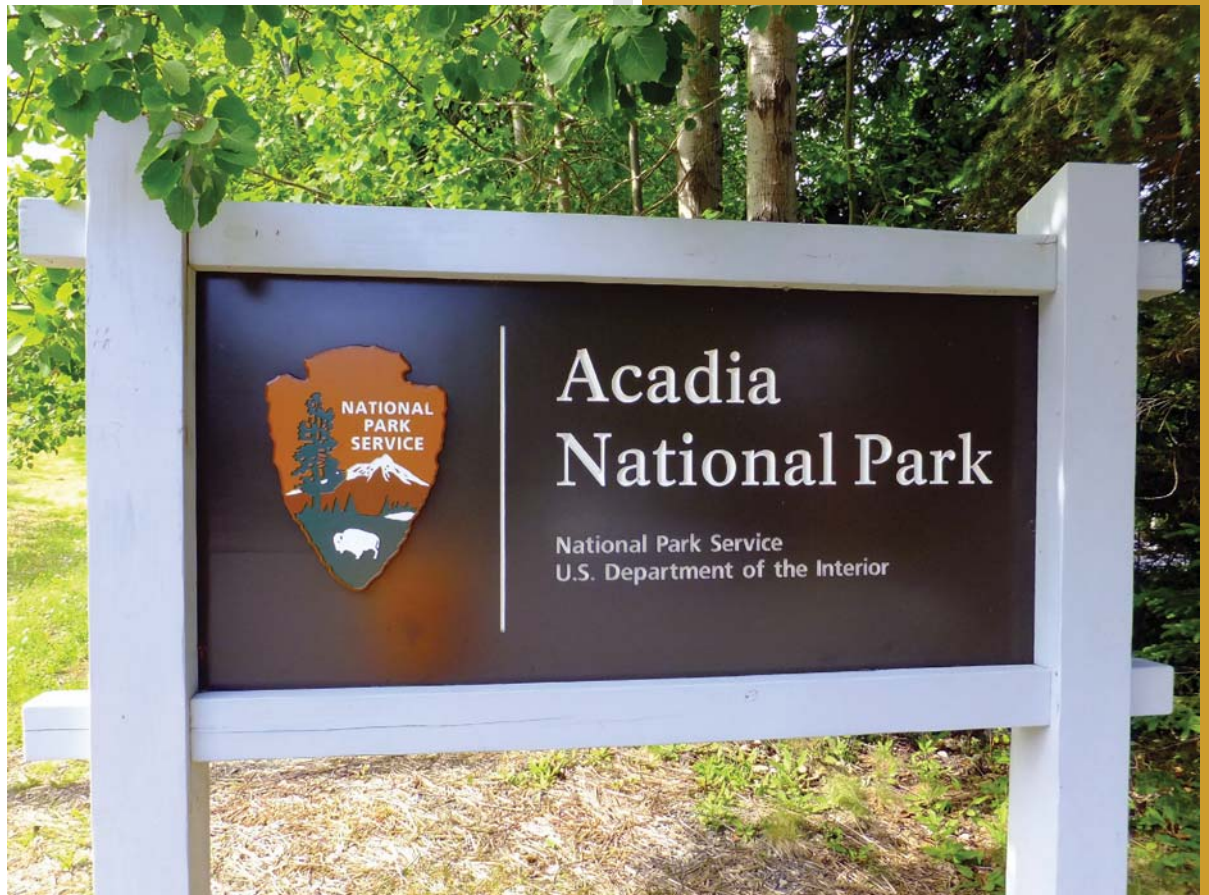


ACAD

GIP Report

NPS Guardwall/Rail Inventory Program  
Acadia National Park



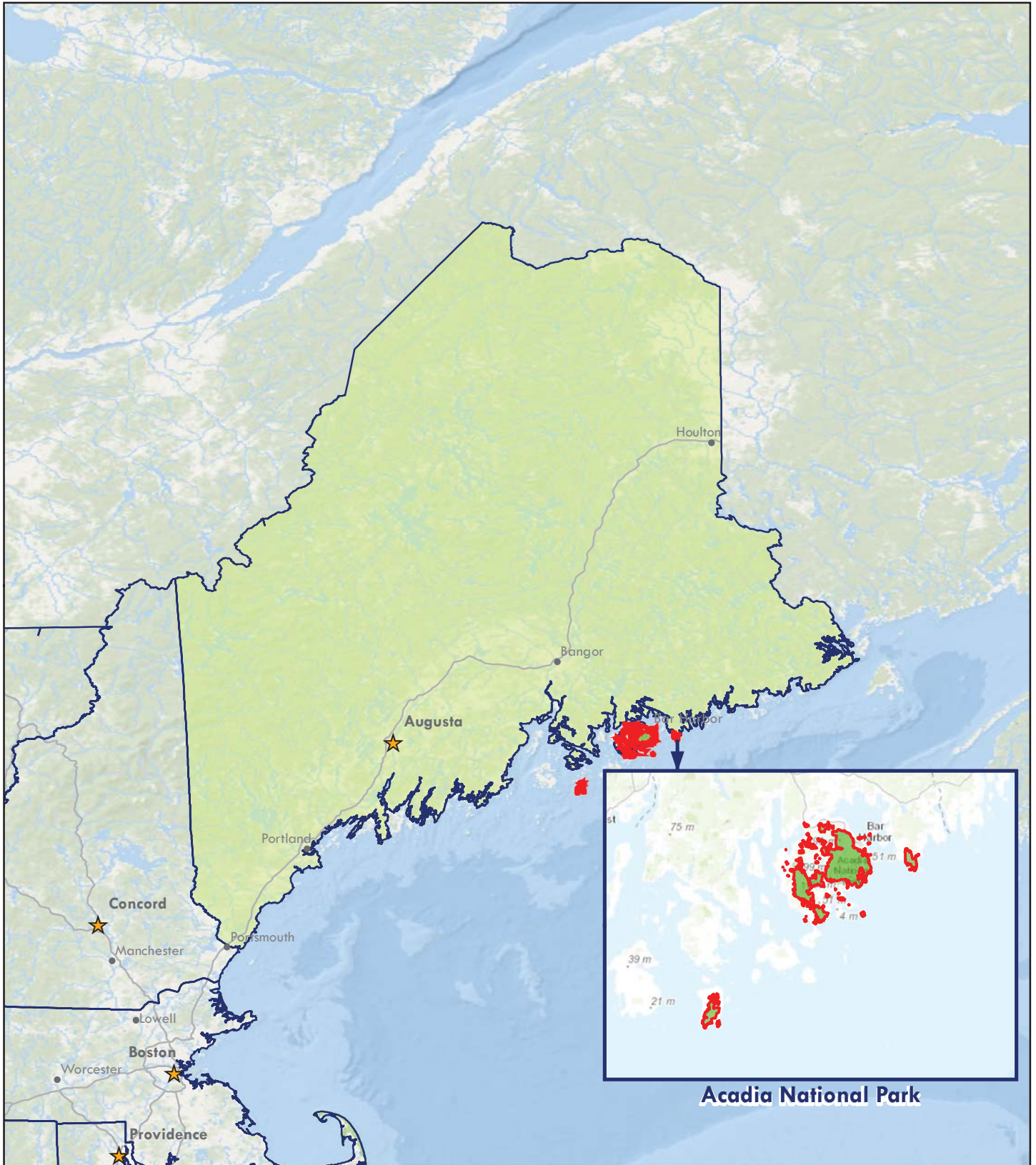
Federal Lands Highway  
Road Inventory Program

Prepared By:

Federal Highway Administration  
Eastern Federal Lands Highway Division  
Road Inventory Program (RIP)

Data Collection Date: September 2010  
Report Date: December 2015

# Acadia National Park in Maine



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



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# Introduction



Acadia National Park



**Federal Lands Highway  
Road Inventory Program**

## Introduction

In support of the NPS Facility Management Software System (FMSS) asset management program, FHWA- contracted staff completed the Guardwall/Rail Inventory Program (GIP) inspections within selected National Park Service (NPS) units between 2010 and 2011. This inventory provides static information to FMSS regarding barrier characteristics such as height, length and location, as well as dynamic information about the condition of the barrier. In addition, when barrier deficiencies were identified, repair recommendations and estimated costs, suitable for use as FMSS work orders, were generated to bring the barrier back to its "new" condition.

In over 30 parks, numerous crashworthy barriers inspected maybe in poor condition by simply applying a new overlay of asphalt without milling previous layers. In instances such as this, basically the critical element of barrier height decreased as the elevation of the roadway increased. Resulting work orders were drafted to raise w-beam barriers or to remove and reset stone masonry barriers to their original design height.

This inventory provides static information and a condition assessment of each barrier inventoried. In addition, when barrier deficiencies were identified, repair recommendations and estimated costs were drafted to bring the barrier back to its "new" condition.

Drafted work orders have been classified as being either deferred maintenance or capital improvement. This classification is based on the type of work recommended, as defined below.

- *Deferred Maintenance* can be classified as repair or replace in kind. Work done to the barrier does not include any upgrading.
- *Capital Improvement* can be classified as upgrading part of or the entire existing barrier. Typically the upgrade will be from a non-crashworthy to a crashworthy device. Other examples of capital improvements would be the addition of a curb to improve drainage.

Care was taken to maintain the cultural significance of historic barriers located in the NPS. While historic traffic barriers likely would not withstand current crashworthiness performance criteria, they are considered by the NPS to be important resources for the historic and/or cultural value. Historic barriers may be "character defining features" that contribute to the cultural significance of historic roadways. As such, these barriers have resource value in and of themselves which may be somewhat independent from their functionality as barriers as previously defined. The consideration of both the crashworthiness and resource value of historic barriers was a significant challenge for the NPS and the FHWA when designing the GIP, to the point that for historic stone masonry barriers, the barrier height had to be more than 6-in below its design height before any work would be considered to deal with height issues. To preserve historic stone masonry barriers, typical drafted work orders for historic barriers were to remove and reset the barrier to the barrier's original design height on a concrete footer, as compared to replacing it with a similar crashworthy barrier.

This report is organized in a tiered approach from the broad park overview perspective (Tier 1) to a route overview perspective (Tier 2), then down to the details of each barrier (Tier 3). Tier 1 presents park barrier location maps and an overall park-specific summary narrative of the results of the guardwall/rail inventory program. Tier 2 presents route overview maps with associated barrier summary information. Tier 3 presents individual barrier information in a one-page detailed format, including a photograph of each barrier. Appendix A provides a condensed summary of guardwall/rail inventory definitions and assessment categories to assist in reading this report.

# Park Barrier Location Maps



Acadia National Park

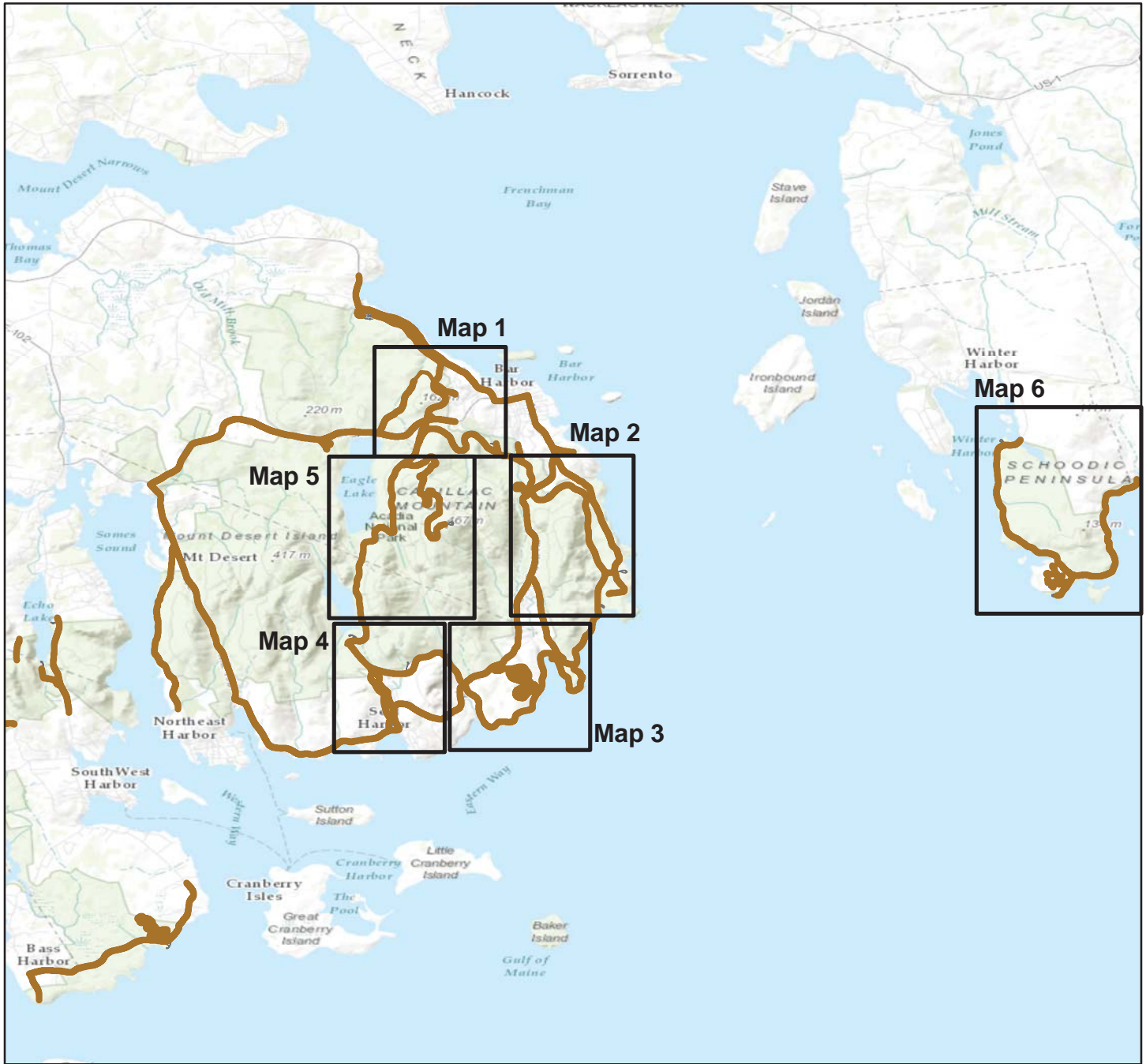


**Federal Lands Highway  
Road Inventory Program**

# Acadia National Park

## BARRIER LOCATION MAP

### Key Map



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

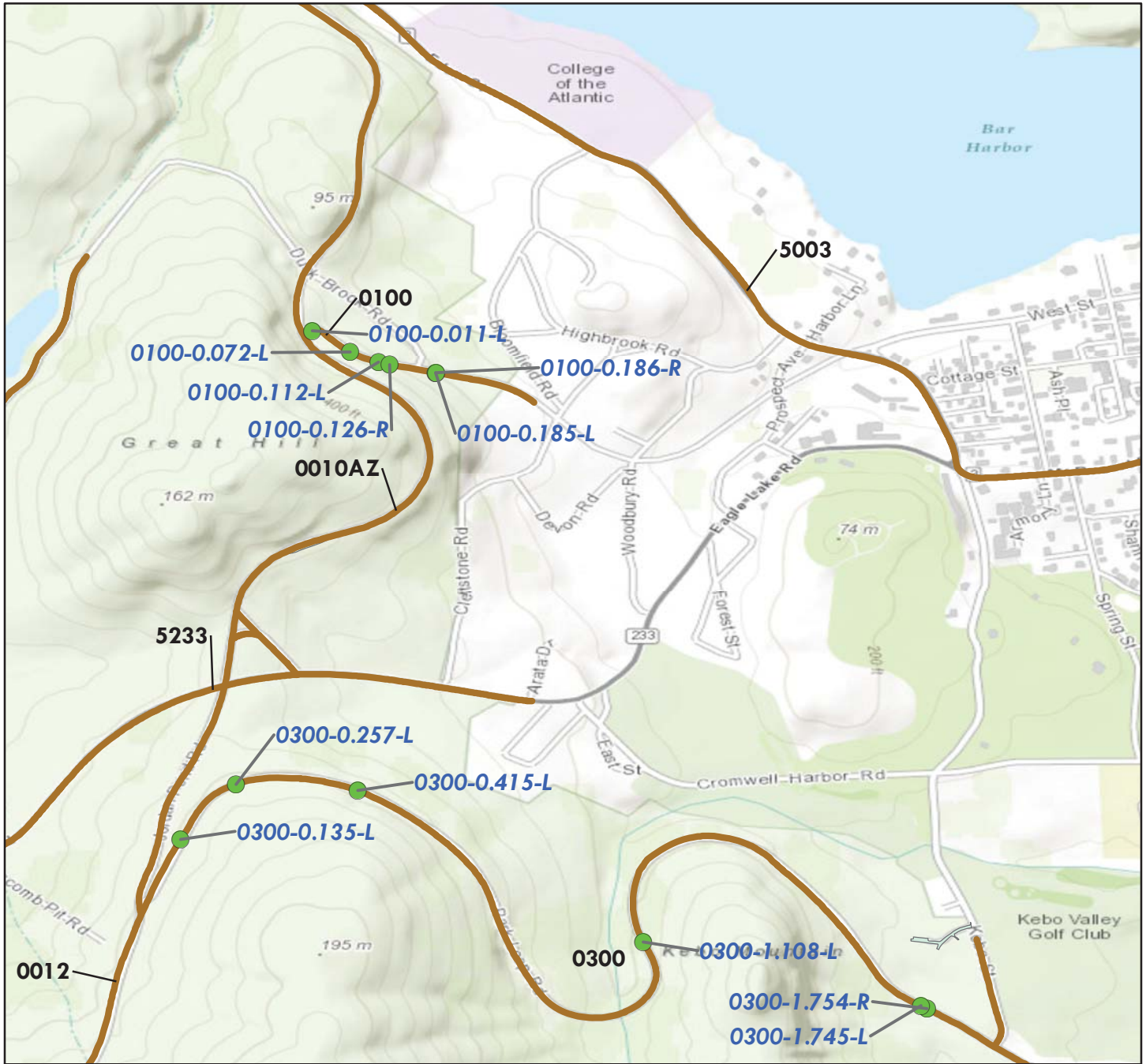
 RIP Collected Routes



# Acadia National Park

## BARRIER LOCATION MAP

### Map 1



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

- Barrier Locations
- RIP Collected Routes

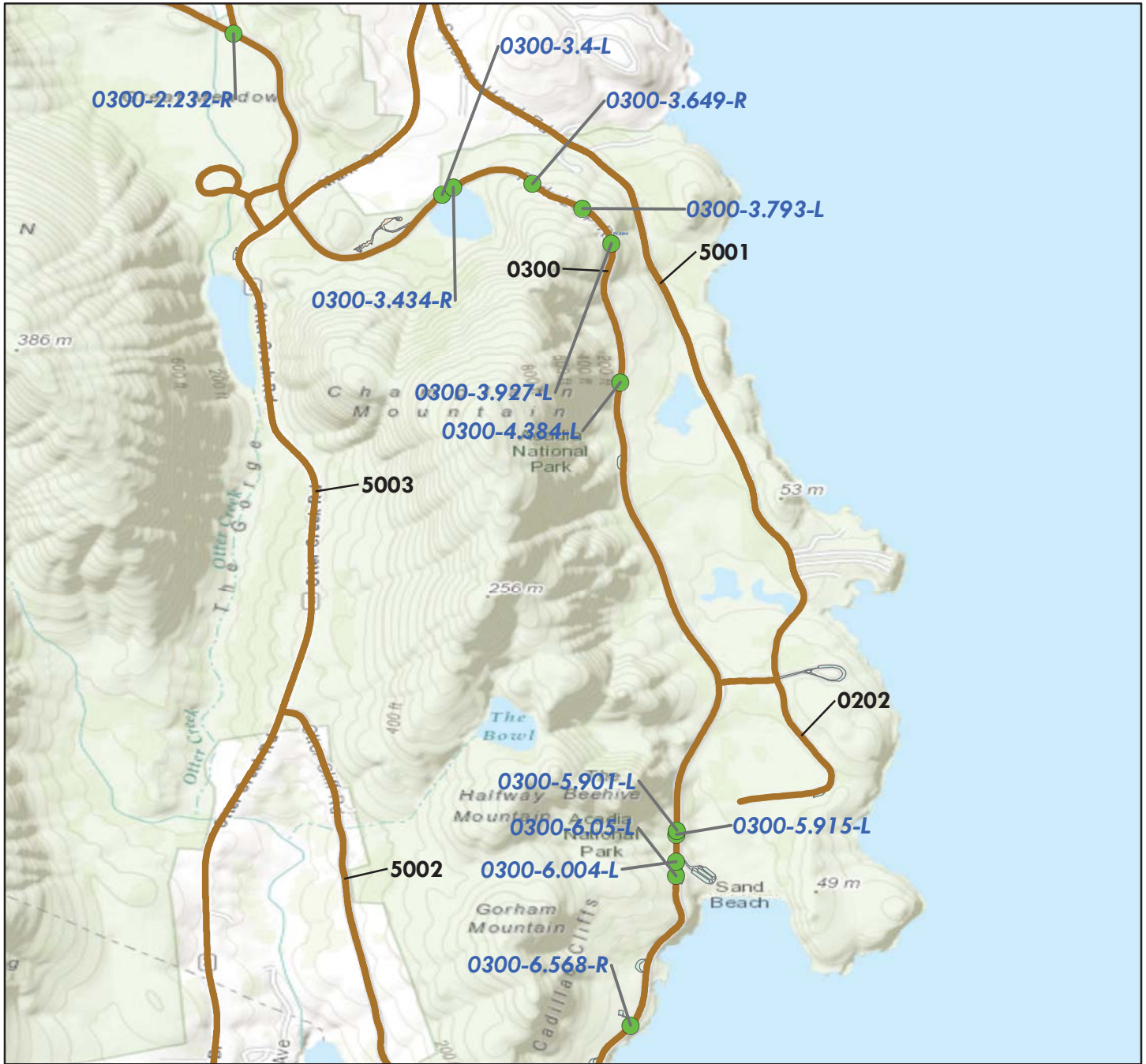




# Acadia National Park

## BARRIER LOCATION MAP

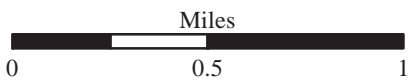
### Map 2



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

● **Barrier Locations**

— **RIP Collected Routes**



# Acadia National Park

## BARRIER LOCATION MAP

### Map 3



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

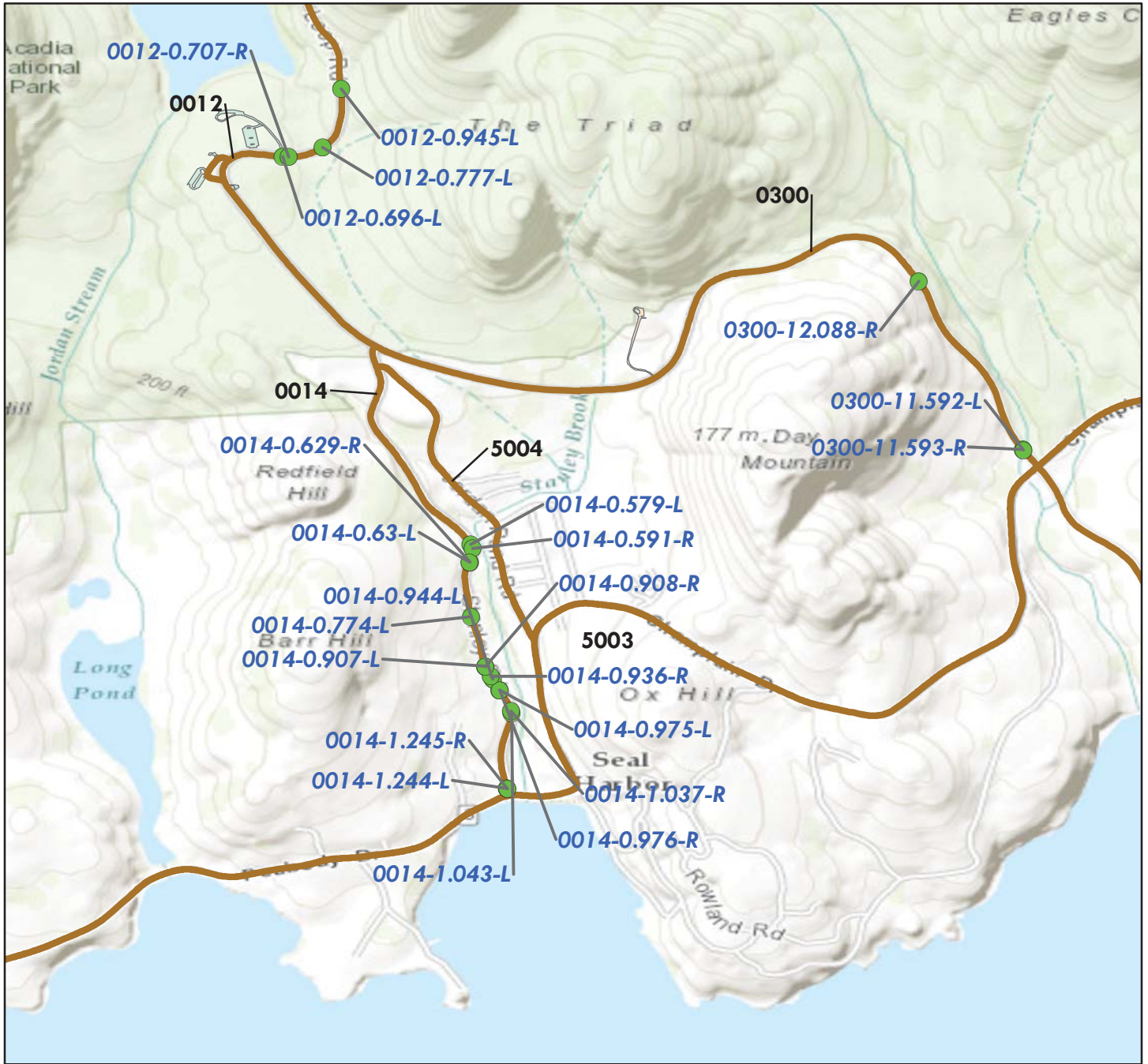
- **Barrier Locations**
- **RIP Collected Routes**



# Acadia National Park

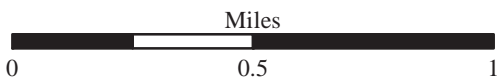
## BARRIER LOCATION MAP

### Map 4



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

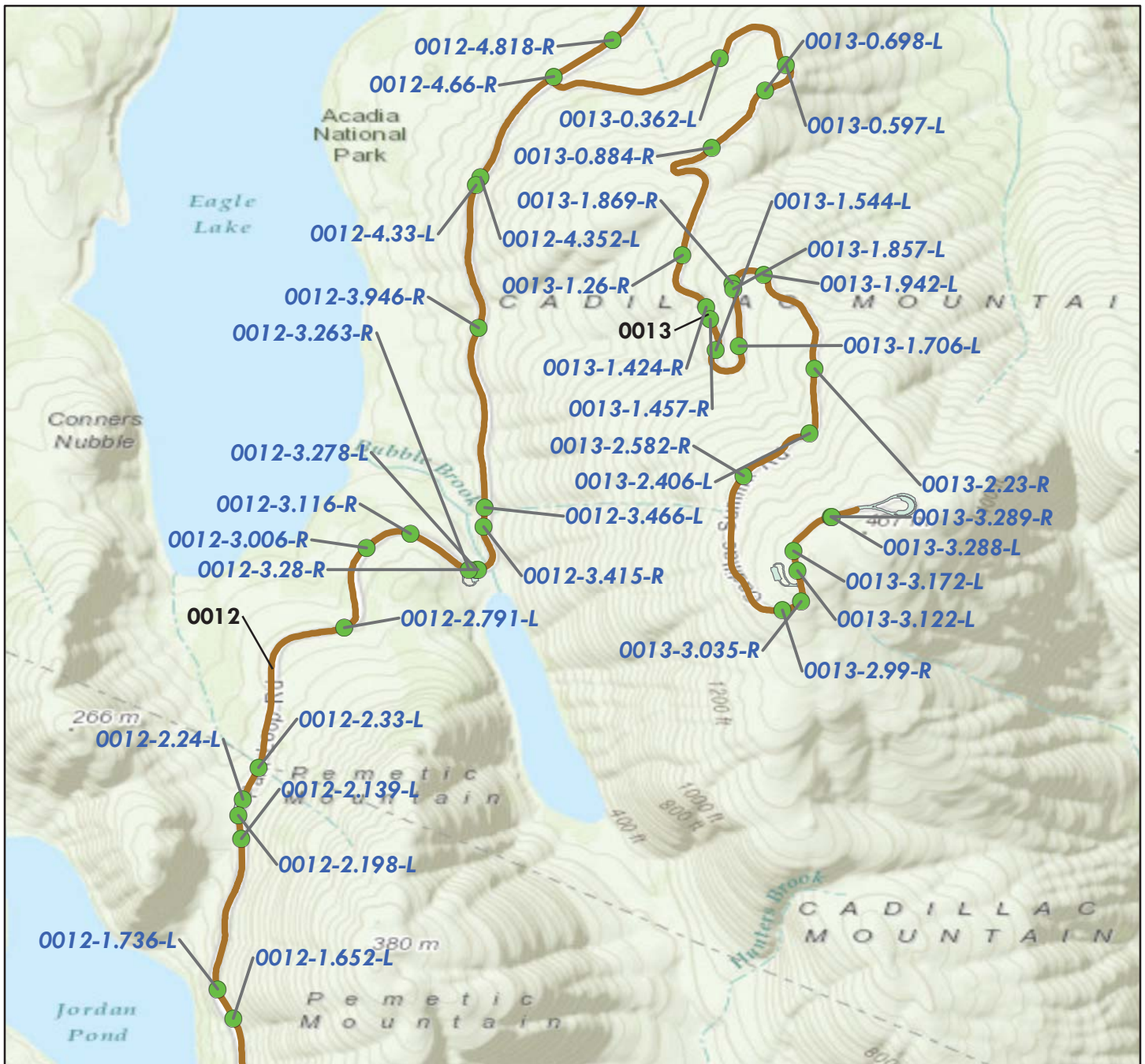
- **Barrier Locations**
- **RIP Collected Routes**



# Acadia National Park

## BARRIER LOCATION MAP

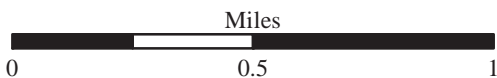
### Map 5



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

● Barrier Locations

— RIP Collected Routes



# Acadia National Park

## BARRIER LOCATION MAP

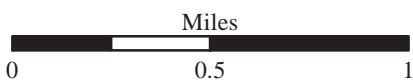
### Map 6



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

● **Barrier Locations**

— **RIP Collected Routes**



# Tier 1 Park Barrier Overview



Acadia National Park



Federal Lands Highway  
Road Inventory Program

## Parkwide Summary: Acadia National Park

Initial barrier inspections were conducted at Acadia National Park in 2010, and encompassed all known barriers associated with Park roadways. In general, walls are not included in this assessment, but were inspected for Acadia National Park in 2007 under a separate effort as part of the Retaining Wall Inventory Program (WIP). A report for WIP is available under separate cover.

All paved roadways and parking areas listed in the RIP Route Identification Report were inspected for barriers.

The following tables provide an overview of the findings of this inspection and assessment effort. In all, 193 barriers were inventoried on the routes listed below.

**Table 1: Number of Barriers by Route**

<b>Route Number</b>	<b>Route Name</b>	<b>No. of Barriers</b>
0010ZZ	PARADISE HILL ROADS	34
0012	JORDAN POND ROAD	23
0013	CADILLAC MOUNTAIN ROAD	21
0014	STANLEY BROOK ROAD	15
0017	SCHOODIC POINT ROAD	19
0018ZZ	EAST SCHOODIC DRIVE ROADS	25
0100	WEST STREET EXTENSION	6
0101ZZ	ACCESS ROAD AND SPUR TO STATE ROUTE 233	1
0102ZZ	DUCK BROOK ROAD	5
0300	PARK LOOP ROAD	42
0918	LOWER SAND BEACH PARKING AREA	2

Due to the different GIP assessment criteria of barriers based on their intended use, barriers were classified as being either traffic barriers or non-traffic barriers.

- *Traffic* barriers are physical devices intended to keep vehicles or people from straying into dangerous or off-limits areas. For the purpose of this inventory, a traffic barrier is categorized as roadside hardware placed longitudinally, excluding pedestrian railing and fencing.
- *Non-traffic* barriers provide a physical delineation between public access areas and restricted or protected areas in locations such as a parking lot, viewpoint or turnout. **Non-traffic barriers which inhibit access of vehicles are included in this report; non-traffic barriers which only inhibit access of pedestrians or bicyclists are not included. For the purpose of this inventory, non-traffic barriers are guidewalls and guiderails. Note: rocks, stones, boulders, fences or curbs were excluded from this inventory.**

There are instances in parks where a single barrier can switch between being classified as a traffic barrier and a non-traffic barrier. Such instances typically occur at pullouts, where a traffic barrier along the road will continue through the pullout without interruption. In such instances, the traffic barrier and non-traffic barrier were assessed using different criteria. Due to the different criteria, the GIP database was designed to record the traffic barrier and non-traffic barrier as multiple distinct barriers, even though to the eye, they appear as one barrier. Other instances where a single barrier is split into multiple barriers would be when the barrier is placed continuously along two legs of an intersection, so that one portion of the barrier may be on one road and the remaining portion of the barrier is on a different road.

**Table 2: Number of Barriers by Function**

Barrier Function	No. of Barriers
NON-TRAFFIC	9
TRAFFIC	184

The following table shows the barrier types that were inventoried and assessed.

**Table 3: Number of Barriers by Type**

Primary Barrier Type	No. of Barriers
Stone Masonry Without Concrete Core Wall	18
Other: Timber Rail On Granite Posts	8
Other: Angular Coping Stones	94
Other: Rectangular Coping Stones	73



The following table shows the number of barriers by one of four categories of recommended action along with associated work order costs and the number of barriers that are in each recommended action. All work order information is presented for individual barriers, even though some work orders were not accepted by the Park. Some work orders were later combined to simplify route deferred maintenance requests.

**Table 4: Number of Barriers by Recommended Action and Associated 2008 Cost**

<b>Recommended Action</b>	<b>Repair Costs*</b>	<b>No. of Barriers</b>
No Action	\$0	39
Monitor	\$0	1
Repair	\$1,691,897	153
Replace	\$0	0
<b>Totals</b>	<b>\$1,691,897</b>	<b>193</b>

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

The following table categorizes the number of barriers that fall into one of ten cost ranges, based on the prepared work orders. The locations, work descriptions, and cost of the recommended repairs for these barriers are listed by individual barrier in Tier 3 of this report.

**Table 5: Number of Barriers Grouped by Associated 2008 Cost**

<b>Cost Range*</b>	<b>No. of Barriers</b>
\$0	40
\$1 - \$25,000	144
\$25,001 - \$50,000	5
\$50,001 - \$100,000	3
\$100,001 - \$250,000	0
\$250,001 - \$500,000	0
\$500,001 - \$1,000,000	1
\$1,000,001 - \$2,000,000	0
\$2,000,001 - \$3,000,000	0
\$3,000,001 - \$4,000,000	0
<b>Total Number of Barriers</b>	<b>193</b>

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

Data for end terminals was collected on the GIP data collection form and indicates if an end terminal meets current crashworthiness standards. End terminals are specially designed barrier ends that attenuate impacts to the ends of barriers. This is supplemental information that WASO designed into the inventory program.

