



**Inventory-based
Rating System™**
for Gravel Roads

Quick Guide

Surface Width

Good

22 ft or more
(6.7 m)



1

Include any shoulder in the width that is suitable for travel

Fair

16 to 21 ft
(4.9 to 6.4 m)



2

Be aware of trees and slopes that may influence your width perception

Poor

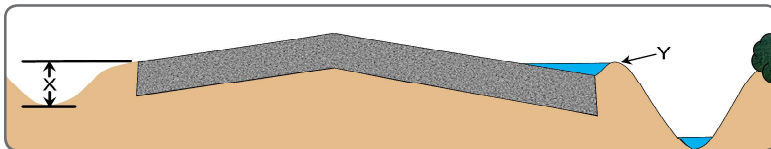
15 ft or less
(4.6 m)



3

Orientate yourself by physically measuring the width until you are comfortable making accurate estimates from your vehicle

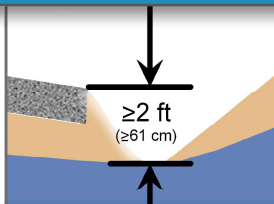
Drainage Adequacy



Good

X is 2 ft or more
(61 cm)

No secondary ditches (Y) present



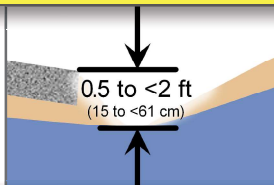
1

Note whether driveway culverts are present; if they are, then drainage is most likely good or fair

Fair

X is 0.5 to <2 ft
(15 to <61 cm)

OR X is 2 ft or more AND secondary ditches present



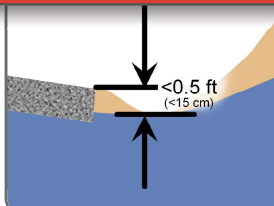
2

Be aware of conditions that would not warrant ditching (i.e., tops of hills) that may influence your perception of ditches

Poor

X is <0.5 ft
(15 cm)

Secondary ditches may or may not be present



3

Measure the actual ditch depth until you are comfortable estimating accurately from your vehicle

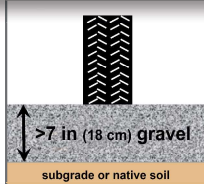
4

Be aware of tall grass hiding ditches

Structural Adequacy

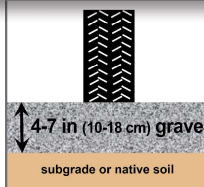
Good

>7 in of good gravel
(18 cm)



Fair

4-7 in of good gravel
(10 to 18 cm)



Poor

<4 in of good gravel
(10 cm)



1

Look into what is causing structural problems; more gravel is not a remedy for bad cross-slope drainage

2

If you do not know the segment's history, ask someone who does; otherwise, rate during thaw, wet, and/or dry periods to determine when the road is impassable and when ruts and potholes are present.

GOOD: NO STRUCTURAL DISTRESSES

FAIR: SOME | DURING WET PERIODS

RUTS: Prevalent, substantial, and \geq 1-inch deep



POTHoles: Prevalent, substantial, and \geq 3-feet wide

POOR: MANY | THROUGHOUT THE ENTIRE YEAR

Rating Lookup Chart

Width	Drain	Struc	IBR #
Good	Good	Good	10*
Good	Good	Good	9
Good	Good	Fair	8
Good	Good	Poor	7
Good	Fair	Good	9
Good	Fair	Fair	8
Good	Fair	Poor	6
Good	Poor	Good	7
Good	Poor	Fair	6
Good	Poor	Poor	5
Fair	Good	Good	8
Fair	Good	Fair	7
Fair	Good	Poor	6
Fair	Fair	Good	7
Fair	Fair	Fair	6
Fair	Fair	Poor	5
Fair	Poor	Good	6
Fair	Poor	Fair	5
Fair	Poor	Poor	4
Poor	Good	Good	5
Poor	Good	Fair	4
Poor	Good	Poor	3
Poor	Fair	Good	4
Poor	Fair	Fair	3
Poor	Fair	Poor	2
Poor	Poor	Good	3
Poor	Poor	Fair	2
Poor	Poor	Poor	1

*Segment is < 1 year old

For more information, see IBR System™ Training Manual at ctt.mtu.edu/asset-management resources



Michigan
Transportation Asset
Management Council



Center for
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