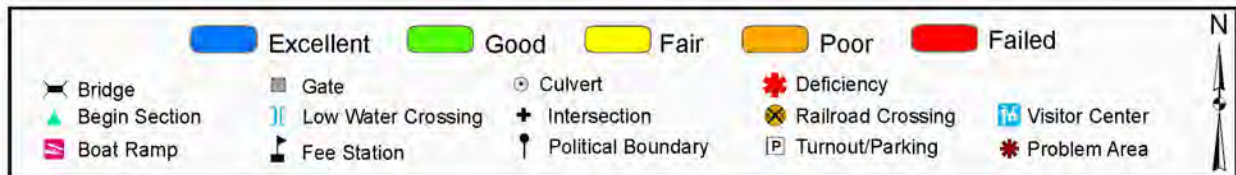
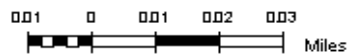
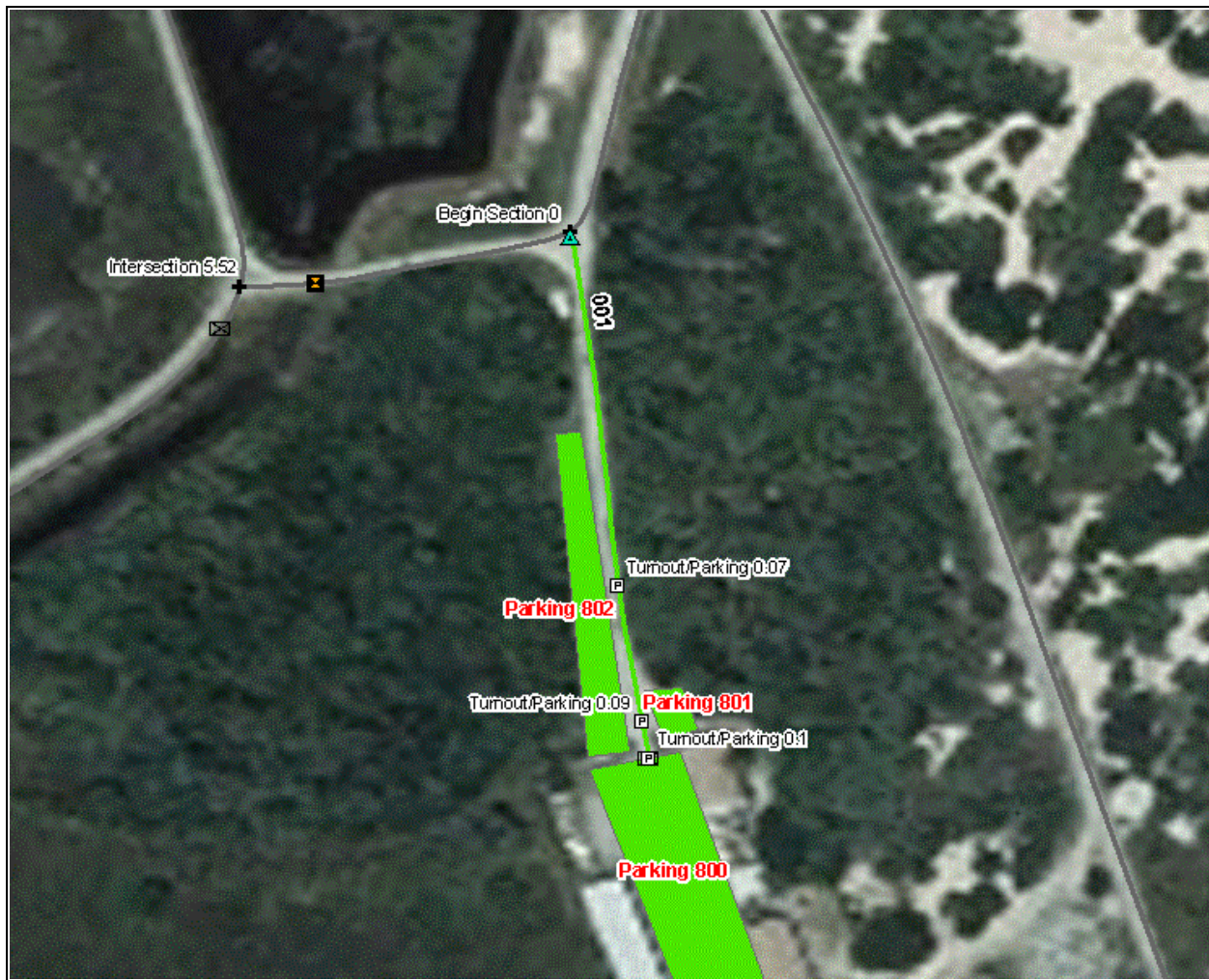
Route: 300 Shop Road

Total Route Length: **0.13 Miles**

Route Description: From Ashville Bridge Creek Education Center Access (Route 101) to Ashville Bridge Creek Education Center Access (Route 101)

Asset Number	10020527
Section Number	001
Section Length (miles)	0.13
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	10.00
<b>Roadway Condition Information</b>	
Condition	Good
Remaining Service Life (years)	7
Cost Estimate	200
CRV	87,400.00





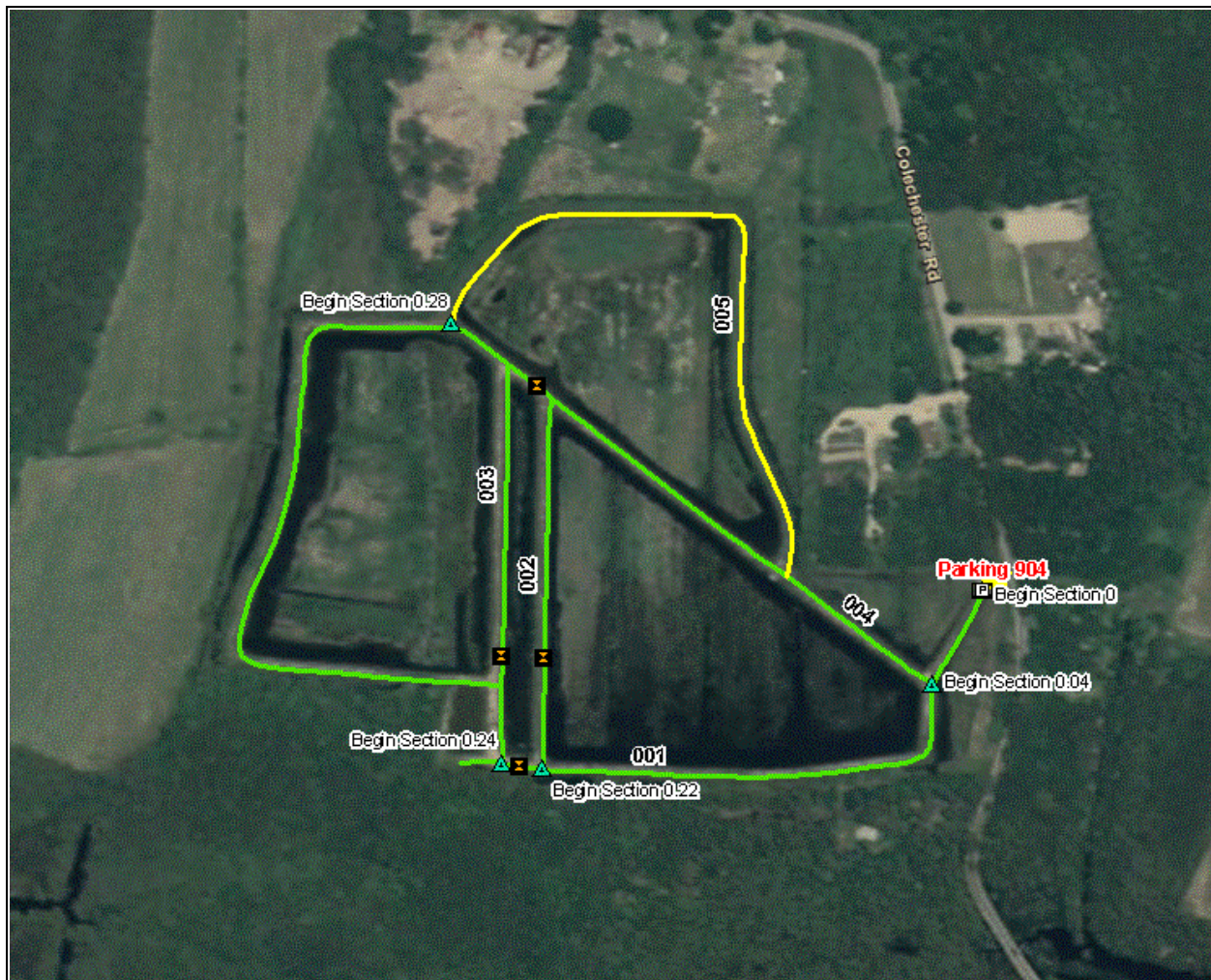
Route: 301 Back Bay Shop Access

Total Route Length: **0.10 Miles**

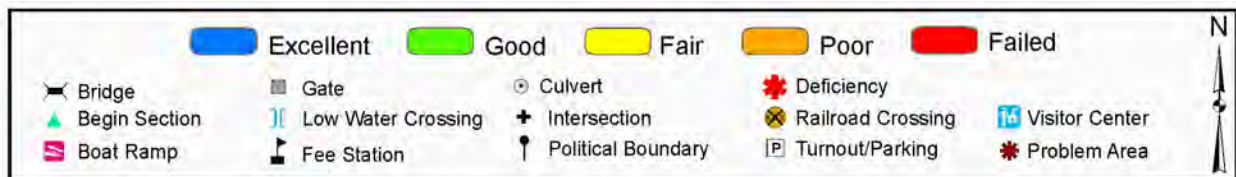
Route Description: From Cut-Across Road to Back Bay Shop Parking (Route 800)

Asset Number	10020527
Section Number	001
Section Length (miles)	0.10
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	14.00
<b>Roadway Condition Information</b>	
Condition	Good
Remaining Service Life (years)	7
Cost Estimate	200
CRV	67,400.00