A total of 0 end terminals were found on barriers at the Park. There are generally a greater number of end treatments than actual barriers because end treatments are located at both the beginning and end of each barrier.

# Tier 2 Route Barrier Overview



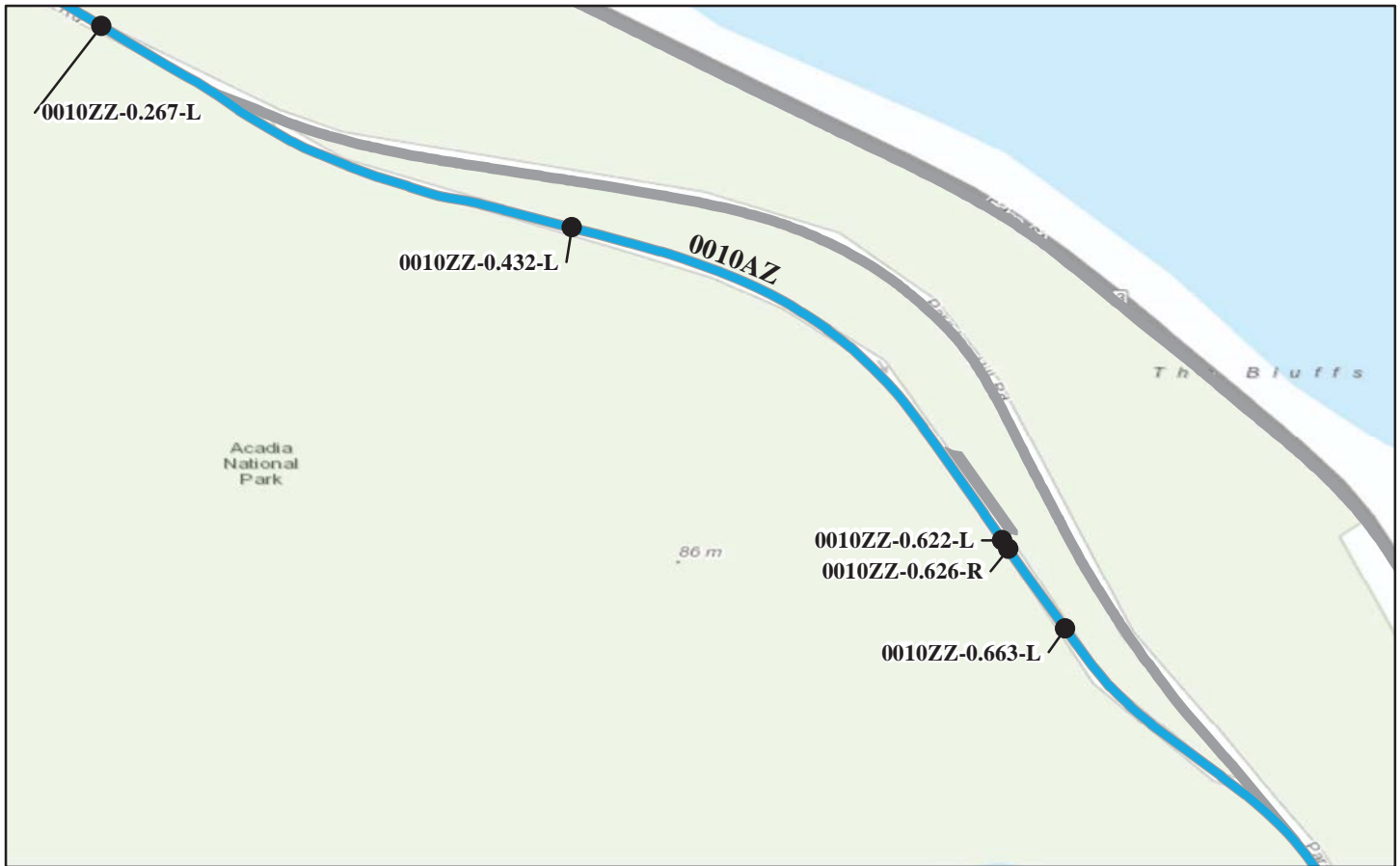
Acadia National Park



**Federal Lands Highway  
Road Inventory Program**

# Acadia National Park

## ROUTE 0010ZZ: PARADISE HILL ROADS



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0010ZZ-0.267-L 9/9/2010	274	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,502.00
ACAD-0010ZZ-0.432-L 9/9/2010	769	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$10,285.00
ACAD-0010ZZ-0.622-L 9/9/2010	161	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$4,262.00
ACAD-0010ZZ-0.626-R 9/9/2010	72	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$3,382.00
ACAD-0010ZZ-0.663-L 9/9/2010	600	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$4,262.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0010ZZ: PARADISE HILL ROADS



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0010ZZ-0.823-L 9/9/2010	329	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$4,482.00
ACAD-0010ZZ-0.955-L 9/9/2010	648	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$4,482.00
ACAD-0010ZZ-1.078-R 9/9/2010	64	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0010ZZ-1.080-L 9/9/2010	66	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0010ZZ-1.146-L 9/9/2010	66	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0010ZZ: PARADISE HILL ROADS



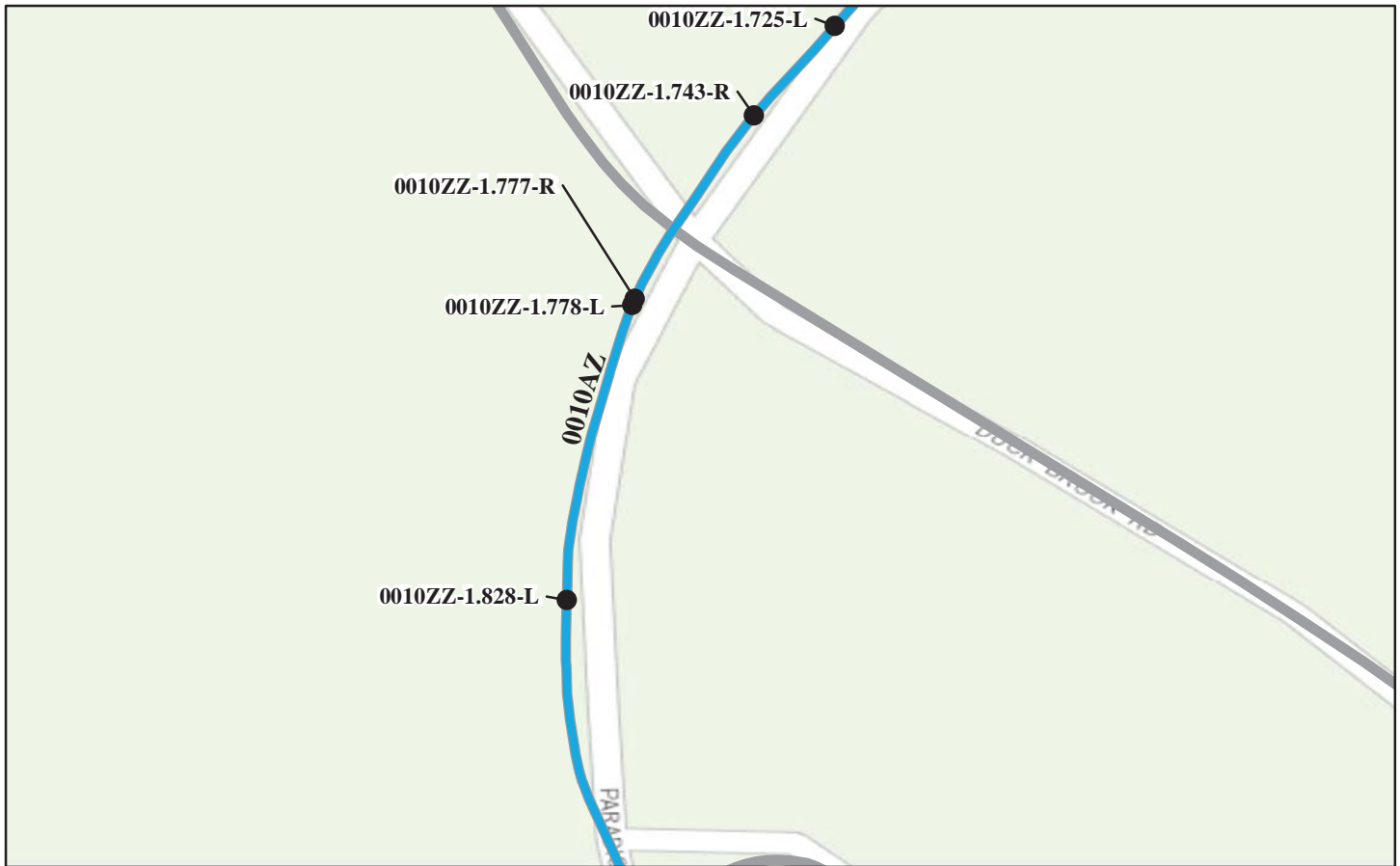
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0010ZZ-1.146-R 9/9/2010	64	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0010ZZ-1.154-L 9/9/2010	226	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$3,602.00
ACAD-0010ZZ-1.154-R 9/9/2010	225	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$7,645.00
ACAD-0010ZZ-1.266-L 9/10/2010	783	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$19,910.00
ACAD-0010ZZ-1.555-L 9/10/2010	664	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$11,248.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0010ZZ: PARADISE HILL ROADS



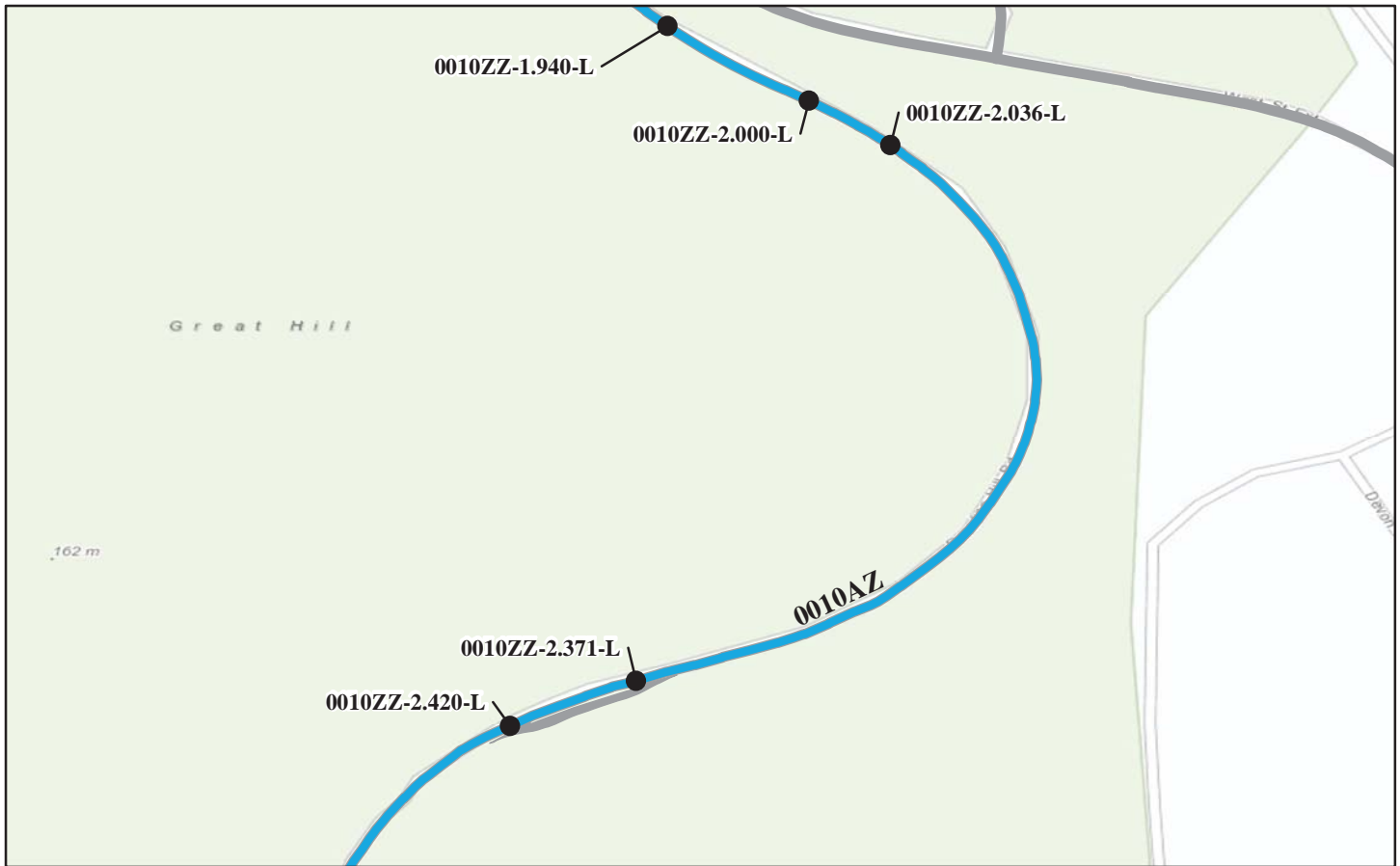
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0010ZZ-1.725-L 9/10/2010	137	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$5,142.00
ACAD-0010ZZ-1.743-R 9/10/2010	47	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,722.00
ACAD-0010ZZ-1.777-R 9/10/2010	90	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$3,382.00
ACAD-0010ZZ-1.778-L 9/10/2010	95	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$7,425.00
ACAD-0010ZZ-1.828-L 9/10/2010	246	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$5,362.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0010ZZ: PARADISE HILL ROADS



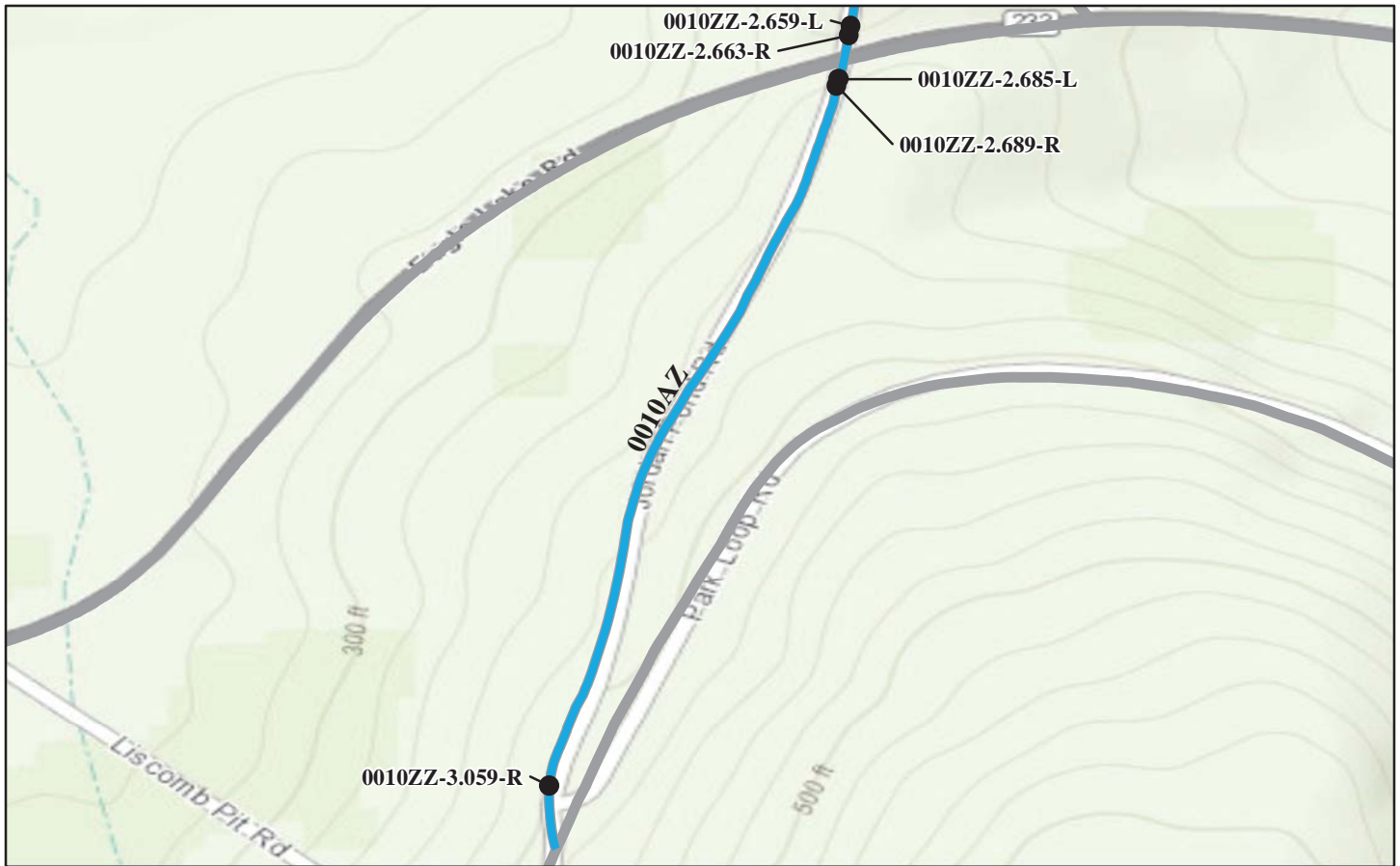
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0010ZZ-1.940-L 9/10/2010	316	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$12,705.00
ACAD-0010ZZ-2.000-L 9/10/2010	191	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$6,022.00
ACAD-0010ZZ-2.036-L 9/10/2010	1767	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$76,202.00
ACAD-0010ZZ-2.371-L 9/10/2010	256	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$7,425.00
ACAD-0010ZZ-2.420-L 9/10/2010	408	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$8,965.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0010ZZ: PARADISE HILL ROADS



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

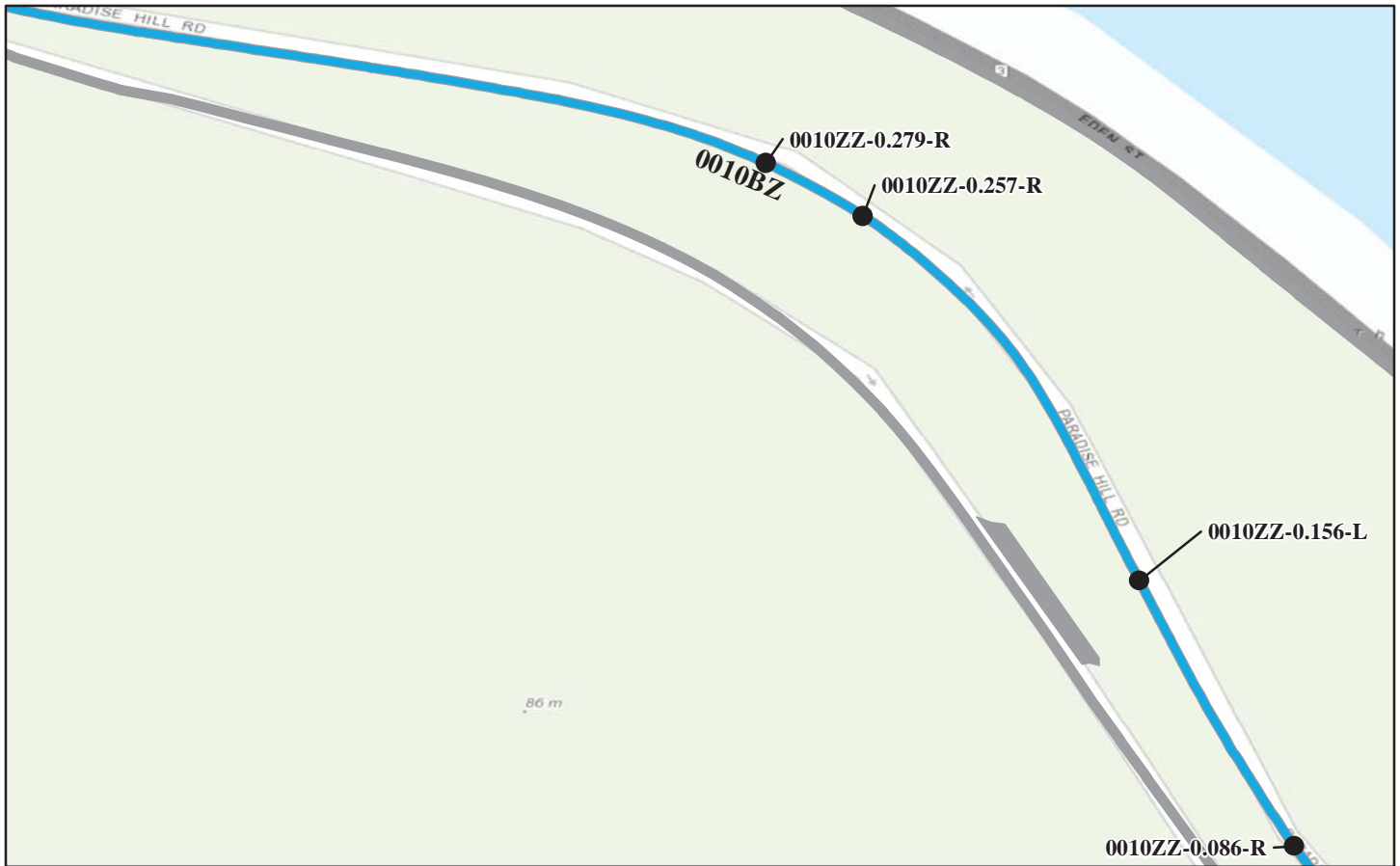
Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0010ZZ-2.659-L 9/10/2010	23	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0010ZZ-2.663-R 9/10/2010	24	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0010ZZ-2.685-L 9/10/2010	64	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0010ZZ-2.689-R 9/10/2010	22	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,502.00
ACAD-0010ZZ-3.059-R 9/11/2010	157	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,502.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



# Acadia National Park

## ROUTE 0010ZZ: PARADISE HILL ROADS



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0010ZZ-0.086-R 9/9/2010	368	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$9,405.00
ACAD-0010ZZ-0.156-L 9/9/2010	535	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$3,162.00
ACAD-0010ZZ-0.257-R 9/9/2010	118	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0010ZZ-0.279-R 9/9/2010	622	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$8,525.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0012: JORDAN POND ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0012-0.696-L 9/13/2010	97	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,898.00
ACAD-0012-0.707-R 9/13/2010	464	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,788.00
ACAD-0012-0.777-L 9/13/2010	306	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,952.00
ACAD-0012-0.945-L 9/13/2010	3707	OTHER: ANGULAR COPING STONES	NONE	NONE	\$23,925.00
ACAD-0012-1.652-L 9/13/2010	465	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$565,290.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0012: JORDAN POND ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0012-1.736-L 9/13/2010	1,765	OTHER: ANGULAR COPING STONES	NONE	NONE	\$9,488.00
ACAD-0012-2.139-L 9/13/2010	312	OTHER: ANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0012-2.198-L 9/13/2010	323	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0012-2.240-L 9/13/2010	407	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,448.00
ACAD-0012-2.330-L 9/13/2010	2386	OTHER: ANGULAR COPING STONES	NONE	NONE	\$8,332.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0012: JORDAN POND ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0012-2.791-L 9/13/2010	2,537	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,722.00
ACAD-0012-3.006-R 9/13/2010	118	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,953.00
ACAD-0012-3.116-R 9/13/2010	720	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0012-3.263-R 9/13/2010	91	OTHER: ANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0012-3.278-L 9/13/2010	111	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,788.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0012: JORDAN POND ROAD



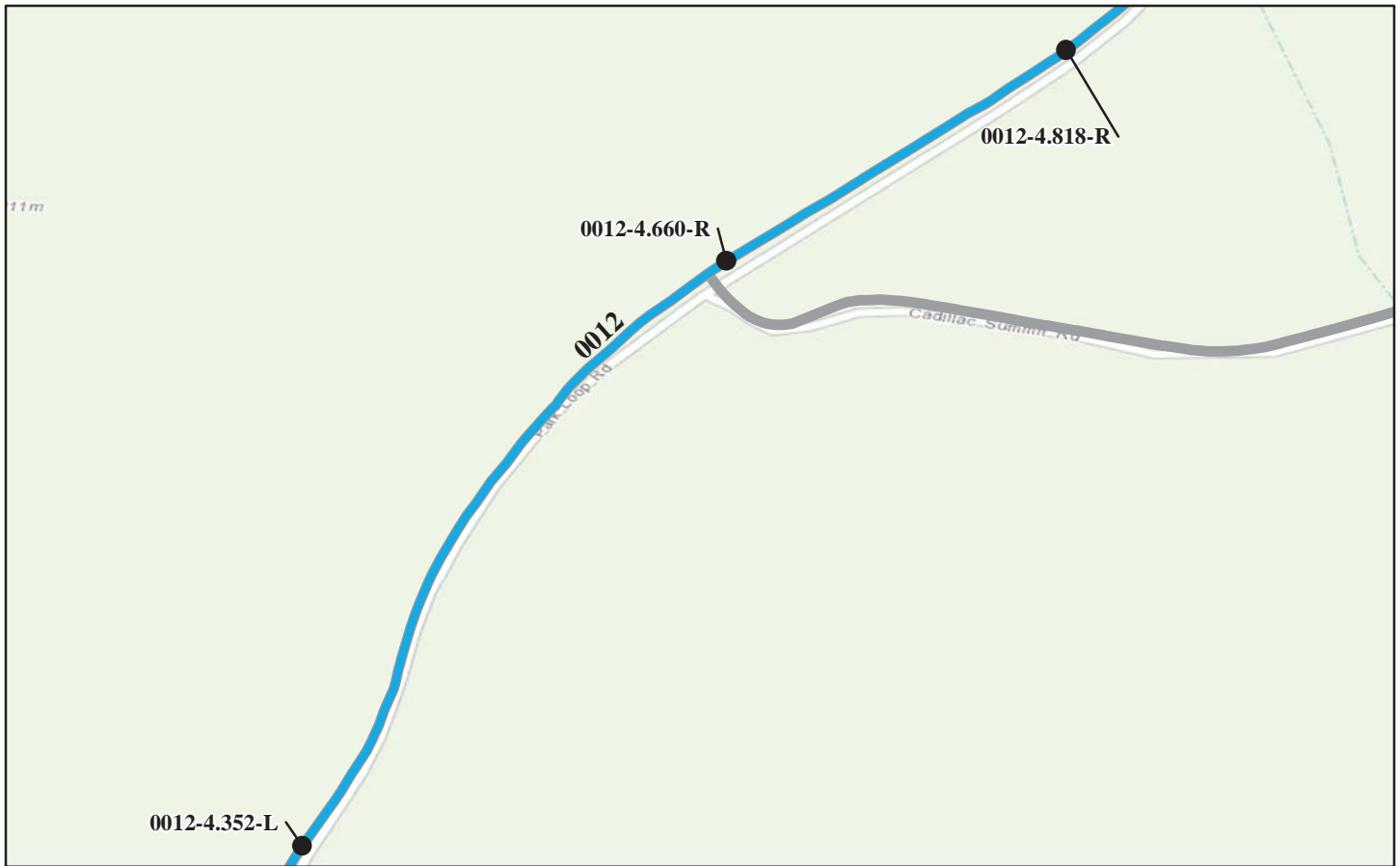
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0012-3.280-R 9/13/2010	384	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0012-3.415-R 9/13/2010	168	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,118.00
ACAD-0012-3.466-L 9/11/2010	4542	OTHER: ANGULAR COPING STONES	NONE	NONE	\$10,780.00
ACAD-0012-3.946-R 9/13/2010	311	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,118.00
ACAD-0012-4.330-L 9/11/2010	119	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0012: JORDAN POND ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0012-4.352-L 9/11/2010	1,997	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$24,585.00
ACAD-0012-4.660-R 9/17/2010	239	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0012-4.818-R 9/11/2010	85	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0013: CADILLAC MOUNTAIN ROAD



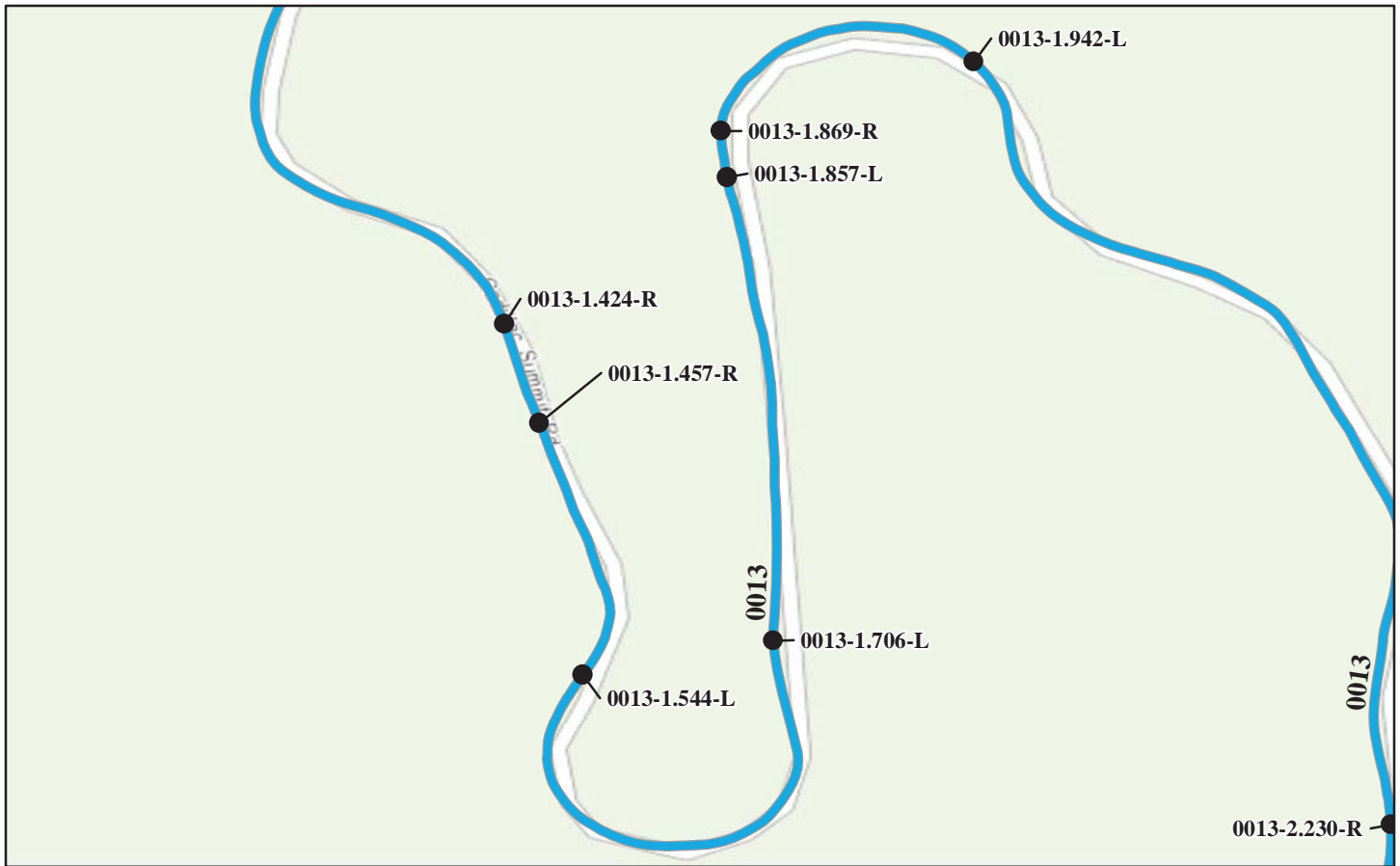
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0013-0.362-L 9/17/2010	710	OTHER: ANGULAR COPING STONES	NONE	NONE	\$6,600.00
ACAD-0013-0.597-L 9/17/2010	482	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,778.00
ACAD-0013-0.698-L 9/17/2010	298	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,932.00
ACAD-0013-0.884-R 9/17/2010	528	OTHER: ANGULAR COPING STONES	NONE	NONE	\$5,390.00
ACAD-0013-1.260-R 9/17/2010	796	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,392.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0013: CADILLAC MOUNTAIN ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0013-1.424-R 9/17/2010	87	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0013-1.457-R 9/17/2010	790	OTHER: ANGULAR COPING STONES	NONE	NONE	\$6,710.00
ACAD-0013-1.544-L 9/17/2010	264	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,668.00
ACAD-0013-1.706-L 9/20/2010	411	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,778.00
ACAD-0013-1.857-L 9/20/2010	336	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,778.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



# Acadia National Park

## ROUTE 0013: CADILLAC MOUNTAIN ROAD



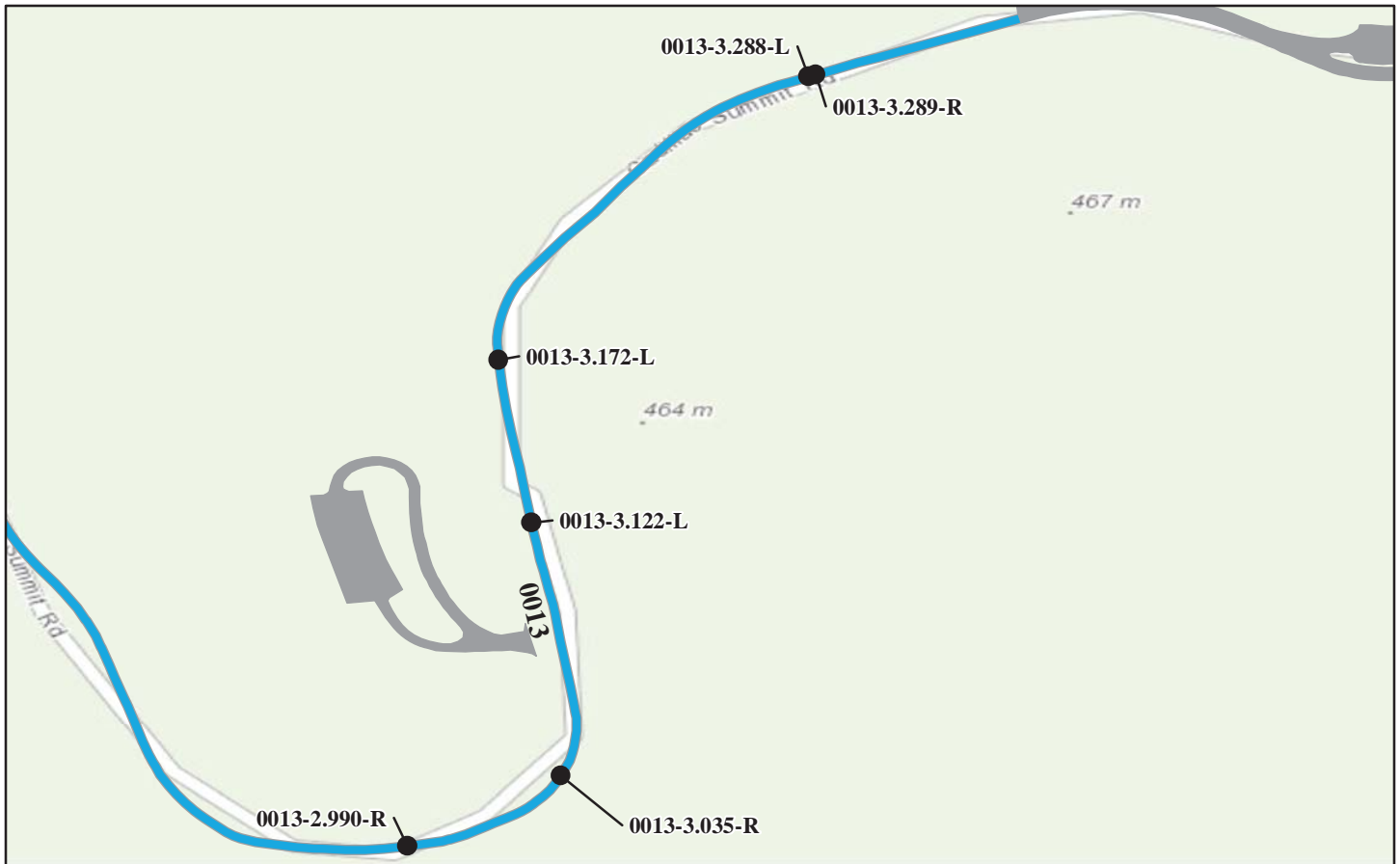
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0013-1.869-R 9/20/2010	88	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,788.00
ACAD-0013-1.942-L 9/20/2010	1045	OTHER: ANGULAR COPING STONES	NONE	NONE	\$9,488.00
ACAD-0013-2.230-R 9/20/2010	1376	OTHER: ANGULAR COPING STONES	NONE	NONE	\$18,205.00
ACAD-0013-2.406-L 9/20/2010	98	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,118.00
ACAD-0013-2.582-R 9/20/2010	2009	OTHER: ANGULAR COPING STONES	NONE	NONE	\$5,335.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0013: CADILLAC MOUNTAIN ROAD



