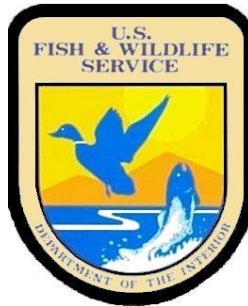


The Road Inventory of Hopper Mountain National Wildlife Refuge Fillmore, CA



Prepared By:
Federal Highway Administration
Central Federal Lands Highway Division
April 2012



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INTRODUCTION

The Transportation Equity Act for the 21st 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 22nd 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.

Hopper Mountain - 81674

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%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
II	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
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%	3.14	100.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	3.14
V	0.12	12.2%	0.28	27.0%	0.62	60.9%	0.00	0.0%	0.00	0.0%	1.02
Totals	0.12	3.0%	3.42	82.0%	0.62	15.0%	0.00	0.0%	0.00	0.0%	4.17

*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	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
AS	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
CO	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00

Unpaved Condition Rating [Condition(RSL)]

Surface	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
GR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
NA	0.12	3.0%	3.42	82.0%	0.62	15.0%	0.00	0.0%	0.00	0.0%	4.17
PR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.12	3.0%	3.42	82.0%	0.62	15.0%	0.00	0.0%	0.00	0.0%	4.17

Square Footage (Parking Areas)

Condition Rating

Surface	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%	0	0.0%	0	0.0%	0	0.0%	0
CO	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
GR	0	0.0%	6,655	29.2%	16,169	70.8%	0	0.0%	0	0.0%	22,824
NA	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
PR	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Totals	0	0.0%	6,655	29.2%	16,169	70.8%	0	0.0%	0	0.0%	22,824