0.03 0 0.03 0.06 0.09 Miles



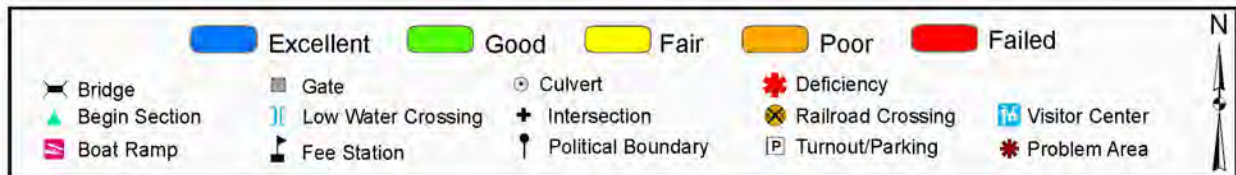
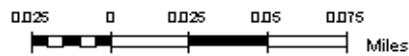
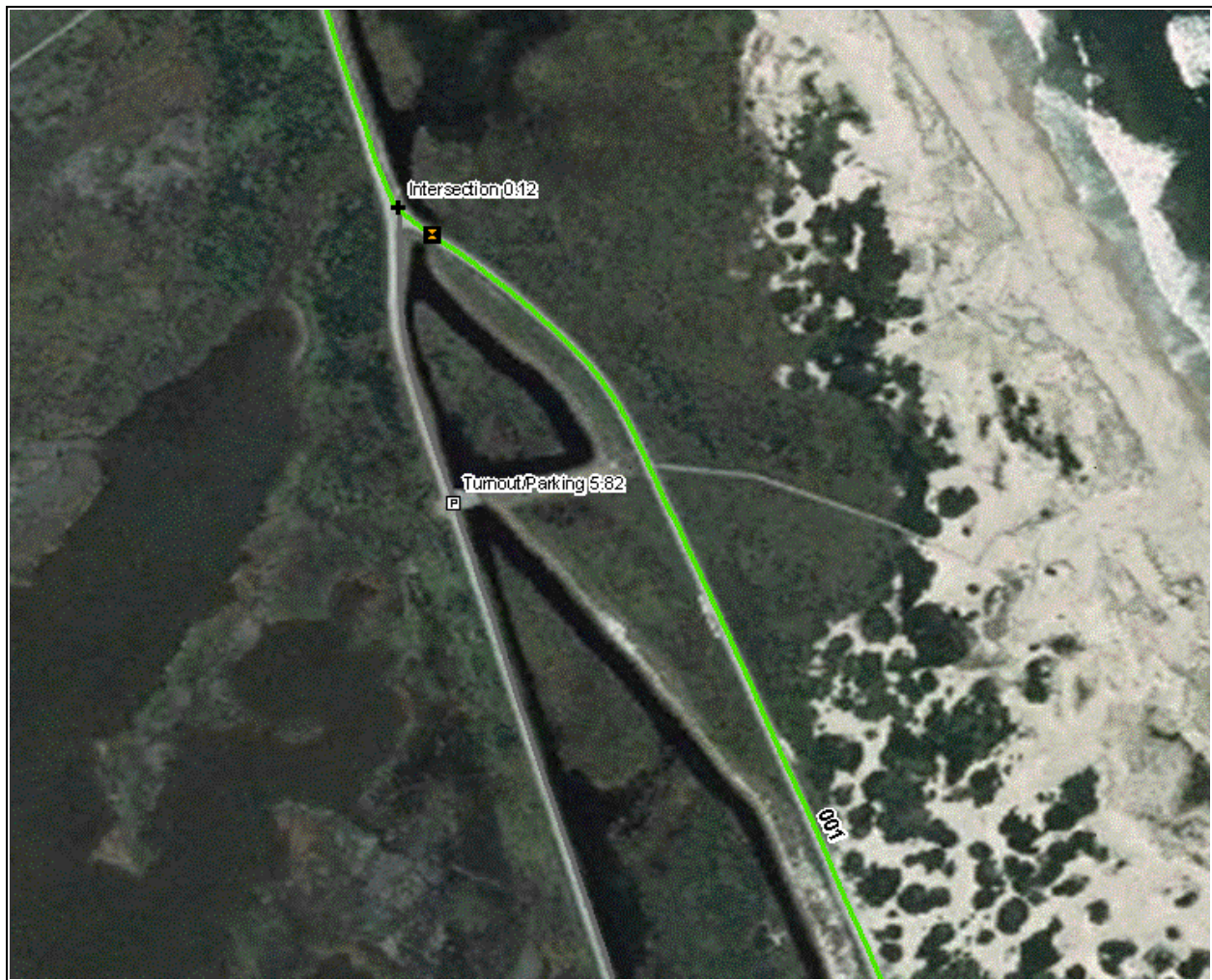
Route: 400 Colechester Dike Road

Total Route Length: **1.45 Miles**

Route Description: From Colechester Unit Parking (Route 904) to end of loop

Asset Number	10020588	10020588	10020588	10020588	10020588
Section Number	001	002	003	004	005
Section Length (miles)	0.25	0.17	0.18	0.54	0.30
Inspection Date	06/03/2010	06/03/2010	06/03/2010	06/03/2010	06/03/2010
<b>Section Information</b>					
Surface Type	Native	Native	Native	Native	Native
Number of Lanes	1	1	1	1	1
Roadway Width (feet)	12.00	12.00	12.00	12.00	12.00
<b>Roadway Condition Information</b>					
Condition	Good	Good	Good	Good	Fair
Remaining Service Life (years)	5	7	7	7	3
Cost Estimate	400	300	300	900	600
CRV	89,200.00	60,100.00	64,500.00	191,300.00	106,500.00





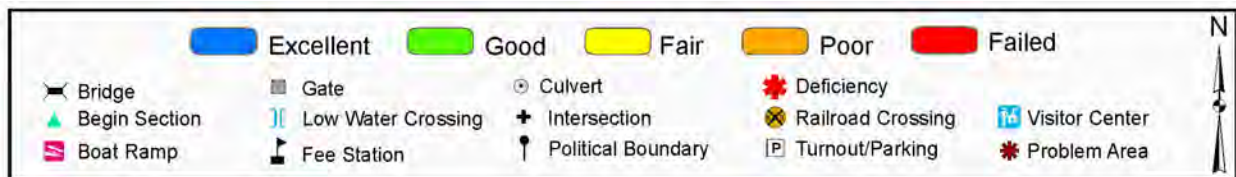
Route: 401 Trails Access Road

Total Route Length: **0.51 Miles**

Route Description: From Employee Visitor Center Parking (Route 805) to East/West Dike Loop (Route 402)

Asset Number	10020527
Section Number	001
Section Length (miles)	0.51
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Gravel
Number of Lanes	2
Roadway Width (feet)	18.00
<b>Roadway Condition Information</b>	
Condition	Good
Remaining Service Life (years)	7
Cost Estimate	800
CRV	345,900.00





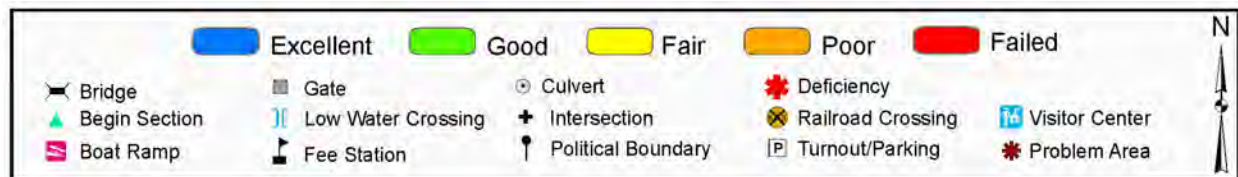
Route: 402 East/West Dike Loop

Total Route Length: **5.93 Miles**

Route Description: From Trails Access Road (Route 402) to end of loop at Trails Access Road (Route 402)

Asset Number	001	002	003	004	005
Section Number	001	002	003	004	005
Section Length (miles)	0.97	0.99	1.01	1.16	0.94
Inspection Date	06/03/2010	06/03/2010	06/03/2010	06/03/2010	06/03/2010
<b>Section Information</b>					
Surface Type	Gravel	Gravel	Gravel	Gravel	Gravel
Number of Lanes	1	1	1	1	1
Roadway Width (feet)	14.00	14.00	12.00	12.00	12.00
<b>Roadway Condition Information</b>					
Condition	Good	Good	Good	Good	Good
Remaining Service Life (years)	7	7	5	7	6
Cost Estimate	1,500	1,600	1,600	1,900	1,500
CRV	659,300.00	672,800.00	683,500.00	789,700.00	638,600.00