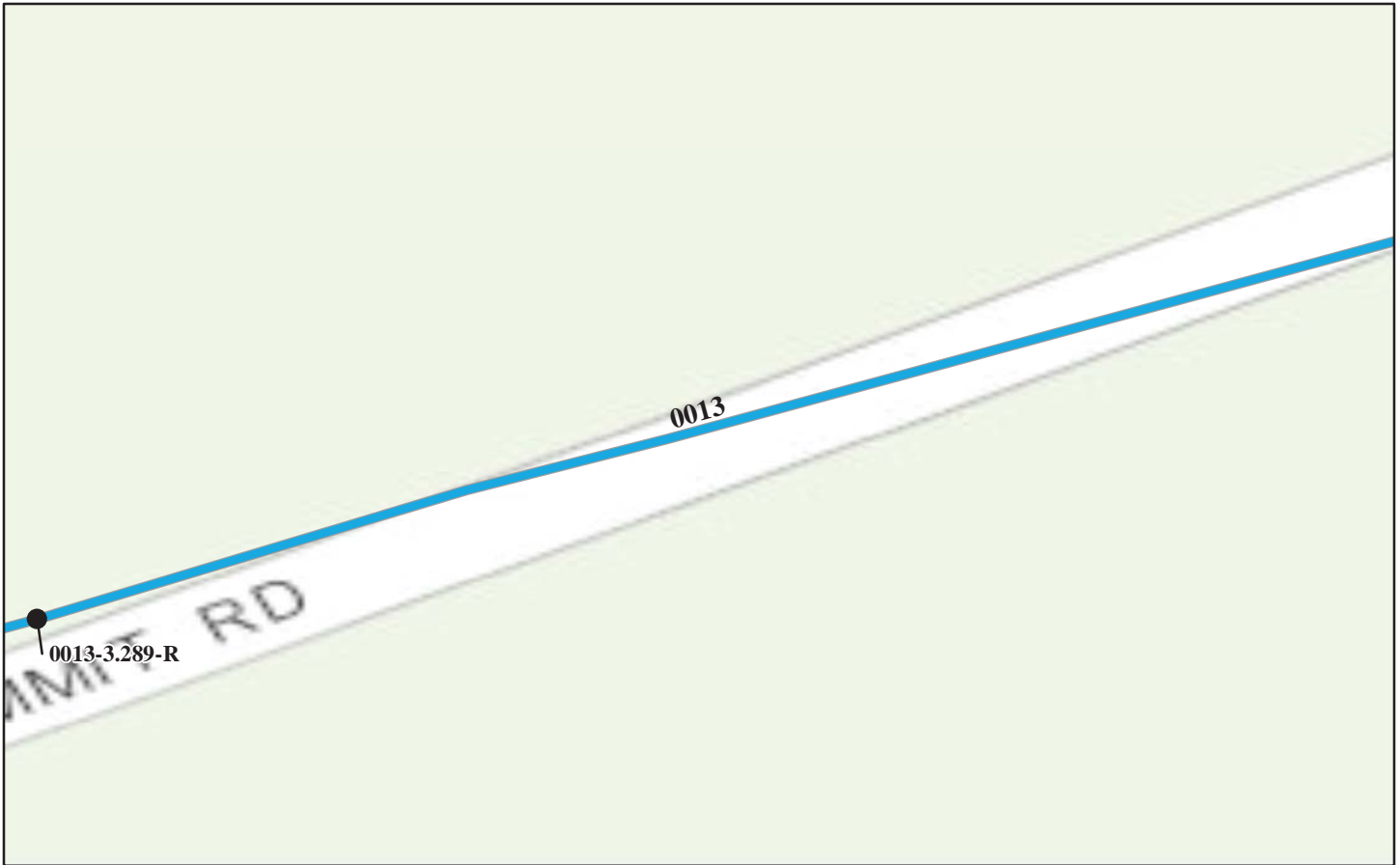
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0013-2.990-R 9/20/2010	139	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,118.00
ACAD-0013-3.035-R 9/20/2010	86	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,612.00
ACAD-0013-3.122-L 9/20/2010	205	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,952.00
ACAD-0013-3.172-L 9/20/2010	167	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,788.00
ACAD-0013-3.288-L 9/20/2010	284	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,952.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0013: CADILLAC MOUNTAIN ROAD



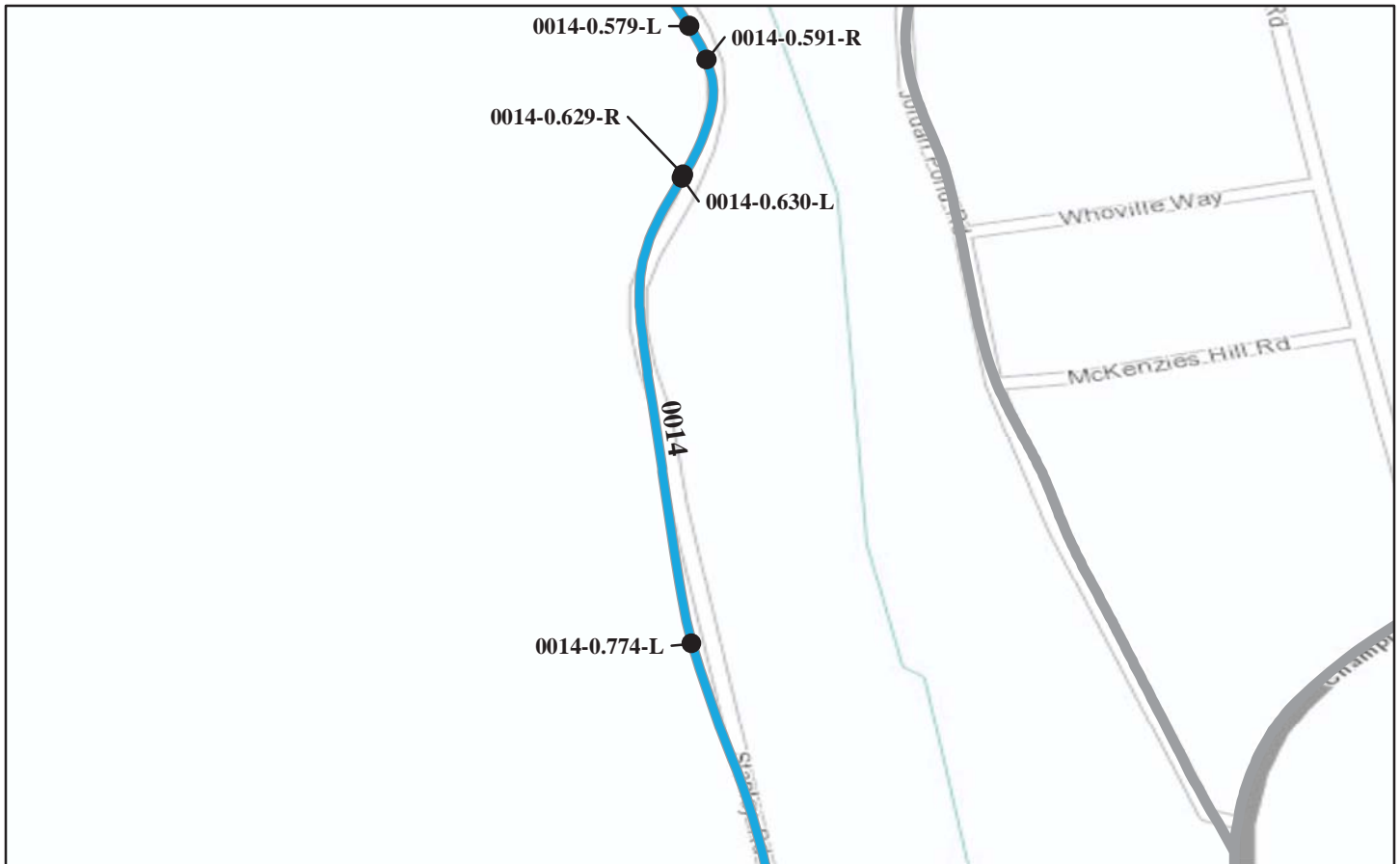
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0013-3.289-R 9/20/2010	213	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,558.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0014: STANLEY BROOK ROAD



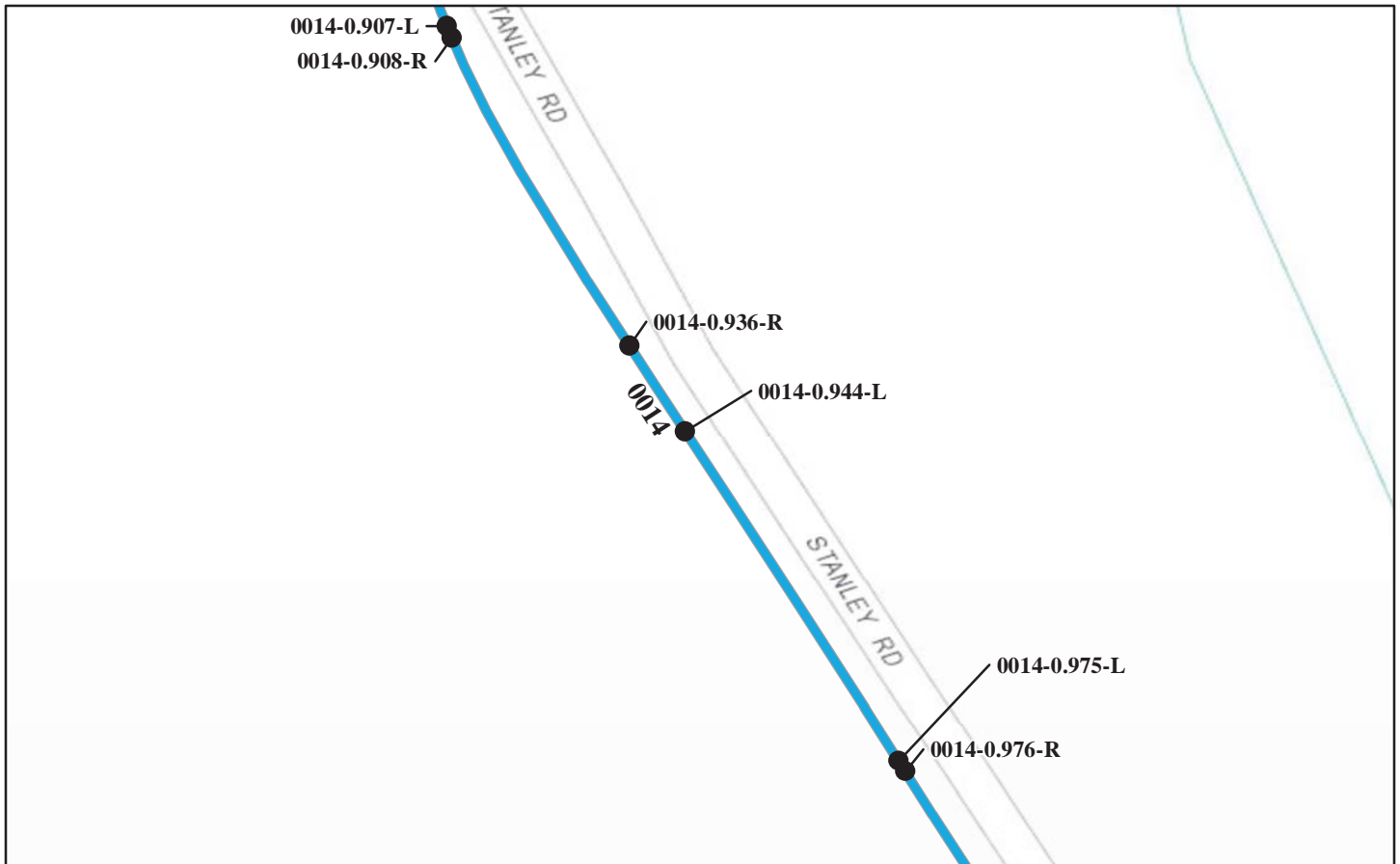
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0014-0.579-L 9/14/2010	92	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0014-0.591-R 9/14/2010	60	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0014-0.629-R 9/14/2010	42	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0014-0.630-L 9/14/2010	32	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$40,618.00
ACAD-0014-0.774-L 9/14/2010	339	OTHER: ANGULAR COPING STONES	NONE	NONE	\$4,262.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0014: STANLEY BROOK ROAD



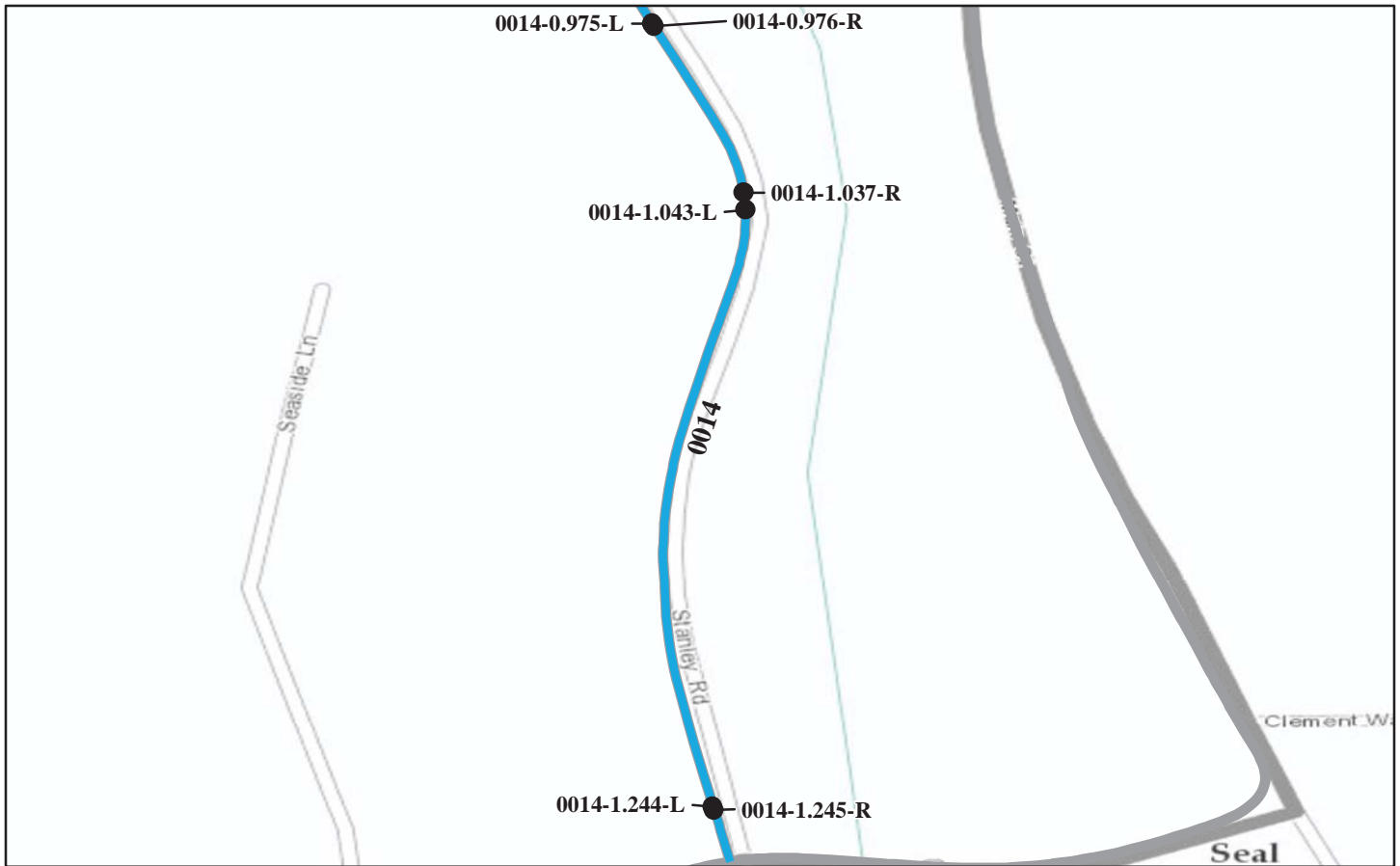
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0014-0.907-L 9/14/2010	47	OTHER: TIMBER RAIL ON GRANITE POSTS	NONE	NONE	\$2,365.00
ACAD-0014-0.908-R 9/14/2010	55	OTHER: TIMBER RAIL ON GRANITE POSTS	NONE	NONE	\$1,870.00
ACAD-0014-0.936-R 9/14/2010	89	OTHER: TIMBER RAIL ON GRANITE POSTS	NONE	NONE	\$0.00
ACAD-0014-0.944-L 9/14/2010	59	OTHER: TIMBER RAIL ON GRANITE POSTS	NONE	NONE	\$0.00
ACAD-0014-0.975-L 9/14/2010	49	OTHER: TIMBER RAIL ON GRANITE POSTS	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0014: STANLEY BROOK ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0014-0.976-R 9/14/2010	58	OTHER: TIMBER RAIL ON GRANITE POSTS	NONE	NONE	\$1,870.00
ACAD-0014-1.037-R 9/14/2010	55	OTHER: TIMBER RAIL ON GRANITE POSTS	NONE	NONE	\$0.00
ACAD-0014-1.043-L 9/14/2010	70	OTHER: TIMBER RAIL ON GRANITE POSTS	NONE	NONE	\$0.00
ACAD-0014-1.244-L 9/14/2010	76	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$1,842.00
ACAD-0014-1.245-R 9/14/2010	58	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,062.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0017: SCHOODIC POINT ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0017-0.002-L 9/21/2010	208	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$1,842.00
ACAD-0017-0.004-R 9/21/2010	188	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0017-0.056-L 9/21/2010	207	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$1,842.00
ACAD-0017-0.056-R 9/21/2010	265	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$1,842.00
ACAD-0017-0.402-R 9/21/2010	125	OTHER: ANGULAR COPING STONES	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0017: SCHOODIC POINT ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

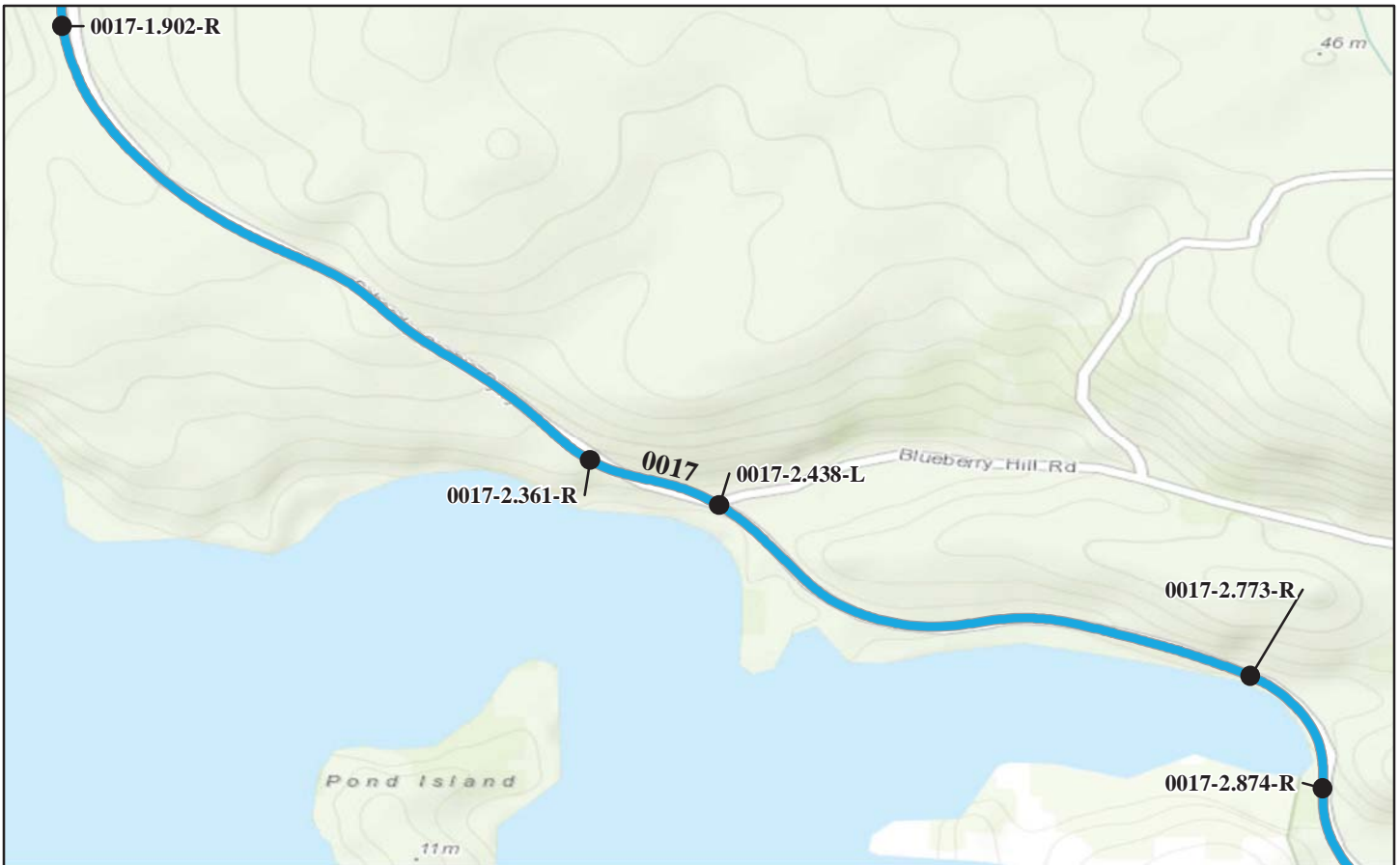
Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0017-0.487-R 9/21/2010	108	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0017-0.753-R 9/21/2010	54	OTHER: ANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0017-0.836-R 9/21/2010	104	OTHER: ANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0017-0.999-R 9/21/2010	152	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0017-1.220-R 9/21/2010	100	OTHER: ANGULAR COPING STONES	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



# Acadia National Park

## ROUTE 0017: SCHOODIC POINT ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0017-1.902-R 9/21/2010	302	OTHER: ANGULAR COPING STONES	NONE	NONE	\$5,555.00
ACAD-0017-2.361-R 9/21/2010	212	OTHER: ANGULAR COPING STONES	NONE	NONE	\$7,755.00
ACAD-0017-2.438-L 9/21/2010	217	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,612.00
ACAD-0017-2.773-R 9/21/2010	179	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,768.00
ACAD-0017-2.874-R 9/21/2010	234	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0017: SCHOODIC POINT ROAD



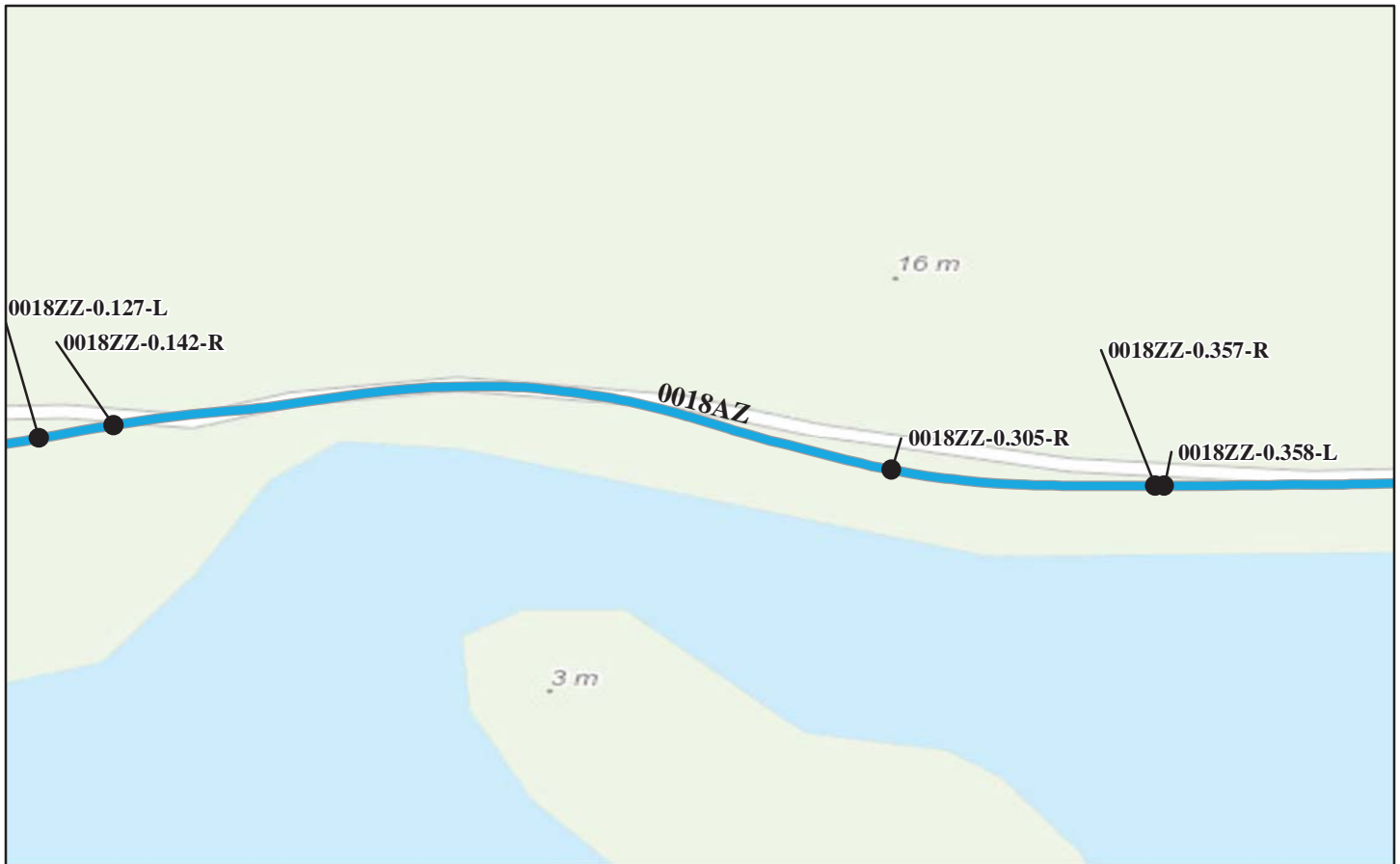
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0017-3.174-L 9/21/2010	208	OTHER: ANGULAR COPING STONES	NONE	NONE	\$8,828.00
ACAD-0017-3.414-R 9/22/2010	112	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,952.00
ACAD-0017-3.501-L 9/22/2010	161	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,438.00
ACAD-0017-3.547-L 9/22/2010	425	OTHER: ANGULAR COPING STONES	NONE	NONE	\$11,028.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0018ZZ-0.127-L 9/21/2010	486	OTHER: ANGULAR COPING STONES	NONE	NONE	\$5,060.00
ACAD-0018ZZ-0.142-R 9/21/2010	483	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,438.00
ACAD-0018ZZ-0.305-R 9/21/2010	98	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0018ZZ-0.357-R 9/21/2010	223	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,612.00
ACAD-0018ZZ-0.358-L 9/21/2010	209	OTHER: ANGULAR COPING STONES	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0018ZZ-0.440-R 9/22/2010	456	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,952.00
ACAD-0018ZZ-0.530-R 9/22/2010	115	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0018ZZ-0.583-R 9/22/2010	815	OTHER: ANGULAR COPING STONES	NONE	NONE	\$4,758.00
ACAD-0018ZZ-0.792-R 9/22/2010	182	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,118.00
ACAD-0018ZZ-0.844-R 9/22/2010	169	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,612.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0018ZZ-0.977-R 9/22/2010	357	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,778.00
ACAD-0018ZZ-1.118-R 9/22/2010	653	OTHER: ANGULAR COPING STONES	NONE	NONE	\$9,488.00
ACAD-0018ZZ-1.301-R 9/22/2010	118	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,952.00
ACAD-0018ZZ-1.355-R 9/22/2010	520	OTHER: ANGULAR COPING STONES	NONE	NONE	\$4,538.00
ACAD-0018ZZ-1.501-R 9/22/2010	115	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,338.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0018ZZ-1.554-R 9/22/2010	227	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,612.00
ACAD-0018ZZ-1.781-R 9/22/2010	448	OTHER: ANGULAR COPING STONES	NONE	NONE	\$7,810.00
ACAD-0018ZZ-1.899-R 9/22/2010	327	OTHER: ANGULAR COPING STONES	NONE	NONE	\$6,545.00
ACAD-0018ZZ-2.019-R 9/22/2010	140	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00
ACAD-0018ZZ-2.092-L 9/22/2010	505	OTHER: ANGULAR COPING STONES	NONE	NONE	\$5,582.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS



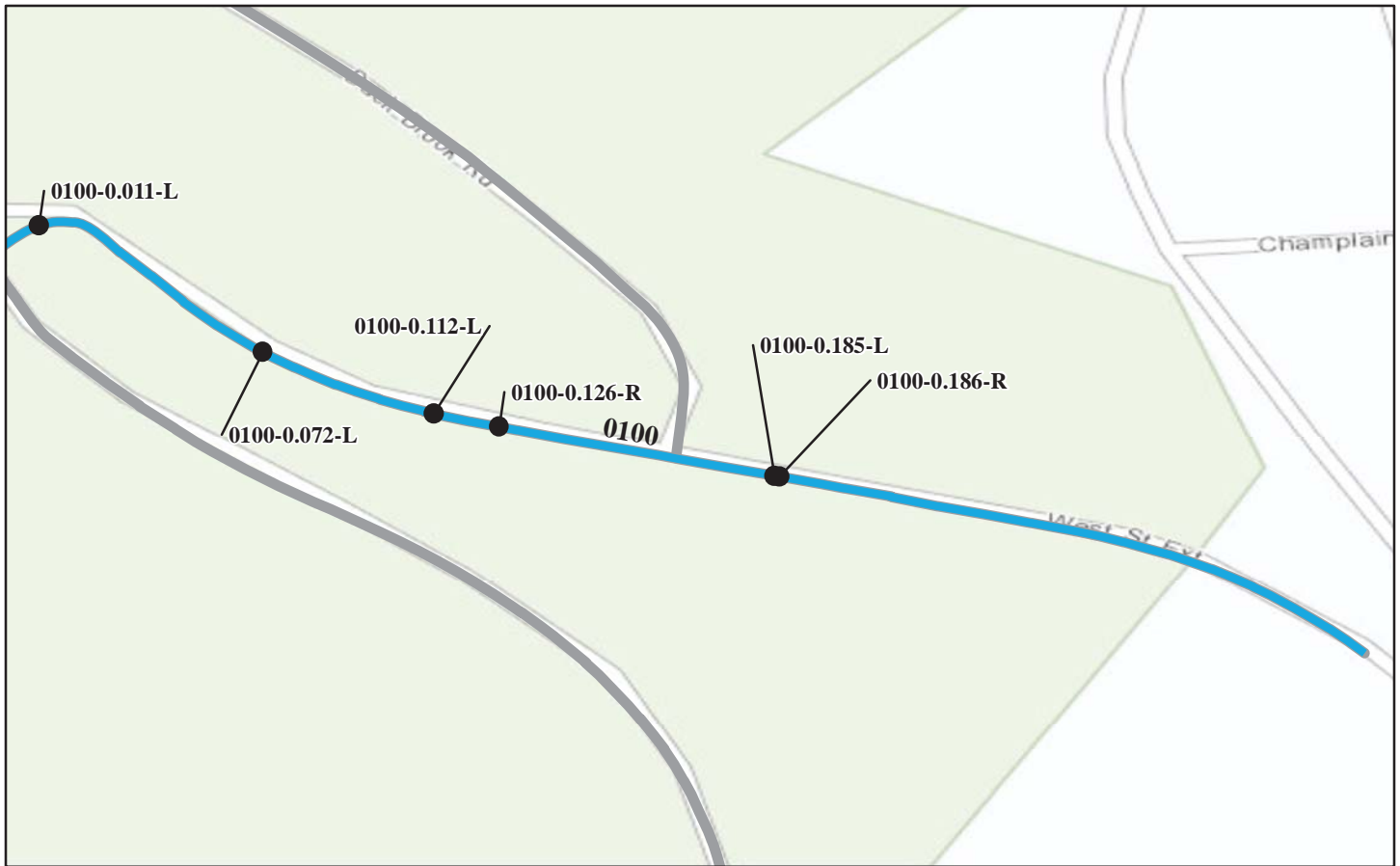
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0018ZZ-2.182-L 9/22/2010	63	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,612.00
ACAD-0018ZZ-2.279-R 9/22/2010	199	OTHER: ANGULAR COPING STONES	NONE	NONE	\$4,895.00
ACAD-0018ZZ-2.318-L 9/22/2010	220	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,492.00
ACAD-0018ZZ-2.363-L 9/22/2010	802	OTHER: ANGULAR COPING STONES	NONE	NONE	\$6,270.00
ACAD-0018ZZ-2.428-R 9/22/2010	417	OTHER: ANGULAR COPING STONES	NONE	NONE	\$7,645.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0100: WEST STREET EXTENSION



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

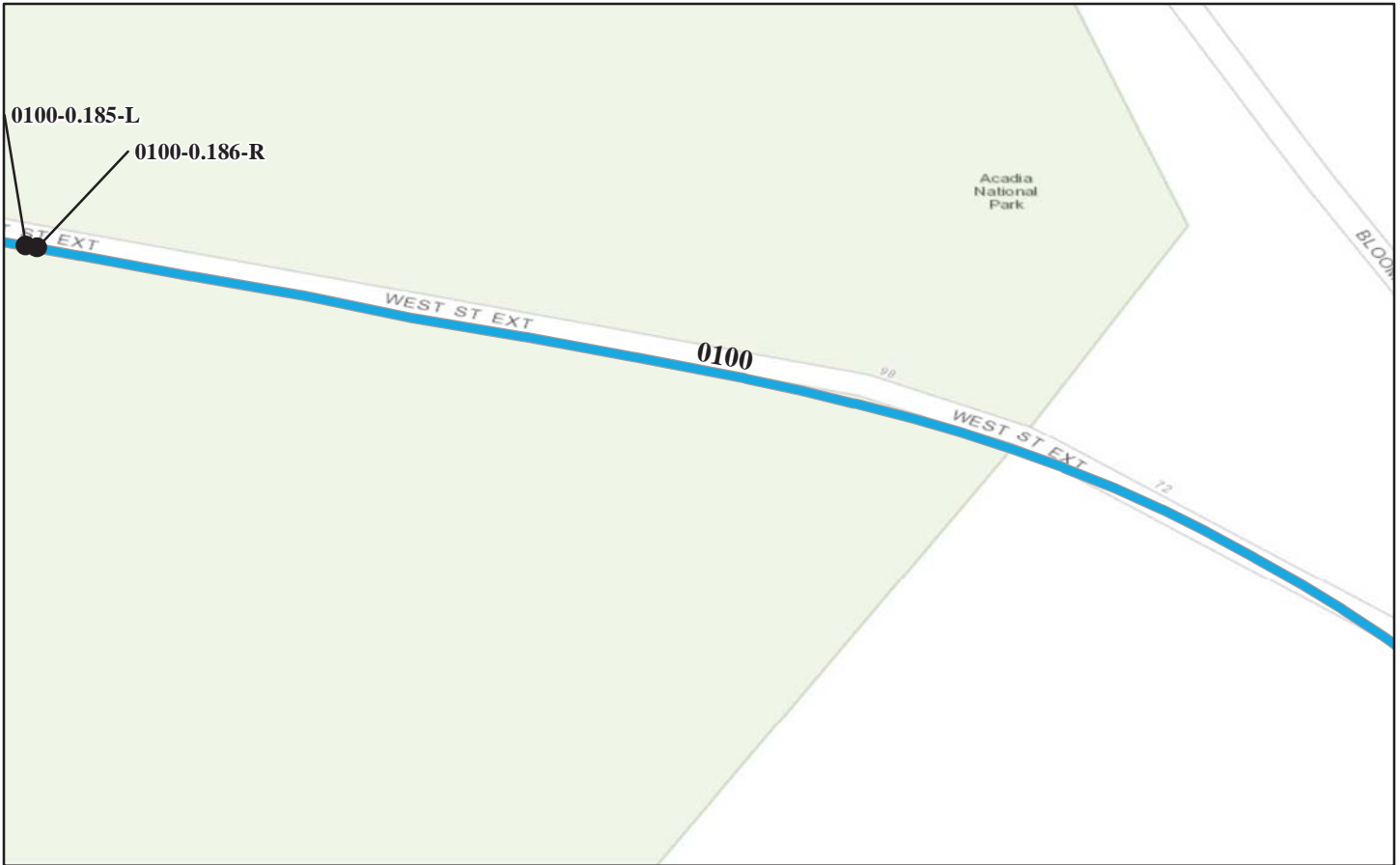
Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0100-0.011-L 9/10/2010	227	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$3,602.00
ACAD-0100-0.072-L 9/10/2010	127	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,722.00
ACAD-0100-0.112-L 9/10/2010	275	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$4,262.00
ACAD-0100-0.126-R 9/10/2010	146	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,062.00
ACAD-0100-0.185-L 9/10/2010	716	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$43,368.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



# Acadia National Park

## ROUTE 0100: WEST STREET EXTENSION



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0100-0.186-R 9/10/2010	667	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$22,192.00
*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.					

