# Rutting

<table>
<thead>
<tr>
<th>Numerical Rating</th>
<th>Verbal Rating</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Very Good/Excellent</td>
<td>No or negligible ruts, though it may appear that there are ruts when berms of loose aggregate form. In this instance, the rater should determine whether or not the underlying, consolidated material has ruts. If so, a lower 'Rutting' rating should be assigned.</td>
</tr>
<tr>
<td>8</td>
<td>Good</td>
<td>Ruts less than 1&quot; deep; Ruts over less than 5% of the roadway; Minor impact on ride quality.</td>
</tr>
<tr>
<td>7</td>
<td>Fair</td>
<td>Ruts 1&quot; to 3&quot; deep; Ruts over 5% to 15% of the roadway; Moderate impact on ride quality.</td>
</tr>
<tr>
<td>6</td>
<td>Poor</td>
<td>Ruts 3&quot; to 6&quot; deep; Ruts over 10% to 40% of the roadway; Major impact on ride quality; Drivers are tempted to drive between the ruts, not through them.</td>
</tr>
<tr>
<td>5</td>
<td>Very Poor</td>
<td>Ruts 6&quot; to 12&quot; deep; Any instance of this depth rutting implies a 'Very Poor' rating; Passenger cars will high-center unless they straddle the ruts; Severe impact on ride quality.</td>
</tr>
<tr>
<td>2</td>
<td>Failed</td>
<td>Ruts over 12&quot; deep; Passenger cars generally cannot pass; Jeep trail.</td>
</tr>
<tr>
<td>1</td>
<td>Failed</td>
<td></td>
</tr>
</tbody>
</table>
Rutting

2 Very Poor

2 Very Poor
Rutting

3 Poor

3 Poor
Rutting

3 Poor

4 Poor
Rutting

4 Poor

5 Fair
Rutting

5 Fair

5 Fair
Rutting
Rutting

7 Good

7 Good
Rutting

8 Good

8 Good