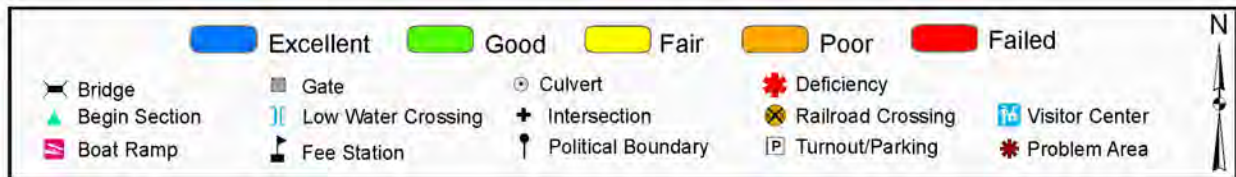
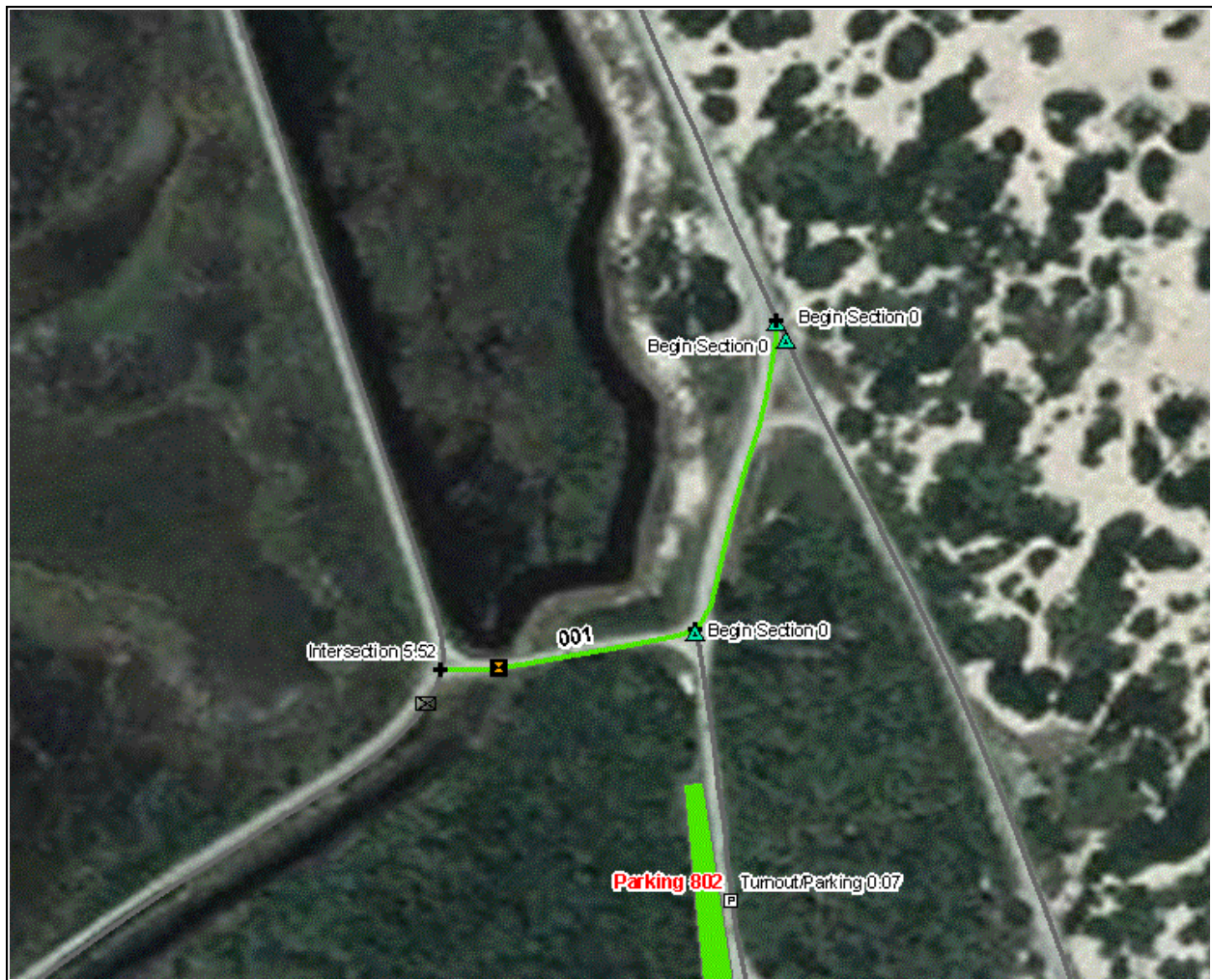
Route: 402 East/West Dike Loop

Total Route Length: **5.93 Miles**

Route Description: From Trails Access Road (Route 402) to end of loop at Trails Access Road (Route 402)

Asset Number	
Section Number	006
Section Length (miles)	0.87
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	12.00
<b>Roadway Condition Information</b>	
Condition	Good
Remaining Service Life (years)	5
Cost Estimate	1,400
CRV	589,400.00





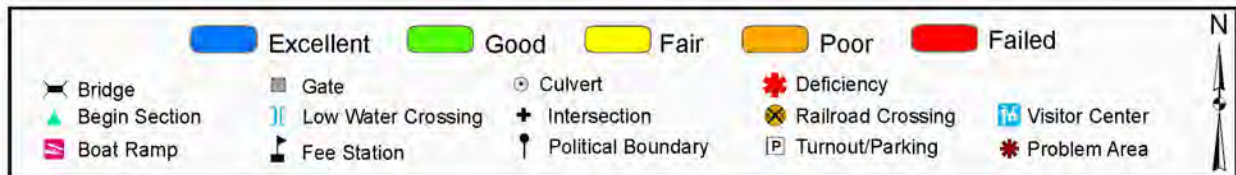
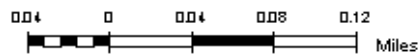
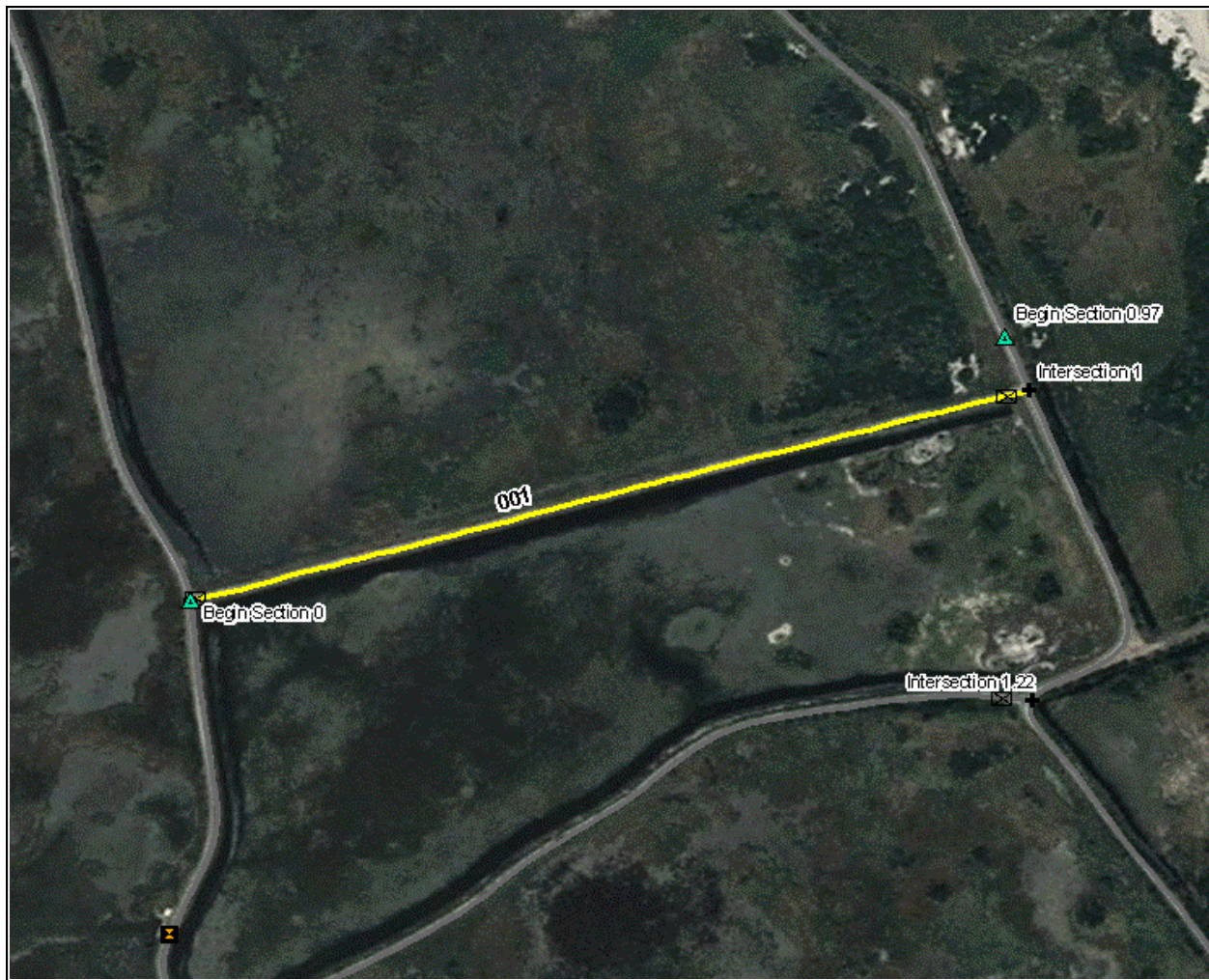
Route: 403 Cut-Across Road

Total Route Length: **0.13 Miles**

Route Description: From Trails Access Road (Route 402) to Trails Access Road (Route 402)

Asset Number	
Section Number	001
Section Length (miles)	0.13
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Gravel
Number of Lanes	1
Roadway Width (feet)	14.00
<b>Roadway Condition Information</b>	
Condition	Good
Remaining Service Life (years)	7
Cost Estimate	200
CRV	86,900.00