# Acadia National Park

## ROUTE 0101ZZ: ACCESS ROAD AND SPUR TO STATE ROUTE 233



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0101ZZ-0.049-L  9/14/2010	402	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$4,262.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0102ZZ: DUCK BROOK ROAD

Barrier location is unknown.

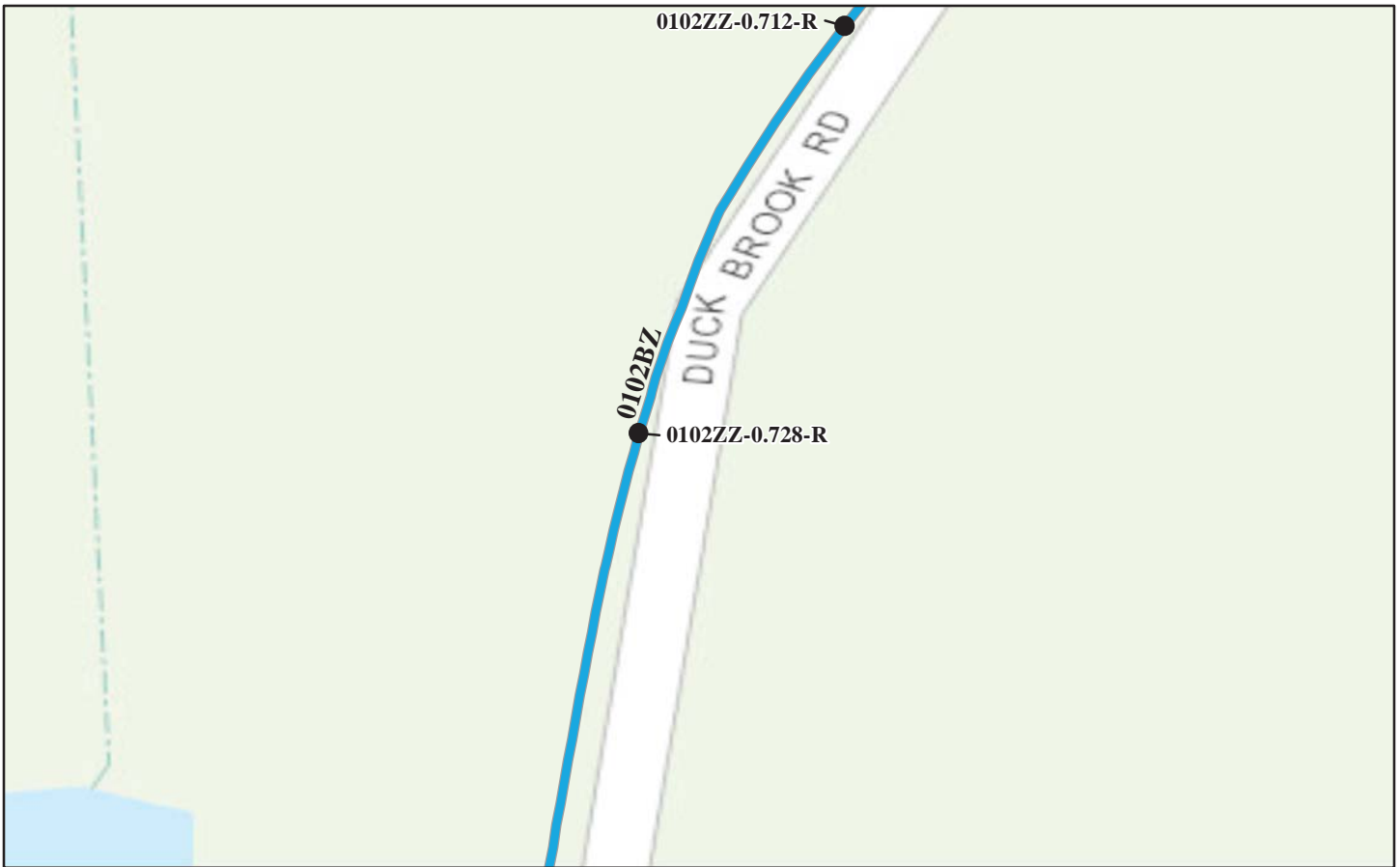
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0102ZZ-0.005-L 9/10/2010	247	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,062.00
ACAD-0102ZZ-0.008-R 9/10/2010	412	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0102ZZ-0.452-R 9/14/2010	1231	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,162.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0102ZZ: DUCK BROOK ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0102ZZ-0.712-R 9/14/2010	41	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0102ZZ-0.728-R 9/14/2010	46	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



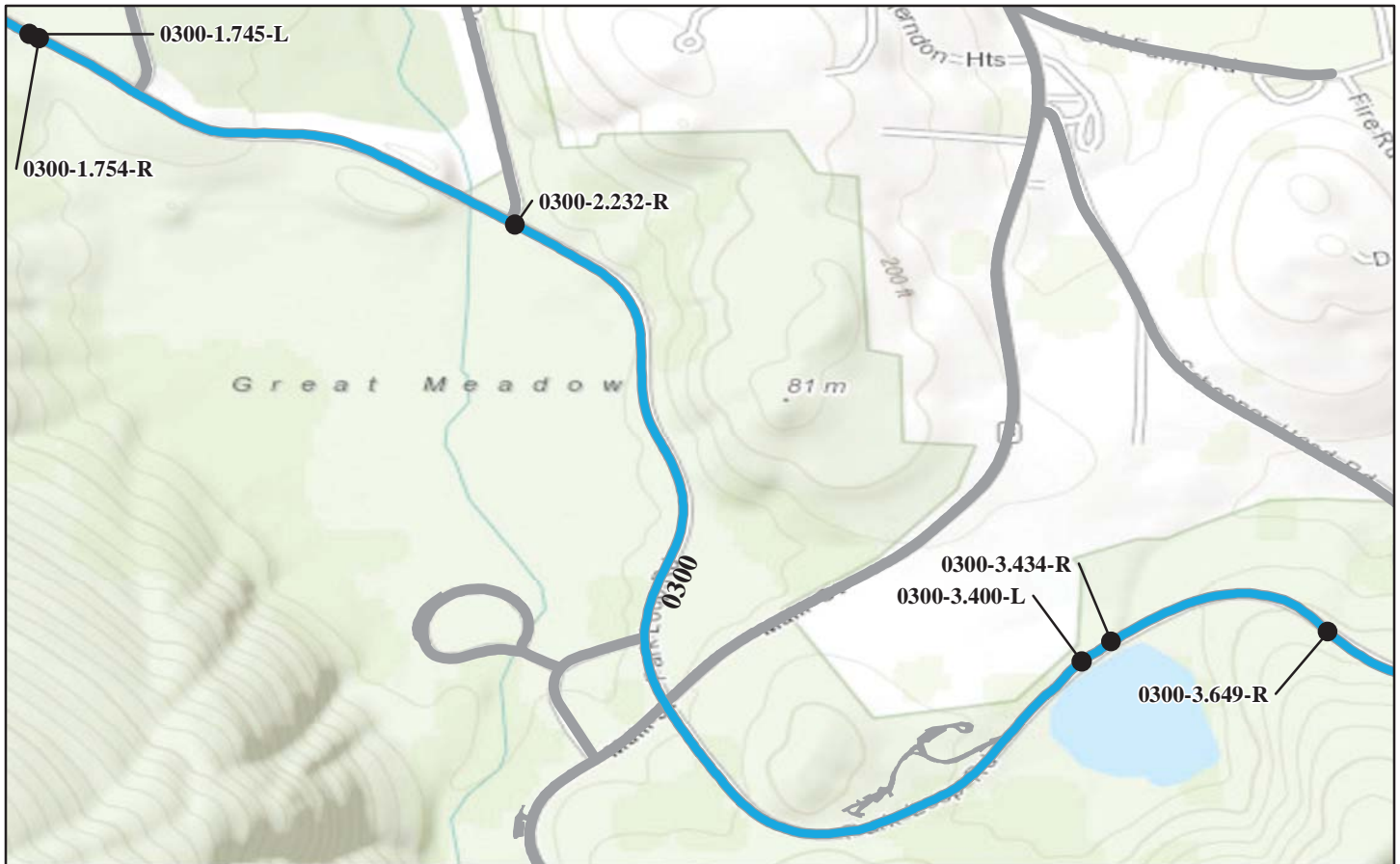
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-0.135-L 9/14/2010	485	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,502.00
ACAD-0300-0.257-L 9/15/2010	440	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$8,828.00
ACAD-0300-0.415-L 9/15/2010	1747	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$8,085.00
ACAD-0300-1.108-L 9/15/2010	1614	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$5,445.00
ACAD-0300-1.745-L 9/15/2010	196	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



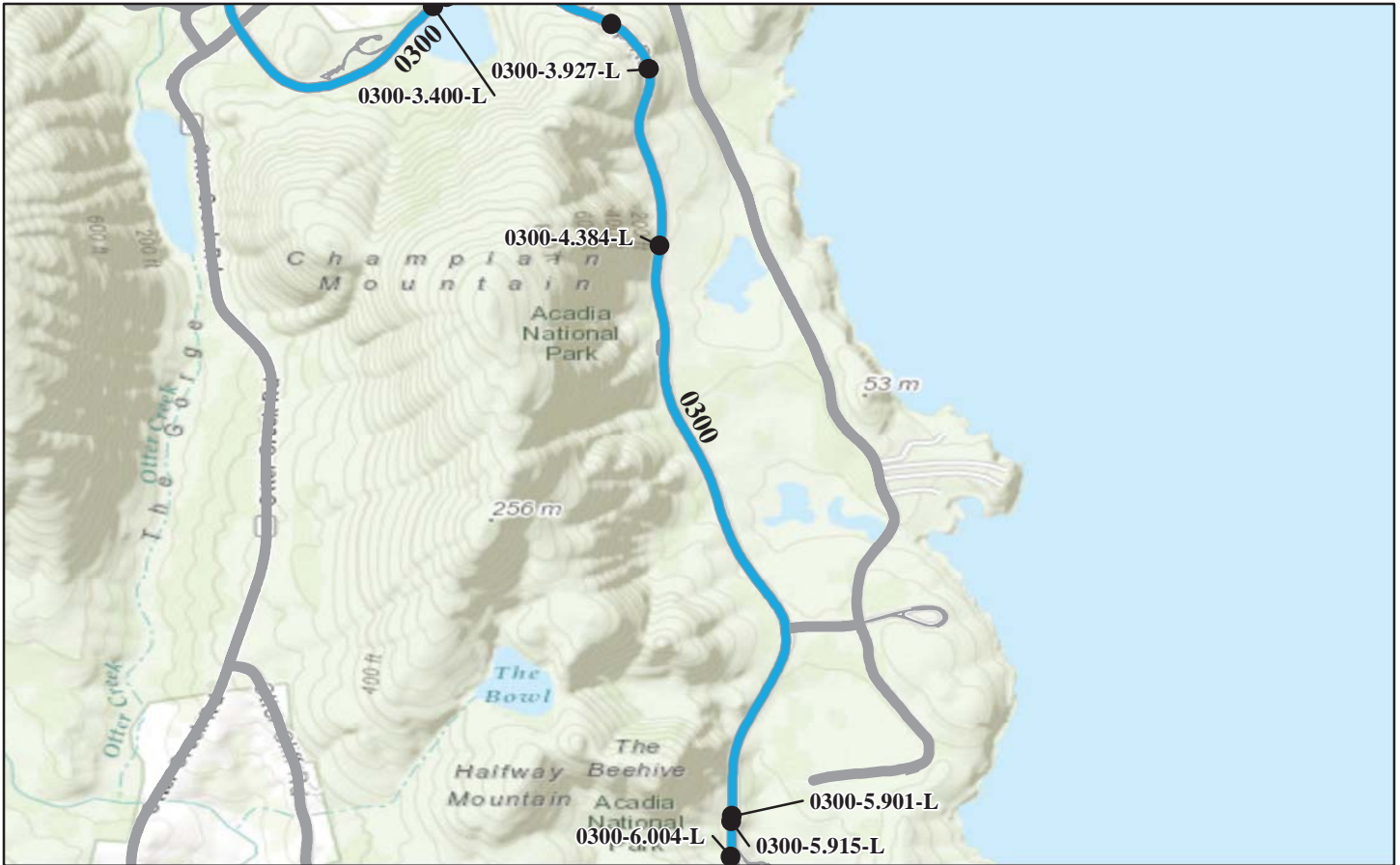
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-1.754-R 9/15/2010	198	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0300-2.232-R 9/16/2010	116	OTHER: ANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0300-3.400-L 9/15/2010	1653	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$63,635.00
ACAD-0300-3.434-R 9/15/2010	683	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$25,355.00
ACAD-0300-3.649-R 9/15/2010	225	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$3,382.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-3.793-L 9/15/2010	463	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$6,765.00
ACAD-0300-3.927-L 9/15/2010	1359	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$24,475.00
ACAD-0300-4.384-L 9/15/2010	649	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$10,945.00
ACAD-0300-5.901-L 9/15/2010	54	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,942.00
ACAD-0300-5.915-L 9/15/2010	310	OTHER: ANGULAR COPING STONES	NONE	NONE	\$5,555.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-6.004-L 9/15/2010	173	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,932.00
ACAD-0300-6.050-L 9/15/2010	4856	OTHER: ANGULAR COPING STONES	NONE	NONE	\$27,582.00
ACAD-0300-6.568-R 9/17/2010	640	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,448.00
ACAD-0300-6.970-L 9/16/2010	159	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$66,715.00
ACAD-0300-7.000-L 9/16/2010	1310	OTHER: ANGULAR COPING STONES	NONE	NONE	\$31,872.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-7.371-L 9/16/2010	768	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$3,382.00
ACAD-0300-7.516-L 9/16/2010	56	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0300-7.530-L 9/16/2010	416	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$22,280.00
ACAD-0300-7.531-L 9/16/2010	343	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0300-7.580-L 9/16/2010	588	OTHER: ANGULAR COPING STONES	NONE	NONE	\$5,912.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-7.848-L 9/16/2010	183	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,548.00
ACAD-0300-7.938-L 9/16/2010	862	OTHER: ANGULAR COPING STONES	NONE	NONE	\$11,990.00
ACAD-0300-8.106-L 9/16/2010	185	OTHER: ANGULAR COPING STONES	NONE	NONE	\$3,108.00
ACAD-0300-8.190-L 9/16/2010	452	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,942.00
ACAD-0300-8.692-R 9/16/2010	675	OTHER: ANGULAR COPING STONES	NONE	NONE	\$2,282.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-9.030-L 9/16/2010	502	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$13,805.00
ACAD-0300-9.591-L 9/16/2010	193	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$7,865.00
ACAD-0300-9.780-L 9/16/2010	153	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$3,162.00
ACAD-0300-9.834-L 9/16/2010	92	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00
ACAD-0300-9.912-L 9/16/2010	209	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



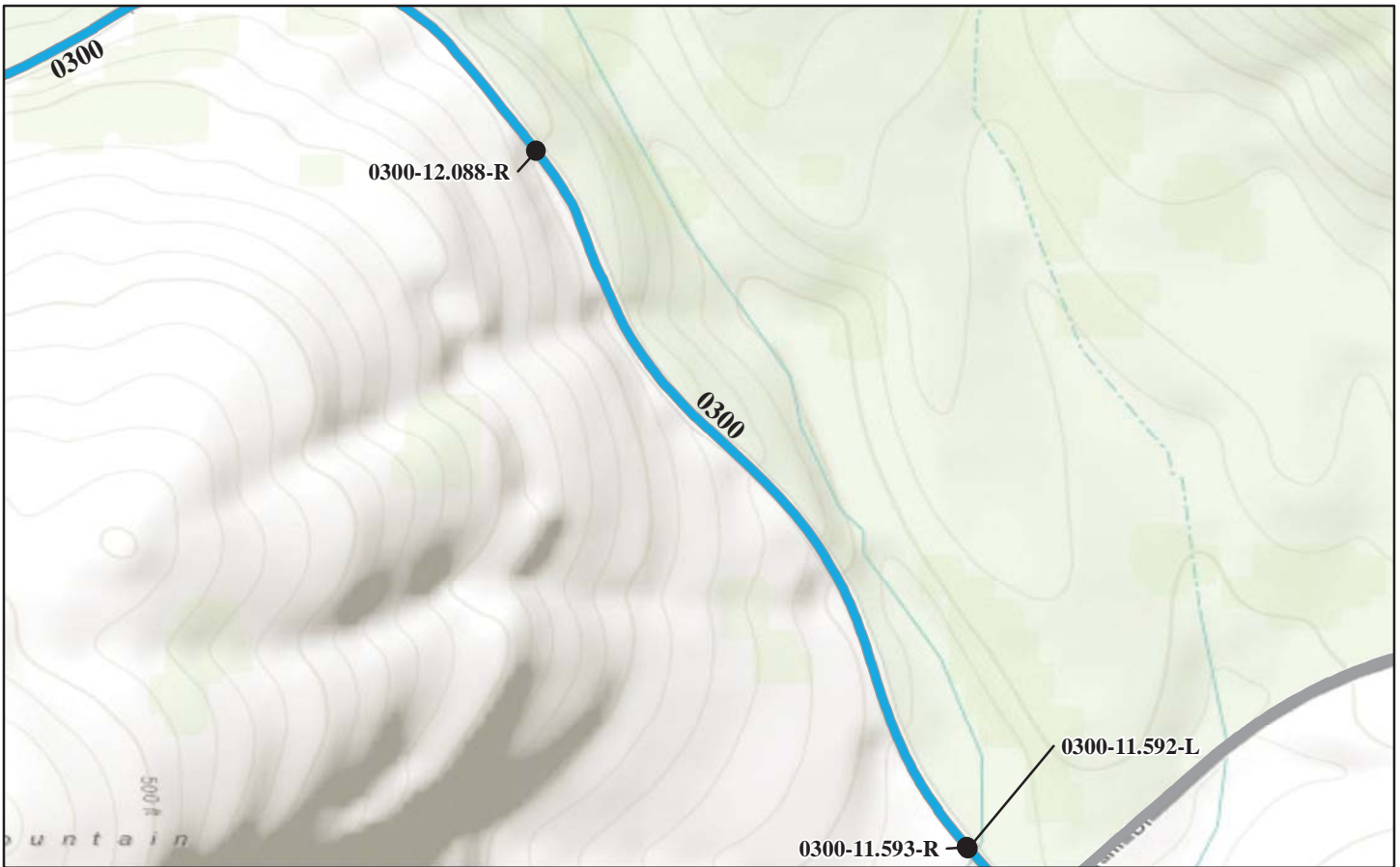
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-10.160-L 9/16/2010	52	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,942.00
ACAD-0300-10.307-L 9/16/2010	80	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$2,502.00
ACAD-0300-10.410-R 9/16/2010	91	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0300-10.411-L 9/16/2010	80	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0300-11.592-L 9/17/2010	56	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0300: PARK LOOP ROAD



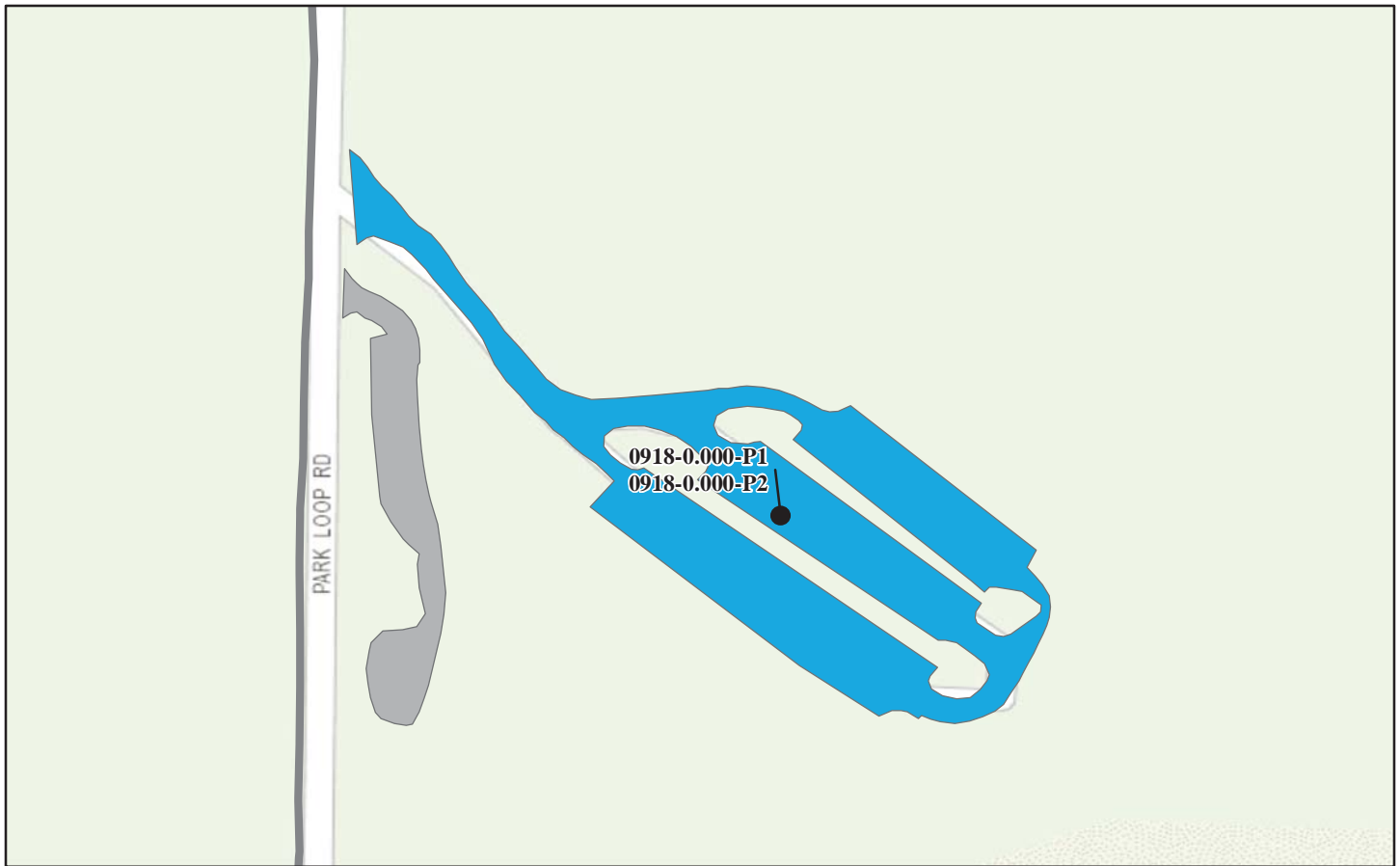
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0300-11.593-R 9/17/2010	57	STONE MASONRY WITHOUT CONCRETE CORE WALL	NONE	NONE	\$0.00
ACAD-0300-12.088-R 9/17/2010	530	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$8,085.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

## ROUTE 0918: LOWER SAND BEACH PARKING AREA



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Barrier ID Inspection Date	Barrier Length (Ft.)	Barrier Type	Barrier End Treatment		*Repair Cost
			Begin	End	
ACAD-0918-0.000-P1 9/15/2010	289	OTHER: RECTANGULAR COPING STONES	NONE	NONE	\$1,842.00
ACAD-0918-0.000-P2 9/13/2010	92	OTHER: ANGULAR COPING STONES	NONE	NONE	\$1,898.00

\*2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Tier 3 Barrier Details



Acadia National Park



**Federal Lands Highway  
Road Inventory Program**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.086-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	15.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	368		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	15.3	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 7 - 6 ft stones that were cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0010ZZ-0.086-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	15.80

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$9405
<b>Brief Workorder:</b>	Remove 7 cracked rectangular coping stones and replace with 7 new stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 7 Unit(s) = \$1400. Remove 7 stones that were cracked in half Replace Rectangular Coping Stone (RS) at \$600- per -Each for 7 Unit(s) = \$4200. Install 7 new rectangular coping stones Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.086\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.156-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	42.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	535		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.2	<b>Post Spacing (In.):</b>	26.0
<b>Height (In.):</b>	14.0	<b>Lateral Offset (In.):</b>	37.2	<b>Road Grade (%):</b>	6.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had little deflection except for 3 stones that were leaning.			
	<b>Breaking and Cracking:</b>	There was 1 stone that was made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.156-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	42.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3162
<b>Brief Workorder:</b>	Replace 1 stone that is made up of 2 smaller stones and reset 3 stones that are leaning.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Remove 1 broken up rectangular coping stone Replace Rectangular Coping Stone (RS) at \$600- per -Each for 1 Unit(s) = \$600. Replace 1 rectangular coping stone Reset Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Reset 3 rectangular coping stone Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.156\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.257-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	8.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	118		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	14.3	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had less than 6 in of deflection. The barrier height ranged between 14 and 15 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.257-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>		8.50	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.257\_R\_1.JPG**



<b>Barrier ID:</b>	ACAD-0010ZZ-0.267-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	53.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	274		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.2	<b>Post Spacing (In.):</b>	106.3
<b>Height (In.):</b>	11.0	<b>Lateral Offset (In.):</b>	42.0	<b>Road Grade (%):</b>	5.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones that were misaligned by 6 to 12 in but the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.267-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	53.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2502
<b>Brief Workorder:</b>	Reset 4 misaligned rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Reset the misaligned stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.267\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.279-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	42.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	622		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.2	<b>Post Spacing (In.):</b>	23.2
<b>Height (In.):</b>	13.1	<b>Lateral Offset (In.):</b>	37.7	<b>Road Grade (%):</b>	4.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	6 rectangular coping stones are in two pieces each.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.279-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	42.40

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$8525
<b>Brief Workorder:</b>	Remove and replace 6 rectangular coping stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 6 Unit(s) = \$1200. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 6 Unit(s) = \$3600. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.279\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.432-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	40.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	769		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.2	<b>Post Spacing (In.):</b>	51.0
<b>Height (In.):</b>	8.5	<b>Lateral Offset (In.):</b>	34.0	<b>Road Grade (%):</b>	6.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The height of the stones ranged from 8 to 9.5 in. There was a 2-3 in overlay on the road that may affect the height of the barrier.			
	<b>Breaking and Cracking:</b>	There were 8 stones that were broken in half or were made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.432-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	40.90

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$10285
<b>Brief Workorder:</b>	Remove and replace 8 rectangular coping stones that were broken in half or were made up of 2 smaller stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 8 Unit(s) = \$1600. Remove 8 rectangular coping stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 8 Unit(s) = \$4800. Replace 8 rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.432\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.622-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	26.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	161		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.0	<b>Post Spacing (In.):</b>	49.7
<b>Height (In.):</b>	9.3	<b>Lateral Offset (In.):</b>	34.0	<b>Road Grade (%):</b>	3.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	3 coping stones are in two pieces.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.622-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	26.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4262
<b>Brief Workorder:</b>	Remove and replace 3 rectangular coping stones that are in 2 pieces.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Remove 3 coping stones that are in two pieces Replace Rectangular Coping Stone (RS) at \$600- per -Each for 3 Unit(s) = \$1800. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.622\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.626-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	72		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.7	<b>Post Spacing (In.):</b>	48.2
<b>Height (In.):</b>	7.7	<b>Lateral Offset (In.):</b>	26.2	<b>Road Grade (%):</b>	2.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no deflection in the alignment and the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 2-6 ft stones that were cracked completely in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.626-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	22.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3382
<b>Brief Workorder:</b>	Remove and replace the 2 cracked rectangular coping stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Remove the 2 cracked stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Replace the cracked stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.626\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.663-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	36.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	600		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	27.7
<b>Height (In.):</b>	15.1	<b>Lateral Offset (In.):</b>	4.0	<b>Road Grade (%):</b>	5.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The alignment of 24 ft of the barrier was out of alignment by 6 to 12 in but the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 2 - 6 ft stones that were cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0010ZZ-0.663-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	36.50

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4262
<b>Brief Workorder:</b>	Reset 4 stones that are leaning and remove and replace 2 rectangular coping stones that are cracked in half.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Reset 4 leaning rectangular coping stones. Remove Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Remove 2 stones that were cracked in half. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Install 2 new rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.663\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.823-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	25.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	329		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	21.0
<b>Height (In.):</b>	11.3	<b>Lateral Offset (In.):</b>	35.0	<b>Road Grade (%):</b>	1.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The alignment sort of snaked with deflections up to 4 to 5 in and 1 stone that was leaning more than 6 in.			
	<b>Breaking and Cracking:</b>	There were 3 stones that were broken in half or were made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.823-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	25.10

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4482
<b>Brief Workorder:</b>	Remove and replace 3 stones that were broken in half or were made up of 2 smaller stones. Reset 1 leaning stone.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Remove 3 broken rectangular coping stones Replace Rectangular Coping Stone (RS) at \$600- per -Each for 3 Unit(s) = \$1800. Replace 3 rectangular coping stones Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Reset 1 leaning rectangular coping stone Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.823\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-0.955-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	15.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	648		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.7	<b>Post Spacing (In.):</b>	26.2
<b>Height (In.):</b>	14.3	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	One rectangular coping stone out of alignment by 9-in. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	There were 3 stones that appeared to be broken in half.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-0.955-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	15.80

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4482
<b>Brief Workorder:</b>	Reset one rectangular coping stone. Remove and replace 3 rectangular coping stones that are now in two pieces each.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Reset one stone that is out of alignment Remove Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Remove coping stones that are in 2 pieces. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 3 Unit(s) = \$1800. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_0.955\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0010ZZ-1.078-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	28.20		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	64		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	26.7	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	32.7	<b>Lateral Offset (In.):</b>	35.0	<b>Road Grade (%):</b>	4.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	Alignment acceptable. Height was 7-11 in above 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.078-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	28.20

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.078\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.080-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	24.00		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	66		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	28.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	34.7	<b>Lateral Offset (In.):</b>	35.2	<b>Road Grade (%):</b>	4.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	Alignment acceptable. Height was 10-11 in above 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.080-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>		24.00	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.080\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.146-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	24.00		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	66		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	27.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	35.2	<b>Lateral Offset (In.):</b>	34.2	<b>Road Grade (%):</b>	0.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	Alignment acceptable. Height was 10-13in above the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.146-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>		24.00	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.146\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.146-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	24.00		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	64		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	28.7	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	32.7	<b>Lateral Offset (In.):</b>	36.0	<b>Road Grade (%):</b>	0.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	Alignment acceptable. Height was 8-9in above the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.146-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>		24.00	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.146\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.154-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	12.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	226		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	17.2	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	Barrier is at height as designed. One coping stone is 6 to 10 in out of alignment.			
	<b>Breaking and Cracking:</b>	There were 2 stones that appeared to be broken in half.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.154-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	12.80

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3602
<b>Brief Workorder:</b>	Reset one rectangular coping stone that is out of alignment. Remove and replace 2 rectangular coping stones that are now in two pieces.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. One stone out of alignment Remove Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Remove 2 coping stones that are 2 pieces. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.154\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.154-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	24.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	225		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	25.2
<b>Height (In.):</b>	16.2	<b>Lateral Offset (In.):</b>	39.0	<b>Road Grade (%):</b>	1.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment deflected less than 6 in throughout. The barrier height ranged between 16 and 17 in.			
	<b>Breaking and Cracking:</b>	There were 5 stones that were broken in half or were made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0010ZZ-1.154-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/09/2010	<b>Barrier Rating:</b>	24.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$7645
<b>Brief Workorder:</b>	Remove and replace 5 stones that were broken in half or were made up of 2 smaller stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 5 Unit(s) = \$1000. Remove 5 broken rectangular coping stones Replace Rectangular Coping Stone (RS) at \$600- per -Each for 5 Unit(s) = \$3000. Replace 5 rectangular coping stones Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.154\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.266-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	47.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	783		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.2	<b>Post Spacing (In.):</b>	28.2
<b>Height (In.):</b>	13.0	<b>Lateral Offset (In.):</b>	29.0	<b>Road Grade (%):</b>	6.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The alignment had slight deflections up to 3 in. The barrier height ranged between 11 and 15 in. 1 stone appeared to be impacted off alignment.			
	<b>Breaking and Cracking:</b>	There were 15 stones that were broken in half or made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.266-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	47.00

