Middletown Springs, Vermont

Road Stormwater Management Plan 2019

Fully Compliant Road Segment on Garron Road
(RSID #101298)

Prepared by:

RUTLAND REGIONAL PLANNING COMMISSION

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Inventory and plan funded by the Vermont Agency of Transportation 2019 Better Roads Program.

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Introduction

The Municipal Roads General Permit (MRGP), effective January 26, 2018, is required by Act 64, the Vermont Clean Water Act, and the Lake Champlain Phase I TMDL. It is intended to achieve significant reductions in stormwater-related erosion from municipal roads. The MRGP covers discharges of regulated stormwater from town highways, class 1-4 and their rights-of-way as well as municipal stormwater infrastructure associated with town highways.

In accordance with the MRGP, Middletown Springs has prepared this Road Stormwater Management Plan (RSWMP). The RSWMP is a customized, multi-year plan designed to stabilize the municipal road drainage system. The plan includes recommendations to bring the road drainage system up to basic maintenance standards and any additional corrective measures to reduce erosion.

This RSWMP contains the municipality's results of the Road Erosion Inventory of all hydrologically-connected roads and Implementation Table. The Implementation Table identifies the municipality's schedule for bringing all non-compliant road segments into compliance no later than December 31, 2036.

Road Erosion Inventory

The Road Erosion Inventory (REI) of all hydrologically-connected roads is intended to:

Executive Summary

Middletown Springs has ±31 total road miles.

±14.5 miles are not hydrologically-connected and therefore are **not** subject to the MRGP.

±16.5 miles are hydrologically-connected and subject to the MRGP.

±12 miles of hydrologically-connected road currently **fully meet** MRGP Standards and *need to be consistently maintained to continue to meet the standards*.

±4.5 miles shall be brought up to MRGP Standards.

15% or ±0.7 miles shall be brought up to standards over a two year period between 2021 and 2022.

±0.8 miles of Very High Priority Gravel Roads with Ditches shall be brought up to MRGP Standards by 12/31/2025.

The remaining ±3 miles shall be brought up to MRGP Standards by 12/31/2036.

1. Verify which municipal road segments are hydrologically connected, and

2. Identify which of those segments meet the operational standards required under the MRGP.

The primary goal of the REI is to establish baseline conditions of road segments and evaluate progress of implementation efforts.

Methodology

In the summer of 2018, the Rutland Regional Planning Commission (RRPC) completed an initial REI for Middletown Springs. A re-assessment was completed in the summer 2019. RRPC used the 2019 version of the MRGP mobile apps (ArcGIS Collector and Survey123) developed by the Vermont Department of Environmental Conservation to complete the REI. ArcGIS Collector was used to first locate each hydrologically-connected 100 meter (328 foot) road segment or catch basin outlet for inventory. Then Survey123 was used to complete the appropriate REI form for the road segment category (Form A: Gravel and Paved Roads with Ditches; Form B: Class 4 Roads; and Form C: Paved Roads with Catch Basins).

RRPC followed the methods described in the MRGP and 2019 REI Supplements for each road segment category in order to:

1. Field-determine hydrologic connectivity.

2. Evaluate compliance with the MRGP Standards for roadway crown, shoulder berms, road drainage, conveyance areas, driveway/drainage culverts within the right-of-way, and catch basin outlet stabilization.

3. Assign an overall compliance score of Fully Meets, Partially Meets, or Does Not Meet to each segment and catch basin outlet.

4. Note the presence of any features (e.g., historic stone wall, historic large trees, buried utilities, wetlands) that would make it infeasible to implement the MRGP Standards.

Criteria for hydrologic connectivity and MRGP Standards are included in **Appendix A**. Overall MRGP compliance scores are defined as follows:

- Gravel and Paved Roads (Non-Class 4) with Ditches "Fully Meets" – all MRGP Standards are met.

- Gravel and Paved Roads (Non-Class 4) with Ditches "Partially Meets" – one or two MRGP Standards are partially met.

- Gravel and Paved Roads (Non-Class 4) with Ditches "Does Not Meet" – three or more MRGP Standards are partially met or one or more MRGP Standards are not met.

- Paved Roads (Non-Class 4) with Catch Basins are evaluated based on erosion between the catch basin outfall and waters of the state. If the erosion is sheet erosion (less than 1" depth), the outlet "Fully Meets". If the erosion is rill erosion (between 1" and 12" depth), the outlet "Partially Meets". If the erosion is gully erosion (equal to or greater than 12" depth), the outlet "Does Not Meet".

- Class 4 Roads are evaluated based on gully erosion. If gully erosion is present, the overall segment "Does Not Meet". If gully erosion is absent, the overall segment "Fully Meets".

Any municipal road segment or catch basin outfall that scores a "Does Not Meet" or a

"Partially Meets" will have to be upgraded to meet the MRGP Standards. Any road segment or outfall that scores a "Fully Meets" needs to be consistently maintained to continue to meet MRGP Standards.

Results

According to the 2015 Middletown Springs General Highway Map prepared by VTrans, there are 30.7 miles of town roads.

Total Class 2	Total Class 3	Total Class 4	Total Town
3.2	23.3	4.2*	30.7

*0.92 miles are legally Class 3 but have been deemed "Not Up To Standard" and are functionally Class 4 Town Highways.

Of these ±31 road miles, ±16.7 miles or 269 road segments were initially determined to be hydrologically-connected by the Vermont Department of Environmental Conservation and were inventoried by the RRPC.

Of the initially identified 269 road segments, RRPC field determined that 2 segments were not in the ArcGIS Collector app. This adjustment resulted in a total of 267 hydrologically-connected road segments in the REI for Middletown Springs.

Four (4) catch basin outfalls along VT Route 133 were initially identified as hydrologically-connected by the Vermont Department of Environmental Conservation. RRPC determined that all road segments draining to hydrologically-connected outfalls were hybrid paved roads with both ditches and catch basins. Furthermore, the stormwater collection system (including outfalls) along VT Route 133 are believed to be State-owned and maintained.

The following maps are provided in **Appendix B**:

- Location of all inventoried hydrologically-connected road segments and catch basin outlets.
- Overall MRGP compliance scores by road segment and catch basin outlet.
- MRGP compliance score for each standard (i.e., roadway crown, shoulder berm, road drainage, conveyance areas, driveway/drainage culverts within the right-of-way, catch basin outlet stabilization) by road segment and catch basin outlet.

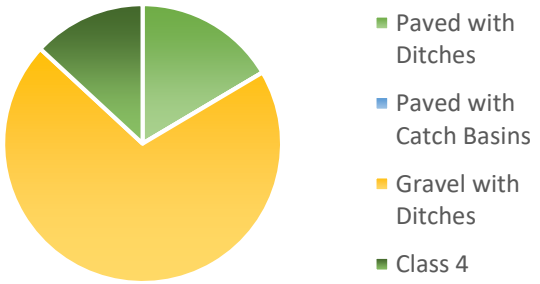
Detailed results of the REI are included in the Implementation Table provided in **Appendix C**. The following provides a brief summary of current compliance:

Road Segments

There are 267 hydrologically-connected road segments totaling ±16.5 road miles.