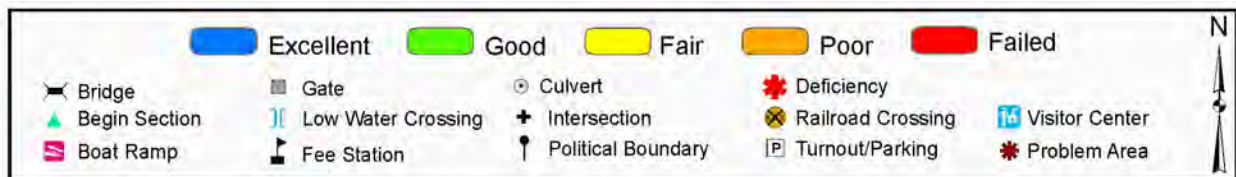
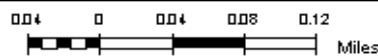
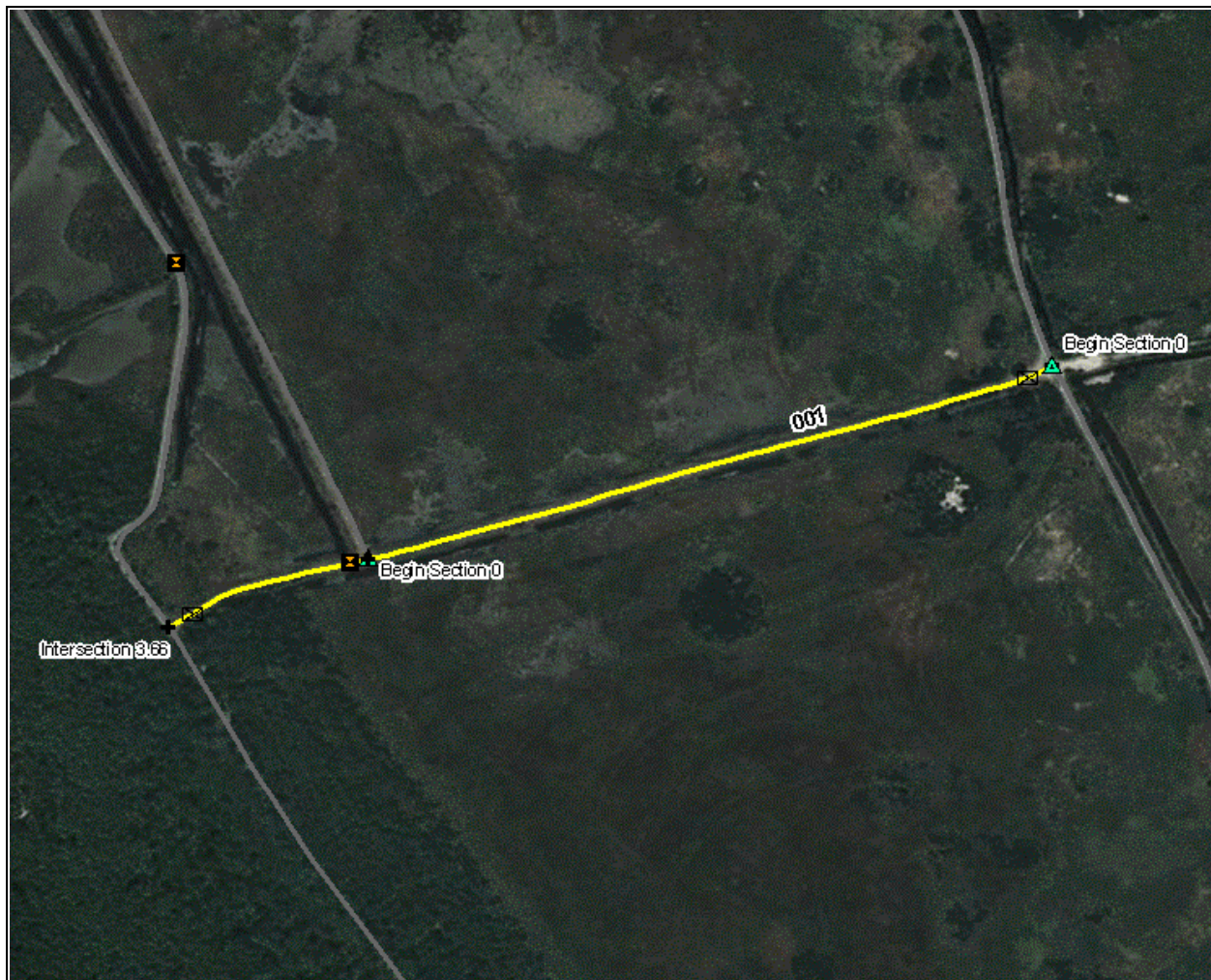
Route: 404 North Cut-Across Dike Road

Total Route Length: **0.41 Miles**

Route Description: From Trails Access Road (Route 402) to Trails Access Road (Route 402)

Asset Number	
Section Number	001
Section Length (miles)	0.41
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Native
Number of Lanes	1
Roadway Width (feet)	12.00
<b>Roadway Condition Information</b>	
Condition	Fair
Remaining Service Life (years)	4
Cost Estimate	900
CRV	144,400.00





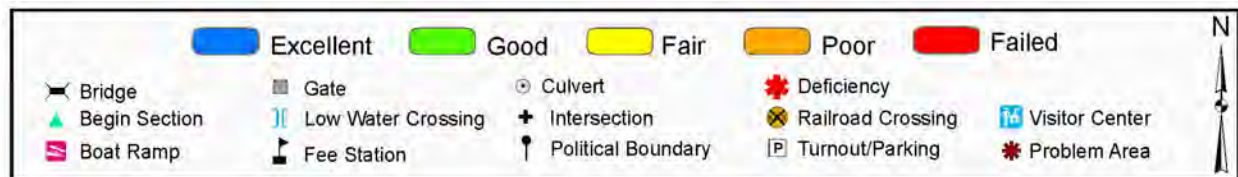
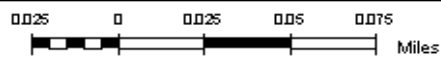
Route: 405 South Cut-Across Dike Road

Total Route Length: **0.50 Miles**

Route Description: From Trails Access Road (Route 402) to Trails Access Road (Route 402)

Asset Number	
Section Number	001
Section Length (miles)	0.50
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Native
Number of Lanes	1
Roadway Width (feet)	12.00
<b>Roadway Condition Information</b>	
Condition	Fair
Remaining Service Life (years)	4
Cost Estimate	1,100
CRV	176,600.00





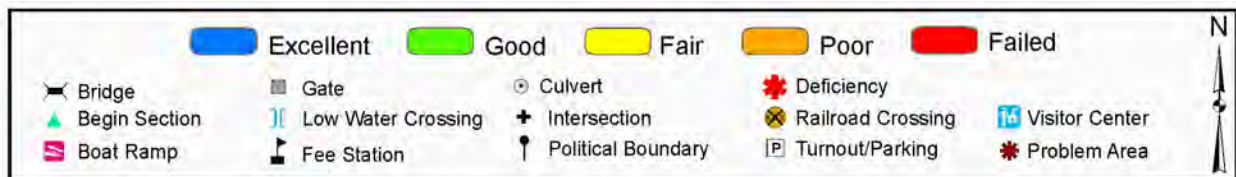
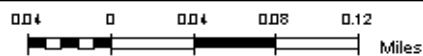
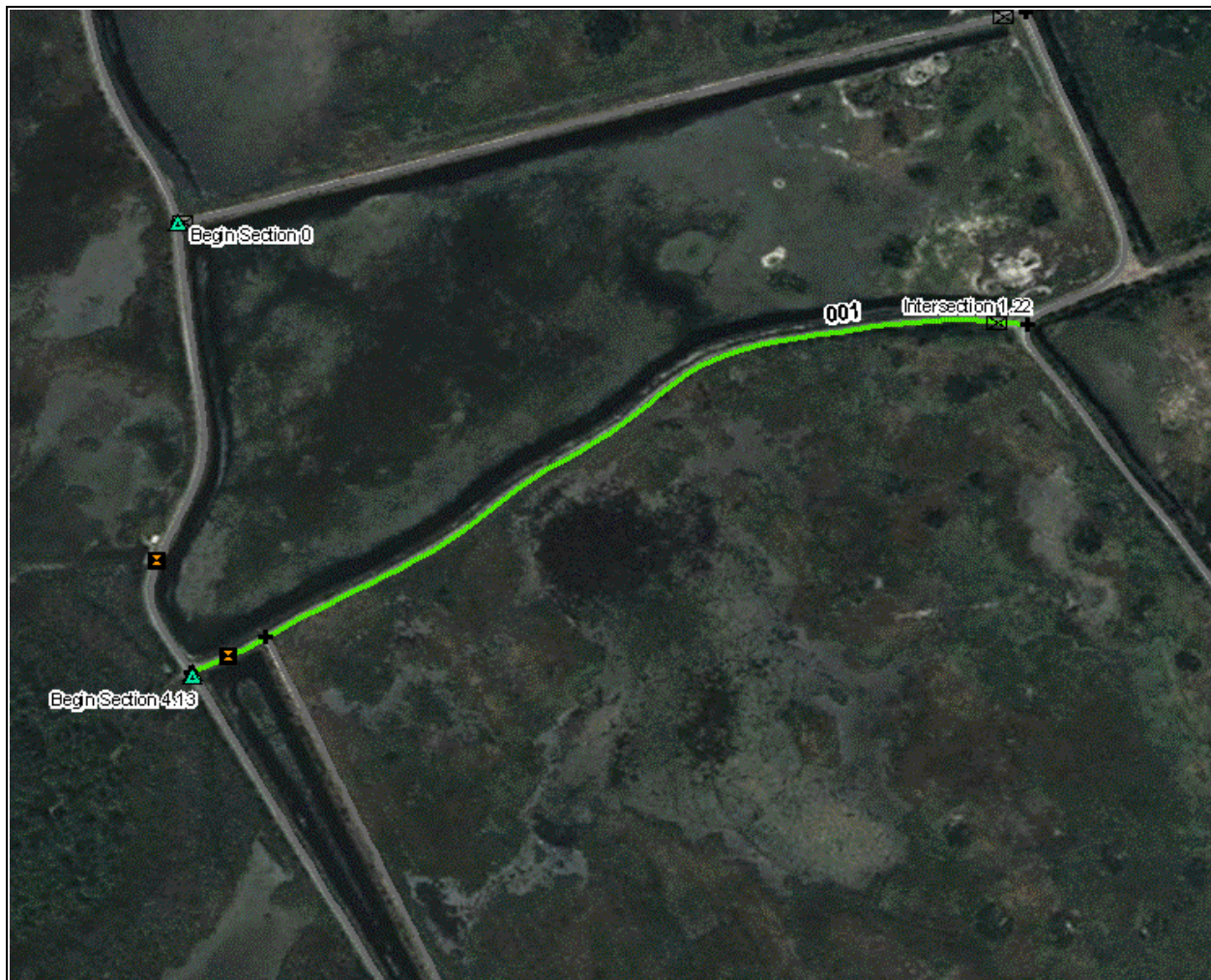
Route: 406 Central Dike Road

Total Route Length: **0.45 Miles**

Route Description: From South Cut-Across Dike Road (Route 405) to Middle Dike Road (Route 407)

Asset Number	
Section Number	001
Section Length (miles)	0.45
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Native
Number of Lanes	1
Roadway Width (feet)	12.00
<b>Roadway Condition Information</b>	
Condition	Fair
Remaining Service Life (years)	3
Cost Estimate	900
CRV	156,600.00