Hopper Mountain - 81674

Summaries

Route Miles and Percentages by Use Type and Condition

Road Condition Rating: Public/Administrative Use

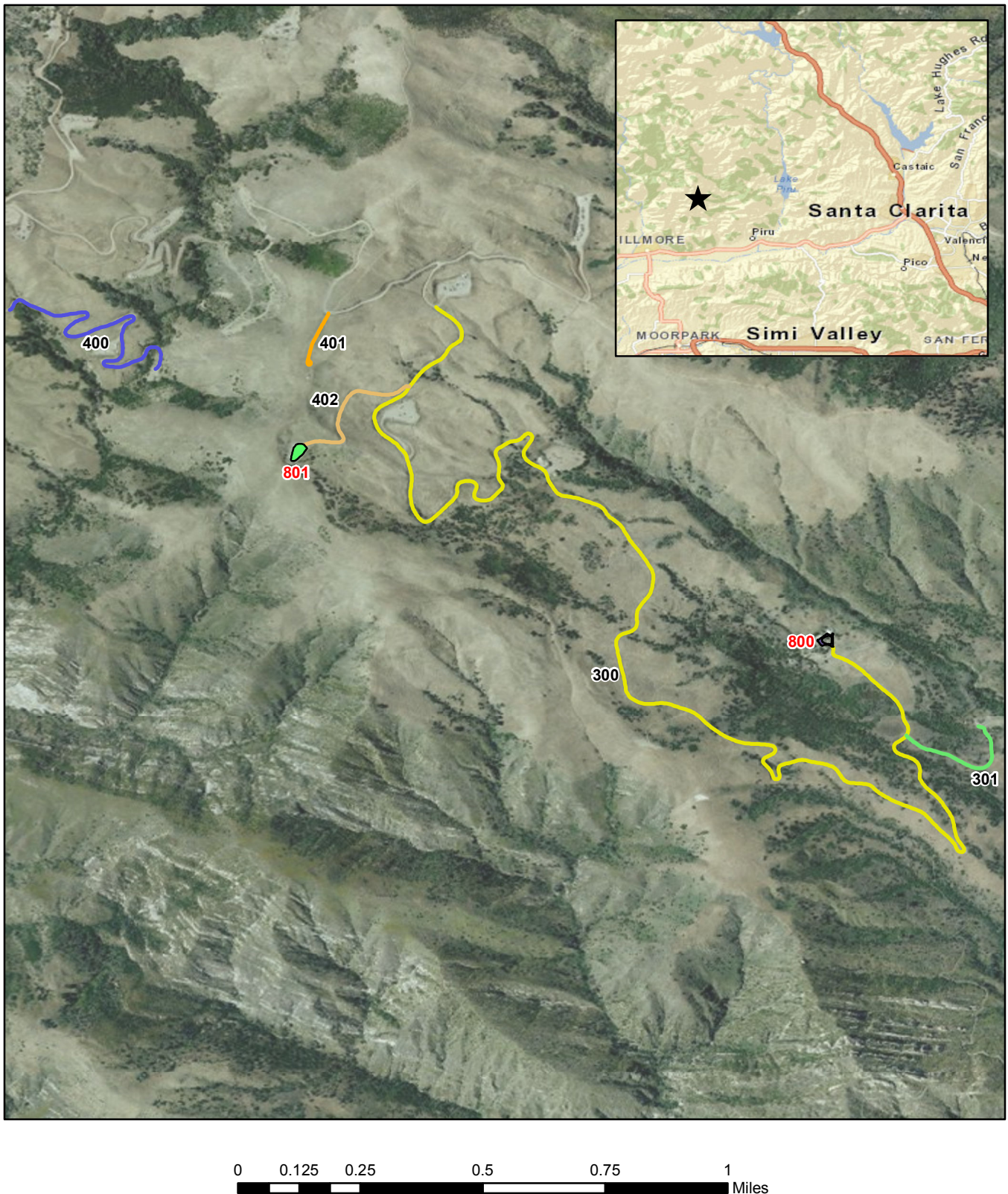
USE TYPE	Excellent		Good		Fair		Poor		Failed		TOTAL MILES
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	
Public (FC I-III)	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Admin (FC IV-V)	0.12	3.0%	3.42	82.0%	0.62	15.0%	0.00	0.0%	0.00	0.0%	4.17
Totals	0.12	3.0%	3.42	82.0%	0.62	15.0%	0.00	0.0%	0.00	0.0%	4.17

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	%	
Public	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Admin	0	0.0%	6655	29.2%	16169	70.8%	0	0.0%	0	0.0%	22,824
Totals	0	0.0%	6,655	29.2%	16,169	70.8%	0	0.0%	0	0.0%	22,824

Hopper Mountain National Wildlife Refuge

ROUTE LOCATION MAP



Hopper Mountain - 81674

Route Identification List

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
300	10001464	Hopper Ranch Road	2.89	From Forest Road to Hopper Ranch Parking Lot (Route 800)	-	2.89	1	4
301	-	Flight Pen Road	0.25	From Hopper Ranch Road (Route 300) to Flight Pen	-	0.25	1	4
400	-	Pole Canyon Access Road	0.62	From Private Road down to Oil Tanks	-	0.62	1	5
401	-	Silvertanks Access Road	0.12	From Forest Road to Silver Tanks	-	0.12	1	5
402	-	ATV Training Site Access Road	0.28	From Hopper Ranch Road (Route 300) to ATV Training Site Parking Area (Route 801)	-	0.28	1	5

Hopper Mountain - 81674

Route Identification List (Parking)

Shading Color Key:

White = Paved Routes
Green = Unpaved Routes

Route #	Asset Number	ROUTE NAME	Area (Sq Ft)	ROUTE DESCRIPTION	Surface Type
800	-	Hopper Ranch Parking Lot	6,655	From Hopper Ranch Road (Route 300)	Gravel
801	-	ATV Training Site Parking Area	16,169	From ATV Training Site Access Road (Route 402)	Gravel