As shown in Figure 1, of these ±16.5 miles of road, ±11.7 are gravel with ditches; ±2.7 are paved with ditches; 0 are paved with catch basins; and ±2.1 are Class 4.

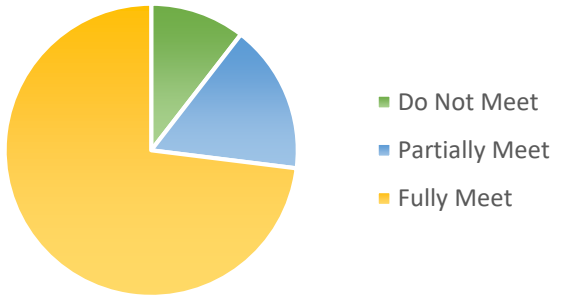
Figure 1: Hydrologically-Connected Road Types



As shown in Figure 2, 10% of the hydrologically-connected road segments Do Not Meet the

MRGP Standards; 16% Partially Meet; 10% Fully Meet.

Figure 2: % Meeting MRGP Standards



This means that ±4.5 miles of road in Middletown Springs either Partially Meet or Do Not Meet the MRGP Standards and will need to be upgraded.

Road segments that did not meet the standards most often had no crown, had grader berms, lacked drainage ditches or had unstable and eroded ditches.

Common conditions for segments partially meeting the standards include only one side of the road having adequate drainage, eroded culvert headers, and grader berms.

Catch Basin Outfalls

There are no hydrologically-connected catch basin outfalls in Middletown Springs.

Implementation Table

The Implementation Table for Middletown Springs is provided in **Appendix C**. The Implementation Table records the REI scoring and identifies the number of non-compliant road segments the municipality will bring up to the MRGP Standards to achieve compliance no later than December 31, 2036.

Very High Priority Segment on Haley Road (RSID #107491)

Very-High Priority Road Segments

Very-high priority road segments are defined as hydrologically-connected:

1. Paved and gravel road segments with drainage ditches scoring "Does Not Meet" on the REI, on slopes greater than 10%;

2. Paved Roads with Catch Basins scoring "Does Not Meet" on the REI, with field-measured erosion values of 3 cubic yards and greater; and

3. Class 4 road segments scoring "Does Not Meet" on the REI, on slopes greater than 10%.

In Middletown Springs, 14 hydrologically-connected road segments are ranked as Very-High Priority. They are all gravel road segments

with drainage ditches on Daisy Hollow Road, Donahue Road, Dudley Road, Fitzgerald Road, Haley Road, Norton Road, and Spruce Knob Road.

Potential Sources of Funding

In addition to municipal funds, there are several State programs to assist in funding the work required to bring all hydrologically-connected road segments into MRGP compliance. A summary of the State programs follows.

Municipal Roads Grants In Aid

The Department of Environmental Conservation (DEC) has partnered with Vermont's Regional Planning Commissions on the Municipal Roads Grants In Aid Program. This program provides funding for municipalities to implement best management practices (BMPs) on hydrologically-connected roads to support MRGP compliance.
A municipality's funding award depends on the:

- number of hydrologically-connected roads, sorted into five-mile increments; and
- number of participating municipalities.

DEC will reimburse up to 80% of the municipality's documented construction expenses, including in-kind support.

Eligible BMPs include:

- Grass and stone-lined drainage ditches and stone check-dams;
- Turnouts, cross culverts, and other disconnection and infiltration practices;
- Lowering of road shoulders;
- Installation or replacement of drainage culverts and driveway culverts on non-perennial streams with right-of-way and installation of culvert headwalls and outlet stabilization;
- Stabilizing conveyance zones;
- Addressing gully erosion on Class 4 roads; and
- Stabilizing catch basin outlets.

According to the FY20 DEC initial base offer, Middletown Springs was eligible for a $8,100 grant.

DEC works closely with the local Regional Planning Commissions to greatly reduce grant administration and reporting efforts for municipalities.

Vermont Better Roads Program

The Agency of Transportation in partnership with the Agency of Natural Resources provides grant funds to municipalities for planning and erosion control projects that improve water quality and reduce road maintenance costs. There are four categories of grants: A, B, C, and D. All have a 20% local match requirement.

Category A grants are for planning and provide funding to conduct a road erosion inventory, development of an implementation table and identification of priorities for work in compliance with the MRGP. Maximum grant award is $8,000.

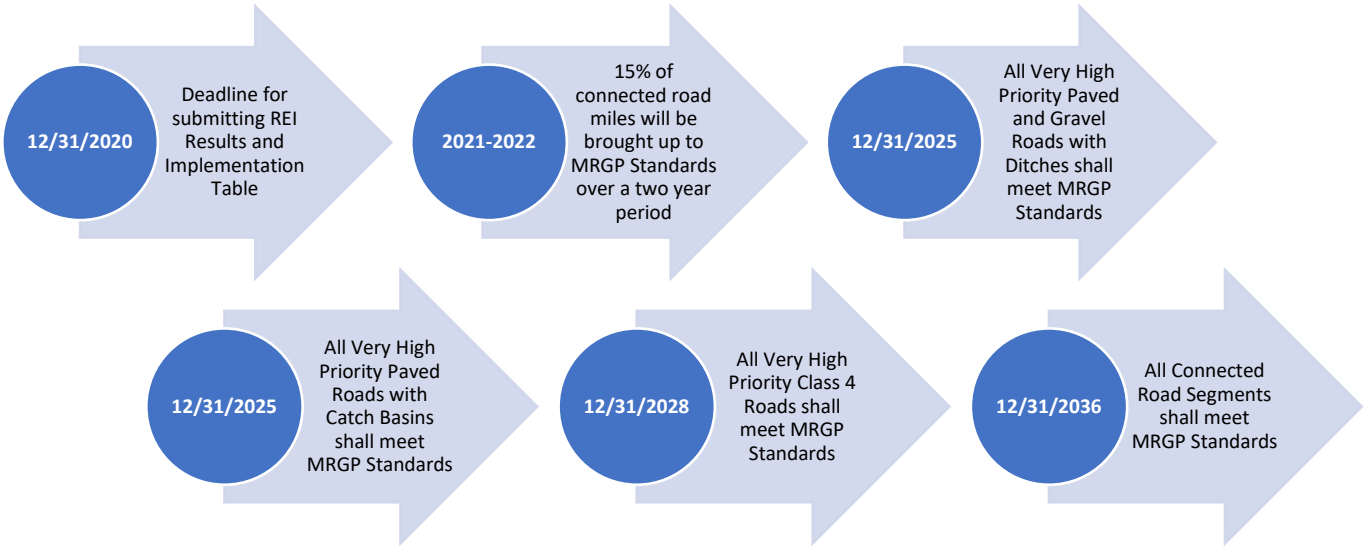
Category B grants are for construction projects that correct an erosion problem and/or installation of stormwater infrastructure that will result in improved water quality. Examples of eligible Category B projects include installation of grass or stone-lined ditches, small (<36") culverts, rain gardens that treat road runoff, and catch basins or drop inlets. Maximum grant award is $20,000.