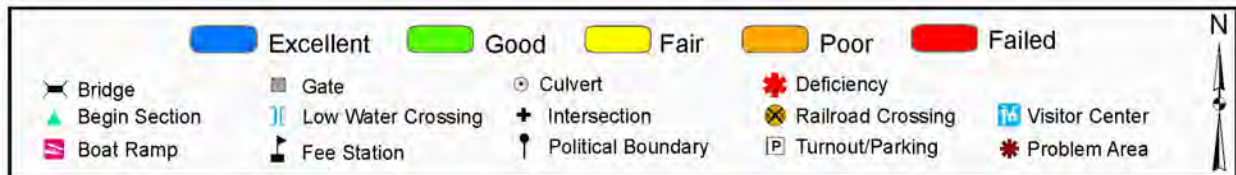
Route: 407 Middle Dike Road

Total Route Length: **0.45 Miles**

Route Description: From Trails Access Road (Route 402) to Trails Access Road (Route 402)

Asset Number	
Section Number	001
Section Length (miles)	0.45
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Native
Number of Lanes	1
Roadway Width (feet)	12.00
<b>Roadway Condition Information</b>	
Condition	Good
Remaining Service Life (years)	7
Cost Estimate	800
CRV	158,700.00





Route: 408 Beach Road

Total Route Length: **0.08 Miles**

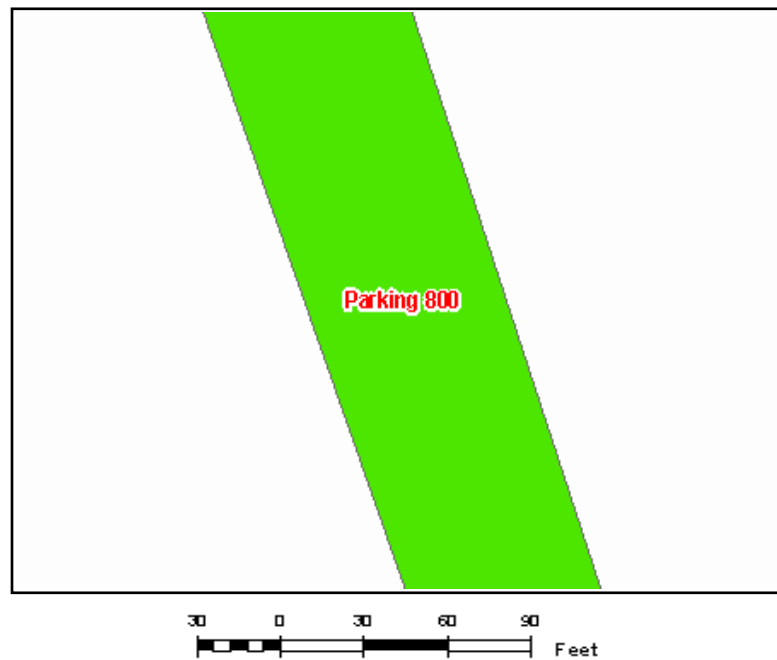
Route Description: From North Entrance Road (Route 010) to end of route at beach

Asset Number	10020499
Section Number	001
Section Length (miles)	0.08
Inspection Date	06/03/2010
<b>Section Information</b>	
Surface Type	Asphalt
Number of Lanes	1
Roadway Width (feet)	14.00
<b>Roadway Condition Information</b>	
Condition	Fair
Remaining Service Life (years)	12
Cost Estimate	8,500
CRV	94,300.00



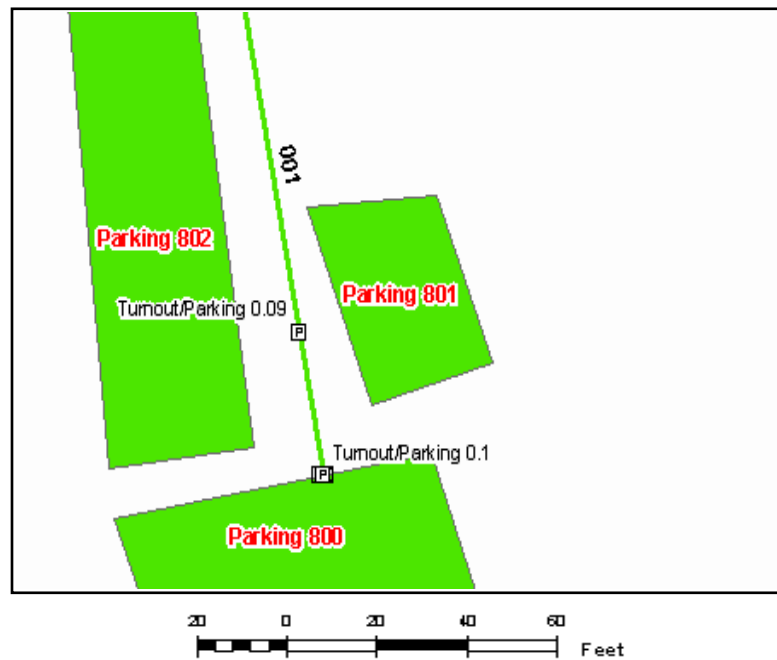
## 800: Back Bay Shop Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/03/2010	Gravel	19,774	Good	2,900



## 801: East Employee Shop Parking

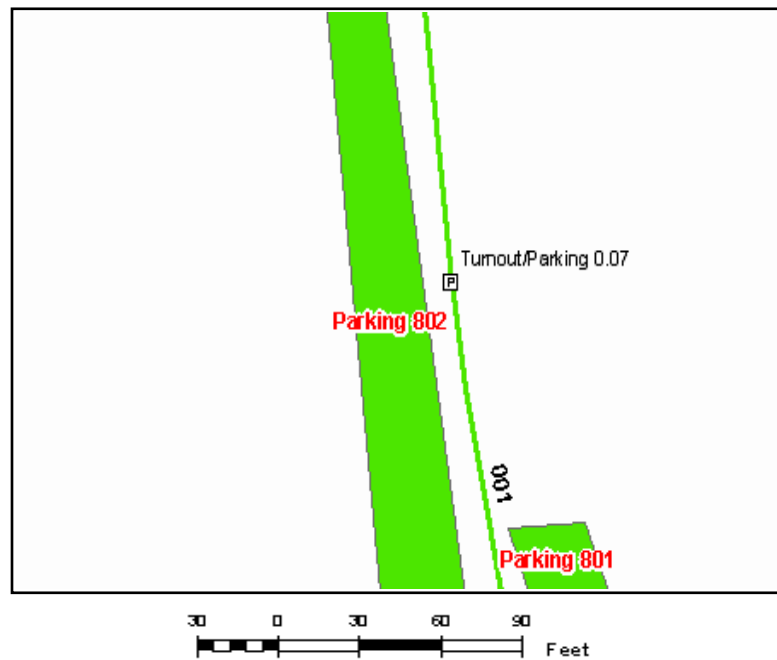
Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/03/2010	Gravel	1,392	Good	200





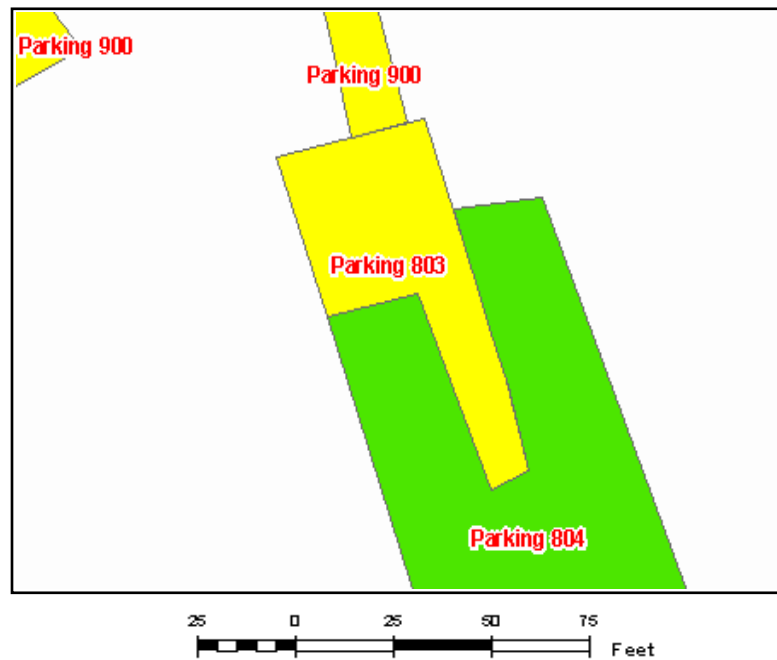
## 802: West Employee Shop Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/03/2010	Native	8,549	Good	1,300



### 803: Employee Visitor Center Parking

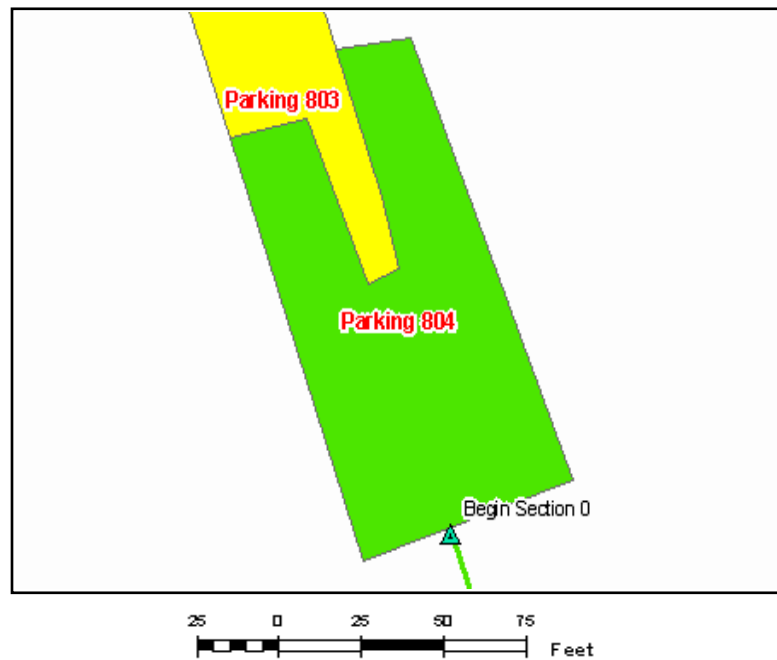
Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/03/2010	Asphalt	2,721	Fair	2,300