CHANGES TO THE FISH AND WILDLIFE SERVICE ROAD INVENTORY REPORT

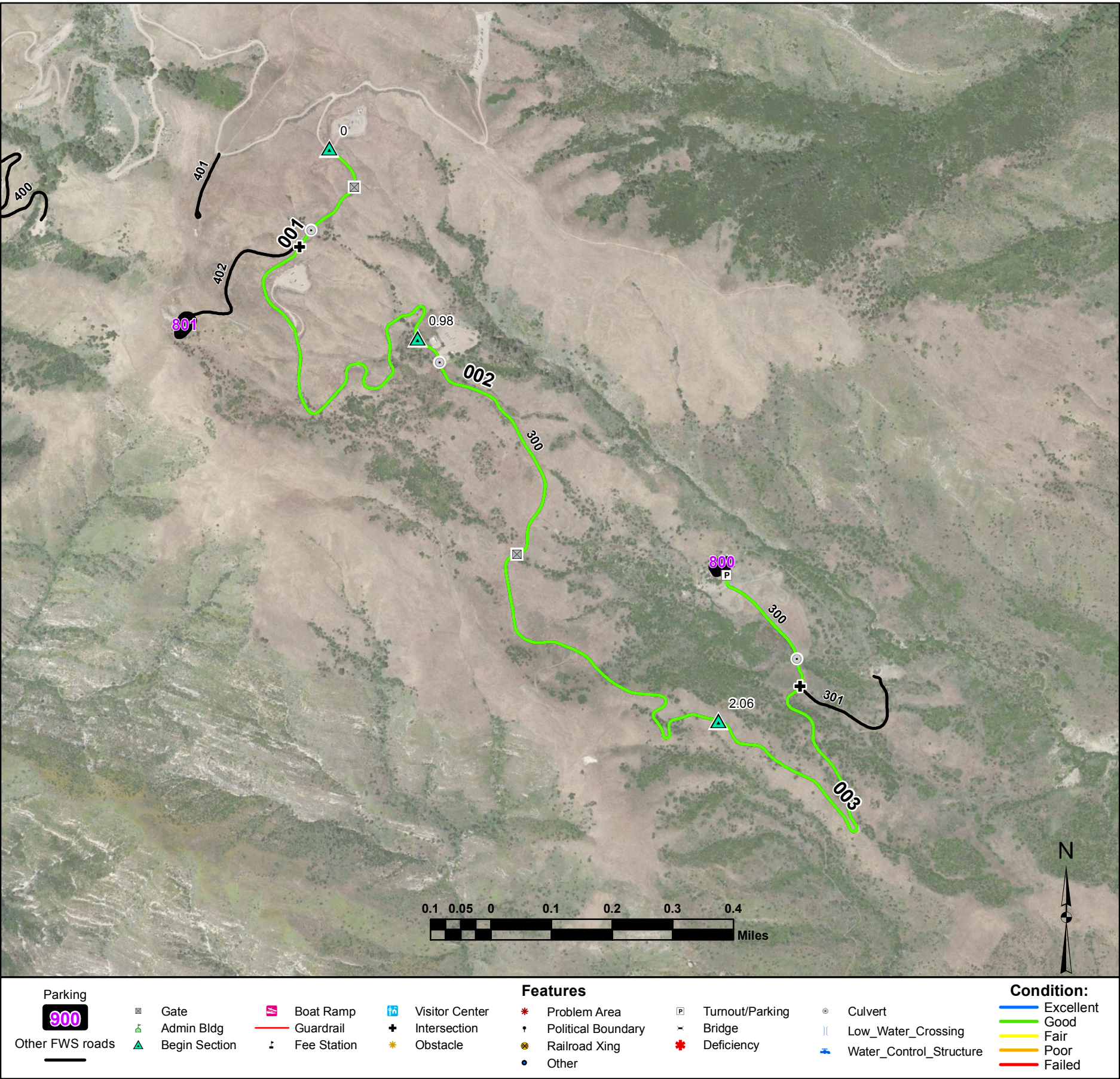
Hopper Mountain NWR

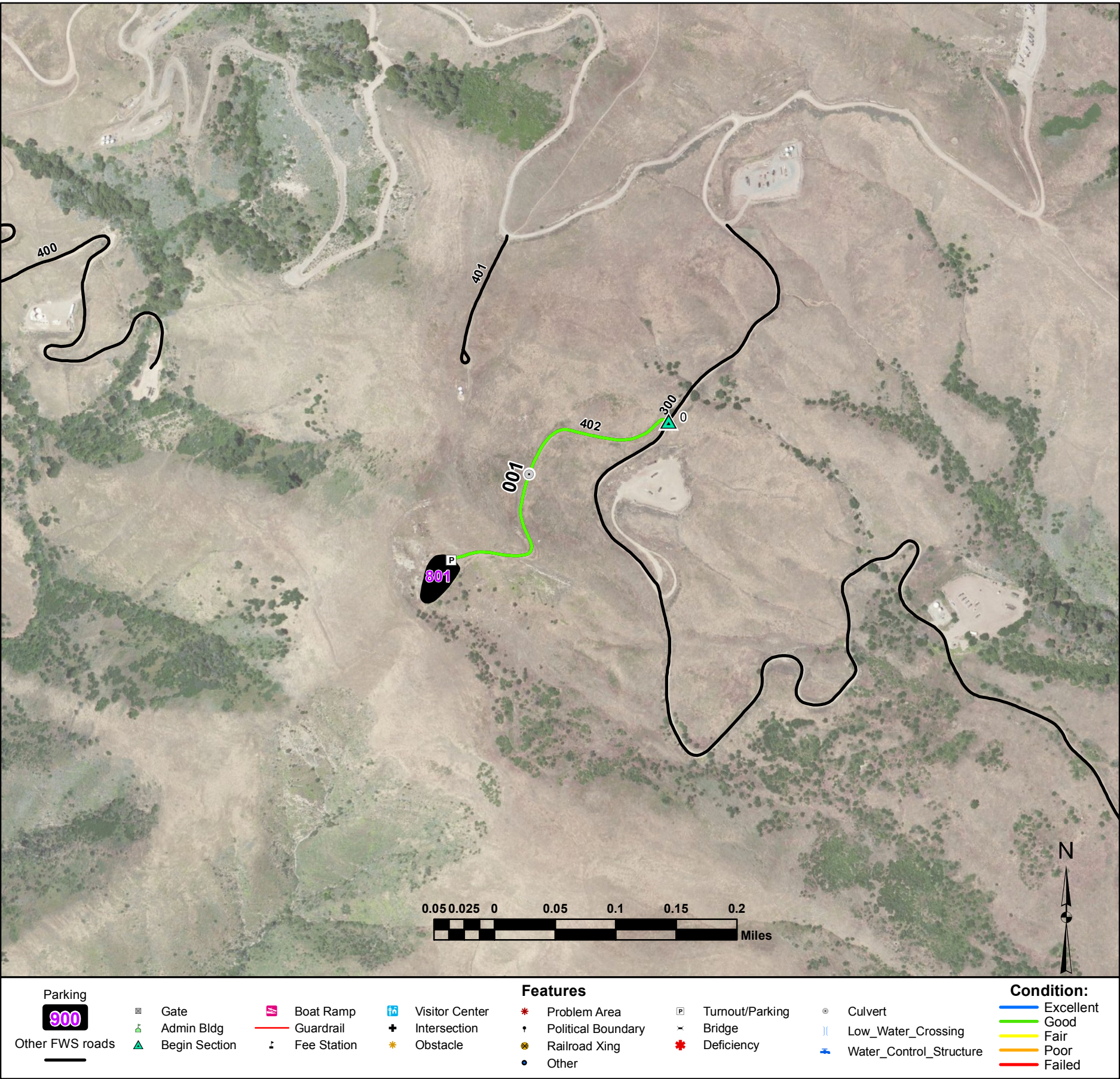
Routes added to previous inventory:		
Rte #	Rte Name	Reason For Addition
300	Hopper Ranch Road	New Administrative Route
301	Flight Pen Road	New Administrative Route
400	Pole Canyon Access Road	New Administrative Route
401	Silvertanks Access Road	New Administrative Route
402	ATV Training Site Access Road	New Administrative Route
800	Hopper Ranch Parking Lot	New Administrative Route
801	ATV Training Site Parking Area	New Administrative 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