Category C grants are for construction projects that correct a streambank, lake shore, or other slope related erosion problems on town roads. Maximum grant award is $40,000.

Category D grants are for structure and/or culvert upgrade projects. Eligible projects must include installation of a culvert at least 36” in diameter or greater. Maximum grant award is $60,000.

Compliance Schedule

The current MRGP became effective on January 26, 2018 and shall expire five years from the date of signing or January 2023. A timeline of permit-required compliance dates is presented below.



In Middletown Springs, there are ±**31** total road miles.

- ±**14.5** miles are not hydrologically connected and therefore are not subject to the MRGP.
- ±**16.5** miles are hydrologically connected and subject to the MRGP.
- ±**12** miles (195 road segments) currently fully meet MRGP Standards and *need to be consistently maintained to continue to meet the standards*.
- ±**4.5** miles (72 road segments) shall be brought up to MRGP Standards.
- 15% or ±**0.7** miles (±11 road segments) shall be brought up to standards over a two year period between 2021 and 2022.
- **±0.8** miles (14 road segments) of Very High Priority Gravel Roads with Ditches shall be brought up to MRGP Standards by 12/31/2025.
- The remaining **±3** miles (47 road segments) shall be brought up to MRGP Standards by 12/31/2036.

Appendix A: Criteria for Hydrologic-Connectivity and MRGP Standards

Hydrologically-Connected Road Segment Determination

For paved roads with catch basins: the catch basin outfall pipe is within 500 feet of a water resource.

For all other municipal roads:

- The municipal road segment is within 100 feet of a water resource;
- The municipal road segment bisects and drains to a water resource;
- The municipal road segment is uphill from, and drains to, a municipal road that bisects or drains to a water resource.

Water resources include: perennial streams, intermittent streams, wetlands, lakes and ponds

Road Stormwater Management Standards – Excerpted from the 2018 MRGP

The standards listed below constitute the minimum required Best Management Practices (BMPs) applicable to all "hydrologically-connected" municipal roads.

It is the municipality's responsibility to maintain all practices after installation. Road segments not meeting these standards must implement the BMPs listed below in order to meet the required standards.

Feasibility

Municipalities shall implement these standards to the extent feasible. In determining feasibility, municipalities may consider the following criteria: The implementation of a standard listed in Part 6 of this general permit does not require the acquisition of additional state or federal permits or noncompliance with such permits, or noncompliance with any other state or federal law. The implementation of a standard does not require the condemnation of private property; impacts to significant environmental and historic resources, including historic stone walls, historic structures, historic landscapes, or vegetation within 250 feet of a lakeshore; impacts to buried utilities; and excessive hydraulic hammering of ledge.

Standards for All Construction and Soil Disturbing Activities

Following construction and soil disturbance on a hydrologically-connected road segment, all bare or unvegetated areas shall be revegetated with seed and mulch, hydroseeded, or stone lined within 5 days of disturbance of soils, or, if precipitation is forecast, sooner. Projects authorized under the Construction General Permit (CGP 3-9020) or Individual Construction Stormwater Permit (INDC) shall instead comply with the terms and conditions of that permit.

Standards for Gravel and Paved Roads with Ditches

Baseline Standards for Gravel and Paved Roads with Ditches

The following are the required standards for all hydrologically-connected gravel and paved municipal road segments with drainage ditches, whether or not erosion is present. These standards also apply to all new construction and significant upgrades of stormwater treatment practices.

A. Roadway/Travel Lane Standards

1. Roadway Crown
   a. Gravel roads shall be crowned, in or out-sloped:
      Minimum: ¼" per foot
      Recommended: ¼" – ½" per foot or 2% - 4%.
   b. Paved/ditched roads shall be crowned during new construction, redevelopment, or repaving where repaving involves removal of the existing paving.
      Minimum: 1/8" per foot or 1%
      Recommended: 1% - 2%.

2. Shoulder berms (also called Grader/Plow Berm/Windrows)
   Shoulder berms shall be removed to allow precipitation to shed from the travel lane into the road drainage system. Roadway runoff shall flow in a distributed manner to the drainage ditch or filter area and there shall be no shoulder berms or evidence of a "secondary ditch". Shoulder berms may remain in place if the road crown is in-sloped or out-sloped to the opposite side of the road from berm side of road. The shoulder berm standard only applies to gravel roads with drainage ditches.

B. Road Drainage Standards

Roadway runoff shall flow in a distributed manner to grass or a forested area by lowering road shoulders or conversely by elevating the travel lane level above the shoulder. Road shoulders shall be lower than travel lane elevation. If distributed flow is not possible, roadway runoff may enter a drainage ditch, stabilized as follows:

1. For roads with slopes between 0% and 5%: At a minimum, grass-lined ditch, no bare soil. Geotextile and erosion matting may be used instead of seed and mulch. Alternatively, ditches may be stabilized using any of the practices identified for roads with slopes 5% or greater included in Sub-part B.2, below.
   Recommended shape: trapezoidal or parabolic cross section with mild side slopes; two foot horizontal per one foot vertical or flatter and 2 foot ditch depth.

2. For roads with slopes 5% or greater but less than 8%:

   a. Stone-lined ditch: minimum 6"- 8" minus stone or the equivalent for new practice construction. Recommended 2-foot ditch depth from top of stone-lined bottom,
   b. Grass-lined ditch with stone check dams, or
   c. Grass-lined ditch if installed with disconnection practices such as cross culverts and/or turnouts to reduce road stormwater runoff volume. There shall be at least two cross culverts or turnouts per segment disconnecting road stormwater out of the road drainage network into vegetated areas, or spaced every 160'.

3. For roads with slopes of 8% or greater: Stone-lined ditch.

a. For slopes greater than or equal to 8% but less than 10%: minimum 6”-8” minus stone or the equivalent for new construction. Recommended 2-foot ditch depth from top of stone-lined bottom.
b. For slopes greater than 10%: minimum 6-8” minus stone. Recommended 12” minus stone or the equivalent. Recommended 2-foot ditch depth from top of stonelined bottom.

4. If appropriate, bioretention areas, level spreaders, armored shoulders, and sub-surface drainage practices may be substituted for the above road drainage standards.