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$19910
<b>Brief Workorder:</b>	Remove and replace 15 rectangular coping stones that were split in half and reset 1 rectangular coping stone that was impacted slightly off its alignment.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 15 Unit(s) = \$3000. Remove 15 split rectangular coping stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 15 Unit(s) = \$9000. Install 15 new rectangular coping stones. Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Reset 1 rectangular coping stone. Low Speed Traffic Control at \$1475- per -Day for 4 Day(s) = \$5900.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.266\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.555-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	42.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	664		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	27.7
<b>Height (In.):</b>	12.3	<b>Lateral Offset (In.):</b>	31.7	<b>Road Grade (%):</b>	4.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection but the height of the barrier was low relative to the rest of the barrier for 60 LF.			
	<b>Breaking and Cracking:</b>	There were 6-6 ft stones that appeared to be cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.555-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>		42.40	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$11248
<b>Brief Workorder:</b>	Reset 5 stones that were low and remove/replace 6 stones that appeared to be cracked in half.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 5 Unit(s) = \$1000. Reset the 5 stones the were low. Remove Rectangular Coping Stone at \$200- per -Each for 6 Unit(s) = \$1200. Remove the 6 stones that appeared to be cracked. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 6 Unit(s) = \$3600. Replace the stones that appeared to be cracked. Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425.				
<b>2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.</b>					

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.555\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0010ZZ-1.725-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	23.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	137		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	24.7
<b>Height (In.):</b>	15.6	<b>Lateral Offset (In.):</b>	48.7	<b>Road Grade (%):</b>	2.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	There were 4 stones that appeared to be broken in half.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.725-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	23.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5142
<b>Brief Workorder:</b>	Remove and replace 4 coping stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 4 Unit(s) = \$2400. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.725\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.743-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	19.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	47		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	21.2
<b>Height (In.):</b>	18.2	<b>Lateral Offset (In.):</b>	84.6	<b>Road Grade (%):</b>	2.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	One coping stone is out of alignment by 6 to 9 in. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	There appeared to be 1 stone that was broken in half.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.743-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	19.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2722
<b>Brief Workorder:</b>	Reset 1 coping stone and remove and replace 1 coping stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Remove Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 1 Unit(s) = \$600. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.743\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.777-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	25.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	90		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	25.2
<b>Height (In.):</b>	17.0	<b>Lateral Offset (In.):</b>	68.6	<b>Road Grade (%):</b>	3.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones that were leaning off the alignment about 6 in. The height ranged between 16 and 18 in.			
	<b>Breaking and Cracking:</b>	There was 1 stone that was split in half or made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.777-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	25.30

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3382
<b>Brief Workorder:</b>	Reset 4 leaning stones and remove and replace 1 stone that was split in half.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Reset 4 rectangular coping stones. Remove Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Remove 1 rectangular coping stone. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 1 Unit(s) = \$600. Install 1 new rectangular coping stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.777\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.778-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	26.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	95		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	23.0
<b>Height (In.):</b>	16.7	<b>Lateral Offset (In.):</b>	93.3	<b>Road Grade (%):</b>	3.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 3 stones that were leaning off the alignment about 6 in. The height ranged between 15 and 18 in.			
	<b>Breaking and Cracking:</b>	There were 4 stones that were split in half or made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.778-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	26.50

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$7425
<b>Brief Workorder:</b>	Reset 3 leaning stones and replace the 4 broken stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Reset 3 rectangular coping stones. Remove Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Remove 4 rectangular coping stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 4 Unit(s) = \$2400. Install 4 new rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.778\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.828-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	33.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	246		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	44.2
<b>Height (In.):</b>	11.6	<b>Lateral Offset (In.):</b>	32.0	<b>Road Grade (%):</b>	4.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 12 LF that the alignment was off by 6 to 12 in but the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 3-6 ft stones that appeared to be cracked in half.			
	<b>Missing Elements:</b>	There was 1 stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-1.828-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	33.70

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5362
<b>Brief Workorder:</b>	Reset the 2 misaligned stones and replace the 4 damaged/missing stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Reset the 2 misaligned stone. Remove Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Remove the damaged stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 4 Unit(s) = \$2400. Replace the damaged stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.828\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-1.940-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	42.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	316		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.2	<b>Post Spacing (In.):</b>	26.0
<b>Height (In.):</b>	11.0	<b>Lateral Offset (In.):</b>	25.7	<b>Road Grade (%):</b>	3.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 18 LF where the barrier was misaligned by 6 to 12 in but the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 10-4 ft stones that appeared to be broken in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0010ZZ-1.940-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	42.40

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$12705
<b>Brief Workorder:</b>	Reset the 3 misaligned stones and replace the 10 damaged stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Remove Rectangular Coping Stone at \$200- per -Each for 10 Unit(s) = \$2000. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 10 Unit(s) = \$6000. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_1.940\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-2.000-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	12.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	191		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.7	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	14.6	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 5-4 ft stones that appeared to be broken completely in half			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-2.000-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	12.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$6022
<b>Brief Workorder:</b>	Replace the 5 damaged stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 5 Unit(s) = \$1000. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 5 Unit(s) = \$3000. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_2.000\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-2.036-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	55.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1767		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.1	<b>Post Spacing (In.):</b>	25.2
<b>Height (In.):</b>	12.8	<b>Lateral Offset (In.):</b>	40.9	<b>Road Grade (%):</b>	3.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was 30 ft that was misaligned by 6 to 12 in and 30 LF that was more than 4 in low relative to the rest of the barrier.			
	<b>Breaking and Cracking:</b>	There were 68 4 ft stones that appeared to be broken in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-2.036-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	55.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$76202
<b>Brief Workorder:</b>	Reset the 8 misaligned and low stones and replace the 65 damaged stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 8 Unit(s) = \$1600. Remove Rectangular Coping Stone at \$200- per -Each for 68 Unit(s) = \$13600. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 68 Unit(s) = \$40800. Low Speed Traffic Control at \$1475- per -Day for 9 Day(s) = \$13275.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_2.036\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0010ZZ-2.371-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	15.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	256		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.7	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	19.0	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	3 coping stones are out of alignment by 6 to 12 in. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	There were 4 stones that appeared to be broken in half.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-2.371-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	15.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$7425
<b>Brief Workorder:</b>	Reset 3 rectangular coping stones. Remove and replace 4 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Remove Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 4 Unit(s) = \$2400. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_2.371\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-2.420-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	32.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	408		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	25.0
<b>Height (In.):</b>	15.0	<b>Lateral Offset (In.):</b>	46.7	<b>Road Grade (%):</b>	1.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 6 stones that were leaning 4 to 6 in off the alignment. The barrier height ranged between 11 and 18 in.			
	<b>Breaking and Cracking:</b>	There were 5 stones that were split in half or were made up of two smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-2.420-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	32.40

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$8965
<b>Brief Workorder:</b>	Reset 6 rectangular coping stones and remove and replace 5 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 6 Unit(s) = \$1200. Remove Rectangular Coping Stone at \$200- per -Each for 5 Unit(s) = \$1000. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 5 Unit(s) = \$3000. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_2.420\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-2.659-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	19.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	23		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	79.3
<b>Height (In.):</b>	18.2	<b>Lateral Offset (In.):</b>	92.0	<b>Road Grade (%):</b>	1.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had little deflection and the height ranged between 18 and 19 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-2.659-L		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	19.70

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_2.659\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-2.663-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	24		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	86.6
<b>Height (In.):</b>	20.0	<b>Lateral Offset (In.):</b>	74.3	<b>Road Grade (%):</b>	1.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no deflection in the alignment and the height ranged between 18 and 23 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-2.663-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	22.20

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_2.663\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-2.685-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	64		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.7	<b>Post Spacing (In.):</b>	112.0
<b>Height (In.):</b>	17.2	<b>Lateral Offset (In.):</b>	73.6	<b>Road Grade (%):</b>	0.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-2.685-L				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>		22.20	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_2.685\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-2.689-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	22		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	82.0
<b>Height (In.):</b>	16.0	<b>Lateral Offset (In.):</b>	81.0	<b>Road Grade (%):</b>	0.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection but the height of 1 stone was 6 in lower than the other two.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0010ZZ-2.689-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	22.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2502
<b>Brief Workorder:</b>	Replace the 1 lower stone.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Remove the low stone. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 1 Unit(s) = \$600. Replace the low stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_2.689\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0010ZZ-3.059-R				
<b>Route Name:</b>	PARADISE HILL ROADS				
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	33.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	157		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	50.2
<b>Height (In.):</b>	21.7	<b>Lateral Offset (In.):</b>	29.0	<b>Road Grade (%):</b>	1.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	One coping stone appears to have been toppled and is out of alignment by more than 12 in. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	One coping stone is missing and may be at the bottom of the steep slope behind the barrier.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0010ZZ-3.059-R		
<b>Route Name:</b>	PARADISE HILL ROADS		
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	33.70

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2502
<b>Brief Workorder:</b>	Reset one rectangular coping stone and replace one missing rectangular coping stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Reset and realign toppled stone. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 1 Unit(s) = \$600. Replace missing stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0010ZZ: PARADISE HILL ROADS**

**Barrier Condition Photos**



**ACAD\_0010ZZ\_3.059\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-0.696-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	25.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	97		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	14.6	<b>Post Spacing (In.):</b>	53.2
<b>Height (In.):</b>	13.0	<b>Lateral Offset (In.):</b>	39.7	<b>Road Grade (%):</b>	6.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed. Some debris placed in front of barrier had partially buried stones.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-0.696-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	25.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1898
<b>Brief Workorder:</b>	Remove debris that has partially buried stones and has collected in front of barrier.				
<b>Workorder:</b>	Grader at \$125- per -Hour for 2 Hrs = \$250. Remove debris in front of barrier. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_0.696\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0012-0.707-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	33.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	464		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.7	<b>Post Spacing (In.):</b>	57.0
<b>Height (In.):</b>	15.6	<b>Lateral Offset (In.):</b>	29.2	<b>Road Grade (%):</b>	0.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was 1 stone shifted more than 12 in off its original position. The overall alignment had little deflection and the height ranged between 15 and 17 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-0.707-R		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	33.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1788
<b>Brief Workorder:</b>	Reset 1 shifted angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 1 Unit(s) = \$150. Reset 1 shifted angular coping stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_0.707\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-0.777-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	30.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	306		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	47.0
<b>Height (In.):</b>	13.0	<b>Lateral Offset (In.):</b>	29.2	<b>Road Grade (%):</b>	2.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was one missing stone.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-0.777-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	30.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1952
<b>Brief Workorder:</b>	Replace the missing stone.				
<b>Workorder:</b>	Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the missing stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_0.777\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-0.945-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	51.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	3707		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	52.0
<b>Height (In.):</b>	13.8	<b>Lateral Offset (In.):</b>	26.8	<b>Road Grade (%):</b>	4.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	2 angular coping stones were 1 to 6 in off alignment 26 stones were off by 6 to 12 in and 26 stones were off by more than 12 ins. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	7 angular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	Erosion around base of 6 angular coping stones was 12 in deep by 2 square ft for a total of 12 cubic ft or 1 cubic yard of missing fill.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-0.945-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	51.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$23925
<b>Brief Workorder:</b>	Reset 52 angular coping stones replace 7 angular coping stones and add 1 cubic yard of structural backfill to erosion areas under stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 52 Unit(s) = \$7800. Replace Angular Coping Stone (AS) at \$300- per -Each for 7 Unit(s) = \$2100. Structural Backfill at \$50- per -Cu. Yd. for 1 CY = \$50. Backfill to correct corrosion problems. [(1ft)(2ft)(6ft)] /27 = 0.4 CY. Low Speed Traffic Control at \$1475- per -Day for 8 Day(s) = \$11800.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_0.945\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-1.652-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	72.80		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	465		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	23.0	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	11.6	<b>Lateral Offset (In.):</b>	33.0	<b>Road Grade (%):</b>	0.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had 3 to 4 in of deflection at most. The barrier height ranged between 12-13 in below 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-1.652-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	72.80

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$565290
<b>Brief Workorder:</b>	Raise guardwall 12-in. Remove and reset 465-ft stone masonry guardwall on concrete footer to design height of 24-in.				
<b>Workorder:</b>	<p>Remove &amp; Reset Stone Masonry Guardwall at \$250- per -Cu. Ft. for 1767 CF = \$441750. [(1.9ft)(2ft)(465ft)] = 1767 CF.</p> <p>Remove and reset 465 feet of guardwall up to the 24 inch design height.</p> <p>Structural Concrete at \$1000- per -Cu. Yd. for 33 CY = \$33000. Install a concrete structural pad under the wall to raise it 12 inches up to 24 inch design height. [(1.9ft)(1ft)(465ft)] /27 = 32.7 CY.</p> <p>Low Speed Traffic Control at \$1475- per -Day for 24 Day(s) = \$35400. 5 days removal 19 days installation.</p>				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_1.652\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-1.736-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	37.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1765		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.7	<b>Post Spacing (In.):</b>	51.5
<b>Height (In.):</b>	14.3	<b>Lateral Offset (In.):</b>	26.3	<b>Road Grade (%):</b>	1.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	4 angular coping stones were off alignment by 1 to 6 in 12 stones were off by 6 to 12 in and 8 were off by more than 12 ins. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	4 angular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-1.736-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	37.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$9488
<b>Brief Workorder:</b>	Reset 20 angular coping stones and replace 4 angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 20 Unit(s) = \$3000. Replace Angular Coping Stone (AS) at \$300- per -Each for 4 Unit(s) = \$1200. Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_1.736\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-2.139-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	28.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	312		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.0	<b>Post Spacing (In.):</b>	49.0
<b>Height (In.):</b>	13.6	<b>Lateral Offset (In.):</b>	28.2	<b>Road Grade (%):</b>	0.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0012-2.139-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>		28.00	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_2.139\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-2.198-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	7.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	323		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.7	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	16.7	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones shifted off original spot 2 between 6 and 12 in off and 2 greater than 12 in off. The overall alignment was as designed and the height ranged between 15 and 19 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-2.198-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	7.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 4 shifted angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset 4 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_2.198\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-2.240-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	25.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	407		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.2	<b>Post Spacing (In.):</b>	50.0
<b>Height (In.):</b>	14.6	<b>Lateral Offset (In.):</b>	32.7	<b>Road Grade (%):</b>	1.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 3 stones that were 6 to 12 in off original position. The overall alignment had little deflection and the height ranged between 12 and 17 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 1 stone that was missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-2.240-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	25.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2448
<b>Brief Workorder:</b>	Reset 3 shifted angular coping stones and replace 1 missing angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 3 Unit(s) = \$450. Reset 3 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace 1 missing angular coping stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_2.240\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0012-2.330-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	40.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	2386		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.2	<b>Post Spacing (In.):</b>	45.7
<b>Height (In.):</b>	15.8	<b>Lateral Offset (In.):</b>	30.2	<b>Road Grade (%):</b>	2.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	10 angular coping stones were off alignment by 1 to 3 in 6 stones were off alignment by 6 to 12 in and 9 stones were off by more than 12 in. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	3 angular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	1 weathering crack 1 in wide in one half of 1 angular coping stone.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-2.330-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	40.90

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$8332
<b>Brief Workorder:</b>	Reset 15 angular coping stones and replace 3 missing angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 15 Unit(s) = \$2250. Replace Angular Coping Stone (AS) at \$300- per -Each for 3 Unit(s) = \$900. Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_2.330\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-2.791-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	32.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	2537		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.2	<b>Post Spacing (In.):</b>	49.7
<b>Height (In.):</b>	14.0	<b>Lateral Offset (In.):</b>	27.6	<b>Road Grade (%):</b>	2.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 24 LF that were out of alignment by 6 to 12 in and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was a single stone that was cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-2.791-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	32.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2722
<b>Brief Workorder:</b>	Reset the 4 misaligned stones and replace the 1 damaged stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset the 4 misaligned stones. Remove Angular Coping Stone at \$100- per -Each for 1 Unit(s) = \$100. Remove the cracked stone. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the cracked stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_2.791\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-3.006-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	25.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	118		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.7	<b>Post Spacing (In.):</b>	49.7
<b>Height (In.):</b>	18.7	<b>Lateral Offset (In.):</b>	22.7	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 2 stones shifted off their original spots 1 between 6 and 12 in off and 1 greater than 12 in off. The overall alignment had little deflection and the height ranged between 11 and 24 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-3.006-R		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	25.30

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1953
<b>Brief Workorder:</b>	Reset 2 misaligned angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 = \$300. Reset 2 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_3.006\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-3.116-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	29.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	720		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.2	<b>Post Spacing (In.):</b>	49.2
<b>Height (In.):</b>	15.0	<b>Lateral Offset (In.):</b>	30.7	<b>Road Grade (%):</b>	2.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones off of original spots 1 was 6 to 12 in off and 3 were more than 12 in off. The overall alignment had little deflection and the height ranged between 12 and 18 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-3.116-R		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	29.30

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 4 angular coping stones that were shoved off of their original spots.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset 4 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_3.116\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-3.263-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	26.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	91		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	35.2
<b>Height (In.):</b>	17.7	<b>Lateral Offset (In.):</b>	29.0	<b>Road Grade (%):</b>	2.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-3.263-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>		26.50	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_3.263\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-3.278-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	25.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	111		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	54.0
<b>Height (In.):</b>	11.0	<b>Lateral Offset (In.):</b>	30.7	<b>Road Grade (%):</b>	0.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 6 LF that were out of alignment by more than 12 in but the height of the entire barrier was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0012-3.278-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	25.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1788
<b>Brief Workorder:</b>	Reset the 1 misaligned stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 1 Unit(s) = \$150. Reset the 1 misaligned stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_3.278\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-3.280-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	26.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	384		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	15.6	<b>Post Spacing (In.):</b>	66.3
<b>Height (In.):</b>	18.0	<b>Lateral Offset (In.):</b>	28.7	<b>Road Grade (%):</b>	2.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones shoved off original spots 2 by 6 to 12 in and 2 by greater than 12 in. The overall alignment had little deflection and the height ranged between 17 and 20 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-3.280-R		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	26.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 4 stones that were shoved off their original spots.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset 4 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_3.280\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-3.415-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	26.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	168		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	48.0
<b>Height (In.):</b>	13.3	<b>Lateral Offset (In.):</b>	22.7	<b>Road Grade (%):</b>	6.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	3 angular coping stones were off alignment by 6 to 12 in and 1 coping stone was off by 1 to 2 in. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-3.415-R		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	26.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2118
<b>Brief Workorder:</b>	Reset 3 angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 3 Unit(s) = \$450. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_3.415\_R\_1.JPG**



<b>Barrier ID:</b>	ACAD-0012-3.466-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	45.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	4542		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.8	<b>Post Spacing (In.):</b>	51.2
<b>Height (In.):</b>	13.6	<b>Lateral Offset (In.):</b>	26.7	<b>Road Grade (%):</b>	3.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment deflected up to 6 in in various locations. There were 19 stones that were shifted from their original spot. The height ranged between 9 and 20 in.			
	<b>Breaking and Cracking:</b>	There were 2 stones that were split in half.			
	<b>Missing Elements:</b>	There were 4 angular coping stones missing.			
	<b>Corrosion and Weathering:</b>	There was a large dip between 2 stones next to a culvert where a concrete pad should be installed to provide a landing for the stones. At the pull-out there was erosion around a few stones.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-3.466-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	45.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$10780
<b>Brief Workorder:</b>	Reset 19 stones that are shifted remove and replace 2 split stones replace 4 missing stones install a concrete pad where a large hole exists under two stones and monitor the erosion at the pull-out.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 19 Unit(s) = \$2850. Reset 19 angular coping stones. Remove Angular Coping Stone at \$100- per -Each for 2 Unit(s) = \$200. Remove 2 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 6 Unit(s) = \$1800. Install 6 new angular coping stones. Structural Concrete at \$1000- per -Cu. Yd. for 2 CY = \$2000. Install a concrete pad under two stones where a large dip exists. $[(5FT)(1FT)(10FT)]/27 = 1.8 \text{ CY}$ . Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_3.466\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-3.946-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	33.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	311		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	23.2	<b>Post Spacing (In.):</b>	44.7
<b>Height (In.):</b>	14.0	<b>Lateral Offset (In.):</b>	25.0	<b>Road Grade (%):</b>	2.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was 6 LF that was out of alignment by 6 to 12 in but the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was one stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-3.946-R		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	33.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2118
<b>Brief Workorder:</b>	Reset the one misaligned stone and replace the one missing stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 1 Unit(s) = \$150. Reset the misaligned stone. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the missing stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_3.946\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-4.330-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	24.20		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	119		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	18.7	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	19.0	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is 4 to 6 in below 24-in design height for entire 119 ft length.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-4.330-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>		24.20	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_4.330\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-4.352-L				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	40.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1997		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	43.2
<b>Height (In.):</b>	13.1	<b>Lateral Offset (In.):</b>	34.5	<b>Road Grade (%):</b>	3.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 30 LF where the alignment was off by 6 to 12 in and 12 LF where the alignment was off by 12 in or more but the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 19-6 ft stones that appeared to have been cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-4.352-L		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	40.90

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$24585
<b>Brief Workorder:</b>	Reset 7 misaligned stones and replace 19 damaged stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Reset the stones that were out of alignment. Reset Angular Coping Stone at \$150- per -Each for 3 Unit(s) = \$450. Reset the stones that were out of alignment. Remove Rectangular Coping Stone at \$200- per -Each for 19 Unit(s) = \$3800. Remove the stones that were cracked. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 19 Unit(s) = \$11400. Replace the stones that were cracked. Low Speed Traffic Control at \$1475- per -Day for 4 Day(s) = \$5900.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_4.352\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-4.660-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	26.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	239		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.7	<b>Post Spacing (In.):</b>	59.0
<b>Height (In.):</b>	14.0	<b>Lateral Offset (In.):</b>	41.7	<b>Road Grade (%):</b>	4.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 3 stones leaning off the alignment 2 were off by 6 to 12 in and 1 was off greater than 12 in. The height ranged between 13 and 15 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was moss growing on several stones.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0012-4.660-R		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	26.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 3 leaning rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Reset 3 rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_4.660\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0012-4.818-R				
<b>Route Name:</b>	JORDAN POND ROAD				
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	32.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	85		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	22.7
<b>Height (In.):</b>	19.0	<b>Lateral Offset (In.):</b>	75.6	<b>Road Grade (%):</b>	5.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment deflected no more than 3 to 4 in and the barrier height ranged between 17 and 20 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0012-4.818-R		
<b>Route Name:</b>	JORDAN POND ROAD		
<b>Inspection Date:</b>	09/11/2010	<b>Barrier Rating:</b>	32.50

**Repair Recommendations**

<b>Repair Action:</b>	MONITOR	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	Monitor the barrier for possible shifting of the stones.				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0012: JORDAN POND ROAD**

**Barrier Condition Photos**



**ACAD\_0012\_4.818\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-0.362-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	44.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	710		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.2	<b>Post Spacing (In.):</b>	53.0
<b>Height (In.):</b>	16.2	<b>Lateral Offset (In.):</b>	37.2	<b>Road Grade (%):</b>	6.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	12 angular coping stones were 6 to 12 in off alignment and 2 stones were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	3 angular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	1 cubic yard of eroded soil near culvert had displaced stones.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-0.362-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	44.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$6600
<b>Brief Workorder:</b>	Reset 14 angular coping stones replace 3 angular coping stones and add 1 cubic yard of fill to erosion area.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 14 Unit(s) = \$2100. Replace Angular Coping Stone (AS) at \$300- per -Each for 3 Unit(s) = \$900. Structural Backfill at \$50- per -Cu. Yd. for 1 CY = \$50. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_0.362\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-0.597-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	44.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	482		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	38.0
<b>Height (In.):</b>	18.0	<b>Lateral Offset (In.):</b>	42.7	<b>Road Grade (%):</b>	6.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height of 1 stone was low relative to the rest of the barrier and the alignment of 4 stones was off by 6 to 14 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 1 stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-0.597-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	44.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2778
<b>Brief Workorder:</b>	Reset the 5 low or mis-aligned stones and replace the 1 missing stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 5 Unit(s) = \$750. Reset the 5 low or mis-aligned stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the 1 missing stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_0.597\_L\_1.JPG**



**ACAD\_0013\_0.597\_L\_2.JPG**



<b>Barrier ID:</b>	ACAD-0013-0.698-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	36.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	298		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	22.2	<b>Post Spacing (In.):</b>	62.0
<b>Height (In.):</b>	13.0	<b>Lateral Offset (In.):</b>	36.0	<b>Road Grade (%):</b>	6.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 5 stones shifted or leaning off the alignment 1 was off by 6 to 12 in and 4 were off by more than 12 in. There were 5 stones that were considerably low and buried.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 2 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was mossy growth on many of the stones.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-0.698-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	36.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3932
<b>Brief Workorder:</b>	Reset 5 leaning or shifted angular coping stones reset 5 low angular coping stones and replace 2 missing angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 10 Unit(s) = \$1500. Reset 10 angular coping stones. Replace Angular Coping Stone at \$300- per -Each for 2 Unit(s) = \$600. Replace 2 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_0.698\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-0.884-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	35.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	528		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.2	<b>Post Spacing (In.):</b>	47.0
<b>Height (In.):</b>	21.2	<b>Lateral Offset (In.):</b>	33.7	<b>Road Grade (%):</b>	7.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	6 angular coping stones were 6 to 12 in off alignment and 7 stones were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-0.884-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	35.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5390
<b>Brief Workorder:</b>	Reset 13 angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 13 Unit(s) = \$1950. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0013: CADILLAC MOUNTAIN ROAD

## Barrier Condition Photos



ACAD\_0013\_0.884\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0013-1.260-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	34.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	796		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.0	<b>Post Spacing (In.):</b>	43.0
<b>Height (In.):</b>	21.5	<b>Lateral Offset (In.):</b>	29.5	<b>Road Grade (%):</b>	6.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but the alignment of 2 stones was off by 6 to 12 in.			
	<b>Breaking and Cracking:</b>	There was 1 stone that was cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-1.260-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	34.00

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2392
<b>Brief Workorder:</b>	Reset the 2 shifted stones and replace the 1 cracked stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Reset the mis-aligned stones. Remove Angular Coping Stone at \$100- per -Each for 1 Unit(s) = \$100. Remove the cracked stone. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the cracked stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_1.260\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-1.424-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	19.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	87		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	16.2	<b>Post Spacing (In.):</b>	43.0
<b>Height (In.):</b>	24.7	<b>Lateral Offset (In.):</b>	37.2	<b>Road Grade (%):</b>	7.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had little deflection and the barrier height ranged between 20 and 28 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There appeared to be 2 stones that were missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-1.424-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	19.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Replace 2 missing angular coping stones.				
<b>Workorder:</b>	Replace Angular Coping Stone (AS) at \$300- per -Each for 2 Unit(s) = \$600. Install 2 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_1.424\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-1.457-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	38.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	790		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.5	<b>Post Spacing (In.):</b>	43.5
<b>Height (In.):</b>	17.7	<b>Lateral Offset (In.):</b>	38.0	<b>Road Grade (%):</b>	5.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 21 stones leaning or shifted out of alignment 8 were off by 6 to 12 in and 13 were off by more than 12 in. The height ranged between 15 and 20 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-1.457-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	38.40

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$6710
<b>Brief Workorder:</b>	Reset 21 shifted or leaning angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 21 Unit(s) = \$3150. Reset 21 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_1.457\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-1.544-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	34.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	264		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.2	<b>Post Spacing (In.):</b>	37.0
<b>Height (In.):</b>	17.0	<b>Lateral Offset (In.):</b>	32.0	<b>Road Grade (%):</b>	6.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 angular coping stone was off alignment by 6 to 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	1-4 ft long angular coping stone had 1-in wide crack vertically through stone and 1 - 8 ft long angular coping stone had 3 to 4 inch wide crack vertically through stone.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0013-1.544-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	34.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2668
<b>Brief Workorder:</b>	Reset 1 shifted stone and replace 2 cracked stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 1 Unit(s) = \$150. Remove Angular Coping Stone at \$100- per -Each for 2 Unit(s) = \$200. Replace Angular Coping Stone (AS) at \$300- per -Each for 2 Unit(s) = \$600. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_1.544\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-1.706-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	26.60		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	411		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	48.0
<b>Height (In.):</b>	28.0	<b>Lateral Offset (In.):</b>	61.0	<b>Road Grade (%):</b>	3.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 7 stones that were out of alignment with the rest by 6 to 14 in but the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-1.706-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	26.60

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2778
<b>Brief Workorder:</b>	Reset the 7 misaligned stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 7 Unit(s) = \$1050. Reset the 7 mis-aligned stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_1.706\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-1.857-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	37.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	336		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.2	<b>Post Spacing (In.):</b>	46.7
<b>Height (In.):</b>	23.7	<b>Lateral Offset (In.):</b>	74.6	<b>Road Grade (%):</b>	4.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 7 stones shifted or leaning off the alignment 1 was off by 6 to 12 in and 6 were off more than 12 in. The barrier height ranged between 21 and 25 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-1.857-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	37.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2778
<b>Brief Workorder:</b>	Reset 7 shifted or leaning angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 7 Unit(s) = \$1050. Reset 7 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0013: CADILLAC MOUNTAIN ROAD

## Barrier Condition Photos



ACAD\_0013\_1.857\_L\_1.JPG



<b>Barrier ID:</b>	ACAD-0013-1.869-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	20.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	88		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	13.0	<b>Post Spacing (In.):</b>	37.7
<b>Height (In.):</b>	16.0	<b>Lateral Offset (In.):</b>	40.2	<b>Road Grade (%):</b>	5.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 angular coping stone was more than 12 in off alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-1.869-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	20.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1788
<b>Brief Workorder:</b>	Reset 1 angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 1 Unit(s) = \$150. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_1.869\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-1.942-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	44.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1045		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.6	<b>Post Spacing (In.):</b>	45.5
<b>Height (In.):</b>	18.2	<b>Lateral Offset (In.):</b>	54.5	<b>Road Grade (%):</b>	7.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 11 stones that were out of alignment by 6 to 20 in and 1 stone that was also very low relative to the rest of the barrier.			
	<b>Breaking and Cracking:</b>	There were 6 stones that were broken in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-1.942-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	44.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$9488
<b>Brief Workorder:</b>	Reset the 1 low and 11 misaligned stones and replace the 6 broken stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 12 Unit(s) = \$1800. Reset the low and the misaligned stones. Remove Angular Coping Stone at \$100- per -Each for 6 Unit(s) = \$600. Remove the broken stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 6 Unit(s) = \$1800. Replace the broken stones. Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0013: CADILLAC MOUNTAIN ROAD

## Barrier Condition Photos



ACAD\_0013\_1.942\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0013-2.230-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	40.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1376		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	25.0	<b>Post Spacing (In.):</b>	51.7
<b>Height (In.):</b>	16.2	<b>Lateral Offset (In.):</b>	40.0	<b>Road Grade (%):</b>	6.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 44 stones shifted or leaning off the alignment 9 were off by 6 to 12 in and 35 were off by more than 12 in. The barrier height ranged between 11 and 20 ins.			
	<b>Breaking and Cracking:</b>	There were 2 stones that were split in half.			
	<b>Missing Elements:</b>	There was 1 stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-2.230-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	40.70

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$18205
<b>Brief Workorder:</b>	Reset 44 shifted stone replace the 1 missing stone and remove and replace the 2 split stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 44 Unit(s) = \$6600. Reset 44 angular coping stones. Remove Angular Coping Stone at \$100- per -Each for 2 Unit(s) = \$200. Remove 2 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 3 Unit(s) = \$900. Install 3 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 6 Day(s) = \$8850.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_2.230\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-2.406-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	20.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	98		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.2	<b>Post Spacing (In.):</b>	43.7
<b>Height (In.):</b>	19.0	<b>Lateral Offset (In.):</b>	36.7	<b>Road Grade (%):</b>	2.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 angular coping stone was 6 to 12 in off alignment and 2 stones were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-2.406-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	20.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2118
<b>Brief Workorder:</b>	Reset 3 angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 3 Unit(s) = \$450. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_2.406\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-2.582-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	40.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	2009		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.6	<b>Post Spacing (In.):</b>	45.0
<b>Height (In.):</b>	19.6	<b>Lateral Offset (In.):</b>	47.4	<b>Road Grade (%):</b>	6.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 2 stones that were very low relative to the rest and there were 8 stones where the alignment was off by 6 to 14 in.			
	<b>Breaking and Cracking:</b>	There was 1 stone that was cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-2.582-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	40.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5335
<b>Brief Workorder:</b>	Reset the 2 low and 8 shifted stones and replace the 1 cracked stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 10 Unit(s) = \$1500. Reset the low and shifted stones. Remove Angular Coping Stone at \$100- per -Each for 1 Unit(s) = \$100. Remove the cracked stone. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the cracked stone. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_2.582\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-2.990-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	30.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	139		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	14.3	<b>Post Spacing (In.):</b>	56.2
<b>Height (In.):</b>	19.7	<b>Lateral Offset (In.):</b>	33.2	<b>Road Grade (%):</b>	6.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	3 angular coping stones were 6 to 12 in off alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0013-2.990-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	30.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2118
<b>Brief Workorder:</b>	Reset 3 angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 3 Unit(s) = \$450. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_2.990\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-3.035-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	30.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	86		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.7	<b>Post Spacing (In.):</b>	59.7
<b>Height (In.):</b>	19.7	<b>Lateral Offset (In.):</b>	39.0	<b>Road Grade (%):</b>	6.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 6 stones shifted or leaning off the alignment by at least 12 in. The barrier height ranged between 16 and 22 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-3.035-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	30.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2612
<b>Brief Workorder:</b>	Reset 6 shifted or leaning angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 6 Unit(s) = \$900. Reset 6 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_3.035\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-3.122-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	12.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	205		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	30.0	<b>Post Spacing (In.):</b>	54.0
<b>Height (In.):</b>	23.2	<b>Lateral Offset (In.):</b>	62.7	<b>Road Grade (%):</b>	1.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height of 1 stone was very low relative to the others and the alignment of 1 stone was off by 6 to 8 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-3.122-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	12.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1952
<b>Brief Workorder:</b>	Reset the 1 low and 1 mis-aligned stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Reset the low and mis-aligned stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_3.122\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0013-3.172-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	27.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	167		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.0	<b>Post Spacing (In.):</b>	41.7
<b>Height (In.):</b>	23.0	<b>Lateral Offset (In.):</b>	53.2	<b>Road Grade (%):</b>	2.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 angular coping stone was off alignment by 6 to 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-3.172-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	27.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1788
<b>Brief Workorder:</b>	Reset one angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 1 Unit(s) = \$150. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_3.172\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-3.288-L				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	20.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	284		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.2	<b>Post Spacing (In.):</b>	49.2
<b>Height (In.):</b>	23.2	<b>Lateral Offset (In.):</b>	41.7	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but the alignment of 2 stones was off by 8 to 14 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-3.288-L		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	20.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1952
<b>Brief Workorder:</b>	Reset the 2 mis-aligned stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Reset the two mis-aligned stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_3.288\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0013-3.289-R				
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD				
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	17.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	213		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	16.2	<b>Post Spacing (In.):</b>	50.2
<b>Height (In.):</b>	21.2	<b>Lateral Offset (In.):</b>	38.2	<b>Road Grade (%):</b>	1.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 3 stones that were shifted or leaning off the alignment 2 were off by 6 to 12 in and 1 was off by more than 12 in. The height ranged between 19 and 26 in.			
	<b>Breaking and Cracking:</b>	There was 1 stone that was split in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0013-3.289-R		
<b>Route Name:</b>	CADILLAC MOUNTAIN ROAD		
<b>Inspection Date:</b>	09/20/2010	<b>Barrier Rating:</b>	17.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2558
<b>Brief Workorder:</b>	Reset 3 shifted or leaning stones and remove/replace 1 split stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 3 Unit(s) = \$450. Reset 3 angular coping stones. Remove Angular Coping Stone at \$100- per -Each for 1 Unit(s) = \$100. Remove 1 angular coping stone. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Install 1 new angular coping stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0013: CADILLAC MOUNTAIN ROAD**