Comments:





ATV Training Site Access Road

From Hopper Ranch Road (Route 300) to ATV Training Site Parking Area (Route 801)

Route Number: 402

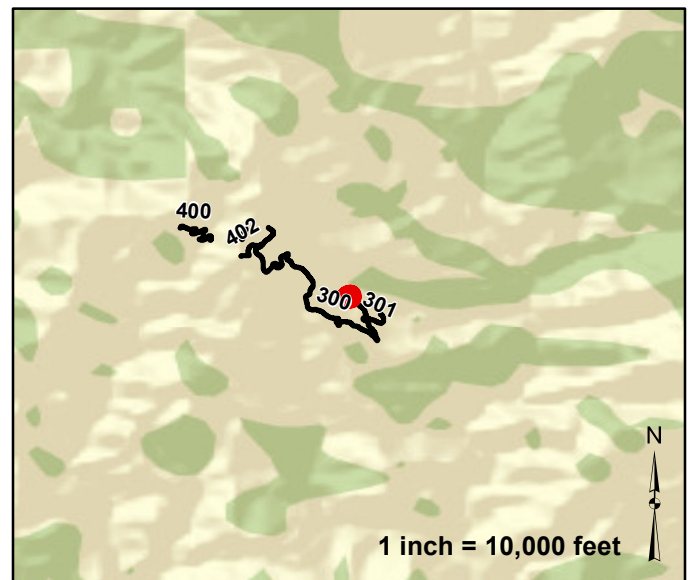
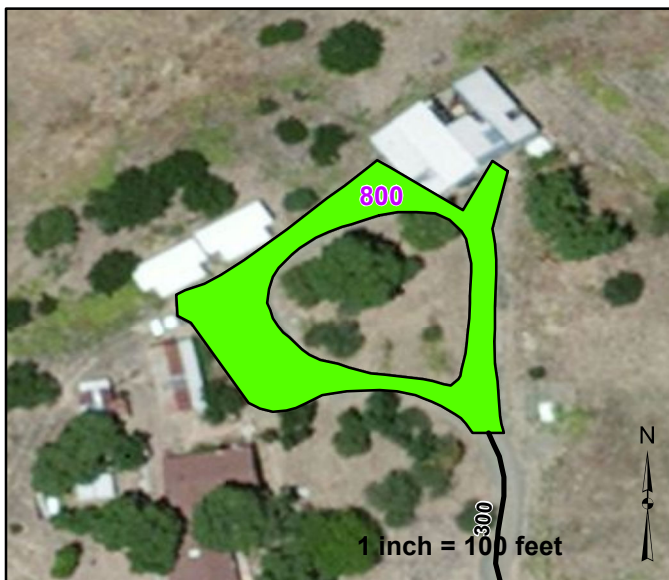
Total Route Mileage: 0.28

Asset Number	-				
Section Number	001				
Section Length (miles)	0.28				
Inspection Date	12-09-2011				
Surface Type	Native				
Number of Lanes	1				
Roadway Width (feet)	12				
Condition	Good				
Remaining Service Life (years)	7				
Estimated Cost to Repair	\$600				
Current Replacement Value	\$120,600				

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Culvert	001-0.14						
Turnout/Parking	001-0.28						