C. Drainage Outlets to Waters & Turnouts

Roadway drainage shall be disconnected from waterbodies and defined channels, since the latter can act as a stormwater conveyance, and roadway drainage shall flow in a distributed manner to a grass or forested filter area. Drainage outlets and conveyance areas shall be stabilized as follows:

1. Turn-outs - all drainage ditches shall be turned out to avoid direct outlet to surface waters.
2. There must be adequate outlet protection at the end of the turnout, based upon slope ranges below. Turnout slopes shall be measured on the bank where the practice is located and not based on the road slope.
    a. For turnouts with slopes of 0% or greater but less than 5%: stabilize with grass at minimum. Alternatively, stabilize using the practices identified in Sub-parts (b)-(c), below, when possible.
    b. For turnouts with slopes 5% or greater: stabilize with stone.
    c. For slopes greater than 5% but less than 10%: minimum 6”-8” minus stone or the equivalent for new construction.
    d. For slopes greater than 10%: minimum: 6-8” minus stone or equivalent for new construction. Recommended 12” minus stone or the equivalent.

Standards if Rill or Gully Erosion is Present on Gravel and Paved Roads with Ditches
The following are the required standards for all gravel and paved roads with ditches where rill or gully erosion is present. These standards also apply to new construction and significant upgrades of stormwater treatment practices.

A. Municipal Culverts

1. Culvert end treatment or headwall required for areas with slopes 5% or greater, if erosion is due to absence of these structures. End treatment or headwall is required for new construction on slopes 5% or greater.
2. Stabilize outlet such that there will be no scour erosion, if erosion is due to absence or inadequacy of outlet stabilization. Stone aprons or plunge pools required for new construction on slopes 5% or greater.

3. Upgrade to 18” culvert (minimum), if erosion is due to inadequate size or absence of structure. In some instances, intermittent streams enter the municipal road drainage network, and in these cases, the Secretary recommends culvert sizing based on in-field and mapping techniques described in the Intermittent Stream Crossing Sizing Guidance, found on the Stormwater Program’s website, at: http://dec.vermont.gov/watershed/stormwater/permit-information-applicationsfees/municipal-roads-program.
4. Drainage culverts conveying perennial waters are subject to coverage under the DEC Stream Alteration General Permit. MRGP Standards do not apply to culverts conveying perennial waters.
5. A French Drain (also called an Under Drain) or French Mattress (also called a Rock Sandwich) sub-surface drainage practice may be substituted for a cross culvert.

B. Driveway Culverts within the municipal ROW

1. Culvert end treatment or headwall required for areas with slopes of 5% or greater, if erosion is due to absence of these structures. End treatment or headwall is required for new construction.
2. Stabilize outlet such that there will be no scour erosion, if erosion is due to absence or inadequacy of outlet stabilization. Stone aprons or plunge pools required for new construction.
3. Upgrade to minimum 15” culvert, 18” recommended, if erosion is due to inadequate size or absence of structure. In some instances, intermittent streams may enter the municipal road drainage network, and in these cases, the Secretary recommends culvert sizing based on in-field and mapping techniques described on the Stormwater Program’s website: http://dec.vermont.gov/watershed/stormwater/permit-information-applications-fees/municipal-roads-program.
4. Driveway culverts conveying perennial waters are subject to coverage under the DEC Stream Alteration General Permit.

Standards for Paved Roads with Catch Basins

Catch Basin Outlet Stabilization: All hydrologically-connected catch basin outlets shall be stabilized to eliminate all rill and gully erosion. Catch basin outfall stabilization practices include: stone-lined ditch, stone apron, check dams, and culvert header/headwall.

Standards for Connected Class 4 Roads

Stabilize any areas of gully erosion identified in the REI with the practices described above or equivalent practices. Disconnection practices such as broad-based dips and water bars may replace cross culverts and turnouts.

Appendix B: Plan Maps

Final Road Inventory

Middletown Springs, Vermont

Road Erosion Inventory 2019

Hydrologically Connected Segments

Legend

- MRGP Outfalls - Fully Meets

Status

- Fully Meets
- Partially Meets
- Does Not Meet
- VT E911 Road Centerlines
- Rivers and Streams
- Lakes, Ponds and Major Rivers
- Town Boundary

Miles

0.5 0.25 0 0.5 1 1.5

1 inch = 0.75 miles

Road inventory was initially completed in the summer of 2018. Reassessments were performed in the summer of 2019.

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Berm Inventory

Middletown Springs, Vermont

Road Erosion Inventory 2019

Hydrologically Connected Segments

Legend

Middletown Springs REI: Berms

- Fully Meets
- Partially Meets
- Rivers and Streams
- VT E911 Road Centerlines
- Town Boundary
- Lakes, Ponds and Major Rivers

Miles

0.5 0.25 0 0.5 1 1.5

1 inch = 0.75 miles

Road inventory was initially completed in the summer of 2018. Reassessments were performed in the summer of 2019.

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Conveyance Inventory

Middletown Springs, Vermont

Road Erosion Inventory 2019

Hydrologically Connected Segments

Legend

Middletown Springs REI: Conveyance

- Fully Meets
- None
- Does Not Meet
- Rivers and Streams
- VT E911 Road Centerlines
- Town Boundary
- Lakes, Ponds and Major Rivers

Miles

0.5 0.25 0 0.5 1 1.5

1 inch = 0.75 miles

Road inventory was initially completed in the summer of 2018. Reassessments were performed in the summer of 2019.

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Crown Inventory

Middletown Springs, Vermont

Road Erosion Inventory 2019

Hydrologically Connected Segments

Legend

Middletown Springs REI: Crowns

- Fully Meets
- Partially Meets
- Does Not Meet
- Rivers and Streams
- VT E911 Road Centerlines
- Town Boundary
- Lakes, Ponds and Major Rivers

Miles

0.5 0.25 0 0.5 1 1.5

1 inch = 0.75 miles

Road inventory was initially completed in the summer of 2018. Reassessments were performed in the summer of 2019.

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Culvert Inventory

Middletown Springs, Vermont

Road Erosion Inventory 2019

Hydrologically Connected Segments

Legend

Middletown Springs REI: Driveway Culverts

- Fully Meets
- Partially Meets
- Does Not Meet

Middletown Springs REI: Drainage Culverts

- Fully Meets
- Partially Meets
- Does Not Meet
- Rivers and Streams
- VT E911 Road Centerlines
- Town Boundary
- Lakes, Ponds and Major Rivers

Miles

0.5 0.25 0 0.5 1 1.5

1 inch = 0.75 miles

Road inventory was initially completed in the summer of 2018. Reassessments were performed in the summer of 2019.

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Drainage Inventory

Middletown Springs, Vermont

Road Erosion Inventory 2019

Hydrologically Connected Segments

Legend

Middletown Springs REI: Drainage

- Fully Meets
- Partially Meets
- Does Not Meet
- VT E911 Road Centerlines
- Rivers and Streams
- Lakes, Ponds and Major Rivers
- Town Boundary

Miles

0.5 0.25 0 0.5 1 1.5

1 inch = 0.75 miles

Road inventory was initially completed in the summer of 2018. Reassessments were performed in the summer of 2019.

