TABLE 1 - ADEQUATE STANDARD CHARACTERISTICS

The cost to construct of a particular transportation facility is defined as the cost required to improve the transportation facility from its existing condition to a condition that would meet the Adequate Standard Characteristics. Table 1 presents the Adequate Standard Characteristics.

ADEQUATE STANDARD NUMBER	1 2 3	4 5 6	7 8 9	10 11 12	13 14 15	16	17	18	19	20	21	
TERRAIN***	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUTURE ADT used in ADS assignment	N/A	FADT>=400	FADT<400	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
BIA CLASS	1 MAJOR ARTERIAL	2 RURAL MINOR ARTERIALS		4 RURAL MAJOR COLLECTOR	5 RURAL LOCAL	6 CITY MINOR ARTERIAL	7 CITY COLLECTOR	3* CITY LOCAL	8 MOTORIZED/ NON-MOTORIZED TRAILS	9 OTHER TRANSPOR-TATION FACILITIES	10 AIRSTRIPS	11 Overlapping Routes
CALCULATED VALUES												
FUTURE SURFACE TYPE (EXISTING)	PAVED	PAVED	PAVED	FADT UNDER 50 -EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED		FADT UNDER 50 -EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED			DEPENDS ON FACILITY	N/A	N/A	N/A
FUTURE SURFACE TYPE (PROPOSED)	PAVED	PAVED	PAVED	FADT UNDER 50 -EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED	FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED	FADT UNDER 50 -EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED			DEPENDS ON FACILITY	N/A	N/A	N/A
DEFAULT CURRENT ADT /DEFAULT FUTURE ADT**	must exist	ADT 100 FADT 149		ADT 50 FADT 74	ADT 50 FADT 74	ADT 50 FADT 74	ADT 50 FADT 74	ADT 25 FADT 37	ADT 20 FADT 30	N/A	N/A	N/A
RECOMMENDED DESIGN												
MINIMUM ROADWAY WIDTH (INCLUDING SHOULDERS)	66'	36'	32'	32'	28'	50' TOTAL PARKING 7' TURNING 12'	21' TO 38' DEPENDING ON TURNING LANES AND PARKING		DEPENDS ON FACILITY	N/A	N/A	N/A
SHOULDER WIDTH	6' MINIMUM	6'	4'	4'	2'	N/A			N/A	N/A	N/A	N/A
SHOULDER TYPE	PAVED	PAVED	PAVED	PAVED/GRAVEL/EARTH		N/A			N/A	N/A	N/A	N/A

* Local Class 3 roads may be earth, gravel or paved, depending on tribal customs, economics, or environmental considerations.

** Use default future ADT for proposed roads or where impractical to acquire ADT or ADT does not exist. (See Table 2 Default ADT and Default Future ADT). Where current ADT is practical to acquire, it should be acquired and projected to a future ADT at 2 per cent per year for 20 years.

*** (1)=Flat; (2)=Rolling; (3)=Mountainous