Route Number:800
Hopper Ranch Parking Lot
 From Hopper Ranch Road (Route 300)

Asset Number	Area	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	6655	Good	Gravel	\$1,200	12-09-2011	\$40,300



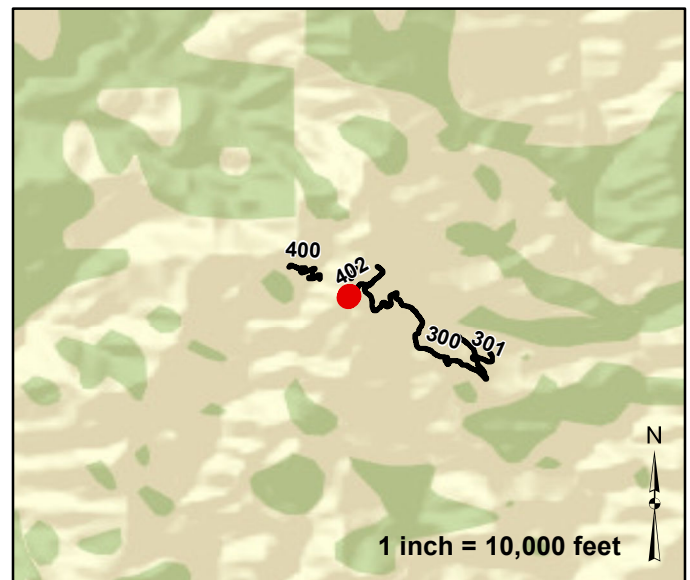
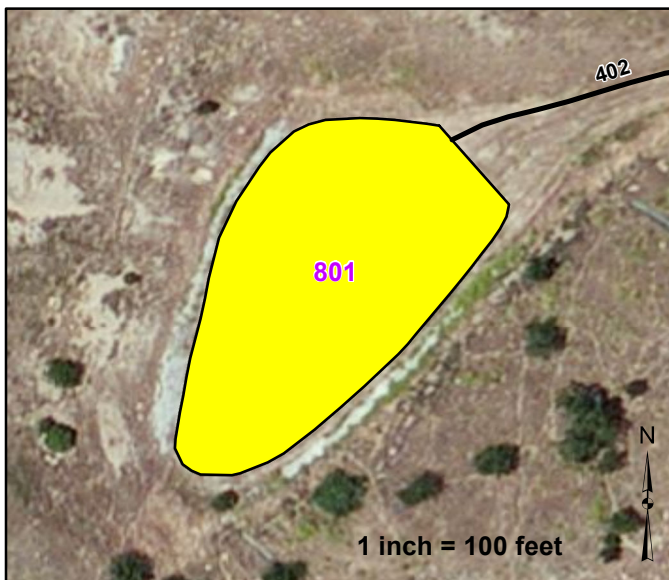
Parking			Features			Condition:		
		Gate		Boat Ramp			Excellent	
		Admin Bldg		Guardrail			Good	
		Begin Section		Fee Station			Fair	
							Poor	
							Failed	

Route Number:801

ATV Training Site Parking Area

From ATV Training Site Access Road (Route 402)

Asset Number	Area	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	16169	Fair	Gravel	\$5,200	12-09-2011	\$98,000



Parking		Features				Condition:	
	Gate		Boat Ramp		Visitor Center		Excellent
	Admin Bldg		Guardrail		Other		Good
	Begin Section		Fee Station		Problem Area		Fair
	Other FWS roads				Culvert		Poor
					Low_Water_Crossing		Failed
					Water_Control_Structure		

Hopper Mountain Bridge Inventory					
Rte #	Milepost	NBIS #	Sufficiency Rating	Functionally Obsolete	Structurally Deficient
No Bridges to report					