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Appendix C: REI Implementation Table

Seg ID	Road Name	Date	Reason	Road Type	Slope	Crown	Berm / windrow	Drainage	Culvert Conveyance	Driveway	Drainage Culvert	Status	Priority	Schedule
30226	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	13.000	P	F	D	F			Does Not Meet	Very High	12/31/2025
30227	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	11.700	P	P	P				Does Not Meet	Very High	12/31/2025
30228	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	11.700	D	P	D	F		D	Does Not Meet	Very High	12/31/2025
30229	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	12.600	P	P	D	F		P	Does Not Meet	Very High	12/31/2025
30230	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	10.500	F	P	D	F			Does Not Meet	Very High	12/31/2025
33555	DONAHUE RD	7/12/2018	Initial Inventory	Gravel	14.300	D	P	P	D			Does Not Meet	Very High	12/31/2025
91273	DUDLEY RD	7/16/2018	Initial Inventory	Gravel	14.600	F	P	D	F			Does Not Meet	Very High	12/31/2025
91274	DUDLEY RD	8/8/2019	Initial Inventory	Gravel	15.600	F	F	D	N			Does Not Meet	Very High	12/31/2025
98034	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	10.900	F	P	P	F		D	Does Not Meet	Very High	12/31/2025
107491	HALEY RD	7/12/2018	Initial Inventory	Gravel	13.400	P	F	D	F			Does Not Meet	Very High	12/31/2025
107492	HALEY RD	7/12/2018		Gravel	12.200	F	F	D	D			Does Not Meet	Very High	12/31/2025
107493	HALEY RD	7/12/2018	Initial Inventory	Gravel	12.800	P	F	P		F	D	Does Not Meet	Very High	12/31/2025
141946	NORTON RD	7/16/2018	Initial Inventory	Gravel	11.200	F	F	D	D			Does Not Meet	Very High	12/31/2025
170583	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	12.200	P	P	P	F			Does Not Meet	Very High	12/31/2025
30234	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	9.400	F	F	D	F			Does Not Meet	High	
30248	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	7.200	F	F	D	F			Does Not Meet	High	
33556	DONAHUE RD	7/12/2018	Initial Inventory	Gravel	9.900	P	F	D	D			Does Not Meet	High	
99521	FOX BRIDGE LN	8/8/2019	Initial Inventory	Class 4	5.800							Does Not Meet	High	
107488	HALEY RD	8/8/2019	Re Assessment	Gravel	7.500	P	F	P	D		F	Does Not Meet	High	
107489	HALEY RD	7/12/2018	Initial Inventory	Gravel	8.500	P	F	D	F			Does Not Meet	High	
141778	NORTH ST	7/16/2018	Initial Inventory	Gravel	8.000	F	F	D	F		P	Does Not Meet	High	
141779	NORTH ST	7/16/2018	Initial Inventory	Gravel	7.000	F	F	D	F			Does Not Meet	High	
141939	NORTON RD	8/8/2019	Initial Inventory	Class 4	7.100							Does Not Meet	High	
170582	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	7.000	P	F	D	F			Does Not Meet	High	
141767	NORTH ST	7/16/2018	Initial Inventory	Gravel	2.800	F	P	F	F		D	Does Not Meet	Moderate	
141937	NORTON RD	8/8/2019	Initial Inventory	Gravel	4.100	P	P	P	N		D	Does Not Meet	Moderate	
141938	NORTON RD	8/8/2019	Initial Inventory	Class 4	3.000							Does Not Meet	Moderate	
170579	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	4.500	P	F	D				Does Not Meet	Moderate	

27732	COY HILL RD	7/18/2018	Initial Inventory	Gravel	6.500	F	F	P	F	F		Partially Meets	Moderate	
27738	COY HILL RD	7/18/2018	Initial Inventory	Gravel	8.200	F	F	P	F			Partially Meets	Moderate	
30231	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	8.300	F	P	P	F		F	Partially Meets	Moderate	
30232	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	5.700	F	F	P	F			Partially Meets	Moderate	
30236	DAISY HOLLOW RD	8/8/2019	Initial Inventory	Gravel	5.800	F	P	P	N	F	F	Partially Meets	Moderate	
30245	DAISY HOLLOW RD	8/8/2019	Re Assessment	Gravel	6.500	F	P	P	N			Partially Meets	Moderate	
30250	DAISY HOLLOW RD	8/8/2019	Re Assessment	Gravel	5.000	F	P	P	N			Partially Meets	Moderate	
30259	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	13.400	P	F	P	F			Partially Meets	Moderate	
33554	DONAHUE RD	7/12/2018	Initial Inventory	Gravel	8.300	F	P	P	F			Partially Meets	Moderate	
33557	DONAHUE RD	7/12/2018	Initial Inventory	Gravel	10.100	P	F	P	F		F	Partially Meets	Moderate	
91271	DUDLEY RD	7/16/2018	Initial Inventory	Gravel	10.200	F	F	P	F			Partially Meets	Moderate	
91272	DUDLEY RD	7/16/2018	Initial Inventory	Gravel	8.600	F	F	P	F			Partially Meets	Moderate	
98018	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	8.300	F	P	F	F		F	Partially Meets	Moderate	
98020	FITZGERALD RD	8/8/2019	Initial Inventory	Gravel	8.100	F	P	P	N			Partially Meets	Moderate	
98035	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	9.200	F	F	P	F		F	Partially Meets	Moderate	
98036	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	11.000	F	F	P	F			Partially Meets	Moderate	
98037	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	9.400	F	P	F	F	F		Partially Meets	Moderate	
98038	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	10.900	F	P	F	F			Partially Meets	Moderate	
107490	HALEY RD	7/12/2018	Initial Inventory	Gravel	11.500	P	F	P	F			Partially Meets	Moderate	
126675	LOOKAWAY RD	7/16/2018	Initial Inventory	Gravel	12.200	D	F	P	F			Partially Meets	Moderate	
141751	NORTH ST	7/16/2018	Initial Inventory	Gravel	5.300	F	F	P	F			Partially Meets	Moderate	
141770	NORTH ST	7/16/2018	Initial Inventory	Gravel	14.700	F	F	P	F		F	Partially Meets	Moderate	
141777	NORTH ST	8/8/2019	Initial Inventory	Gravel	8.700	F	F	P	N			Partially Meets	Moderate	
141927	NORTON RD	7/18/2018	Initial Inventory	Gravel	8.300	P	P	F	F			Partially Meets	Moderate	
141928	NORTON RD	7/18/2018	Initial Inventory	Gravel	7.500	P	F	F	F			Partially Meets	Moderate	
141929	NORTON RD	7/18/2018	Initial Inventory	Gravel	6.300	P	F	F	F			Partially Meets	Moderate	
141932	NORTON RD	7/18/2018	Initial Inventory	Gravel	10.000	F	F	P	F			Partially Meets	Moderate	
146130	ORCHARD RD	7/16/2018	Initial Inventory	Gravel	10.300	F	F	P	F			Partially Meets	Moderate	
170580	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	7.500	D	F	D	F			Partially Meets	Moderate	
170581	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	9.800	D	F	D	F			Partially Meets	Moderate	
170595	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	5.500	F	F	P	F			Partially Meets	Moderate	
170614	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	7.400	F	F	P	F			Partially Meets	Moderate	
170615	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	8.400	P	F	P	F			Partially Meets	Moderate	