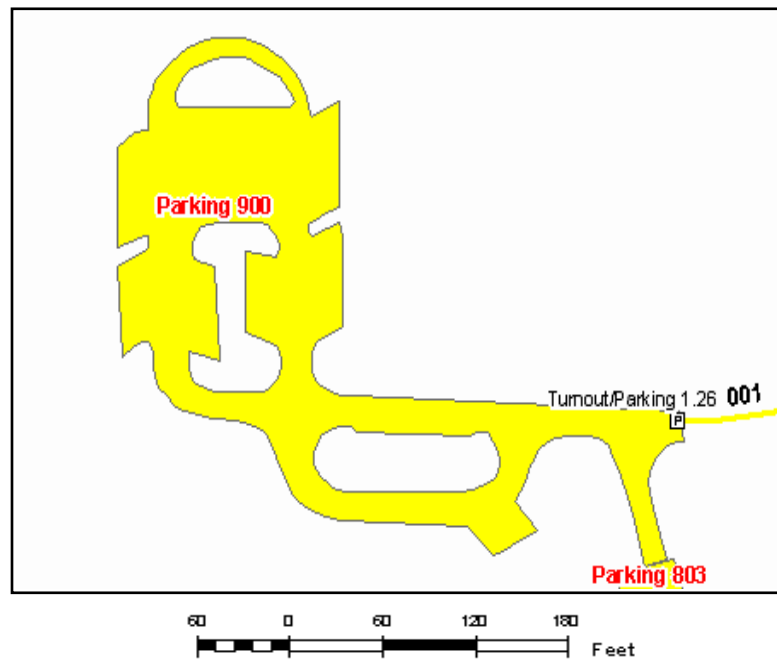
### 804: Employee Vistor Center Native Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/03/2010	Native	9,553	Good	1,400



### 900: Visitor Center Parking

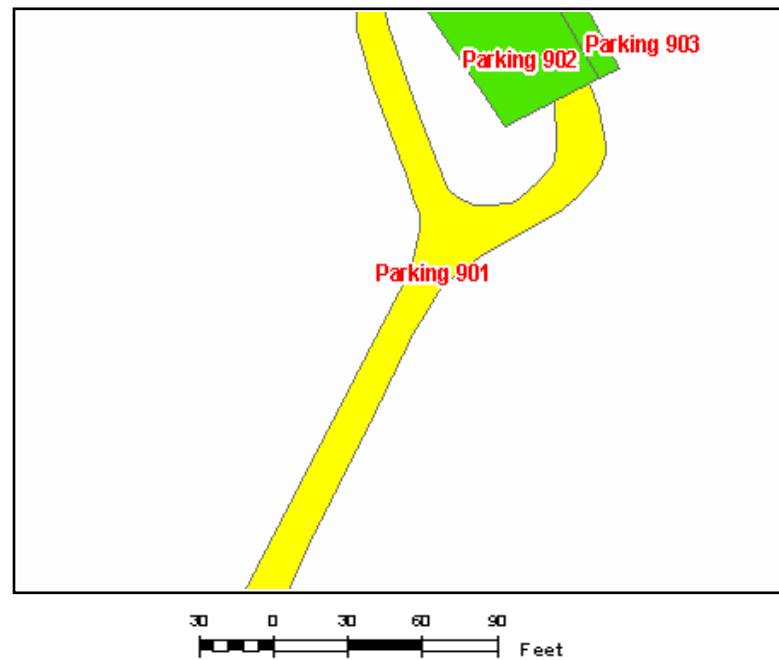
Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10020514	06/03/2010	Asphalt	41,516	Fair	35,000





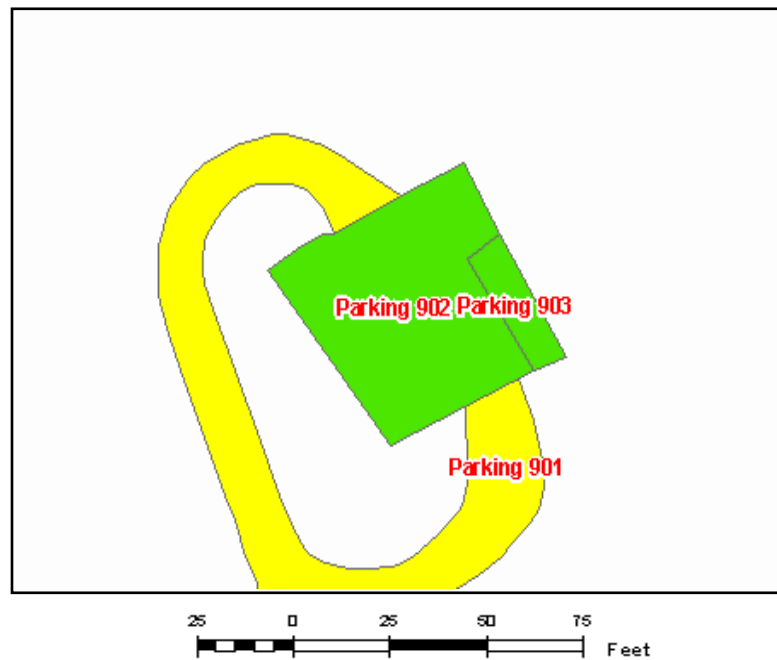
## 901: Horn Point Gravel Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
	06/03/2010	Gravel	7,655	Fair	2,000



## 902: Horn Point Cobblestone Parking

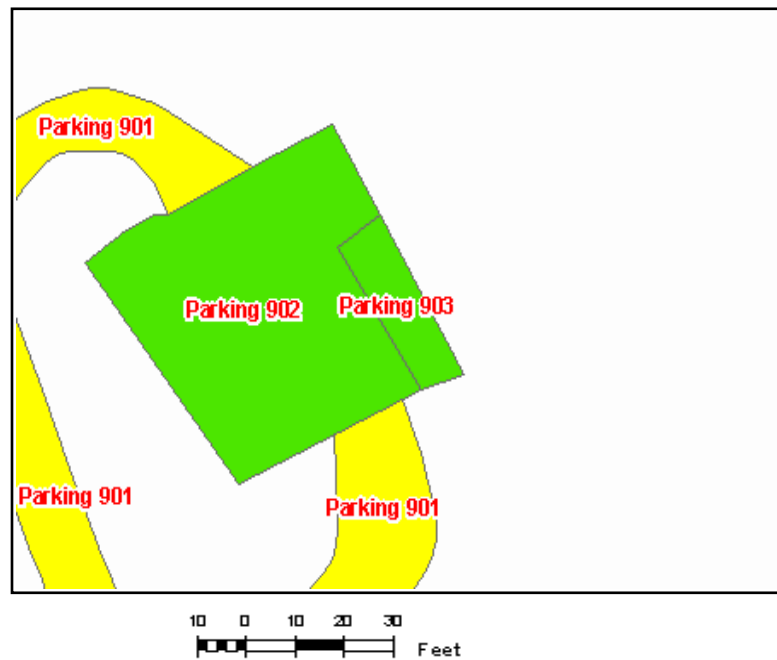
Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10055872	06/03/2010	Concrete	3,118	Good	400





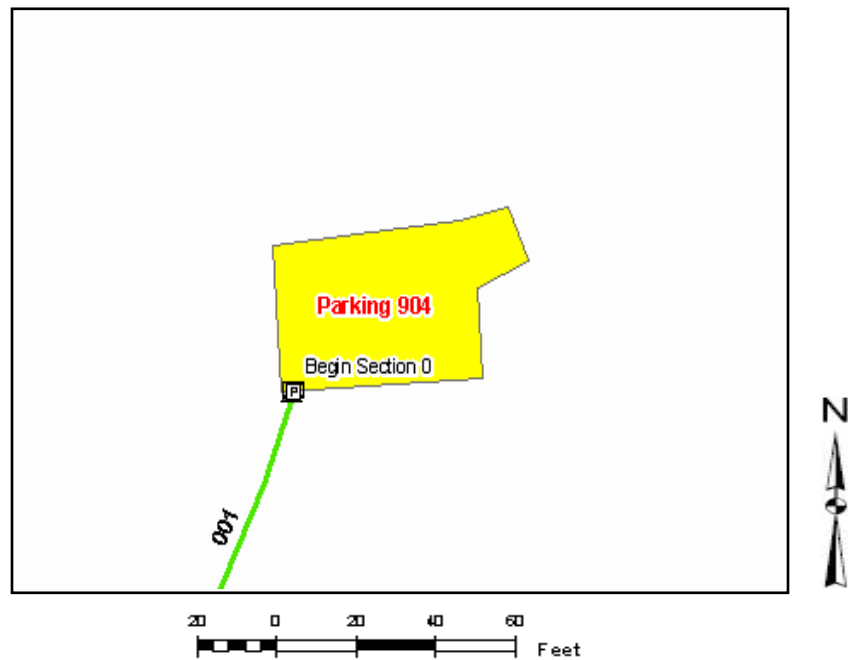
### 903: Horn Point Handicap Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10055872	06/03/2010	Concrete	400	Good	100



### 904: Colechester Unit Parking

Asset Number	Date Visited	Surface Type	Area (Sq Ft)	Condition	Cost to Improve
10020588	06/03/2010	Gravel	2,468	Fair	600





Back Bay Bridge Inventory					
Route #	Milepost	NBIS #	Sufficiency Rating	Functionally Obsolete	Structurally Deficient

## FEATURES PHOTOGRAPHS

ROUTE NUMBER: 010 ROUTE NAME: North Entrance Road



Photo # BaBa\_C4\_0665 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 101 ROUTE NAME: Ashville Bridge Creek Education Center Access



Photo # BaBa\_C4\_0651 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 300 ROUTE NAME: Shop Road