**Barrier Condition Photos**



**ACAD\_0013\_3.289\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.579-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	30.80		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	92		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	21.7	<b>Lateral Offset (In.):</b>	43.7	<b>Road Grade (%):</b>	5.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection but the height was between 1 to 4 in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.579-L		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	30.80

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.579\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.591-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	38.00		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	60		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	18.2	<b>Lateral Offset (In.):</b>	30.2	<b>Road Grade (%):</b>	4.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 5-6in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.591-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>		38.00	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.591\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.629-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	37.90		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	42		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	19.7	<b>Lateral Offset (In.):</b>	19.2	<b>Road Grade (%):</b>	3.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Entire barrier is 4 to 5 in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0014-0.629-R		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	37.90

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.629\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.630-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	48.90		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	32		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	22.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	16.2	<b>Lateral Offset (In.):</b>	31.0	<b>Road Grade (%):</b>	3.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 7-8in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.630-L		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	48.90

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$40618
<b>Brief Workorder:</b>	Raise guardwall 8-in. Remove and reset 32-ft stone masonry guardwall on concrete footer to design height of 24-in.				
<b>Workorder:</b>	Remove & Reset Stone Masonry Guardwall at \$250- per -Cu. Ft. for 122 CF = \$30500. Remove and reset 32 feet of guardwall up to the 24 inch design height. $[(1.9ft)(2ft)(32ft)] = 121.6 CF$ . Structural Concrete at \$1000- per -Cu. Yd. for 2 CY = \$2000. Install a concrete pad under the wall to raise it to 24 inches. $[(1.9ft)(0.67ft)(32ft)] / 27 = 1.5 CY$ . Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425. 1 days removal 2 days installation.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.630\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.774-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	29.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	339		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	23.2	<b>Post Spacing (In.):</b>	13.3
<b>Height (In.):</b>	13.0	<b>Lateral Offset (In.):</b>	33.7	<b>Road Grade (%):</b>	2.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection but the height of 57 linear ft were significantly lower than the rest of the barrier.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.774-L		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	29.30

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4262
<b>Brief Workorder:</b>	Reset the 16 low stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 16 Unit(s) = \$2400. Reset the low stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.774\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0014-0.907-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	25.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: TIMBER RAIL ON GRANITE POSTS	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	LOG/TIMBER/WOOD	<b>Post Material:</b>	OTHER: GRANITE		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	47		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	0.0	<b>Post Spacing (In.):</b>	109.0
<b>Height (In.):</b>	23.0	<b>Lateral Offset (In.):</b>	28.7	<b>Road Grade (%):</b>	1.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height was 1 in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	3 rails had cracks of 1/2 to 1 in.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was weathering and corrosion of the timber rails 3 of which had cracking 1/2 to 1 in wide.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.907-L		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	25.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2365
<b>Brief Workorder:</b>	Replace 3 (9 foot) cracked rails.				
<b>Workorder:</b>	Replace Rail at \$25- per -Lin. Ft. for 27 LF = \$675. Replace 3 (9 foot) rails. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.907\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.908-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	26.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: TIMBER RAIL ON GRANITE POSTS	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	LOG/TIMBER/WOOD	<b>Post Material:</b>	OTHER: GRANITE		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	55		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	0.0	<b>Post Spacing (In.):</b>	106.3
<b>Height (In.):</b>	23.7	<b>Lateral Offset (In.):</b>	33.0	<b>Road Grade (%):</b>	1.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 0-1in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 1 timber rail missing.			
	<b>Corrosion and Weathering:</b>	There was moderate corrosion and weathering to the rails.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.908-R		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	26.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1870
<b>Brief Workorder:</b>	Replace 1 (9 foot) missing rail.				
<b>Workorder:</b>	Replace Rail at \$25- per -Lin. Ft. for 9 LF = \$225. Replace 1 (9 foot) missing rail. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.908\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.936-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	17.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: TIMBER RAIL ON GRANITE POSTS	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	LOG/TIMBER/WOOD	<b>Post Material:</b>	OTHER: GRANITE		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	89		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	0.0	<b>Post Spacing (In.):</b>	108.0
<b>Height (In.):</b>	24.7	<b>Lateral Offset (In.):</b>	27.7	<b>Road Grade (%):</b>	1.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is within 1 in of assumed 24-in design height.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	1/4 in wide weathering cracks in timber rails.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.936-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>		17.80	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.936\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.944-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	17.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: TIMBER RAIL ON GRANITE POSTS	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	LOG/TIMBER/WOOD	<b>Post Material:</b>	OTHER: GRANITE		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	59		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	0.0	<b>Post Spacing (In.):</b>	107.3
<b>Height (In.):</b>	22.7	<b>Lateral Offset (In.):</b>	31.7	<b>Road Grade (%):</b>	1.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is 1-2in below assumed 24-in design height.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	1/4 in wide weathering cracks in timber rails.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.944-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>		17.80	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.944\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.975-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	17.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: TIMBER RAIL ON GRANITE POSTS	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	LOG/TIMBER/WOOD	<b>Post Material:</b>	OTHER: GRANITE		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	49		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	0.0	<b>Post Spacing (In.):</b>	108.3
<b>Height (In.):</b>	27.2	<b>Lateral Offset (In.):</b>	31.0	<b>Road Grade (%):</b>	3.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was 3-4in above the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-0.975-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>		17.80	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.975\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-0.976-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	25.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: TIMBER RAIL ON GRANITE POSTS	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	LOG/TIMBER/WOOD	<b>Post Material:</b>	OTHER: GRANITE		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	58		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	0.0	<b>Post Spacing (In.):</b>	108.3
<b>Height (In.):</b>	24.7	<b>Lateral Offset (In.):</b>	21.7	<b>Road Grade (%):</b>	3.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was within 1 in of the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 9 LF of wood rail that was missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0014-0.976-R		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	25.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1870
<b>Brief Workorder:</b>	Replace 1 missing wood rail.				
<b>Workorder:</b>	Replace Rail at \$25- per -Lin. Ft. for 9 LF = \$225. Replace the missing wood rail. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_0.976\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-1.037-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	20.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: TIMBER RAIL ON GRANITE POSTS	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	LOG/TIMBER/WOOD	<b>Post Material:</b>	OTHER: GRANITE		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	55		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	0.0	<b>Post Spacing (In.):</b>	106.0
<b>Height (In.):</b>	23.0	<b>Lateral Offset (In.):</b>	30.7	<b>Road Grade (%):</b>	2.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 0-2in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was only some minor cracking on the rail no greater than 1/8 in.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was moderate weathering to the rails with moss growth throughout.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-1.037-R		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	20.70

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_1.037\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-1.043-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	26.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: TIMBER RAIL ON GRANITE POSTS	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	LOG/TIMBER/WOOD	<b>Post Material:</b>	OTHER: GRANITE		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	70		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	0.0	<b>Post Spacing (In.):</b>	105.3
<b>Height (In.):</b>	27.7	<b>Lateral Offset (In.):</b>	42.2	<b>Road Grade (%):</b>	2.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 3-4in above the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was some minor cracking to the rail no greater than 1/4 in.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was moderate weathering to the rails with some moss growth.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-1.043-L		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	26.50

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_1.043\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0014-1.244-L				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	15.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	76		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.2	<b>Post Spacing (In.):</b>	73.3
<b>Height (In.):</b>	17.0	<b>Lateral Offset (In.):</b>	33.7	<b>Road Grade (%):</b>	0.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 rectangular coping stone was off alignment by 6 to 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-1.244-L		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	15.30

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1842
<b>Brief Workorder:</b>	Reset one rectangular coping stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_1.244\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0014-1.245-R				
<b>Route Name:</b>	STANLEY BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	15.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	58		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	58.2
<b>Height (In.):</b>	16.2	<b>Lateral Offset (In.):</b>	34.7	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	2 rectangular coping stones were off alignment by 6 to 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0014-1.245-R		
<b>Route Name:</b>	STANLEY BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	15.30

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2062
<b>Brief Workorder:</b>	Reset two rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0014: STANLEY BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0014\_1.245\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-0.002-L				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	35.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	208		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	25.7
<b>Height (In.):</b>	24.0	<b>Lateral Offset (In.):</b>	21.7	<b>Road Grade (%):</b>	2.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was 1 stone tilted off the alignment by 6 to 12 in. The overall alignment had little deflection. The barrier height ranged between 21 and 28 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-0.002-L		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	35.40

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1842
<b>Brief Workorder:</b>	Reset 1 tilted rectangular coping stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Reset 1 rectangular coping stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.002\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-0.004-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	27.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	188		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.2	<b>Post Spacing (In.):</b>	23.0
<b>Height (In.):</b>	21.7	<b>Lateral Offset (In.):</b>	15.0	<b>Road Grade (%):</b>	1.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had little deflection. The barrier height ranged between 20 and 25 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-0.004-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	27.80

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.004\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-0.056-L				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	32.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	207		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.2	<b>Post Spacing (In.):</b>	25.0
<b>Height (In.):</b>	21.2	<b>Lateral Offset (In.):</b>	27.7	<b>Road Grade (%):</b>	0.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 rectangular coping stone was more than 12 in off alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-0.056-L		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	32.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1842
<b>Brief Workorder:</b>	Reset 1 rectangular coping stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.056\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-0.056-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	32.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	265		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	26.2
<b>Height (In.):</b>	20.7	<b>Lateral Offset (In.):</b>	6.3	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 rectangular coping stone was more than 12 in off alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0017-0.056-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	32.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1842
<b>Brief Workorder:</b>	Reset 1 rectangular coping stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.056\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-0.402-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	32.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	125		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	41.0	<b>Post Spacing (In.):</b>	48.7
<b>Height (In.):</b>	32.2	<b>Lateral Offset (In.):</b>	35.2	<b>Road Grade (%):</b>	2.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-0.402-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	32.50

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.402\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-0.487-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	25.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	108		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	14.0	<b>Post Spacing (In.):</b>	33.0
<b>Height (In.):</b>	11.0	<b>Lateral Offset (In.):</b>	23.0	<b>Road Grade (%):</b>	1.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones that were shifted or leaning 6 to 12 in off the alignment. The barrier height ranged between 9 and 12 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-0.487-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	25.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 4 shifted or leaning angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset 4 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.487\_R\_1.JPG**



<b>Barrier ID:</b>	ACAD-0017-0.753-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	35.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	54		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	30.2	<b>Post Spacing (In.):</b>	41.0
<b>Height (In.):</b>	17.7	<b>Lateral Offset (In.):</b>	21.2	<b>Road Grade (%):</b>	2.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-0.753-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010		<b>Barrier Rating:</b>	35.40	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.753\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-0.836-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	24.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	104		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.2	<b>Post Spacing (In.):</b>	38.2
<b>Height (In.):</b>	24.0	<b>Lateral Offset (In.):</b>	35.0	<b>Road Grade (%):</b>	0.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-0.836-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	24.00

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.836\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-0.999-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	26.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	152		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	22.7	<b>Post Spacing (In.):</b>	37.2
<b>Height (In.):</b>	16.2	<b>Lateral Offset (In.):</b>	28.7	<b>Road Grade (%):</b>	1.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 3 stones that were shifted or leaning off the alignment by 6 to 12 in. There was 1 stone that was lower and sinking into the ground. The barrier height ranged between 9 and 23 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-0.999-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	26.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 3 shifted and 1 low angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset 4 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_0.999\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-1.220-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	35.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	100		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.0	<b>Post Spacing (In.):</b>	34.2
<b>Height (In.):</b>	10.3	<b>Lateral Offset (In.):</b>	20.2	<b>Road Grade (%):</b>	0.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-1.220-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>		35.40	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_1.220\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-1.902-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	38.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	302		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	15.6	<b>Post Spacing (In.):</b>	53.2
<b>Height (In.):</b>	13.6	<b>Lateral Offset (In.):</b>	31.7	<b>Road Grade (%):</b>	2.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but there were 6 stones that were out of alignment by 6 to 12 in relative to the rest.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 4 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-1.902-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	38.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5555
<b>Brief Workorder:</b>	Reset the 6 mis-aligned stones and replace the 4 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 6 Unit(s) = \$900. Reset the mis-aligned stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 4 Unit(s) = \$1200. Replace the missing stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_1.902\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-2.361-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	39.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	212		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	36.0
<b>Height (In.):</b>	11.0	<b>Lateral Offset (In.):</b>	43.7	<b>Road Grade (%):</b>	5.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones shifted or leaning off the alignment by more than 12 in. There were 2 stones that were significantly lower than the rest. The barrier height ranged between 9 and 13 in.			
	<b>Breaking and Cracking:</b>	There were 2 stones that were split in half.			
	<b>Missing Elements:</b>	There were 8 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was mossy growth on most of the stones.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0017-2.361-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	39.50

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$7755
<b>Brief Workorder:</b>	Reset 4 shifted or leaning angular coping stones and 2 low angular coping stones. Remove and replace 2 split stones and replace 8 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 6 Unit(s) = \$900. Reset 6 angular coping stones. Remove Angular Coping Stone at \$100- per -Each for 2 Unit(s) = \$200. Remove 2 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 10 Unit(s) = \$3000. Install 10 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_2.361\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-2.438-L				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	37.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	217		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	32.7
<b>Height (In.):</b>	14.3	<b>Lateral Offset (In.):</b>	28.0	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	3 angular coping stones were 6 to 12 in off alignment and 3 angular coping stones were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-2.438-L		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	37.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2612
<b>Brief Workorder:</b>	Reset 6 angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 6 Unit(s) = \$900. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_2.438\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-2.773-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	29.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	179		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.2	<b>Post Spacing (In.):</b>	56.7
<b>Height (In.):</b>	10.6	<b>Lateral Offset (In.):</b>	34.2	<b>Road Grade (%):</b>	2.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but there was 1 stone that was out of alignment with the others by 30 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 6 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-2.773-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	29.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3768
<b>Brief Workorder:</b>	Reset the 1 mis-aligned stone and replace the 6 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 1 Unit(s) = \$150. Reset the single mis-aligned stone. Replace Angular Coping Stone (AS) at \$300- per -Each for 6 Unit(s) = \$1800. Replace the 6 missing stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_2.773\_R\_1.JPG**



<b>Barrier ID:</b>	ACAD-0017-2.874-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	25.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	234		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.2	<b>Post Spacing (In.):</b>	72.6
<b>Height (In.):</b>	20.0	<b>Lateral Offset (In.):</b>	31.7	<b>Road Grade (%):</b>	0.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones shifted or leaning off the alignment 1 was off by 6 to 12 in and 3 were off by more than 12 in. The barrier height ranged between 16 and 22 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-2.874-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	25.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 4 shifted or leaning angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset 4 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**

**Condition photos are not available for ACAD-0017-2.874-R.**

<b>Barrier ID:</b>	ACAD-0017-3.174-L				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	208		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.7	<b>Post Spacing (In.):</b>	29.0
<b>Height (In.):</b>	17.7	<b>Lateral Offset (In.):</b>	66.3	<b>Road Grade (%):</b>	0.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	6 angular coping stones were off alignment by 6 to 12 in and 6 were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	6 angular coping stone were missing.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-3.174-L		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	22.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$8828
<b>Brief Workorder:</b>	Reset 12 angular coping stones and replace 6 missing angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 12 Unit(s) = \$1800. Replace Angular Coping Stone (AS) at \$300- per -Each for 6 Unit(s) = \$1800. Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**

**Condition photos are not available for ACAD-0017-3.174-L.**

<b>Barrier ID:</b>	ACAD-0017-3.414-R				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	12.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	112		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	13.0	<b>Post Spacing (In.):</b>	65.6
<b>Height (In.):</b>	17.0	<b>Lateral Offset (In.):</b>	72.0	<b>Road Grade (%):</b>	0.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	2 angular coping stones were 6 to 12 in off alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-3.414-R		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	12.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1952
<b>Brief Workorder:</b>	Reset 2 shifted stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Reset the 2 shifted stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**



**ACAD\_0017\_3.414\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0017-3.501-L				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	25.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	161		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.7	<b>Post Spacing (In.):</b>	41.2
<b>Height (In.):</b>	15.0	<b>Lateral Offset (In.):</b>	43.0	<b>Road Grade (%):</b>	0.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 5 stones shifted or leaning off the alignment 2 were off by 6 to 12 in and 3 were off by more than 12 in. There were 6 stones significantly lower than the rest. The height ranged between 12 and 18 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-3.501-L		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	25.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3438
<b>Brief Workorder:</b>	Reset 5 shifted/leaning and 6 low angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 11 Unit(s) = \$1650. Reset 11 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**

**Condition photos are not available for ACAD-0017-3.501-L.**

<b>Barrier ID:</b>	ACAD-0017-3.547-L				
<b>Route Name:</b>	SCHOODIC POINT ROAD				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	37.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	425		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	23.2	<b>Post Spacing (In.):</b>	42.0
<b>Height (In.):</b>	12.6	<b>Lateral Offset (In.):</b>	50.2	<b>Road Grade (%):</b>	4.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The first 3 stones are out of alignment by 6 to 20 in and the heights are very low relative to the rest. The last 9 stones are out of alignment by 36 to 120 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	1 stone appears to be missing.			
	<b>Corrosion and Weathering:</b>	For the last 95 ft of the barrier the soil that holds the stones is badly under cut and eroded and the stones have fallen into the rip rap behind the barrier and need to be replaced.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0017-3.547-L		
<b>Route Name:</b>	SCHOODIC POINT ROAD		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	37.00

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$11028
<b>Brief Workorder:</b>	Install backfill and reset the mis-aligned stones and low stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 12 Unit(s) = \$1800. Reset all of the mis-aligned/low stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the missing stone. Structural Backfill at \$50- per -Cu. Yd. for 70 CY = \$3500. Backfill needed to reset the last 95 LF of the barrier. [(2ft)(10ft) (95ft)] /27 = 70 CY. Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0017: SCHOODIC POINT ROAD**

**Barrier Condition Photos**

**Condition photos are not available for ACAD-0017-3.547-L.**

<b>Barrier ID:</b>	ACAD-0018ZZ-0.127-L				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	486		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	29.2	<b>Post Spacing (In.):</b>	46.2
<b>Height (In.):</b>	17.0	<b>Lateral Offset (In.):</b>	71.0	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 7 stones that were misaligned by more than 6 in and the height of which was at or below the ground level.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 2 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0018ZZ-0.127-L		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	22.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5060
<b>Brief Workorder:</b>	Reset the 7 low/mis-aligned stones and replace the 2 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 7 Unit(s) = \$1050. Reset the 7 low/mis-aligned stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 2 Unit(s) = \$600. Replace the 2 missing stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.127\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-0.142-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	35.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	483		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	48.2
<b>Height (In.):</b>	18.7	<b>Lateral Offset (In.):</b>	15.3	<b>Road Grade (%):</b>	1.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 7 stones shifted or leaning off the alignment 2 were off by 6 to 12 in and 5 were off by more than 12 in. There were 2 stones that were significantly lower than the rest. The height ranged between 8 and 24 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 1 stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.142-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	35.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3438
<b>Brief Workorder:</b>	Reset 7 shifted and 2 low angular coping stones and replace 1 missing angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 9 Unit(s) = \$1350. Reset 9 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Install 1 new angular coping stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# **Acadia National Park**

**ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS**

## **Barrier Condition Photos**

**Condition photos are not available for ACAD-0018ZZ-0.142-R.**

<b>Barrier ID:</b>	ACAD-0018ZZ-0.305-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	29.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	98		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	25.2	<b>Post Spacing (In.):</b>	39.7
<b>Height (In.):</b>	25.7	<b>Lateral Offset (In.):</b>	89.6	<b>Road Grade (%):</b>	1.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 angular coping stone was off alignment by 6 to 12 in and 1 angular coping stone was off by more than 12 in and was downhill behind barrier. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	1 angular coping stone was missing.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.305-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	29.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 2 angular coping stones and replace 1 missing angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.305\_R\_1.JPG



<b>Barrier ID:</b>	ACAD-0018ZZ-0.357-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	29.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	223		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	28.2	<b>Post Spacing (In.):</b>	42.0
<b>Height (In.):</b>	17.7	<b>Lateral Offset (In.):</b>	23.0	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 6 stones that were leaning or shifted off the alignment 1 off by 6 to 12 in and 5 off by more than 12 in. The barrier height ranged between 11 and 25 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.357-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	29.30

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2612
<b>Brief Workorder:</b>	Reset 6 shifted or leaning angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 6 Unit(s) = \$900. Reset 6 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.357\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-0.358-L				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	15.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	209		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	32.7	<b>Post Spacing (In.):</b>	36.7
<b>Height (In.):</b>	27.2	<b>Lateral Offset (In.):</b>	80.3	<b>Road Grade (%):</b>	0.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.358-L		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/21/2010	<b>Barrier Rating:</b>	15.00

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.358\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-0.440-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	38.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	456		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	25.2	<b>Post Spacing (In.):</b>	32.0
<b>Height (In.):</b>	20.2	<b>Lateral Offset (In.):</b>	5.6	<b>Road Grade (%):</b>	2.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	1 missing angular coping stone.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.440-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	38.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1952
<b>Brief Workorder:</b>	Replace 1 angular coping stone.				
<b>Workorder:</b>	Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.440\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-0.530-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	115		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.7	<b>Post Spacing (In.):</b>	39.7
<b>Height (In.):</b>	10.6	<b>Lateral Offset (In.):</b>	41.0	<b>Road Grade (%):</b>	5.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The alignment of 3 stones was between 6 and 20 in off and there was another stone that had 0 ft. height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.530-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	22.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset the 1 low and the 3 mis-aligned stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset the low and the mis-aligned stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.530\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-0.583-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	40.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	815		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	22.2	<b>Post Spacing (In.):</b>	36.7
<b>Height (In.):</b>	14.5	<b>Lateral Offset (In.):</b>	38.5	<b>Road Grade (%):</b>	1.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 8 stones shifted or leaning off the alignment 1 was off by 6 to 12 in and 7 were off by more than 12 in. There were 5 stones significantly lower than the rest. The barrier height ranged between 5 and 19 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 3 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.583-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	40.90

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4758
<b>Brief Workorder:</b>	Reset 8 shifted and 5 low angular coping stones. Replace 3 missing angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 13 Unit(s) = \$1950. Reset 13 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 3 Unit(s) = \$900. Install 3 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.583\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-0.792-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	32.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	182		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	37.2	<b>Post Spacing (In.):</b>	39.0
<b>Height (In.):</b>	18.7	<b>Lateral Offset (In.):</b>	42.0	<b>Road Grade (%):</b>	2.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	2 angular coping stones were 6 to 12 in off alignment and 1 stone was off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0018ZZ-0.792-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	32.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2118
<b>Brief Workorder:</b>	Reset 3 angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 3 Unit(s) = \$450. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.792\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-0.844-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	37.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	169		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	22.0	<b>Post Spacing (In.):</b>	43.7
<b>Height (In.):</b>	11.0	<b>Lateral Offset (In.):</b>	31.2	<b>Road Grade (%):</b>	1.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 5 stones where the alignment was off by 6 to 36 in and 1 stone that had 0 ft. height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.844-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	37.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2612
<b>Brief Workorder:</b>	Reset the 1 low stone and the 5 mis-aligned stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 6 Unit(s) = \$900. Reset the mis-aligned stones and the low stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.844\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-0.977-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	39.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	357		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	33.7	<b>Post Spacing (In.):</b>	29.2
<b>Height (In.):</b>	10.3	<b>Lateral Offset (In.):</b>	33.2	<b>Road Grade (%):</b>	2.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 2 stones shifted or leaning off the alignment both were off by more than 12 in. There were 3 stones significantly lower than the rest. The barrier height ranged between 7 and 12 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 1 stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was mossy growth on most of the stones.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-0.977-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	39.90

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2778
<b>Brief Workorder:</b>	Reset 2 leaning and 3 low angular coping stones. Replace 1 missing angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 5 Unit(s) = \$750. Reset 5 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Install 1 new angular coping stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_0.977\_R\_1.JPG



<b>Barrier ID:</b>	ACAD-0018ZZ-1.118-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	45.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	653		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	23.7	<b>Post Spacing (In.):</b>	39.7
<b>Height (In.):</b>	18.2	<b>Lateral Offset (In.):</b>	38.2	<b>Road Grade (%):</b>	3.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	8 angular coping stones were 6 to 12 in off alignment and 12 stones were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	4 angular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-1.118-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	45.90

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$9488
<b>Brief Workorder:</b>	Reset 20 angular coping stones and replace 4 missing angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 20 Unit(s) = \$3000. Replace Angular Coping Stone (AS) at \$300- per -Each for 4 Unit(s) = \$1200. Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_1.118\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-1.301-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	32.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	118		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	29.7	<b>Post Spacing (In.):</b>	29.7
<b>Height (In.):</b>	20.7	<b>Lateral Offset (In.):</b>	44.7	<b>Road Grade (%):</b>	0.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 1 stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-1.301-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	32.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1952
<b>Brief Workorder:</b>	Replace the single missing stone.				
<b>Workorder:</b>	Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the missing stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_1.301\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-1.355-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	39.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	520		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	31.2	<b>Post Spacing (In.):</b>	48.7
<b>Height (In.):</b>	13.3	<b>Lateral Offset (In.):</b>	42.7	<b>Road Grade (%):</b>	3.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 6 stones shifted or leaning off the alignment 1 was off by 6 to 12 in and 5 were off by more than 12 in. There were 3 stones significantly lower than the rest. The height ranged between 11 and 15 in.			
	<b>Breaking and Cracking:</b>	There was 1 stone that was split in half.			
	<b>Missing Elements:</b>	There were 3 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-1.355-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	39.90

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4538
<b>Brief Workorder:</b>	Reset 6 shifted and 3 low angular coping stones. Remove and replace 1 split stone. Replace 3 missing angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 9 Unit(s) = \$1350. Reset 9 angular coping stones. Remove Angular Coping Stone at \$100- per -Each for 1 Unit(s) = \$100. Remove 1 angular coping stone. Replace Angular Coping Stone (AS) at \$300- per -Each for 4 Unit(s) = \$1200. Install 4 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_1.355\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-1.501-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	12.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	NON-TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	115		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	NON-TRAFFIC BARRIER		
<b>Hazard Behind Barrier:</b>	N/A				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	N/A	<b>Is Barrier Crashworthy?:</b>	N/A
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	17.2	<b>Lateral Offset (In.):</b>	0.0	<b>Road Grade (%):</b>	0.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	2 angular coping stones were 6 to 12 in off alignment and 2 stones were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was one stone with 10 in of erosion around it.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-1.501-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	12.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2338
<b>Brief Workorder:</b>	Reset 4 angular coping stones and add 1 cubic yard of fill to erosion area.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Structural Backfill at \$50- per -Cu. Yd. for 1 CY = \$50. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_1.501\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-1.554-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	35.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	227		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	26.2	<b>Post Spacing (In.):</b>	35.0
<b>Height (In.):</b>	16.0	<b>Lateral Offset (In.):</b>	26.2	<b>Road Grade (%):</b>	4.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but there were 2 stones that were out of alignment by 6 to 8 in relative to the rest.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 2 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-1.554-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	35.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2612
<b>Brief Workorder:</b>	Reset the 2 mis-aligned stone and replace the 2 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Reset the mis-aligned stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 2 Unit(s) = \$600. Replace the missing stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_1.554\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-1.781-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	39.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	448		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	26.0	<b>Post Spacing (In.):</b>	31.2
<b>Height (In.):</b>	20.0	<b>Lateral Offset (In.):</b>	28.0	<b>Road Grade (%):</b>	1.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 11 stones shifted or leaning off the alignment 2 were off by 6 to 12 in and 9 were off by more than 12 in. There were 4 stones significantly lower than the rest. The height ranged between 17 and 24 ins.			
	<b>Breaking and Cracking:</b>	There were 4 stones that were split in half.			
	<b>Missing Elements:</b>	There was 1 stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0018ZZ-1.781-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	39.90

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$7810
<b>Brief Workorder:</b>	Reset 11 shifted or leaning or low stones remove and replace 4 split stones and replace 1 missing stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 15 Unit(s) = \$2250. Reset 15 angular coping stones. Remove Angular Coping Stone at \$100- per -Each for 4 Unit(s) = \$400. Remove 4 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 5 Unit(s) = \$1500. Install 5 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_1.781\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-1.899-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	33.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	327		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	26.0	<b>Post Spacing (In.):</b>	45.2
<b>Height (In.):</b>	15.0	<b>Lateral Offset (In.):</b>	36.7	<b>Road Grade (%):</b>	1.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	5 angular coping stones were 6 to 12 in off alignment and 5 stones were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	5 angular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering was observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-1.899-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	33.00

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$6545
<b>Brief Workorder:</b>	Reset 10 angular coping stones and replace 5 missing angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 10 Unit(s) = \$1500. Replace Angular Coping Stone (AS) at \$300- per -Each for 5 Unit(s) = \$1500. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_1.899\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-2.019-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	140		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	28.7	<b>Post Spacing (In.):</b>	39.0
<b>Height (In.):</b>	15.6	<b>Lateral Offset (In.):</b>	24.0	<b>Road Grade (%):</b>	2.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but the alignment of 2 stones was off by 6 to 10 in relative to the rest of the barrier.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 1 stone that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-2.019-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	22.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset the 2 mis-aligned stone and replace the 1 missing stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Reset the 2 mis-aligned stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the 1 missing stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_2.019\_R\_1.JPG



<b>Barrier ID:</b>	ACAD-0018ZZ-2.092-L				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	35.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	505		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.2	<b>Post Spacing (In.):</b>	43.7
<b>Height (In.):</b>	14.6	<b>Lateral Offset (In.):</b>	58.7	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 8 stones shifted or leaning off the alignment 1 was off by 6 to 12 in and 7 were off by more than 12 in. There were 6 stones significantly lower than the rest. The height ranged between 14 and 15 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 5 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was mossy growth on most of the stones.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-2.092-L		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	35.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5582
<b>Brief Workorder:</b>	Reset 8 shifted or leaning angular coping stones and 6 low angular coping stones. Replace 5 missing angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 14 Unit(s) = \$2100. Reset 14 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 5 Unit(s) = \$1500. Install 5 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_2.092\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-2.182-L				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	24.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	63		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.2	<b>Post Spacing (In.):</b>	36.2
<b>Height (In.):</b>	12.3	<b>Lateral Offset (In.):</b>	74.0	<b>Road Grade (%):</b>	0.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	6 angular coping stones were more than 12 in off alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-2.182-L		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	24.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2612
<b>Brief Workorder:</b>	Reset 6 angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 6 Unit(s) = \$900. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_2.182\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-2.279-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	35.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	199		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	43.0
<b>Height (In.):</b>	20.7	<b>Lateral Offset (In.):</b>	35.7	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was 1 stone that appeared to be cracked completely in half.			
	<b>Missing Elements:</b>	There were 2 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-2.279-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	35.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4895
<b>Brief Workorder:</b>	Remove and replace the 1 cracked stone replace 2 missing stones and remove excess material in front of the barrier.				
<b>Workorder:</b>	Remove Angular Coping Stone at \$100- per -Each for 1 Unit(s) = \$100. Remove the cracked stone. Replace Angular Coping Stone (AS) at \$300- per -Each for 3 Unit(s) = \$900. Replace the 2 missing and cracked stones. Grader at \$125- per -Hour for 4 Hrs = \$500. Remove the material in front of the barrier. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_2.279\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-2.318-L				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	26.60		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	220		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	23.0	<b>Post Spacing (In.):</b>	41.2
<b>Height (In.):</b>	20.0	<b>Lateral Offset (In.):</b>	37.0	<b>Road Grade (%):</b>	1.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 2 stones shifted or leaning off the alignment both of which were off by more than 12 in. The barrier height ranged between 14 and 28 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 3 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was mossy growth on all the stones. There was sediment build-up in front of the entire barrier.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-2.318-L		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	26.60

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3492
<b>Brief Workorder:</b>	Reset 2 shifted or leaning angular coping stones. Replace 3 missing angular coping stones. Remove the sediment build-up in front of the barrier.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Reset 2 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 3 Unit(s) = \$900. Install 3 new angular coping stones. Grader at \$125- per -Hour for 4 Hrs = \$500. 4 hours to remove the sediment build-up in front of barrier. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_2.318\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-2.363-L				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	42.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	802		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	40.0
<b>Height (In.):</b>	19.0	<b>Lateral Offset (In.):</b>	31.0	<b>Road Grade (%):</b>	0.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	4 angular coping stones were 6 to 12 in off alignment and 5 stones were off by more than 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	3 angular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	Sediment build up in front of approximately 500 linear ft of the barrier.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0018ZZ-2.363-L		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	42.70

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$6270
<b>Brief Workorder:</b>	Reset 9 angular coping stones and replace 3 missing angular coping stones. Remove soil build up in front of barrier.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 9 Unit(s) = \$1350. Replace Angular Coping Stone (AS) at \$300- per -Each for 3 Unit(s) = \$900. Grader at \$125- per -Hour for 4 Hrs = \$500. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_2.363\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0018ZZ-2.428-R				
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS				
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	39.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	417		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	23.2	<b>Post Spacing (In.):</b>	52.0
<b>Height (In.):</b>	16.0	<b>Lateral Offset (In.):</b>	44.7	<b>Road Grade (%):</b>	0.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height of 2 stones was very low relative to the rest and the alignment of 7 stones was between 6 to 60 in off.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	The soil under the last 72 ft are under cut badly and the stones have fallen into the rip rap behind the barrier.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0018ZZ-2.428-R		
<b>Route Name:</b>	EAST SCHOODIC DRIVE ROADS		
<b>Inspection Date:</b>	09/22/2010	<b>Barrier Rating:</b>	39.90

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$7645
<b>Brief Workorder:</b>	Reset the 2 low and 7 mis-aligned stones and use structural backfill to fix the eroded soil under part of barrier.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 9 Unit(s) = \$1350. Reset the low and mis-aligned stones. Structural Backfill at \$50- per -Cu. Yd. for 53 CY = \$2650. Use backfill to fix the eroded area. $[(10ft)(2ft)(72ft)] / 27 = 53 \text{ CY}$ . Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0018ZZ: EAST SCHOODIC DRIVE ROADS