15761	BURDOCK AV	7/18/2018	Initial Inventory	Gravel	3.400	P	F	F	F			Partially Meets	Low	
27733	COY HILL RD	7/18/2018	Initial Inventory	Gravel	2.100	F	F	F	F	P		Partially Meets	Low	
30233	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	4.900	F	F	P	F			Partially Meets	Low	
30237	DAISY HOLLOW RD	8/8/2019	Re Assessment	Gravel	4.300	F	F	P	F	F	F	Partially Meets	Low	
98019	FITZGERALD RD	8/8/2019	Initial Inventory	Gravel	2.400	F	P	P	N			Partially Meets	Low	
98039	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	3.500	P	P	F	F			Partially Meets	Low	
136666	MOUNTAIN RD	7/18/2018	Initial Inventory	Gravel	4.900	F	F	F	F	P	P	Partially Meets	Low	
141763	NORTH ST	7/16/2018	Initial Inventory	Gravel	2.300	F	F	F	F	P		Partially Meets	Low	
141764	NORTH ST	7/16/2018	Initial Inventory	Gravel	0.900	F	F	F	F	P		Partially Meets	Low	
141926	NORTON RD	7/16/2018	Initial Inventory	Gravel	4.500	P	P	F	F		F	Partially Meets	Low	
170575	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	1.700	F	F	F	F		P	Partially Meets	Low	
14501	BROWN RD	8/8/2019	Initial Inventory	Class 4	3.200							Fully Meets		
14502	BROWN RD	8/8/2019	Initial Inventory	Class 4	6.100							Fully Meets		
14506	BROWN RD	8/8/2019	Initial Inventory	Class 4	2.100							Fully Meets		
15760	BURDOCK AV	7/18/2018	Initial Inventory	Gravel	1.200	F	F	F	F			Fully Meets		
15762	BURDOCK AV	7/18/2018	Initial Inventory	Gravel	2.700	F	F	F	F			Fully Meets		
16753	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.000	F	F	F	F			Fully Meets		
16754	BUXTON AV	7/18/2018	Initial Inventory	Gravel	2.300	F	F	F	F			Fully Meets		
16755	BUXTON AV	7/18/2018	Initial Inventory	Gravel	2.300	F	F	F	F			Fully Meets		
16756	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.600	F	F	F	F		F	Fully Meets		
16757	BUXTON AV	7/18/2018	Initial Inventory	Gravel	7.500	F	F	F	F			Fully Meets		
16758	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.100	F	F	F	F			Fully Meets		
16759	BUXTON AV	7/18/2018	Initial Inventory	Gravel	2.500	F	F	F	F			Fully Meets		
16760	BUXTON AV	7/18/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		
16761	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.400	F	F	F	F			Fully Meets		
16762	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.200	F	F	F	F			Fully Meets		
16763	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.300	F	F	F	F			Fully Meets		
16764	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.800	F	F	F	F			Fully Meets		
16765	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.400	F	F	F	F			Fully Meets		
16766	BUXTON AV	7/18/2018	Initial Inventory	Gravel	1.800	F	F	F	F			Fully Meets		
27709	COY HILL RD	7/18/2018	Initial Inventory	Gravel	0.700	F	F	F	F			Fully Meets		
27711	COY HILL RD	7/18/2018	Initial Inventory	Gravel	2.400	F	F	F	F			Fully Meets		
27712	COY HILL RD	7/18/2018	Initial Inventory	Gravel	0.500	F	F	F	F			Fully Meets		
27713	COY HILL RD	7/18/2018	Initial Inventory	Gravel	3.200	F	F	F	F			Fully Meets		

27726	COY HILL RD	7/18/2018	Initial Inventory	Gravel	0.900	F	F	F	F			Fully Meets		
27729	COY HILL RD	7/18/2018	Initial Inventory	Gravel	0.900	F	F	F	F			Fully Meets		
27730	COY HILL RD	7/18/2018	Initial Inventory	Gravel	0.500	F	F	F	F		F	Fully Meets		
27731	COY HILL RD	7/18/2018	Initial Inventory	Gravel	1.700	F	F	F	F	F		Fully Meets		
27737	COY HILL RD	7/18/2018	Initial Inventory	Gravel	3.500	F	F	F	F		F	Fully Meets		
27739	COY HILL RD	7/18/2018	Initial Inventory	Gravel	1.500	F	F	F	F			Fully Meets		
27746	COY HILL RD	7/16/2018	Initial Inventory	Gravel	4.800	F	F	F	F		F	Fully Meets		
27747	COY HILL RD	7/16/2018	Initial Inventory	Gravel	4.500	F	F	F	F			Fully Meets		
27748	COY HILL RD	7/16/2018	Initial Inventory	Gravel	5.100	F	F	F	F		F	Fully Meets		
27749	COY HILL RD	7/16/2018	Initial Inventory	Gravel	2.300	F	F	F	F		F	Fully Meets		
27750	COY HILL RD	7/16/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		
27751	COY HILL RD	7/16/2018	Initial Inventory	Gravel	3.100	F	F	F	F			Fully Meets		
27752	COY HILL RD	7/16/2018	Initial Inventory	Gravel	8.100	F	F	F	F			Fully Meets		
27755	COY HILL RD	7/16/2018	Initial Inventory	Gravel	4.200	F	F	F	F			Fully Meets		
27756	COY HILL RD	7/16/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		
27757	COY HILL RD	7/16/2018	Initial Inventory	Gravel	3.700	F	F	F	F			Fully Meets		
27758	COY HILL RD	7/16/2018	Initial Inventory	Gravel	1.600	F	F	F	F			Fully Meets		
27759	COY HILL RD	7/16/2018	Initial Inventory	Gravel	1.900	F	F	F	F			Fully Meets		
27768	COY HILL RD	7/16/2018	Initial Inventory	Gravel	9.000	F	F	F	F	F		Fully Meets		
27776	COY HILL RD	7/16/2018	Initial Inventory	Gravel	5.000	F	F	F	F			Fully Meets		
30223	DAISY HOLLOW RD	8/8/2019	Initial Inventory	Class 4	8.500							Fully Meets		
30225	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	7.500	F	F	F	F			Fully Meets		
30235	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		
30238	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	2.000	F	F	F	F			Fully Meets		
30239	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		
30240	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	2.300	F	F	F	F			Fully Meets		
30241	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	4.200	F	F	F	F			Fully Meets		
30242	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	3.500	F	F	F	F			Fully Meets		
30243	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	3.400	F	F	F	F			Fully Meets		
30244	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	4.400	F	F	F	F			Fully Meets		
30246	DAISY HOLLOW RD	7/12/2018		Gravel	2.000	F	F	F	F			Fully Meets		
30247	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	2.100	F	F	F	F			Fully Meets		
30249	DAISY HOLLOW RD	7/12/2018		Gravel	3.300	F	F	F	F		F	Fully Meets		
30251	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	1.000	F	F	F	F			Fully Meets		
30252	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	1.900	F	F	F	F			Fully Meets		