ROUTE: 300

Features Photographs



Photo: HOMO_C4_0139 Route: 300-001-0.0
Begin Section



Photo: HOMO_C4_0141 Route: 300-001-0.08
Metal Open Rail Gate
Asset# 10056205



Photo: HOMO_C4_0142 Route: 300-001-0.19
Metal Culvert 25ft long 18in dia. 2ft deep
Asset# 10001464



Photo: HOMO_C4_0143 Route: 300-001-0.19
Metal Culvert 25ft long 18in dia. 2ft deep
Asset# 10001464



Photo: HOMO_C4_0144 Route: 300-002-0.98
Begin Section



Photo: HOMO_C4_0145 Route: 300-002-1.03
Metal Culvert 35ft long 24in dia. 3ft deep
Asset# 10001464

ROUTE: 300

Features Photographs



Photo: HOMO_C4_0146 Route: 300-002-1.03
Metal Culvert 35ft long 24in dia. 3ft deep
Asset# 10001464



Photo: HOMO_C4_0147 Route: 300-002-1.44
Metal Open Rail Gate
Asset# 10056205



Photo: HOMO_C4_0148 Route: 300-003-2.06
Begin Section



Photo: HOMO_C4_0149 Route: 300-003-2.7
Metal Culvert 25ft long 18in dia. 1ft deep
Asset# 10001464



Photo: HOMO_C4_0150 Route: 300-003-2.7
Metal Culvert 25ft long 18in dia. 1ft deep
Asset# 10001464

ROUTE: 301

Features Photographs



Photo: HOMO_C4_0153 Route: 301-001-0.0
Begin Section



Photo: HOMO_C4_0154 Route: 301-001-0.19
Metal Culvert 25ft long 18in dia. 2ft deep
Asset# NA



Photo: HOMO_C4_0155 Route: 301-001-0.19
Metal Culvert 25ft long 18in dia. 2ft deep
Asset# NA



Photo: HOMO_C4_0156 Route: 301-001-0.24
Metal Culvert 30ft long 18in dia. 1ft deep
Asset# NA



Photo: HOMO_C4_0157 Route: 301-001-0.24
Metal Culvert 30ft long 18in dia. 1ft deep
Asset# NA



Photo: HOMO_C4_0158 Route: 301-001-0.24
Metal Chain Link Gate
Asset# 10056205

ROUTE: 400

Features Photographs



Photo: HOMO_C4_0134 Route: 400-001-0.0
Begin Section



Photo: HOMO_C4_0135 Route: 400-001-0.57
Metal Culvert 30ft long 48in dia. 3ft deep
Asset# NA



Photo: HOMO_C4_0136 Route: 400-001-0.57
Metal Culvert 30ft long 48in dia. 3ft deep
Asset# NA

ROUTE: 401

Features Photographs



Photo: HOMO_C4_0138 Route: 401-001-0.0
Begin Section

ROUTE: 402

Features Photographs



Photo: HOMO_C4_0159 Route: 402-001-0.0
Begin Section



Photo: HOMO_C4_0160 Route: 402-001-0.14
Metal Culvert 20ft long 18in dia. 1ft deep
Asset# NA



Photo: HOMO_C4_0161 Route: 402-001-0.14
Metal Culvert 20ft long 18in dia. 1ft deep
Asset# NA

Accident Summary

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

APPENDIX

FWS ROAD FUNCTIONAL CLASSIFICATION	
Class I	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.
Class II	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.
Class III	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
Class IV	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.
Class V	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 five different surface types: Asphalt, Concrete, Gravel, Native Improved and Native Primitive. 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 a given Remaining Service Life (RSL) value (in years) based on the rating for that distress. The distress rating resulting in the lowest RSL value is considered to be the governing distress. That value is 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 Improved Rating System

Data is collected on the following distresses and conditions:

- **Cross Section (Gravel, Native Improved only)** - Roadway built so that the center is higher than the shoulder, to prevent water from pooling on roadway.
- **Roadside Drainage (Gravel, Native Improved only)** - 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

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