## Barrier Condition Photos



ACAD\_0018ZZ\_2.428\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0100-0.011-L				
<b>Route Name:</b>	WEST STREET EXTENSION				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	30.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	227		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.7	<b>Post Spacing (In.):</b>	24.7
<b>Height (In.):</b>	13.0	<b>Lateral Offset (In.):</b>	36.7	<b>Road Grade (%):</b>	6.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was 12 LF that was misaligned by 12 in or more but the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 2-6 ft stones that appeared to be cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0100-0.011-L		
<b>Route Name:</b>	WEST STREET EXTENSION		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	30.80

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3602
<b>Brief Workorder:</b>	Reset the 1 misaligned stone and replace the 2 damaged stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Reset the misaligned stone. Remove Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Remove the damaged stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Replace the damaged stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0100: WEST STREET EXTENSION**

**Barrier Condition Photos**



**ACAD\_0100\_0.011\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0100-0.072-L				
<b>Route Name:</b>	WEST STREET EXTENSION				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	20.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	127		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	23.7
<b>Height (In.):</b>	7.5	<b>Lateral Offset (In.):</b>	30.2	<b>Road Grade (%):</b>	8.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	One coping stone out of alignment by 6 in. Barrier at height as designed			
	<b>Breaking and Cracking:</b>	One stone appeared to be broken in half.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0100-0.072-L		
<b>Route Name:</b>	WEST STREET EXTENSION		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	20.70

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2722
<b>Brief Workorder:</b>	Reset one rectangular coping stone and remove and replace one rectangular coping stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Remove Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 1 Unit(s) = \$600. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0100: WEST STREET EXTENSION**

**Barrier Condition Photos**



**ACAD\_0100\_0.072\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0100-0.112-L				
<b>Route Name:</b>	WEST STREET EXTENSION				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	18.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	275		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	28.0
<b>Height (In.):</b>	10.3	<b>Lateral Offset (In.):</b>	34.7	<b>Road Grade (%):</b>	8.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection. The barrier height ranged between 9 and 12 in.			
	<b>Breaking and Cracking:</b>	There were 3 stones that were split in half or were made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0100-0.112-L		
<b>Route Name:</b>	WEST STREET EXTENSION		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	18.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4262
<b>Brief Workorder:</b>	Remove and replace the 3 split rectangular coping stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Remove 3 rectangular coping stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 3 Unit(s) = \$1800. Install 3 new rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0100: WEST STREET EXTENSION**

**Barrier Condition Photos**



**ACAD\_0100\_0.112\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0100-0.126-R				
<b>Route Name:</b>	WEST STREET EXTENSION				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	26.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	146		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	26.2
<b>Height (In.):</b>	10.6	<b>Lateral Offset (In.):</b>	25.7	<b>Road Grade (%):</b>	7.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	Two coping stones are out of alignment by 6 to 20 in. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0100-0.126-R		
<b>Route Name:</b>	WEST STREET EXTENSION		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	26.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2062
<b>Brief Workorder:</b>	Reset 2 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0100: WEST STREET EXTENSION**

**Barrier Condition Photos**



**ACAD\_0100\_0.126\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0100-0.185-L				
<b>Route Name:</b>	WEST STREET EXTENSION				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	33.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	716		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.7	<b>Post Spacing (In.):</b>	24.7
<b>Height (In.):</b>	16.2	<b>Lateral Offset (In.):</b>	47.7	<b>Road Grade (%):</b>	3.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	60 coping stones are 6 to 20 in out of alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	14 stones appeared to be broken in half.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No weathering/corrosion observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0100-0.185-L		
<b>Route Name:</b>	WEST STREET EXTENSION		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	33.70

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$43368
<b>Brief Workorder:</b>	Reset 60 rectangular coping stones. Remove and replace 14 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 60 Unit(s) = \$12000. Remove Rectangular Coping Stone at \$200- per -Each for 14 Unit(s) = \$2800. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 14 Unit(s) = \$8400. Low Speed Traffic Control at \$1475- per -Day for 11 Day(s) = \$16225.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0100: WEST STREET EXTENSION**

**Barrier Condition Photos**



**ACAD\_0100\_0.185\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0100-0.186-R				
<b>Route Name:</b>	WEST STREET EXTENSION				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	29.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	667		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.5	<b>Post Spacing (In.):</b>	25.0
<b>Height (In.):</b>	11.0	<b>Lateral Offset (In.):</b>	34.7	<b>Road Grade (%):</b>	3.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were several stones that were tilted up to 6 in in places. The height ranged between 9 and 12 in.			
	<b>Breaking and Cracking:</b>	There were 15 stones that were split in half or were made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0100-0.186-R		
<b>Route Name:</b>	WEST STREET EXTENSION		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	29.80

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$22192
<b>Brief Workorder:</b>	Reset 4 leaning stones and remove/replace 15 split stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Reset 4 leaning rectangular coping stones. Remove Rectangular Coping Stone at \$200- per -Each for 15 Unit(s) = \$3000. Remove 15 split rectangular coping stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 15 Unit(s) = \$9000. Install 15 new rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 5 Day(s) = \$7375.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0100: WEST STREET EXTENSION**

**Barrier Condition Photos**



**ACAD\_0100\_0.186\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0101ZZ-0.049-L				
<b>Route Name:</b>	ACCESS ROAD AND SPUR TO STATE ROUTE 233				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	13.60		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	402		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	29.7
<b>Height (In.):</b>	21.7	<b>Lateral Offset (In.):</b>	54.7	<b>Road Grade (%):</b>	10.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 3-4 ft rectangular coping stones that appeared to be cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0101ZZ-0.049-L		
<b>Route Name:</b>	ACCESS ROAD AND SPUR TO STATE ROUTE 233		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	13.60

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$4262
<b>Brief Workorder:</b>	Replace the 3 cracked stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 3 Unit(s) = \$600. Remove the 3 cracked stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 3 Unit(s) = \$1800. Replace the cracked stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0101ZZ: ACCESS ROAD AND SPUR TO STATE ROUTE 233

## Barrier Condition Photos



ACAD\_0101ZZ\_0.049\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0102ZZ-0.005-L				
<b>Route Name:</b>	DUCK BROOK ROAD				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	18.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	247		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	36.7
<b>Height (In.):</b>	17.2	<b>Lateral Offset (In.):</b>	29.0	<b>Road Grade (%):</b>	0.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 2 stones that were shoved out of their original spots by 6 to 12 in. The height ranged from 17 and 18 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0102ZZ-0.005-L		
<b>Route Name:</b>	DUCK BROOK ROAD		
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	18.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2062
<b>Brief Workorder:</b>	Reset 2 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Reset 2 rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0102ZZ: DUCK BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0102ZZ\_0.005\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0102ZZ-0.008-R				
<b>Route Name:</b>	DUCK BROOK ROAD				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>	29.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	412		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.2	<b>Post Spacing (In.):</b>	25.2
<b>Height (In.):</b>	20.2	<b>Lateral Offset (In.):</b>	28.0	<b>Road Grade (%):</b>	0.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0102ZZ-0.008-R				
<b>Route Name:</b>	DUCK BROOK ROAD				
<b>Inspection Date:</b>	09/10/2010	<b>Barrier Rating:</b>		29.30	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0102ZZ: DUCK BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0102ZZ\_0.008\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0102ZZ-0.452-R				
<b>Route Name:</b>	DUCK BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	35.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1231		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	38.7
<b>Height (In.):</b>	18.0	<b>Lateral Offset (In.):</b>	30.2	<b>Road Grade (%):</b>	1.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	4 angular coping stones were 6 to 12 in out of alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	One angular coping stone was cracked through with crack 1 in wide. One stone had spalled on top and lost approximately 2 in along top.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0102ZZ-0.452-R		
<b>Route Name:</b>	DUCK BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	35.70

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3162
<b>Brief Workorder:</b>	Reset 4 angular coping stones and replace 2 broken/spalled angular coping stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 4 Unit(s) = \$600. Reset the 4 shifted stones. Remove Angular Coping Stone at \$100- per -Each for 2 Unit(s) = \$200. Remove the 2 damaged stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 2 Unit(s) = \$600. Replace the 2 damaged stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0102ZZ: DUCK BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0102ZZ\_0.452\_R\_1.JPG**



<b>Barrier ID:</b>	ACAD-0102ZZ-0.712-R				
<b>Route Name:</b>	DUCK BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	20.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	41		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	22.0	<b>Post Spacing (In.):</b>	41.7
<b>Height (In.):</b>	19.7	<b>Lateral Offset (In.):</b>	19.2	<b>Road Grade (%):</b>	2.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height ranged from 18-22 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0102ZZ-0.712-R		
<b>Route Name:</b>	DUCK BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	20.70

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0102ZZ: DUCK BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0102ZZ\_0.712\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0102ZZ-0.728-R				
<b>Route Name:</b>	DUCK BROOK ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	26.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	46		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	25.2
<b>Height (In.):</b>	19.2	<b>Lateral Offset (In.):</b>	22.0	<b>Road Grade (%):</b>	0.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 19 and 20 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0102ZZ-0.728-R		
<b>Route Name:</b>	DUCK BROOK ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	26.70

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0102ZZ: DUCK BROOK ROAD**

**Barrier Condition Photos**



**ACAD\_0102ZZ\_0.728\_R\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-0.135-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	29.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	485		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	61.7
<b>Height (In.):</b>	14.0	<b>Lateral Offset (In.):</b>	29.0	<b>Road Grade (%):</b>	0.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 4 stones that were shifted off the alignment 6 to 12 in. The overall alignment had little deflection. The height ranged between 13 and 15 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-0.135-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/14/2010	<b>Barrier Rating:</b>	29.30

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2502
<b>Brief Workorder:</b>	Reset 4 rectangular coping stones that were shifted off the alignment.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 4 Unit(s) = \$800. Reset 4 rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_0.135\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-0.257-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	33.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	440		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	62.2
<b>Height (In.):</b>	13.6	<b>Lateral Offset (In.):</b>	37.7	<b>Road Grade (%):</b>	1.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	18 rectangular coping stones were off alignment by 6 to 12 in. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-0.257-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	33.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$8828
<b>Brief Workorder:</b>	Reset 18 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 18 Unit(s) = \$3600. Low Speed Traffic Control at \$1475- per -Day for 3 Day(s) = \$4425.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_0.257\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-0.415-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	49.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1747		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.8	<b>Post Spacing (In.):</b>	64.4
<b>Height (In.):</b>	12.3	<b>Lateral Offset (In.):</b>	15.1	<b>Road Grade (%):</b>	3.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height of the barrier was as designed but the alignment of 22 of the stones were from 6 to 14 in off.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-0.415-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	49.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$8085
<b>Brief Workorder:</b>	Reset the 22 mis-aligned stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 22 Unit(s) = \$4400. Reset the 22 mis-aligned stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_0.415\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-1.108-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	43.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1614		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	46.0
<b>Height (In.):</b>	14.8	<b>Lateral Offset (In.):</b>	23.5	<b>Road Grade (%):</b>	3.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 10 stones shifted or tilted off the alignment 6 by 6 to 12 in and 4 by more than 12 in. The overall alignment had little deflection and the height ranged between 11 and 20 ins.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0300-1.108-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	43.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5445
<b>Brief Workorder:</b>	Reset 10 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 10 Unit(s) = \$2000. Reset 10 rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_1.108\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-1.745-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	25.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	196		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	23.7
<b>Height (In.):</b>	17.7	<b>Lateral Offset (In.):</b>	22.7	<b>Road Grade (%):</b>	0.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-1.745-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>		25.00	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_1.745\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-1.754-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	25.30		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	198		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.2	<b>Post Spacing (In.):</b>	23.0
<b>Height (In.):</b>	18.0	<b>Lateral Offset (In.):</b>	23.2	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-1.754-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>		25.30	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_1.754\_R\_1.JPG



<b>Barrier ID:</b>	ACAD-0300-2.232-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	19.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	116		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	10.3	<b>Post Spacing (In.):</b>	26.0
<b>Height (In.):</b>	16.0	<b>Lateral Offset (In.):</b>	36.7	<b>Road Grade (%):</b>	2.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-2.232-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>		19.70	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_2.232\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-3.400-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	42.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1653		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	22.1	<b>Post Spacing (In.):</b>	36.7
<b>Height (In.):</b>	15.3	<b>Lateral Offset (In.):</b>	63.2	<b>Road Grade (%):</b>	4.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 39 stones shifted or leaning out of alignment 18 of which by 6 to 12 in off and 21 were off by more than 12 in. The remaining alignment had little deflection and the height ranged between 12 and 19 in.			
	<b>Breaking and Cracking:</b>	There were 36 stones that were split in half or were made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There was 1 missing stone.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-3.400-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	42.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$63635
<b>Brief Workorder:</b>	Reset 39 shifted or leaning stones replace 36 split stones and replace 1 missing stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 39 Unit(s) = \$7800. Reset 39 rectangular coping stones. Remove Rectangular Coping Stone at \$200- per -Each for 36 Unit(s) = \$7200. Remove 36 rectangular coping stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 37 Unit(s) = \$22200. Install 37 new rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 14 Day(s) = \$20650.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_3.400\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-3.434-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	34.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	683		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.5	<b>Post Spacing (In.):</b>	32.7
<b>Height (In.):</b>	9.5	<b>Lateral Offset (In.):</b>	40.5	<b>Road Grade (%):</b>	6.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	15 rectangular coping stones were off alignment by 6 to 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	14 rectangular coping stones were split in 2 pieces.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-3.434-R		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	34.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$25355
<b>Brief Workorder:</b>	Reset 15 rectangular coping stones and remove and replace 14 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 15 Unit(s) = \$3000. Remove Rectangular Coping Stone at \$200- per -Each for 14 Unit(s) = \$2800. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 14 Unit(s) = \$8400. Low Speed Traffic Control at \$1475- per -Day for 6 Day(s) = \$8850.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_3.434\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-3.649-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	27.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	225		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	31.7
<b>Height (In.):</b>	13.3	<b>Lateral Offset (In.):</b>	50.0	<b>Road Grade (%):</b>	7.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There were 2-5 ft stones that appeared to be cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-3.649-R		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	27.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3382
<b>Brief Workorder:</b>	Replace the 2 cracked stones.				
<b>Workorder:</b>	Remove Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Remove the 2 cracked stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Replace the 2 cracked stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_3.649\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-3.793-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	37.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	463		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	36.7
<b>Height (In.):</b>	18.2	<b>Lateral Offset (In.):</b>	51.7	<b>Road Grade (%):</b>	0.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 8 stones that were shifted or leaning out of alignment 7 by 6 to 12 in and 1 by more than 12 in. The overall alignment had little deflection and the height ranged between 16 and 20 ins.			
	<b>Breaking and Cracking:</b>	There were 2 stones that were split or were made up of 2 smaller stones.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-3.793-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	37.00

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$6765
<b>Brief Workorder:</b>	Reset 8 shifted or leaning stones and remove and replace 2 split stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 8 Unit(s) = \$1600. Reset 8 rectangular coping stones. Remove Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Remove 2 rectangular coping stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Install 2 new rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_3.793\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-3.927-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	47.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	1359		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.8	<b>Post Spacing (In.):</b>	39.0
<b>Height (In.):</b>	12.6	<b>Lateral Offset (In.):</b>	44.0	<b>Road Grade (%):</b>	5.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	19 rectangular coping stones were 6 to 12 in off alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	12 rectangular coping stones were split in 2 pieces.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0300-3.927-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	47.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$24475
<b>Brief Workorder:</b>	Reset 19 rectangular coping stones and remove and replace 12 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 19 Unit(s) = \$3800. Remove Rectangular Coping Stone at \$200- per -Each for 12 Unit(s) = \$2400. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 12 Unit(s) = \$7200. Low Speed Traffic Control at \$1475- per -Day for 6 Day(s) = \$8850.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_3.927\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-4.384-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	32.40		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	649		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	36.2
<b>Height (In.):</b>	7.3	<b>Lateral Offset (In.):</b>	42.7	<b>Road Grade (%):</b>	2.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but the alignment of 15 stones was off by 6 to 15 in.			
	<b>Breaking and Cracking:</b>	There were 5-5 ft stones that appeared to be cracked in half.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-4.384-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	32.40

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$10945
<b>Brief Workorder:</b>	Reset the 15 misaligned stones and replace the 5 cracked stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 15 Unit(s) = \$3000. Reset the mis-aligned stones. Remove Rectangular Coping Stone at \$200- per -Each for 5 Unit(s) = \$1000. Remove the cracked stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 5 Unit(s) = \$3000. Replace the cracked stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_4.384\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-5.901-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	19.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	54		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	LOW				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	48.7
<b>Height (In.):</b>	13.3	<b>Lateral Offset (In.):</b>	36.2	<b>Road Grade (%):</b>	0.70
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 6 stones shifted or leaning off of alignment 2 by 6 to 12 in and 4 by more than 12 in. The barrier height ranged between 8 and 18 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-5.901-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	19.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2942
<b>Brief Workorder:</b>	Reset 6 shifted or leaning rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 6 Unit(s) = \$1200. Reset 6 rectangular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_5.901\_L\_1.JPG



<b>Barrier ID:</b>	ACAD-0300-5.915-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	25.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	310		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.2	<b>Post Spacing (In.):</b>	31.2
<b>Height (In.):</b>	11.3	<b>Lateral Offset (In.):</b>	42.0	<b>Road Grade (%):</b>	1.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 8 stones shifted or leaning off the alignment 4 were off by 6 to 12 in and 4 were off by more than 12 in. There were 4 stones obviously lower than the rest.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was 1 missing stone.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-5.915-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	25.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5555
<b>Brief Workorder:</b>	Reset 8 leaning and 4 low angular coping stones and replace 1 missing angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 12 Unit(s) = \$1800. Reset 12 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace 1 missing angular coping stone. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_5.915\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-6.004-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	24.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	173		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	26.0
<b>Height (In.):</b>	12.6	<b>Lateral Offset (In.):</b>	25.0	<b>Road Grade (%):</b>	6.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection but the height of 70 linear ft was significantly low relative to the rest of the barrier.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-6.004-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	24.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3932
<b>Brief Workorder:</b>	Reset the 14 low stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 14 Unit(s) = \$2100. Reset the low stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_6.004\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-6.050-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	46.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	4856		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.5	<b>Post Spacing (In.):</b>	28.3
<b>Height (In.):</b>	12.6	<b>Lateral Offset (In.):</b>	28.2	<b>Road Grade (%):</b>	0.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 21 stones shifted or leaning off the alignment by more than 6 in. There were approximately 77 stones that appeared much lower than the usual height. The height ranged from 8 to 20 in.			
	<b>Breaking and Cracking:</b>	There were 3 stones split in half.			
	<b>Missing Elements:</b>	There appeared to be 6 stones missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-6.050-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	46.90

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$27582
<b>Brief Workorder:</b>	Reset 21 shifted or leaning stones and 77 low stones remove and place 3 split stones and replace 6 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 98 Unit(s) = \$14700. Reset 98 angular coping stones. Remove Angular Coping Stone at \$100- per -Each for 3 Unit(s) = \$300. Remove 3 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 9 Unit(s) = \$2700. Install 9 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 5 Day(s) = \$7375.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_6.050\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-6.568-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	32.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	640		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.7	<b>Post Spacing (In.):</b>	65.0
<b>Height (In.):</b>	13.3	<b>Lateral Offset (In.):</b>	11.0	<b>Road Grade (%):</b>	0.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but the alignment of 5 stones was off by 6 to 20 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-6.568-R		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	32.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2448
<b>Brief Workorder:</b>	Reset the alignment of 5 of the stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 5 Unit(s) = \$750. Reset the mis-aligned stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_6.568\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-6.970-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	43.00		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	159		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	18.0	<b>Lateral Offset (In.):</b>	66.0	<b>Road Grade (%):</b>	3.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection but 30 ft. was 3-6in below the 24-in design height and 62 ft. was more than 6" lower than the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-6.970-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	43.00

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$66715
<b>Brief Workorder:</b>	Raise guardwall 3-in. Remove and reset 62-ft stone masonry guardwall on concrete footer to design height of 24-in.				
<b>Workorder:</b>	Remove & Reset Stone Masonry Guardwall at \$250- per -Cu. Ft. for 211 CF = \$52750. Remove and reset the low section. [(1.7ft)(0.5ft)(62ft)] = 211 CF. Structural Concrete at \$1000- per -Cu. Yd. for 2 CY = \$2000. Install concrete footer to adjust the height of the barrier. [(1.7ft)(0.5ft)(62ft)] /27 = 1.9 CY. Low Speed Traffic Control at \$1475- per -Day for 4 Day(s) = \$5900.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_6.970\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-7.000-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010		<b>Barrier Rating:</b>	49.70	
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES		<b>Barrier Function:</b>	TRAFFIC	
<b>Barrier Material:</b>	STONE		<b>Post Material:</b>	N/A	
<b>Blockout Type:</b>	N/A		<b>Length (ft.):</b>	1310	
<b>Speed Limit (MPH):</b>	25		<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE	
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	14.6	<b>Post Spacing (In.):</b>	19.8
<b>Height (In.):</b>	7.9	<b>Lateral Offset (In.):</b>	23.7	<b>Road Grade (%):</b>	1.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 31 stones that were shifted or leaning off the alignment all but 2 were off by more than 12 in. There were approximately 65 stones that were too low. The height ranged between 0 and 13 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 24 stones that appeared to be missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0300-7.000-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	49.70

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$31872
<b>Brief Workorder:</b>	Reset 31 shifted or leaning stones reset 65 stones that are too low and replace 24 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 96 Unit(s) = \$14400. Reset 96 angular coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 24 Unit(s) = \$7200. Install 24 new angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 5 Day(s) = \$7375.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_7.000\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-7.371-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	42.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	768		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	17.5	<b>Post Spacing (In.):</b>	13.0
<b>Height (In.):</b>	12.5	<b>Lateral Offset (In.):</b>	21.7	<b>Road Grade (%):</b>	5.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	2 rectangular coping stones were off alignment by 6 to 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	2 rectangular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-7.371-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	42.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3382
<b>Brief Workorder:</b>	Reset 2 rectangular coping stones and replace 2 rectangular coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 2 Unit(s) = \$400. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_7.371\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-7.516-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	25.20		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	56		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	22.0	<b>Lateral Offset (In.):</b>	39.7	<b>Road Grade (%):</b>	0.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection but the height was between 0 to 4 in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-7.516-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>		25.20	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_7.516\_L\_1.JPG**



<b>Barrier ID:</b>	ACAD-0300-7.530-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	43.70		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	416		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	24.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	18.0	<b>Lateral Offset (In.):</b>	52.7	<b>Road Grade (%):</b>	0.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The guardwall alignment had no deflection and the barrier height was 6in below the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was breaking of the grout along the back of the entire wall with gaps in grouting.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-7.530-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	43.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$22280
<b>Brief Workorder:</b>	Re-point the entire back of the 416 ft guardwall.				
<b>Workorder:</b>	Re-Point Masonry Barrier at \$140- per -Sq. Yd. for 92 SY = \$12880. Re-point the backside of the entire length of barrier. [(12ft)(416ft)] /9 = 92 SY. Low Speed Traffic Control at \$1475- per -Day for 5 Day(s) = \$7375.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_7.530\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-7.531-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	54.40		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	343		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	15.0	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	10.6	<b>Lateral Offset (In.):</b>	36.0	<b>Road Grade (%):</b>	1.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-7.531-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	54.40

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_7.531\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-7.580-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	37.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	588		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.7	<b>Post Spacing (In.):</b>	6.6
<b>Height (In.):</b>	19.0	<b>Lateral Offset (In.):</b>	22.0	<b>Road Grade (%):</b>	5.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but the alignment of 6 stones was off by 6 to 12 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 10 stones that were missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-7.580-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	37.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$5912
<b>Brief Workorder:</b>	Reset the 6 mis-aligned stones and replace the 10 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 6 Unit(s) = \$900. Reset the 6 mis-aligned coping stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 10 Unit(s) = \$3000. Replace the 10 missing stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_7.580\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-7.848-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	30.80		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	183		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	15.3	<b>Post Spacing (In.):</b>	17.2
<b>Height (In.):</b>	12.0	<b>Lateral Offset (In.):</b>	40.7	<b>Road Grade (%):</b>	1.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 3 stones that were 6 to 12 in shifted off the alignment. There were 6 stones that were obviously lower than the rest. The height ranged from 9 to 17 in.			
	<b>Breaking and Cracking:</b>	There was 1 stone that was split.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-7.848-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	30.80

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3548
<b>Brief Workorder:</b>	Reset 6 low and 3 shifted stones and remove and replace the 1 split stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 9 Unit(s) = \$1350. Remove Angular Coping Stone at \$100- per -Each for 1 Unit(s) = \$100. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_7.848\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-7.938-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	40.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	862		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	25.2	<b>Post Spacing (In.):</b>	17.0
<b>Height (In.):</b>	13.6	<b>Lateral Offset (In.):</b>	34.0	<b>Road Grade (%):</b>	4.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height appeared to be as designed but the alignment of 11 of the stones was off by 6 to 24 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There appeared to be 21 missing stones.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-7.938-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	40.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$11990
<b>Brief Workorder:</b>	Reset the 11 mis-aligned stones and replace the 21 missing stones.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 11 Unit(s) = \$1650. Replace Angular Coping Stone (AS) at \$300- per -Each for 21 Unit(s) = \$6300. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_7.938\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-8.106-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	28.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	185		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	16.2	<b>Post Spacing (In.):</b>	18.0
<b>Height (In.):</b>	13.0	<b>Lateral Offset (In.):</b>	48.0	<b>Road Grade (%):</b>	4.40
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	7 angular coping stones were 6 to 12 in off alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	1 missing angular coping stone.			
	<b>Corrosion and Weathering:</b>	No corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0300-8.106-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	28.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3108
<b>Brief Workorder:</b>	Reset 7 angular coping stones and replace 1 missing angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 7 Unit(s) = \$1050. Reset the 7 shifted stones. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Replace the 1 missing stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_8.106\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-8.190-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	33.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	452		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	BOTH INSIDE AND OUTSIDE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	17.0
<b>Height (In.):</b>	16.7	<b>Lateral Offset (In.):</b>	30.7	<b>Road Grade (%):</b>	1.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 7 stones shifted or leaning off the alignment by at least 12 in. There was 1 stone obviously lower than the rest. The barrier height ranged between 15 and 18 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-8.190-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	33.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2942
<b>Brief Workorder:</b>	Reset 7 shifted or leaning stones and 1 low stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 8 Unit(s) = \$1200. Reset 8 angular coping stones. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_8.190\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-8.692-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	35.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	675		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	20.0	<b>Post Spacing (In.):</b>	118.5
<b>Height (In.):</b>	16.5	<b>Lateral Offset (In.):</b>	24.2	<b>Road Grade (%):</b>	1.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	2 angular coping stones were 6 to 12 in off alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	1 angular coping stone was missing.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-8.692-R		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	35.50

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2282
<b>Brief Workorder:</b>	Reset 2 angular coping stones and replace 1 missing angular coping stone.				
<b>Workorder:</b>	Reset Angular Coping Stone at \$150- per -Each for 2 Unit(s) = \$300. Replace Angular Coping Stone (AS) at \$300- per -Each for 1 Unit(s) = \$300. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_8.692\_R\_1.JPG



<b>Barrier ID:</b>	ACAD-0300-9.030-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	39.90		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	502		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	15.3	<b>Post Spacing (In.):</b>	3.7
<b>Height (In.):</b>	12.6	<b>Lateral Offset (In.):</b>	43.0	<b>Road Grade (%):</b>	2.20
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 22 stones that were very low relative to the height of the rest of the barrier and 17 stones where the alignment was off by 6 to 15 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were 3 missing stones.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-9.030-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	39.90

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$13805
<b>Brief Workorder:</b>	Reset the 17 misaligned and 22 low stones and replace the 3 missing stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 39 Unit(s) = \$7800. Reset the 17 mis-aligned and 22 low stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 3 Unit(s) = \$1800. Replace the 3 missing stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_9.030\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-9.591-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	24.10		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	193		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	15.3	<b>Post Spacing (In.):</b>	14.3
<b>Height (In.):</b>	19.7	<b>Lateral Offset (In.):</b>	63.7	<b>Road Grade (%):</b>	0.30
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was 1 stone that was out of alignment by 6 to 12 in. The barrier height ranged from between 17 to 21 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There was structural concrete under most of the barrier and about 100 feet had a void of 0.5 feet.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-9.591-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	24.10

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$7865
<b>Brief Workorder:</b>	Reset 1 stone and replace concrete footer under 100 ft of the barrier.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Reset 1 rectangular coping stone. Structural Concrete at \$1000- per -Cu. Yd. for 4 CY = \$4000. Install 100 feet of structural concrete. $[(0.5\text{ft})(2\text{ft})(10\text{ft})] / 27 = 3.7 \text{ CY}$ . Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_9.591\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-9.780-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	30.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	153		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	24.0	<b>Post Spacing (In.):</b>	41.2
<b>Height (In.):</b>	18.0	<b>Lateral Offset (In.):</b>	39.7	<b>Road Grade (%):</b>	5.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	One rectangular coping stone was 6 to 12 in off alignment. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	2 rectangular coping stones were missing.			
	<b>Corrosion and Weathering:</b>	Approximately 4 in of erosion was observed around a few stones.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-9.780-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	30.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$3162
<b>Brief Workorder:</b>	Reset 1 rectangular coping stone replace 2 missing coping stones and monitor erosion under coping stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**



# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_9.780\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-9.834-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	30.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	92		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	22.2	<b>Post Spacing (In.):</b>	50.7
<b>Height (In.):</b>	22.0	<b>Lateral Offset (In.):</b>	30.2	<b>Road Grade (%):</b>	2.90
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-9.834-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>		30.70	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_9.834\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-9.912-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	19.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	209		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	56.0
<b>Height (In.):</b>	20.7	<b>Lateral Offset (In.):</b>	32.2	<b>Road Grade (%):</b>	5.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 19 and 22 in.			
	<b>Breaking and Cracking:</b>	There was no significant breaking or cracking.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-9.912-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	19.70

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_9.912\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-10.160-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	30.00		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	52		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	INSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	27.7	<b>Post Spacing (In.):</b>	50.2
<b>Height (In.):</b>	19.0	<b>Lateral Offset (In.):</b>	60.0	<b>Road Grade (%):</b>	3.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	2 missing rectangular coping stones.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0300-10.160-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	30.00

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2942
<b>Brief Workorder:</b>	Replace 2 missing rectangular coping stones.				
<b>Workorder:</b>	Replace Rectangular Coping Stone (RS) at \$600- per -Each for 2 Unit(s) = \$1200. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_10.160\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-10.307-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	32.50		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	80		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	22.7	<b>Post Spacing (In.):</b>	59.7
<b>Height (In.):</b>	19.7	<b>Lateral Offset (In.):</b>	44.0	<b>Road Grade (%):</b>	1.60
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The height was as designed but there was 1 stone that was shifted by 8 to 10 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	One rectangular coping stone was missing.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-10.307-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	32.50

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$2502
<b>Brief Workorder:</b>	Reset the 1 shifted stone and replace the 1 missing stone.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Reset the shifted stone. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 1 Unit(s) = \$600. Replace the missing stone. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_10.307\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-10.410-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	23.60		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	91		
<b>Speed Limit (MPH):</b>	25	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	26.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	36.7	<b>Lateral Offset (In.):</b>	55.0	<b>Road Grade (%):</b>	0.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 10-14in above the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-10.410-R		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	23.60

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_10.410\_R\_1.JPG



<b>Barrier ID:</b>	ACAD-0300-10.411-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	22.70		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	80		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	EXTREME				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	26.2	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	34.0	<b>Lateral Offset (In.):</b>	58.2	<b>Road Grade (%):</b>	0.50
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier height was 2-4in above the 24-in design height.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-10.411-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/16/2010	<b>Barrier Rating:</b>	22.70

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0300: PARK LOOP ROAD**

**Barrier Condition Photos**



**ACAD\_0300\_10.411\_L\_1.JPG**

<b>Barrier ID:</b>	ACAD-0300-11.592-L				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	27.80		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	56		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	22.0	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	29.2	<b>Lateral Offset (In.):</b>	64.0	<b>Road Grade (%):</b>	2.00
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	The barrier alignment had no deflection. The barrier height ranged between 4-6in above the 24-in design height.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-11.592-L		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	27.80

**Repair Recommendations**

<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_11.592\_L\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-11.593-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	23.70		
<b>Barrier Description</b>					
<b>Type:</b>	STONE MASONRY WITHOUT CONCRETE CORE WALL	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	57		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	TANGENT		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	24	<b>Width (In.):</b>	21.0	<b>Post Spacing (In.):</b>	0.0
<b>Height (In.):</b>	22.0	<b>Lateral Offset (In.):</b>	51.7	<b>Road Grade (%):</b>	2.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	No deviation in alignment. Barrier is 1 to 3 in below 24-in design height.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-11.593-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>		23.70	
<b>Repair Recommendations</b>					
<b>Repair Action:</b>	NO ACTION	<b>FMSS Work Type:</b>	N/A	<b>Repair Cost:</b>	\$0
<b>Brief Workorder:</b>	N/A				
<b>Workorder:</b>					

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.



# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_11.593\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0300-12.088-R				
<b>Route Name:</b>	PARK LOOP ROAD				
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	35.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	530		
<b>Speed Limit (MPH):</b>	35	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-2	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	15.6	<b>Post Spacing (In.):</b>	64.0
<b>Height (In.):</b>	17.7	<b>Lateral Offset (In.):</b>	48.2	<b>Road Grade (%):</b>	2.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There were 3 stones that were low relative to the rest of the barrier and 7 stones where the alignment was off by 6 to 12 in.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There appeared to be 4 missing stones.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0300-12.088-R		
<b>Route Name:</b>	PARK LOOP ROAD		
<b>Inspection Date:</b>	09/17/2010	<b>Barrier Rating:</b>	35.20

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$8085
<b>Brief Workorder:</b>	Reset the 7 shifted stones 3 low stones and replace the 4 missing stones.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 10 Unit(s) = \$2000. Reset the 3 low and 7 mis-aligned stones. Replace Rectangular Coping Stone (RS) at \$600- per -Each for 4 Unit(s) = \$2400. Replace the 4 missing stones. Low Speed Traffic Control at \$1475- per -Day for 2 Day(s) = \$2950.				