30253	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	2.300	F	F	F	F			Fully Meets		
30254	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		
30255	DAISY HOLLOW RD	7/12/2018	Initial Inventory	Gravel	0.700	F	F	F	F			Fully Meets		
31630	DAYTON HILL	8/8/2019	Initial Inventory	Class 4	9.200							Fully Meets		
31632	DAYTON HILL	8/8/2019	Initial Inventory	Class 4	10.700							Fully Meets		
31633	DAYTON HILL	8/8/2019	Initial Inventory	Class 4	11.600							Fully Meets		
31634	DAYTON HILL	8/8/2019	Initial Inventory	Class 4	11.600							Fully Meets		
31635	DAYTON HILL	8/8/2019	Initial Inventory	Class 4	7.200							Fully Meets		
31642	DAYTON HILL	8/8/2019	Initial Inventory	Class 4	8.500							Fully Meets		
31643	DAYTON HILL	8/8/2019	Initial Inventory	Class 4	4.100							Fully Meets		
31644	DAYTON HILL	7/16/2018	Initial Inventory	Gravel	4.900	F	F	F	F			Fully Meets		
91257	DUDLEY RD	7/16/2018	Initial Inventory	Gravel	4.200	F	F	F	F			Fully Meets		
94190	EAST RD	7/16/2018	Initial Inventory	Gravel	0.900	F	F	F	F			Fully Meets		
94191	EAST RD	11/7/2019	Initial Inventory	Gravel	2.700	F	F	F	N			Fully Meets		
98031	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	4.600	F	F	F	F			Fully Meets		
98032	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	4.800	F	F	F	F	F		Fully Meets		
98033	FITZGERALD RD	7/12/2018	Initial Inventory	Gravel	7.700	F	F	F	F			Fully Meets		
99519	FOX BRIDGE LN	8/8/2019	Initial Inventory	Class 4	6.900							Fully Meets		
99520	FOX BRIDGE LN	8/8/2019	Initial Inventory	Class 4	7.100							Fully Meets		
101273	GARRON RD	7/18/2018	Initial Inventory	Gravel	3.000	F	F	F	F			Fully Meets		
101296	GARRON RD	7/18/2018	Initial Inventory	Gravel	4.000	F	F	F	F	F		Fully Meets		
101297	GARRON RD	7/18/2018	Initial Inventory	Gravel	2.900	F	F	F	F			Fully Meets		
101298	GARRON RD	7/18/2018	Initial Inventory	Gravel	4.200	F	F	F	F			Fully Meets		
107494	HALEY RD	7/12/2018	Initial Inventory	Gravel	12.500	F	F	F	F		F	Fully Meets		
107495	HALEY RD	7/12/2018	Initial Inventory	Gravel	13.500	F	F	F	F			Fully Meets		
126676	LOOKAWAY RD	7/16/2018	Initial Inventory	Gravel	6.000	F	F	F	F			Fully Meets		
126677	LOOKAWAY RD	7/16/2018	Initial Inventory	Gravel	1.400	F	F	F	F		F	Fully Meets		
126678	LOOKAWAY RD	7/16/2018	Initial Inventory	Gravel	6.300	F	F	F	F			Fully Meets		
134779	MONTVERT RD	7/18/2018	Initial Inventory	Gravel	4.500	F	F	F	F			Fully Meets		
134780	MONTVERT RD	7/18/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		
136653	MOUNTAIN RD	7/18/2018	Initial Inventory	Gravel	4.200	F	F	F	F			Fully Meets		
136656	MOUNTAIN RD	8/8/2019	Initial Inventory	Class 4	5.800							Fully Meets		
136657	MOUNTAIN RD	8/8/2019	Initial Inventory	Class 4	9.100							Fully Meets		
136658	MOUNTAIN RD	7/18/2018	Initial Inventory	Gravel	1.800	F	F	F	F		F	Fully Meets		
136665	MOUNTAIN RD	7/18/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		

45249.1	NORTH ST	7/18/2018	Initial Inventory	Paved with open ditches	3.000			F	F			Fully Meets		
45257.1	NORTH ST	7/18/2018	Initial Inventory	Paved with open ditches	4.700			F	F			Fully Meets		
141750	NORTH ST	7/16/2018	Initial Inventory	Gravel	4.400	F	F	F	F			Fully Meets		
141754	NORTH ST	7/16/2018	Initial Inventory	Gravel	1.000	F	F	F	F			Fully Meets		
141755	NORTH ST	7/16/2018	Initial Inventory	Gravel	2.500	F	F	F	F			Fully Meets		
141760	NORTH ST	7/16/2018	Initial Inventory	Gravel	1.100	F	F	F	F			Fully Meets		
141761	NORTH ST	7/16/2018	Initial Inventory	Gravel	1.000	F	F	F	F			Fully Meets		
141762	NORTH ST	7/16/2018	Initial Inventory	Gravel	3.500	F	F	F	F			Fully Meets		
141765	NORTH ST	7/16/2018	Initial Inventory	Gravel	2.300	F	F	F	F			Fully Meets		
141766	NORTH ST	7/16/2018	Initial Inventory	Gravel	3.300	F	F	F	F			Fully Meets		
141768	NORTH ST	7/16/2018	Initial Inventory	Gravel	5.700	F	F	F	F		F	Fully Meets		
141769	NORTH ST	7/16/2018	Initial Inventory	Gravel	6.000	F	F	F	F			Fully Meets		
141771	NORTH ST	7/16/2018	Initial Inventory	Gravel	7.500	F	F	F	F			Fully Meets		
141772	NORTH ST	7/16/2018	Initial Inventory	Gravel	7.000	F	F	F	F			Fully Meets		
141776	NORTH ST	7/16/2018	Initial Inventory	Gravel	6.100	F	F	F	F			Fully Meets		
141780	NORTH ST	8/8/2019	Initial Inventory	Class 4	8.400							Fully Meets		
141781	NORTH ST	8/8/2019	Initial Inventory	Class 4	6.100							Fully Meets		
141782	NORTH ST	8/8/2019	Initial Inventory	Class 4	7.000							Fully Meets		
141783	NORTH ST	8/8/2019	Initial Inventory	Class 4	4.800							Fully Meets		
141788	NORTH ST	8/8/2019	Initial Inventory	Class 4	4.200							Fully Meets		
141789	NORTH ST	8/8/2019	Initial Inventory	Class 4	7.200							Fully Meets		
45549.1	NORTON RD	7/18/2018	Initial Inventory	Gravel	3.300	F	F	F	F			Fully Meets		
141930	NORTON RD	7/18/2018	Initial Inventory	Gravel	5.000	F	F	F	F		F	Fully Meets		
141931	NORTON RD	7/18/2018	Initial Inventory	Gravel	6.400	F	F	F	F	F		Fully Meets		
141943	NORTON RD	7/16/2018	Initial Inventory	Gravel	3.700	F	F	F	F			Fully Meets		
141944	NORTON RD	7/16/2018	Initial Inventory	Gravel	4.300	F	F	F	F		F	Fully Meets		
141945	NORTON RD	7/16/2018	Initial Inventory	Gravel	0.200	F	F	F	F	F		Fully Meets		
141947	NORTON RD	7/16/2018	Initial Inventory	Gravel	2.700	F	F	F	F	F		Fully Meets		
146123	ORCHARD RD	7/16/2018	Initial Inventory	Paved with open ditches	2.500			F	F			Fully Meets		
146125	ORCHARD RD	7/16/2018	Initial Inventory	Gravel	2.800	F	F	F	F			Fully Meets		
146128	ORCHARD RD	7/16/2018		Gravel	10.200	F	F	F	F			Fully Meets		
146129	ORCHARD RD	7/16/2018	Initial Inventory	Gravel	2.800	F	F	F	F	F		Fully Meets		
146135	ORCHARD RD	7/16/2018	Initial Inventory	Gravel	10.700	F	F	F	F			Fully Meets		
146136	ORCHARD RD	7/16/2018	Initial Inventory	Gravel	5.800	F	F	F	F			Fully Meets		
146137	ORCHARD RD	8/8/2019	Initial Inventory	Gravel	7.800	F	F	F	N			Fully Meets		