Photo # BaBa\_C4\_0653 - MP 0.00 - Begin Section 001



## FEATURES PHOTOGRAPHS

ROUTE NUMBER: 300 ROUTE NAME: Shop Road



Photo # BaBa\_C4\_0655 - MP 0.11 - Round Culvert Section 001

ROUTE NUMBER: 301 ROUTE NAME: Back Bay Shop Access



Photo # BaBa\_C4\_0698 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 400 ROUTE NAME: Colechester Dike Road



Photo # BaBa\_C4\_0633 - MP 0.00 - Begin Section 001

## FEATURES PHOTOGRAPHS

ROUTE NUMBER: 400 ROUTE NAME: Colechester Dike Road



Photo # BaBa\_C4\_0638 - MP 0.04 - Round Culvert Section 001

ROUTE NUMBER: 400 ROUTE NAME: Colechester Dike Road



Photo # BaBa\_C4\_0648 - MP 0.22 - Begin Section 002

ROUTE NUMBER: 400 ROUTE NAME: Colechester Dike Road



Photo # BaBa\_C4\_0637 - MP 0.24 - Begin Section 003



## FEATURES PHOTOGRAPHS

ROUTE NUMBER: 400 ROUTE NAME: Colechester Dike Road



Photo # BaBa\_C4\_0640 - MP 0.04 - Begin Section 004

ROUTE NUMBER: 400 ROUTE NAME: Colechester Dike Road



Photo # BaBa\_C4\_0645 - MP 0.28 - Begin Section 005

ROUTE NUMBER: 401 ROUTE NAME: Trails Access Road



Photo # BaBa\_C4\_0669 - MP 0.00 - Begin Section 001

## FEATURES PHOTOGRAPHS

ROUTE NUMBER: 402 ROUTE NAME: East/West Dike Loop



Photo # BaBa\_C4\_0673 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 402 ROUTE NAME: East/West Dike Loop



Photo # BaBa\_C4\_0675 - MP 0.97 - Begin Section 002

ROUTE NUMBER: 402 ROUTE NAME: East/West Dike Loop



Photo # BaBa\_C4\_0676 - MP 1.96 - Begin Section 003



## FEATURES PHOTOGRAPHS

ROUTE NUMBER: 402 ROUTE NAME: East/West Dike Loop



Photo # BaBa\_C4\_0683 - MP 2.96 - Begin Section 004

ROUTE NUMBER: 402 ROUTE NAME: East/West Dike Loop



Photo # BaBa\_C4\_0688 - MP 4.13 - Begin Section 005

ROUTE NUMBER: 402 ROUTE NAME: East/West Dike Loop



Photo # BaBa\_C4\_0693 - MP 5.06 - Begin Section 006

## FEATURES PHOTOGRAPHS

ROUTE NUMBER: 403 ROUTE NAME: Cut-Across Road



Photo # BaBa\_C4\_0695 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 404 ROUTE NAME: North Cut-Across Dike Road



Photo # BaBa\_C4\_0706 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 405 ROUTE NAME: South Cut-Across Dike Road



Photo # BaBa\_C4\_0708 - MP 0.00 - Begin Section 001



## FEATURES PHOTOGRAPHS

ROUTE NUMBER: 406 ROUTE NAME: Central Dike Road



Photo # BaBa\_C4\_0713 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 407 ROUTE NAME: Middle Dike Road



Photo # BaBa\_C4\_0714 - MP 0.00 - Begin Section 001

ROUTE NUMBER: 408 ROUTE NAME: Beach Road



Photo # BaBa\_C4\_0718 - MP 0.00 - Begin Section 001

### Accident Summary

Number of Accidents Reported	Timespan of Accidents	Injuries	Fatalities
0	No Accidents to Report	0	0



## APPENDIX

<b>TABLE 1 - GENERAL FWS ROAD FUNCTIONAL CLASSIFICATION</b>	
<b>Class I</b>	Principal Refuge Road (Public Roads) - Routes that constitute the main access route, main auto tour route, or thoroughfare for refuge visitors. These routes are accessible by 2WD vehicles. Routes are numbered from 10 to 99.
<b>Class II</b>	Connector Refuge Road (Public Roads) - Routes that provide circulation within the refuge. These routes can also provide access to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, education centers, etc. These routes are accessible by 2WD vehicles. Routes are numbered from 100 to 199.
<b>Class III</b>	Special Purpose Refuge Road (Public Roads) - Roads that provide circulation within special use areas such as campgrounds or public concessionaire facilities or access to remote areas of the refuge. These routes may not be 2WD accessible. Routes are numbered from 200 to 299
<b>Class IV</b>	Administrative Access Road (Administrative Roads) - Routes intended for access to administrative developments or structures such as maintenance offices, employee quarters, or utility areas. These routes are accessible by 2WD vehicles. These routes may restrict access to the general public. Routes are numbered from 300 to 399.
<b>Class V</b>	Restricted Road (Administrative Roads) - Routes normally closed to the public, such as maintenance roads, service roads, patrol roads, and fire breaks. These routes may be open to the public for a short period of time for a special use, such as hunting access. These routes may not be 2WD accessible. Routes are numbered from 400 to 499.

A refuge road system contains those routes within or giving access to a refuge or other unit of the FWS that are administered by the FWS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a refuge road is not based on traffic volumes or design speed, but on the intended use or function of that route

## DESCRIPTION OF RATING SYSTEM

Rating Data is collected on four different surface types: Asphalt, Concrete, Gravel, and Native. The Utah LTAP Center's Remaining Service Life (RSL) system is used for all surface types. The RSL system is based on the Strategic Highway Research Program's (SHRP) Distress Identification Manual.

### Asphalt Rating System

Data is collected on the following distresses and conditions:

- **Fatigue Cracking** - Interconnected cracks forming small irregular shapes.
- **Longitudinal Cracking** - Cracks running parallel with the roadway, in the direction of traffic.
- **Transverse Cracking** - Cracks perpendicular to the roadway, going across the lane or lanes.
- **Block Cracking** - Interconnected cracks forming large blocks.
- **Edge Cracking** - Cracks running along the edge of the pavement surface.
- **Patches** - Original surface repaired with new asphalt patch material.
- **Potholes** - Holes or depressions in the pavement.
- **Rutting** - surface depressions in the wheel paths.
- **Roughness** - Evenness of pavement for serviceability.
- **Drainage** - Ability of the road surface to drain water based on proper slope.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

### Rating Index Formula

Fatigue, longitudinal, transverse, block, and edge cracking, along with patching and potholes are rated on a 0 - 9 scale (0 = no distress, 9 = maximum distress). The rating given is based on the extent and the severity of the distress. Rutting, roughness, and drainage are rated on a 0 - 3 scale (0 = excellent, 3 = poor). Each distress type has given Remaining Service Life (RSL) values (in years) based on the rating for that particular distress. The distress with the rating resulting in the lowest RSL value is considered to be the governing distress. That value is then assigned as the RSL of the road segment.

### Concrete Rating System

Data is collected on the following distresses and conditions:

- **Spalling of Joints** - Chipping, breaking, or cracking of slab edges
- **Joint Seal Damage** - Any damage or condition that enables materials or water to infiltrate into the joint from the surface.
- **Corner Breaks** - A portion of the slab separated by a crack that intersects the adjacent transverse and longitudinal joints, forming approximately a 45° angle to the direction.
- **Broken Slabs** - Faulting and/or cracking localized to individual slabs.



- **Faulting** – Difference in elevation across a crack or joint.
- **Longitudinal Cracking** – Cracks in the pavement running parallel to road.
- **Transverse Cracking** - Cracks in the pavement running perpendicular to the direction of traffic.
- **Patch Deterioration** – Faulting, settling, or cracking of previously placed patch
- **Map Cracking** – A series of cracks that extend only into the upper surface of the Slab

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

### **Rating Index Formula**

The rating procedure for concrete pavement is the same as that for asphalt pavement described previously. Each of the distresses described above are rated on the same 0 – 9 scale. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

### **Gravel and Native Rating System**

Data is collected on the following distresses and conditions:

- **Cross Section (Crown)** - Roadway built so that the center is higher than the shoulder, to prevent water from pooling on roadway.
- **Roadside Drainage** - Roadside ditches and culverts to handle water flow and prevent pooling on the roadside.
- **Corrugations (Washboarding)** - Small trenches or holes developing perpendicular to the roadway.
- **Potholes** - Holes or depressions in the roadway.
- **Rutting** - Depressions running parallel with the roadway, in the wheelpaths.
- **Dust** - Amount of dust caused by traffic.
- **Loose Aggregate (Gravel Only)** - Loose gravel, typically piled up on the roadway edges or centerline.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

### **Rating Index Formula**

The rating procedure for unpaved roads is the same as that for asphalt and concrete pavements described previously. Of the distresses described above, corrugations, potholes, rutting, and loose aggregate are rated on the same 0 – 9 scale previously mentioned. Cross section, roadside drainage, and dust are rated on the same 0 – 3 scale described for asphalt pavement. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

## Condition Descriptions by Surface Type

The following definitions are used to describe pavement condition for the various surface types. These are general guidelines for condition indications.

### Asphalt

**Excellent** – Recently constructed or overlaid road where construction or overlay was performed correctly- No maintenance required. RSL = 19-20 years.

**Good** – Low extent longitudinal and transverse cracks. All cracks are 1/4" or less with little or no crack erosion. Patches are in good condition and applied correctly. Routine Maintenance recommended. RSL = 13-18 years.

**Fair** - Roads are in good structural condition with little or no fatigue cracking. Longitudinal, transverse, and edge cracking is at medium extent and severity. Block cracking is not extensive. Any patches are in good condition. Preventative maintenance recommended. RSL = 7-12 years.

**Poor** - Road beginning to show signs of structural distress. Fatigue cracking is medium to high extent and medium severity. Cracking will be severe. Surface may have severe block cracking and show. Patches are in fair to poor condition. There is moderate distortion or rutting and occasional potholes. Rehabilitation recommended. RSL = 1-6 years.

**Failed** - Road is severely deteriorated. Signs of structural failure appear along with severe and extensive fatigue cracking, distortion, potholes, or extensive patches in poor condition. Reconstruction recommended. RSL = 0 years.

### Concrete

**Excellent** - New pavement. No maintenance required. RSL = 19-20 years

**Good** - First signs of transverse cracking, patch or repair, more extensive pop-outs, or scaling. Sealing or routine maintenance recommended. RSL = 13-18 years.