**2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.**

# Acadia National Park

ROUTE 0300: PARK LOOP ROAD

## Barrier Condition Photos



ACAD\_0300\_12.088\_R\_1.JPG

<b>Barrier ID:</b>	ACAD-0918-0.000-P1				
<b>Route Name:</b>	LOWER SAND BEACH PARKING AREA				
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	29.70		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: RECTANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	289		
<b>Speed Limit (MPH):</b>	15	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	HIGH				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	19.0	<b>Post Spacing (In.):</b>	32.0
<b>Height (In.):</b>	13.6	<b>Lateral Offset (In.):</b>	20.2	<b>Road Grade (%):</b>	7.80
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	1 rectangular coping stone was off alignment by 6 to 12 in. Barrier was at height as designed.			
	<b>Breaking and Cracking:</b>	No breaking or cracking observed.			
	<b>Missing Elements:</b>	No missing elements observed.			
	<b>Corrosion and Weathering:</b>	No corrosion/weathering observed.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				

<b>Barrier ID:</b>	ACAD-0918-0.000-P1		
<b>Route Name:</b>	LOWER SAND BEACH PARKING AREA		
<b>Inspection Date:</b>	09/15/2010	<b>Barrier Rating:</b>	29.70

**Repair Recommendations**

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1842
<b>Brief Workorder:</b>	Reset 1 rectangular coping stone and monitor drainage in front of barrier.				
<b>Workorder:</b>	Reset Rectangular Coping Stone at \$200- per -Each for 1 Unit(s) = \$200. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

**Acadia National Park**  
**ROUTE 0918: LOWER SAND BEACH PARKING AREA**

**Barrier Condition Photos**



**ACAD\_0918\_0.000\_P1\_1.JPG**

<b>Barrier ID:</b>	ACAD-0918-0.000-P2				
<b>Route Name:</b>	LOWER SAND BEACH PARKING AREA				
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	22.20		
<b>Barrier Description</b>					
<b>Type:</b>	OTHER: ANGULAR COPING STONES	<b>Barrier Function:</b>	TRAFFIC		
<b>Barrier Material:</b>	STONE	<b>Post Material:</b>	N/A		
<b>Blockout Type:</b>	N/A	<b>Length (ft.):</b>	92		
<b>Speed Limit (MPH):</b>	15	<b>Placement with Respect to Road:</b>	OUTSIDE OF CURVE		
<b>Hazard Behind Barrier:</b>	MEDIUM				
<b>Barrier Crashworthiness</b>					
<b>Appropriate Test Level:</b>	TL-1	<b>Barrier Test Level:</b>	NCW	<b>Is Barrier Crashworthy?:</b>	NO
<b>Beg. End Trtmt Type:</b>	NONE	<b>Is Beg. End Trtmt Crashworthy?:</b>	N/A	<b>Approach Transition Type:</b>	NONE
<b>Ending End Trtmt Type:</b>	NONE	<b>Ending End Trtmt Crashworthy?:</b>	N/A		
<b>Average Measurements</b>					
<b>Design Height (In.):</b>	0	<b>Width (In.):</b>	18.0	<b>Post Spacing (In.):</b>	55.2
<b>Height (In.):</b>	19.0	<b>Lateral Offset (In.):</b>	36.0	<b>Road Grade (%):</b>	1.10
<b>Physical Condition</b>					
<b>Barrier</b>	<b>Alignment and Height:</b>	There was no alignment deflection and the height was as designed.			
	<b>Breaking and Cracking:</b>	There was no breaking or cracking observed.			
	<b>Missing Elements:</b>	There were no missing elements observed.			
	<b>Corrosion and Weathering:</b>	There was no corrosion or weathering observed. There was a large amount of debris in front of the barrier.			
<b>End Treatments</b>	<b>Alignment and Height:</b>				
	<b>Breaking and Cracking:</b>				
	<b>Missing Elements:</b>				
	<b>Corrosion and Weathering:</b>				



<b>Barrier ID:</b>	ACAD-0918-0.000-P2		
<b>Route Name:</b>	LOWER SAND BEACH PARKING AREA		
<b>Inspection Date:</b>	09/13/2010	<b>Barrier Rating:</b>	22.20

### Repair Recommendations

<b>Repair Action:</b>	REPAIR	<b>FMSS Work Type:</b>	DEFERRED MAINTENANCE	<b>Repair Cost:</b>	\$1898
<b>Brief Workorder:</b>	Remove material build up in front of the barrier.				
<b>Workorder:</b>	Grader at \$125- per -Hour for 2 Hrs = \$250. Remove material build up in front of the barrier. Low Speed Traffic Control at \$1475- per -Day for 1 Day(s) = \$1475.				

2008 cost estimate (ASTM Class D), preliminary for comparison to other repair costs only.

# Acadia National Park

ROUTE 0918: LOWER SAND BEACH PARKING AREA

## Barrier Condition Photos



ACAD\_0918\_0.000\_P2\_1.JPG

# Appendix A

## Summary of GIP Definitions and Assessment



Acadia National Park



**Federal Lands Highway  
Road Inventory Program**

# Guardwall/rail Inventory Program (GIP)

The Guardwall/rail Inventory Program (GIP) was commissioned by WASO to identify deferred maintenance related to barriers in National Parks that have more than one mile of guardwall or guardrail. GIP was designed jointly by the NPS and FHWA and the inventory process records both static characteristics of the barrier (e.g., length, height, etc.) as well as dynamic information about the condition of the barrier.

Care was taken to maintain the cultural significance of historic barriers located in the NPS. While historic traffic barriers likely would not withstand current crashworthiness performance criteria, they are considered by the NPS to be important resources for the historic and/or cultural value. The consideration of both the crashworthiness and resource value of historic barriers was taken into account when designing GIP. As can be seen in the attached tables at the end of this discussion, modern crashworthy barriers were held to a tighter tolerance than compared to historic barriers. For example, a modern steel-backed timber with a 27-in design height would need to be more than 1-in below the 27-in design height before a work order would be drafted to raise the barrier. In contrast, for an historic stone masonry barrier, its height had to be more than 6-in below its original “as-built” design height before any work would be considered to deal with height issues. To preserve historic stone masonry barriers, when work orders were drafted typical work orders were to remove and reset the barrier to its original “as-built” design height on a concrete footer; not replacing it with a crashworthy barrier.

Barriers that traverse bridges are not included in this inventory, these barriers are covered in FHWA’s Bridge Inventory Program (BIP); however, barriers that are approaches to bridges were part of this inventory.

The remainder of this discussion highlights each of the elements found in the ensuing report. The report consists of the static and dynamic characteristics of each barrier inventoried in the park, with one page being dedicated to each barrier.

## Static Barrier Characteristics

### **BARRIER TYPE**

Refers to both the design and the construction materials used:

- W-Beam, Strong Post
- W-Beam, Weak Post
- Thrie Beam/Modified Thrie Beam
- Box Beam
- Steel-Backed Timber, w/ Blockout
- Steel-Backed Timber, w/o Blockout
- Steel-Backed Log Rail
- High Tension Cable
- Three-Strand Cable
- Stone Masonry, w/o Concrete Core Wall
- Stone Masonry, w/ Concrete Core Wall
- Random Rubble Cavity Wall
- Concrete Barrier
- Concrete, with Simulated Stone Face
- W-Beam (Double Face), Strong Post
- Steel-Backed Timber (Double Face)
- Other: *Completed by field crew*

## **BARRIER MATERIAL**

The type of material of which the barrier is composed:

- Cable
- Concrete
- Galvanized Steel
- Log/Timber/Wood
- Steel-Backed Timber/Log
- Weathering Steel/Corten
- Stone
- Other: *Completed by field crew*

## **LENGTH**

The longitudinal distance between the beginning and end of the barrier. It should include the length of end treatments in the overall length of the barrier. For roadside barriers, this can be calculated from the start and end locations.

## **BARRIER FUNCTION: Traffic or Non-Traffic Barrier.**

Due to the different GIP assessment criteria of barriers based on their intended use, barriers were classified as being either traffic barriers or non-traffic barriers.

*Traffic barriers* are physical devices intended to keep vehicles or people from straying into dangerous or off-limits areas. For the purpose of this inventory and assessment, a traffic barrier is categorized as roadside hardware placed longitudinally, excluding pedestrian railing and fencing.

*Non-traffic barriers* provide a physical delineation between public access areas and restricted or protected areas in locations such as a parking lot, viewpoint or turnout. Non-traffic barriers which inhibit access of vehicles are included in this report; non-traffic barriers which only inhibit access of pedestrians or bicyclists are not included. For the purpose of this inventory, non-traffic barriers are guidewalls and guiderails. Note: rocks, stones, boulders, fences or curbs were excluded from this inventory.

There are instances in parks where a single barrier can switch between being classified as a traffic barrier and a non-traffic barrier. Such instances typically occur at pullouts, where a traffic barrier along the road will continue through the pullout without interruption. In such instances, the traffic barrier and non-traffic barrier were assessed using different criteria. Due to the different criteria, the GIP database was designed to record the traffic barrier and non-traffic barrier as two distinct barriers, even though to the eye, they appear as one barrier. Other instances where a single barrier is split into multiple barriers would be when the barrier is placed continuously along two legs of an intersection, so that one portion of the barrier may be on one road and the remaining portion of the barrier is on a different road.

## **POST MATERIAL**

The type or material that the barrier's supporting posts are made of:

- Galvanized Steel
- Wood
- Corten
- Other: *Completed by field crew*
- N/A

**BLOCKOUT TYPE**

The type of blockout or of what it is comprised:

- Wood
- Plastic
- Steel
- N/A

**BARRIER PLACEMENT WITH RESPECT TO ROADWAY**

To identify the roadway alignment the barrier is located upon:

- Tangent
- Inside of Curve
- Both Inside and Outside of Curve
- Outside of Curve

**POSTED SPEED LIMIT**

The posted speed limit of the roadway section.

**HAZARD BEHIND BARRIER**

A qualitative description of the severity of the hazard behind the barrier:

- Low
- Medium
- High
- Extreme

**APPROPRIATE TEST LEVEL (TL) FOR ROAD**

Based on the posted speed limit, the NCHRP 350 Crashworthiness test level appropriate for the roadway.

- TL-1, 30 mph and lower
- TL-2, 35-45 mph
- TL-3, 50 mph and higher

**BARRIER TEST LEVEL (TL)**

A traffic barrier is crashworthy if it was successfully crash tested under *NCHRP Report 350* at speeds along the park road or parkway or if it was accepted through analysis by FHWA, based on similarity to other crashworthy critical design element features. Non-traffic barriers are classified at N/A.

- TL-1
- TL-2
- TL-3
- No
- N/A – Non-Traffic Barrier

**IS BARRIER CRASHWORTHY**

This compared the appropriate crashworthy test level required for the posted speed limit to the barrier’s test level.

- Yes
- No

**BEGINNING END TREATMENT TYPE**

An end treatment is safety hardware that mitigates impacts to the ends of a barrier. Most common end treatments are for w-beam systems. Note that stonemasonry barriers typically do not have end treatments.

The beginning end treatment is based on the travel lane closest to the barrier. A vehicle traveling in the lane closest to the barrier will encounter the barrier’s beginning end treatment first. It is not based on the RIP primary direction. Identifies the barrier’s beginning end treatment type:

- W-Beam Flared 350 Compliant
- W-Beam Tangent 350 Complaint
- W-Beam Buried End
- W-Beam Trailing End/CRG
- W-Beam BCT, Flared
- W-Beam, Turn Down
- SBT/Log, Flared
- SBT/Log, Buried
- Median Treatments
- Box Beam
- Cable
- Crash Cushions/Attenuator
- Other: *Completed by field crew*
- None

**IS BEGINNING END TREATMENT CRASHWORTHY**

Identifies if the barrier’s beginning end treatment (based on direction of travel for the travel lane closest to barrier) is crashworthy, based on NCHRP-350.

- Yes
- No
- N/A

**APPROACH TRANSITION TYPE**

A transition is safety hardware designed to be placed between two different types of barrier. Most common transition types are between bridge rail and w-beam systems.

This Identifies the barrier’s transition type:

- Bridge Rail, W-Beam
- Bridge Rail, SBT
- Rigid W-Beam, W-Beam
- Rigid SBT (Wall), SBT
- Concrete/Masonry, W-Beam
- Concrete/Masonry, SBT
- Concrete/Masonry, Thrie Beam
- Other: *Completed by field crew*
- None

**ENDING END TREATMENT TYPE**

The ending end treatment is based on the travel lane closest to the barrier. A vehicle traveling in the lane closest to the barrier will encounter the barrier’s ending end treatment last, after passing the rest of the barrier. It is not based on the RIP primary direction. Identifies the barrier’s ending end treatment type:

- W-Beam Flared 350 Compliant
- W-Beam Tangent 350 Compliant
- W-Beam Buried End
- W-Beam Trailing End/CRG
- W-Beam BCT, Flared
- W-Beam, Turn Down
- SBT/Log, Flared
- SBT/Log, Buried
- Median Treatments
- Box Beam
- Cable
- Crash Cushions/Attenuator
- Other: *Completed by field crew*
- None

**IS ENDING END TREATMENT CRASHWORTHY**

Identifies if the barrier’s ending end treatment (based on direction of travel for the travel lane closest to barrier) is crashworthy, based on NCHRP-350.

- Yes
- No
- N/A

**BARRIER DESIGN HEIGHT**

Identifies the barrier’s original “as-built” design height:

- 27-in, W-beam, Steel-Backed Timber, Stone Masonry w/ Concrete Core Wall
- 24-in, Stone Masonry w/o Concrete Core Wall, Log on Log
- 20-in, Timber on Wood Posts, Timber on Concrete Posts, Timber on Granite Posts
- 18/24-in, Crenellated Stone Masonry Barrier
- 18/24-in, Dry Stack Stone Wall
- 31-in, Steel-Backed Log
- 32-in, Jersey Barrier



### **AVERAGE MEASUREMENTS**

Minimum of three measurements taken on each barrier.

First measurement approximately 50-ft from the beginning of the barrier, measured from the extreme ends of the barrier's end treatment/transition. Do not take a measurement along the end treatment  
Measure and record measurement every 200-ft thereafter for the run of barrier

Last measurement approximately 50-ft from the end of the barrier. Do not take a measurement along the end treatment

If a barrier is less than 300-ft, even say 45-ft, a minimum of three measurements were still taken.

### **AVERAGE WIDTH**

The width of the barrier. Only recorded for guardwalls; not guardrail.

### **AVERAGE POST SPACING**

The spacing of the barrier's (not the end treatments') posts. Only recorded for guardrails; not guardwalls or non-traffic barriers.

### **AVERAGE BARRIER HEIGHT**

The average barrier height. If the barrier has crenellations, the height is measured in the non-crenellated sections of the barrier. If the average lateral offset is less than or equal to 4-ft, average barrier height is measured from the roadway; if the average lateral offset is greater than 4-ft, average barrier height is measured at the barrier face.

### **AVERAGE LATERAL OFFSET**

Determine the average distance between the barrier and the edge of roadway. If a white edgeline is present on the roadway, average lateral offset is measured from the outside edge of the white line to the barrier face. If no white edgeline is present, average lateral offset is measured from the edge of pavement to the barrier face.

### **AVERAGE ROAD GRADE and UPHILL OR DOWNHILL**

Determine an average roadway grade at each barrier location, based on the direction of travel in the lane closest to the barrier.

## **DYNAMIC BARRIER CHARACTERISTICS – CONDITION ASSESSMENT NARRATIVES**

Field crews were directed to write a narrative of the barrier’s physical condition. To keep consistency between field crews, all narratives were based on severity and distress criteria, which were developed jointly by the NPS and FHWA. Condition assessments were based on barrier type and can be found directly after this description of report elements.

### **BARRIER ALIGNMENT/HEIGHT**

Narrative completed by field crew describing the barrier’s alignment and height. Height comments are based on the barrier’s original “as-built” design height.

### **BARRIER BREAKING/CRACKING**

Narrative completed by field crew describing any barrier breaking or cracking found during the inspection.

### **BARRIER MISSING ELEMENTS**

Narrative completed by field crew describing any barrier missing elements encountered during the inspection.

### **BARRIER CORROSION/WEATHERING**

Narrative completed by field crew describing and corrosion or weathering issues associated with the barrier.

### **END TREATMENTS ALIGNMENT/HEIGHT**

Narrative completed by field crew describing the barrier end treatment’s alignment and height, when present. Height comments are based on the end treatment’s original “as-built” design height.

### **END TREATMENTS BREAKING/CRACKING**

Narrative completed by field crew describing any barrier end treatment’s breaking or cracking found during the inspection.

### **END TREATMENTS MISSING ELEMENTS**

Narrative completed by field crew describing any barrier end treatment missing elements encountered during the inspection.

### **END TREATMENTS CORROSION/WEATHERING**

Narrative completed by field crew describing and corrosion or weathering issues associated with the barrier’s end treatments.

### **BARRIER PHOTOGRAPHS**

During the inspection, the field crews photographed the beginning end (based on the closest lane’s direction of travel) of each barrier. Additional photographs were taken of any unusual deficiencies encountered. Up to two photographs of the barrier are included in this report.

## CONDITION AND SEVERITY DISTRESS TABLES

Due to the extreme number of possible conditions of the barrier, transition and end treatment, the following descriptions and matrices are guidelines created to help classify the condition of the element. While the distinction between good and fair is needed, the distinction between fair and poor is much more important since this is the threshold that defines if the element is slightly compromised or is not functional.

In all likelihood, according to these guidelines different portions of an element (most likely a barrier) may be classified differently; however, a single classification will need to be provided for the element. The survey team will use their professional judgment to determine this single classification. The single classification of each element should be considered an index value that provides a general indicator of overall performance, but not necessarily indicate that a specific treatment is warranted. The specific work order that is prepared based on the observed deficiencies will be a much more definitive indicator of the appropriate treatment based on existing distresses. The overall condition will be used as part of the risk assessment tool to evaluate the risk to driver safety associated with the physical condition of the barrier.

### GOOD

The barrier performs as intended. The barrier is in fairly straight alignment but may have some small amount that is slightly out of alignment. While the height of the barrier may vary over its run, the height is relatively consistent and is close to its original “as-built” design height. Minor cracks may be visually observed on some the posts, though these cracks are neither long nor deep and the only hardware missing are isolated nuts and bolts. Minor surface corrosion on small portions of the surface is visible but there is no decay associated with connections.

The end treatment performs as intended. The end treatment is in good alignment and tension is acceptable. While the end treatment may exhibit some dents, there are no cracked rails, posts, blocks or any missing elements. Corrosion and erosion, while present, are at a minimum.

In general, all distresses observed, either in isolation or in combination, do not seriously affect the ability of the element to serve the intended functions of protecting drivers from a roadside hazard and/or contributing to the cultural value of the roadway corridor. Keep in mind that “intended function” is a relative term. In many cases, older designs were “intended” to protect drivers but would not be considered fully functional in that regard by today’s standards.

**FAIR**

The barrier is slightly compromised. The barrier is noticeably out of alignment and the height along the run of barrier varies considerably. Cracks and broken elements are visible from the roadside. The barrier may be missing elements, such as nuts, bolts, blockouts or even a post. Surface corrosion is visible on a fair amount of the barrier but connections will still provide element interlock. Decay and minor erosion, while not always visible, may begin to reduce element strength and individual post stability.

The end treatment is slightly compromised. The end treatment may be somewhat out of alignment, have low cable anchor tension or isolated broken or cracked rail, posts or blocks. Corrosion and erosion are evident.

In general, the distresses observed, either in isolation or combination, may generate unpredictable outcomes related to the functions of the element stated above.

**POOR**

The barrier is not functional. The barrier will not function as intended. Any of the following could mean that the barrier is in poor condition: The barrier has fallen out of alignment or its height varies greatly from the designed height. Cracks and broken elements are visible from the roadside. The barrier is missing several elements, such as nuts, bolts, blockouts or consecutive posts. Corrosion, causing structural compromise is significant and obvious. Erosion around posts will reduce the barrier's strength and capacity.

The end treatment is not functional. The end treatment does not function as intended. There is no tension in the cable anchor. A significant portion of the end treatment has broken, cracked or dented elements. Elements are missing and corrosion or erosion is significant.

In general, the distresses observed clearly illustrate the inability of the element to perform the intended functions.

## CONDITION AND SEVERITY DISTRESS TABLES – BARRIERS

Condition and Severity Distress Table for Semi-Rigid Barriers (including barriers with posts, rail elements and blocks).

	GOOD	FAIR	POOR
<b>Alignment/Design Height</b>			
	<ul style="list-style-type: none"> <li>Alignment off by less than 6"</li> </ul>	<ul style="list-style-type: none"> <li>Alignment off by 6"-12"</li> </ul>	<ul style="list-style-type: none"> <li>Alignment off by more than 12"</li> </ul>
	<ul style="list-style-type: none"> <li>Within 1" of <i>design height</i></li> </ul>	<ul style="list-style-type: none"> <li>Less than 3" lower than <i>design height</i></li> </ul>	<ul style="list-style-type: none"> <li>Greater than 3" lower than <i>design height</i></li> </ul>
<b>Breaking/Cracking, an member, post or rail – due to impact loading</b>			
	<ul style="list-style-type: none"> <li>Metal – no twisting/bending, tears or cracking</li> </ul>	<ul style="list-style-type: none"> <li>Metal – no cracking or tearing (but minor twisting/bending is ok)</li> </ul>	<ul style="list-style-type: none"> <li>Metal – any cracks or tears</li> </ul>
	<ul style="list-style-type: none"> <li>Wood – no impact related cracking</li> </ul>	<ul style="list-style-type: none"> <li>Wood – maybe cracked but retains original cross section</li> </ul>	<ul style="list-style-type: none"> <li>Wood – cracks or tears that deform original section</li> </ul>
	<ul style="list-style-type: none"> <li>Isolated broken blocks</li> </ul>	<ul style="list-style-type: none"> <li>Two Consecutive broken blocks</li> </ul>	<ul style="list-style-type: none"> <li>Consecutive broken blocks (three or more consecutive)</li> </ul>
<b>Missing Elements</b>			
	<ul style="list-style-type: none"> <li>No bolts and nuts missing</li> </ul>	<ul style="list-style-type: none"> <li>One or two bolt/nut missing at one rail/rail connection</li> </ul>	<ul style="list-style-type: none"> <li>Three or more bolts/nuts missing at one rail/rail connection</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Two consecutive missing blocks</li> </ul>	<ul style="list-style-type: none"> <li>Three or more consecutive missing blocks</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>One missing rail element or post</li> </ul>
<b>Corrosion/Decay/Weathering, all posts, rails and blocks – due to aging</b>			
	<ul style="list-style-type: none"> <li>Loss of 5% or less of cross section</li> </ul>	<ul style="list-style-type: none"> <li>Loss of 5% to 50% of cross section</li> </ul>	<ul style="list-style-type: none"> <li>Loss of 50% or more of cross section</li> </ul>
	<ul style="list-style-type: none"> <li>Erosion (less than 8" of post exposed below original groundline)</li> </ul>	<ul style="list-style-type: none"> <li>Erosion around posts (8" or more of post exposed below original groundline) for one</li> </ul>	<ul style="list-style-type: none"> <li>Erosion around consecutive posts (more than 8" of post exposed below original groundline)</li> </ul>

**Condition and Severity Distress Table for Rigid Concrete Barriers (including pre-cast).**

	<b>GOOD</b>	<b>FAIR</b>	<b>POOR</b>
<b>Alignment/Design Height</b>			
	<ul style="list-style-type: none"> <li>Alignment off by less than 6"</li> </ul>	<ul style="list-style-type: none"> <li>Alignment off by 6"-12"</li> </ul>	<ul style="list-style-type: none"> <li>Alignment off by more than 12"</li> </ul>
	<ul style="list-style-type: none"> <li>Within 1" of <u>design height</u></li> </ul>	<ul style="list-style-type: none"> <li>Less than 3" lower than <u>design height</u></li> </ul>	<ul style="list-style-type: none"> <li>Greater than 3" lower than <u>design height</u></li> </ul>
<b>Breaking/Cracking– due to impact loading</b>			
	<ul style="list-style-type: none"> <li>Minor cracks (less than ¼") present</li> </ul>	<ul style="list-style-type: none"> <li>Cracking present ¼" or greater but no displacement or discontinuity in face</li> </ul>	<ul style="list-style-type: none"> <li>Barrier displaced and/or discontinuous</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Pieces broken from barrier 3" deep or less without exposing rebar</li> </ul>	<ul style="list-style-type: none"> <li>Cracking exposes rebar</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Pieces broken from face greater than 3" deep</li> </ul>
<b>Missing Elements</b>			
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
<b>Corrosion/Decay/Weathering – due to aging</b>			
	<ul style="list-style-type: none"> <li>Surface corrosion on less than 5% of the run</li> </ul>	<ul style="list-style-type: none"> <li>Surface corrosion on between 5-25% of the run</li> </ul>	<ul style="list-style-type: none"> <li>Surface corrosion on more than 25% of the run</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Spalling 3" deep or less without exposing rebar</li> </ul>	<ul style="list-style-type: none"> <li>Spalling greater than 3" deep</li> </ul>
	<ul style="list-style-type: none"> <li>Erosion (less than 8" below groundline) around base</li> </ul>	<ul style="list-style-type: none"> <li>Erosion (8" or more below groundline) around base</li> </ul>	<ul style="list-style-type: none"> <li>Erosion (8" or more below groundline)</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Less than 50% undermined (less than half barrier width)</li> </ul>	<ul style="list-style-type: none"> <li>50% or more undermined (less than half barrier width)</li> </ul>

**Condition and Severity Distress Table for Rigid Stone/Masonry Barriers (including all types of stone or masonry barriers).**

	<b>GOOD</b>	<b>FAIR</b>	<b>POOR</b>
<b>Alignment/Design Height</b>			
	<ul style="list-style-type: none"> <li>Alignment (off by less than 6")</li> </ul>	<ul style="list-style-type: none"> <li>Alignment (off by 6" - 12")</li> </ul>	<ul style="list-style-type: none"> <li>Alignment (off by more than 12")</li> </ul>
	<ul style="list-style-type: none"> <li>Within 3" of <u>design height</u></li> </ul>	<ul style="list-style-type: none"> <li>Between 3.1 - 6" lower than <u>design height</u></li> </ul>	<ul style="list-style-type: none"> <li>Greater than 6.1" lower than <u>design height</u></li> </ul>
<b>Breaking/Cracking – due to impact loading</b>			
	<ul style="list-style-type: none"> <li>Minor cracks (less than ¼") present</li> </ul>	<ul style="list-style-type: none"> <li>Cracks, less than ½" present</li> </ul>	<ul style="list-style-type: none"> <li>Cracks greater than ½" present</li> </ul>
		<ul style="list-style-type: none"> <li>Stones broken/displaced extending less than 1/3 of width of barrier</li> </ul>	<ul style="list-style-type: none"> <li>Stones broken/displaced extending 1/3 width or more through the barrier</li> </ul>
<b>Missing Elements</b>			
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
<b>Corrosion/Decay/Weathering – due to aging</b>			
	<ul style="list-style-type: none"> <li>Cracks in mortar joints 1/4" or less and/or single loose or missing stones</li> </ul>	<ul style="list-style-type: none"> <li>Mortar joints deteriorated resulting in two - three loose or missing adjacent stones (without impact)</li> </ul>	<ul style="list-style-type: none"> <li>Mortar joints deteriorated resulting in more than three continuous/adjacent loose or missing stones (without impact)</li> </ul>
	<ul style="list-style-type: none"> <li>Erosion (less than 8" below groundline) around base</li> </ul>	<ul style="list-style-type: none"> <li>Erosion (8" or more below groundline) around base</li> </ul>	<ul style="list-style-type: none"> <li>Erosion (8" or more below groundline)</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Less than 50% undermined (less than half barrier width)</li> </ul>	<ul style="list-style-type: none"> <li>50% or more undermined (less than half barrier width)</li> </ul>

**Condition and Severity Distress Table for Flexible Barriers, (including cable barriers and weak-post systems designed without blocks).**

	<b>GOOD</b>	<b>FAIR</b>	<b>POOR</b>
<b>Alignment/Tension/Design Height</b>			
	<ul style="list-style-type: none"> <li>No bent posts</li> </ul>	<ul style="list-style-type: none"> <li>Bent posts; one to three consecutive posts</li> </ul>	<ul style="list-style-type: none"> <li>Bent posts; four or more consecutive posts</li> </ul>
	<ul style="list-style-type: none"> <li>Cable has tension</li> </ul>	<ul style="list-style-type: none"> <li>Cable under-tensioned/sagging</li> </ul>	<ul style="list-style-type: none"> <li>No cable tension</li> </ul>
	<ul style="list-style-type: none"> <li>Less than 1" too low</li> </ul>	<ul style="list-style-type: none"> <li>1-3" too low</li> </ul>	<ul style="list-style-type: none"> <li>Greater than 3" too low</li> </ul>
<b>Breaking/Cracking</b>			
	<ul style="list-style-type: none"> <li>No cracked or broken posts</li> </ul>	<ul style="list-style-type: none"> <li>One to three isolated broken posts</li> </ul>	<ul style="list-style-type: none"> <li>Four or more consecutive broken posts</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Cable frayed</li> </ul>	<ul style="list-style-type: none"> <li>Cable broken or severed</li> </ul>
<b>Missing Elements</b>			
	<ul style="list-style-type: none"> <li>No bolts and nuts missing at anchors</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Bolts and nuts missing or loose at anchors</li> </ul>
	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Any missing posts or cable for any length of run</li> </ul>
<b>Corrosion/Decay/Weathering – due to aging</b>			
	<ul style="list-style-type: none"> <li>Loss of 5% or less of cable cross section</li> </ul>	<ul style="list-style-type: none"> <li>Loss of 5% to 15% of cable cross section</li> </ul>	<ul style="list-style-type: none"> <li>Loss of 15% or more of cross section</li> </ul>
	<ul style="list-style-type: none"> <li>Erosion (less than 8" of post exposed below original groundline)</li> </ul>	<ul style="list-style-type: none"> <li>Erosion around one post (8" or more of post exposed below original groundline)</li> </ul>	<ul style="list-style-type: none"> <li>Erosion around consecutive posts (more than 8" of post exposed below original groundline)</li> </ul>



## CONDITION AND SEVERITY DISTRESS TABLES – END TREATMENTS

Condition and Severity Distress Table for Flexible End Treatments, (including cable end terminals).

GOOD		FAIR		POOR	
<b>Alignment/Tension</b>					
	<ul style="list-style-type: none"> <li>Alignment off by less than 4"</li> </ul>	<ul style="list-style-type: none"> <li>Alignment off by 4"-8"</li> </ul>	<ul style="list-style-type: none"> <li>Alignment off by more than 8"</li> </ul>		
	<ul style="list-style-type: none"> <li>Adequate cable tension</li> </ul>	<ul style="list-style-type: none"> <li>Low cable anchor tension</li> </ul>	<ul style="list-style-type: none"> <li>No cable anchor tension</li> </ul>		
<b>Breaking/Cracking – due to impact loading</b>					
	<ul style="list-style-type: none"> <li>No broken or cracked elements</li> </ul>	<ul style="list-style-type: none"> <li>Minor cable fraying but still with adequate tension</li> </ul>	<ul style="list-style-type: none"> <li>Broken or cracked cables or posts</li> </ul>		
	<ul style="list-style-type: none"> <li>No damage to posts, cable or anchor</li> </ul>	<ul style="list-style-type: none"> <li>Slight damage to posts without cracking or tearing (<i>but minor twisting/bending on isolated posts is OK</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Cable broken or severed on any cable</li> </ul>		
<b>Missing Elements</b>					
	<ul style="list-style-type: none"> <li>No bolts and nuts missing at anchors; No missing cables</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>	<ul style="list-style-type: none"> <li>Any missing element (post, cable, bolts, nuts, or anchor)</li> </ul>		
<b>Corrosion/Decay/Weathering – due to aging</b>					
	<ul style="list-style-type: none"> <li>Loss of 5% or less of cable cross section</li> </ul>	<ul style="list-style-type: none"> <li>Loss of 5% to 15% of cable cross section</li> </ul>	<ul style="list-style-type: none"> <li>Loss of 15% or more of cross section</li> </ul>		
	<ul style="list-style-type: none"> <li>Connections weathered but still provide element interlock on less than 5% of the end treatment</li> </ul>	<ul style="list-style-type: none"> <li>Connections weathered but still provide element interlock on between 5% to 15% of the end treatment</li> </ul>	<ul style="list-style-type: none"> <li>Connections weathered but still provide element interlock on more than 15% of the end treatment</li> </ul>		

**Condition and Severity Distress Table for Semi-Rigid End Treatments, including Flared and Tangent**

	<b>GOOD</b>	<b>FAIR</b>	<b>POOR</b>
<b>Alignment/Tension</b>			
	<ul style="list-style-type: none"> <li>Alignment of flares and offsets off by less than 4"</li> </ul>	<ul style="list-style-type: none"> <li>Alignment of flares and offsets off by 4"-8"</li> </ul>	<ul style="list-style-type: none"> <li>Alignment of flares and offsets off by more than 8"</li> </ul>
	<ul style="list-style-type: none"> <li>Within 1" of <u>design height</u></li> </ul>	<ul style="list-style-type: none"> <li>Less than 3" lower than <u>design height</u></li> </ul>	<ul style="list-style-type: none"> <li>Greater than 3" lower than <u>design height</u></li> </ul>
For <i>Aesthetic Barriers</i> (i.e. – SBT and SBL guardrail) that do not have crashworthy terminals:	<ul style="list-style-type: none"> <li>Approach barrier terminals are buried, anchored, and flared away from the travel lane</li> </ul>	<ul style="list-style-type: none"> <li>Approach barrier terminals are buried, anchored, and flared away from the travel lane</li> </ul>	<ul style="list-style-type: none"> <li>Approach barrier ends are NOT buried, anchored, nor flared away from the travel lane</li> </ul>
<b>Breaking/Cracking – due to impact loading</b>			
	<ul style="list-style-type: none"> <li>Metal – no twisting/bending, tears or cracking</li> </ul>	<ul style="list-style-type: none"> <li>Metal – no cracking or tearing (but minor twisting or bending is ok)</li> </ul>	<ul style="list-style-type: none"> <li>Metal – any cracks or tears</li> </ul>
	<ul style="list-style-type: none"> <li>Wood – no impact related cracking</li> </ul>	<ul style="list-style-type: none"> <li>Wood – maybe cracked but retains original cross section</li> </ul>	<ul style="list-style-type: none"> <li>Wood – cracks or tears that deform original section</li> </ul>
	<ul style="list-style-type: none"> <li>No broken blocks</li> </ul>	<ul style="list-style-type: none"> <li>One broken block</li> </ul>	<ul style="list-style-type: none"> <li>Two consecutive broken blocks</li> </ul>
<b>Missing Elements</b>			
	<ul style="list-style-type: none"> <li>No missing elements, including breakaway cables and struts</li> </ul>	<ul style="list-style-type: none"> <li>Isolated bolts, nuts, or blocks loose on non-consecutive posts</li> </ul>	<ul style="list-style-type: none"> <li>Any missing element, including blocks, rails, posts cables, or struts</li> </ul>
	<ul style="list-style-type: none"> <li>No bolts, nuts, or blocks missing or loose</li> </ul>	<ul style="list-style-type: none"> <li>Breakaway strut present but vertical height off by more than 2"</li> </ul>	<ul style="list-style-type: none"> <li>Missing nuts / bolts on consecutive posts</li> </ul>
<b>Corrosion/Decay/Weathering – due to aging</b>			
	<ul style="list-style-type: none"> <li>Surface corrosion / decay / connections weathered with a loss of 5% or less of cross section of interlocking elements</li> </ul>	<ul style="list-style-type: none"> <li>Surface corrosion / decay / connections weathered with between 5-25% loss of cross section along transition interlocking elements</li> </ul>	<ul style="list-style-type: none"> <li>Surface corrosion / decay / connections weathered with more than 25% loss of cross section along transition interlocking elements</li> </ul>
	<ul style="list-style-type: none"> <li>Erosion (less than 8" of post exposed below original groundline)</li> </ul>	<ul style="list-style-type: none"> <li>Erosion around 1 post (8" or more of post exposed below original groundline)</li> </ul>	<ul style="list-style-type: none"> <li>Erosion around consecutive posts (8" or more of post exposed below original groundline)</li> </ul>