47550.1	PARK AV	7/18/2018	Initial Inventory	Paved with open ditches	3.500			F	F			Fully Meets		
47551.1	PARK AV	7/18/2018	Initial Inventory	Paved with open ditches	1.400			F	F			Fully Meets		
50338.1	PLEASANT VIEW RD	7/18/2018	Initial Inventory	Paved with open ditches	2.100			F	F			Fully Meets		
170568	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	3.400	F	F	F	F			Fully Meets		
170569	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	1.100	F	F	F	F		F	Fully Meets		
170570	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	0.600	F	F	F	F		F	Fully Meets		
170574	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	1.700	F	F	F	F			Fully Meets		
170584	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	6.600	F	F	F	F			Fully Meets		
170585	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	4.700	F	F	F	F		F	Fully Meets		
170586	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	0.500	F	F	F	F			Fully Meets		
170596	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	0.600	F	F	F	F			Fully Meets		
170597	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	3.400	F	F	F	F		F	Fully Meets		
170608	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	3.600	F	F	F	F			Fully Meets		
170609	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	1.200	F	F	F	F			Fully Meets		
170612	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	4.800	F	F	F	F			Fully Meets		
170616	SPRUCE KNOB RD	7/16/2018	Initial Inventory	Gravel	3.600	F	F	F	F		F	Fully Meets		
179074	TH 16	11/7/2019	Initial Inventory	Class 4	5.800							Fully Meets		
179076	TH 16	11/7/2019	Initial Inventory	Class 4	16.000							Fully Meets		
179077	TH 16	11/7/2019	Initial Inventory	Class 4	8.400							Fully Meets		
179078	TH 16	11/7/2019	Initial Inventory	Class 4	2.800							Fully Meets		
179079	TH 16	11/7/2019	Initial Inventory	Class 4	5.600							Fully Meets		
195814	WESCOTT RD	11/7/2019	Initial Inventory	Class 4	9.400							Fully Meets		
195815	WESCOTT RD	11/7/2019	Initial Inventory	Class 4	12.500							Fully Meets		
195826	WESCOTT RD EXT	11/7/2019	Initial Inventory	Class 4	11.300							Fully Meets		
195827	WESCOTT RD EXT	11/7/2019	Initial Inventory	Class 4	9.600							Fully Meets		
195828	WESCOTT RD EXT	11/7/2019	Initial Inventory	Class 4	3.700							Fully Meets		
195829	WESCOTT RD EXT	11/7/2019	Initial Inventory	Class 4	4.900							Fully Meets		
71852.1	WEST ST	7/16/2018	Initial Inventory	Paved with open ditches	1.000			F	F			Fully Meets		
71853.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.000			F	F			Fully Meets		
71854.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	4.000			F	F			Fully Meets		
71855.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.300			F	F			Fully Meets		
71856.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	0.900			F	F			Fully Meets		
71857.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.000			F	F			Fully Meets		
71858.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.000			F	F			Fully Meets		
71859.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.100			F	F			Fully Meets		

71860.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	0.800			F	F			Fully Meets		
71861.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	0.800			F	F			Fully Meets		
71862.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.600			F	F			Fully Meets		
71863.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.500			F	F			Fully Meets		
71866.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.200			F	F			Fully Meets		
71867.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.400			F	F			Fully Meets		
71868.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	5.400			F	F			Fully Meets		
71869.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	2.000			F	F			Fully Meets		
71870.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	2.500			F	F			Fully Meets		
71871.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	2.700			F	F			Fully Meets		
71872.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	2.200			F	F			Fully Meets		
71875.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	2.000			F	F			Fully Meets		
71876.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	3.500			F	F			Fully Meets		
71877.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.500			F	F			Fully Meets		
71880.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	5.800			F	F			Fully Meets		
71881.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.800			F	F			Fully Meets		
71882.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	4.200			F	F			Fully Meets		
71883.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	3.500			F	F			Fully Meets		
71886.1	WEST ST	7/16/2018	Initial Inventory	Paved with open ditches	2.300			F	F			Fully Meets		
71887.1	WEST ST	7/16/2018	Initial Inventory	Paved with open ditches	1.400			F	F			Fully Meets		
71888.1	WEST ST	7/16/2018	Initial Inventory	Paved with open ditches	1.400			F	F			Fully Meets		
71889.1	WEST ST	11/7/2019	Initial Inventory	Paved with open ditches	4.900			F	N			Fully Meets		
71890.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	3.400			F	F			Fully Meets		
71891.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	6.700			F	F			Fully Meets		
71892.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	3.500			F	F			Fully Meets		
71893.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	2.000			F	F			Fully Meets		
71894.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	2.000			F	F			Fully Meets		
71895.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	1.900			F	F			Fully Meets		
71903.1	WEST ST	7/18/2018	Initial Inventory	Paved with open ditches	3.000			F	F			Fully Meets		
91256	DUDLEY RD	8/8/2019	Re Assessment	Gravel	6.300	F	F	F	N		F	Fully Meets		
141933	NORTON RD	8/8/2019	Initial Inventory	Gravel	7.100	F	F	F	F	F		Fully Meets		
59011.1	SCHOOL HOUSE RD			Paved with open ditches								Fully Meets		

Summary of RRPC Field Determined Adjustments

45550.1	NORTON RD	Road segment not found in ArcGIS Collector app.
179075.0	TH 16	Road segment not found in ArcGIS Collector app.