**Fair** – Pavement has joint or crack spalling, and/or faulting, along with cracking at corners with broken pieces. Any Patches are in fair condition and faulting is at a minimum. Preventative maintenance recommended. RSL = 7-12 years.

**Poor** - Joints and cracks are open 1 inch, spalled, or patched. Faulting is more severe. Rehabilitation recommended. RSL = 1-6 years.

**Failed** - Most slabs have failed structurally, and faulting is severe. Reconstruction recommended. RSL = 0 years.11-9

The following table shows the relationship between RSL and condition.



SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Asphalt and Concrete Pavements)								
	FAILED	POOR		FAIR		GOOD		EXCELLENT
RSL Years	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20

### Gravel and Native

**Note** - Native surfaces do not have a gravel layer.

**Excellent** - Newly constructed road that has been constructed properly with proper crown, drainage and gravel layer. Little or no distress. No maintenance recommended. RSL = 8-10 years.

**Good** - Crown, drainage provisions, and gravel layer are in good condition. Distress limited to traffic effects such as dust, loose aggregate, and low severity corrugations (wash boarding). RSL = 5-7 years.

**Fair** - Adequate drainage and crown through majority of roadway. Crown repair, ditch improvement may be necessary. Road has more severe corrugations and potholes. Preventative maintenance recommended. RSL = 3-4 years.

**Poor** - Travel at slow speeds is necessary. Additional gravel layer needed to carry traffic. Poor crown. Ditching is inadequate and rutting is extensive and severe. Rehabilitation recommended. RSL = 1-2 years.

**Failed** - Travel is difficult, and road may be closed at times. Rutting and Corrugations are very severe. Total Reconstruction of road is recommended. RSL = 0 years.

The following table shows the RSL values for gravel and native roads in terms of excellent, good, fair, poor, and failed condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Gravel and Native Surfaces)					
	FAILED	POOR	FAIR	GOOD	EXCELLENT
RSL Years	0	1-2	3-4	5-7	8-10

## NATIVE PRIMITIVE/IMPROVED RATING SHEET

<u>Cross Section (Crown)*</u>			
Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

<u>Rutting</u>				
Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 6"	1	2	3
	Med 6-12"	4	5	6
	High > 12"	7	8	9

<u>Roadside Drainage*</u>			
Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

<u>Potholes</u>				
Severity	Extent (Area)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 6"	1	2	3
	Med 6-12"	4	5	6
	High > 12"	7	8	9

<u>Dust</u>			
Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

<u>Corrugations</u>				
Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 3"	1	2	3
	Med 3-6"	4	5	6
	High > 6"	7	8	9

\* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.



## GRAVEL RATING SHEET

### Cross Section (Crown)

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

### Rutting

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9

### Roadside Drainage

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

### Potholes

Severity	Extent (Area)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9

### Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

### Corrugations

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 2"	1	2	3
	Med 2-4"	4	5	6
	High > 4"	7	8	9

\* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

### Loose Aggregate

Severity	Extent (Area)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1"	1	2	3
	Med 1-3"	4	5	6
	High > 3"	7	8	9

# ASPHALT RATING SHEET

## Fatigue Cracking

Severity	Extent			
	No Defects	Low 1 crack WP	Med 2 cracks WP	High >30% length
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Edge Cracking

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	0-6" from curb	1	2	3
	6-18" from curb	4	5	6
	> 18" from curb	7	8	9

## Longitudinal Cracking

Severity	Extent			
	No Defects	Low 1 crack full length	Med 2 cracks full length	High >2 cracks full length
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Block Cracking

Severity	Extent (Length)			
	No Defects	Low > 15x15' squares	Med 15-10' squares	High <10x10' squares
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Transverse Cracking

Severity	Extent (ft between cracks)			
	No Defects	Low > 200'	Med 200-50'	High < 50'
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Utility Cuts

Severity	Extent (Length)			
	No Defects	Low <10%	Med 10-30%	High >30%
	Low-Cracks < 1/4"	1	2	3
	Med-Cracks 1/4-3/4"	4	5	6
	High-Cracks > 3/4"	7	8	9

## Drainage/Roughness/Rutting

Severity	Condition		Description
	No Defects	0	Wide, deep ditches with no obstructions, smooth ride, no rutting, no potholes.
	Minor Defects	1	Drainage may be obstructed, < 1" rutting, minor roughness.
	Moderate Defects	2	Poor drainage, 1-2" rutting, noticeable roughness, potholes < 6" wide.
	Major Defects	3	No drainage; > 2" rutting; potholes 6-12" wide create roughness requiring reduced speeds.

# CONCRETE RATING SHEET

## Spalling of Joints

Extent (% joints)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low Spalls < 3"	1	2	3
	Med Spalls 3-6"	4	5	6
	High Spalls > 6"	7	8	9

## Broken Slabs

Extent (% slabs)				
No Defects	Low <5%	Med 5-15%	High >15%	
Severity	Low-no more than 3 pieces, no spalling/faulting	1	2	3
	Med-broken into >3 pieces, spalling/faulting <1/4"	4	5	6
	High-4 or more pieces, spalling/faulting >1/4"	7	8	9

## Transverse Cracks

Extent (% slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/4"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/4"	7	8	9

## Joint Seal Damage

Extent (%joints)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low <10% joint length	1	2	3
	Med 10-50% joint length	4	5	6
	High >50% joint length	7	8	9

## Faulting

Extent (Length)				
No Defects	Low <10%	Med 10-30%	High >30%	
Severity	Low < 1/2"	1	2	3
	Med 1/2-1"	4	5	6
	High > 1"	7	8	9

## Patch Deterioration

Extent (Area)				
No Defects	Low <10%	Med 10-30%	High >30%	
Severity	Low-no fault, no settle at perimeter	1	2	3
	Med-fault & settle <1/4" at perimeter	4	5	6
	High-fault & settle >1/4" at perimeter, cracked patch	7	8	9

## Corner Breaks

Extent (% of slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-corner cracks, no spalling or faulting	1	2	3
	Med-crack slightly spalled & faulted <1/4"	4	5	6
	High-crack highly spalled & faulted >1/4"	7	8	9

## Longitudinal Cracks

Extent (% slabs)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/2"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/2"	7	8	9

## Map Cracks

Extent (Area)				
No Defects	Low <10%	Med 10-20%	High >20%	
Severity	Low-small connected cracks, no spalling	1	2	3
	Med-connected cracks, no spalling	4	5	6
	High-large connected cracks with surface spalling	7	8	9



# Deficiency Ratings With Associated Remaining Service Life

## Asphalt Rating Sheet

Fatigue Cracking		Edge Cracking		Transverse Cracking		Utility Cuts	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20	0	20
1	10	1	12	1	14	1	14
2	8	2	10	2	12	2	12
3	6	3	8	3	10	3	10
4	8	4	10	4	12	4	12
5	6	5	8	5	10	5	10
6	4	6	6	6	8	6	8
7	6	7	8	7	10	7	10
8	2	8	6	8	6	8	6
9	0	9	4	9	2	9	2

Longitudinal Cracking		Block Cracking		Drainage/Roughness/Rutting	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20
1	14	1	12	1	16
2	12	2	10	2	10
3	10	3	8	3	4
4	12	4	10		
5	10	5	8		
6	8	6	6		
7	10	7	12		
8	8	8	6		
9	6	9	2		

## Concrete Rating Sheet

Spalling		Broken Slabs		Transverse Cracks	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	20
1	15	1	15	1	18
2	12	2	12	2	15
3	10	3	10	3	12
4	12	4	12	4	15
5	10	5	10	5	10
6	8	6	8	6	6
7	10	7	10	7	10
8	6	8	6	8	4
9	0	9	0	9	0

Joint Seal Damage		Faulting		Patch Deterioration	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	20	0	20	0	18
1	16	1	15	1	16
2	14	2	12	2	14
3	12	3	10	3	12
4	14	4	12	4	12
5	10	5	8	5	10
6	8	6	6	6	8
7	12	7	10	7	10
8	8	8	4	8	6
9	6	9	0	9	0

Corner Breaks		Longitudinal Cracks		Map Cracks	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	18	0	20	0	20
1	16	1	18	1	18
2	14	2	15	2	15
3	12	3	12	3	12
4	12	4	15	4	12
5	10	5	10	5	10
6	8	6	6	6	6
7	10	7	10	7	10
8	6	8	4	8	4
9	0	9	0	9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Asphalt & Concrete Roads)

RSL	FAILED 0	POOR 1 - 6	FAIR 7 - 12	GOOD 13 - 18	EXCELLENT 19 - 20
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# Deficiency Ratings With Associated Remaining Service Life

## Native Primitive Improved Rating Sheet

Cross Section		Rutting		Roadside Drainage	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	7	1	9	1	8
2	5	2	7	2	4
3	0	3	5	3	0
		4	7		
		5	4		
		6	3		
		7	4		
		8	2		
		9	0		

Potholes		Dust		Corrugations	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	9	1	8	1	9
2	7	2	6	2	7
3	5	3	2	3	7
4	7			4	6
5	4			5	5
6	3			6	5
7	4			7	4
8	2			8	3
9	0			9	0

## Gravel Rating Sheet

Cross Section		Rutting		Roadside Drainage	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	7	1	9	1	8
2	5	2	7	2	4
3	0	3	5	3	0
		4	7		
		5	4		
		6	3		
		7	4		
		8	2		
		9	0		

Potholes		Dust		Corrugations	
Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life	Distress Rating	Remaining Service Life
0	10	0	10	0	10
1	9	1	8	1	9
2	7	2	6	2	7
3	5	3	2	3	7
4	7			4	6
5	4			5	5
6	3			6	5
7	4			7	4
8	2			8	3
9	0			9	0

Loose Aggregate	
Distress Rating	Remaining Service Life
0	10
1	9
2	8
3	7
4	8
5	7
6	6
7	5
8	3
9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Gravel & Native Roads)

RSL	FAILED	POOR	FAIR	GOOD	EXCELLENT
	0	1 - 2	3 - 4	5 - 7	8 - 10